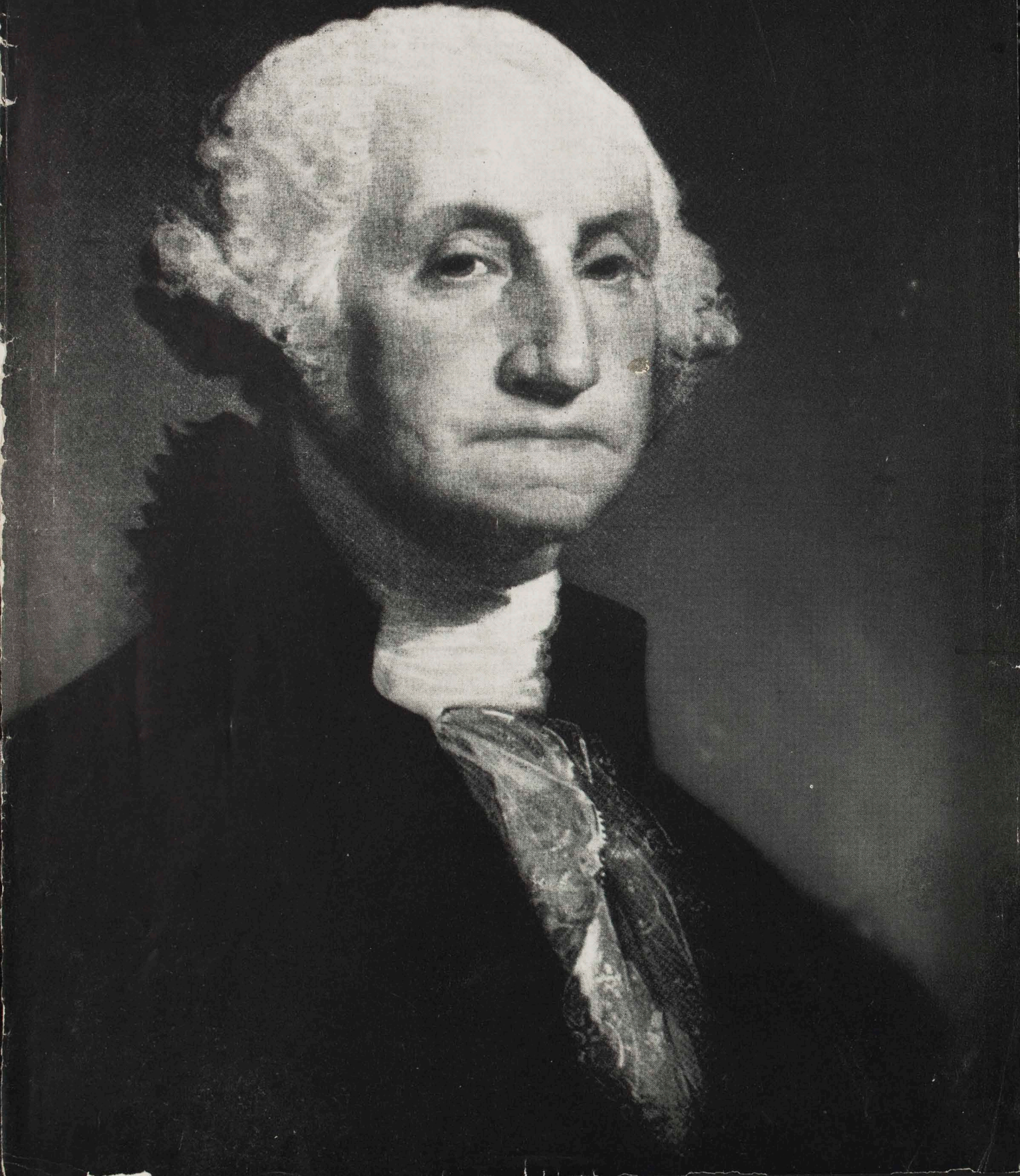


PACIFIC ELECTRIC

Magazine

FEBRUARY

1941





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

E. C. THOMAS.....EDITOR

ARROYO SECO HEARING SET

Application for permission to operate motor coach service between Los Angeles and Pasadena over the Arroyo Seco Freeway informally made by the Pacific Electric some time prior to the beginning of construction on that thoroughfare, and later covered by a formal application has been set for hearing on Thursday, February 13th at the Railroad Commission's offices in the State Building.

Should the application be granted a through, rapid service of high-class motor coaches will be established by the company, resulting in a considerable saving of time for patrons between Los Angeles, South Pasadena and Pasadena.

YEP, IT'S UNREGULATED

Charles S. Warren, who almost since time began has been a pencil pusher on the Santa Monica Outlook, takes much delight in ribbing his friends; and, during the past 35 years we have failed to discover anyone who was not his friend.

His most recent "wheeze" has to do with General Agent Harry H. Williams, of this company. Here 'tis:

"One of the most regularly irregular contributors to the Lookout column is Harry H. Williams, of the big red cars and buses, but somewhere every day his loud HA HA'S are banging up against the welkin and breaking it into smithereens. The state railroad commission has succeeded in regulating everything about the Pacific Electric except the thundering laughter of its Santa Monica Bay agent.

His contribution today to the column is a court story. The judge was addressing a police officer. "Just because you discovered this man on his hands and knees in the middle of the street does not indicate that he was drunk, does it officer?"

Cop: "No, your honor, but this mug was trying to roll up the white line."

The Company's Re-Finance Plan

An Attractive Proposal Made to Bondholders

The Pacific Electric Railway Company has submitted to interested bondholders a plan for taking care of \$459,000 par value of California Pacific Railway Company first mortgage 5 per cent bonds due July 1, 1941, and of \$7,563,000 par value of Pacific Electric Railway first mortgage 5 per cent bonds due January 1, 1942.

Under the plan the holders of these bonds will receive at maturity 20 per cent of the face value in cash and 80 per cent in new collateral trust bonds dated July 1, 1941, and maturing January 1, 1957, bearing 5 per cent interest. These bonds will be issued in the amount of \$6,000,000 and will be secured by a deposit of \$24,544,000 of Pacific Electric 5 per cent refunding mortgage bonds of September 1, 1961. The collateral trust bonds will have the benefit of a sinking fund of \$400,000 a year, commencing May 1, 1943, which will result in the retirement of most of them before maturity.

The plan will be declared effective by the company when and if sufficient assents have been received from present bondholders to make the refinancing feasible in the opinion of the Board of Directors of the company.

The Pacific Electric is not able to pay the existing bonds at maturity dates and the plan now proposed to bondholders has been made possible only by aid to be extended to it by the Southern Pacific Company. That company will advance such funds as may be necessary to make the cash payment of 20 per cent on the principal of existing bonds, as well as sufficient present bonds to permit the issuance of not more than \$6,000,000 of new collateral trust bonds, and will also permit pledging as security for the latter bonds of a large amount of Pacific Electric Railway Company refunding mortgage bonds now owned by Southern Pacific Company. On the retirement of the California Pacific and Pacific Electric first mortgage bonds; the refunding mortgage bonds will become a first lien on 332 road miles of the Pacific Electric Railway and will continue as a junior lien on the remainder of that property.

If the plan secures the assents of the desired number of bonds it will relieve the Pacific Electric of a very difficult situation that would otherwise be brought about through large maturities which the company is not in a position to take care of. It

will also assist in permitting the road to go forward with its rehabilitation plan now well underway, on the completion of which a substantial improvement in operating results of the company is expected.

RECENTLY RETIRED EMPLOYEES

Retired from active service since last issue of the Magazine are eleven employees whose years of service, for the most part exceed 20 years. To all of them, the Magazine, on behalf of their fellows, wish them many happy, carefree days, all of which we hope they will pass with comfort and a large measure of happiness. Following is the list submitted:

James Emery, Transportation Department, 21 years.

John W. Bartholomew, Transportation Department, 20 years.

August E. Stempel, Transportation Department, 19 years.

Charles O. Shunk, Engineering Department, 1 years.

John S. Christenson, Engineering Department, 21 years.

Esteban Serrano, Engineering Department, 21 years.

Harry Thomas, Accounting Department, 23 years.

Micola Amadio, Engineering Department, 5 years.

Wm. B. Guthrie, Transportation Department, 20 years.

Marcus R. Baldwin, Transportation Department, 23 years.

Wiley L. Gilley, Engineering Department, 21 years.

T. W. FLESHNER PASSES

The many friends of T. W. Fleshner, for many years an active member of Accounting Department forces but who retired from service on July 17th, 1939, were shocked to learn of his demise at his home near Tustin, Orange County on January 16th after a very brief illness, service and interment occurring at Santa Ana on the 20th.

For a period of 49 years Mr. Fleshner had been engaged in the railway business prior to his retirement and it was the hope of his many friends that many years more would be granted him in which to enjoy his ranch home at Tustin and diversions he so well loved.

"Tom" Fleshner was a very lovable character. Kindly, loyal, self-sacrificing, true to his ideals. During the years he was engaged with us here he had endeared himself to all who knew him and his passing will leave a vacancy among his friends not to be filled.

To his wife, relatives and friends most sincere sympathy is extended in their bereavement.

Local Lines Change Ownership

Pasadena and Glendale Local Lines Disposed of to a New Corporation.

As is known to our employees, the Long Beach Local transportation lines were discontinued some time ago; and, it has been currently known for some time that our local lines in both Pasadena and Glendale were in process of sale to a new corporation.

The conclusion of the sale was definitely evidenced in Glendale on January 12th when operation of the Glendale-Burbank local lines was begun by the Glendale City Lines, Inc.; and, in Pasadena on the 19th of January when operation of the local lines there was begun by the Pasadena City Lines, Inc., both of these companies being subsidiaries of Pacific City Lines.

Effective after last trips on Saturday, January 18th, all through service between Los Angeles and Mariposa Street and Lake Avenue in Altadena via Pasadena Short Line, and between Los Angeles and Woodbury Road and Lake Avenue in Altadena, via Pasadena Oak Knoll Line, was discontinued.

Beginning Monday, January 20, 1941, all through service formerly operated between Los Angeles and Altadena originates and terminates at Union and Fair Oaks, Pasadena. Passengers destined to or from Altadena and Los Angeles will transfer to and from Pasadena City Lines, at Union and Fair Oaks.

After the last trip on Saturday, January 18th, all service on the Flintridge Motor Coach Line, was discontinued.

Effective Sunday, January 19, the Pasadena City Lines, Inc., in connection with its general local motor coach operations in Pasadena established local motor coach service between downtown Pasadena and Linda Vista Avenue and Iverness Drive (Oak Tree).

COMMENDATION

It takes incidents in life to show the real man. This was forcefully brought out a short time ago when one of our fellows leaving the building lost his purse containing practically all of his half-months pay, not making the discovery of his loss until he had reached home. And, did he need that money? No one knows as well as he how he needed it. You can imagine his relief and joy, when an hour or so later the purse was returned to him intact.

Commendation for the return of

the purse is due Stanley Gronek, elevator operator, who found the purse in his car and hastened its return. Stanley's act was the incident that showed the man he was and is.

The publisher of one of Southern California's most prominent newspapers was a passenger on a train recently, of which Conductor H. K. Riordan was in charge. Said the Publisher: "You have a man in that Conductor who knows the meaning of real service. On his car there were three passengers, evidently strangers in California. Your Conductor went out of his way not only to be pleasant and courteous, but pointed out to them all points of interest along his route and made their journey a most happy and interesting experience."

HENRY KRAFT PASSES

It is with much regret that the Magazine records the death of Henry Kraft, for many years a trainman on the Northern District that occurred at the Veteran's Hospital on Friday, January 24th after an illness extending over several months; his funeral services and interment occurring on Sunday, January 26th.

There have been few men in the employment of the Pacific Electric who have manifested more interest and loyalty in their company, and never, during Henry's long employment did he relax in his fidelity.

As a testimonial to his high standing in the community in which he resided and to the regard in which he was held by officials of the commonwealth one only had to contemplate the large concourse of friends in attendance at the services held for him on January 26th.

To his bereaved family and friends sincere condolences are extended.

IN OTHER QUARTERS SOON

One of these days soon there is going to be quite a shifting of offices in the big Pacific Electric Building.

Due to the demand for larger accommodations for the Associated Oil Company, and by the expansion of the Law Department, following are the shifts to be made in the very near future:

Freight Traffic Department to make way for expansion of the Law Department will move to Rooms 502-517.

Railway Boosters from 501 to 518. Pacific Electric Restaurant and News Service from 809 to 501.

California Newspaper Publishers' Assn. from 867 to 809.

P. E. CAMERA CLUB

The meeting held January 9, 1941 under direction of R. L. McMichael, vice president, was a "Lab" night. Mr. McMichael assisted by Paul Hanna and Kenneth Pomeroy gave those present a demonstration of developing, printing and enlarging and all present had a most enjoyable evening.

We are happy at this time to say that our dark room is ready for use and this feature will be taken up with the members as to the use of the room.

As has been stated several times the Camera Club wishes, asks and hopes that pictures taken by our employees will be sent into the Club for possible use in the Magazine also for showing on a special exhibit frame in the P. E. Club rooms. Don't think



Officers of Pacific Electric Camera Club. Left to right: E. Myer, president; R. L. McMichael, vice president; F. G. Wakefield, secretary-treasurer.

your pictures are not good enough, let us be the judge as to whether they are or are not. A recent case which comes to mind is of one of our members who sent a print to a Magazine just to show them what had been done in the way of building and believe it or not, that picture brought \$10.00 so you see, you never can tell.

You no doubt notice the section in the Magazine under heading "South Freight District" by J. E. Neville, whereunder a number of pictures are shown. Mr. Neville was one of the Camera Club's first members and is a real bug for picture work (although we haven't seen him lately at meetings) all we can say is keep up the good work J. E. and let's hope others will follow suit.

They say a word to the wise is sufficient. Well, let it be said here and now that if you do any picture work and buy your supplies outside yours is the loss as you can save money by being a member of the Club. I know of a case this last few weeks where one member saved enough to pay 15 years dues and another 11 years. If that "ain't sumpin'" then I don't know.

There are any number of camera

To Changes Alhambra-San Gabriel Line

Application Made to Substitute Coach for Rail Service



Three members of the Pacific Electric Company who are officers in the Veterans of Foreign Wars of the U. S. Left to right: E. Moyer, T. E. Dickey, Accounting Department; F. E. Gill, stationery. All officers of Alex Berger Post No. 1013, Los Angeles.

bugs running around loose and we want them as members of our Club. It may be some of you don't join because you think there is work to be done (it has been known that such was the case) but let us tell you here and now all you have to do is join and enjoy yourself. We will take care of the work.

The Club officers hope that the mail will bring all kinds of pictures (and apparatus) if you don't think we have a good time come in some Meeting Night as our guest and see for yourself.

WE'RE GLAD SHE'S BETTER

Word comes from St. Vincent's Hospital that Ethel Merriam, who was so seriously injured some time ago in an accident, continues to steadily improve and is well on her way to complete recovery. She has had a "long stretch" of it and has shown remarkable fortitude and cheerfulness throughout the ordeal. Her friends (and they are legion) will be glad to know that it will not be so long now until she will be able to leave her bed for a more comfortable wheel chair.

Recently she asked that her gratitude be expressed through the Magazine to all those wonderful friends for their most kindly and continuous remembrances and for many cheering visits she has received from them.

GONE TO ARIZONA

There's a temporary vacancy in the Drafting Room. Charles E. Hunt, of that department, having been drafted by the Southern Pacific for an indefinite period for work in Arizona. Charles is a rather popular "guy" around these diggins and will be missed. It is to be hoped that during his absence he will not partake of the waters of the Hassayampa River and lose his veracity.

And then there was the girl who was so lazy she wouldn't even exercise discretion.

Mr. O. A. Smith, President of Pacific Electric Railway, announced January 9th that this company had filed an application with the Railroad Commission of the State of California, for permission to discontinue rail passenger service on the Los Angeles-Alhambra-San Gabriel Temple City Line, and abandon tracks on this line lying east of Marengo Avenue, Alhambra.

Application also requests authority of the Railroad Commission to establish motor coach service between Los Angeles, Alhambra, San Gabriel, and Temple City, over the following route:

From 6th & Los Angeles streets, Los Angeles, via Los Angeles Street, Aliso Street, Lyon Street, Macy Street, Mission Road, Huntington Drive (Sierra Vista), Main Street (Alhambra), and Las Tunas Drive through City of San Gabriel to Baldwin Avenue, Temple City, returning via the reverse thereof to 6th and Los Angeles Streets, Los Angeles, thence via 6th Street, Maple Avenue, 7th Street, and Los Angeles Street to 6th Street.

Also, alternate route in City of San Gabriel from intersection of Las Tunas & Mission Drives, via Mission Drive and Santa Anita Avenue to intersection of Santa Anita Avenue and Las Tunas Drive.

Mr. Smith states that under the plan of motor coach substitution the service will be very materially improved if the application is granted.

On the rail line, there is a service in the base period, i.e., during mid-day, of 30-minute frequency. Proposed motor coach service is of 20-minute frequency. Also, during morning and evening peak hours due to the single units, motor coach service will be much more frequent than present rail service.

It is estimated that the increased frequency to be provided by proposed motor coach service will be approximately 40 per cent compared with present rail service.

Commenting further, Mr. Smith stated that due to the heavy traffic in the business section of Alhambra along Main Street, as well as the diagonal auto parking in some sections, there is no question but that the large rail cars operated on the rail line, confined as they are to the rails, have resulted in materially slowing up traffic along this busy thoroughfare; whereas, the operation of buses, with their great flexibility, will go a

long way toward expediting the movement of traffic through the business section of Alhambra.

The proposed bus service will also expedite the movement of passengers destined to San Gabriel and Temple City, as compared with the present single-track line on which the movement of trains is many times delayed due to opposing movements on the single track.

No changes in fares are contemplated.

STREAMLINERS IN SERVICE

February 9th witnessed the equipping of the Venice Short Line and the Hollywood Boulevard Line with 20 of the new PCC "Streamliners" in the mid-day base service on both lines, and the consolidation of the two services resulting in a through service, during the major portion of the day between Gardner, on the Hollywood Line and Santa Monica (Broadway) on the Venice Short Line.

Morning and late afternoon "peaks" will be taken care of by the addition to equipment of the newly rehabilitated 600s; and, until the remaining 600s have been through the shop, several of the present cars will be in service.

On the Venice Short Line a frequency of service will be maintained as follows:

Midday base period—20 minutes.

A. M. and P. M. "peaks"—15 minutes.

Nights and Sundays—30 minutes.

Practically no change of frequency is being made in the Hollywood end of the service, except adjustments have been made to adapt it to the Vineyard-Santa Monica extension.

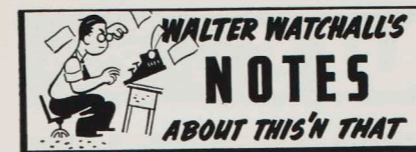
Between Hollywood and downtown Los Angeles a 5 minute frequency will be maintained, alternating between the Subway Terminal and via Sunset Boulevard and Hill Street. After 7 p. m. daily, and on Sundays (both day and night) all Hollywood Boulevard service will be operated via Sunset Boulevard and Hill Street.

Friend: "I suppose you enjoy being married?"

Bride: "Oh, yes. It's great fun. You know my husband is an artist. Yesterday we had a guessing game. He painted a picture and I cooked something for dinner—and we both guessed what the things were intended for."

Fond Mother: "Now, Freddy, dear, what will you say at the party when you've had enough to eat?"

Freddy: "Goodbye."



With the passing of Leap Year, 1940, Walter Watchall interviews prominent members of the P. E. family on the question, "Why Do You Stay Single?"

Gus Guercio, Mayor of Boyle Heights says, "I have come thru another leap year single. Many people have wondered why I do not middle aisle it. Here is the secret. My country comes first. By staying single, I can pay more income tax."



Jimmy Schaefer, the Big Schedule

man remarks, "Some people say my hobby is blondes. This is not true. I prefer bowling. When I make x x and 0 0 it is on a bowling alley and not on the bottom of a love letter. I'll marry when the time comes. I know my schedules."

G. Quesenberg prominent swimmer has this to say: "My full name is George Washington Quesenberg. I was named after the father of our country who gave us our freedom and I intend to keep mine. I can't see this taking all your money home pay day and turning it over to the Little Lady and when you hold out have her say, 'Don't tell me there were sixteen in the Mortuary Fund again this month'."



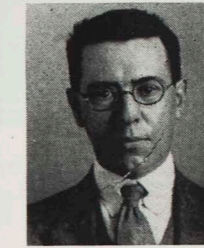
Nancy Kelly, famous tourist says: "Many people wonder why I do not take advantage of Leap Year. Well, I take lots of long trips and like to drive my own car. If I had a man he would want to drive. When they build cars you can drive from the back seat I might change my mind."

U. Drake says, "It is just like the fellow said when he came out of the Follies, 'I've seen a lot of women, but I am an Oklahoma lad and like to roam, and who can roam pushing a baby buggy'."

Jean Fogarty relates: "I had high

hopes for 1940 but I am not disappointed being young, having just turned twenty. I have plenty of time. But if I see my chances slipping I will join the Canadian Mounties. They always get their man."

Fred Hopkins, prominent Torrance citizen, has this to say: "I can not find time for marriage. My hobbies take all my time. I like band concerts, lectures and stamp collecting. Imagine me at a band concert



with a youngster on each knee. They would cry and I could not hear the band. I would have to give them a lecture instead of listening to one, and then I would have to lick them instead of the stamps. Married life would ruin my hobbies."

Johnny Thatcher, the Clark Gable of Hawthorne states: "I prefer to remain single. When you marry, there is always a chance of the eternal triangle entering in, and I always stick myself with safety pins."

George Chrystal, well known auditor, said: Quote "Git" Unquote. I got.

And now to interview a couple of the brothers who were led to the altar. Bill Keelin, well known man about the second floor says, "When the little lady popped the question I stopped to think. 'Silence is golden,' she said, 'and this is my golden opportunity.' Before I knew it, I was to the altar and had said yes."

Roy Swanson, well known Freight solicitor, remarked: "I had to give up some time. I was tired of having to slip out the back door because the front porch was full of beautiful women. Those girls used to cry on my shoulders so much I had to wear a bathing suit for underwear."

Credit Union Pays Dividends

By Joe Lortie

The annual meeting of members of Southern California Railway Clerical Employes Federal Credit Union was held Wednesday evening January 22, 1941 in Room 515 of Pacific Electric Building.

Reports read by Officers of the organization were interesting and revealed a rapid growth that has been healthy and can only be explained by the need for such a movement.

The Treasurer's report contained a comparative statement which, because of its significance, is reproduced:

	1940	1939
Assets		
Loans outstanding	\$20,915.43	\$6,224.75
Cash in Bank	1,328.05	389.89
Petty Cash	10.00	10.00
Furniture and fixtures	176.42	46.35
Charter fee (amortized in 1940)		25.00
Other assets	5.00	
Total assets	\$22,434.90	\$6,695.99
Liabilities		
Notes payable	\$ 5,050.00	\$ 500.00
Shares	16,459.99	5,967.99
Reserve	381.47	137.65
Undivided profits	543.44	90.35
Total liabilities	\$22,434.90	\$6,695.99

A 5 per cent dividend will be paid from the Undivided Profits and will leave a balance to be carried to this year's profits which should assure the ability to pay substantial dividends next year. Payment of dividends will be made in cash to all members receiving \$1.00 or more and amounts of less than \$1.00 will be credited to the share amount of the member.

It is expected that the growth of this organization will continue throughout the present year. All clerical employes of the Pacific Electric Railway are eligible to membership and it is desired that they take advantage of this opportunity. One share costs \$5.00 and may be purchased on installments as low as 25 cents per month. A systematic system of savings on this plan is urged.

The members voted a change in policy that will effect those desiring to avail themselves of the loan privileges. No loans are to be made except to members that have already been accepted by the Board of Directors at their regular monthly meeting. This means that unless an individual has been a member for at least one month he may experience a delay in securing a loan.

Join your Credit Union now, save money and avail yourself of the advantages of paying cash for your needs.



SAFETY NEWS



OBSERVATIONS ON DECEMBER ACCIDENT RECORD

Total number of accidents on the System during December 1940, compared with December 1939, shows a decrease of 42 accidents in Passenger Rail Service; decrease of 2 accidents in Motor Coach Accidents and an increase of 14 accidents in Freight Service.

All angles considered, the Motor Coach Service is showing much greater improvement in accident prevention efforts than either the Rail Passenger or the Freight Service.

That we may all have a better knowledge of the various kinds of accidents, and in a general way the reasons for them in order to profit by our past experience, and work out improved methods of operation to the end of eliminating the accidents that are avoidable on our part, the following analysis is submitted:

Interference between passenger rail cars and automobiles: Accident Reports reading "Auto made sudden left turn in front of car, stopped, and was truck. I was sounding the gong and as soon as I saw he was going to stop immediately, applied the air in emergency but could not stop in time to avoid striking the auto." There are about two of this type of accident to every one of all other classes of interferences. Considering that 90 per cent of these are within the intersections, it appears reasonable to say that if motormen will operate their trains under full control immediately approaching and while crossing over the intersection, most all of these accidents can be avoided. What automobile drivers will do, must be a matter of knowledge to every motorman operating on the system from years of experience. You have seen this happen times without number and in order to avoid the accident, the motorman must not only assume the responsibility for the operation of his train, but must to a large degree in addition to this, assume the responsibility and operate his train in such a manner as to overcome the delinquency of auto drivers who have, and show no respect for pedestrians on the street, other autos attempting to use the

CLASSIFICATION OF DECEMBER ACCIDENTS Rail and Motor Coach Accidents, December 1940, Compared with December, 1939

	Rail			Motor Coaches		
	1939-40	Dec.	Inc.	1939-40	Dec.	Inc.
1. With Pedestrians.....	8	4	4	0	2	0
2. At R.R. Cross. (other than Co.'s) ..	0	1	0	1	0	0
3. Between Cars of Company.....	1	0	1	0	0	0
4. With Vehicles & Animals.....	147	139	8	0	27	8
5. Derailments	5	16	0	11	0	0
6. Equipment	0	0	0	0	0	0
7. Boarding Cars	10	9	1	0	4	1
8. Alighting from Cars	21	11	10	0	3	4
9. Injuries on Cars (not in collision)	23	12	11	0	6	13
10. Falling from Cars	0	0	0	0	0	0
11. Doors, Gates and Guard Rails.....	8	7	1	0	0	1
12. Ejectments and disturbances	0	0	0	0	0	0
13. Employes	9	9	0	0	1	0
14. Miscellaneous	5	1	4	0	3	2
Total	237	209	0	0	52	50
Total Passenger Rail	224	182	42	0		
Total Motor Coaches				52	50	2
Freight	13	27	0	14		

highways or the rights of trains to operate on the rails.

Trains operating in opposite directions on double tracks across intersections.

A number of accident reports during December, read: "Auto turned out from behind one train, directly in front of train moving in opposite direction and was struck."

These are absolutely avoidable accidents, and motorman if and when they find it necessary to meet in intersections or close upon the approach thereto, must reduce speed and be prepared to stop in time to avoid an interference, should an auto suddenly drive upon the track in front of train.

A number of reports indicate passengers who have boarded car are thrown off of balance when train starts before they are seated and others are thrown off balance after leaving seat to alight before train comes to a stop. Motormen should pay particular attention to starting and stopping their trains, avoiding rough and sudden application of brakes or power.

Interference with autos in curves:

A large number of accidents of this type, particularly at First and Los Angeles, First and Main Street,

Venice Boulevard and Hill Street, observation in many cases show motormen are operating their trains around these locations with too much speed. Motormen must operate their trains around such curves at a slow and careful rate of speed and be prepared to stop short of point of an interference, should an auto driver disregard red hand signal of conductor and stop at point where rear corner of car will interfere with the auto between the car and curb. Please pay particular attention to this. With more careful operation, a large number of these accidents can be avoided.

Box Motor Service

During month of December 1940, 12 interferences with autos, 1 box motor struck girl. Girl 12 or 13 years old ran down the path which crossed tracks, was injured and sent to Hospital. In view of the fact that weather was clear and motorman's view was not obstructed, this accident is classified as an avoidable one.

The 12 cases of interferences, were nearly all "Auto attempted to cross in front of train."

Of all the service operated, there is less excuse or reason for having accidents with Box Motors than any of the others. There has also been

quite a number of personal injuries to trainmen operating in this service.

Observation as well as reports received, show a great part of the time unauthorized persons are riding in the front vestibule with the motorman. This includes the conductor working on the run, trainmen dead-heading to or from work, and Maintenance of Way employes.

This is a direct violation of rules and must be stopped at once. Severe discipline will be assessed in any cases of this kind in the future and an immediate improvement will be expected from motormen in eliminating all avoidable accidents, reducing speed and operating with necessary caution over intersections and Highway Crossings. To accomplish this, motormen are requested to report to the Superintendent, any case where unauthorized employes ride in the front vestibule.

With respect to personal injuries to trainmen: Carelessness is the one and only explanation so far found, such as attempting to jump from Box Motor to the landing platform, dropping gang planks on foot, and leaning out the side of car far enough to come in contact with poles, etc. You are again warned not to ride foot-boards or ride on corner of car on streets or intersections and not to ride foot-boards on rear of motor when coupled to and handling a car.

Freight Service

There were 27 accident reports received during December, 1940, covering freight service.

In one instance, motor shoving one car over crossing at night to couple onto train, the wig-wag having been cut out, did not stop clear of the crossing and flag across, resulting in auto driving directly on track and being truck. This was an avoidable accident.

When turning trolley on freight motor, the trolley came in contact with wire or steel frame that transformers stand on. Lights in the industrial plant were put out and fuse was blown on motor. This was also an avoidable accident. If not sufficient clearance to turn trolley at that location, trolley should have been turned before shoving in.

Brakeman was removing skid from car door and it dropped on his foot—Avoidable.

While backing car into spur, brakeman allowed the car to hit bumper at end with such force that it broke both bumper and derailed one truck of car so deep in mud that could not reraill it. The fault was entirely with brakeman for not stopping train.

Shoving 9 cars and caboose into a track, stopped train and cut caboose and one car off with air, intending to stop them with air brakes, when they cleared No. 1 track. However,

failed to get on cars and stop them, resulting in their going to end of track. Caboose going over dirt bumper and striking bus garage, damaging the garage, breaking train line on the car and caboose and splitting one sill step on caboose—Avoidable.

Train with 58 cars and pusher motor stalled on grade. Cut was made behind 10 loads and 1 empty, which the head motor took to top of hill and set out. Upon returning to train with motor, found train had moved back about 3 car lengths, derailling a car which split a spring switch. It appears that the motorman in charge of the train either released the brakes on the train before the brakeman had turned the angle cocks to make the cut, or the brakeman gave the motorman a signal to release the brakes before he turned the angle cocks. In any event, the brakes were released and the train free to roll, which it did immediately after the cut was made. Had the air brakes been properly applied on the rear part of train and 5 or 6 hand brakes set up on the cars behind where the cut was made, this accident would have been avoided.

Report—

"Called Yardmaster for a track for El Segundo cars and was told to put them in track 16. Track 16 was clear and kicked 7 cars into the No. 16 which brakeman rode and tied down. Kicked one car to No. 19, then kicked 2 empty flats into No. 13 which brakeman was riding, when another crew shoved back into No. 16 blind and hit the 7 cars which had been put in there, knocking them back about 7 car lengths, striking rear end of 2nd empty flat I had kicked into No. 15, derailling 2 cars and damaging 3 tank cars." Brakeman was not injured but was forced to jump.

It is a certainty this was an avoidable accident. One crew shoving a cut of cars into a track blind from one end of the yard while another crew switching and kicking cars into the same track from the other end of the yard.

Please study the accidents listed above and we can all profit by not duplicating or making a similar error in the future.

In connection with such accidents as both children and adults being struck by trains, your attention is again directed to instructions which are contained in Notice J-1814, dated January 21, 1939.

"MOTORMEN ALL DISTRICTS:

"Serious accidents have been experienced during the past year because of children playing on bridges and trestles, as well as both children and adults trespassing on railroad right of way.

"Motormen must take every possible precaution to avoid accidents of this kind, and upon observing children or trespassers on or near the tracks, must reduce speed of train and bring same under control so that they will be able to stop, if necessary before reaching such trespassers.

"There are many locations where hazards of this nature frequently arise, and in these cases motormen should anticipate the possibility of such hazards and control their train operation accordingly, approaching such locations at reduced speed until tracks are seen to be clear.

"To illustrate, particular care should be exercised in this regard at Anaheim Landing on the Newport Line; Lagoon Bridge on the Naples Junction Line; Los Cerritos Bridge on the Long Beach Line; children playing in the vicinity of Thenard on the San Pedro via Dominguez Line, and numerous other locations of similar nature where experience and ob-

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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

servations indicate such possible hazards may arise. Motormen on Northern District Lines should give close attention to these conditions just north of Valley Junction in the vicinity of Hazzard Playground, particularly as well as other bridge structure locations where such possible hazards are liable to arise at any time.

C. H. Belt, Superintendent, T. L. Wagenbach, Superintendent." A child running towards the track or playing on or near the track, or an adult person walking along the track, should immediately be considered and respected as a danger signal and speed of train reduced sufficiently to avoid an accident, should they step or walk onto track in front of your train. Children do not think of these dangers while at play and there is no way to know whether or not, the adult has sufficiently good eye sight or hearing to enable them to observe the approach of trains. Operate the same at you would if it were your own child or an adult member of your family.

LOS ANGELES FREIGHT HOUSE SAFETY NEWS

Because of numerous personal injury cases occurring among employes at the Los Angeles Terminal Freight Station, Mr. Wagenbach requested Mr. C. T. Nolan to arrange with Terminal Agent, G. W. Orr and Mr. R. V. Rachford, Chairman of the B. of R. C., for a meeting with warehouse employes for the purpose of forming a Safety Committee.

Initial meeting was called at 4:00 P. M., October 8, at which were present all available Foremen, Check Clerks and Freight Handlers. After introductory remarks participated in by Messre. Orr, Nolan and Rachford explaining the purpose of the meeting and desire to be of assistance in preventing personal injuries, a Committee was named by the workmen as follows:

R. W. Grafius, chairman; C. J. Black, Q. C. Christian, H. M. Norman, W. L. Minyard.

All employes were urged to cooperate in this movement by giving the Committee a memorandum in writing of anything coming to their attention that might cause an accident and should be remedied and recommendation was made that a box be provided into which these items could be left for the Committee. It was distinctly requested that each item for correction be written on separate sheet so that each one may be followed up without confusion.

Up to this time the results of this effort are very gratifying, accidents have been reduced, and much good work has been accomplished.

In the future, issues of the Maga-

zine each month, an item will be printed covering the efforts and accomplishment of this Committee and the employes at the Los Angeles Freight House.

SAFETY COMMITTEE MEMBERS

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

- Terminal**
 B. McCumseySan Bernardino
 R. B. Snedaker.....Macy Street
 E. L. GuldenPasadena
 D. H. Brown.....Los Angeles Street
 A. R. Noyer.....Long Beach
 J. Wamsley.....Butte Street Yard
 M. C. Baker.....Subway
 A. Cowen.....Glendale
 S. J. Burdge.....West Hollywood
 F. M. Wood.....Ocean Park
 L. H. Faulkner.....Motor Transit

The date for the next regular meeting of the Trainmen's Safety Advisory Committee will be February 28, 1941, commencing at 10 A. M. at the Pacific Electric Club Rooms, Los Angeles.

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

Any employe having any suggestion will assist your Committee if you write each suggestion on a separate piece of paper and hand it to your Committeeman so he may present it at the meeting for discussion.

The hardest time to get the baby to sleep is when she is eighteen.

BOWLING CONGRESS IN MAY

Womens' International Here For a Month

One of the greatest sports events of 1941, brought to Los Angeles largely through the efforts of Mrs. R. M. Cobb, who is not only known to a large number of the Pacific family because of being the wife of Ralph Cobb (Engineering Department), but noted in her own right as one of the outstanding woman bowlers of the Nation, will be the Congress of International Women Bowlers to be held here May 15th to June 15th.

It is anticipated that 1500 teams of five each will participate in the contests in which much interest will be manifested by the thousands who will witness them.

There is a possibility that, because of the number of contesting teams, that the session will run until June 30th.

Chisler: "You oughtn't to charge me but half price for cutting my hair when I'm half bald."

Barber: "Sorry, sir. We don't charge for cutting your hair—we charge for the time we spend hunting for it."

Voice (over telephone): "Are you the game warden?"

Game Warden: "Yes, ma'am."
 Voice: "Well, I am so thankful I have the right person at last! Would you mind suggesting some games suitable for a children's party?"

A kind-hearted minister gave a lift country girl in his machine. As he deposited her at her destination she said:

"I'm so grateful to you for letting me ride to town."

"Don't mention it!" said the minister.

"I won't!" she replied earnestly.

OFFICIAL DENTAL DEPARTMENT

Pacific Electric Railway & Motor Transit Company

Convenient term payments by pay roll deductions

Owned and operated by
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MARTHA NEAL, D.H.
 DENTAL HYGIENIST

826 PACIFIC ELECTRIC BLDG. TUcker 7272

PACIFIC ELECTRIC CLUB MONTHLY BULLETIN

P. E. CLUB DANCE

Friday, February 21:
 Regular Monthly Dance held in Club Ballroom. These monthly functions are for the pleasure of members, their families and friends. Spacious floor and colored lighting effect. Music by a Popular Dance Orchestra. Make up a party and enjoy an evening in your Club Ballroom.

P. E. WOMEN'S CLUB

Thursday, February 13:
 Business Meeting and Program — 1:00 p.m.

Thursday, February 20:
 Semi-monthly Card Party—1:00 p.m.

Thursday, February 27:
 Business Meeting and Program—1:00 p.m.

Thursday, March 6:
 Semi-monthly Card Party—1:00 p.m.

P. E. ROD & GUN CLUB

Wednesday, February 12:
 Monthly Business Meeting—7:30 p.m.

P. E. MASONIC CLUB

Wednesday, February 19:
 Monthly Business Meeting—7:30 p.m.

P. E. AMERICAN LEGION POST No. 321
 Tuesday, February 11:
 District Installation Meeting—8:00 p.m. Club Ballroom.

Tuesday, February 25:
 Semi-monthly Meeting—8:00 p.m.

AMERICAN LEGION AUXILIARY UNIT No. 321
 Tuesday, February 11:
 District Installation Meeting—8:00 p.m. Club Ballroom.

Tuesday, February 25:
 Semi-monthly Meeting—8:00 p.m.

Friday, February 28:
 Monthly Night Card Party—8:00 p.m. Prizes to winners—Refreshments.

PACIFIC ELECTRIC CAMERA CLUB

Thursday, March 6:
 Monthly Business Meeting—7:30 p.m.

HOLIDAY

Saturday, February 22:
 Washington's Birthday. Club rooms closed all day.

EDUCATIONAL CLASSES

Automotive Transportation Engineering Classes held each Monday and Tuesday evening at 7:30 p.m.

P. E. CLUB BOWLING LEAGUE MATCHES
 East Side Matches held each Thursday evening at 8:15 p.m., Whittier and Atlantic Bowling Center, 5158 Whittier Blvd.

West Side Matches held each Friday evening at 8:15 p.m., Arcade Recreation Center, 541 S. Spring or 542 S. Broadway.

WOMENS CLUB NEWS

By Mrs. Lloyd E. Murphy

At our first meeting in 1941 on January 9th over 60 women attended the meeting which was called to order by President Mrs. R. R. Crunk.

After the pledge to the Flag, we sang "God Bless America" accompanied by Mr. Wormersley who answered our call for "Help" for a pinch-hitter in the absence of Mrs. Bishop, our musician.

Mrs. Adams reported 43 calls made at the hospital in December.

Mrs. Shoup, program chairman, then introduced Mr. Lynch of the Public Relations Dept. of Standard Oil Co. who entertained us with a sound picture called "Building the West". It was enjoyed by all and showed what the discovery of oil has done in the advancement of building the country.

On February 13th we are to have an exchange Valentine party. Hope to have a good crowd and ladies, let's get together and make 1941 a record year in club attendance.

At our January 23rd meeting Mrs.

PACIFIC ELECTRIC CLUB REGULAR MONTHLY DANCE

Friday, February 21st is the date, 8:30 p.m. is the time, Club Ballroom, 299 P. E. Bldg., is the place.

Family parties and Departmental groups invited to enjoy an evening of dancing to the latest tunes by a Snappy Dance Band on the spacious ballroom floor.

You will be surprised at the good times you have been missing by not attending these monthly functions.

Pearl O'Dell of the Neighborhood School of Music brought us a group of entertainers who gave us a program of songs and piano selections. Wanda Archie, vocal; May Abramoff, piano, and Geo. Wagner, violin soloist.

Marie Andre spoke to us about the new quiz programs for women that the Home Makers Club is sponsoring and asked our club to send teams to compete with others. So here is the chance to get on the radio, and also win a money prize for our Club.

Mrs. J. B. Green entertained the Past Presidents on January 16th and we were glad to welcome to our group Mrs. Frank M. Hart.

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

Our Women's Club is starting a Red Cross Unit to sew and knit at club rooms on the second and fourth Thursdays. We will meet at 10 a. m. and work until time for regular meetings. Hope we can get a good group to help with this work.

ROD AND GUN CLUB

By Arlie Skelton

The January 8th regular meeting of the Club was very well attended. We were sorry to note the absence of our retiring president A. C. Smith who was recuperating from a siege of the "flu". However, we are proud to report that he has recovered and is now back on the job.

D. E. Porter, J. W. Clay and Scott Braley were also absent. We presume due to work on other engagements. The 1941 Tournament Season got under way to a good start with one fish registration which was caught by Robert E. Schmenger on the first day of the new tournament. Due to the fact Mr. Schmenger neglected to show the address of where the scales were located which he used to weigh his fish it was necessary to return the registration to him for the correction.

J. B. Rogers, our 1st vice president, reports an alarming amount of water snakes in our fishing streams and requests the Club to consider the advisability of placing a bounty on water snake heads. However, no mention was made on what to do about the little pink elephants.

Fellow Rod and Gun Clubbers—read your rules carefully on filling out your registration cards. This has been a headache for so long that the Club had to clamp down on it. It just means if those cards aren't properly filled out that big fish is not going to do you any good. Don't think you are being unjustly discriminated against for the rule is equally enforced to all members regardless of who you are. There are always two ways to do anything but only one of them is right.

One of our biggest problems now is to try to find some way to get the members out to the P. E. Rod and Gun Club gatherings. On Saturday, January 11th we held our twenty-fifth anniversary of the presidents' annual show. This show is given in honor of the retiring president of the previous year and is always a good show. This year A. M. Cross, Chairman of the Entertainment Committee, spared no expense in procuring the finest talent obtainable to make this the greatest show we have ever had. Notices were sent out to all of the eight hundred members, inviting them to bring their families and friends to this, the greatest show of all time. Bulletins were placed on all bulletin boards and outside clubs were invited.

Everything was all free. Results: The club theatre was about one-half filled to see a show that would have packed a public theatre with a good steep admission price. Sometimes we hear the remarks, the Club is run by a small clique. Makes you wonder what would happen to it if that small clique decided to do like the majority of you are doing.

President E. L. H. Bissenger, W. G. Knoche, D. E. Porter, B. F. Manley, H. P. Bancroft and a good many more are devoting much of their valuable time to carrying on the work of this Club. They solicit your help and co-operation and assure you that you have plenty of voice in the Club's activities.

We have a Club we can all well be proud of so appoint yourself a committee of one to get yourself and a few more members out to our meetings. Confidentially, this mild temperature and ample rainfall is going to greatly improve the Fish and Game crops for this year and I'm thinking me and my hunting and fishing gear are going to see a lot of each other.

J. B. Rogers, our 1st vice president, reports an alarming amount of water snakes in our fishing streams and requests the Club to consider the advisability of placing a bounty on water snake heads. However, no mention was made on what to do about the little pink elephants.

DEPARTMENTAL NOTES

ACCOUNTING DEPARTMENT

By Mabel Cavender

It doesn't seem possible, but I've been gently (?) reminded that it is again time for "news gathering" for the February issue of our Magazine. It seems that the former Associate Editor, Noble Cates, has slipped this job over on me, more or less permanently, but on second thought offered the following for the column:

A group of the boys went on a rabbit drive Sunday, January 5th. They thought it was a drive anyway. Only ten fellows showed up—there was Tighe, Cates, Beaumont, Smith, Cross, Minick, De Long, Harris and Brahm. There were hundreds of rabbits killed that day in Antelope Valley, and plenty of lead scattered over the sage brush. From three deep throated roar of the long barrel 12 gauge to the light ping of the 22, they were all represented. They had the rabbits so scared that instead of running away to safety, when jumped, they would tiptoe behind the next sage brush trying to escape.

"Happy Birthday" to the following employees:

W. W. Morrison.....	3
T. Y. Andrews.....	16
R. W. Evans.....	21
Juanita Hoover.....	24
L. A. Lovell.....	24
Ernest A. Stevens.....	24
Harry Welch.....	26

The office was saddened by the news of the sudden unexpected passing of Mr. T. W. Fleshner on Friday, January 17th. We extend our sympathy to the family in their bereavement.

Mildred Upmeyer has moved into her new home, which has just been completed.

Anybody want a good tip on the races? Don't let him know who told you, but understand Mr. Benson is very good at picking winners!

The early part of January, just after we were beginning to get over the effects of too much candy, turkey and all the other goodies that go with Christmas and New Year's, in comes a huge box of candy from Mrs. Florence Sanders, our "Sandy". And was it good? It was! Thanks, Sandy; you gave us just the "pick-up" we needed.

Bonnie King made a week end trip to San Diego.

Laura Drake received a corsage (we wonder who from?) for her birthday and also two "Happy Birthday" telephone calls.

Bill Keelin received three "Happy

Birthday" telephone calls. Quite popular, we say, for "an old married man".

Did you see those boots of Kenny Pomeroy's? Regular cowboy style. Kenny says he rides nearly every week end.

There has been so many people changing jobs that we can't keep them straight, but the following are on different jobs: T. E. Dickey, Gladys Sunday, Juanita Hoover, Charles English, Phillip Still, Kenny Pomeroy, Ed Campbell, Lloyd Wallace, and Carl Zitelman. Hope we haven't missed any.

We welcome to the Accounting Department, our new office boy, Raymond C. Smith.

With the establishment of the Prior Service Records Project up in Room 325, we find the following persons engaged in digging up our service record for the Railroad Retirement Board:

Chas. "Corky" Sein, Lead Checker; Dale Hyde, Checker; Al Hanna, Checker; Kenny Pomeroy, Checker; Dorothy Littlefield, Typist-Clerk; Odessa Carter, Comptometer Operator.

ENGINEERING NOTES

By Victor Labbe

Thomas J. Clark, Electrical Inspector, has been called into service of the regular army of the U. S. and reported for duty in Riverside on the morning of December 20, 1940.

Betty Demerle lost her pass on the Los Angeles-Santa Monica Bus and the bus driver returned it to her. Blushingly she admits a romance.

The Al dePfyffer's vacationed at Yosemite—skiing and enjoying the winter sports. Also hob nobbing with the movie stars says Al. X-Ray results are not available yet.

George Willie Quesenbery has four girls to look after in the Engineering Department. He always passes out gum to each one and says its hard to choose the one he likes the best.

Wonder what Walt Dekema is training for now. He keeps in trim by eating Paul du Par's stuffed dates.

Evelyn Emmons says she is still single and not an old maid as recently referred to. Why Rollo!

Nancy Kelly is planning on a trip to Florida this year. Would like to hear from travel bureaus and societies and help for old maids who travel alone.

Did everyone notice they received their 1941 Rod and Gun Club cards before June this year.

Tiny Harold Smith was awarded the position of B & B Inspector.

Better late than never. Many thanks to the Houseman family for the lovely Christmas gift.

Speaking of old maids—some one asked Gus Guercio how he stayed single.

Anybody having a 12 or 14 story house for sale including a few acres of ground, a boat, etc., please get in touch with Bob Dornier as he is in the market. It must have a fish pond.

Ralph Pratt., Junior Engineering another to enter the service. Is stationed at Fort McArthur. He is a 1st Lieut., Co. A., 69th Quartermasters Battalion.

Burleigh Manley has gone in for a new form of art. You may view his exhibition in his office in the B & B Dept. Don't miss it.

SOUTH FREIGHT DISTRICT

By J. E. Neville

Jolly the fellow who is down today. Give him a smile for his sorrow. For this old world has a funny way, and you may be down tomorrow.

Chas. Ranco Bkm., of the Long Beach afternoon job was suddenly taken ill Sunday the 26th and rushed to the St. Vincent Hospital we are told. Acute appendicitis. Our sincere good wishes goes to Charles.

Frank Hughes, Motorman, Butte Street Yard, was taken suddenly ill with pneumonia and taken to the St. Vincent Hospital Sunday the 26th. Our sincere wishes to him for a speedy recovery.

Forsake not the old friend for the new is not comparable to him. A new friend is as new wine: "When it is old then shalt thou drink it with pleasure." And don't forget to be seventy years young is sometimes far more cheerful and hopeful than to be forty years old. A postal card will help to cheer these two brothers.

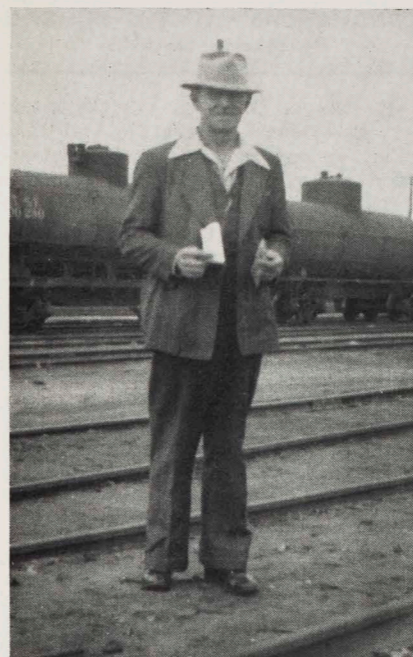
C. R. Copeland after an illness of three months, is fully recovered and back on the job in Butte Street Yard. We are glad to see you back among us again C. R. Best of luck to you.

Who's Who on the job. C. A. Ward on the Procter Gamble Long Beach switching; Naturally Brakeman Boluss is back helping him. E. F. Altenburger, Conductor, and assistant yardmaster back on the Extra Board.

Streamliners

A new red buggy seen in Butte St. Yard. Not bad! Not good! But fair. A new Special Hudson Coupe. So if Yardmaster Noonan needs some accessories for it, Frenchy Neville has a brand new basket and the attachments for it. What about it, Charlie?

Men of the South Freight District

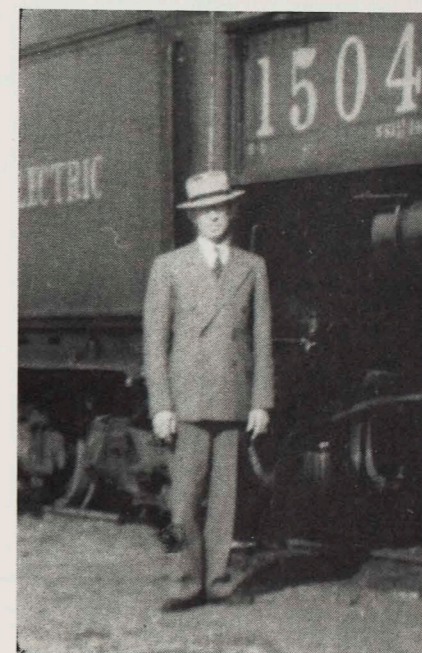


E. B. Whiteside, Terminal Trainmaster, Southern Division, who started his railroad career 1906 to 1919 as Chief Clerk, asst. agent and Wharf Master at Redondo Beeach. He entered the transportation department as Trainmaster 1919 to 1924 under the supervision of that grand old man, Superintendent O. P. Davis and later under a great friend, a good fellow to us all who knew him, the late Supt. Ed Clark, and finally in 1924 was promoted to the position of Terminal Trainmaster and has held this position since 1924 to date. These honors never did turn his head or heart though all these years of leadership. Personal honors to Mr. E. B. Whiteside.



Extra Long Beach Yard. Left to right: J. W. Amstron, Brakeman; E. J. Altenberger, Conductor; L. O. Moore, Fireman. Representing 147 years of train service, of which 70 years for the P. E. Railroad.

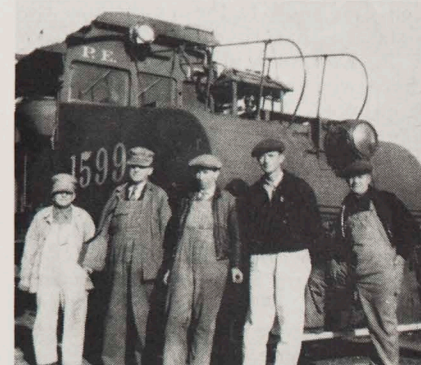
Crews (Bottoms 1st and 3rd Columns) represent 266 years of Railroad service, of which 161 years Train Service for the Pacific Electric Railroad.



H. P. Clark, Joint Agent, P. E. & S. P. Freight, Long Beach. Born in Missouri, Yeah! 44 years ago. Came to the coast in 1910, started with the Southern Pacific as a call boy in Ashland, Oregon, 1912. From call boy to train service, but too awkward. Quit because it was almost sure he would push up daisies before his time. Entered Station service immediately and has been in it ever since. Long Beach since 1923 as Joint Agent for P. E. & S. P. Likes his job. Likes the people with whom he works. Likes people generally. Long Beach industrial Freight in 1923 was done by one engine crew. Long Beach freight industries in 1940 is handled by seven engine crews and has an office force of twelve people and ten freight handlers. So no push daisies for Mr. H. P. Clark.



Chas. Noonan, Yardmaster, Butte St. Yard was born in Galion, Ohio, in 1891. He started his railroad career in 1906 as a Mess Boy on the Illinois Central. He entered the transportation department as a brakeman for the T.N.O. & D.R.Y. and has had continuous service on the railroad. He served in the army during the World War, came to California in 1923 and entered the Pacific Electric Transportation Department as Freight Conductor, was promoted to Yardmaster in 1925 which he has served for fifteen years with great appreciation of all his fellowmen. Thirty-four years service shows on his Railroad Record.



2201—Afternoon Market. Left to right: J. Warmesley, Conductor; D. B. Graham, Motorman; W. J. Lutes, Brakeman; M. P. Hendricks, Brakeman; N. H. Edmondson, Trolley. Representing 119 years of train service, of which 91 years for the Pacific Electric.



A. M. Tang, Yardmaster, Long Beach and Watson Yards, was born in Mason City, Iowa, in 1891. He started his railroad career as a Call Boy. He entered the Transportation Department as a switchman for the M. & St. L., came to California in 1922 and entered the Pacific Electric Transportation Department as Freight Conductor in 1923. He was night Yardmaster 1923—1930 and back on the Conductor list until 1936. 1936 to 1940 Yardmaster Butte St. Yard. Promoted 1940 to Yardmaster in charge of Long Beach and Watson yards, and he has the "Pappy" of all his fellowmen working under him.

WEST HOLLYWOOD

By G. R. Stevens

Winter sports will be in full swing during February as there is plenty of snow in the mountains. Reports are that there is lots of snow at P. E. Camp at Lake Arrowhead where winter sports of all kinds can be enjoyed. The boys taking advantage of the snow are enjoying the finest ice-skating it is reported, together with tobogganing and and particularly the thrilling sport of skiing. There is fun throwing snowballs and making snowmen. The big attraction at P. E. Camp is its comfortable and cozy cabins, all this easily reached by motor over fine highways in a very short time.

Conductor A. L. Marden of West Hollywood and wife are the proud parents of a nine pound baby girl which arrived on the twenty-fifth of January. Congratulations to the happy couple.

W. G. Baldwin, president of the Wednesday Club, is now extending an invitation to the boys at Hill St.

to join the club. The night terminal foreman at Hill Street is a charter member. The club now holds its meetings in a hall. Meetings were formerly held at trainmen's homes.

H. R. Dearborn, night terminal foreman at West Hollywood, and family have been ill with the flu which has been going around. We are glad to report all are well now.

N. C. Bayerele, genial conductor of West Hollywood, is taking a lot of kidding from the boys since he started to raise a moustache.

Sixteen of the boys from West Hollywood have gone to Glendale to work on the P. C. L. bus lines.

Conductor G. L. Leete of West Hollywood was among those named to serve on the safety committee for January.

Mr. C. H. Belt, Supt. of West District, is now Col. C. H. Belt, staff officer of the Fortieth Division of the California National Guard which was called in January to be stationed at San Luis Obispo, the National Defense training cantonment, to participate in studies in tactics of warfare. Trainmen at West Hollywood are also answering the draft call of the National Defense program.

Mrs. J. W. Clay, wife of Motorman J. W. Clay of Hill Street, has been seriously ill. J. W. reports she is now much improved.

The boys at West Hollywood are again settled after the January general choose-up. Motorman M. J. Nold has gone back to Hill Street being more convenient to his home. Motorman Geo. Tuttle has changed to West Hollywood terminal from OPCH.

We regret to report the passing of Sam Kirk, retired motorman.

CONDUCTORS' ACCTS. BUREAU

By Marion Snowden

Remember this "Luck needs a letter 'P' to start it right." And that calls for one more thing to remember: "A little more backbone and a little less wishbone wouldn't hurt anyone."

Winchie at the Keyhole:

Oh me! From the deep dark recesses of Fannie Jones' and Arvilla Curran's dog house, we hear that their nicknames didn't go over so well with them. Well, all we can say now is that Fandango is a little more exclusive than Fannie, and who wouldn't like to be called a walking encyclopedia? P.S.—Romeo Screech should have been "Roamio" Screech. Now we hope all concerned are happy. Know any more?

Mildred Edwards, who has always wanted a girl to tone down her three boys, now has two of them. Her eldest son Bill, who works in the P. E. Freight department at 7th and Alameda, married Dorothy Shay on September 1st, and the second son Bob, who is in the Venice Post Office, was married on January 12th to Alice Ede. Congratulations to them all—and we'll bet the boys are toned down now.

The abolishment of those new jobs has resulted this time in moves down for some of those who went up. However, by Dorothy Littlefield and Odessa Carter bidding up in the Central Timekeeping Bureau, our loss is the Timekeepers' gain, and that opened up a couple of places. From now on, our retired friends will have to call in person to find out the latest that's going on.

\$50.00

\$50.00

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

PRospect 5590

PRospect 5501

GRAHAM & ISBELL

FUNERAL DIRECTORS
915 W. Washington Blvd.

(Established 1922)

\$50.00

\$50.00

Speaking of retired friends, Miss Templeton is on the not-so-well list. We hope that by now she is much better.

Florence "Sandy" Sanders came in after New Years with loads of Christmas cards and an elegant big box of candy she had for us. Her being away on a trip to Oregon for Christmas prevented her coming at that time, but the candy was all the more enjoyed. Thank you Sandy, for your unselfish thought.

Hmm. We see that Santa brought some of the things our gals wanted for Christmas. Maybelle Wirz appeared in a streamlined smock; now all her friends (?) are worried about the elbows wearing out too soon. Alice Elliott is on the way to getting her rye on cheese; she's now getting rye on Swiss.

Ann Shofer displayed her crowning glory when she stepped out one Saturday recently with Esther Quast and yours truly to a luncheon at the Hollywood home of Mrs. Matilda Johnson Garball, two-time employe of our office. An old friend, Elizabeth Amalong, was there, witty as ever, to enjoy it with us.

Esther Craig and Dorothy Randolph were headed for a chopstick dinner in Chinatown, but rain changed their direction, and they wound up in Pasadena—Hot Dogs, we suppose.

Encroaching on other people's preserves, we peeked and found that George Perry keeps his classic curves by indulging in breakfasts of cherry pie a la mode, sandwiches with pickles, etc. Apropos of the pie, we saw in Matt Weinstock's column this: "Wonder what happened to the legend the mixture of cherries and cream was poisonous?" We wonder, too.

Esther Quast and Lois Brown, those two cutups who are always in the headlines, drove down to San Diego for New Years and reported a nice trip. Nice car, too.

We were all shocked to learn of the passing of a long-time friend to many of us, Mr. Fleshner. His kindly thought of all of us after his retirement will be long remembered. Our sincere sympathy goes out to the members of his family.

Many very old timers of this department will regret to hear of the passing of Nina Fairbairn, who was a member of this Bureau in the days when the P. E. was much younger. The sympathy of all who knew her is extended to her family.

Well, well! Peeking through the old keyhole again we see that Violet Phillips and Grace Vail were guests at a birthday dinner where the honoree had to put into immediate use each of his birthday gifts. All went well until a pair of suspenders ap-

PURCHASING POTSHOTS

By Ima Steno

peared! (Lawsy, lawsy! What next?) The fun began when a button, very vital to the usefulness of suspenders (we speak from hearsay), was found to be missing. Violet, the ever-ready helpful, with needle and thread supplied the missing link, and the fun went merrily on.

Another birthday episode. Martha Smith and her brother-in-law, whose birthday falls on the same day as hers, (you sleuths in the Accounting Department, why don't you find out when it is?) were blindfolded, kidnapped, and carried up to Santa Maria as a birthday party prank. With their peepers all taped up, Martha and brother-in-law threatened to scream for help at every stop made. Gosh! We'll bet that gave the instigators the jitters!

Twice Told Tales

A man on his way home from a New Year's party (bumping into a lamp post): "Excuse me, sir." (Bumping into a fire hydrant): "Excuse me, little boy." (Bumping into second lamp post and falling down): "Well, I'll just sit here until the crowd passes."

"What the deuce are you doing down there in the cellar?" asked the puzzled rooster.

"Well, if it's any of your darn business," replied the hen, "I'm laying in a supply of coal."

Jack—"I've a friend I'd like you girls to meet."

Athletic Girl—"What can he do?"

Chorus Girl—"How much has he?"

Literary Girl—"What does he read?"

Business Girl—"What has he accomplished?"

Religious Girl—"What church does he belong to?"

Old Maid—"Where is he?"

Mrs. Flanagan: "Was your old man in comfortable circumstances when he died?"

Mrs. Murphy: "No, 'e was 'alf way under a train."

"Girls were harder to kiss in your day, weren't they, grandpa?"

"Mebbe, mebbe," ventured the old man, "but it wasn't so blamed dangerous. I never heard of a parlor sofa running off the road and smashing into a light pole."

"What is your husband's average income?"

"About 2 o'clock in the morning."

"I need a holiday," said the pretty cashier. "I'm not looking my best."

"Nonsense," said the manager. "It isn't nonsense; the men are beginning to count their change."

Earl McCall made a trip to San Francisco last month to check with the S. P. Purchasing Department in regard to buying equipment for the P.M.T. Earl says it has rained so much in that city that even the ducks are wearing slickers and carrying umbrellas.

For some time now C. C. Fenimore has demanded the exclusive use of an elevator when traveling up to the sixth floor. Not only that but he was putting G. P. after his name every time he signed it. We were wondering if he had become Grand Potentate of the Mystic Nights of the Heavens. Then we found out. He is now a proud grandfather and his chest has been sticking out so far no one could get into the elevator with him. I must take it up with Mr. Goodyear about having rubber shirts and vests made for new grandfathers.

We wonder what Miss Adeline Livermore and Miss Doreen Livermore have to say about the drubbing Gardena gave their Torrance High School basketball team. I must take it up with the school board about forming a league with Strawberry Park, Hermosillo, West Athens and Torrance so the boys of the Industrial City can win a game once a season.

One of his neighbors recently gave Bill Nicholay a pair of dogs. And to show his appreciation Bill names one after himself. Must be a nice looking dog.

Floyd Gill, wife and daughter Rose Mary were recent visitors to Death Valley, Boulder Canyon and Las Vegas. While in L. V. Floyd stopped at the El Portal Theatre and inquired of the owner of the whereabouts and health of one horse named El Portal. The owner said, "I gave El Portal the gate."

Charles Wakefield is back after a visit to Sawtelle to have his tonsils removed. The result is the gentleman is now often heard singing the scale and threatens to go on Major Bowes program soon as West Los Angeles is his honored city.

Following News from Torrance:

Miss Alpha Barrett was observed sniffing every now and then at the office and finally one morning was conspicuous by her absence as the result of a bad cold which later developed into a serious case of the influenza.

While she was away August Zurborg acted as substitute, which offered the long looked-for opportunity to use the new back-action typewriter installed during the past sum-

mer. One morning the boss asked August how he liked the operation of the new machine.

"Oh, the best ever," replied August.

"Would you write a recommendation for the manufacturers?" asked the boss.

"Certainly," replied August, "I'll do it right away."

Putting a nice, new sheet of paper in the machine, August dashed off the following:

"Aafteb usinb the %doudle bac kacting tyPeaw ri/ter for one week I unhesittatnbgly pronounce it tobe all ad mor than iss cLaimed for it. Durinb the time it has ben inM y possession and I hav eHad thec ance for isin Git i would say it has more than pa&d for itsself in savving off timea nd laborr?"

Edwin Platt Hoyt, otherwise known as "Tiny Tim" the "GIANT of the South Bay District" has quit and gone to North American Aircraft Corporation, Inglewood. He moved to Los Angeles—somewhere on Century Blvd—just west of WATTS—immediately following the return of the family of Fred Dilthey from their ranch at Berros, San Luis Obispo County. Fred and family moved in on Maricopa Street next door to the house that had formerly been occupied by Mr. and Mrs. Edwin Hoyt.

Seen at the Forum Series of lectures on Foreign Affairs at the Redondo Evening High School Auditorium on Friday nights have been: Mr. and Mrs. August Zurborg, Fred Hopkins and mother of Torrance, and Mr. and Mrs. Royce Robertson of Gardena.

These lecture programs have already included: Mr. Lewis Browne, distinguished war correspondent, who has on more than one occasion heard and seen "Der Fuehrer" Hitler in Munich. On January 17th, Dr. A. T. Polyzoides, of U.S.C. spoke on "The New Europe". January 24th Dr. H. Arthur Steiner of U.C.L.A.: "American Foreign Policy in the Pacific". January 31st, Dr. Paul Perigord, U.C.L.A. "Causes of the Collapse of France". Feb. 7th, Dr. Osgood Hardy, Occidental College: "The United States and Latin America; Are they good neighbors?"

Others who have severed their connection with the company Stores Department and gone to work at the aircraft companies are:

Fred Maisey, Jr., to North American Aircraft Corporation, Inglewood; Robert "Bob" "Little Sling Shot" Cain, Douglas Aircraft Corporation, Santa Monica; Ed. Hoyt, North American Aircraft, Inglewood.

Alpha Barrett has been ill for two weeks with flu—at present writing she has not returned to the office.

Wm. Kitto and Frank Winterberg were at Glendale and Pasadena Garage taking inventory of material and supplies incident to the delivery and sale to—

Tom Wilkes made the trip to San Bernardino during January in connection with the "Clean-up" campaign. Since then he has undergone a minor operation for removal of a fatty tumor from his arm. Tom is well known to the surgeons of our company.

New men who have joined our organization within the past few weeks, filling the ranks and replacing those who have left are William Maisey, brother of Fred Maisey, Jr., Gordie Price, Harold B. Reed, both of Los Angeles; Floyd Slover of Redondo Beach.

Bill Bone and "Wildcat" Reiber both obtained some fine moving pictures of the Rose Tournament in Pasadena on New Years Day.

Burt Ordway was discovered roaming around the Torrance Mountains in search of old razor blades which he turned over to Torrance Police Dept. who in turn turned them over to a man in Hollywood who uses them for making braces and supports for infantile paralysis sufferers.

A recent issue of the Long Beach Press-Telegram published quite an article on thee subject and mentioned the name of our friend "the Deacon" in connection with this humanitarian act.

Frank DeBaun, the fellow who stays home on Saturdays and DYES has taken up pinochle for his new diversion. "Shot Gun Cain" is now conducting a class on Monday, Wednesday and Friday and Frank De Baun who was the first applicant for this class has shown such an aptitude that "Shot Gun" says after about 100 lessons he is convinced Frank will be able to go out and make a kill. Papa Winterburg is his first contemplated victim, but inasmuch as PANCHO is one of the class members also, there is slight doubt as to the outcome.

SUBWAY TERMINAL NOTES

By W. F. Servranckx

On Christmas Day Mr. and Mrs. J. R. Walker received the sad news of the sudden passing of Mrs. Walker's brother. We take this means of extending our sincere sympathy to the bereaved family.

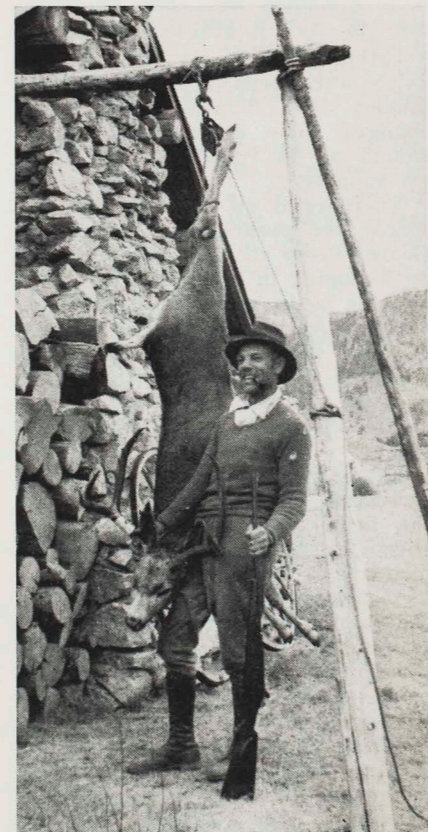
The new year was ushered in with a big bang by our good friend O. K. Fleeger, operator on the G.C.L., Glendale, when on January 19, Mrs. O. K. presented him with twin baby girls, 3 lbs 5 ozs. and 5 lbs. 8 ozs., respectively. Mother and babies are doing very nicely, thank you, but Pop has

that far away look. Cheer up, Oliver, it could have been five you know and anyway, now you don't have to worry about income tax you lucky guy. Anyway, congratulations from all of us.

At the great shake-up we had a surprise visit from Conductor H. G. Whitney, the guy who is responsible for getting that U. S. Mail car in on schedule. This well known wrestler can throw a 250 pound bag of mail farther than his helper L. Fortner can throw the bull. That is what early hours does for you boys. Glad to have seen you boys. Call again some time.

One guy who does not worry how much they lower taxable incomes is our good friend, John Eastwood. You guys worry about it, says he.

Mrs. J. H. Hamilton, wife of that popular doctor who is well known for keeping our trainmen in the best of condition, just returned from a trip to Tusla, Oklahoma, and Dallas, Tex. where she visited her parents and friends, and reports a very nice trip.



We present to you a picture of Conductor P. Stiller as proof that he really bagged a 175 pound buck deer at Convict Lake. Leave it to those Glendale bus drivers. They sure can show you things.

Attention Mr. Hightower. Just to show you that we have rabbits in our sunny California, take a look at the photo of that great hunter of wild



game A. B. Owens, and his catch up at Mojave. Shot on a Sunday morning and it no goat either, like the one you showed us once, from Texas.

And speaking of hunters, we have H. Gaskill and E. White of Glendale who on the way home from the shake-up, got so tired hunting for refreshments, that they were found sleeping in front of a very popular dog and cat hospital next morning. That is their story boys and they stick to it.

After an absence of 3 years due to a serious injury, our good friend Jack L. Hugenot returned again to work, full of smiles and fit as a fiddle. Glad to have you back.

Smiles, and more smiles, rail service returned on the Glendale Line, with a bang but no bouquets to new runs, as the man said they could be worse, but we do not agree with that man. Many new faces on the trains and with new equipment, our motor-men are sure operating the P.C.C. cars gracefully. Space does not permit us to name all of them but from reports received, C. A. Thomas and Bill Scatcherd take the cake.

Chas. Bradehorst and that wizard of finance R. E. Gilbert are about to undertake a very important enterprise, and with the help of several of the boys have offered for sale, preferred stock, and the issue has been oversubscribed 7 times. Such well known characters as Dan Keeley J. R. Groom, R. L. DeMoss, Bill O'Hearn and last but not least, John W. Booth walked in on the ground floor and acted very wisely. Good luck to you all boys with 2 financiers like the above mentioned you can't go wrong.

M. W. Hanson just returned from a trip to Omaha, Nebraska, where he visited his parents and participated in a snow ball throwing contest, and from reports received Jack received

a championship medal made out of solid gold suitably inscribed? On the quiet Jack tells us the one what hit him must have had a brick in it.

MOTOR TRANSIT NOTES

By M. J. Creamer

OFF THE RECORD: Freeman Morgan (red cap) really going 'truck-ing'—pushed four drivers by hand truck from our depot to Greyhound station for a nickel a head. Dufour, Pilkerton, Drayer and Thorp were the paying passengers! Slim Seifried with his hands full—breaking in gang at ticket office work. A mighty good instructor (believe it or not) and has plenty of patience . . . that's giving credit where it's due! Geo. Hoffman back from sick leave and pounds lighter!

Babe Larson telling Slim "you'll sure look good in the khaki uniform" and saying further, "they won't take me—I'm too old—at least if they go by the way I feel!" (now ya slipping pal?) Joe Beckett (are with Uncle Sam . . . will be in the Headquarter's office and will troup up to San Luis Obispo vicinity with others of the National Guard. Doc Beckett was MORE that just a good samaritan when he opened the "jalopy" of yours truly . . . door lock and handle broken . . . really gave it the once over . . . but found a way! Many on the line have been called to the colors and most admit they didn't get a captain's post but have hopes of making a first-class "yard boid!"

First of the drivers to be called in for exam was Adolph Zmoos. Walt Rorick's son has no number in the conscription drawing . . . had to write Washington, D.C. and still no reply! Guy Rhinard suggested that I type in necessary information on his questionnaire but after scanning the first page wherein it stated to list full name and any other names known by—knew that it would take an extra sheet for that . . . ya know, all those "alias" . . . such as Jack, Guy, Irwin, Gorgeous, Glamour Boy, etc., tch! tch! Guy finally got his card back from Uncle Sam saying that they didn't need him anyway—he's in class something or other.

WHASSTHIS? Party of the second part was looking frantically around on 5th St. (and of all places) for J. E. Brown . . . t'was around payday and said "I gotta find him—he's on a blitzkreig!" (Hope no rolling pins were involved.) Imagine—only seven operators out of the line-up LISTED as single on the Income Tax data . . . at least AS OF Dec. 31st so that settles "Boog" Evans marriage rumor up to that date any-

way! Walt Rorick catching up on his yachting for a few days.

Jim Tucker, wife and son, back from trip to Drain, Oregon, and saw the northern climes in their rainy and snowy season. Came almost having a new Ass't Agent, as Tuck and a friend and their two sons, went boating on swift river and the boat capsized. Trying to hold himself and the two boys up was some weight . . . and he wasn't exactly dogged up for swimming . . . heavy boots, britches, two sweaters—even to gloves . . . yet they were finally rescued . . . and a close one! Mrs. Tucker and (their) hostess were indoors while all this was happening. When the drenched personages appeared on the scene they were having their laff . . . but Tuck's boy, Jimmy, couldn't see any reason for laughter . . . "You wouldn't laffed if we had drowned."

Must be something wrong with janitor set-up at 5th St . . . or is it just a plain hoodoo? Have had 5 relief janitors since Ira Junkins was called east. They either took sick or broke their legs—but no shootings involved. Ira Junkins went to Bloomfield, Iowa where his father is seriously ill (near pneumonia) and hope that recovery is in sight although Ira despairs of same. He had hoped to bring both his father and mother out from Iowa to California next summer to spend their days.

Andy Torbet going hoarse on us—but he's right there with the treats! Bounced for a cup of coffee for Operator Rudd and yours truly! Stanley Moore's wife received one of his recent snap shots reprinted in last month's yarn . . . in the U. S. Mail. (Stanley had boasted before that he didn't dare show it to her.) Well? Maybe that explains why there was a shortage in distribution of the Magazines . . . and those few extra copies weren't around!

Esther Gebhardt says she knows lots of news but won't tell . . . says Rhinard is her pal so there's no "IN" on whatever it is!

Bob Cruson planning vacation—three weeks worth, heading east-bound. May drive car east but is assured of driving a new car out from the factory even tho t'aint for him! Edwin Barnett, the happy-go-lucky littl' fellar, treating us to bottles of 7-up . . . yeh, just plain . . . but welcome and unexpected! "Tanks' pal! Geo. Jehl wishing he could get an "Honest to Gawd" pencil that would write . . . they're either too hard or too soft . . . and those No. 2 gadgets are a mess . . . or doncha agree? (carbon copy to purchasing department.) "Mel" M. Moore to start vacation—about 6 weeks of it and says he doesn't know where he's going . . . how's that for a planned vacation? "Pop" Strong, the guy who

is NEVER sarcastic . . . giving W. A. Tribble the working over "just look at that double chin!" Ask Charlie Cooper to tell you about his "baby story"—the "blue booties" . . . seems to have had all the gals in Denton's Pharmacy in stitches . . . and those local gals make news! There's Frances with all her new duds, slacks and all . . . she sneaks over most every day to express office to weigh herself—gotta watch those calories. Actually confided that she didn't like to "pet" but once in awhile goes in for a "little necking!" Then—there's Jennie (Jeannie) with the L.B.H. . . . busy as all get-out, welcome back at the fold after a long absence and not near as SHY as she "used to was." Connie has that radiant smile and what a happy one . . . just like money in the bank! Helen and Pat are always ready with their greetings! Even the drugstore hits the news . . . a lone stranger from the elite section merely walked in, scooted around to the cash register and helped himself. Popular song with the manager that day was "Where Was I?"

The M.T. has been busy with specials, handling the volunteers and selectees. Taking them to Fort MacArthur and also bringing them in from Ontario and line points. Wonder if they managed to chizzle in on some of Uncle Sam's beans and give the mess-hall the once over. CRASH! BANG! Walt Deal's pride for his new Dodge hit a new low when Lyle Farquhar who was parking a bus, rammed into the back end of Dodge (air brakes—minus the air) and t'was more like an accordion but is being sent to hospital for repairs. Tough luck—and we know it was for Lyle too, as he was just as interested in seeing Walt get the new buggy as it was for Walt to have it!

CORRECTION PLEASE! Ellis B. Dunson's baby girl, Sandra Lee, was born on Sunday Dec. 22nd (instead of Dec. 19th) and the correct weight was 7 lbs., 13½ ounces. F'give me, Ellis, at least vital statistics should be correct! We regret to learn that H. E. Norton's illness will keep him from the daily grind but hope the "sun" will shine through. Ivan Erhardt, has taken over his duties. Mr. L. A. Campbell has stepped in on Ivan's position. He was down Fifth St. way just recently and Geo. Jehl introduced him to the gang . . . so say hello again!

The passing of J. K. MacElveen, D.P.A., for Pacific Greyhound Lines (Fresno) was a saddening blow to many of the M.T. group. "Mac" was well-known by many as he worked locally in Los Angeles (PGL) for some years prior to his transfers and made a host of friends with leading transportation companies.

Both Mr. and Mrs. F. J. Peters (retired) wish to thank all for their holiday greeting and remembrances . . . and the P. E. Women's Club for their many kindnesses. Fred has been confined to his bed for some many weeks now as result of recurrence of stroke and they both wish to extend their best wishes for a "Happy New Year" to all. Fred has not been forgotten by the "gang" and we all go together in hoping that with a strong determination to "win out" there will be a complete recovery.

DOWN SANTA ANA WAY: After popping off for more years than memory extends, Bill Kennedy finally bought a house—a five roomed English stucco affair with two orange trees, avocado trees and a grape fruit tree, etc. The neighbors reported that he was seen in the back yard counting each fruit so that he won't be shorted when he moves in about March 1st. "Boys, the millennium is here" commented Roy Roepke "for when a hard-headed Irishman consents to anything English—it's just a plain miracle—that's what! Roy is busier than a swarm of bees in white clover patch! American Legion, Masons and a host of other honors and responsibilities . . . one thing about it, he associates with a class of folk who know a good man when he is among them. The advice that his old "grand pappy" gave him about "keeping both feet on the ground" was recently forgotten by Charlie Rhinard. He was working on one of his buses recently and stepped right out into space. When he landed he suffered a lacerated knee tendon. Has since travelled with crutches and canes and if he had a couple of blood hounds following him . . . would suspect he was rehearsing a part in "Uncle Tom's Cabin." Well—Charlie your many friends are thankful that you never took up ballooning or other forms of flying seriously. On the other hand angels DO fly and that would possibly make you one!

Jack Burgess back from five weeks siege of serious illness, the ol' flu which was later diagnosed as diphtheria . . . and spent a couple of days under the oxygen tent. Said he laid there in bed and thought of all his past sins which made him afraid to die (uhum). However, he is battling normal again sans about 20 lbs. (His feet ya know, keep him from falling through the side walk grates. Jack spent his recuperating period in Phoenix with his parents. Well, Jack, the customers and co-workers rejoice in your presence.

UBIQUITOUS (note the six-bit word) little Joe Hernandez swamped at the office during Jack's absence, did a tidy job too. Had more troubles than a brown bear in a honey tree

has stings . . . along with it (baby) and he, too, by gosh, had whooping cough. Then the kids came down with scarlet fever—THEN he got a traffic ticket for three bucks . . . had to sleep in the garage . . . had to leave home at sun-up and got back at midnight. Well, we're blinded with tears so now will tell the good things. Joe bid an clerk-gateman's job at Hill St. Station and GOT it! Asked what his policy would be on holding babies he said, "Boy, I'll do anything—remember I've seen 'Abie's Irish Rose' . . . don't worry none now Mrs. Joe—the boy is dependable!

Johnny Hill has put all the incubators to work and reports the hatch of about three hundred white leg-horn chicks. Is sticking out his chest like papa Dionne . . . wouldn't be surprised if he named them all. (He is one up on everybody as he has finished toe marking all the stock.) Well, the best of luck to you Johnny, as a conscientious and ambitious worker like yourself deserves the best of breaks . . . we don't exactly mean in the eggs neither . . . or do we?

Hank Faulkner put out for a bucket of high-faluting car salve the other day . . . says he is going to burnish up the paint job till a looking glass will be dull in comparison. When some kibitzer remarked, "Well, the wife must be feeling pretty good again." Hank reddened up like he was about to keel over with apoplexy. Our solemn friend—we do glory in your pride and wish you success and likewise wish we had some paint to polish—but understand, NOT the work! Speaking of cars, Neal Brock recently wheeled into the yard with an outfit that would make Jim Irvine envious . . . the prettiest car on wheels said everyone . . . a jet black Chrysler Windsor trimmed in chromium and white side-walled tires . . . all the latest gadgets too. The office has been flooded with mushroom filets of late . . . Men were we called or WERE we? T'was always said that a lot of talent was tucked away in the Anaheim-Fullerton region. Along comes "King Haakon" Larson (Alias Baby Leroy) Otto Gardner, E. B. Dunson (with emphasis on the MR) and our earstwhile pal, Geo. Bisbee and hang up an envious bowling record. The boys are so good that in order to get a match they have to spot nine out of ten pins . . . and believe it or not they have a nice little kitty (buried in the back yard in a Mason jar would be a good guess). Someone said that Larson was in charge of the ONE MAN rooting section!

Cy Wild says he has cheated old Mother Nature this season. Bought an oil burner for his home near Costa Mesa . . . let's it run all night and it

does it stuff . . . says he takes his shoes off nights now! Herman Cartwright jumped one of the big steel cars off the track down in the parking yard the other day—was as self-conscious as a 16 year old school girl with the hives—but cheer up Herman, it proved to be a bad switch that did the dirt, so your record still is as clean as a Sunday shirt—that is, on Sat. nite not Mon. morning as some might suspect! Motorman Garnett is saving up for high heel boots and angora goat fur chaps . . . he has a big bull-frog ranch near Costa Mesa ya know and when they all get to croaking and jumping around, sounds and looks like a stampede of long horn Texas steers. He even has a scheme to get on the Fred Allen hour with Horace, the double basso of the lily pads . . . "ain't" much chance to get on the air with a "he" frog though, cuz frogs have a little sense!

Pete Mallinckrodt gets fed up on the war hokum and the monotonies of work now and then and hies up to a mountain retreat in little Santa Anita Canyon—has to hike a mile or so, but says it's a dandy way to hatch up an appetite for buckwheats six-high with ham double thick and three eggs . . . and let the rest of the world go by . . . or did you mean BUY?

This was overheard between the Laguna Beach boys. Said Scotty Scott, "My optician is so good that he can fit a pair of glasses so perfectly that full vision is often restored to a glass eye." "Ah heck," responded Earl Klepper, "that ain't nothing—my dentist makes his false teeth so natural that they actually ache . . . what's more, a set of teeth in an express package got so cold the other morning that they chattered all the enamel off themselves." Pop Reynolds says he knows all this is TRUE . . . because he stuck his hand into a box recently and a pair of teeth bit him three times before he could pull his hand away!

Conductor Knox's arm is okay. Jerry Willis is on the L. A. extra board as a result. Reid (the country farmer) said he didn't mind being "raspberried" by being called "bozenberry" provided that it was spelled right, which here it isn't. Weaver said he didn't resent the barb about ponies but he wants everyone to understand he is a MOTORMAN and NOT a conductor . . . that's what hurt his feelings! Geo. Bauer sent us a special delivery letter telling us how to spell his name and to tell us that IF callers only came to see him to get a hand-out . . . to come on Friday when canned salmon is on the menu. Copeland never let on a bit—just looked at us with one of those grins which meant more than

words maybe. Ham Hammond heard a racket the other day that sounded like a jungle full of tom-tom beaters working the double quick. He stuck out his head to see how come and along came Red Norris down the street in an old Dodge . . . said "t'aint much to look at I reckon, but I've got a Packard at home in the garage." . . . and he has!

Newt Potter says he will buy a radio to keep him company on lone dark nights. Well, Newt, you'll have a lot of personal control over a radio but you'll find there ain't much warmth in the dad-blamed things! Ham Hammond is wearing a set of ruts in the road out to Greenville running back and forth sealing up bean cars . . . we know the government beans bizness as they are cornering up a supply of beans for the "boys". Al Henson spent a little time on his car lately—broke a piston! Tough when anything like this happens to a man who doesn't know how to swear. Well—we're running out of space so the scandal about Messrs. Carr, Butler, Bailey, Daiker, Kimball and many others will be kept on the warming shelf for next month.

TORRANCE SHOP NEWS By Carleton B. Bell

HONOR ROLL is mighty short this month but those concerned naturally assume that the importance of the matter completely makes up for the shortage of material.

Mr. and Mrs. Albert Balser are proud grandparents, being presented with a seven pound granddaughter by their daughter in Culver City. Congratulations folks.

Eric Chaplin, son of Charles Chaplin (not movie) recently volunteered for service in the United States Army and is now stationed at Fort MacArthur. Uncle Sam will overlook a good bet if he doesn't shift Eric to the best Army Band in the whole country for if there ever was a wonderful trumpet player Eric is IT. Shouldn't wonder if he made a record like John Phillip Sousa if they just give him half a chance.

Frank Spoon retired from service January 4th after 21 years service with the Pacific Electric. Frank had been looking forward for some time to this big event and plans to take much advantage of the new pass regulations allowing passes to be issued to the Atlantic coast. Frank's place as Engineer was taken by Jake Groskopf and Jake's place as understudy to Swanson was taken by Bill Taylor formerly of the Armature Winder Shop.

Guy McClure left the service of the company the first of the year af-

ter 26 years service to take a position with the Los Angeles Ship Building Co. Guy was foreman at San Pedro and Long Beach Car barn for many years and has many friends throughout the System. Best wishes for his success to Guy McClure from all his many friends.

Mike Musulin, speaking of Tony Zamparini—"He no speak the same as me, I talka to him the same way". Evidently they are from different parts of the old country—and BOTH these lads are GLAD they are FROM. Mike thinks maybe Tony is a "Roo-shen".

Special to the Blacksmiths, in fact to all who think they have been using center punches. One of the best informed and trained blacksmiths on the job claims the proper expression is "pop punch" and the mark it makes is a "pop mark". Ask Meeker if that is not right.

Burt Collins made a hurried visit to Chicago recently and was prepared for cold weather by having a fine suit of red flannel underwear in his suitcase. The cold in Chicago did not get down to Burt's expectations and he did not have to don the afore-said reds. Burt's neighbor, Versal Bates, wanted the underwear at a reduced price because the cold of even Torrance is disturbing to him. Burt made Bates a real fair price and the option of the reds free if he, Burt, could have the privilege of taking moving pictures of Bates putting them on for the first time. Up to time of going to press the matter has not been closed as Bates is naturally super modest—also super saving. Maybe the answer in this case will throw light on the old question as to what happens when an "irresistible force meets an immovable object".

This is an open invitation to some of you would-be photographers (real one, too) to get busy and present me with some pictures to put into this Magazine. Billy Jones and his good wife took their ten months old son to the bootery recently and bought him a fine pair of regular cowboy boots. Now Billy, Jr., looks like the real thing when he dons his cowboy outfit and climbs aboard his pinto pony. Dad Billy told me when the son was only one week old that he would be riding in rodeos by the time he was one year old. We need a picture of this young man.

I ran onto two men who seemed to be all hepped up over their approaching retirement—Walter Bloomfield, who retires in 45 days (and boy is he actually counting days) and Eldon Gillam, who retires in about 15 years. Gillam is already tired and don't know if he will hold out for fifteen years or not.

Augustus Fitzgerald, populpar auto machinist, recently met with a pain-

ful accident. He was carefully picking his way across the Main Street of Lomita, his home, and trying hard to miss all the puddles and chuckholes when he spied a bright nickel in the mud. In the mad scramble to get to and grab the nickle FIRST he lost his footing and his right ankle was badly trampled upon and twisted. Fitz ankle did look mighty bad but is now mainly recovered. No, Fitz did not get the nickle. Better luck next time, Fitz.

BIGGEST LIAR for this month unquestionably goes to "Beauty" Solomon—another Blacksmith. He claims to have a hen that he has used for several years to hatch duck eggs because she likes the water and takes her ducklings out into knee deep water and teaches them to swim. Might be well to get a photo to support this claim also, in which case the title will be removed.

Fred Hendricks has been traveling for a change—went to Santa Monica Sunday and spent the day visiting with his old friend William Prediger.

Walter Burgess also traveled—to Santa Anita. Says it was a fine trip, fine view, fine show, and he managed things so that the trip did not cost him one cent. In fact, was a few dollars ahead.

This really should have been up under the **HONOR ROLL**—Everybody that knew and respected Johnny Barr in the good old days will agree with me there. He was seen the other day and looks about as young and happy as ever. Wanted to be remembered to all his old friends at the Shops and said it had been eleven short years since he left us. Sure were short years—seems like about three years to me. He was celebrating his 76th birthday and still reading daily in his beloved Bible which the friends who knew him best, presented him when he retired.

Bill Chapman visited the Shops recently after being off for a year on sick leave, says he has six month's more leave. Bill looks mighty fit but still I don't think many would care to trade places with him. We all wish you the best of luck, Bill, and hope we will see you back on the big lathe about July 1st, sooner if possible. NEWS, of a kind, will be easier to get if Bill would only get back on the job.

Steve Rouleau also visited the Shops the same day as Bill and held an impromptu reception in the Machine Shop. It seemed mighty good to see that curly head of yours again Steve. I only wish you could get back to work right away. I did not get a chance to talk personally with Steve so do not know what his expectations are.

Letters from Bert Norman indicate he is leading a nearly normal life.

Has visited London several times but says as a whole it looks about the same as of old—some scars of course, but not bad as he had thought by a long way. Says buses, cars, and trains run apparently same as usual. Wants to come back now but is having trouble getting passage. The old gang is figuring on sending him a dory with a sail for next Christmas if he still is in England. From the way Bert took to the water going over I would not be surprised at all if he would use that dory and show up on the Pacific Coast in no time at all.

Hyman Eagle says he is worth more than he thought—\$500.00 to Herr Hitler.

Just discovered Theodore Johnson, Carpenter, been working here for a year or so. I wish I had happened onto him before because he is the son of Johnnie Johnson, one of the real old timers with the Company who died several years ago and who counted among his friends everybody who came in contact with him. Johnnie was a rare character in many ways, had learned his trade as Carpenter at sea and if you could only get him started telling of his experiences at sea you were in for a treat. And there was nothing in the way of carpentering that was not A B C to him. I am glad to meet the son of this old friend of mine and can only wish him a record for integrity in all things to match his fine old Dad.

Walter Neilsen has a brand new 1941 Chevrolet sedan. Several of his pals (?) have seen him driving it along the boulevards of a beautiful Sunday afternoon and they report that Walter, smoking his 2½-cent Havana, and calmly driving his new Chevy, looks for all the world, like Lord Fautleroy, grown up.

Joe Berdelle believes that a person should never stop learning—so he is studying to be a pilot. Don't know whether that should be a sky, marine, or barnyard pilot.

Evidently Pop Wheaton, retired, has the same idea as Joe. Pop is back home from Nevada and is serving an apprenticeship in the concrete and brick-laying trades. He is learning under another poor old man who does all the work and Pop just carries the materials to him by hod, wheelbarrow, etc. Some time when Pop has the time I am going to try to get a full explanation from him as to just how he got the seat of his pants burned out while on that hunting trip in Nevada.

Wife: "I was a fool when I married you."

Husband: "I guess you were, but I was so infatuated at the time that I didn't notice it."

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