

PACIFIC ELECTRIC  
*Magazine*  
JANUARY 1941





**PACIFIC ELECTRIC**  
*Magazine*

Vol. 21, No. 7 January 10, 1941

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

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

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

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

### FORTIETH DIVISION CALLED

On January 23rd the Fortieth Division of the California National Guard will entrain for the trip to the National Defense Training Cantonment at San Luis Obispo where for the next year, at least, they will all participate in studies of the tactics of warfare in order to meet any eventuality that may confront the Nation. The 40th is composed of Southern California men, and its officers for the most part have been prominently engaged in industrial and professional work in Los Angeles and surrounding cities.

The officers of the regiment will leave Los Angeles in advance of the men on January 13th in order to be at the training area for the reception of the men of the command on their arrival. Among the staff officers is Col. C. H. Belt, Superintendent, who will be on leave during his governmental service.

### TO BUILD DESTROYERS HERE

Dispatches from Washington on December 18th announced that the construction of six of the Navy's new destroyers had been assigned to Los Angeles shipyards, and that work on them would be started immediately.

Undoubtedly this new work in the program of defense will create much additional activity in the Harbor district, and should bring about more freight and passenger revenue for our company. Similar activity in 1916-17-18 was very helpful to business in Southern California.

### SANTA ANITA SEASON BEGUN

The 1940-41 Racing Season at Santa Anita Park opened with a fine attendance at the initial race on December 28th, and the races will continue daily except Sundays and Mondays until March 8th.

It is hoped, with favorable weather, our rail traffic this year to Santa Anita will exceed that of previous years.

### RETIREMENT WITH HONOR

From the Retirement Bureau there comes to the Magazine this month a list of nine employes of the Pacific Electric, who, since the last issue of the Magazine, have been recorded as as retiring from active service. All of them have for many years been active in the service of this company and are well and most favorably known to their fellows. To all of them the Magazine, on behalf of their many friends wish them many pleasant days in which they may enjoy many of the good things of life. The following are named in the memo:

Daniel A. Terry, Transportation Department, 28 years service.

Geo. S. Wheaton, Mechanical Department, 30 years service.

John B. Yorke, Transportation Department, 20 years service.

W. A. McCammond, Passenger Traffic Department, 23 years service.

Howard B. Lutes, Transportation Department, 17 years.

A. O. Williams, Transportation Department, 36 years.

J. A. Birmingham, Transportation Department, 34 years.

Andrew H. Devine, Engineering Department, 16 years.

John F. Caperton, Mechanical Department, 20 years.

### CLUB CELEBRATES CHRISTMAS

The Pacific Electric Club entertained a throng of employes and their children on the evening of December 20th, at which time its annual Christmas tree was lighted, somewhere near 1200 being present during the evening and participating in the festivities. In addition to gifts for all the children, bestowed by the Club's inimitable Santa Claus (F. J. Oriva), a very entertaining program was produced by Manager Vickrey, the program consisting of a number of acts of high class vaudeville and music.

Among the other activities of the Club was the sending of greetings and remembrances to retired and ill members of our big industrial family to the number of approximately 500.

### R. O. CHRISTIANSEN PROMOTED

The many friends of R. O. Christiansen, both within and outside our company will learn with pleasure of his promotion to the position of Assistant Engineer in the Bureau of Research.

For the past number of years Reed has served most efficiently as Representative of the Passenger Traffic Department, where his genial personality will be much missed, but most hearty best wishes are extended by his former colleagues in that department.

### LAND & TAX DEPT. CHANGES

Announcement of changes in position in the Land & Tax Department has been made by E. L. Young, Manager, brought about by the lamentable accident November 11th that resulted in the deaths of F. A. Alspach, George Breninger, and Mrs. Harriette Barnes, all of whom were members of Mr. Young's staff.

E. Van Dusen, becomes Assistant to Manager, succeeding the late F. A. Alspach.

F. W. Converse, Tax Agent, succeeding Van Dusen.

W. Clarke, Assistant and Lease Clerk, succeeding Converse.

Mrs. E. Fischer, Stenographer-Clerk, succeeding the late Mrs. Harriette Barnes.

Miss D. Pierson, Typist-Clerk, transferred from Car Service Bureau to take place formerly held by Mrs. Fischer.

H. Gorman, Building Supt., succeeding the late George Breninger. Mr. Gorman was formerly engaged in work of the B. & B. Dept.

### IMPROVING THE RAILROADS

Class I railroads put 59,473 new freight cars in service in the first 11 months of 1940, the Association of American Railroads announced last week. In the same period last year, 20,085 new freight cars were put in service.

Of the total number of new freight cars installed there were 29,650 box, 27,028 coal, 1,055 flat, 646 refrigerator, 388 stock and 706 miscellaneous cars.

The railroads also put in service in the first 11 months of 1940 367 new locomotives, of which 104 were steam and 263 were electric and Diesel.

### 5000-CLASS CARS ALL HERE

The last two cars of the 5000-Class "Streamline" equipment came into Los Angeles the last week in December, completing the delivery of thirty, and by the time the Magazine reaches our readers all will be in service.

The shops at Torrance completed its assigned task of reconstruction of 100 of the 600-class cars on January first, and are continuing construction work on the remaining 60 cars of that class. Further reconstruction work is in contemplation at the shops for 1941, but as yet the program of work is not available.

The shop management is to be commended for the fine work accomplished during 1940.

National income produced in the United States in October, rising for the sixth consecutive month, reached a higher level than that attained in any month of the pre-depression year 1929, Alexander Hamilton Institute, Inc., reports.

**LA CIENEGA COACH SERVICE**

On January 2 service was begun by the Los Angeles Motor Coach Co. over La Cienega Boulevard between Santa Monica Boulevard and Adams Street for a six months trial period.

The service will be operated on a twenty minute frequency between 6 a.m. and midnight and will afford connection and transfer to other lines of the Pacific Electric, L. A. Motor Coach, and the Los Angeles Railway, as follows:

**At LA CIENEGA and****Santa Monica Boulevard**

Pacific Electric Railway Hollywood Beverly Hills-Santa Monica Rail Line.

**Melrose Avenue**

L. A. Railway Melrose Ave. Coach

**Beverly Boulevard**

L. A. Railway Beverly Blvd. Coach Pacific Electric Railway Pacific Palisades Coach.

**San Vicente**

Pacific Electric Railway Santa Monica via Beverly Hills Coach

**Wilshire Boulevard**

L. A. Motor Coach Co. Wilshire Line Coach.

**Olympic Boulevard**

L. A. Motor Coach Co. Olympic Boulevard Coach.

**Venice Boulevard**

Pacific Electric Railway Venice Short Line (Rail). Redondo Beach Motor Coach.

**At ADAMS BOULEVARD and****Hines Avenue**

L. A. Railway Washington-Adams-Jefferson Coach Line.

**Other Connecting Lines****At LA CIENEGA and****Pico Boulevard**

Santa Monica Municipal Coach Line.

Bay Cities Coach Line.

**Airdrome**

Bay Cities Coach Line.

**At ADAMS BOULEVARD and****Washington Boulevard**

Culver City Municipal Coach Line.

**I**T DOESN'T take a Clairvoyant or Soothsayer to predict that momentous events will occur during 1941, both internationally, nationally and locally. All signs point to drastic changes in the economical conditions in this country, and the regular trend of our lives may be changed to an extent we do not realize or anticipate. The important thing is that we get our house in order to meet any contingency that may arise. Let's be cheerful about it, hope for the best — and — prepare for the worst. National preparedness is not a vague thing and it means not only the preparedness of the Nation, but of the Individual.

# Our Tremendous Aircraft Expansion

## Los Angeles County Looms Large in National Defense Industry.

The Southern California aircraft industry constitutes the largest concentrated market for engines, parts and accessories.

The backlog of unfilled orders for aircraft in Southern California on November 1st approximated \$1,304,000,000. For the Pacific Coast as a whole, including the Boeing plant at Seattle, the backlog was approximately \$1,500,000,000.

Employment in the aircraft industry in Los Angeles County has increased from 26,000 persons and a payroll of \$43,656,000 a year ago to approximately 50,000 employes and a payroll of about \$100,000,000 at present. It is estimated that employment will reach 100,000 by this time a year hence.

New airplane plants and expansions, already finished or scheduled for completion next year, in this County, will give the industry a total floor space of 8,500,000 square feet, which compares with about 2,700,000 square feet in operation on January 1, 1940.

There are 19 airplane and 3 airplane motor establishments in Los Angeles County.

More than 100 concerns are manufacturing engines, parts and accessories and the number is constantly increasing.

—Extract from article in "Industrial L. A. County."

**GOLD WEDDING ANNIVERSARY**

Mr. and Mrs. George Harlan Webster, surprised the guests at the annual Christmas dinner given at their home, 4634 West 17th Street, Los Angeles, when sealed place cards were opened to reveal it was also the occasion of the Golden Wedding Anniversary of the host and hostess.

Mr. Webster was retired from Pacific Electric service several years ago, having served 43 years with the Santa Fe and Pacific Electric Railroads.

He has two hobbies, the IOOF Lodge, and his garden. Mrs. Webster is active in Patriotic Circles and belongs to the P. E. Woman's Club.

The daughters are Mrs. Francis H. Webb, of Pasadena, and Mrs. George S. Lane and Mrs. Tom Micek, both of Los Angeles. There are five grandchildren, Lois and Paula Webb and Francis H. Webb, Junior; and Georgia and Marie Lane.

The many friends of the Websters wish for them years of happiness in the old home, lovingly called "Ye Olde Rooft".

**MARY LOUISE HILL**

Mary Louise Hill, beloved mother of Charles P. Hill, Supervisor of Schedules, William V. Hill, Manager California Transit Association, and formerly Pacific Electric Tax and Contract Agent, and John J. Hill.

Born in Raleigh, North Carolina, July 15, 1859, and passed away at the St. Vincent's Hospital 7:40 a.m., December 16, 1940, at the age of 81 years 5 months, after a ten days' illness.

She was recuperating from a se-

vere illness which had confined her to hospital for three months about a year ago. Suffered a slight cerebral hemorrhage on the evening of December 5, was taken to the hospital, and suffered a second stroke a week later, lingering in a peaceful coma until the end came.

Moved from Richmond, Virginia, to California in May, 1914, to make her home here with the balance of her immediate family, and has resided in Hollywood since that time with two of her sons.

Laid to rest on December 18, 1940, in family plot at Forest Lawn Memorial Park.

Endeared in the hearts of all who knew her, including many friends.

**W. A. McCAMMOND RETIRES**

Through some misadventure last month, notice of the retirement of W. A. McCammond failed to reach the Magazine, and its omission is very much regretted.

Mr. McCammond's most recent position was that of Assistant Superintendent of the Redondo Beach Bath House where he was in service for a number of years. Prior to that time he had been a member of the Traffic Department forces in several capacities, and for a number of years was connected with the Real Estate & Resort Department, as General Agent of that department.

Mac numbers his friends in this company and elsewhere by the score, and all of them wish him many happy days in his retirement from active duties.

# A Promotion Service For Our Cities



WITH the exception of the Secretaries and a few officers of the Chambers of Commerce of Southern California cities there are very few persons who know of the large amount of promotional work done by this company on their behalf in directing visitors from other parts of the country to their cities; nor, do the residents of these cities realize that in many instances present residents of their community were induced to locate there by representatives of this company who, with a knowledge of all the facts relating to their community, were able to convince the inquirer that a certain city was the answer to their heart's desire for a home.

Away back in 1911, at the time of the consolidation of these transportation lines and about the time this part of the country began that intensive growth that has led to our present population of in excess of a million and a half people in Los Angeles alone, the need was seen for attractive advertising folders with which to inform inquiring visitors of the beauty, culture, architecture, industry and other pertinent facts relating to the various communities; and civic associations were urged to supply us with literature.

The response to our appeal at that time was not encouraging, but as time went on response increased and by 1915 practically every community of any size was represented in the Information Bureaus of this company by attractive, well-written folders. At the present time, very few cities of our Southland are not represented; and, the quality and attractiveness of the literature has become more and more striking and complete.

The volume of inquiry and the effectiveness of the distribution of community advertising can be gauged by the number of pieces of literature personally delivered. Last year the amount exceeded 200,000 pieces; and, with almost every folder handed to an inquirer went also a sales talk relative to the community inquired about.

It is admitted, of course, that there has been a selfish purpose in this matter. We expected to profit in the matter through interesting the visitors to take numerous trips over our lines in visiting as many as possible of our attractive communities; and, if we could induce them to establish their home in one of our various cities, we might, perchance, gain a regular customer to and from the metropolis of Los Angeles. But, the profit was not all ours, for bear in mind that the visitor to this country spends approximately \$15 per day during his stay, and the longer we keep him interested and staying here,

# Developing Guests Into Permanent Residents

the more dollar bills he leaves, and every line of business in every city in which he stops for a day gets a proportion of that \$15 of his. Last year Mr. and Mrs. and Miss Visitor left \$183,000,000 here in these 10 southern counties of the State. Just let that ramble around in your mind and digest it.

The growth of Southern California population during the past number of years gives you the answer as to how many of these visitors decided to stay here.

So, the above gives you a few of the reasons why we are very glad to assist these wide-awake communities in personal distribution of the attractive folders they publish, some of which are shown herewith; and, it is also why no community in this blessed land of ours can afford to be without good, **truthful** advertising or a competent, energetic secretary of a **live** Chamber of Commerce, working in close harmony with the community newspaper.

## VETERANS BENEFIT DANCE

Retired Railroad Veterans Picnic Committee are working hard in their plans to hold the First Benefit Dance, to be held at the Glendale Civic Auditorium, Friday evening, February 21st, 1941.

Proceeds of this dance to be used in staging the Second Annual Retired Railroad Veterans next May, according to G. T. Brown, Co-General Chairman of Railroad Veterans Picnic Committee.

Music will be by Herb Wilkins and his 15 piece orchestra and entertainment promised to be most enjoyable. Tickets 40c each including Federal tax.

Pacific Electric representatives on this committee are: Earle Moyer, Chairman; and U. G. Perry, Asst. Chairman, Accounting Dept., for the sale of tickets. Mr. John Kenkel, room 391, P. E. Bldg., will represent the Pacific Motor Trucking Co.

## PASSES MILLION AND HALF

Latest returns from the Federal Census Bureau, which has just completed a complete re-check of the Southern California canvas shows Los Angeles has having passed the 1,500,000 mark.

Getting to be quite a village.

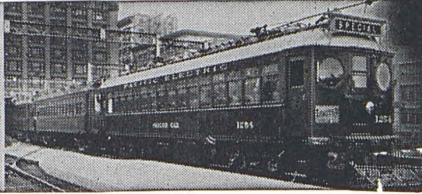
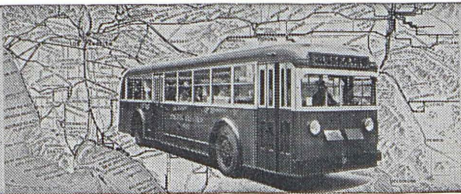
## PALOS VERDES GETS SERVICE

Effective Monday, December 23rd extension of service was made between Redondo Beach and Palos Verdes Estates of several trips morning and evening for a trial period to demonstrate whether or not sufficient traffic could be developed to warrant its continuance.





# SAFETY NEWS

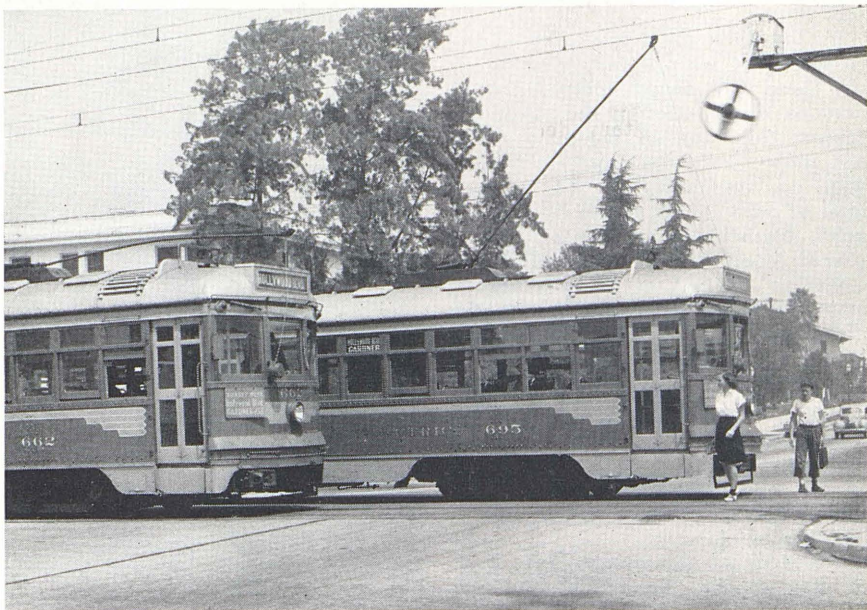


## HOW CAN WE HELP TO AVOID ACCIDENTS?

During the length of time that this Magazine has been printed, in each issue you have found various suggestions and recommendations on how to avoid accidents. While our accident record has been improved, we are finding many of the same type of accidents occurring now that have occurred during the past twenty years. In this month's issue of the Magazine we are going to ask you, Mr. Motorman, and you, Mr. Conductor, and you, Mr. Bus Operator, to send your suggestions in to the Safety Supervisor on what we can do to assist in preventing the accidents that you are having from time to time. Each of you operating must have some suggestion as to what can be done to eliminate these accidents. As soon as you read this article, sit down and write a miscellaneous on what you would do to prevent accidents if you had the power to do so.

In reading over the accident reports and in riding with the various motormen and operators, we, of necessity, must arrive at a conclusion that our accident record could be improved if each individual person would put forth a little more effort and be a little more alert during the day's work. It is our observation that in many instances the motorman is attempting to outguess the motorist and in many instances fails to take into consideration the fact that the motorist, with the hydraulic brakes, can make a very sudden stop.

Many of our accident reports state that train was operating on city street at twenty miles an hour and that motorists cut in sharply and traveled distance in front of train and started to make a left hand turn when stopped by traffic going in the opposite direction, and motorman claims he was unable to stop before striking rear of automobile. This type of accident is one of the most costly type, and at the present, seems to be one of the most common types of accidents. However, after interviewing witnesses we find that the testimony states that motorist was actually on the track some 150 or 200 feet before attempting to make



This picture illustrates hazard when two opposing trains meet on or near highway crossings where service is being operated in two or more track territory. Great care must be exercised in such cases to avoid accidents to pedestrians, and auto traffic.

the left hand turn. Now Mr. Motorman, had you guessed that this motorist was going to make a left hand turn, undoubtedly you would have brought your train under control sufficient distance to avoid striking rear of automobile. Had this been done, there would have been no accident. Consequently, no accident—no report. If each of you would operate anticipating that every automobile

ahead of you is going to make a left hand turn and that he is going to be stopped before he can clear the track, I am sure this type of accident can be greatly reduced.

Let us analyze it, Mr. Motorman, from another angle. If you operated on Hollywood Boulevard, for instance, for a period of two weeks and found your conductor had permitted every passenger to ride free,

## OFFICIAL DENTAL DEPARTMENT

Pacific Electric Railway & Motor Transit Company

Convenient term payments by pay roll deductions

Owned and operated by  
**DR. BEN A. PATTON**

**MARTHA NEAL, D.H.**  
DENTAL HYGIENIST

826 PACIFIC ELECTRIC BLDG. . . . . TUCKER 7272

that he had made no attempt to collect any fares, would you be satisfied? Or, would you refer that conductor to some official for proper instruction? You would probably do the latter, not only because your conductor was violating the rules, but because of the fact that you realize your pay check depends greatly upon the number of fares collected. Now by the same token, wouldn't you expect your conductor to refer you to the proper official for instruction if through careless operation you were constantly having accidents that took more money from the company's treasury to pay than the conductor could collect in fares to replenish? You must remember your pay check comes from the treasury. If, through careless operation, you deplete the amount of money in the treasury, then you are jeopardizing your pay check. If you have any suggestions, do not hesitate to send them to the Safety Supervisor immediately at Room 204, Pacific Electric Building.

**SAFETY COMMITTEE MEMBERS**

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

- A. Geere.....Los Angeles Street Term.
- E. L. Bulmer....Long Beach Terminal
- H. H. Schiffler.....Macy St. Terminal
- M. R. Riggs.....Pasadena Terminal
- J. B. Slinker.....Ocean Park Terminal
- G. L. Leete ...W. Hollywood Terminal
- P. Dusserre....San Bernardino Term.
- J. P. DuMoulin.....Hill Street Term.
- B. J. McCamy.....Glendale Terminal
- A. B. Weyant.....Butte Street Yard
- C. J. Kimball.....Motor Transit Dist.

The date for the next regular meeting of the Trainmen's Safety Advisory Committee will be January 31, 1941, commencing at 10:00 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 suggestions will assist your Committee if you write each suggestion on a separate piece of paper and hand it your Committeeman so he may present it at the meeting for discussion.

**CLASSIFICATION OF NOVEMBER ACCIDENTS**

**Rail and Motor Coach Accidents, November 1940  
Compared With November 1939**

	Rail				Motor Coaches			
	1939-40	Dec.	Inc.		1939-40	Dec.	Inc.	
1. With Pedestrians .....	9	6	3	0	1	1	0	0
2. At R.R. Cross (other than Co's)....	0	0	0	0	0	0	0	0
3. Between Cars of Company.....	2	1	1	0	0	0	0	0
4. With Vehicles & Animals.....	140	95	44	0	18	46	0	28
5. Derailments .....	4	5	0	1	0	0	0	0
6. Equipment .....	1	1	0	0	0	0	0	0
7. Boarding Cars .....	5	8	0	3	4	1	3	0
8. Alighting from Cars .....	28	8	20	0	3	4	0	1
9. Injuries on Cars (not in collision)	19	11	8	0	8	11	0	3
10. Falling from Cars .....	0	0	0	0	0	0	0	0
11. Doors, Gates and Guard Rails .....	5	4	1	0	1	1	0	0
12. Ejectments and disturbances .....	1	0	1	0	0	0	0	0
13. Employees .....	6	10	0	4	0	0	0	0
14. Miscellaneous .....	3	8	0	6	1	2	0	1
<b>Total.....</b>	<b>223</b>	<b>157</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>66</b>	<b>0</b>	<b>0</b>
<b>Total Passenger Rail.....</b>	<b>221</b>	<b>140</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Motor Coaches .....</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>66</b>	<b>0</b>	<b>30</b>
<b>Freight .....</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Total accidents on the system during November 1940, as compared with November 1939 shows a decrease of 81 accidents in passenger rail service, increase of 15 in freight, and an increase of 30 in motor coach service.

Analysis of the freight accidents show that most of them were avoidable accidents, such as, dropping cars without first testing hand brakes, shoving a cut of cars without first stretching the slack to make sure all cars were coupled, attempting to couple onto cars on a siding that had no hand brakes applied, and shoving a cut of cars blind with no one riding the head car or being in a position to observe the movement and give signals before shoving too far.

Accidents such as these are avoidable and can be eliminated if freight trainmen will perform their work properly.

The increase in the number of Motor Coach accidents no doubt is partly due to the greatly increased number of motor coaches placed in service during the past year, however, constant attention to safe operation will greatly reduce the number of these accidents, such accidents as the following are avoidable, passengers thrown off of their feet in aisle account of sudden and rough starting as well as by sudden and rough stopping of coaches, closing doors on passengers boarding coach, issuing transfers or making change while the coach is in motion, interference with many of the autos which make a sudden right or left turn in front of coach, and also running into the rear of autos that make sudden stops when the autos have been running ahead of the coach for some distance.

While the rail passenger service shows a decrease of 81 accidents for

*Are Your Wages Guaranteed?*



**—Exclusive—**

**ACCIDENT AND SICKNESS POLICY  
OFFERED TO**

**Pacific Electric Ry. and Bus Employees Only**

**Massachusetts Bonding and Insurance Company**

**WM. L. THOMAS, AGENCY**

**408 Pershing Square Building**

See Agents at Terminals

**HARRELL A. BURLESON, All Divisions**

**J. J. HULL, Southern-Northern**

**J. R. DOUGHER, Western**

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

this same period a careful study of all accidents show that a great improvement can be made. A few of the outstanding causes are autos making a sudden right or left turn in front of train, more caution entering and crossing through intersections as well as where traffic is moving along side of train traveling in the same direction, also allowing sufficient road space when following autos would enable us to show a decided improvement in this class of accident.

The following statement was made by one of our patrons about 2 months ago, and illustrates the point very clearly.

"Thanks to Motormen

My suburban car jolted to a sudden stop. Passengers gasped for it seemed that we could not miss a motorcar which was trying to scoot across the tracks. We missed it, but only because the motorman had the trolley car under control. A mile farther on the same thing happened again and about three miles farther on it happened a third time. Then, as we were speeding into town, a light truck came speeding out of nowhere and the motorman couldn't stop in time. The truck was smashed to kindling. Mr. Motorist, you can count on the motorman to have more sense than you have three-fourths of the time but if you keep on trying you'll succeed in catching one off guard."

**DOOR ACCIDENTS.** Where conductors close the doors on passengers boarding or alighting from cars—these are **positively avoidable accidents.** Many checks have been made in connection with this class of accident, and in every case there would not have been such an accident, had the conductor looked carefully before closing the doors and have followed the instructions by giving this part of his work his entire attention for the 2 seconds required to close them and to have his hands in proper position to immediately reverse the door movement should some intending passenger make a last second rush to board the car. After door accident reports are received a follow up check is made on the conductor who had the accident, and so far we have found that these conductors at various times close the doors when making change, registering fares, and do not as much as take one glance at the doors to make sure they are clear before closing them. We now have several very serious cases of injuries which resulted from passengers being struck by doors when boarding cars.

In view of all the various efforts which have been put forth by the management to correct this condition and the apparent lack of cooperation or compliance on the part

of those responsible for the continuance of these accidents, more drastic steps must be taken in order to bring about the desired correction.

A check of the number of accidents on each district in passenger rail service showing the total number of each motorman for the period January 1st, 1940 to November 30, 1940, inclusive is as follows:

#### Northern District

55 Motormen	No accidents
36 Motormen	1 accident each
38 Motormen	2 accidents each
30 Motormen	3 accidents each
17 Motormen	4 accidents each
4 Motormen	5 accidents each
4 Motormen	6 accidents each
2 Motormen	7 accidents each
1 Motorman	10 accidents each

#### Southern District

24 Motormen	No accidents
47 Motormen	1 accident each
23 Motormen	2 accidents each
18 Motormen	3 accidents each
13 Motormen	4 accidents each
8 Motormen	5 accidents each
4 Motormen	6 accidents each
2 Motormen	7 accidents each
1 Motorman	12 accidents each

#### Western District

33 Motormen	No accidents
48 Motormen	1 accident each
38 Motormen	2 accidents each
43 Motormen	3 accidents each
44 Motormen	4 accidents each
31 Motormen	5 accidents each
19 Motormen	6 accidents each
15 Motormen	7 accidents each
6 Motormen	8 accidents each
10 Motormen	9 accidents each
3 Motormen	10 accidents each
1 Motorman	11 accidents each

A general observation check of motormen's operations indicates that a great improvement can be made by the motormen making a careful study of the traffic conditions, give first consideration to efficient and safe operation and second maintain the schedule as nearly on time as possible without having accidents. There are a few motormen who have operated on the Hollywood Boulevard Line for the past 6 years, and during that entire time have had only one accident and that was caused by an auto running into the rear of their car. These motormen perform their work on the same line and under the same conditions as other motormen who have anywhere from one to 12 accidents each year. Please give this your careful consideration and see if each and every one can not eliminate all avoidable accidents.

#### Miles Without Accident

"The East Bay Municipal Utilities District at Oakland, California, have 218 motor vehicle drivers. The total safe driving record of these men is 7,380,000 miles or 308 times around the world. Thirteen of these men

have driven eleven years without so much as denting a fender."

This was taken from the December 1940, issue of the California Safety News. Let's all pull together and see if we cannot, in a short time, compile a statement as good or better than the one quoted above.

#### "RAILROAD PROBLEMS — THEN AND NOW"

By J. B. Thompson

Back in the early days of railroad-ing, safety was almost unknown and trains were operated on more or less "guess work." A standard set of rules had never been heard of and trainmen in most cases were left to use their own judgment. When a train left its initial terminal it was heard of no more until it returned. There was no telegraph and no dispatcher to get help from in case of trouble. No one had ever heard of a train of "superior right" by direction. There was no such thing as different classes between trains. In place of engineers watching block signals they watched for smoke from approaching trains. An imaginary wreck occurred at every curve and in many cases the engineer faced in reality just what he expected to see.

A railroad man's life in those days was too great a risk for insurance companies and a passenger who made the trip safely, considered himself lucky in escaping with his life. Most insurance policies carried a clause exempting payments from deaths resulting from railroad wrecks.

With the primitive means of handling trains in those days a passenger could depend on the train leaving its initial station somewhere near on time (provided he knew the time) but delays along the line were frequent and no dependence could be placed on when the train would reach its final destination. Attention was called to on some timetables that there was a difference in time as between stations. For instance: the standard time at Albany, New York, was twenty-one minutes faster than Buffalo time. It seems that Time, from the very beginning was recognized as an important factor in the operation of passenger trains but very little attention was paid to it in the operation of freights. As late as 1855 we find one large railroad calling attention to its passenger conductors that they must carry a more accurate timepiece than those carried by freight conductors. When the idea was conceived to class trains and make one superior to the other by direction, the superior train was required to wait at the meeting point until the inferior train had become 30 minutes late before proceeding. This precaution was taken in order



to compensate for a variance in watches.

But even in the earliest days of railroading, men who were engaged in the new enterprise seemed to realize that what they had created was no toy. The railroads opened up new territory and the nation began expanding, placing upon the railroads the job of moving its commerce. To operate more trains was necessary, but to operate them without taking chances of a wreck at every curve was also necessary. Confidence of the public was essential if passengers were to be transported; freight could not be allowed to conglomerate in the yards, shippers as well as buyers wanted their goods moved.

In all of this struggle, we find one little railroad who had solved this problem—at least temporal. It was "The Hudson River Railway" operating in the State of New York. In its public timetables it proudly boasted that it was the fastest and safest railroad in the country. The passengers who rode its trains in those days found these words in bold faced type:

Trains on this road run with an expedition, despatch and regularity not surpassed by any other in the country. We have taken steps to secure the almost entire exception from accidents and collisions. We refer to the system of signal flags introduced to secure safety from accidents in running the trains. Flagmen are stationed upon **EVERY MILE OF THE ROAD**—generally at the curves, or upon a slight acclivity, where a view of the track from some distance can be had. Upon the approach of a train, if all is clear ahead, the flagman displays a white signal. If there be any obstruction in sight, or a diminished speed is required, a red flag is displayed.

Due to the many dangerous hazards of railroading, the railroads have been slow and precautious in adopting new methods of operation. When one method of rule was to replace another, it had to be studied and considered from every angle to make sure that nothing would be overlooked whereby the new method in the long run would prove more dangerous than the one to be discarded. Railroad men began to get together to work out these problems, considering safe operation as the first importance. Out of experience and feverish untiring efforts, these men brought down to us, through The American Railway Association, our present Standard Book of Rules! There are many rules in our book today that are there, not because they were thought of beforehand, but

because some railroad paid out thousands of dollars through some unfortunate experience, to find out that just such rule must exist if the occurrence was not to be repeated.

Rules by which we operate today are not our problem. They have all been tested and found safe. New ones of course, must be made as conditions require but the real problem today lies in teaching men of **THEIR IMPORTANCE!** The rule itself is not a problem, but the man who breaks it is a problem! He not only endangers his own life but he endangers the lives of others. It seems that no safe rule can be made but what someone finds an easier way than the **SAFE WAY!** Whenever there is a collision, or some employe hurt or killed on a railroad, the trouble can usually be traced to someone taking a "shortcut" through some safe rule. "The rule way may be the hard way, nevertheless it is **THE SAFE WAY!** **LET'S OBEY THE RULES!**

#### BONDING EXPERT RETIRES

John Christenson, since 1917 a member of the Pacific Electric industrial family and for all that time engaged in rail bonding on our various lines, retired from active service on January 1st.

In June, 1917 he went to work in the Bonding Department and in 1919 was made a foreman in that work,



continuing in that position until the consolidation of that department was made a short time ago with the Signal Department, when he assumed the position as Bonder and Welder under jurisdiction of that department.

Mr. Christenson was born in Hutchinson, Kansas, Oct. 24, 1875.

His former associates and many friends wish him many more happy years.



Here is old man Watchall again cluttering up the pages of an otherwise Wonderful Magazine.

Before going any further I wish to thank my many friends for all those wonderful cards that you sent me while I was receiving Board and Room under the Direction of Dr. Weber at the big house atop the Hill at 3rd and Alvarado. Received close to 200 cards in two days and it was sure a grand feeling and made me feel like I wanted to get up right now and go back to work amongst such fine people. To all you kind people my sincere thanks. And to "Winchie" thanks A Million for all the fine cards and clever remarks. I take back everything I said about you.

Now that the Good Editor Mr. Thomas has let it be known who I am (as if anybody did not know) I am concerned about returning to work. Some of the Sisters and Brothers might by chance be looking at some of the back numbers of the Magazine and decide to even the Score with the result I might be back getting board and room in the big House under the direction of Dr. Weber. Have been thinking I might put on a false mustache, wear spats and a monicle, change my name from Walter Watchall to Seymour Saymore and tell people I am a Freight Solicitor. Or I might wear a bird cage over my head and sing like a canary; or, tell the folks I am a bank teller out to lunch.

However after deep thought I have decided to dress like the Goalie on a hockey team, carry a hockey stick and if any one has anything to say to take them for a puck and knock them for a goal.

And say how about this fellow Swanson going to the Alter and leaving all the local girls flat. I understand the local girls tried to take advantage of Leap Year and he shunned them. And further more that Jean Fogerty asked him and he told her he would be glad to but he was supporting three grandmothers and two orphanages and just as soon as the Children grew up he would let her know. This should be the first case before the New Grand Jury and District Attorney.

Learn that Mabel Cavender's ring is so big that they had to counter-balance the left side of her typewriter so she could type.

## PACIFIC ELECTRIC CLUB MONTHLY BULLETIN

**Monday, January 13:**  
Automotive Transportation Engineering  
Class—7:30 p.m.

**Tuesday, January 14:**  
Automotive Transportation Engineering  
Class—7:30 p.m.  
P. E. American Legion Post 321—Semi-  
monthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit 321—  
Semi-monthly Meeting—8:00 p.m.

**Wednesday, January 15:**  
P. E. Masonic Club Regular Monthly  
Meeting—7:30 p.m.

**Thursday, January 16:**  
P. E. Women's Club Semi-monthly After-  
noon Card Party—1:00 p.m.

**Friday, January 17:**  
P. E. Club Regular Monthly Dance in  
Spacious Club Ballroom. Departmental  
groups are becoming popular at these  
monthly functions. Make up a party from  
your department and enjoy an evening of  
free dancing from 8:30 to 11:30 p.m.  
Popular Dance Orchestra.

**Monday, January 20:**  
Automotive Transportation Engineering  
Class—7:30 p.m.

**Tuesday, January 21:**  
Automotive Transportation Engineering  
Class—7:30 p.m.

**Thursday, January 23:**  
P. E. Women's Club Afternoon Business  
Meeting and Program—1:00 p.m.

**Friday, January 24:**  
American Legion Auxiliary Unit 321—  
Monthly Night Card Party—8:00 p.m.—  
Prizes to winners—Refreshments.

**Monday, January 27:**  
Automotive Transportation Engineering  
Class—7:30 p.m.

**Tuesday, January 28:**  
Automotive Transportation Engineering  
Class—7:30 p.m.  
P. E. American Legion Post 321—Semi-  
monthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit 321—  
Semi-monthly Meeting—8:00 p.m.

**Monday, February 3:**  
Automotive Transportation Engineering  
Class—7:30 p.m.

**Tuesday, February 4:**  
Automotive Transportation Engineering  
Class—7:30 p.m.

**Thursday, February 6:**  
P. E. Women's Club Semi-monthly After-  
noon Card Party—1:00 p.m.

**Saturday, February 8:**  
P. E. Agents' Association — Regular  
Monthly Meeting—7:30 p.m.

**P. E. CLUB BOWLING LEAGUE MATCHES**  
East Side Matches held each Thursday  
evening at 8:15 p.m. Whittier and At-  
lantic Bowling Center, 5158 Whittier Blvd.  
West Side Matches held each Friday eve-  
ning at 8:15 p.m. Arcade Recreation  
Center, 541 S. Spring or 542 S. Broadway.  
Plenty of good seats. Spectators invited  
to come and pull for their favorite team.

### WOMEN'S CLUB NEWS

By Mrs. Lloyd E. Murphy

Our December 12th meeting called to order by the president Mrs. Crunk. After the pledge to the flag and singing she called for reports of committees. Mrs. Adams, Hospital Chair-  
man, reported 38 calls in October, 43 calls in November.

Dr. Maude Wilde, Director and Manager of the Mother's Educational Center spoke to us on child health and training, a very interesting talk.

Your correspondent wishes to give Mrs. Della P. Talamantes a belated "Thank You" for the beautiful umbrellas she donated for the bazaar prizes.

At our next meeting on January 9th the Standard Oil Co. is showing us a moving picture and we hope to have a good crowd out that day.

Our regular card party to be at

### MONTHLY CLUB DANCE

The date of the next Club dance is Friday, January 17th, 1941, at 8:30 p.m. Departmental Parties are becoming popular. Make up a group from your department and join the throngs that are enjoying these monthly functions.

Free dancing from 8:30 to 11:30 p.m. to the tune of a Popular Dance Orchestra.

1 p.m. on January 16th.

The Neighborhood School of Music will put on a program for us on January 23rd.

On December 19th at our Christmas Party, everybody there was remembered by "Mrs. Santa Claus" and a Merry afternoon finished with refreshments, served by Mrs. W. E. Smart and her committee, the tables decorated with dainty favors in the Christmas colors of red and green.

### LEGION AUXILIARY NEWS

By Alice Newman

Our first trip with the Pacific Electric Railway Post No. 321 to visit the Albert L. Peterson Post No. 27 and its Auxiliary at Long Beach was quite a success. We were entertained with several musical compositions after which we "sat in on" the meeting of the Post. Several speakers were introduced among whom were the Hon. Ward Johnson, Congressman-Elect of the Eighteenth District, and the Long Beach City Attorney Irwin Smith, their speeches were interesting and enlightening. From the Twenty-third District we had as our guests, Commander John J. MacGillvray, also Comrade Paul Ballinger of Walnut Park Post whom we hope will be the next Department Commander.

After the meeting, refreshments were served. The Long Beach Post is to be congratulated on their hospitality.

Katherine Brown, Bessie Fackler, Cora Newhouse and Ruth Adele Brown visited the Van Velza Sanitarium at Baldwin Park Saturday, December 21st, to deliver the dolls and animals made by the members of the Auxiliary. They also took canned fruit, candy canes and some story books donated by Bessie Fackler. We all owe our Katherine a vote of thanks for the many hours she spent on this work.

Don't forget the next card party Friday, January 24th, 1941 8:00 p.m.

Refreshments will be served. Prizes awarded to high scores for Bridge, Pinochle and Bunco. Admission 25 cents.

### PACIFIC ELECTRIC POST NEWS

By L. F. Prince

A happier, healthier and more prosperous New Year to all who read this Magazine, published for you by your Company, the bread winner for you and yours, so back up your Company and stick with them in their efforts to make your livelihood a possibility.

The Pacific Electric Railway Post of the American Legion has done much in the year just passed to relieve the suffering of all with whom they have come in contact, and this kind of work will never stop as long as there is suffering, sadness or distress, and through the medium of this little Magazine I wish on behalf of Post No. 321 to thank the Pacific Electric Railway and all others who have in any way been a part of this great program. May the year 1941 bring about a greater work with a greater success.

On December 10th, this Post had the pleasure of using two of the Big Red Cars in making the first trip of its kind, but we sincerely hope it will not be the last. On this first trip we visited Post 27 at Long Beach, Calif. where we were greeted by a large gathering of real Legionnaires and Auxiliary Unit members and the entertainment arranged in our honor was such that the pleasant memories will linger in our hearts for a long time. Those making the trip included 19 Post members and one Comrade from Hollywood Post, together with 20 members of the Auxiliary Unit and two lovely lady guests, namely Sylvia Winters, our Los Angeles County Council President, and Ada Burke, our Department Motion Picture preview chairman.

The meeting of December 24th was postponed because of the holidays but on Tuesday evening, January 14, 1941, we will get under way again and we expect every Post member and every Auxiliary member to be kept busy carrying out the great program that is ahead of us, and we sincerely hope that by the end of 1941 every employe of the Pacific Electric Railway who served in the World War will be a paid up member in this great organization, and the Auxiliary must grow in proportion.

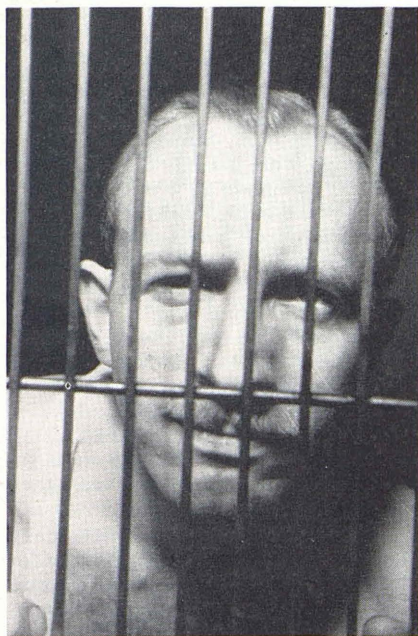
Comrade and Mrs. Fred W. Nichols both had a touch of the Flu during the Christmas holidays—Mrs. Nichols being confined to her bed for a few days, and we are all so sorry to know this because they are both such diligent workers, and the sick Comrades at Veterans' Hospital miss them so much when they are not present on Sunday. Happy New Year all, and let's do better in every capacity. So Comrades please be on hand on Tuesday evening January 14 at 8:00 p.m., 299 P. E. Building.

**P. E. CAMERA CLUB**

By Earl Moyer

Those who attended the last meeting of the Club heard a very fine talk by Mr. R. Hinkley, of the Eastman Kodak Company, on "Picture Taking in General". He gave us very interesting information as to making your pictures so as to draw the immediate attention of the person looking at them to some definite idea or object. He also explained the problem of focal depth through black-board diagrams to illustrate the various effects of lenses, etc.

It is with a great deal of pleasure that I am able to announce the completion of the dark room for the use of the Club. Its first use was had on the evening of January 9th when a



Not Public Enemy No. 1, but our good friend and Secretary of the Camera Club, F. G. Wakefield, of the General Superintendent's office.

"Lab" demonstration was held of developing, printing and enlarging, several of our members participating in the work. It will be some time yet before the dark room is available to all the members, as purchase of supplies is necessary, and some details will have to be completed.

The officers and members of the Club express their great appreciation to the Management of the Pacific Electric Club and to the Company for providing us with the new dark room, and for the Club facilities we are permitted to use. Mr. Vickrey, Club Manager, has been more than generous with his time and assistance.

As we have stated before, the Camera Club intends to hold monthly exhibits of its pictures, and an annual Salon at which suitable prizes will be awarded for the most outstanding

**HAPPY NEW YEAR**

To all members of the Pacific Electric Club, their families and their friends, I extend best wishes for a most Happy and Prosperous New Year.

May blessings shower upon you, and your highest hopes for happiness come true.

Sincerely,

F. E. GEIBEL, President  
Pacific Electric Club.

pictures of the year—BUT—we cannot do this unless we can have a membership to warrant the expense of making these exhibits. Beside the exhibit, some of the pictures produced by the members will appear in the P. E. Magazine, each month.

This is your Club, and was arranged for your benefit and pleasure so if you do not take advantage of it, you will be the loser. Your officers cannot make the Club a success without your cooperation. Some of our members have already found out that it means money in their pocket to belong to the Pacific Electric Camera Club.

F. G. Wakefield is a real "Camera bug" and takes delight in pictures that are different. It must be explained here and now that "Wake" was not in jail but at home when he took this picture. The bars that look so real is the grate out of his wife's kitchen range. He held the grill close to his face; the camera was about 18 inches in front of the grill; the shot was made with one No. 2 photo flood bulb; time 1/25th second; stop F5.6, with Kodak Bantam. Congratulations to him for his unique work.

**P. E. MASONIC CLUB**

By Ed. Hasenyager

**These Three**

One New Year's Eve I take me  
Three candles tall and white  
And one o'ershadows the others  
'Tis a symbol of love and light.  
As lamps upon an altar  
Holy, serene and bright  
Each stands for a petition  
I needs must make—tonight.  
That Faith, secure and steadfast,  
Replacing mortal sight  
Move me to practice His presence  
That He may guide me aright  
That hope, like a smiling angel  
Pointing to Heaven's height,  
Give me songs of rejoicing  
Thru the day and the watches of  
night.  
That Charity, boundless as ocean,  
Constrain me, so that I might  
Serve, be kind and forgiving  
The secret of peace and delight.  
—Elsie Hinman

**Notice**

The next regular meeting will be held at the Club rooms on Wednesday, January 15, at 7:30 P.M.

On account of the bad weather in December the December meeting was postponed and it will now be necessary to elect new officers and install them on the same night.

**Hospital Notes**

Brothers B. F. Manley, J. E. Douglass, George B. Miles have had quite a session with the flu since the last column. All have recovered sufficiently to attend to their regular duties.

**In Memoriam**

Brother William G. Dwyer, member of Pasadena Lodge No. 272, Pasadena, California, retired, of 711 So. Westlake Ave., Los Angeles on December 28.

We extend our sincere sympathy to bereaved family and friends.

**HOW BIG IS A MAN?**

A man's no bigger than he treats his fellow man!  
This standard has his measure been since time began.  
He's measured not by titles or creed, high sounding thought they be,  
Nor by the gold that's put aside, nor by his sanctity.  
He's measured not by social rank, when character's the test,  
Nor by his earthly pomp or show; displaying wealth possessed.  
He's measured by his justice right, his fairness at his play,  
His squareness in all dealings made, his honest upright way.  
These are his measures, ever near—to serve him when they can,  
For man's no bigger than th way he treats his fellow man!

—Author Unknown

**But He Should Guess Better**

Manager: "You're late!"  
New Clerk: "But you said you didn't want a man who watched the clock."

**No Chance, Madam**

Mistress: "Bridget, I saw the grocery boy kiss you this morning. In the future I will take charge of the groceries."

Bridget: "Wouldn't do you any good, ma'am. He's already promised to marry me."

**Omit Berth**

Mammy — "What am de fare to Bunningham?"  
Ticket Agent—"Round trip thirty dollars, with berth."  
Mammy—"Not fo' me, no sah! I'se got seven chillen now."

# DEPARTMENTAL NOTES

## ACCOUNTING DEPARTMENT By Mabel Cavender

### HAPPY NEW YEAR

We start off this time with a "Happy Birthday" wish to each of the following employes with a birthday in this month:

Adele Dole .....	January	5
Carl Zitelman .....	"	7
L. B. McNelly .....	"	8
Ruth Altpeter .....	"	9
A. F. Pabst .....	"	10
Gladys Sunday .....	"	10
Al Manhart .....	"	15
Betty Gorrell .....	"	16
Jimmie Owens .....	"	16
Doris Lindeman .....	"	17
Fred Eggeman .....	"	19
Bill Keelin .....	"	22
Laura Drake .....	"	22
Irene Hurlbut .....	"	25
Mrs. Reed .....	"	27

Mr. Harry Thomas retired December 31, 1940, after 31 years railroad service, 23 years of this time being spent in the Accounting Department of our Company, 1 year was spent with the Santa Fe and 7 years in the office of the Division Supt. of the Southern Pacific Co. at Los Angeles.

His fellow workers presented him with a portable radio as a departing gift and all wish him much happiness and pleasure in his leisure.

Mr. Thomas extended an invitation to all to come and visit him.

Miss Jessie Kremer spent a late vacation in Portland, Spokane and points north.

Miss Helen Bettis had a two day leave over New Year's.

May Chisholm had a few days vacation. Came back fresh as a daisy.

F. B. Eggeman on vacation. Spent a few days in San Diego.

Christmas seems to have been a happy occasion for all, everyone apparently having "A Merry Christmas".

The girls in the Typing Bureau presented Mrs. Dale with a very lovely umbrella. And each girl received an appropriate gift from Mrs. Dale—perfume, warming oven, towels, etc.

Miss Bettis was presented a Flex-Seal Cooker by the girls of the Calculating Bureau and she gave each girl a Purchase Order on one of the downtown department stores.

There was much candy and cookies floating around and everyone ate until candy and cookies just didn't look good any more.

Last month's magazine mentioned a "Christmas Party" to be given by

Olive Moore, of the Typing Bureau. Well, everyone except ME knew it was also a bridal shower for ME.

After a delicious dinner, which was prepared by our hostess, we proceeded to open Christmas gifts which were placed around a lovely Christmas tree. Each girl had received and opened a Christmas gift and there were still packages around the tree and then came the BIG SURPRISE—It was a bridal shower for me.

While opening the packages, a recording machine picked up all the talking and laughing, and when played back to us we just couldn't believe that we could make that much noise.

The gifts were lovely and I wish to take this means of again thanking the girls for them, and the hostess for a lovely party and dinner.

There will be a number of changes in jobs owing to Mr. Thomas' retirement, but at this time we don't know who will be on which job. Details next month.

Bill Keelin says his lost shirt has been returned to him from Kings City.

They say McIntire was out looking for his son the other night, or maybe it was the other way round???

So you're setting your boy up in the bakery business?

Yes, he's so keen for dough and such a swell loafer that I'm sure he'll rise in the business.

## CONDUCTORS' ACCTS. BUREAU By Marion Snowden

### Winchie at the Keyhole

To wind up the old year properly, we'll first thank the Company for letting all of us off at noon on December 24th—and we'll bet the last-minute shoppers were only too glad for the extra four hours, to say nothing of the few who had already finished theirs, and were glad to relax.

Our thanks also to Esther Quast and Lois Brown, the two Misses Santa Claus, who again engineered the buying and trimming of our lovely Christmas tree. By the way, that entails a lot of extra work, so how about new and different volunteers for next year?

Again Florence Haldeman handled the candy order for those sweet-toothed luckies who wanted plenty on hand for the holidays, and we can't tell her how much we appreciate it.

Hooray! Mr. Suman spent this Christmas with his office family, and we hope we made it worth his while. We all were a bit bashful this time, but a few more Christmases will show what we really can do. The goodies that made their way around the place were much enjoyed.

Still harping on the Christmas theme, new automobiles and fur coats are much in evidence — Christmas gifts from "me to me".

The Car Service office was all lit up for the holidays—a new light installed. The inmates now say they believe in Santa Claus.

Lois Brown came out pretty lucky with a brand new office typewriter for Christmas. She believes in Santa Claus, too.

<p><b>\$50.00</b></p> <ol style="list-style-type: none"> <li>1. Our complete Funeral Service including cloth-covered casket, for only \$50.00.</li> <li>2. Our complete Funeral Service including one of our Deluxed caskets, for only \$100.00.</li> <li>3. Our complete Service including a metal casket, for only \$200.00.</li> <li>4. We quote low prices on cemetery space and cremation services.</li> <li>5. A call places you under no obligation.</li> </ol> <p>PRospect 5590</p>	<p><b>\$50.00</b></p> <p><b>GRAHAM &amp; ISBELL</b> FUNERAL DIRECTORS 915 W. Washington Blvd. (Established 1922)</p> <p>PRospect 5501</p>
<p><b>\$50.00</b></p>	<p><b>\$50.00</b></p>

**Society Notes** — An old pal and former co-worker, Catherine Mautz, entertained at her annual Christmas party — last year, cat party; this year, dog party? Those who enjoyed the tree and gifts were Dorothy Randolph, Esther Quast, Esther Craig, Martha Smith, Nell Flanders, Agnes Heckman, and Lois Brown. Young Charles did the honors, but Ma sent him to bed early.

Dorothy Randolph entertained various and sundry of her office girl friends during Christmas week — which adds to the interest Jack Birmingham takes in this column, if he still reads the Magazine since his retirement.

Mr. and Mrs. Albert (Maybelle) Wirz were week-end dinner guests in San Diego recently. Maybelle made the trip alone, as Albert missed the train and had to take a plane. Arrived in San Diego, he was given the glad hand by Jimmie Roosevelt no less, but Maybelle reports it was a case of mistaken identity. Imagine all that trouble just to eat!

Attention CBT—Esther Quast escorted a boy friend over to Ann Shorfer's house. So far, so good, but some rude person remarked that she only wanted to show him off.

Odessa Carter's little nephew wistfully said, "Daddy, sometime when you go to work, can I play with my train?"

Well lookit who's back! The ink on last month's Magazine had hardly dried when back came Dorothy Littlefield and Helen Sawyer. And also we have with us Hazelle Allen and Nell Flanders, both old-timers. Welcome, gals, and see that you keep up your good reputations.

The establishment of new jobs in our office has resulted in moves up for Emma Taylor, Odessa Carter, Elizabeth Linsen, Ethel Chandler, Fannie Jones, Helen Sawyer, and Hazelle Allen. Congrats are in order now, to be doubled if they fill the bill.

Mariet Thomsen, scheduled to appear for jury duty or-give-a-good-reason-why-not, didn't know about it until a week too late. We had visions of feeding her through the bars, but she's been excused, and is back on the job busy as ever.

Margeret Hines fell on Main Street and is peeved that she didn't select a more genteel spot to be picked up off of.

Dorothy Littlefield is the proud Auntie of new little Gay Meridee Tucker. The customary candy was forthcoming—and we hope Aunt Esther and Uncle Tommie are listening.

Maybelle Wirz (again?) attended a swanky dinner dance at the Deauville Club, and was able to work the next day!

Speaking of the new streamline cars out Glendale-Burbank way, a patron of the Alhambra line informs us that they can use a few of them out there to save wear and tear on their umbrellas. Figure that one out.

Lost—one excellent Car Service clerk (are you listening, Dorothy Pearson?) No other need apply, as the vacancy has been filled by another good clerk. (You heard us, Martha.)

How about a few appropriate nicknames? Fandango Jones. Private Cox. Quidnunc Curran. Hinky-dink Hinkle. Romeo Screech. Know any more?

We like that picture taken in the Subway last month, and showing the good-looking boys manning the turnstiles. They sho do turn over a lot of people in one day.

Flash! Latest news from Uncle Tommus is that Walter Watchall is back in part time harness again, looking fine and feeling finer. We're mighty glad. With Ray and Earl Moyer gallivanting around again, we will say it speaks volumes for Dr. Weber and his associates.

O me! Although our vacation was so long ago we've lost contact with it, we'll be long-suffering and tell you all about those fortunates who have just had theirs. Arvilla Curran took a long-range trip to Toledo, Maumee, Grand Rapids, Detroit, Monroe, Chicago, and Seattle before settling down to another year of work, and perhaps several years of reminiscing. She reports a grand time visiting with old friends.

Florence Davis took in South Bend (Notre Dame football game), Chicago, and Jacksonville, Illinois. Came back sassy as ever.

W. L. Brown spent his remaining week at home enjoying his new granddaughter. Tom Hinkle hasn't returned from his few days taken after Christmas, but our guess is that he's having the time of his life trying out his little Tommies' toys.

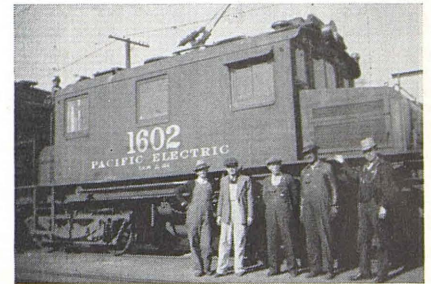
Our thanks to Mr. Charles Keller, retired, for his nice Christmas card. If we knew where to reach him, we would tell him what we really think of his thoughtfulness.

And so ends the holiday season for another year. With 1941 coming up, we offer this suggestion, presented by one of our own clerks—that we all resolve to spread a little more optimism, and a little less pessimism in our daily office life; a little more kindly thinking and a little less petty talking about someone we don't like. It helps a lot to remember the nice things a person does. We hope you've finished all your Christmas swapping, and so—Happy New Year to everybody!

**SOUTH FREIGHT DISTRICT**

By J. E. Neville

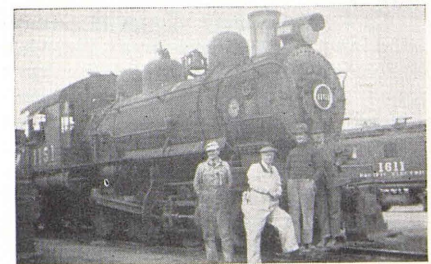
The inauguration of the "New Year 1941" the South Freight District is to wish to all of the big family a Happy New Year and all best wishes and greetings of 1941, to those afflicted by illness and sorrow may 1941 bring to them a speedy recovery to health and happiness.



**BUTTE ST. YARD SWITCHING**  
Left to right: T. C. Miller, Bkm., T. C. Holyoke, Motorman, W. H. Nelson, Bkm., C. C. Bush, Trolley, O. T. Ester, Conductor. Representing 123 years of which 113 for Pacific Electric Co.

W. W. McNeilly spent the Xmas visiting his old mother in Amarillo, Texas our best wishes to them.

Happy returns in Butte St. yard to Brakeman Erlenmeyer, back on the job fully recovered from his accident. Good luck Sandy!



**LONG BEACH SWITCHING**  
Left to right: C. L. Smith, Engineer, F. O. Bradley, Conductor, Chas. Vantress, Bkm., Chas. Beck, Bkm., Fireman on last issue. Representing Train Service of 124 years, 71 of which were with Pacific Electric Co.

A new streamliner seen in Butte St. Yard — Conductor Dick Nagles with a new Dodge sedan. Harry Bur-



**EXTRA LONG BEACH COKE JOB**  
Left to right: W. Bales, Bkm., J. O. Moore, Bkm., H. L. Conklin, Motorman, G. McLean, Trolley, D. H. Brock, Conductor. Representing 72 years train service, Pacific Electric Co.

guess also a Dodge sedan. D. E. Moore a Buick, Conductor M. P. Hendricks a Plymouth. Ain't it the truth? Just about the time you think you can make ends meet, out pops a new auto, and it moves the ends.



Off for a flying run, "Richard", 2½ year old who speaks French and English. Grandson of your Cameraman J. E. Neville.

L. A. Cole spent Xmas at Ocean-side, and what a Xmas Eve? We were informed that L. A. was doing very good time but up pops the rain, and the poor auto got a cold out in the rain. By the time L. A. had a cure for it the poor thing was half covered up and finally spent Xmas and a few more days recuperating. Our sincere regrets for their out of door party.

C. B. Allen, C. A. Morgan, E. F. Parkard, R. H. Northrock, C. D. Mal-lory, F. J. Alterberger, P. J. Butter-baught, were absent from Butte St. Yard from New Year's Eve 'til Wednesday. We have been wondering. No rain. No washouts. No news. So what?

The flu has not spared the South Freight. Felix Girard at home 15 days, F. O. Bradley 12 days, E. L. Myers 9 days, J. E. Neville 8 days, F. T. Deming. Still out on the sick list. Chas. Frankling ill at home. A. S. McNaab at the St. Vincent Hos-pital. Don't forget your postcards to them boys.

To our fellowmen who were af-flicted by great sorrow in the month of December. M. P. Hendricks' wife's mother passed in death and was buried in Tacoma, Washington in the early part of December. We extend our sincere sympathy to the bereaved family of M. P. Hendricks.

We extend our heartfelt sympathy to the bereaved family in their hour of sorrow. H. G. Woodworths' wife's mother passed away at the age of 72, in Long Beach, Dec 18th. Burial was at Sunnyside Cemetery.

Another old face passes from Butte St. Yard midst. T. W. Lee, Trolleyman, passed away Dec. 30th, at 12:40 p.m. Funeral services were held at Edward Bros. Mortuary, on Thursday, Jan. 2, 1941. We join in extending our sincere sympathy to the bereaved family.

#### NEW YEAR GIFT TO TWO NEW JOBS SO. FREIGHT DISTRICT

Wing Foot . . . 1st No. 2208, M. C. Carty, Cond., F. T. Donning, Engi-neer, R. G. Weir, Fireman, W. H. Nelson Brakeman, T. C. Miller, Brakeman. No. 2209, R. E. Hill-burn, Conductor, L. L. Norman, En-gineer, N. C. Moon, Fireman, V. A. Ventres, Brakeman and C. T. Turner, Brakeman.

#### Who's Who and Where!

F. O. Bradley, Cond. Watson, 9 a.m.  
Ed Vacher, Cond., Watson, 6 a.m.  
C. A. Ward, Cond., Extra Board  
F. Girard, Cond., Butte St. Yard,  
3 p.m.

Chas. Beck, Procter & Gamble

Disappointment . . . L. A. Christie,  
Duke Burnett, but cheer up boys!  
Maybe later on.

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#### TORRANCE SHOP NEWS

By Carleton Bell

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HONOR ROLL: Ed. Murdaugh, glazer—great grandfather, since De-cember 15th. A real distinction and a rare one too—I believe we have an-other one or two in the shops. Ed's son Bert, formerly an Armature Winder here, is the new grandfather in the deal and his daughter the new mother. Special congratulations to these happy great grand parents, etc.

We have been watching tinner Gus Gunderson for some time now to catch the first big smile that would announce the arrival of his second child—a daughter this time, named Marsha Lee, weight 6 lbs. 12 ozs. And boy! was that some big smile that we saw the day after the big event. That makes the Gunderson family complete, so he says, Dad, Mother, Son, and now the daughter. Congrat-ulations folks.

Walter Bloomfield celebrated his thirtieth anniversary as a railroad employe on Friday, December 13th. It really meant a lot to Walter be-cause he is planning to retire on pen-sion next March and he is naturally wondering if Uncle Sam will require him to work another year because of the 30th year ending on Friday the 13th. It wouldn't surprise me a bit, Walter.

Met Guy McClure coming out of the shop the other morning as the rest of us were just coming in to start work. Guy said he was afraid he had not turned off the engine in his auto after he parked it. I have known of many a fellow leaving his headlights burning but this is the first instance of one leaving the en-gine running. Must have been his brand new shiny Chrysler.

Eddie Albachten sold a number of tickets to the Annual Redondo Elks Grand Ball and several of them won nice prizes on the drawings held at time of the Ball. Anaheim won an electric iron; Sam Humer a bottle of auto polish; Frank Thompson a pair of bedroom slippers; and Eddie himself a FULL bottle of Four Roses—and that don't mean flowers.

Glad to welcome Edgar "Scoop" Arthur to the Torrance bus gang. Scoop looks as though he enjoyed the welcome too—no more working out in all kinds of weather and mud for him. Expects to move to Tor-rance before long and then he can get about four per day more time at home with the family—wife and son. Arthur was the first president of the Machinists and has been an employe of the Company since 1925. Likes to spend his leisure time work-ing in his amateur wood worker's shop at home.

All of Jim Godwin's friends that know the circumstances are pulling for him to make the grade (it's tough) and win his C.A.A. flyer's license. After that is won, and he had only one hour more solo flying to make when I talked with him, all he has to do is to pass further Army tests and be sent to one of the many Army flying fields. Many are called but few are chosen in this most dif-ficult of all Corps to get into and if Jim makes it he will deserve per-sonal congratulations from all of us. A friend of mine was turned down for being 12 pounds underweight and I was turned down for being 54 pounds overweight—so that is the way it goes. Jim looks to me as though he had a much better chance than I did.

Bert Norman is now in the thickest of the "Battle of Britain", being now with his father and step-mother in Weymouth, England. Word just re-ceived from Bert stated he was tired of spending five to seven hours out of every twenty-four in bomb proofs and paying approximately 26 cents for a package of cigarettes. Bert also sent a Christmas card to his old pal Rusty Carrol. Just to let Bert know he was not forgotten by the boys he left behind, several of his fellow workmen chipped in and sent him a Christmas greeting radiogram.

Gus Gunderson's small son got the remains of an electric train for

Christmas. It was originally a fine example of the trainmakers art when Gus first bought it but Dad just had to qualify himself to be the son's instructor in its operation and by the time Dad thought himself properly qualified the poor little boy's train was completely worn out. DAD did have a fine time though.

Benny Benson is going through all trials of learning to drive his first automobile. Benny's first venture was a new Ford sedan. That's the way to learn, Benny, everyone has to have at least one mix-up with another car before one can truthfully say one is an experienced driver.

I, for one, am interested in George Goff's latest venture—he had a fine looking girl for his dinner guest Christmas day. Remember the old truism, George, about "Faint heart ne'er won fair, etc., etc."

All the supervisory force at Torrance Shops, and their wives, celebrated Christmas again this year with a beautiful tree and gifts for all on Saturday, December 21st. Delicious refreshments and smokes were bountifully supplied and consumed but the one that seemed to have the really most wonderful time of all was little Patsy Merritt who attended with her proud grandmother, Alma Nixon. A better example of dancing eyes were never seen than were Patsy's as she beheld Santa Claus (June Tarbit). Santa says he "learned about (Little) women from her". You'd be surprised how fine these Foremens' wives could sing Christmas songs but Walter Neilsen was kind 'a disappointed that his favorite "Yingle Bells" was not on the program.

TRAVELERS, over the long Christmas week end: Machinist Tom Lawrence and family to Vancouver for three weeks trip. Frank Laws and wife to P. E. Camp. June Tarbit and wife to San Francisco through the mud and rain—will ride S.P. next time I bet. Frank Jenkins and wife to Mazatlan, Mexico. Fred Thomson, wife and son to the old home in Phoenix, Ariz. A. A. Kelly and wife to almost all points in Texas.

Albert Soloman, Blacksmith Helper, is trying to win a beauty contest, based on the entrants' looks thirty years ago. Based on the stories heard thus far Sol is the winner by several necks. I just cannot see how anybody could beat this man's stories on how beautiful he was thirty years ago.

Bob Boyd and his helper Bono had a trying experience the other day—they both brought lunches in the same appearing paper sacks. Bono was nearly through eating his lunch before he discovered it was Bob's and not his. He did not like what

Bob actually had and Bob did not like what Bono had in his bag so an unpleasant time was had by all but Bob kept his dukes down—Bono had had too much experience with his dukes as Bob found out to his amazement some time ago.

The old pals of W. J. B. "Bill" Hughes were pleased to receive a Christmas card from him the other day from Honolulu where Bill has been employed for several years by our Uncle Sam.

Another card which created quite a commotion was the one received by yours truly from Harold Kirk away out in the Pacific on Midway Island. We miss Kirk mightily from his Store delivery truck but were glad to hear of his good luck, health, and experiences from West of New Zealand.

Harry Pierce's wife is back on the job of keeping her husband in condition to keep on the job. Harry looked as though he deeply appreciated her efforts. Mrs. Pierce had been at Albuquerque, N.M., to attend the wedding of her niece and to visit with relatives.

Tom Kendrick had the misfortune a few nights before Christmas to mistake the left side of the road for the right side while feeling his way home in the fog. Tom discovered his mistake just as he stopped too close to a big telephone pole.

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#### L. A. CITY TICKET OFFICES

By James J. Adams

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Christmas has come and gone, and according to all reports most of us fared very well. Harry Dietsch thought he was a little too old to ask Santa Claus for an electric train, and having no small children to ask for him, went out and bought one all for himself. He has more fun and nobody says "Daddy that's MY train, Santa Claus brought it to ME."

Has the "flu bug" got you yet? The casualties in this department included Peter Roller, Jimmie Russell, Lawrence Antista, Jr., Harold Fuqua, Arthur Sherwood and Edna Tilley. We are glad to report that all have now recovered and are back on the job.

A grand time was had by all who attended the banquet given by the Southern California Passenger Association in the Hayward Hotel recently. Among those present were Henry Eggert, Norman T. Sewall, Minor Musick, Don Gates and Mandel Brasler. It was reported that Musick had difficulties in seeing the floor show when Sewall remarked, "You can stand in front of me, and I will watch it over your shoulder."

Mystery of the month. Who hung the mistletoe over the Information Desk? We heard rumors about who

took it down and the terrible disposition made of it. We noticed that it was replaced, however, as you never can tell when it might come in handy.

We are glad to see Joe Stein up and around again following an operation. Our best wishes for a speedy recovery.

Matt Courval, Police Officer at 6th and Main Street Station has been off several days with a severe attack of the "flu". We are happy to report that he has recovered and is back to work again.

Our best wishes to one and all for a Happy New Year.

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#### PURCHASING POTSHOTS

By Ima Steno

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We welcome back Ray Cragin from his extended stay at room 119 St. Vincent's Hospital. Ray reports his theme song now is "Be It Ever So Humble There is No Place Like Home". Even the good looking nurses with all their attention became tiresome Ray said. (I wonder?)

The mystery why Jim Livermore always takes his vacation at Christmas time has been solved. This year Santa brought Jimmy a tricycle and a cowboy hat and he likes to stay at home and play with them. He was also celebrating that tie game and moral victory of the Torrance football team with Gardena.

Dot Beranek made a flying trip to Las Vegas a few days ago, for the reason that her good-looking brother took unto himself a bride and Dot went along to see that the young man was well tied up.

Roy Ewing attended the Santa Clara-Oklahoma football game last month in San Francisco. Roy reports that the Oklahoma boys are good for fifteen minutes then fold up like an accordian. He also visited the Southern Pacific Purchasing Dept. while in the northern city.

Bill Nicolay must have received a fairy book for Christmas because he says his milkman delivered pink elephants in place of milk New Year's morning.

George Quesenbery says "When you talk operations let me in on it". George called at St. Vincent's last month for a small overhaul job.

Miss Barbara Fenimore, daughter of Mr. C.C.F. passed the State Bar examination for nurses and is now a full fledge R.N. — much to the pleasure of her Dad. We say congratulations.

Charley Wakefield entered the Government Hospital in Sawtelle to have a tonsilectomy.

#### Notes from Torrance

On December 21, at 9:30 A.M. a

Christmas party was held by the Store employes at Torrance. Their wives, children and friends attended, making a total of thirty-one in all. Storekeeper Ward McCall made the introduction speech. Fred Hopkins followed with a talk which put everyone in the proper spirit. Music was furnished by Bill Jolley Jr., son of William Jolley, on his own made public address system. Moving pictures were furnished by William Bone (no not Mickey Mouse) travel pictures. Tommy Wilkes gave a tap dance and sang at the same time (sort of an endurance test). Eddie Rieber shadow boxed three rounds and explained the finer points of self defense. Hugh Cain gave an exhibition of how to throw horse shoes and shoot rabbits at the same time. Burt Ordway told of his experiences in bear trapping in the Torrance Mountains and nearly scared the little ones to death. Bill Kitto gave the Balcony Scene from Romeo and Juliet—Royce Robertson was Juliet. Miss Barrett closed the entertainment by singing "God Bless America" (and she wasn't fooling). Refreshments of home-made cup cakes, ice cream and coffee were served. All reported a very pleasant time.

A check up after Christmas found that Santa was very good this year. Royce Robertson received a new bill fold and it was full of confederate money. (Understand it is good in Gardena).

E. W. Lock received a beautiful 32-degree Masonic Ring with diamond and not cut glass as reported.

Fred Hopkins received a year's subscription to "Advice to the Lovelorn". This guy Fred is becoming known as the Don Juan of the Industrial City.

Fred Dilthey reports receiving several pairs of socks and a copy of the government pamphlet "How to raise turnips).

Frank Winterberg reports enjoying his son's scooter and pool table.

Bill Bone received more equipment for his picture machine. If bill could get a sound recording machine he might make a movie with Alpha Barrett as the heroine.

Ward McCall reports receiving hair oil and face powder.

William Jolley received a sweater and is now going to Torrance night school taking up jacks and hopes to make his letter.

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## WEST HOLLYWOOD

By G. R. Stevens

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HAPPY NEW YEAR! With the new year of 1941 the trainmen of West Hollywood have plenty memories of Christmas. There was the joy of reunions with relatives and



China Pheasants bagged by W. R. Bland and party in Northern California.

friends . . . good food . . . good cheer . . . the joy of living and being loved. It was indeed a Merry Christmas for the trainmen's kiddies gathered at the trees laden with presents and an avalanche of greeting cards. A most joyous Christmas was made for a family that would not have had a happy Christmas had it not been for the boys. The Yuletide thoughts were Hope and "Peace on Earth and Good Will toward Men." The watch words of the New Year are Truth . . . Courtesy . . . and Unity.



Climax of a successful hunt with mighty hunter starting young is little "Jimmy" Putnam.

Congratulations and best wishes go to the youngest daughter of Motorman John R. Leslie of Hill Street who was married recently.

Motorman Lester Cooper has an interesting hobby and spends his spare time making model railway trains and Morton H. Conklin assembles them.

Motorman Shoun returned from his bear hunt and ran into snow on the ridge route. Shoun and cashier W. A. Gibbons are planning on another trip.

C. C. McKee and wife are starting 1941 with a bang. A baby boy was born to Mr. and Mrs. C. C. McKee December 21st, weight eight pounds ten ounces. The newly arrived makes O. L. McKee a grandfather for the second time. O. L. was so excited he called up all his friends by long distance telephone to tell them about it. Mother and baby doing fine. Congratulations indeed are extended to the happy family.

Conductor Nelson has been off for some time sick and may go away awhile for his health.

Motorman Hanna of West Hollywood well known among the boys for his photography is working on synchronizing sound with motion pictures. He has 1600 feet of 16mm motion picture film perfectly synchronized, either with music on a record, or his voice on the same. Mr. Hanna is making good progress with his newest hobby.

Cashier W. A. Gibbons entertained the Wednesday club at his home and reports a turnout of thirty members.

Sincere wishes for a Happy New Year to all.

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## MOTOR TRANSIT NOTES

By M. J. Creamer

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HAPPY NEW YEAR! A few days of it have evaporated but let's hope the memories of it are happy ones and that it'll be a healthy and prosperous New Year for all concerned Christmas isn't too far gone to cover the hilites: Sam Carr and Dick Butler each received the usual ten-dollar currency gift enclosed in card from "Old John" who for a number of years has made regular gift of like amount to each. Perhaps it is his way of spreading kindness and in his religious faith "Old John" apparently measures money only by the good it can do. Dick Butler in commenting,



wished that he could do something extra to please him and had in mind driving him around in his car to see the many spots of interest during the holidays, the Christmas decorations and all. (Sam Carr was taken this year—as in the excitement of receiving the ten-spot, he forgot to collect a dime cash fare and had to pay it himself. Maybe Dick will see this and split the loss!) O. W. Brown was given a box of cigars by one of his patrons and know that many of the gang were remembered as well. Apparently all enjoyed family dinners. Frank Pilkerton was stuck at the controls longer than he expected but the wife said she'd hold Christmas dinner if it meant 'til midnite . . . and finally around 10:30 p.m. they sat down to the turkey and all the trimmings! Fred D'Arcy spent an enjoyable Xmas as home and a quiet one—with no company except the family . . . seclusion preferred! Union Pacific Stages on hand this year with cigars and cigarettes for the gang. Pacific Greyhound donating us bottles of champagne . . . a nice little token at that and appreciated. (Not enough spirits to yell "YIPPEE"—but popping the cork is more fun and gives the neighbors something to wonder about.) Many of our patrons who in the hurry and bustle of shopping, fairly stampeded through depot, took time out on the last day to turn on the smile and wish everyone a Merry Christmas . . . and mighty nice words they were to hear!

**AROUND ABOUT:** Jim Tucker sprouted out with new overcoat his wife had made for him on the Q.T.—even gloves and what not. He's wearing it rain or shine until everyone has noted it and then will leave it at home for just those special nights out! Among other gifts which Tuck bought his son, was more electric trains (for Tucker to play with). Tut! tut! Didn't know that we had a Scrooge in the outfit. When asking Strong what he was buying his wife, he turned on the rays and remarked, "First of all, it's none of your business . . . and secondly there ISN'T going to be any gifts at our house . . . we don't exchange gifts!" (Well, Strong perhaps you've forgotten that I had a glimpse of your Xmas tree a year ago and there were oodles of boxes under the tree and they weren't empties . . . and IF I didn't ask questions — there just wouldn't be any ramblings.) O. L. Gardner has new nick name—it is "PORKY" . . . guess the wife is just too good a cook! Joe Hernandez who relieved while 'yours truly' was off sick (digging to China) with yellow jaundice and the flu to boot, walked home with our control key to safe compartments and after frantic telephone calls, brought it back. M. J.

Freeman (Pomona) a recent visitor in Los Angeles—and what's this I hear about his sob stories (?) Don't expect any sympathy from that Maxie Hess. . . . He was through depot recently all togged up in new shirt and matching tie and displaying a watch chain (a gift) which would be suitable for towing a car if just a bit longer! Wonder if Santa Claus gave Walt Deal a new alarm clock (carbon copy to Tucker). Guy Rhinard loaded down with Xmas gifts before holidays . . . just think "no payments until next year" . . . but it's here, pal! Recently he and his wife made a trip to San Francisco on their anniversary and took in the spots!



Stanley Moore, our disher-upper of gas in Fifth Street Shop. Always ready with a smile and enjoys a good (?) joke. Used to be a good pugilist and wrestler but that was before he started parting his hair. (Photography by none other than Wake Wakefield who is going places with his camera.)

In last month's yarn, title of "Mayor of El Monte" was given to C. D. McCollum but he has relinquished title to Owen (Whodakie) Whitaker . . . and further states he has MORE . . . of that certain appeal! Well Owen Whitaker gets his "iron" we know . . . has been eating grapes by the sackful for weeks and now is gobbling on fresh pears . . . says grapes are "out of date" (or did he mean out of season?) Slim Seifried bragging again . . . you knows he LOVES heat! Says while out visiting in other homes notices the inadequate heating but at his home 'tis nice and warm. (Well it should be . . . with a floor furnace in every room!) Tommy Henderson raffling off a Chinese Camphorwood chest . . . and really a beauty. Ira Junkins winning out two-buck fight pool . . . more pork

chops! Geo. Jehl froathing . . . "who took the calendar I had saved?" (Well WHO did?) Well, Henry Stone—your shoulders are broader than mine . . . says that Whitey "Boog" Evans is headed for the altar soon. "Boog" says t'ain't so . . . don't I look like I got better sense? Henry says it's a fact . . . Boog denies it . . . so you figure it out . . . I can't. Frank Kauffman who has relieved at our terminal at frequent intervals is with Uncle Sam. (Conscription bill ya know!) Card was received from him (Tacoma, Wash.) Fort Lewis, wherein he wondered if the sun was still shining in Calif. Just rain and fog up there and says they should have made Washington a territory—and not a state. (Well, I like that . . . Tacoma, the home town . . . but then everyone has webb feet up there throughout the winter months.) Bill Kennedy (Santa Ana) received a red skirt for Xmas that is so intensely colored that one has to wear sun glasses to look at it. He doesn't know whether it is safe to wear it or not as it's certain that he'll be accused of being a track walker or a communist. Says he isn't fast enough to dodge the bosses and Mr. Dies at the same time. Tommy Daiker made Kennedy's face match the shirt when he remarked, "since when is it necessary to wear a bull-fighter's shirt to peddle the bull?" Slim's wife's aunt down from Atascadero to spend holidays with them . . . and she's only 81 years young! Would I be telling? (Mrs. Jehl 'phoned Geo. to see if it was alright for her to drive a young man (acquaintance in their neighborhood) out to Union Air Terminal and finally wound up by asking Geo. to be chaperon! Oui!)

Rapid recoveries to those on sick rolls. Geo. Hoffman off for a month, the ol' stomach on the fritz and we hope will be back before this comes from press. H. E. Norton, Chief Clerk (Transportation Dept.) was in hospital for observation. Spending the holidays in hospital wasn't a very enjoyable thought. Miss E. Burrell, our congenial agent (Alhambra) confined to hospital as result of auto accident.

**HAPPY BIRTHDAYS** in January: R. R. Wilson, Supt., and Claude M. M. Allen, Asst. Supt., Jan. 15th; Ivan Erhardt, Jan. 24th. Amongst the operators are Ben F. Blair, Jan. 3rd; Chester Barnum, Jan. 4th; Tommy Daiker, Jan. 9th; Bill Day and Pete Mallinkrodt, Jan. 16th; Harry Anunson, Jan. 17th; Stewart Axton, Jan. 19th and Walt McKenzie, Jan. 29th. Ed W. Zirckel (Express Office), Jan. 21. Not forgetting our good friends Fred J. H. Peters, Jan. 21st and Alpha Seagraves, Jan. 18th. . . and how about Franklin D. Roosevelt (President U.S.A.) Jan. 30th?



"They're Off" at Santa Anita Race Track

**DOWN SANTA ANA WAY:** When a man gets out of sick bed and reports to work in order not to spoil his co-workers' Xmas plans — that's something! Jack Burgess couldn't make it stick for when Doc Baker took a look at him, it was back to bed for another week! Jack says being sick worries him to a frazzle as he has never been able to figure out how to fit his "6 ft-4" carcass into a six-foot bed and get any comfort out of it. Incidentally, the Burgesses are the proud owners of a new Dodge (fluid-drive) DeLuxe sedan. Hope much pleasure in store for them as they worked hard to acquire it. Ham Hammond was both surprised and pleased to have his sister and her hubby (the Chas. Lakes) to spend the holidays with him and parents. Mr. Lake is the advance agent for a show company and reports that business is good generally and the show is "bigger and better". Benny Kimball is probably one of the best pinch-hitters among us . . . he'll willingly and ably do anything needed such as holding (we started to say changing) babies, milking

cows, listening to hard luck stories, etc. This comment comes from the fact that Benny took temporary charge of ticket office on Xmas so that the force could have dinner at home . . . and he can handle it just as smoothly as we can . . . so we'll retract the derby hat item; however, can't do anything about the nose! Newt Potter was observed recently selecting an imported briar pipe for gift . . . leave it to Newt, if he does it . . . it's done right! Our candidate this month for "one in a thousand" is Johnny Hill. The Mrs. has been feeling rather poorly recently and to speed up her recovery, Johnny pitched in on the heavy housework and spent his days off doing the family washing and ironing (no wrinkles please) all this in addition to putting a new roof on his home . . . just in the nick of time too. A rapid recovery to the Mrs. and well, Johnny, this is not meant as a note of sympathy to you . . . and don't take this paragraph as a razz either . . . see? Al Henson's regular days off gave him Xmas and New Years at home. Says Xmas was as it should be—but laying

around on New Years just isn't normal for him as he never has had to nurse a headache in his life. We've been trying to figure that one out . . . however, imagine he heard a can of aspirins rattling in somebody's pocket, how about it Al? We looked up on Xmas Eve and saw Chas. Rhinard coming through the door with what looked to be an armload of fire wood; he fooled us by gum . . . was packing cartons of cigs which he passed out to all the office force including Deacon Wallace, janitor boy. What a relief to an overstrained budget! Hank Faulkner resented the reference to the size of his feet (last issue) says anybody who has to be on his feet as much as he does is apt to show the effects of it, yeah, Hank, we've noticed too—that you do more SITTING than standing. But rather than to hatch a peeve, the footnote is stricken out.

**P. E. RAIL BRIEFS:** Neal Brock goes fishing on his days off and to prove he is honest about his catches he passes by the station on way home and distributes the catch . . . he gets some "dandies". He has been remind-

REPORT OF VITAL STATISTICS—DECEMBER 1940

Death Claims	Name	Occupation	Died	Group	
				Insurance	Mortuary
	George T. Brown, Retired Solicitor.....		23- 9-40	Yes	Yes
	Nelson B. Butler, Line Foreman.....		12-13-40	Yes	Yes
	Julian Pachero, Laborer .....		12-16-40	Yes	No
	William K. Frier, Retired Foreman.....		12-18-40	Yes	Yes
	Juan Rias, Laborer .....		12-18-40	No	No
	William E. Smith, Retired Carpenter.....		12-20-40	Yes	Yes
	Samuel N. Kirk, Retired Motorman.....		12-21-40	Yes	Yes
	Maurice Powers, Retired Campman.....		12-23-40	Yes	Yes
	William G. Dwyer, Retired Flagman.....		12-28-40	Yes	Yes
	Thomas W. Lee, Motorman.....		12-30-40	Yes	Yes

ed that we also enjoy mushrooms—and when fishing is poor we aren't too proud to accept a steak . . . or chops! "I can see lots of good in this old world" says Roy Roepke (don't know whether the new spectacles have anything to do with it or not). Some days ago while putting a trolley back on the line, his glasses were accidentally taken for a ride. The company said "here's another pair—they ain't rose-colored but they'll do!" . . . (and they did.) Red Norris recently hopped into bed for a day or two with a bad touch of flu but soon back on job in fine shape. Says the recipe is a secret but as in most cases we suspect the loyal Mrs. worked the wonder. Jerry Willis is holding down Conductor Knox's run. (Knox's arm was injured and is well on the mend now.)

This item will probably park us behind the eight ball but on the sly—we did see Conductor Weaver looking over the Examiner horse race game. Don't let him get around you for the dad-burn thing IS contagious. Ask Copeland or Bozenberry Reid. Along with being a good all-around train man, Cy Wild seems to be an akay POP. Jimmy Wild recently joined the C.C.C. Camp near Monrovia, says it's wonderful but we notice that he has been singing the "Home Sweet Home" blues ever since. Wild has a nice family of fine kids. Herman Cartwright is still commenting on his trip back into the Ozarks . . . "hams and yams" and all things good says he. We have wondered if he didn't get just a teeny-weeny taste of possum or such. If he were one of us, would have a little corn on the side and not on a cob either by heck! Jerry Willis is developing a dandy little home-site out near Irvine Park. When the avocados, persimmons and the like get into full bearing he can count on a lot of visitors. We've heard that George B—don't how how to spell it anyway but everyone knows the "Flying Dutchman" is a great huntsman . . . ducks, quail, doves, rabbits and so on, so when George is off duty for a day or two—drop in and pay him a visit . . . it's a real tip!

**FLASH:** Ellis B. Dunson received one of the most beautiful pre-holiday gifts possible . . . the wife presented him with a 7½ pound baby girl, Sunday, Dec. 19th . . . and has named her Sandra-Lee.

**ROD & GUN CLUB NOTES**  
By Arlie Skelton

The December 11 meeting of the P. E. Rod and Gun Club had a good turnout of members for the election of officers for the 1941 Tournament Season. Harry Pierce and his able staff on the Nominating Committee took a gander at the records and

decided to go light on changes of personnel. However, they did see fit to promote E. L. H. Bissenger to the honor of being President; transferred President A. C. Smith to Chairman of the Executive Committee, and added L. L. Lloyd to the office of Second Vice President. The balance of the lot were left pretty much just as they were.

The official lineup for the 1941 Tournament Season is as follows: E. L. H. Bissenger, president; J. B. Rogers, First vice president; L. L. Lloyd, second vice president; Robert Dorner, financial secretary; C. G. Gonzalez, treasurer; and your truly is safe on fifth as your recording secretary, and "Windjammer". Sure thought I would get the "bee" this time, but I guess now, they were only foolin', anyway I'm still here.

For the Executive Committee we have our retiring president A. C. Smith as chairman; W. G. Knoche, B. F. Manley, D. E. Porter and H. P. Bancroft. All other committees are appointive and will be announced by our president-elect, E. L. H. Bissenger, when he takes his oath of office at our next regular monthly meeting, to be held January 8, 1941. Field Captain and Fishing Captain will be appointed at that time also.

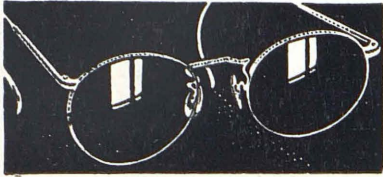
During the past year many interesting discussions have been held from the floor at our regular monthly meetings. Several months ago one of our Junior Members, Mr. Stanley Albright startled some of our old timers by proposing a change in the rule pertaining to P. E. Camp trout classification. Mr. Albright pointed out this classification was restricted to trout caught in Lake Arrowhead or its tributaries while the member making the catch was stopping at the P. E. Camp. He pointed out there were several other likely fishing spots in the San Bernardino Mountains easily accessible to the P. E. Camp and if they were included in the P. E. Camp Classification, no doubt, more members would use the P. E. Camp as their vacation headquarters and the Camp would receive the added much needed revenue.

As a result of that discussion several months ago, the rule has now

been changed and your P. E. Camp Trout Classification means trout caught in the state of California while stopping at the P. E. Camp. President-elect Bissenger contends that any member loyal enough to stop at our P. E. Camp and drive a hundred or so miles to catch trout to compete with those in the near vicinity of the camp are entitled to any prizes they get.

Another "thorn in the side" of some of our good members pertains to hap-hazard registrations. Some well-meaning members have been known to spend a lot of good money to get to where the big fish play, spend hours of hard labor in trying to coax them to take their lure, then after being successful, write something about it on a card, hand it to someone to hand to someone else to hand in at the next regular meeting. If the card makes the rounds and gets to the meeting, is then grouped with a lot of other cards and passed on to the Fishing Captain for filing. The Fishing Captain might find several omissions on the card; some that might be corrected, others that can't be. Results: end of Tournament and no prize. That procedure has also been changed. The cards now will be turned over to the Recording Secretary who will check them and read them at the next regular meeting, turns them over to the Executive Committee who will pass on them prior to the next regular meeting, return them to the Recording Secretary who will file those accepted with the Fishing Captain to be filed until the end of the Tournament Season. Those rejected to be turned back to the maker with full explanation as to why the card was rejected. Fair enough?

For the past two months there has been much discussion on reviving the old rabbit drive custom of years gone by. J. S. Harris went into Antelope Valley last week and procured the promise of cooperation of the hay farmers to hold rabbit drives in that vicinity. Now when enough of you hunters come out and express your desires to hold these rabbit drives, a date will be set and the drive will be held.



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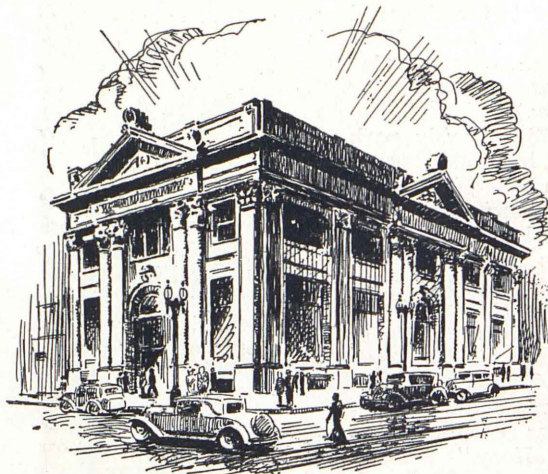
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