

MARCH - 1941
PACIFIC ELECTRIC
Magazine



PACIFIC ELECTRIC Magazine

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

E. C. THOMAS.....EDITOR

THE Racing at Santa Anita during the past month would probably have drawn bigger crowds had it been billed and advertised as the "Festival of the Mud Larks". They were dam(p) bad days.

EVERY cloud has a silver lining; but, apparently not during February. However, the preparations made for storm drainage during the past few years certainly proved their worth, damage from the storms prevailing during the month having been comparatively light.

THE present month will probably mark the completion of the new Motor Coach Garage of the Los Angeles Motor Coach Company at Vineyard, construction having been under way for some time, but completion very much delayed by the rains recently. This facility of the Motor Coach Company (jointly owned by Pacific Electric and Los Angeles railway) will be an outstanding plant of its kind and its use will not only increase efficiency of coach maintenance and distribution of equipment to lines, but will undoubtedly result in appreciable reduction of operating expense.

FROM the Palos Verdes Bulletin this week came the information that the Press Wireless Company of New York has just purchased one hundred and five acres of land in Rolling Hills. On this tract the company will erect a building equipped with the most modern technical instruments for the reception of wireless photos from Australia, the Orient and Japan.

The preliminary plans have already been drawn and work has already begun.

The Press Wireless proposes to limit its Rolling Hills operations to the reception of wireless pictures. No broadcasting will be done.

A PATRIOTIC PRIVILEGE And a DUTY

LARGE increase in the forces of the Army and Navy and allied services, because of National Defense measures has recently been made and will continue to be made for some time to come; and involved in defense measures is the transportation of men of the various services.

Many of these men will be traveling on our trains and motor coaches while on Government business, or will be traveling individually on furlough or short leave. In addition to this, the Pacific Electric is handling many in special service between different points.

It is not only important to the Company as a matter of business, but it is also a patriotic privilege and duty that all Pacific Electric employes exert every effort in providing efficient and courteous transportation, both passenger and freight. No instance has been cited of this not being done, but attention is called merely to point out the importance as a duty and the privilege as loyal Americans of extending friendly, considerate treatment to men in uniform or enroute to enrollment when they use Pacific Electric service.

Cordially yours,

O. A. SMITH, *President*

COMPLAIN ABOUT RAIN?

Down here in the "Sunny Southland" (?) there has been much grouching about rain, and we will have to admit that the condition has gotten under our rind; but, up in the valleys to the North, water from the heavens is much more vital to the well-being of the country that it is here in the south, due to the fact that we rely upon the supply of water for our needs coming to us from the Colorado River and the Owens Valley via our aqueducts; and, we think we received a large amount of the unsolicited moisture, but listen to this from the Department of Highways and Public Works relative to the snow-fall in the Sierras, on which the valleys of the north depend. A survey of snow depth and water content was recently completed by that department with results as follows:

"The deepest snow measured was on the snow course near Lake Helen, on the southerly slopes of Mt. Lassen at an elevation of 8400 feet. Here measurements revealed an average snow depth on the level of 195 inches, containing 78 inches of water. Mt. Shasta at 8000 feet reported 152 inches of snow with 64 inches of water—slightly more than the normal supply for the entire winter at this location.

"At Donner Summit, the high point of U. S. Highway 40 between Sacramento and Reno the measurements averaged an even 8 feet of snow—96 inches—with a water content of 37 inches. Normal water content there for the whole season is 42 inches.

"At the southern end of the Sierra, measurements in the Kern River watershed at Round Meadow, elevation 9000 feet, showed an average depth of 65 inches, containing 23 inches of water. The normal for the entire winter at this station is 28 inches of water. Throughout the entire Sierra, very few stations above 6000 feet reported less than 20 inches of water in the snow pack; most stations reported over 30 inches.

"With the almost certain prospect of more snow during the next two months (February and March) it would seem that an adequate supply of water for all normal needs was more than assured."

ON THE HONOR ROLL

Only one of our fellows joined the Honor Roll since the last issue of the Magazine, that one being George E. Towner, of the Transportation Department, who retired after 17 years service.

To Mr. Towner goes our best wishes for many happy days.

Transportation Department Promotions



J. R. WORTHINGTON



T. L. WAGENBACH



E. B. WHITESIDE

With a view toward more efficient co-ordination of the Transportation Department Staff in the rapidly changing transportation picture in Southern California, effective February 1, 1941, the following promotions were announced by Mr. G. F. Squires, General Superintendent:

1. Mr. T. L. Wagenbach, formerly Assistant to General Superintendent, is appointed Assistant General Superintendent.

2. Mr. J. R. Worthington, is appointed Assistant Superintendent.

It is a matter of coincidence that the railroad careers of these two gentlemen are more or less parallel.

Mr. Wagenbach entered service with Southern Pacific Company twenty-nine years ago as a Clerk in Superintendent's Office, Sacramento and came to Pacific Electric in its Engineering Department in 1926, being transferred to the Transportation Department in 1933 to fill the position of Assistant Superintendent, subsequently holding positions as Superintendent of Freight, Express, Mail, Baggage and Station Operations, Assistant to General Superintendent and now, as Assistant Superintendent, in active charge of this company's manifold transportation activities, under the immediate jurisdiction of General Superintendent G. F. Squires.

Mr. Worthington entered service of Southern Pacific Company twenty-four years ago as Messenger Boy in West Oakland Yard Office and came to Pacific Electric in 1937 as Office Assistant in Transportation Department, with the inauguration of our Research Bureau in 1939, became Assistant Research Engineer, which position he held until his recently announced appointment as Assistant Superintendent of Transportation Department. His duties in supervising

all passenger service and schedules, both rail and motor coach, shall be directed toward active co-ordination of these two methods of transportation in co-operation with, not only members of the Transportation Staff, but with other departments.

With the leaving of Superintendent C. H. Belt for tour of duty as Lieutenant Colonel in the United States Army, Mr. T. L. Wagenbach, Assistant General Superintendent, announces effective March 1, the following temporary appointments.

1. Mr. E. B. Whiteside, Assistant Superintendent.

2. Mr. J. G. Blake, Terminal Trainmaster.

3. Mr. B. G. Jones, Trainmaster, System Freight Operations.

Mr. Whiteside entered service with the Los Angeles and Redondo Railroad as Timekeeper in 1906, and with the absorption of this line and the formation of Pacific Electric System, entered service of the Pacific Electric Railway in 1911 as Assistant Agent and Wharf Master at Redondo Beach and, subsequently, held positions as Assistant Trainmaster, Trainmaster and Terminal Trainmaster with Pacific Electric until his recent appointment.

Mr. J. G. Blake, formerly Trainmaster and now appointed Terminal Trainmaster, entered service with Pacific Electric as motorman in 1911, and has subsequently held position as Assistant Trainmaster, and Trainmaster in the Transportation Department prior to his recent appointment.

Mr. B. G. Jones entered service of Pacific Electric Railway as motorman in 1924 and was appointed Assistant Trainmaster on Northern District 1927, which position he has held up to the time of his present appointment as Trainmaster, System Freight Operations.

CLEVER SWINDLER UNMASKED

From the office of F. S. McGinnis, Vice President of the Southern Pacific Co. comes a circular regarding the rather clever transportation swindling scheme of a Mr. Paul Remos. The circular follows:

"We have been advised that there is a theatrical vaudeville act that has been in the habit of obtaining railroad transportation without charge, through subterfuge, and the following information is given to you, with the thought that you might desire to post all of your representatives, both selling and train representatives, to be on the lookout:

"The Theatrical vaudeville act is 'Paul Remos and His Toy Boys'. The act is in charge of Paul Remos, and 'The Toy Boys' are two midgets.

"It is stated that, when Mr. Remos is approached by railroad representatives for the purpose of soliciting his business, he advises the railroad representatives that he has his transportation all taken care of. He then buys a ticket and a lower berth for himself, puts the two midgets, who are over thirty years of age, in grips similar to those which are used for handling dogs when carried on a train. He boards the train at the last moment, puts the bags in the berth, closes the curtain, and puts the two men to bed in the same lower he occupies. In the morning, when he goes to the washroom, he buttons up the curtain, and after he has completed his toilet, goes back to his berth, and, behind the curtain, puts the two men into the dog bags, carrying them off the train when he reaches his destination.

"In a recent case, Mr. Remos attempted to secure transportation on this basis, and while he was in the washroom, the train conductor examined the berth and found the two midgets covered by blankets. When the conductor confronted Mr. Remos, the latter paid full fare for each of the midgets."

MISSION PLAY REVIVED

John Steven McGroarty, poet laureate of California, author and producer of the famed "Mission Play", newspaper man and columnist of note; and, one of if not the best beloved citizens of the Golden State, is again producing his romantic, historical play at the Memorial (Civic) Auditorium in Riverside.

The play opened with a gala performance on February 22nd, and will continue until March 16th, performances being given every afternoon, except Mondays at 2:30; and on Wednesday and Saturday nights at 8:15. No performances on Mondays.



National Orange Show Scenes

The Thirty-first National Orange Show

San Bernardino Prepared to Receive Thousands of Guests

On Thursday, March 13th the officials of the National Orange Show at San Bernardino will open the portals of the great Orange Show Buildings and admit the public to its 31st annual exhibit of the products of the citrus industry.

The show, which is one of the leading attractions of Southern California will continue until and including March 23, during which period thousands of visitors to, as well as residents of the Southland will view the exhibits in the great exhibit hall, as well as those pertaining to planting, cultivation, packing and marketing citrus fruits, together with a very fine display of citrus by-products.

Since the last show, a year ago, many changes have been made in the surrounding grounds of the Show. Under the Works Progress Adminis-

tration, at an expense of \$445,929.00 the 75-acre park has been beautifully landscaped, and a stadium built with a seating capacity of 10,000.

In addition to the feature exhibits of the golden fruit, a lavish entertainment program has been provided for the entertainment of visitors. Many of the leading "name" bands of the country have been engaged for appearances during the show, and some of the leading entertainers of stage, screen and radio will present feature acts. There will be daily changes of program, varied enough to entertain all.

Ample service will be operated by Pacific Electric to care for all traffic demands.

NEW OFFICERS OF CREDIT UNION

Following is a list of officers elected to serve Southern California Railway Clerical Employees Federal Credit Union for the calendar year 1941:

President, R. V. Rachford, Room

352, P. E. Bldg.; Vice President, Joseph C. Lortie, Room 273, P. E. Bldg.; Treasurer, R. P. Colville, S.P. Freight Station; Clerk & Ass't Treasurer, Garrett Eustace, Jr., S. P. Yard Office.

Directors: Harold Cutshaw, S. P. Freight Station; Seymour Lipshultz, P. E. Freight Station; Odessa Carter, P. E. Accounting Dept.; Dorothy Kennedy, S. P. Freight Station; William Wilkins, S. P. Yard Office.

Supervisory Committee: J. L. Cunningham, S. P. Yard Office; T. Winters, S. P. Freight Station; T. E. Dickey, P. E. Accounting Dept.

Any of these individuals will be glad to give information concerning the Credit Union and accept applications for membership. It costs only 25 cents to join and shares valued at \$5.00 each may be purchased on installments if desired.

Small accounts are encouraged, even small installments, if they are regular, are desired. The maximum investment in an individual account is \$1,000.00 or \$3,000.00 in joint accounts.

There has been some misunderstanding as to who are eligible to membership. All clerical employes of the Pacific Electric Railway, including agents and station forces as well as all employes in the General Offices may join. Membership in any other organization is not required.



F. L. ANNABLE



DON THOMAS, GUEST SPEAKER



C. R. LIVENGOD, M.C.

Agents Hold Their 19th Annual Dinner

University Club Scene of Forensics, Frivolity and Food-wrangling

One of the most successful events ever produced by the Agent's Association of the Pacific Electric was the Annual Dinner of the Association held at the University Club in Los Angeles on the evening of February 8th.

Not only was the function in point of attendance the largest ever held, but in interest, entertainment and addresses was outstanding.

The Annual Dinner is the culmination of the regular monthly meetings during the year past, but the honor for regular attendance is awarded members who have not been derelict during the year. They are the "guests" of the Association and are accorded signal honors of the occasion. Eighteen members constitute the "Honor Roll" at this time, as follows:

- | | |
|------------------|-------------------|
| Claude Anderson | Walter A. Krafft |
| Frank M. Brown | Albert G. Owen |
| Harry F. Dostal | Fred C. Pittenger |
| Milo E. Gilbert | John N. Hountree |
| J. Frank Jenkins | Melvin E. Soper |
| Cleve Johnson | Leo A. Vincent |
| Ralph L. Kennedy | Clyde Whitley |
| Norval L. Knox | Percy Wickwar |

After a most satisfying dinner, served as only the University Club can serve, the assemblage was called to order by President William H. Bratton, of the Association, who delivered a brief but interesting annual address and in a very pleasing manner introduced the Master of Ceremonies for the evening, Mr. C. R. Livengood, Vice-President California Savings & Loan Association.

From then on things moved rapidly

(amusingly and otherwise with "razzing" a-plenty), the M.C. being an adept at banter and reparte, with a fund of stories and quips applicable and inexhaustible.

Many officials and distinguished guests were introduced, and appropriate remarks on the occasion made by a number, including President O. A. Smith, Vice-President and Chief Counsel Frank Karr; and, F. L. Annabel, former General Superintendent of our company, later President of the S. D. & A. at San Diego, now retired. Mr. Anable was really the "daddy" of the Association and most affectionately remembered by all the "old timers" of the Association and of the company.

Guest of honor of the evening, and the principal speaker was Mr. Don Thomas, Managing Director, All-Year Club of Southern California, Ltd.

Mr. Thomas' talk bristled with facts relating to the promotion of business for Southern California by the Club he represents, resulting in the receipt of millions of dollars by the area each year, as well as acquiring of thousands of new residents of the better class for the Southland. He is a most brilliant speaker, logical and convincing, and regarded everywhere in this country as one of our No. 1 citizens who beyond business reasons is most active in worth-while civic affairs.

Entertainment of a musical character was provided by Don Roland and his Orchestra, that shines both instrumentally and vocally. They did a most musically pleasing job.

Credit for planning and producing the event goes to Chas. P. Hill, of the Schedule Bureau.



Don Roland and Musical Crew

RADIO WAVE LENGTH CHANGE

Announcement was recently made by Governmental Authority of the re-assignment of wave lengths to about 90 per cent of the almost 900 broadcast stations of this country, which will be switched to higher frequencies in order to provide for better reception, less interference and less conflict with stations south of the border.

Owners of about 50,000,000 radio sets in the United States will be effected by the change which occurs on March 29th.

Radio receiving sets in the United States will have to be realigned to accommodate the changed broadcast frequencies.

The agreement provides there shall be no change for stations broadcasting from 550 to 720 kilocycles. But for stations in the 740-780 band there is a boost of 10 kilocycles; stations

in the 790-870 band will increase their dial setting by 20 kilocycles, and those in the 880-1450 band will go up 30 kilocycles.

So-called clear channel stations in the 1450-1490 band will operate after March 29 in the 1500-1530 band. Local stations now broadcasting on 1500 kilocycles will go down to 1490.

California stations affected are as follows and are shown with new wave assignment:

KGO 810	KPO 680
KSAN1450	KSFO 560
KWG1230	KMPC 710
KXO1490	KIEV 870
KFOX1280	KGER1390
KECA 790	KFAC1330
KFI 640	KFSG1150
KFVD1020	KFWB 980
KGFJ1230	KHJ 930
KNX1070	KRKD1150
KPPC1240	KFXM1240
KFMB1450	KFSD 600

Better cut this out, mount on cardboard for reference; and, if your radio has push-button tuning, have it re-adjusted to the new waves.

PACIFIC ELECTRIC MASONIC CLUB

By Ed Hasenyager

Don't forget that regular March meeting on Wednesday, March 19th at 7:30 p.m. We have many important topics to discuss. One is our coming May Party for the ladies.

The new Entertainment Committee did themselves proud last meeting. The audition given by Jack Skove and his orchestra was all right and the picture shown by Standard was enjoyed by all present.

Don't forget to visit that sick brother. The hospital list shows Brothers Hornbuckle and Roy H. Chaffin at St. Vincent's. A cheerful Hello! by mail or in person brightens the long day.

The notices being mailed will contain a return envelope to the Secretary to be used for two purposes. First to return the bottom portion of your notice indicating your choice of places for holding our Annual May Party and also for those who have not paid their 1941 dues to send in that Dollar Bill for a new card.

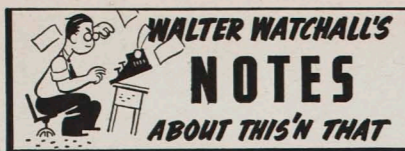
DR. STORK ANNOUNCES

To Mr. and Mrs. R. O. Christensen, Tuesday, Feb. 25th, a son.

To Mr. and Mrs. L. C. Young, Wednesday, March 5th, a daughter.

The score now is three and three, all of same gender in each family, although Christiansen gained in the race by 7 days. Heretofore the race has been practically a tie.

Most hearty congratulations are extended the happy parents.



Walter Watchall interviews prominent members of Rod and Gun Club on prospects and personal ambitions for coming season.

In order to do the job right we interviewed the newly elected president E. L. H. Bissenger, prominent man of the Bar first. He had this to say, "I believe we should widen the scoop of our activities. Personally I prefer from hunting, that is where I excell. I don't stab them I dive in and grab them. Come with me some time and I will put on my bathing suit and show you some swell frog legs."



Weighs his hand with the fish like a butcher

Earl McCall, well known buyer, remarked, "You can not beat the law of averages. I have figured for a long time on how to register heavier fish. The law of averages is the answer. Here is how I do it. I catch a 16 pound yellow tail, I hold the fish and get on the scales. The fish weighs 16 lbs. and I weigh 160 lbs; the average weight of the fish is 88 lbs. From now on I will win the prize every time."

A flying trip to Long Beach to interview Dave Porter, big RR man of that city. He stated: "I have always been the champ at surf fishing, but being too good has its drawbacks. I stand at Long Beach and casting out, what happens. My line is tangled up with them guys fishing at Catalina Island. If I was a Democrat I would use my influence to make it a WPA project and move Catalina Island a few miles south."

Burleigh Manley, Big Bridge and Building Baron layed down his blue-prints long enough to say: "Deer hunting is my specialty. For twenty years I have hunted deer in Calaveras County, and for 20 years I have always won the prize. Now the boys are giving me competition. But I will let you in on a secret. I have sprinkled vitamin B1 all over Calaveras County. This year I will win again."

A stop at Washington Street to contact Jake Geopfert, City Line Foreman. He said, "All day long I deal in poles and lines, why should I spend my week ends with a pole and line in my hand. I used to be quite a fisherman but I have changed. I am

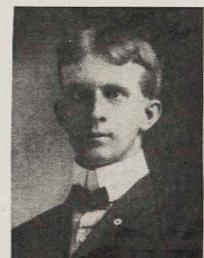
like water. I have found my level. After all these years I find I am a Don Juan Casanova. It is time I give the ladies a break."

Arle Skelton, Club Secretary gave us this story "Every man must have a system. If you have a system you can win. That is if you have the right system. So far I have not found the right system. We should have more prizes for shooting and less about a prize for crap shooting."



Has a "system" all right, but some times he de-rails 'er.

for fishing. How about a prize for crap shooting."



Handsome Harry of the "Gay Nineties"

Harry Pierce, big Millman at Torrance says: "Rabbit shooting is my hobby. For years I have hunted rabbits, but this year I have found the rabbit hunters paradise. They are the biggest I have ever seen. Why last Sunday when I returned home I found I had shot two mules for rabbits."

Scott Braley, a faithful R & G member made this statement: "For years I have fished and every year I get worse. Then I got wise. I started the idea of prizes for the kids. Now I fish in short pants and the competition is not so tough."

Roy McClelland the Big Splash at Redondo Plunge tells us of his system. He says: "Some people say fishing is poor during the light of the moon. I don't believe it. This is how I do it. I take my fishing pole, line and bait; get myself a good looking blonde; find a quiet, cozy spot



Casanova of the Water Front

on the pier, put my arm around the blonde and throw the pole, line and all in to the ocean. Who wants to fish?

In order to get an opinion from the feminine side we interviewed Marion Snowden, well-known writer who writes under the pen name of "Winchie at the Keyhole". "We girls can fish. Why in one afternoon I can catch as many fish as the Rod and Gun Club has members. Just show

me a member and I will show you a fish."

I wonder if I should interview the Woman's Club next month.

Alhambra, Calif.,
March 1st, 1941.

Ethel Marriam,
Room 541,
St. Vincent's Hospital.
Dear Ethel:

We are all glad to hear that you are getting along so well and will soon be back to work. However I feel I being the watchdog of the P. E., it is my duty to keep you informed of the goings on around the ol' P. E. building during your absence. This being the month of March and the windy month I feel it is time I was doing a little blowing. March is really my month.

Well you know I got checking around among your friends and here is what I found. Grey Oliver is spending his week ends at the stock yards. He is learning to be a cowboy. You ought to see him lasso them steers, and sister how he can throw the bull.

Fred Bixenstein can be found every day working away at his blue prints, but you know he is very careless. Last Sunday he went up in the snow and left his prints every place he went.

Eunice Fischer is still the same sweet girl but she has developed a very magnetic personality. In fact she is so magnetic that when she is home in Redondo she draws the waves in so far they are wrecking the town. Bill Clark bought out the Standard Oil Company. He also bought a fleet of yachts and sells gas to himself. He figures the more gas he sells to himself the more money he makes. It is so easy to make money I do not see why any one works for wages.

Miss Houge is busy every day putting iodine and bandages on the heads of the men whose wives have hit them with the rolling pin. She says if things keep up she is going to suggest to Dr. Weber that all employees who intend to sneak in on the wife wear crash helmets like auto racers.

Herman Grenke is the same nice fellow. His is another case of a man must leave his home town to have his ability appreciated. In his case he is a local Long Beach boy who had to come to Los Angeles and now every day he comes to work in L. A. so he will be appreciated.

That man Ed Thomas is just the same. He is what you might call a conventional fellow. In fact, he has been busy the last two months attending newspapermen's conventions telling them about the doings of the P. E. You know new equipment and etc., in fact his wife told me he talks so much about it that she heard their Poll Parrot telling the Canary all

about the rehabilitation program.

Now get ready to gasp, for here is news. Floyd Gill has resigned. Yes sir, up and left our company. It was all caused by Valentine's Day. Someone sent him a singing valentine and it gave him ideas. He said "I always wanted to sing for a living" so he has joined the Western Union delivering singing telegrams. But he has improved on it. I taught him to blow smoke rings and now he does sky writing with cigarette smoke, he can now sing Happy Birthday and write it with cigarette smoke at the same time.

Well, I have a couple of ideas on how to make money myself. You have heard about these Escort Services. If you want to go out in the evening you just call up and get an escort. Well I am going to start a "We Listen To Your Operation Service". You know after you have an operation you must tell someone about it, and nowadays no one wants to listen. I contact the hospitals, get a list of people who going home from operations and send one of my operators around to listen to their operation. It's simple, five bucks an hour and I am making money.

The other idea is to sell barrels to people leaving Santa Anita after the races. The only drawback is they might not have the price of a barrel. Now I will let you in on a secret. It is rumored they are going to have night racing at Hollywood Park. The tip is "bet Crosby horses" they are used to coming home in the dark.

Well Ethyl it is just like the motor-man said when he got to the end of the line: "I've gone far enough."

Your loving friend,
Walter Watchall.

P. E. CAMERA CLUB By Earl Moyes

The writer notes that our good friend Arle Skelton of the Rod & Gun Club is bemoaning the fact that "their biggest problem is to try to find some ways to get the members out to the meetings."

Well, Arle, you are not the only one. Yours truly has tried everything he can think of but it doesn't

seem to work. We have had evenings when we have shown some of the finest pictures any photographic bug would want to look at and our turnout has been 8 or 10. We have had a speaker and we have put in a Lab. Night to show them all about the thing they are interested in but the same 8 or 10 were the only ones present. So cheer up, we share your grief.

Those who did not attend the meeting on February 6, 1941, missed one of the finest showing of colored pictures that anyone would care to see.

Mr. Bancroft of the Signal Department who is not a camera fiend (yet) but whose hobby is raising Mums showed about 50 or 75 35mm. colored projectures of the Mums in his yard and believe me, if those were his first attempt at color photography we are delighted to think what is in store for him as he progresses. More power to you, Ban. We are all with you and hope to have you as a member of our club soon. Mr. Robertson of Torrance, one of our members, also showed some fine colored movie films he took on his vacation.

One of our regular donors of pictures to our meetings has been Mr. V. Bates also of Torrance who has shown us some mighty fine mounted enlargements of his work both in black and white and in hand colored.

We are indebted to our good members Paul Hanna of West Hollywood for the picture we see in the Magazine this month. We feel terribly sorry for Mr. Paul in the apparent loss of one of his dogs but we bet he will be with us at the next meeting with two perfectly good kickers. Paul tells us the story of how he lost his "dog" as follows:

"The print is from an untouched negative made by trick exposure. The trick was done by using two garage doors, setting the camera inside of the garage where it is dark and shooting out into the light. First exposure was made with one door open and one closed. The next exposure was reversed by opening the closed door and closing the first open

25% Saving to You on AUTO INSURANCE

Through Your Group Auto Insurance Plan Arranged by the P. E. Club
TERMS MAY BE ARRANGED

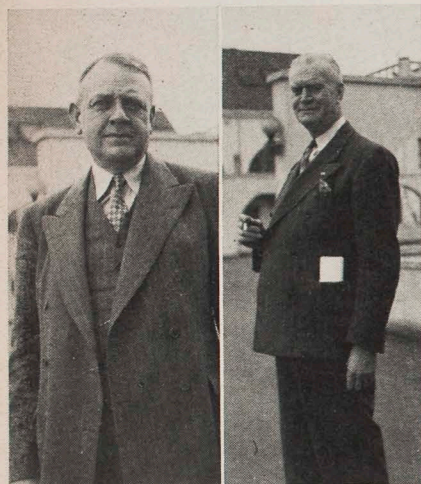
See P. A. DuBOSE of the
Wm. L. Thomas Agency

At P. E. Club
TU. 7272

817 Pershing
Square Bldg.
448 S. Hill St.
TR. 3526

door. The exposure being 1/25 sec. at f.16 with Eastman N.C. film. Very good work, Paul. Let's have some more. Both men in the picture, by the way, are Paul himself.

We also show this month the two men to whom we owe our club facilities.



H. G. McD.

N. B. V.

N. B. Vickerey, Manager of Club who OKed the use of and building of dark room and

H. G. McDonald, Manager of Building who had the work done.

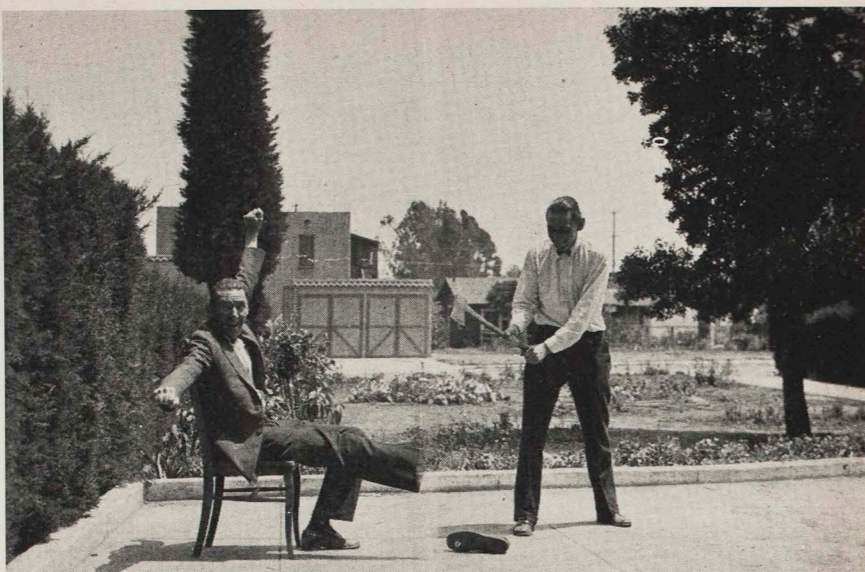
The officers and members of the Club wish to thank these gentlemen for their efforts in our behalf.

Our Editor is not satisfied now that the Club is going, but keeps hounding me for pictures for the Magazine. So come and help me flood him with pictures so that he can have all he wants.

Your officers desire to hold a monthly exhibit of pictures in the Club for which suitable prizes will be offered so the sooner each one of you sends pictures in the sooner you may win a nice prize. Also the winners will automatically become eligible to compete in an annual salon for a real fine prize, but remember we must have more than one or two pictures to carry this work on.

At the last meeting the constitution was amended to change the meeting nights from Thursday to the first and third Wednesday evenings of each month.

Due to the great amount of California liquid sunshine (Chamber of Commerce, please take notice), dispensed Wednesday evening (why Wednesday?) February 19, 1941, our meeting was not very well attended although we did take in 5 new members and one of our new members brought a couple of pictures taken on their (the Butlers) vacation which may be seen herewith.



Here is that Trick Camera Shot by Paul Hanna

It has been suggested, and we think it a good idea, that if anyone has any photographic equipment they want to sell or if they want any such, that they get in touch with the President or Secretary who will place a notice on the Camera Club bulletin board of such advice.

Remember the meetings are now held on the first and third Wednesday evenings of each month at 7:30 p.m. in the Pacific Electric Club. We hope to see you there.

"Did you ever hear anything so perfectly stunning?" asked the daughter as she turned the radio on to a new jazz tune.

"No," replied the father. "The nearest thing I ever heard to it was when a train loaded with empty milk cans had a collision with another train that was loaded with live ducks."

UNDISTURBED REPOSE

"This is the fourth morning you've been late, Rufus," observed the gentleman to his colored chauffeur.

"Yassuh," responded Rufus, "Ah did oversleep mahself ag'in this mornin', suh."

"Where is that alarm clock I gave you?"

"In mah room, suh."

"Don't you ever wind it up?"

"Oh, yassuh. Ah winds it up eveh night, suh."

"And do you set the alarm like I showed you?"

"Eveh night, suh, Ah sets de alarm, suh."

"Then I don't understand why it is you don't get up when the alarm goes off."

"Dat's de trouble, suh. Don' you see, de blame thing goes off while Ah'm asleep, suh."

OFFICIAL DENTAL DEPARTMENT

PACIFIC ELECTRIC RAILWAY & MOTOR TRANSIT COMPANY

Convenient term payments by pay roll deductions

Owned and operated by

DR. BEN A. PATTON

826 PACIFIC ELECTRIC BLDG.

TUcker 7272

PACIFIC ELECTRIC CLUB MONTHLY BULLETIN

P. E. CLUB DANCE:
Friday, March 21—Monthly Club Dance Held in Spacious Club Ballroom. Departmental and Party Groups invited to enjoy an evening of dancing to the tune of a Snappy Dance Band. 8:30 to 11:30 p.m.

P. E. WOMEN'S CLUB:
Thursday, March 13—13th Annual Birthday Party—1:00 p.m.
Thursday, March 20—Semi-monthly Card Party—1:00 p.m.
Thursday, March 27—Business Meeting & Program—1:00 p.m.
Thursday, April 3—Semi-monthly Card Party—1:00 p.m.

P. E. ROD & GUN CLUB:
Wednesday, March 12—Monthly Business Meeting—7:30 p.m.

P. E. MASONIC CLUB:
Wednesday, March 19—Monthly Business Meeting—1:00 p.m.

P. E. AMERICAN LEGION POST No. 321:
Tuesday, March 11—Semi-monthly Meeting—8:00 p.m.
Tuesday, March 25—Semi-monthly Meeting—8:00 p.m.
Tuesday, April 8—Semi-monthly Meeting—8:00 p.m.

AMERICAN LEGION AUXILIARY UNIT No. 321:
Tuesday, March 11—Semi-monthly Meeting—8:00 p.m.
Tuesday, March 25—Semi-monthly Meeting—8:00 p.m.
Friday, March 28—Monthly Night Card Party—8:00 p.m. Prizes to winners and refreshments.
Tuesday, April 8—Semi-monthly Meeting—8:00 p.m.

PACIFIC ELECTRIC CAMERA CLUB:
Wednesday, March 19—Semi-monthly Business Meeting—7:30 p.m.
Wednesday, April 2—Semi-monthly Business Meeting—7:30 p.m.

P. E. AGENTS' ASSOCIATION:
Saturday, April 12—Monthly Business Meeting—7:30 p.m.

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

P. E. CLUB BOWLING LEAGUE MATCHES
East Side Matches held each Thursday evening at 8:15 p.m., Whittier and Atlantic Bowling Center, 5158 Whittier Blvd.
West Side Matches held each Friday evening at 8:15 p.m., Arcade Recreation Center, 541 South Spring or 542 South Broadway.

WOMEN'S CLUB NEWS

By Mrs. Lloyd E. Murphy

We opened a Red Cross Unit at the Club rooms on January 30th when 20 ladies met to sew or knit for the Red Cross work.

Mrs. J. L. Columbus, as General Chairman, Mrs. C. O. Leatherman, Secretary, and Mrs. C. Chaplin and Kate Moore to instruct in knitting.

We meet every Thursday at 10 a.m. and in the first month have completed 20 children's dresses, 5 baby layettes and 6 men's sweaters.

At our regular meeting on February 13th, Miss Virginia Crandell brought us a number of her small dancing pupils who entertained us with dances and songs.

Mesdames Ruppel, Vielenane, Kitto and Gramling put on a pantomime skit all for Aunt Matilda. The words being read by Mrs. Frank Miller.

Mrs. Adams gave a report of 62 calls at the hospital for January.

We were glad to welcome several of our old time members back and hope to see more return to meetings this year.

NOTICE!

Regular Monthly Meeting of the Retired Railroad Employees of America will be held in the Pacific Electric Auditorium, 627 South Los Angeles Street, Los Angeles, Thursday, March 27 at 2 p.m.

The Association will hold a Get-Together Picnic at Bixby Park, Long Beach, Saturday, March 15.

A special invitation is given to active and retired Pacific Electric Employees and their families to these gatherings.

Our sympathy is extended to Charles Pennington on the passing of his mother, Mrs. Jerusha Gray who was also known as "Mother Gray" to the Torrance group of P. E. Women.

Our card parties are having good attendance and hope our lovely new card tables will bring out bigger parties.

Don't forget we are having our birthday party on March 13th and we are entering our "teens" so club members come out and help us celebrate.

Mrs. Ashcroft read another of those interesting letters from her daughter who is in Bontoc, Philippine Islands.

The afternoon was finished with a nice lunch served by Mrs. Columbus, Mrs. Frank Thompson, and Mrs. Stewart.

LEGION AUXILIARY POST 321 By Alice D. Newman

The regular Monthly Card Party will be held on Friday, March 28th, 8.00 P.M. in The Pacific Electric Club. Prizes for Bridge, Bunco and Pinochle. Admission twenty five cents.

Making of memorial poppies which America will wear in honor of its World War dead next May is beginning in veterans' hospital and poppy work rooms all over the country, according to Phyllis Withee, Poppy Chairman of the Pacific Electric Railway Unit of the American Legion Auxiliary.

Many thousands of disabled veterans, for whom any other form of work is impossible, will be given employment during the winter and spring shaping the twelve million poppies which the Auxiliary will distribute on Poppy Day. Employment is limited to those receiving little or no government compensation and to those having dependent families. The money earned will help keep homes warm and families fed this winter.

Besides the earnings, the poppy making has high value as occupational therapy, Mrs. Withee pointed out. It helps fill the tedious hospital

hours with interesting occupation. It gives the disabled men the encouraging feeling that they are once more earning money and aiding their families. It stimulates the happy frame of mind so helpful to recovery.

Registration of the American Legion Auxiliary's half million women for voluntary emergency service will be conducted on March 15, Myrna Bell Clemons, President of the Auxiliary Unit here, has announced.

Auxiliary women will fill out questionnaires similar to those to be answered by members of the American Legion on February 22. The questionnaire forms are being sent out from National Headquarters to the 9,100 Units throughout the country and when answered will provide the Auxiliary with a complete listing of the capabilities of its members for service to their communities and the nation.

On the questionnaires, Auxiliary members will list their availability for service in many fields, including automobile driving, nursing and first aid, canteen work, entertainment, social service, office, household and administrative work, sewing, knitting and mending. Junior members will be listed for messenger and guide service.

The program is being directed nationally by a new national committee, headed by Mrs. T. Louis Chess, of San Mateo, California. Similar committees are being organized in each state.

National defense, Americanism, government protection for World War widows and orphans, and improved employment opportunities for war veterans—these will be the major objectives of the American Legion Auxiliary in its legislative work during 1941, Maybelle Smith, legislative chairman of Pacific Electric Railway Unit of the Auxiliary, has announced.

The Auxiliary will give the support of its half million members to The American Legion's demand that present emergency measures being taken for the nation's defense be amended to provide a permanent defense program. This would include the training of all young men as they come of military age; provisions for continuous production of ordinance, planes and ships to keep the national defense strong at all times; continuous production of the means for defense at a sufficient rate to obviate costly production under the pressure of emergency, and improvement of war material through steady attention to its development.

"If I take this castor oil, do you think I'll be well enough to get up in the morning?"

"Yes—long before morning."

BOWLING NOTES

Westside Notes

No.	Team Name	W	L
3	Westerners	51	29
1	Claim	49	31
8	Wilshire Lines	48	32
12	Virgil Division	44	36
9	Signal	44	36
5	Hill Street	42	38
6	Passenger Traffic	41	39
7	Glendale	39	41
2	Freight Traffic	37	43
10	Electric Department	37	43
4	Amazons	24	56
11	Kay Pees	24	56

Eastside

	W	L
Freight Service	54	26
Overhead	50	30
P. E. Club	48	32
North	44	36
Motor Transit	43	37
B & B Dept.	41	39
Trans. Dept.	41	39
L. A. Freight	33	47
Washington St.	30	50
Outlaws	23	57

A ding dong battle is raging for possession of first place in this division of the Pacific Electric Club League. Although the Westerners are out on top by a margin of two games over the second place Claim Department team the three league leaders are bunched closer than three Irishmen around a beer barrel at a wake. By the time the ink is dry on this Magazine the leaders may find themselves in the second or third spot and looking up at either of the other two clubs.

The success of the Westerners to date has been largely due to the consistent pin smashing of Joe Shafer and Jack Cross, aided and abetted by some very flossy ball slinging on the part of "Stad" Loveys and John Kinney. These four worthies have been dragging the Cap along with them by main strength.

Coming with a terrific rush in the stretch drive the Claim team have now gained possession of second place. Jay Gowanlock is the big Bertha of this club with a magnificent 190 average. Gonzalez and Schuyler are doing some fine work sporting 166 averages and Archie Brahm and Ned Rich are getting their share of the pins. The rest of the league all figure this is the team to beat.

Wilshire, leading the parade for the majority of the season, are now in third place, but are only a jump out of the top spot. L. W. Davis is the high average man, with H. Anderson but one point behind him with a mighty sweet bowler, Bob Crownover, right at his heels, with 168. Captain Frank Epp and W. Chase are no cousins to any of the other teams in the league. Frank is carrying a 168 average and Chase a 158.

Closely trailing the leaders and not entirely out of the picture are the tough Virgil team and the Signal five. The Hill Street boys are right behind them and Captain Pont has a team that is no pushover. Hendricks and Henly, a newcomer, are the powerhouses for the Virgil; E. R. Smith and Eaton are the banner carriers for Signal and Pont, Mankovich and Baudisch, with the help of Dietz and Thomas are doing all right for their club.

Reed Christianson has his Passenger Traffic aggregation hitting on all six and this club has recently hit a nice winning streak that carried them to within striking distance of the leaders. Max Irwin, Reed, Marty Brucker, Jimmey (Gold Brick) Shafer, Grey Oliver and Charlie Minich are doing their part for "Alma Marler".

Ted Wolfe's Glendale outfit has lost some tough games but come right back with new vim and vigor and with a little break in the luck will finish a great deal higher than their present status. Mrs. Wolfe is a staunch supporter of the Glendale team and is always rooting for the "gang". Gaylord Sayan is a hundred cigarettes behind so far this season and we look for some high series from this man in the closing weeks.

Leroy "Now I'm Hitched" Swanson, with one of the best potential teams in the circuit, has been able to get only about three cylinders hitting at the same time so far but when this bunch is rolling they can take the best of the clubs into camp. Jack Birmingham and Ralph Perry are the heavy siege guns on the squad. Joe Blackburn and George Billhardt are also supporting Cap Swanson—and the Cap is doing his share.

Ed Hasenyager has been unable to get his Electrical Dept. team going under full steam to date and are trailing the balance of the league, with the exception of the Amazons and the Kay Pees. Ed promises to show the rest of 'em something from now on in.

Bessie Chobotsky's Amazons and Frances Houston's Kay Pees, after waging a ding-dong battle all season, collided in a gigantic on February 21st and the Amazons hung one on the Kay Pees. After the smoke cleared away the two clubs were deadlocked in a tie. The hot-shot of the Amazons has been Dot Beranek who on one night, with a 152 average, shot a nifty 616 series. Rose Cooper is another mighty dangerous opponent on the slick alleys and has been turning in some fine games, as has Capt. Bessie and Odessa Carter along with her teammate R. Bailey.

The Kay Pees, while they are down in the cellar at this writing, have

a very enthusiastic gang of bowlers and also some fine ball tossers. Margaret Chase and Gladys Crownover are turning in some fine games and Ann Shafer is a greatly improved bowler, this being her first season. Laska Kinney has also been doing her share and gets that left handed toss right in the pocket for her share of strikes. Capt. Houston had a little trouble with a new Christmas ball but has snapped out of it lately and all indications are this bunch will give the rest of 'em many a headache before the season closes.

Individual stars for the season to date on the Westside include Jay Gowanlock with a 266 game and a 681 series, John Kinney with a nice 620 series, W. Chase with a 264 game and L. Hendricks with his 255 game have done all right for themselves. But it looks like the cake goes to Dot Beranek with her bootiful 616 series.

Eastside Notes

With a record of 57 wins against but 27 losses, the Freight Service team are out in front of the parade on the Eastside. Charlie Oliver with a 168, Vanderpool with his 167, Lutes with 158, the Mayor of Catalina, with his 151 and J. Krug with 154 are really going to town out at Whittier and Atlantic. In second place Ralph Cobb has a fine aggregation, and Mrs. Cobb with 167, Pop Henry with 178, G. Garrett carrying 156, all help the Capt. out. R. H. Cobb is doing his part and now is in the 161 average class.

Ted Cuccia has his P. E. Club sniffing at the heels of the leaders and Ted, laboring under the handicap of carrying an insurance merchant, Lefty Dubose, is high man with 178. J. Sandello sports a nifty 173 and M. Cuccia a 166 average. Dr. Patton with his 152 average and the aforementioned insurance salesman with 148 complete the roster.

Harry Hampton's North club in fourth place, are not yet out of the running for the gonfalon. Harry has some mighty fine bowlers in Art Pabst, J. Hubener, L. Brantley, R. M. Jones assisting him. This galaxy of bowling stars make it mighty tough on the opposition.

Following the North, come in order the Motor Transit team, Capt. Wilson in charge, and the big shot of this five is W. Randig with a fine 180 average. E. Swanson is not doing so bad for himself and packs a 165, with N. Seyforth in at 163. Capt. Wilson with 155 and R. Gibson with 146 complete the team and when they get hot they make it miserable for the rest of the league.

The B & B, headed by Burl Manley and the Transportation Team (the substitutes' paradise) are next in line. Manley, a greatly improved

bowler this season is sporting a 169 average. His help comes from Coffman with 157, H. Smith with 152, L. Loyd with 144 and J. Toland with 145.

Paul Jacobsmeyer, with injuries crippling his squad due to the absence of Bert Norton, George Orr, L. I. Mosier, has been forced to rely on substitutes during most of the season and this team has done very well, considering the handicap it has been under all season. Paul has to break in a new bunch every night.

The L. A. Freight team, captained by Bob Robertson have also had their troubles in getting along. Bob is high average man on this squad with a 157 average. J. Beckett, H. Thorne, C. S. Coutts and F. Montgomery complete the roster of the Freight Team. Bob expects to pick up a lot of games during the balance of the season and warns the rest of the bunch to watch their smoke.

The Washington Street club, under the captaincy of W. Baxter, are in somewhat of a slump and with a chance to knock over some of the big shots, due to their present low averages, could pull many a surprise in the closing weeks of play. F. Roth is high roller on this squad with 152 average.

Marion Lutes has the Outlaws in last place at this writing, however any games won from them are not taken until after a hard battle. Marion with a 132 average and C. Wilson, with a 135 are the honor "men" on this squad. A finer bunch of losers, when they are unfortunate enough to lose, would be hard to find.

Ralph Cobb covered himself with a lot of glory with his 672 series not long ago and on the same night F. Roth put together a net 260 game. C. Oliver did not do so badly for himself on January 30, when he shot a wicked 606 plus 81, net 687 series. Roy Wilson knocked over a net 265 game on this same night.

Dr. Patton and J. Henry were the big shots on Feb. 13 when they rolled a 676 series and a 255 game, respectively. Ted Cuccia put together a net 653 series on Feb. 20, and on the same evening Joe Beckett had a net 254 game.

On Feb. 27, J. Henry was again in the limelight with a net 673 series and his co-star on this night was J. Huebner with a nifty net 263 game.

All of the bowlers are looking forward to the Civil War clash between the two divisions of the P. E. League, to be played at the Vogue alleys. This will be something to see and the rivalry in the inter-team clashes will be terrific.

The officers of the league have put together a smooth running organization and complaints, squawks, etc. have been few and far between. If

our league increases in size the way it has been going the last two years, it will take a mighty large alley to house all the teams in the seasons to come.

ROD & GUN CLUB NEWS

By Arlie Skelton

The regular monthly meeting of the P. E. Rod & Gun Club was a "honey". Starting off with the Honorable E. L. H. Bissenger as our brand new President occupying the chair and at the proper time serving as referee.

The various committees for the 1941 Tournament Season were appointed and the machinery set in motion for another banner year of Sports and Good Fellowship.

As usual the Executive Committee, being also the Budget Committee, submitted their proposed budget for the Club's approval. However, there was much wailing and gnashing of teeth among the various Committee Chairmen who had hopes of a more liberal allowance of "wherewithal" to carry out their programs. The Dads were firm and the budget stood approved as read without a single change.

The Committees for the 1941 Tournament Season follows: The first named of each committee will be the chairman of that particular committee:

Executive Committee: H. P. Bancroft, B. F. Manley, W. G. Knoche, D. E. Porter and A. C. Smith.

Nominating Committee: Harry Pierce, V. B. Radcliff, Harold Smith, Ned Rich and W. G. Knoche.

Legislative Committee: H. P. Bancroft, W. G. Knoche and B. F. Manley.

Prize Committee: D. E. Porter, J. B. Rogers, L. L. Lloyd, Scott Braley and J. S. Harris.

Field Captains: J. S. Harris, Gun Section and Scott Braley, Fishing Section.

Year Book Committee: F. B. Patterson, J. W. May, Scott Braley, A. M. Cross and Arlie Skelton.

Los Patos Camp Committee: B. F. Manley, L. L. Lloyd and D. Batman.

Entertainment Committee: A. M. Cross, F. B. Patterson and one yet unnamed.

Refreshments: C. G. Gonzales (Lone Wolf).

Publicity Committee: Arlie Skelton, A. M. Cross and Scott Braley.

A very few registrations of fish are now coming in due to the fact it is a little off season as yet. However, some fair catches of ocean fish are coming in—also good catches of pan fish and a few bass are reported from the San Diego County lakes remaining open during the winter. There are still plenty of sports for those who care to go after it. When you start

FRIDAY
MARCH 21, 1941
DATE OF NEXT DANCE
 Free dancing from 8:30 to 11:30 p.m. to the latest tunes by a Snappy Dance Band.
 Departmental and Party Groups invited to join the throngs that are enjoying these monthly functions.

replenishing your sporting goods supplies, mention the fact to your dealer that we would appreciate carrying his ad in our 1941 Year Book which the Year Book Committee are already working on and will have ready to go to press just as soon as all of the required data is in.

Just as a reminder to you trout fishermen who might have not heard or have forgotten: We are definitely going on our annual trout fishing trip to Lake Arrowhead P. E. Camp May 1st this year. The trip will be conducted the same as in the past with lodging at the Camp the night of April 30th, fishing on Lake Arrowhead May 1st until noon when luncheon will be served at the Camp and all fish will be registered in competition for prizes.

Twenty boats have been reserved at four dollars per boat, the cost of course will have to be shared by those who use them. I have been informed the row boats are fully equipped as prescribed by law and you may attach your outboard motor to your boat if you care to do so. You may drive your car directly to the boat landing. Twenty-five cents will be charged for parking. Owing to the necessity of renting boats the cost of the trip will be somewhat higher this year but the extra cost will be offset by the extra convenience of being able to drive to the boat landing and park your car without trespassing on private property.

It might be wise to get your reservations in for this trip as soon as possible because it don't take long in our Club to line up enough fishermen to fill twenty boats. On opening day, all boats are reserved so there is no chance of getting extras.

"Believe me, if my wife scolds me for coming home late, I'm going to tell her a thing or two."

"Don't do it! Tell her one thing and stick to it."

"Here, Tommy," said Mrs. Jones to her neighbor's little boy, "run along and put this parcel on the bus."

"Which bus?" asked the lad.
 "Any bus," replied Mrs. Jones. "It's me husband's lunch, and he works in the lost property office."

Grade Separation-Freeway Connections

Aliso Street Project Expanded, Raising Cost to In Excess of \$3,000,000

In the Magazine a few months ago mention was made of the grade separation project on Aliso Street at the river crossing, and the statement made that the cost of the undertaking would exceed a million dollars. Since that time other projects have come into the picture as relief to traffic congestion; notably, the completed Arroyo Seco Freeway, and the projected Ramona Freeway and Santa Ana Freeway, requiring alteration and expansion of the Aliso Grade Separation Plan to serve as a connection between the three freeway plans, resulting in an increase of cost of the Aliso project from \$1,110,000 to \$3,604,496.

Herewith is an artist's drawing of the revised plans for Aliso Street taken from the most recent issue of the Magazine of the Highway Department, also description of the project by A. N. George, District Construction Engineer, in the same publication.

In all of these plans and structures the Pacific Electric is vitally interested, and when they are completed they will mean a great deal in the expediting of traffic over our rail and motor coach lines to northern and eastern territory.

"One of the most congested routes into down-town Los Angeles feeds traffic into the Civic Center and business section over the Aliso Street Bridge across the Los Angeles River.

"The need of improved facilities for carrying Aliso Street traffic over the Los Angeles River and adjacent

"The old bridge carried the double track lines of the Pacific Electric Railway Company which serve all of their lines to the east and northeast of the city, together with a single lane of highway traffic in each direction.

"This bridge carried the traffic of State Highway Route 26, the Los Angeles to Pomona arterial, also U.S. 60 and 70 transcontinentals through Imperial Valley, and U. S. 99 from the Mexican border to Canada, besides other traffic originating east and north of the Los Angeles area.

"The bridge, recently demolished to make way for new construction, spanned only the river and traffic was obliged to cross at grade the Santa Fe main line tracks to San Diego on the west side of the river and the Union Pacific tracks on the east side.

"Aliso Street passes immediately southerly of the new union depot and leads directly towards the Civic Center of Los Angeles. Plans are now under way for extending Aliso Street into and across the Civic Center, which will make it one of the most important thoroughfares of the city.

"Active efforts to finance the construction were started by the City of

would benefit by the proposed construction to such an extent that it was proper to expect them to contribute largely to the proposed construction.

"Early plans for the project contemplated a single span across the river at a higher elevation than the original bridge which would provide for a separation of grades between the traffic using the bridge and the Santa Fe and Union Pacific tracks which parallel the river.

"These early plans also contemplated carrying the Pacific Electric Railway tracks above the north roadway of State Highway Route 26 on to their private right of way which is parallel to and on the north side of the highway for some distance east of this point.

"The plans also provided for carrying Mission Road under both the

highway and the Pacific Electric tracks and to provide ramp connections with Mission Road for automobile traffic.

"Meantime plans for the ultimate construction of a freeway to Pomona utilizing portions of the alignment of Ramona Boulevard and a freeway to Santa Ana which would have its main entrance to Los Angeles by way of the proposed structure over Aliso Street have forced the inclusion of a rather elaborate distribution structure on the east side of the Los An-

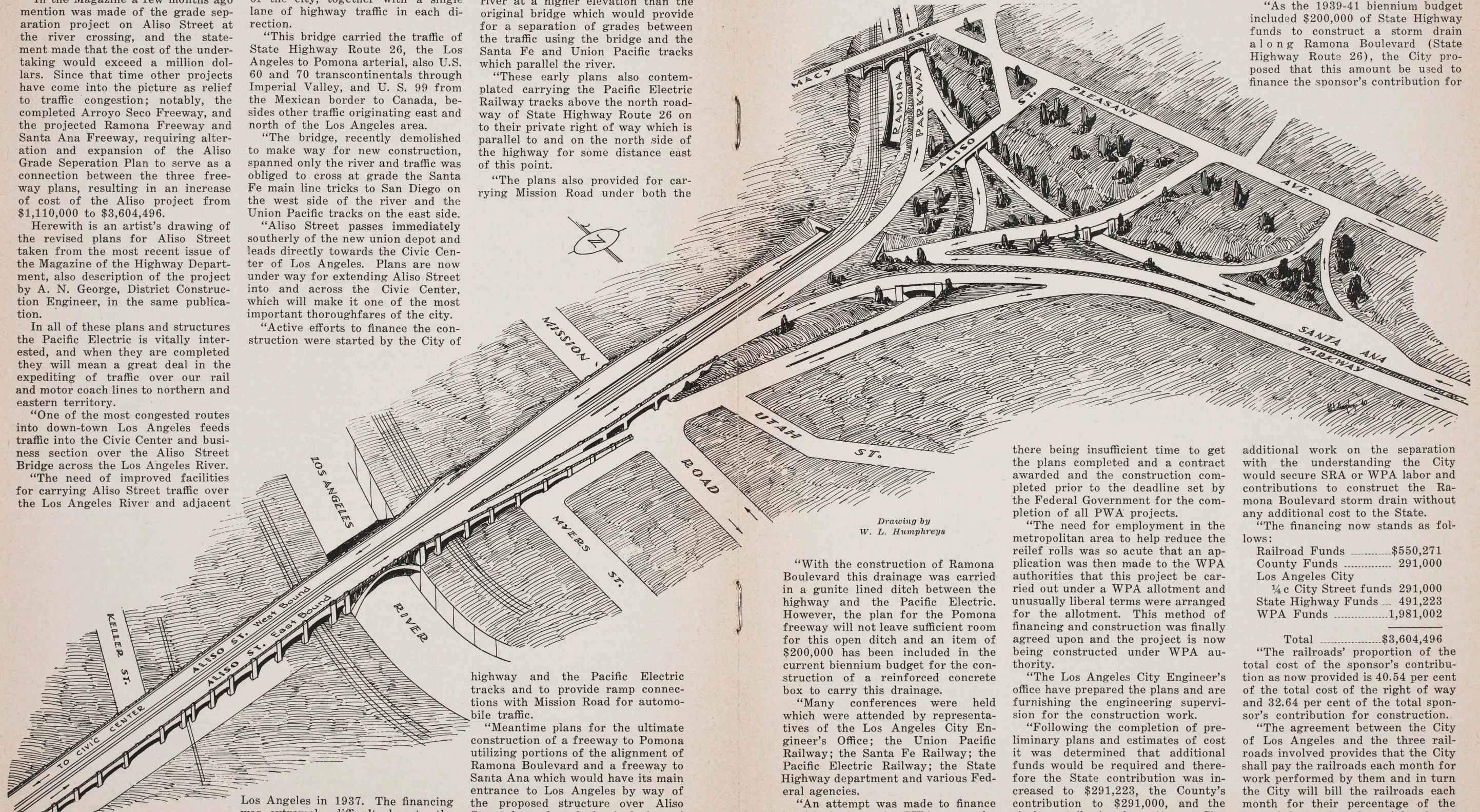
geles River as a part of the Aliso Street Project. The project is further complicated by the fact that the present route over Ramona Boulevard occupies the low land which originally drained a large area of the city.

necessary to match the proposed Federal grant.

"This attempt was unsuccessful and financing under a PWA grant failed due to the rigid time limit which was placed on all PWA projects by the Federal Government,

"Before the completion of final plans it became apparent that provision should be made at the easterly end for a connection with the proposed Santa Ana Freeway towards Orange County which necessitated an increased sponsor's contribution.

"As the 1939-41 biennium budget included \$200,000 of State Highway funds to construct a storm drain along Ramona Boulevard (State Highway Route 26), the City proposed that this amount be used to finance the sponsor's contribution for



there being insufficient time to get the plans completed and a contract awarded and the construction completed prior to the deadline set by the Federal Government for the completion of all PWA projects.

"The need for employment in the metropolitan area to help reduce the relief rolls was so acute that an application was then made to the WPA authorities that this project be carried out under a WPA allotment and unusually liberal terms were arranged for the allotment. This method of financing and construction was finally agreed upon and the project is now being constructed under WPA authority.

"The Los Angeles City Engineer's office have prepared the plans and are furnishing the engineering supervision for the construction work.

"Following the completion of preliminary plans and estimates of cost it was determined that additional funds would be required and therefore the State contribution was increased to \$291,223, the County's contribution to \$291,000, and the city's contribution from 1/4 cent City Street funds to a like amount, and \$1,256,187 provided from the WPA.

additional work on the separation with the understanding the City would secure SRA or WPA labor and contributions to construct the Ramona Boulevard storm drain without any additional cost to the State.

"The financing now stands as follows:

Railroad Funds	\$550,271
County Funds	291,000
Los Angeles City	
1/4 c City Street funds	291,000
State Highway Funds	491,223
WPA Funds	1,981,002

Total

\$3,604,496
 "The railroads' proportion of the total cost of the sponsor's contribution as now provided is 40.54 per cent of the total cost of the right of way and 32.64 per cent of the total sponsor's contribution for construction.

"The agreement between the City of Los Angeles and the three railroads involved provides that the City shall pay the railroads each month for work performed by them and in turn the City will bill the railroads each month for their percentage of the cost of the total work or right of way acquisition completed during that month.

Los Angeles in 1937. The financing was extremely difficult due to the many private organizations whose facilities would be involved and who

main line railroad tracks has been evident for many years.

SAFETY NOTES

"Work was started on this project on December 14, 1939, by the construction of a shoofly to carry the Pacific Electric around the work by way of Macy Street bridge, but ground breaking for the construction work itself was celebrated on February 20, 1940, at which time actual construction work on the new project was started.

To date the Pacific Electric has built their shoofly around the construction; the Santa Fe and Union Pacific Railroads have lowered their tracks to a temporary location during construction work. The retaining walls for the westerly approach to the bridge have been completed and the footings and piers are nearly completed for that part of the structure.

"The deck to the westerly approach will be started in the very near future.

"Work is now in progress on the easterly footings for the river span section of the bridge and a portion of the footing has been poured. No work is proposed to be done on the westerly river span footing until April, 1941, because of the hazard of high water during the winter months. Work is being carried on on the footings and piers for the easterly approach.

"It is proposed to push the work on the distribution structure to the east. Meanwhile work is advancing on the Ramona storm drain. Connection to the river from East Mission Road has already been made by means of tunneling under the maze of railroad tracks and roadways which it was necessary to cross, and the main storm drain structure is completed from the river to the Macy Street bridge.

Ramona Boulevard has been closed to traffic from St. Louis westerly and it is not anticipated that it will be possible to reopen it for approximately one year.

"The completion of this structure will relieve much of the congestion of traffic to the east of Los Angeles and will be a notable milestone in the efforts to make it possible for traffic to flow smoothly, swiftly and safely into and out of the business district of Los Angeles."

HOT ON THE SUBJECT

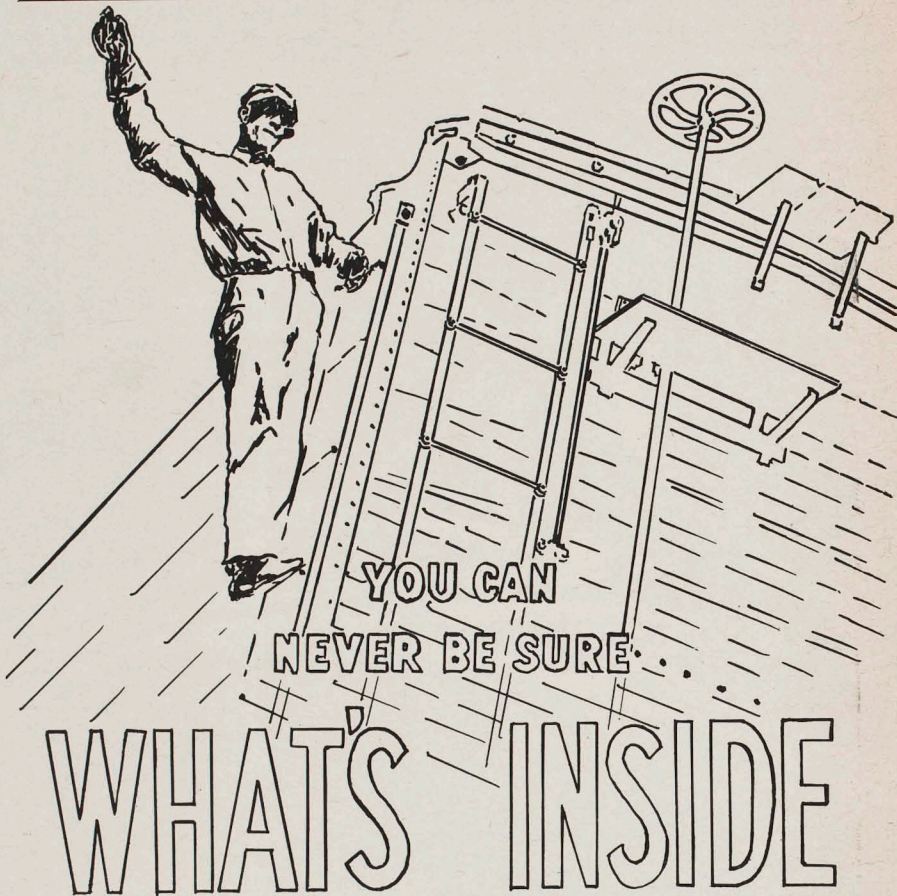
Teacher: "Do you know why the earth turns around the sun on its axis?"

Johnnie: "Yes, sir. Because it don't want to be roasted too much on one side."

Sergeant: "Did you shave this morning, Jones?"

Jones: "Yes, sergeant."

Sergeant: "Well, next time stand a bit closer to the razor."



**PREVENT LOSS AND DAMAGE TO FREIGHT/
HELP YOUR RAILROAD BY CAREFUL SWITCHING**

ROUGH HANDLING OF CARS

From studies which have been made by the various railroads in connection with rough handling of cars and damage to contents, it has been found that about 95 per cent of excessive impacts occur in yards. The fundamental cause of rough handling is—therefore the coupling of cars at excessive speed. **Excessive speed is defined as any speed above four miles per hour**, under normal switching conditions, which must be reduced down to very careful operation when handling baby loads at any point where cars are being loaded or unloaded.

February 12, 1941, PFE 9773, carload of bananas was spotted at Consolidated Produce, Central Market, in a damaged condition. Load had been shifted four feet in switching moves.

In a number of cases, L.C.L. freight is not being properly protected in box motors to avoid damage as the load is decreased at the various points.

A great deal of our freight movement from the Docks and other points is for short hauls, and is not loaded or braced as it would be for long hauls. Competition with trucks must be taken into consideration in this connection as shippers expect to ship via rail as conveniently as they can by trucks.

The modern heavy duty draft gear has a travel of from two and one-half inches to two and three-quarters inches on the car, that is, it can be compressed up to these amounts before becoming solid. When a shock at the coupler is great enough to make the gear compress to this extent, we have the equivalent of no gear at all, and this is where our loss and damage to equipment and loading begins.

Please keep all of these conditions in mind and a material improvement will follow.

SAFETY COMMITTEE MEMBERS
Membership on the Trainmen's Safety Advisory Committee for the

month of March, will consist of the following train and motor coach employees assigned to represent the different terminals and classes of services operated:

- G. R. Attride San Bernardino
- S. G. Swanson Macy Street
- F. J. Miller Pasadena
- H. N. Voisard Long Beach
- J. B. Riley Los Angeles
- O. Vleerick Butte Street
- H. A. Gode Subway Terminal
- T. H. Wolfe Glendale
- D. W. Abbey West Hollywood
- W. A. Stewart Ocean Park
- A. M. Henson Motor Transit Dist.

The date for the next regular meeting of the Trainmen's Safety Advisory Committee will be March 28, 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 suggestion will assist your committee if you will write each suggestion on a separate piece of paper and hand it to your Committeeman so he may present it at the meeting for discussion.

JANUARY ACCIDENT RECORD

The following shows the Accident Record of motormen and conductors during the month of January 1941.

Northern District

- 147 Motormen.....No Accident
- 29 Motormen.....1 Accident
- 1 Motorman.....2 Accidents
- 1 Motorman.....3 Accidents
- 204 Conductors.....No Accidents
- 27 Conductors.....1 Accident
- 2 Conductors.....2 Accidents

Southern District

- 103 Motormen.....No Accident
- 19 Motormen.....1 Accident
- 5 Motormen.....2 Accidents
- 1 Motorman.....4 Accidents
- 128 Conductors.....No Accident
- 9 Conductors.....1 Accident

Western District

- 213 Motormen.....No Accident
- 49 Motormen.....1 Accident
- 11 Motormen.....2 Accidents
- 1 Motorman.....4 Accidents
- 284 Conductors.....No Accident
- 47 Conductors.....1 Accident
- 5 Conductors.....2 Accidents

Analysis of this accident record shows a decrease of 29 accidents in Passenger Rail Service—an increase of 6 in Motor Coach Service and an

CLASSIFICATION OF JANUARY ACCIDENTS RAIL AND MOTOR COACH ACCIDENTS JANUARY 1941 COMPARED JANUARY 1940

	Rail Passenger		Motor Coaches		Fr. & Box Motor	
	1941	1940	1941	1940	1941	1940
1. With Pedestrians	5	9	2	0	2	0
2. At R.R. Xings (other than co.s.)	0	0	0	0	0	0
3. Between cars of company	0	0	0	0	0	0
4. With Vehicles & Animals	100	126	26	32	22	10
5. Derailments	5	2	3	0	0	7
6. Equipment	2	0	2	2	2	11
7. Boarding Cars	6	12	6	2	1	0
8. Alighting from cars	14	15	1	2	5	3
9. Injuries on cars (not in collision)	16	17	1	9	11	2
10. Falling from cars	0	1	1	0	0	0
11. Doors, Gates & Guard Rails	9	3	6	0	0	0
12. Ejectments & Disturbances	1	1	6	0	0	0
13. Employees	3	6	3	0	1	1
14. Miscellaneous	4	2	1	0	1	4
TOTAL	165	194	29	48	42	20

Total Number Miles Operated per accident—Passenger Rail Service
 January 1941—23,131 Miles
 January 1940—19,659 Miles
 Increase—3,472 Miles per accident.

Total Number Miles Operated per accident—Motor Coach Service
 January 1941—22,510 Miles
 January 1940—26,139 Miles
 Decrease—3,629 Miles per accident.

increase of 6 in Freight & Box Motor Service.

In checking over and making a study of all accident reports each month, several questions appear—For instance: take the month of January. How do the 463 motormen on the System, work throughout the entire month without being involved in a single accident, while 97 motormen have one accident, seventeen have two accidents, one has three accidents and two motormen have four accidents each.

The same applies to Conductors during the month of January—616 Conductors on the System were involved in no accidents, 83 in one accident each and 7 in two accidents each.

Full recognition is given to the fact that a considerable number of accident reports indicate clearly that the accident was unavoidable and this class of accident is not being referred to. For instance, auto ran into rear of standing train or motor coach, auto sideswiped train or motor coach and a number of others, over which the trainmen have no control.

Interferences With Automobiles

During January, there were 142 accidents of interferences between cars and automobiles and pedestrians. After deducting the number of unavoidable accidents from this total, there remains approximately 100 accidents, which could have been avoided. The greater part of this number occurred in the intersection. It is clearly evident that the motorman was applying more power and moving at a greater speed than the traffic conditions warranted. Auto drivers will cut in ahead of train and stop to make a left turn. They will in fact, make most any kind of a movement with or without giving warning or signal of any kind and every motorman in service today, is well aware of this condition; yet the accident reports come in with the motorman's statement: "I immediately

applied the air in emergency as soon as I saw auto was going to stop." or not stop, or make right or left turn as the case may be, and could not quite stop car before hitting the auto — moved anywhere from two inches to two feet after the impact.

There are well known requirements in the stopping of equipment—speed, distance, condition of the rails. Since motormen have no difficulty in stopping their trains at points which they approach under normal operating conditions, it must be taken for granted that all motormen are very expert in the operation under all normal conditions, however, if motormen will observe when operating on paved streets, and intersections where auto traffic is also operating, all of the traffic conditions, far enough ahead of their train, and operate at a speed which will enable them to stop before running into an auto, should the driver suddenly foul the track, these avoidable accidents can be eliminated.

There is another part of this operation which it appears is entering more and more into the causes of these accidents, and that is reaction time required by the motorman. As stated before, no trouble is experienced in stopping when conditions are normal.

This brings us down to the question of stopping under conditions where autos suddenly turn and foul the track. These are not entirely unexpected moves. However, the length of time it requires the motorman to see the move, then apply the brakes, may in many of these cases, make the difference in being able to stop before hitting the auto or shoving it two inches to two feet before stopping.

There are many more contributing causes for accidents and from time to time, each cause will be given consideration. Following regards reaction time:

At 10 b.p.h. travels 14.667 feet per second;

At 15 m.p.h. travels 22.000 feet per second;

At 20 m.p.h. travels 29.333 feet per second.

At 10 m.p.h. a car collides with a fixed object with the same force it would have, if it had been dropped 3 1/2 feet.

At 15 m.p.h. the impact is the same as if the car had been dropped 7 1/2 feet.

At 20 m.p.h. the same force it would have, had it been dropped 13 1/2 feet.

In considering total braking distance, it is necessary to avoid measuring total stopping distance. There is an important difference because of what is known as reaction time. You have probably observed the curious fact that it is possible to touch a finger hastily to a very hot object without burning one's self providing one knows in advance that the object is hot. The housewife does not burn herself when for example, she tests the heat of her flat iron—but you also know that anybody will burn their hand severely by touching a very hot object which they do not know is hot. The reason is to be found in the physiological fact that it takes time for the nervous system to transmit messages through the body and for the human muscular system to act, once the message is received. The housewife places her finger on a pan not knowing that it just came off the fire. The heat of the pan burns her finger before she can remove it. The process is as follows: When the heat was first communicated to her finger, a message was carried by nerves to her nervous central system. The central nervous system (or brain) had to receive that message and then transmit another to the proper muscles to remove the hand and arm and so take the finger off the pan. While this process was very rapid, it was not rapid enough to prevent a burn.

This phenomenon has its bearing on the operation of your train or motor coach. For instance—you are under headway with train or coach when suddenly a child chasing a baseball, or a pedestrian steps out directly in front of you, or as the case may be, an automobile makes a sudden right or left turn or stops suddenly in front of you. This knowledge is transmitted to your nervous system and then a message goes out to the muscles of your arm or legs and you slam on the brakes. Again this process took time and perhaps it took so much time that at the speed you were traveling, your train or coach collided with the object either before you applied the brakes or between the time you applied the brakes and came to a stop.

Experiments have shown that the average reaction time is from one-half to three-quarters of a second. This reaction time must be added to the time required to stop the equipment.

At a speed of 10 miles per hour you are traveling 14.667 feet per second. Assuming your reaction time is the average three fourths of a second, at this rate of speed, you will travel 11 feet before you are able to do anything about stopping when a condition of this kind arises.

If you were asked off hand, to estimate how much greater distance your car or coach requires to stop, from a speed of 20 miles an hour than from 10 miles an hour, you would probably say "About twice as much". That would be a natural assumption, but you would be wrong. At 20 miles an hour, your car needs four times the room for stopping that it does at 10 miles an hour, and at 30 miles an hour, the stopping distance is more than twice that required at 20 miles an hour.

Please give this subject serious thought and at all times when you are operating equipment, keep all these facts in mind and operate accordingly. You will find it surprising how you can avoid accidents, perform your work efficiently and the satisfaction you will enjoy in knowing you have become master of these situations.

Boarding Cars

There were six accidents of this kind during January—as an example: One case was outbound on the Glendale-Burbank Line, at Scott Ave. The east or north end of this landing had some holes washed in it and the motorman stopped the car with center doors directly in front of these washed places, instead of stopping back 15 or 20 feet, at a point where the landing was level. Had this been done, a lady would not have stepped in a hole and fallen when boarding car.

Another case outbound on the Hollywood Boulevard Line at Fairfax and Private right of way. An excavation at the landing had been made and the dirt piled on the landing. Motorman stopped with doors at the pile of dirt and lady attempting to board car, fell and rolled into the hole near landing. Both of these accidents were avoidable, had the motorman taken the condition of landings into consideration and stopped car with doors at a point where it was safe to board or alight from car.

Communicating Signal By Bell

RULE 89—Starting and stopping signals:

"Motormen must not start their trains without first receiving proper

signal from the head conductor. Head conductor will not give signal to to motorman until he has received proceed signal from all trailer conductors. Motormen will, however, act on any stop signal, whether repeated by head conductor or not."

This rule covers a very important phase of train operation. The motorman should not under any circumstances, start his train until he has received clear and distinct bell signals as provided for, and conductors are equally responsible in giving the signals, to do so in a clear and distinct manner. Consider yourself in position of the motorman and see if you would know what meaning the bell signals you give, are intended to convey.

In any case where signal bells are not working properly, make a verbal report to Dispatcher on first opportunity and follow this up with a miscellaneous report, in order that this condition can be followed up to a conclusion and also make like reports covering any other conditions of equipment which are not functioning properly. In every case show the car number, line, date, time and explanation of the trouble.

Freight and Box Motor Accidents

Generally speaking, there has been an improvement in this class of accidents. However, there is still room for more improvement.

Eight of the derailments were caused by condition of the track. One on account of rigid trucks, one box motor ran over derail and one switchtender threw switch under the box motor.

One case of damage to equipment—Crew were switching at Sentous. One car was kicked in on passing track, then one car kicked in on new fence track and before it cleared, the air set up and stopped it and as it was being shoved into clear, the car which had been kicked in on passing track, rolled out and cornered it, damaging both cars. This was an avoidable accident.

Personal injuries—Conductor and motorman on Box Motor at Redondo Beach, dropped one end of steel gang plank which bounced up, knocking the conductor off balance, causing him to fall between side of car and freight house, striking head on side of car.

In another instance during switching operations. Conductor stood too close to cut of cars being pulled out of a track and when it was seen that overhang of car was too close, in ducking down, struck door stop on side of car, cutting upper and lower lips. A little more caution would have prevented all of these avoidable accidents.

DEPARTMENTAL NOTES

SOUTH FREIGHT DISTRICT

By J. E. Neville

We hear much today of case studies, and one reveals that if you want to conquer fear and doubt, don't sit at home and think about it; go out and get busy, become active in your undertaking. "Inaction breeds doubt and fear; Action breeds confidence and courage."



Up a Step on the Ladder

J. G. Blake, Terminal Trainmaster, Southern Division, entered his railroad career in Chicago with P.R.R. 1907 to 1910. Came to Los Angeles, Cal. in 1910. Entered Transportation Department, Pacific Electric R.R. November 16, 1910, as Motorman (Passenger Service), transferred to Freight Service December, 1911. Promoted to Terminal Foreman April 1918 to 1919. Promoted to Trainmaster December, 1919 to December 1920. Depression in 1920 to 1923 as Freight Conductor. Was promoted in 1923 to Asst. Trainmaster to 1939 and again in 1939 promoted to System Trainmaster to 1941. February 1941 was promoted to Terminal Trainmaster. Our best wishes and congratulations for his splendid years of service amongst us.



Numbers His Friends by the Numbers Who Know Him

F. W. Anders, General Yardmaster. Born in Sedalia, Missouri June 1885. Started his railroad career June 1903 in the Engineering Department with the Union Pacific R. R. in Kansas. Came to Los Angeles, Cal. January 1913. Entered the Pacific Electric R.R. in the Engineering Department January 1913 to 1916. Transferred to the Transportation Department 1916 as Freight Conductor. Promoted to Yardmaster in 1920 and again promoted to General Yardmaster 1923, and has held this position to date. Frank has seen the progressive of service, and had the privilege of seeing something doing every hour, has seen a lot of water passed under the bridge, since he first entered the employment of the Pacific Electric. Congratulations to him.



Moves Himself—and Keeps 'Em Moving

C. W. Coutts, Asst. Trainmaster. Charles, as he is known to all his fellowmen, started his railroad career with the Pacific Electric R. R. Co. as a brakeman in 1923; was promoted to Conductor (Freight) August 1927 to 1939 and again promoted in 1939 to Assistant Trainmaster, and has held this position to date. Congratulation to the Iron Horse.



EXTRA COKE SWITCHING JOB—L. B. Left to right: R. E. Hilburn, Conductor; G. I. Luther, Brakeman; J. E. Neville, Brakeman; V. C. Moon, Foreman, and C. O. Veazey, Engineer.



6:30 A. M. MARKET SWITCHING Left to right: Chas. Hooper, Brakeman; Ray Thomas, Brakeman; W. J. Polson, Conductor; P. S. Motorman and Trolleyman Incognito.

L. E. Cole, Motorman, Long Beach Hauler, is a grand "pa". His daughter has presented him with a blessed event, a 12 lb. bouncing boy on Janu-

ary 31, 1941. Congratulations to the family. A little secret boys: Do you know that this makes F. B. Howe, a great uncle. We are still wondering about the cigars. Please, please boys, no arguments.



TWO WELL-KNOWN GENTLEMEN

Left to right: Lee Boals, Conductor on West Freight and Local Chairman for the Pacific Electric Lines, B. of R. T., Lodge 912; and G. L. Leete, Motorman, Western Freight, President Pacific Electric Lines, B. of R. T., Lodge 912.

In connection with preparedness mobilization, soldiers for the Army are predominant on the west coast. Pacific Electric employes, and their sons now play quite a role in our defense plans. Thos. O. Morse, son of P. O. Morse, motorman on the Torrance run, was drafted last month and sent to Camp 69, which is only 4 miles from Riverside, Calif. He is now a quartermaster in the Engineering Corps. Thomas was employed as machinist foreman over an 8-man crew and visited at home last Sunday. He says the army camp and life of the army is O.K.

Sorry to have to note another accident to a fellow employe. J. W. Anstrom, brakeman, was seriously injured last Sunday night while switching at Compton.

At the St. Vincent's Hospital: Charles Ranco, C. C. Bush, Frank Hughes, J. W. Anstrom. A visit or a card, would be very much appreciated by them.

PURCHASING DEPT. NOTES

By Ray Cragin

A meeting of the Far Western Group of the Purchasing and Stores Division of the A.R.A. was held in Los Angeles February 19th and 20th. Purchasing Agents, General Storekeepers, Asst. General Storekeepers,

Storekeepers, and many others from the Railroads all over the west were in attendance.

February 19th was spent inspecting the Southern Pacific Store at Los Angeles. February 20th was devoted to meetings at the Biltmore Hotel. Mr. Betterton arrived February 17th, conferring with Mr. Thorburn on S.P. purchases in Los Angeles. He was accompanied by his Secretary Mr. Egan.

February 21st found Mr. Thorburn host to several of his many friends. They being, Mr. J. S. Gabriel of the Denver & Rio Grande Purchasing Dept., Mr. Mello, Purchasing Agent Pacific Fruit Express at San Francisco; Mr. E. Polk, Asst. Purchasing Agent at Portland; Mr. Becker, Asst. General Storekeeper at Sacramento; Mr. C. M. Thompson, Asst. General Storekeeper at Los Angeles and Mr. G. Hemelman, Buyer, all of Southern Pacific Co.

Miss Dorothea Beranek, a member of the Amazon bowling team, stepped out and gave the old pins a good going over a few Friday nights ago. Her score was 183-199-234 for a 616 series. Do not tell anyone but the young lady is pretty proud of that 234 game and I must say she has good reason to be.

Roy Ewing says old Man Flu has been sitting on his door step so long he is beginning to think he is one of the family. His daughter Margaret, son Gary and the Mrs. all being down with the flu.

Edgar Morris, prominent young man about the office has left with the California National Guard for San Luis Obispo and his parting words were, "he did not know when he would be back." By the way, he gave a sweet young Santa Barbara Miss a diamond ring before he left. It will be a case of out of the Army into Matrimony when he returns.

Rush Bushard was a recent visitor to Palm Springs. The young lady was seen walking down the main street in shorts. Some say she wanted to give the town a treat but she says she was just taking on vitamin D.

Frank Carr and John Jackson are often seen consulting Floyd Gill at the Stationery Store. What about we did not know until we happened to remember Floyd is an old time horse shoe pitcher. Now we learn Mr. Carr has been watching the boys at Bixby Park in Long Beach and has challenged John to a horse shoe pitching contest for the R E O T S D (Retired Employees of the Store Department.)

The Following News from Torrance:

Bill Bone made the trip to Imperial Valley, El Centro, Palm Springs, Indio, etc., over the weekend of Washington's Birthday. Says the weather was perfect—no rain or

anything to mar the trip. Visited the Riverside County Fair at Indio, Fiesta, or whatever it was. Provided Bill with good opportunity to add to his collection of movie travelogues.

Through an oversight the names of Gene Sparks and John Fortune as new members of our Department were inadvertently omitted from the last issue of the Magazine. Johnnie operates the electric truck in delivering material to the shops on job formerly occupied by Harold Kirk who has gone to Haratu, Midway Island, North Pacific Ocean. Gene is assistant shipping clerk and operates a Ford truck in connection with the Stores-Shop delivery service.

Beeler "Bees" Long was a visitor one Saturday morning and had with him as companions—the twins: Gale and Gary.

It was a raw day—too raw for bees, in fact—but Beeler found the usual warm greeting and reception waiting for him and it warmed our hearts to see the boys of whom we had heard such extraordinary exploits.

The pinochle class under the able tutelage of Prof. Cain has been progressing but Frank De Baun having grown impatient with his lack of ability to win a game has withdrawn and decided to take up the Winterberg system, inasmuch as Frank Winterberg started a competitive class which bids fair to acquire the members from that of Prof. Cain. Frank De Baun was advised that it will require something else besides class instruction and so he has been ardently devoting several evenings a week to study and practice in the hope that he may capture a couple of games before the season closes.

Herr Fred Dilthey and wife and son Wayne made the trip to Fred's country estate at Berros, San Luis Obispo County, in the vicinity of Pismo Beach. Fred reports everything looking fine due to the abundance of winter rains and fine crops of small garden truck may be expected.

Fred Hopkins and mother journeyed to Los Angeles. From there they went on further to Venice and Ocean Park. While on Car 979 in Ocean Park they had the misfortune to witness a collision between automobile and street car, incurring serious injury to the lone driver.

Mr. and Mrs. Frank Winterberg and son, Franklin, Jr., made the trip to South Pasadena where they visited with Frank's parents.

Prof. Cain, Culbertson's rival in methods of playing pinochle, stayed home and engaged in planting poinsettia stalks. The Professor says that next Fall everything will be rosy around his house.

Which brings to mind the latest—

FLASH—It is feared that the class which heretofore has been so successful may have to be abandoned due to the unethical practices of Frank De Baun. It seems that Frank is resorting to signs instead of science and thus is able to capture all the games, which is contrary to the teachings of the good professor, who insists in fair play every time.

We sure do miss August Zurborg since he has relinquished the "back-action" typewriter to Miss Alpha Barrett upon her return from the prolonged illness.

August has returned to the Track and Line Store where he is supervising the operations of the Yard Gang in the absence of Nick Vasileu who is recuperating from a broken leg at the St. Vincent's Hospital.

Bill Bone who has a diversity of interests and hobbies has added to his moving picture and camera equipment by acquiring a color-separation device and also apparatus for copying and enlarging. Some of Bill's other diversions are golfing and aviation.

Tom Wilkes' son-in-law is William Hedrick, married to his daughter Caroline on Friday evening, February 14th—St. Valentine's Day—at the Wilkes home on Carson St. Marriage ceremony performed by the Rev. Benjamin Lingenfelter, retired former pastor of the Torrance Christian Church. A host of friends of both bride and groom and their parents was present, and they received many beautiful and useful gifts. The newly married couple will make their home in the El Content Apartments on Sartori Street, just below the Shops.

Due to the recent constant rains the baseball diamond just west of the Torrance Store is under more than a foot of water and instead of the usual cheers from the fans that are heard at noon-time the chorus of frogs is heard all day long. This irks Fred Dilthey more than a little as Fred, who is known to all the baseball fans of the Harbor District as an outstanding organizer of baseball is growing impatient for his team to get in some spring training before the season of regular games starts. What with the loss of some of his best players such as Bob Cain, Ed "Tiny Tim" Hoyt and Fred Maisey, Jr., who have gone with the Aircraft industry it has meant quite a loss to the team and Fred has been observed entering into negotiations with "Frisky" Barkdull and "Peewee" Leatherman.

Inasmuch as these men are from the Mechanical Dept., it provided Fred with the dilemma of either entering the field himself or engaging them, although from another department but he says that something must be done to sustain the prestige and good reputation from last season's games.

MOTOR TRANSIT NOTES

By M. J. Creamer

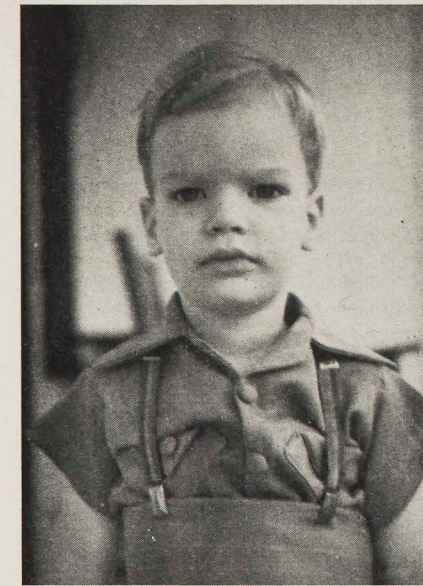
HERE & THERE: Ye ol' Valentine's Day is gone—but then memories are pleasant ones! Did Cupid's dart wing its way? R. J. McMullen receiving Valentine greeting wire! Walt Rorick getting a comic one "all you talk about is your boat" but not so. He may purchase a new one when summer rolls around. "Soapy" Casteel buying the little lady a wrist watch for her birthday. Last year it was the diamond-studded cross and he got a massive ring for his birthday. Wonder what Soapy is in for this time. (The way she holds your arm, leads us to wonder if someone is altar bound?)

Did it rain and did it pour? Ask Newt Potter. He was really the fashion plate all togged out in his Sunday best but with hip boots on—to handle the ol' baggage and express. "Pete" Petersen remarked about the flooded area near Lincoln Park. "Rained so heavily that the windshield wipers gave up in regust . . . and that he had to honk the horn to get the ducks to swim out of the way!"

Throughout all the heavy rains of the past month, Motor Transit buses did their duty with but slight delay in any of the service and operators were on their toes! It's no pleasure driving in a blinding rain—always alert to guard against any accidents and still keep a smile on the face—but that they did—and the orchids to them (our operators). Dispatchers were plenty busy seeing necessary equipment was available. Patrons seemed well satisfied and no complaints reached the counter relative to our service.

Bob Cruson away on sick leave but now back to the fold. Extended his leave into a vacation and traveled Greyhound down to Amarillo, Texas—thence over to Oklahoma and Tulsa vicinity. Visited his mother, father, wife and family and had an excellent trip. Actually got part of his PGL transportation refunded as he rode DeLuxe from Amarillo to Albuquerque with his wife in her new Mercury.

"Slim" Seifried and his wife back from trip to Las Vegas and Boulder Dam, thence later to Palm Springs and area. His first vacation so to speak since the ol' honeymoon some years and years ago! They were guests of the Grand Canyon-Boulder Dam Tours, Inc., and made the 200-mile one-day cruise of Lake Mead and the Lower Grand Canyon. They marveled at the vari-colored rock walls towering over 5000 feet. Viewed Virgin and Iceberg Canyons, Napoleon's Tomb, The Temple, Emery Falls, the prehistoric Sloth Caves and



LEE ROY FINCH
27 months old son of Mr. and Mrs. (Operator) Harry L. Finch. A husky looking lad—perhaps destined to be a heart throb to some young lass around 1957. Maybe he'll join the Navy like "Dad"—he may be an Ace Pilot—but Harry says he won't be a bus driver! Well, around 1960 or so, SOMEONE will know the answer.

other scenic wonders. Yep, he took a mighty nice collection of "shots" but only wished that he had taken along camera with colored film to grasp the colors. Ernie Schultz (El Monte) as you will recall has made this same trip and his film library includes many colored films of lasting beauty!

Guy Rhinard and the Mrs. thinking of a trip to Grand Canyon but right now—"moving" is the next thing on the list. Where to now, little man? ZAM! Wonder what it was that Al Swan said or did he say something? R. E. Drayer won a radio and Slim got a pen and pencil set from punch board sold by Ira Casteel. Geo. Jehl thinking of selling his 1937 Dodge for a price (?) 400 bucks and it's yours! Mighty fine shape and free of dust and grime—his Sunday pleasure ya know! Walt Deal's buggy "Dodge" looks good as new and a swell job they did on it. Let's keep it that way! Ivan Erhardt burning the midnight oil . . . conscientious as all get out and with plenty of work to do! Jim Tuckers with a new gas range and boy—the steaks it turned out were tempting and delish! Poor "Tuck" has been on a diet since those X-rays and what not—and whether he will have to undergo operation has not been decided. We hope that it won't be necessary! Ira Junkins reports that his father is improving and is hopeful that both his father and mother will be able to come to California this summer to make their home. Ronald Sype is building a 5-room home in El Monte

and is about half-finished now. Know that they're looking forward to its completion.

"Bob" Griffiths says he celebrated on his birthday . . . wonder what he meant? J. W. Haheisy says he has news and Real News: Bill Kennedy was caught for the first time with his hair combed! How's that? A close one it was for Bill Tribble—was almost minus a pair of glasses when one of the passengers walking down aisle in his bus (ya know—the pendulum swinging arm type) brushed him a close one. Bill spent some time at the opticians getting the frames straightened. Pete Petersen's boy hit the local town news with his picture and write-up on his aviation career. We know he's going places and Pete will be mighty proud of him! Busiest and one of the most congenial little fellows—is Operator A. Sisk. Is quite a laff when he gets his Chinese (?) mixed up with his Spanish or vice versa. Yep, we have a new gas pump at the 5th St. Garage. Is quite the thing. All the attendant has to do is turn the gadget and when tank is full, it automatically shuts off and registers the amount of delivery. The ol' pump only delivered 5 gals. at a time and it was really something to pump 75 or 100 gals—just ask the man who did it? Wonder why they call "Hook" Edmondson "Glamour Pants"? (Glamour is our original pass word for Guy Rhinard).

Happy birthdays in March to the gang: R. C. Fabun, March 4th; R. J. McMullen, March 6th; J. W. Haheisy, March 9th; E. C. Pearson, March 13th; E. C. Hicks, March 17th; Alex Petersen, March 20th, and O. W. Brown, March 24th. Many Happy Returns!

ANNIVERSARIES with the company being celebrated too—and don't those years slip by, or doncha think? Mr. L. E. Netzley, Supervisor, his 24th year. H. H. Howard, agent (El Monte) 19th year. Operators W. A. McKenzie (14 years); "Shorty" E. Mason (13 years); R. W. Griffith (5 years) Whoopie! Now you can get that Ry. pass—and last but not least—the twins W. E. Dufour and A. M. Spilsbury with 4 years G.W.T.W.

Our good friend, Frank Kauffman, is up in the Fort Lewis area and we understand is receiving copies of the bid notices and planning ahead when his year is up. Is in the 60th Company, 15th Training Battalion—not a Captain but a Buck Private! Maybe he'd be interested in hearing from some of the gang if you want first hand info re: army life . . . but I warn you, he can ask the most personal questions—just ask L. Newton, who is busy most every day breaking in at the depot sales. (I know—I read one of 'em). Had to write Frank to bawl him out for calling my home

state (Washington) a territory and received a lengthy letter in reply which is most interesting. He writes:

"Of course this place, Washington, has a few good points. (1) Their sunrises—the best I've ever seen—nothing like them in Calif. the only thing—is that I've been here three months and have only seen the sun about three times. Yeh, I'm up early enough . . . it just isn't there! (2) The ski fields near Snoqualmie Pass are swell, plenty of snow and had a good time! About this man's ARMY will try to answer a few of your questions and if I miss any, let me know.

"You can't believe all this ol' stuff that comes out in the papers—they paint a pretty picture for the Draftee and one might have the idea that it's a soft life. Get that out of your head. Maybe you've heard some of the fellows 'beef' and say, 'The Army posts are like prison camps'—well, that's a lot of baloney. You can make your year in the Army a 'Hell on Earth' or on the other hand, you can have a real good time—it's all up to you.

"You'll meet fellows from all walks of life in the Army, some of the friendships you form will be lasting ones. Yes! There's a goodly bunch of fellows in the Army and their companionship is what you want . . . but now, let's get down to the Army life itself and see what it holds for you—the Draftee!

"The first month and a half you won't be able to leave the Fort—you'll be taking some inoculation shots and will be in Quarantine for that time. The food up here is okay and the hours regular. We have turkey once in a while, roast beef, pork ham and eggs, hot cakes, milk cereal hot or cold and all kinds of things like that. Of course, there ARE days when the food doesn't look so good to you but that might be because you don't feel so hot. Can't blame it on the food!

You're up and out of bed at 5:30 a.m. Dress, make up your bed, scrub out the barracks, then wash up for breakfast at 6:30 a.m. At 7:10 a.m. you fall out for calisthenics and close-order drill until 11:30 a.m. Then back to the barracks and prepare for lunch at 12 noon. Fall out at 1 p.m. and drill until 4:30 p.m. Eat dinner at 5 p.m.—after that—the rest of the evening is yours. On this post we have two shows we can go to or we can go bowling, roller skating or to some reading room and listen to the radio. You can have your own radio in the barracks. The lights are turned off in the barracks at 9 p.m. but you don't have to be in at that time—you can come in later as long as you don't make a lot of noise and wake up the gang . . . but REMEMBER

you have to get up at 5:30 a.m.

"After about two months, you'll be able to put in for week-end passes so to get to town to look up your friends (?). Passes are usually made out from Saturday noon to Monday 6 a.m.

"After you learn to march and drill so that you won't knock the head off of the fellow next to you, they'll give you a rifle. (Caliber 30 V.S. model No. 1903). You'll march and drill with them from then on. Learn how it operates, how to take it apart and clean it and put it back together again properly. When you've had your rifle awhile, know how it operates and all about it, you'll go out on the firing range and learn the proper way to fire it. There's four positions—prone, kneeling, sitting and standing (he didn't mention running). These rifles have slings and are to be used at all times when firing, it helps to hold the rifle steadier. You won't notice the kick very much at all. You'll be given a chance to fire for record. You'll have a lot of bayonet practice out on the drill field . . . a chance to run the bayonet. Oh yes, you go out in the fields with a pick and shovel and dig holes to crawl into—they're called Fox holes—thought you'd like to know. (Art is shooting for record. Made a score of 209 out of a possible 250. Highest score was 221. For Marksmanship it's a score of 165 or better. For Sharpshooter, 207 or better. For Expert—220 or better! The yarn ends "I'd sure like to see you working with a pick and shovel. Lord help you when you come in—if you're in my squad . . . OH BOY!"

Santa Ana—the scene—an uproar sounding more like a pet store full of polly parrots during a fire! The gang poked their heads out the window to see what was up—saw an old lady towing "Shorty" Mason into the office by one of his ears. "See here, she screeched. This here driver is as crooked as a whole pot full of noodles. He stole my ticket—he robbed me of forty cents right before my eyes and in broad daylight. He should be put into solitary confinement on a bread and water diet for life—and I hope he lives to be a hundred! I intend to have full satisfaction, vengeance and restitution even if I have to single handedly beat the P. E. Bldg. into dust. This scamp—is guilty of every crime on the calendar from arson to bigamy!" ("Shorty" was so frightened that he was covered with goose pimples, in fact, he looked just like one of those gherkin sour pickles.) The force gathered around during the melee and in trying to mediate the dispute, the din sounded like a big reservation full of Sioux Indians practicing a war whoop. Sam Carr stepped up and said, "That

ticket is in your pocket book just where you put it!" The lady looked at him and said "a man with a face like yours couldn't never deceive no poor woman, here look . . . see for yourself?" Sam plopped the purse open and sure enough—there WAS the ticket. He said "Lady, if you would take a day off sometime, go out into a vacant lot and make a bonfire of this mess of trash you carry around—you'd never have any trouble traveling." After the confusion was over and Shorty's life was saved along with his honor, seven bachelors were seen to step forward out of the audience and whisper fervently, "thank Gawd".

WEST HOLLYWOOD

By G. R. Stevens



Motorman Guy H. Shoun came back from his recent bear hunt with a fine trophy. Accompanying Mr. and Mrs. Shoun were Conductor A. W. Freas, better known to the trainmen at West Hollywood as "Bus", and his wife. Motorman Shoun's place is located in Mariposa county in Bone Yard Meadow, near Fish Camp, California. "Bus" has a mining claim in the same vicinity. Incidentally there is an interesting story as to how Bone Yard Meadow got its name. . . . Sixty-five years ago when it was being logged of its giant Sequoia trees by oxen a timber-faller cut a Sequoia that fell on a yoke of oxen, and to get the oxen, the first killed, out of the way, they dragged them over into the Meadow to be eaten up by wild animals, and as the years passed every time that an oxen was killed or died, they were dragged over to this meadow also until it became a valley of bones. This area in the high Sierras is a cattle range during the summer months, being in the heart of the Sierra National Forest. Cattle never graze near this meadow, and to this day there are bones in the valley. The bear in the picture was breaking into the commissary of Shoun's party. They decided to put out a bait, a slab of bacon in a tree, then loading their guns, they waited for bruin to return. Conductor "Bus" Freas hid with his camera, and when bruin finally did come back to raid the cache, he snapped the picture, and motorman Shoun, with his Mauser, placed a shot what he thought was the heart, but it went a trifle low and the bear made off into the heavy timber. There

was two feet of snow on the ground. Mrs. Shoun put up a lunch and accompanied her husband on the trail of the wounded bear which led them to Grub Gulch where the animal had crawled into some granite rocks. A well placed 30:05 between the eyes put a quick end to the hunt. Taking the liver for evidence they walked back to camp. A pack mule was secured and the entire party returned to the scene to pack out the bear, which was brown in color and weighed 275 lbs. Shoun has had the hide tanned, which may be seen at the P. E. Rod and Gun Club.

Conductor D. M. Flippin left on the 26th of February on a thirty days leave of absence and plans to spend his vacation on his father's ranch near Grants Pass, Oregon.

A six pound baby girl was born to Mr. and Mrs. "Bus" Gibbons on February 2nd. The happy couple now have two girls and a boy. "Bus" is the son of Cashier W. A. Gibbons. Congratulations.

Mrs. Katherine Miner, wife of motorman M. A. Miner of West Hollywood, has been seriously ill. She is at her home, 5934 Ethel Avenue, Van Nuys, recovering. Her many friends have visited her and she has received more than sixty cards and letters. Mrs. Miner has our well wishes for a speedy recovery.

Many of the trainmen are born fishermen, especially so, now that spring has rolled around. Among these ocean, lake, and stream lovers, but who has never entered his catches



for prizes is motorman M. C. Rohde of West Hollywood. On several trips to Big Bear last year he and his wife caught the limit of large mouth black bass, all measured ten inches or longer, and weighed from a pound and a half to four pounds, caught by plug casting. Mrs. Rohde enjoys fishing also and accompanies her husband on all his fishing trips. Recent deep sea fishing trips have netted Rohde a 32 lb. halibut, a 28 lb. yellowtail, and one 32 lb. tuna are to his credit.

Recently motorman Hintz caught

a 26 inch steelhead trout in the Santa Inez river.

One of the prizes for the biggest trout caught by P. E. Trainmen during 1940 was awarded to R. A. Pearce, by the P. E. Rod and Gun Club, for a 19¼ inch cutthroat trout taken at Green Lake in the High Sierras, near Bridgeport. The prize was a Heddon No. 20, Bill Stanley's Favorite fly rod.

On leave of absence are V. L. Webb, O. E. Clutterham and J. Manfroy.

The father of T. H. Coffman has been reported very ill.

Motorman R. C. Cole who passed away recently was well liked and had many friends. The sympathy of the trainmen at West Hollywood is extended to his family.

CONDUCTORS' ACCTS. BUREAU

By Marion Snowden

Dear Uncle Tommas:

No news is good news, so they say, and Conductors' Accounts Bureau notes are nil this month. The office folks have had fair warning that no notes means no column, but I think they thought I didn't mean it. I'll fool 'em, by gum!

Of course, we might mention the hello boys from the telephone company who have recently installed a set of telephones with enough push-button gadgets on them to delight the heart of any small boy with a flair for poking things. Incidentally, Mr. Suman and Mr. Hinkle are among those who use them.

Then there's the time Hazelle Allen wore Nell Flanders' hat home by mistake, leaving a wee blue thing for Nell to wear on her umpty-odd head size. The hat looked like a fadeout on Nell, so she went home bareheaded—mad, I bet.

And if we were going to have a column this month, we might say that Mildred Edwards has been flying in high sassiety, attending Native Daughter shindigs at the Bowls—Biltmore and Wilshire. Maybe Native Mother-in-law would be more appropriate since she has added a couple of better halves to the family.

This next item could not have gone in our column even if we'd had one, but it will strike the chords of memory in many an old-timer if you use it in a column of your own. William (Billie) Dowle, chief clerk of Northern Division about twenty years ago, passed away very suddenly in Sacramento on Friday, Feb. 7th. I'm sure that every one who remembers him would want to extend sympathy to his family.

If you have read our column in the past, (and we hope "who hasn't?") you will be glad to know that Miss Templeton — "CBT" to

many of us for years—phoned one of the girls to say she's feeling better. Well, you know the old saying, "you can't keep a good man down", so we hope she'll be frisking around for a long time to come.

One evening while riding home on a Motor Transit coach, the operator had to stop suddenly, which jolted the passengers a little. One old fellow remarked, "Hm—I'll have to sue the Pacific Gas and Electric Company." My goodness! What a surprise for the PG&E!!!

And while on the subject of Motor Transit operators, here's a bouquet for the Sunland drivers—alas! one they won't be able to enjoy since we're not in the column this month. But if thoughts are things, and I believe they are, Unc, here's an appreciative thought for the operators' careful driving and their wonderfully accommodating knack of discharging their passengers in the driest (?) spots during our recent rains. Too bad M. J. Creamer can't get a carbon copy of this.

Nina Robertson falls into step with this: one either has to die or get married to get into the Magazine. Just think! she'll have to wait another month. That'll give her time to see "Gone With the Wind", as I understand she's tried three times. Don't you wonder what's holding her back, Unc? Me too.

Just before writing to you, and with the hope that we might barely dig up enough scandal to fill up a paragraph or two, I went into the Car Service office for a few choice bits, and was informed that they're not very scandalous in there. . . . Hm—what I could tell, if I had my column back. . . .

Who's crazier than the mileage clerks? (Hypothetical question, also useless question.) If you find out, let 'em know.

We've lately had and still have at times, two gals from the Timekeepers office—Ruth Johnson and Hazel Bachman. They sound as if they are doing all the work in the office, judging from their noise on the comptometers. But you can't believe all you hear, for we do a little work, too.

Arvilla (Acie) Curran thought her name would look cute in print, so she took a tumble in the Subway and fell flat on her nose. Don't you wonder if it was blunted at all?—Me too.

Esther Ross makes a good conductor. Lightning hit close behind her and shocked her hand. That sounds too close for comfort.

P.S.—Acie Curran says it might have been a pay customer tripping on the up-turned rubber gangplank which has been so much in evidence lately on account of it's so rainy.

And speaking of rain, Agnes Heck-

man took a flop in a puddle at Sixth and Broadway. And Violet Phillips, who must have her Murietta mud baths, waded in knee-high on our worst rainy evening.

So you see Unc, the most ordinary things happen to us, but they're not worth printing, but I knew you'd want to know that though silent, we are still navigating. If this means anything to you, we've just emerged from a fare check and are about to be plunged into another, so maybe it's just as well we're missing from the pages this time. We hope to come up for air next month.

Well Unc, even adversity has its uses, and while our absence may be hard (?) on our fans, it's giving our old squint eye a rest from overlong looking through the over-worked key-hole. I realize that with us out of the running, the Magazine will make a very poor showing this month, but maybe everyone will like it that much better when we do come back. The old law of averages working, don't you think so, Unc?—Yeah, me too.

Now you can see what our Department gets for not dishing out the notes—not even honorable mention. After all, I can't make up EVERYTHING!

Well, so long, Unc. Hoping you are the same, and I guess you are if you haven't gained any.

Your little pal and gimlet-eyed looker-inner,

Winchie.

P.S.—If you ever find out how you can tell when you're about an inch from the bottom of a typewritten page without having to have the neck of a giraffe, lemme know, will you, Unc?

L. A. CITY TICKET OFFICES

By James J. Adams

News from this department in last month's magazine was conspicuous by its absence. All because we suddenly became vulnerable to the "flu bug" and he nipped us where it hurt the most.

Sibyl Mather is recovering from a fractured foot caused by a fall. Although forced to use crutches, she has worked on without the loss of a day, dishing out the "info" in her usual cheerful manner. Our best wishes for a speedy recovery.

The scene was at 6th and Broadway, one rainy afternoon. Bess Bundy was on her way to work, carrying an umbrella, her lunch and a couple of books. All of a sudden a canary bird flew under the umbrella to keep dry. Bess made a pass at him and he flew across the street. Handing the umbrella, lunch and books to an astounded bystander, she darted across the street after him. It was a merry chase while it lasted but fin-

ally ended up when the bird tried to fly through a plate glass window and fell at her feet. Latest reports are that he is well and happy in his gilded cage at the Bundy home.

A foreign looking lady came to our window and said, "I wanta sleep". "Beg pardon", we said after recovering our balance. "I wanta sleep, you know, a sleep of paper what says what time de cars go and what time they come back again". And she went away happy clutching a time table in her hand.

Jim Lewis drove to his home town, Waco, Texas on his vacation. He reports that he had a swell trip with plenty of southern fried chicken and other good things to eat. He also stopped at the home town of "Lum and Abner" of radio fame and had the pleasure of meeting Lum's father.

Joe Stein left for Ohio on his vacation. Haven't received a card from him yet. His hands are probably frozen so he can't write.

We are glad to hear that Carl Kohten, gateman at Main St. Station, is recovering from a long illness and will soon be back to work.

"Anything to be different" seems to be Lawrence Antista's motto. While the rest of us are having the flu or worrying about how to avoid it, he comes down with the MEASLES. He recovered just in time to go to training camp at San Luis Obispo.

Have you noticed how healthy Bob Goodell looks lately? We understand he is being a good boy—eating spinach and drinking his milk—so he won't be turned down in the draft in case Uncle Sam needs him.

Note where Marion Snowden and the girls in her office "like the looks of the good looking collectors at the Subway". Too bad girls, they are all old married men, with the exception of Stewie "with the light brown hair" Canning. And we understand he is spoken for.

ACCOUNTING DEPARTMENT

By Noble Cates

Dan Cupid has struck again—How that boy does get around! This time it is our Maybelle. Sooooo for this issue of the Magazine we give our Maybelle a rest from the duties of reporting the goings on in the Department. Yep, you single gals see Mrs. "Pat" Wells for your copy of "How to Woo West Hollywood Style", by Maybelle Cavender. Married at Santa Ana on February 19, 1941, they motored to San Diego for a short honeymoon and you may now find them at home (by appointment only) at 1000 N. Hayworth Avenue, West Hollywood. Best wishes for their happiness from their many friends in this Department.

Welcome to the Accounting Department is extended to Joe Antista, the young man who has "captured" the stenographic bureau. Joe you are the first male ever to hold a job in that bureau; our sympathies are yours. If you have any trouble getting along with the girls, see Mr. Chrystal or Mr. Thatcher. The rest of us being married have found out we know nothing about how to get along with the fair sex.

February 22 a holiday and being on a Saturday afforded an opportunity to "get out of town", if you could afford it.

Mr. Dickey and wife went up to Oakland, visiting relatives; reports weather was lovely, so they motored through Golden Gate Park, also went down to Fisherman's Wharf. Enjoyed listening to conversation of professional baseball players in the Pullman on the way back.

Mr. and Mrs. Sunday motored to San Francisco—had a good time except for the rain on Sunday. On the way back Gladys says that while driving 50 per she broke a piston rod. Seems like they just don't make automobiles strong enough for Gladys.

Miss Bettis had a nice trip to San Diego.

Betty Enscoe reports a very nice time at June Lake on the Auto Club party, skiing and throwing snow balls. There was four foot of snow on the ground and the temperature was about 17 early morning and evening, rising to about 40 in the middle of the day. No concussions or abrasions. Her skis are not for sale.

Happy Birthday to you:

	March
T. J. Clifford (Mech. Dept.)	4
Maude Zee Bell	5
Bill Pollach	9
Madelyn Mathews	14
Archie Sharp	16
Irene Falconer	21
Jimmy Gould	23
A. C. McElhinney	23

The General Claim Department undergoing spring house cleaning. Roy Culverwell has moved into a new glass cage. Tower threw out his chest and is drawing chalk lines to designate his own office space.

Kenny Richardson left the service February 28, 1941. Says that he is very sorry to leave such a congenial bunch of people and that he has enjoyed working here and hopes to be back with us at the end of the baseball season. If you happen to be visiting in the same town where he is playing ball, you are cordially invited to sit on the players bench and see the game. We are also sorry to see you leave Kenny and hope you have a successful season.

Special Accountants Labbe and Uecker are too busy with annual re-

ports and income tax matters to impart any news.

A.D.H. and A.E.H. almost daily take strolls down Fifth Street. "The exercise is refreshing", says A.D.H. "The fresh air is invigorating" says A.E.H. "How is the scenery?" asks Dorothy. "What do you think?" says Kinney. "It must be inspiring", says Odessa. "What's going on here?" says Corky. Reporter, "aw nerts".

Mr. Chrystal, how do you like all the fresh air you are not getting? Me too.

ENGINEERING NOTES

By Victor Labbe

Evelyn Emmons, one of our loves, wearing a beautiful diamond engagement ring. Predict the bells will ring in June.

Grey Oliver seen ordering flowers for his girl friend Valentine's Day. Supposed to be a confirmed bachelor.

Jean Fogarty held such high requirements for a better half and now that Evelyn has a ring, Jean says she will consider most any type now just to get a ring. Prefers the David Boyle type.

Jessie Eaton finally got her office furniture settled. All she lacks now is someone to install a cuckoo in her clock. How about it, George Prell.

Betty Demerle and who do you think are looking for husbands. None other than an old friend Nancy Kelly. Well, any one interested, please apply at Room 694, P. E. Bldg.

How about the lunch at Phillipe's, Honorable Jimmy Foster?

Anyone wishing to see a good picture of Donald Lewis? Bill Hibbard will gladly show it.

Why does Tiny Carrington blush when he comes over to the Main office?

Mr. Denton off with a cold for a few days.

Anyone having a Great Dane or Saint Bernard dog please give it to Evelyn Welch for a pet.

Nancy Kelly would like a few more bills to take care of.

H. F. Miller would like to have his vacation early this year.

Lady: "I sent my little boy for two pounds of plums and you only sent a pound and a half."

Storekeeper: "My scales are all right, madam. Have you weighed your little boy?"

"How come you didn't turn out?" demanded the sergeant. "Didn't you hear the bugle blow reveille?"

"Honest, sergeant, I'm afraid I'm going to be a flop as a soldier. I don't know one dern tune from another!"

P. E. POST NEWS

By L. F. Prince

I have been criticized many times for my failure to get my article in the Magazine of last month, so please forgive me. Copy was sent back by the Editor of the Magazine who stated that it arrived too late for publication. Believe me, if the month of February had not dropped in on me so suddenly on Saturday, everything would have been all right.

Some time ago a very good Comrade came to the meeting for the first time in many moons, and was asked to explain his absence. He told us he had been away for quite a time and had taken on the task of being the bread winner for one more member in his family; meaning that he had been married to a very lovely lady whom he now calls Mrs. Harold K. Riordan.

Comrade Riordan also told us that Mrs. Riordan has pledged her support in seeing that he will be with us at every meeting, and that she would be in constant attendance at all Auxiliary meetings. We all congratulate Comrade Riordan in his choice in selecting a mate; but, we would like to hear from both as to their reasons for not living up to their bargain, as we have seen very little of them since the bargain was made.

How many Ex Service men who are employes of the Pacific Electric Railway and who read the Magazine, have not signed up with the Pacific Electric Post of the American Legion? We would certainly like to hear from all of you as to your reason. Why not drop around to the meetings? We will welcome you any time. We meet on the second and fourth Tuesday of each month.

Any organization is what its membership makes it, therefore we need all the new members that we can get to make our program a worth while one, and in order to reach the top every member must put his or her shoulder to the wheel, and we must also remember that it is not always the other fellow that is wrong.

"So Dora took the rich old man for better or worse?"

"No, she took him for worse, but he got better."

Father (devotedly)—I'm spanking you, son, because I love you.

Son—I wish I was big enough, Daddy, to return your love.

"Now, Bobby," said the teacher, "where is the elephant found?"

"The elephant is such a big animal, teacher, that it is hardly ever lost."

Your Credit is Established . . .

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

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

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

PACIFIC ELECTRIC RESTAURANT

6th & Main Streets Station

PACIFIC ELECTRIC RESTAURANT

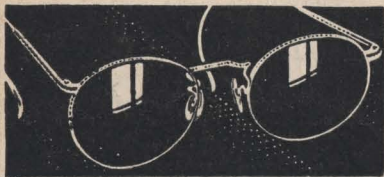
Subway Terminal

PACIFIC ELECTRIC SODA FOUNTAIN

Long Beach Station

PACIFIC ELECTRIC NEWS STAND

Pasadena Station



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 —60 Days
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