

MAY - 1941
PACIFIC ELECTRIC
Magazine



Remembered



Vol. 21, No. 11 May 10, 1941

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

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

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

E. C. THOMAS.....EDITOR

MOTHER'S DAY

On Sunday, May 11th, the world pays tribute to Motherhood. What an inspired thought it was in the mind of the person who originated the idea, but how inadequate it is to have only 24 hours in any one year in which to express gratitude for those who bore us, nurtured us, and guided our faltering steps through babyhood, childhood and into young manhood and womanhood.

Their labor of love does not end there. Throughout the years of their lives they anxiously watch our development, anxiety as to our welfare remains constantly with them; and, even though we reach three-score years before their departure to that other land we are always their little boy or little girl.

What a reflection of that love "that passeth all understanding" they are.

LEAVES HOSPITAL FOR HOME

One of our fellow employees at the Hospital (Ethel Merriam) has finally graduated from the institution, and on Saturday evening, April 26th went to the home of Mr. and Mrs. Robert Dake at Santa Monica, where she will spend some further time in recuperation mid more pleasant surroundings, a devoted sister and a much loved niece contributing heavily to the "spoiling act", while brother-in-law "Bob" does the supervision and keeps things in balance.

As will be remembered, Ethel's injuries occurred on November 11th last, so her term in Hospital has been 5 months and 15 days. Her many friends will be glad to learn of her release, and extend best wishes for her rapid and complete recovery. Gratitude is also extended to the Medical staff of our Company and to the staff of St. Vincent's Hospital for the most wonderful and efficient treatment and kindness extended her during her stay there. More and more our employees are realizing how outstanding our Medical Department is.

JAMES WESLEY MEE

Announcement of the death of James Wesley Mee at Palm Springs on Saturday, April 26th came as very severe shock to his hundreds of friends in Southern California, his demise being caused by a heart attack. For some time Mr. Mee had been in declining health, but at no time had his illness been considered serious by his many friends. On the Saturday of his demise, Mr. Mee and his wife were being taken to Palm Springs by a friend, at which place he expected to remain for a few weeks resting and recuperating. Enroute a slight heart attack occurred, but the journey was continued. Soon after arriving at his destination another and fatal attack occurred, death ensuing about 11 p.m.

James Wesley Mee was born at San Bernardino, California, August 1, 1882.

From July, 1908, until August, 1914, he was employed in station service of the Atchison, Topeka and Santa Fe Railway Company, at San Bernardino. During this period of employment he served as Baggage man, Towerman, Ice Inspector, Ticket Clerk and Cashier. He resigned to go into business for himself, and from August, 1914, until May, 1915, he conducted a transfer and storage business in San Bernardino.

Mr. Mee entered service of the Pacific Electric Railway as Timekeeper, Transportation Department, July 15, 1915, later was in the Passenger Traffic Ticket Stock and then Arlington. May 2, 1921, he was appointed General Agent at San Pedro, and served in that capacity until the organization of the Harbor Belt Line April 30, 1929, at which time he was made Joint Terminal Agent at Los Angeles Harbor and Assistant to General Manager, Harbor Belt Line Railroad, serving in that capacity until August 1, 1933, at which time he was appointed General Manager of the Harbor Belt Line Railroad.

Memorial services for Mr. and Mrs. Mee were held Wednesday, April 30 at the First Methodist Church at San Pedro, the officiants being Revs. Frank H. Ross and Thomas Grace, the Masonic Lodge No. 332 also conducting its rites, Mr. Mee being a Past Master of the Order.

Interment was made at Forest Lawn Memorial Park in Glendale following the services at San Pedro.

To his bereaved family most sincere sympathy is extended.

MORD F. MILLARD

Many of the older employees of the Company will regret to learn of the death of Mord F. Millard, retired, who for more than 30 years was employed in the Terminal Freight Department under the supervision of

J. W. Anderson, who also retired from service a few years ago. Mr. Millard passed away early in April at the age of 75 years, at his home in Maywood. He was a resident of the city of Long Beach from 1906 until 1919, moving from there to Maywood. He leaves the widow, two sons, Lyle of Pomona and Ralph W., Advertising manager of the Fresno Bee at Fresno; two sisters, Mrs. Charles F. Barrett and Mrs. Ina Purdy, both of Oklahoma City; a brother Frank Millard of Kansas City, Mo.

LOYALTY'S SYMBOL

To the Editor's desk a day or so ago came a note from an employee in the Los Angeles Freight Terminal, announcing the tragic end of a faithful friend; a tribute to a canine waif that came to that department several years ago and was adopted by the men of that department. In his doggy way he repaid their kind ministrations with a devotion that only people who love dogs fully appreciate.

"Chinaman", the faithful watch dog of the Los Angeles Freight House, was struck and killed by a hit and run driver on Monday the 28th at 12:15 A. M. Chinaman was making his usual rounds with Mike McCaffery, the Night Watchman, when he was hit by a speeding Model "A" Ford.

Chinaman was a small dog with a gray and white coat. It would be very hard indeed to say what breed he was. He was just plain dog. He came to the freight sheds about five years ago. The dog was a wild little mut who looked like he had suffered abuse. He wouldn't let anyone go near him until the late Mr. Black, former Foreman of the sheds, made a peace offering which consisted of food and water. Mr. Black made a bed for him in his own office which has been his home ever since. The other men took up a collection and purchased a case of dog food for him. "Chinaman," being an honorable dog, wanted to repay the men for their kindness so he gave up the open road and settled down to work. He appointed himself official watchdog of the sheds and worked very hard. A stranger would have a hard time entering the sheds at night without his presence being announced by "Chinaman".

A more satisfactory bed was furnished by Mr. Baird of the Eastern Outfitting Company who donated a small mattress. "Chinaman" received a bath at regular intervals from Henry Tetsal who is better known as Hank.

It is needless to say that the little dog is greatly missed by all who knew him. They not only lost a good worker, they lost a good friend.

This Looks Like A World Record

Long Beach Patron a Continuous Commuter for 39 Years

When you take into consideration the fact that one person has been riding on one line of railway for a term of 39 years, commuting every working day between two points 23 miles apart, it starts one to figuring on just what that man has accomplished in the way of a travel record.

Let's see how it figures out:

Suppose he traveled 26 days per month, averaging the months at 30 days each, and subtracting four Sundays from each month. That makes 12,168 round trips he traveled in 39 years.

The round trip distance between Los Angeles and Long Beach is 46 miles. 46 times 12,168 gives us the total miles traveled in 39 years as 556,728; or, 22 $\frac{1}{4}$ times around the world at the equator.

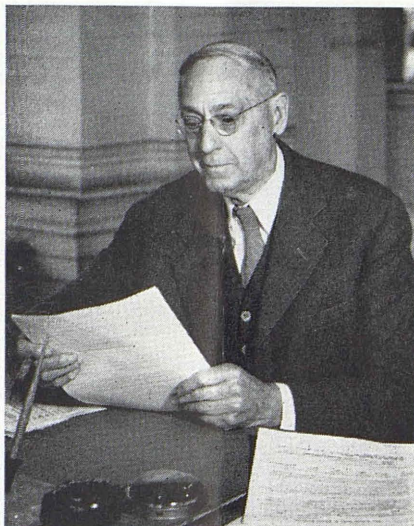
That is the record of C. F. Iredell, commuter extraordinary of the Pacific Electric Railway. AND, he is still travelling every day.

Recently knowledge of the travel habits of Mr. Iredell came to Trainmen A. D. Fortna and H. W. Jenkins; and, at the request of Mr. Fortna the following statement was secured from Mr. Iredell:

"I moved my family from Los Angeles to Long Beach May 30, 1902, and on the following day began commuting to Los Angeles on the S. P. L. A. and S. L. Railway (now the Union Pacific). The Pacific Electric finished their line and the first passenger service started on July 4, 1903. Soon after this date I changed from the steam road to the P.E. and have continued ever since.

At that time the Los Angeles Terminal was at 9th and Main Streets where they had an old car or shed as a ticket office and as I recall, the round trip fare was 25c and there was one car every 15 minutes. The Motorman sat in the center of the front of the car and passengers boarded cars at either end. One conductor frequently got off the car at each stop and after seeing that passengers were on at each end, would call, "Let's go!" and on we went.

Later on they ran a "Flyer", I believe once an hour, or if car was late getting in, it would go out as a "Flyer". It was not required to stop at each street car crossing in L. A. at that time and at the steam road crossings the conductor would get off the front end of the car while in motion, and run ahead to signal; so it was not necessary to stop and generally after leaving 9th and Main on the "Flyer" the first actual stop would



C. F. IREDELL

be at Broadway, Long Beach, for the S.P. Crossing and we frequently made the trip to Long Beach station in 25 to 27 minutes.

One evening, coming down, the conductor came through the car calling: "This is the Flyer! Don't stop nowhere!" As a matter of fact, we did stop at Long Beach. Later on, as traffic grew they added more cars until 5-car trains were common during morning and evening hours. One evening with a five-car train we came up to a four-car train stalled on account of some trouble and pulled in to Long Beach with a nine-car train.

During the early period the regular trains made local stops all the way and during the strike, when conductors were few, after stopping it took some time to get signals to the motorman which delayed us and one evening I gave the signals for our car; also there was an air control for the trolley only at one end of the car and on a two or more car train the conductor would place the trolley and then run to the other end of the car to close the valve, so I often handled the valve for him. During one heavy flood the bridge above Las Cerritas washed out and we had to make the trip via Wilmington.

The advent of the "Express" trains was a great relief to Long Beach passengers. The continued stopping was very tiresome to the through passengers. Having been a railroad man (steam) myself over 60 years ago. I can appreciate what a few seconds gained here and there means in numerous stops; there are very few of the trainmen I know by name, but I was always glad to have Mr. Mooney as Motorman on the 7:14. When we reached Slauson Junction you could

almost safely set your watch at 7:41.

Taken altogether the trainmen of the Long Beach Line are a fine body of men; very courteous to passengers, and especially to strangers, and I have had a great deal of pleasure in knowing at least their faces all these years. The service given passengers has, for the most part, been excellent; but of course there were and are times when unforeseen circumstances occur which cause delay. During all this time I have been in only one accident where I was injured. Was on crutches for a week, but made the trip every day however.

C. F. Iredell."

P.S.:—Am still riding every day.

PACIFIC ELECTRIC CAMERA CLUB

By EARL MOYER

The meetings during April 1941 were given over to a more or less informal discussion of photography in general. We were glad to see some of our members there that have not been to the meetings for some time.

FLASH

The meetings of May 7th and 21st are going to be well remembered by those who attend.

On May 7th our own Doctor Castanares is going to show us some pictures that will be well worth seeing as well as worth your while, also you may never again have a chance to see some of the pictures which he has to show that night, so you had better be there.

On May 21st the Defender Products Company representative will give us a talk on photographic papers and their use. This should be very interesting not only to those who do their own work but also to all of our members who take pictures.

The Camera Club is doing everything possible to encourage the members and employes of our company to send in pictures for the possible use in the Magazine and I personally want to thank those who are doing a good job even though there are only a few. Keep it up.

It is proposed to hold a Salon in the Club in the near future and we invite all to send in pictures for this event. We would like to have prints at least 5x7 inches or larger. However SEND IN YOUR PRINTS and those of real good quality will be enlarged by the Camera Club for you if you cannot get it done yourself. Of course it is better if you can do them as it gives you more credit than having some one else do them. Remember if we can get enough pictures sent in we can and will offer suitable prizes BUT we must have a lot of them to make any kind of a showing.

I know from my range of knowl-

edge of our employes that we could have thousands of prints if you would only send them in. So come on and lets have them, send as many as you like and we will have a board of Judges go over them and you may be one of the lucky ones.

One of the real workers in the Camera Club is Ken Pomeroy who not so long ago did not know much about the work but has made good use of his membership to learn and you can see from the picture of his son Rex shown here in the magazine that he has learned quite a lot and his work is getting better each time he goes to work in the dark room.

We are very glad to see some of the other Department writers are getting pictures in their columns and we hope others will follow their lead.

Our good friends (?) Walt Wat-chall said last month that he had



REX LEE POMEROY
Son of Mr. and Mrs. Ken Pomeroy,
Accounting Department.

some pictures that the Camera Club did not take and he proceeded to show a few (dern him). Well the Camera Club has some pictures that it may not have taken but which it can show too and believe me some near issue of the magazine is going to have a PIP of our old pal W. W. and don't miss it as it will be well worth your looking for it. You'll be surprised and so will the all seeing eye Wat-chall. Putting all kidding aside, we are very happy to see Ray getting along so well and the Camera Club wishes him lots of good luck and we sure appreciate his contributions each month for our fun and laughs. More power to you Ray.

To Honor Retired Employes At Picnic



PICNIC EXECUTIVE COMMITTEE

Front row (seated) left to right, Mrs. Morgan, Mrs. Hall, Mrs. Bush and Mrs. Cram. Standing, Messrs. Walter Devlin, Chas. McLellan, E. C. Meyer, Frank Miller, Treasurer; Frank Wisdom, Geo. T. Brown, General Chairman; Fred Vieth, Larry Burke, John Kinkel, Mrs. Pond, Mrs. Chas. Lewis, Eleanor Jakes, Secretary; S. M. Collins and Arthur G. Parker, Co-General Chairman.

The second annual picnic of all employes in honor of Retired Veteran Employes of the Southern Pacific Co., Pacific Electric Railway Co., Pacific Motor Trucking Co., and San Diego and Arizona Eastern Ry. Co. will be held in Griffith Park Sunday May 18, 1941, from 10:00 A.M. to 4:00 P.M. Riverside Drive entrance.

All employes, their families, and friends are invited to be there and take part in the activities. There will be baseball, tennis, races, and many other features; also plenty of entertainment, etc., and also provides a chance to renew old times with those employes who are on our honor rolls.

A 21-jewel "Ball" railroad watch will be given to the lucky Pensioner who holds the lucky ticket, also other prizes will be given to winners of the athletic events.

It is hoped that all employes of

the Pacific Electric Family that can will be there to help make this a big success. We want to show our retired employes that we still think of them even though they are not with us every day as in the past. The employes and families of the other companies are coming from all over California to be at this gathering.

REMEMBER THE DATE—MAY 18, 1941 — PLACE — GRIFFITH PARK, LOS ANGELES — TIME, ALL DAY.

Coffee is FREE. Bring your basket lunch and COME EARLY.

This picnic is made possible by your generous donations and purchase of dance tickets recently and your Committee wishes to take this means to thank each and every one of you for your support and we hope to see you there.

—The Picnic Committee.

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Bowlers Celebrate Season's Close With Food And Oratory



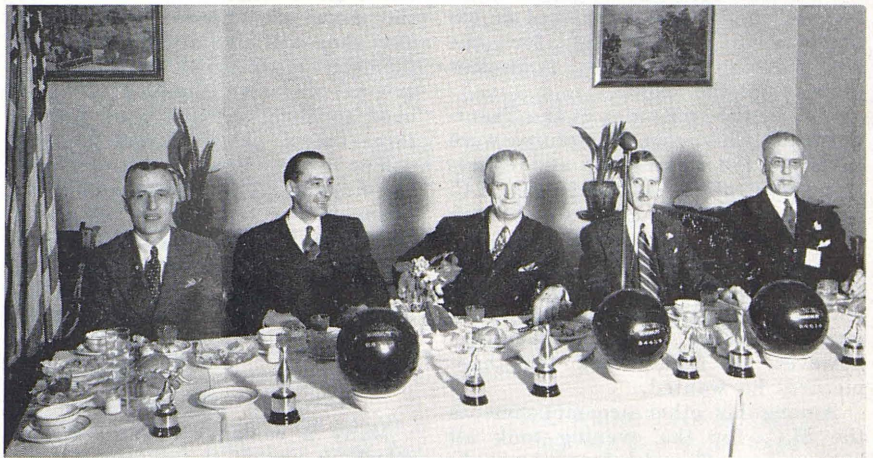
Over at the Vogue pin emporium our two divisions of the Pacific Electric League met in mortal combat Saturday night, April 19, and what a set-to. When the smoke (and powder) cleared away the honors were about equally divided. The "Champs" turned out to be Les Lutes' Freight Service five, made up of Charlie Oliver, Herm Grenke, Joe Krug, R. Vanderpool and Lutes. This gang did what the Western teams were unable to do all season long, they gave the Claims team an arctic pasting to the tune of sixty-five pins.

The balance of the Eastside teams with the exception of Washington Street, bowed down in defeat before their Westside rivals. Washington Street took the Electric Department gang into camp by the narrow margin of four pins. Some of the victories for the Westside teams were almost as close, Ted Cuccia's team dropping their series by but 9 pins.

The climax, and biggest night of the season took place in the Transportation Club on the night of April 26. Some 85 strong, the P.E. bowl-

ers took over the banquet room and the Master of Ceremonies was none other than our good will ambassador (bet that's the first time he was ever

during his orations. The M.C. had some rather stiff competition from one of the better known residents of Long Beach for a time but when



called an Ambassador though he had other cognomens) Neal Bonaparte Vickrey. Neal really handles a mean microphone and kept the gang of pin smashers on their toes

Grenke got his second and third helpings of turkey he bogged down and Neal had clear sailing.

Our President, Les Lutes, who by the way did a mighty fine job this



year although confronted by the dif-branches of the League and who has a lot of appreciation due him for his fine work, had his hand on the gong in order to keep a close rein on the M.C. but everything went on smoothly and there wasn't a squawk in the house.

The bowlers were certainly agreeably surprised when Neal showed up with four bowling balls instead of the customary two balls which the P.E. Club has been giving annually for high series and high game prizes. Those good enough to take down balls this year were Dot Beranck, Wes Chase, Ted Cucia and John Huebener. Did you hear the ovation Dot got for her brilliant 616 series.

Prize winners for high series and high game prizes during the season were J. S. Loveys, F. Maddy, D. Houston, C. Oliver, R. M. Jones, H. Grenke, V. Brantley, J. Gowanlock, J. Shafer, and Schuyler, of the Claim team.

Each member of the winning Freight Service team on the East side and of the Claim Department team on the West side received an exceptionally nice trophy for the championships in their respective divisions of the league.

During the festivities at the Transportation Club, several pictures were taken of the essemblage and everything went along O.K. until the M.C. got too close to the camera and stuck his big gourd in front of the lens. This simply resulted in the flashlight globe going pfft—and the cameraman was heard to mutter something about working under difficulties, however, he finally took the three pictures he wanted.

Among his other accomplishments the M.C. for the evening took all honors in coffee drinking, he only guzzled 9 cups of Java during the session. What a man, that's the best individual effort we have ever seen by man or beast.

Entertainment was furnished by a very accomplished singer, recently from Australia, who was secured through the efforts of Artie Booher of the Whittier Atlantic Alleys. His rendition of several songs was well received.

It is rumored that before calling it a night, after leaving the banquet, a considerable crowd of the **younger** bowlers went out to the Duck Inn for a little something. The Pres. was there and was introduced to the crowd and was well received. After fussing around for a time listening to the reasons why the various clubs didn't do better this year, the bunch dispersed and so was rung down the curtain on the P.E. Club League bowling for the season. All will agree it has been one of the best seasons yet.

Before closing, and packing the bowling balls away for the summer, wish to call your attention to the three women's teams who have just finished competition in the P. E. Bowling League.

It is a pleasure to state that all three of our ladies' teams have secured sponsors in the forthcoming W.I.B.C. This was accomplished through the very splendid efforts of Mrs. R. M. Cobb.

The teams are to be known as: Whittier-Atlantic No. 9, Marion Luttes, (Captain), Frances Montgomery, Elsie Oliver, Clara Robertson, and Cora Wilson. This team bowls at the Vogue 8:00 P. M., May 15.

Arcade Recreation No. 1, Bessie Chobotsky (Capt), with Rose Cooper, Odessa Carter, Frances Houston and R. Bailey assisting. This team as well as the Arcade No. 2, consisting of Dot Beranek (Capt.). Ann Shafer, Laska Kinney, Gladys Crownover and Margaret Chase, bowl at the Vogue at 7:00 P.M., May 16.

From the great competition our ladies gave the stronger sex during the past season, we are confident that they will give a good account of themselves in the W.I.B.C. and everyone who can possibly do so is urged to turn out and root for our three teams. Don't forget the date—The Vogue Bowl, 9th and Grand, Los Angeles. The first team goes into action 8:00 P.M., May 15. The other two 7:00 P.M., May 16. Be there. The more rooters the better the lassies bowl. Show up and make it a howling success for the P.E. bowlers.

Adios,

Don Houston.

Many a romance begun beside a splashing waterfall at a summer resort has ended beside a leaky water faucet in a kitchen sink.



With every Radio program receiving awards for the best this and best that, Walter Watchall sets up his Microphone in the Lobby of the P.E. Bldg., and interviews prominent P.E. people on "WHAT IS YOUR FAVORITE RADIO PROGRAM". So here we go to the Lobby . . .

"Howdy, Folks, this is Station WOW broadcasting from the P. E. Lobby. Here comes some of the folks now. Well, it is Bob Labbe. What is your favorite program, Bob? B.L.- "I was a great admirer of Jimmie Allen, but now I listen to Captain Midnight. Every night I dash home, strap myself in the easy chair and turn on the radio. Boy, do I get thrilled."

Well, here is Glenn Humphreys. Who do you like, Glenn? "Dr. Christian is my choice. He is so real that the other night I was standing by the radio with two bottles of iodine and bandages."

Here comes the Special Agent, Mr. McCullough. What is your favorite program, Mr. McCullough? "I go for Gang Busters in a big way. That is one program they put over with a bang."

Here is Mr. Lovell. What is your choice, Mr. Auditor? Mr. L.A.L.- "I used to listen to the Grouch Club, but no more. From now on it is the Marriage Club for me."

Here comes Ruth Bushard. What is your choice, Ruth? "I like the Lux Program, it is so clean, and reminds me to wash my dainty little pink ears."

Hi there, Russ Schaeffe, what is

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your choice? R.S.- "I hate radio, it gives people ideas. The other night I came home late and the little lady meets me at the door with the rolling pin, and what does she say? — 'Truth or Consequences'."

Here is Charlie Sein. What is your radio program, Charlie? C.S.- "I listen to the Ball Game when the Angels are winning, but when they get behind I turn it off. Haven't been listening much lately."

Here is Archie "Double Sugar" Sharp. Who do you like, Archie? A.S.- "I always listen to the Lone Ranger and then my wife sends me to bed."

Gee, here is the editor. Who do you like, Mr. Thomas? Mr. T.- "When Presses Roar. Then I am through with the Magazine for another month."

Here is George McClure. Who do you like, Mr. McClure? G.M.- "Calvacade of America. I was on him when he won the Kentucky Derby."

Well, here is D. Beranek. What is your favorite program, Dot? D.B.- "Bob Hope is mine. It reminds me of my hope chest."

Here is Gladys Sunday. Who do you like, Gladys? G.S.- "I like Orphan Annie. Her many adventures are like mine in the office."

Here is Mr. Vickrey. Who do you like, Vickrey? N.V.- "Radio needs talent. I should be in Radio. I would stop the show."

Here is Floyd Gill. Who is your favorite, Floyd? F.G.- "Fibber McGee for me. They must wax that half hour, it slips by so fast."

Here is Joe Smale. Who do you like, Mr. Smale? J.S.- "Take it or leave it" for me. When I cash the checks, if they leave it, I will be glad to take it."

Here is Al Smith. What is your choice, Al? "The Signal Program for me every time."

Here is Marion Snowden. Who do you like, "Winchie"? M.S.- "I am not talking, but Bing goes my heart every time he sings."

Here is Mr. Slater, a special agent. Who do you like, Mr. Slater? "Don't bother me, I am looking for Phillip Morris."

Here is Henry Eggert. Who do you like, Mr. Eggert? Mr. E.- "Grand Central Station is my choice."

Here comes George Perry. Who do you like, George? G.P.- "I listen to Superman. It is just like looking in a mirror to me, I can just see myself."

Well, of all people, Marty Cramer. Who do you like, Marty? "My favorite program is 'I was there'. The cop just chased me out of Griffith Park when I wanted to fix my car."

My, My, Willis Broows. Who do you listen to, Willis? W.B.- "I've been

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telephone girl at Torrance so much, I like the telephone program."

Who is this coming? Oh yes, it is Grace Anstead. What is your favorite program? G.A.- "Information, Please." I like to hear other people answer questions for a change."

Blow me down, here is Mr. Swanson. What is your program, Roy? R.S.- "Now that I am wed, it is 'We, The People,' and say, Watchell, my wife wants to know why you always talk about my big feet." W.W.- "Doesn't that lady ever notice anything but your big blue eyes?"

Well, well, here is George Jehl. What have you to say, Mr. Jehl? G.J.- "Did I tell you the story about the traveling salesman—"

This is Station WOW signing off, before Mr. District Attorney puts us in the Dog House."

Insurance salesman—"Now that you are married and have the responsibility of a wife you surely will want some life insurance."

Bridegroom—"Insurance- Shucks, no. Why, she's not the least bit dangerous."

THE P. E. MASONIC CLUB

By E. J. Hasenyager

There will be NO regular business meeting in May all our efforts being put forth to make the ANNUAL MAY PARTY a huge success and that is what it really turned out to be. Some 200 strong our members and their ladies reported at the Rice Bowl in New China Town on North Broadway and enjoyed an excellent dinner, witnessed an unusual Floor Show and danced to the delightful music of Jack Stewman and his Orchestra. Those who failed to attend this party missed a most enjoyable evening.

Several of the ladies whose birthdays fell in the month of May were especially honored and presented with a birthday cake as a surprise feature of the evening. Of course none of them told their age but all enjoyed the surprise, and the cake.

June 18 at 7:30 P. M. will be our next regular business meeting and we hope you will all plan to attend. Our Entertainment Committee again promises to maintain the standard of entertainment furnished in the past.

Our Club will again sponsor a boy freshments as usual. Don't forget June 18, 7:30 P. M.

Our Club will gain sponce a boy at "Boy's State" this year. It is hoped that the boys of several of our members will compete for the honor of attending this gathering and learn the fundamentals of government from actual contact and experience.

THE AMERICAN'S CREED

By William Tyler Page

I BELIEVE in the United States of America as a Government of the people, by the people, for the people, whose just powers are derived from the consent of the governed; a democracy in a republic; a sovereign Nation of many sovereign States; a perfect Union, one and inseparable, established upon those principles of freedom, equality, justice and humanity for which American patriots sacrificed their lives and fortunes. I therefore believe it is my duty to my country to love it; to support its constitution; obey its laws; to respect its flag, and to defend it against all enemies.

He looked like one of the most stupid animals ever born of a mated union, but Alec always was bragging about his dog's intelligence.

"He can't do a single trick, I haf to admit, but when I ask him, 'Are you comin' or hain't you?' he either comes or he don't."

PACIFIC ELECTRIC CLUB MONTHLY BULLETIN

P. E. Club Dance:

Friday, May 16:

Monthly Club Dance—Free dancing from 8:30 to 11:30 p.m. to the toneful melodies of a Popular Dance Orchestra. This will be your last chance to enjoy an evening on the spacious Club Ballroom floor until September. No dances during June, July & August.

P. E. Women's Club:

Thursday, May 8:

Business Meeting, Program & Election of Officers for coming year—1:00 p.m.

Thursday, May 15:

Semi-monthly Card Party—1:00 p.m.

Monday, May 19:

P. E. Women's Club Outing to Catalina.

Thursday, May 22:

Business Meeting, Program & Installation of new Officers—1:00 p.m.

P. E. Rod & Gun Club:

Wednesday, May 14:

Monthly Business Meeting—7:30 p.m.

P. E. Agents' Association:

Saturday, May 10:

Monthly Business Meeting—7:30 p.m.

P. E. Camera Club:

Wednesday, May 22:

Semi-monthly Business Meeting—7:30 p.m.

Wednesday, June 4:

Semi-monthly Business Meeting—7:30 p.m.

P. E. American Legion Post No. 321:

Tuesday, May 13:

Semi-monthly Meeting—8:00 p.m.

Tuesday, May 27:

Semi-monthly Meeting—8:00 p.m.

Tuesday, June 10:

Semi-monthly Meeting—8:00 p.m.

American Legion Auxiliary Unit No. 321:

Tuesday, May 13:

Semi-monthly Meeting—8:00 p.m.

Friday, May 23:

Monthly Night Card Party—8:00 p.m. Prizes to winners and refreshments.

Tuesday, May 27:

Semi-monthly Meeting—8:00 p.m.

Tuesday, June 10:

Semi-monthly Meeting—8:00 p.m.

Educational Classes:

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

WOMEN'S CLUB NEWS

By Mrs. Lloyd E. Murphy

At the regular meeting on April 10th we learned many things about early California history, when Mrs. Fernald brought her old pictures and souvenirs and told us of the early life around Santa Cruz, Monterey and Los Angeles. Most of it taken from her own family history.

Mrs. Adams gave her hospital report of 57 calls at hospital in March.

Our Catalina trip is scheduled for May 19th so get your requests for rate orders in early if you plan on going.

A good time was had by all that attended the party at the club rooms on April 15th and thanks to the board members and their committee for a good dinner.

On April 24th while waiting for our guest speaker, the members joined in community singing, and one member told of her first experience on a Pullman Sleeper over 20 years ago. "Nuff" said. Come to the meetings, ladies, and you won't miss anything.

Then our speaker, Mrs. Albert Hill, newspaper columnist, spoke to us on the Latin America countries, telling

FRIDAY

MAY 16th, 1941

LAST DANCE OF SEASON

Friday, May 16th, 1941, is the date of the next monthly Club Dance. This will be the last dance until September. Make up a party and enjoy an evening in the Spacious Club Ballroom.

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

us of the many products of those countries that we depend on for supplies that are not produced in the United States. A very interesting talk enjoyed by all.

Mrs. Rambo, card party chairman, reports only two more card parties for the season's high scores for big prizes.

Our Red Cross unit has finished over 500 garments for their April work, and from headquarters comes the report that we have turned in some of the finest work and knitting that they have received so far, so we are proud of our workers.

CLUB CAFETERIA UNDER NEW MANAGEMENT

The management of the Pacific Electric Club wishes to announce a change in personnel of the Club Cafeteria, which is now under the management of Mr. and Mrs. Stephen Prutzer.

The kitchen and preparation of all food is under the supervision of Mrs. Prutzer who takes pride in seeing that all food is properly cooked and seasoned the same as a home cooked meal.

The carving and serving is under the supervision of Mr. Prutzer who is a Chef of long standing and has had experience in some of the largest hotels in the U. S. A.

After a two month trial we are

glad to report that the quality of food by far excels any that has been served since the Cafeteria has been in operation.

Suggest that you give the Club Cafeteria a trial the next time you have lunch around the P. E. Building.

LEGION AUXILIARY NEWS

By Alice Newman

The meeting of April 8th was another trip which was a grand success. We were entertained by the members of Covina Post No. 207 and its Auxiliary. Our membership turned out nearly one hundred percent, that's one way of getting the members to attend our meetings.

Please remember it will soon be time for Poppy Day, and our Chairman Phyllis Withee hopes to have everyone to help for as many hours as possible. She will have full instructions for us at the meeting of May 13th. Try to attend.

Our next card party will be held the "fourth Friday" in May, the date May 23rd, 8:00 P. M. Prizes awarded to high score for Bridge, Pinochle and Bunco. Refreshments will be served. Admission 25 cents. The public is invited to attend.

P. E. RY. POST TO VISIT VENICE

By James E. Davis

We believe the P. E. Ry. Traveling Post is an innovation in the American Legion. As far as we know, no other post goes visiting in a body, by special train. This is a privilege for which we are very grateful to the P. E. Management. This post has visited Long Beach Post. April 8th we went to Covina: Tuesday night, May 13th, we expect to visit Venice Post No. 177. Members will be notified by mail, when and where they are to meet for this trip.

April eighth, twenty-six members of our Auxiliary Unit, rode in President O. A. Smith's private car, the "1299." Twenty-three Post mem-

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

bers, two distinguished guests, with the Sons and their guests, (who were helping them get started,) rode in the trailer, car "1217." Our Comrades composing the train crew were: W. E. Stewart, Hogger; H. K. Riordan, Brains and Second Vice Commander K. M. Brown, Who Anchored the train for a while near El Monte Tower.

En Route, to Covina, Pacific Electric Squadron 321, Sons of the American Legion, held their first election of officers. Officers elected were: R. C. Milnes, Captain; G. M. Brown, 1st Lieutenant; Jim Davis, 2nd Lieutenant, Leonard Eastwood, Adjutant, John Eastwood, Finance Officer, Don Harris, Chaplain, and Howard Harris, Sergeant-at-Arms. Jack Crawshaw, 23rd District Captain, S. A. L. opened the meeting while Norris Baronian, 1st Lieutenant, 23rd District, S. A. L. acted as Adjutant. Clifford Scott, chairman of the 23rd District S. A. L. Committee, and George Withee, Captain of Long Beach, Squadron 27, also assisted at this meeting, as they did at the former meetings. We wish to thank them, one and all for their kind assistance.

Our Post voted to contribute five dollars, to the entertainment fund, for the First Annual Convention, of the Gold Star Mothers, to be held in Los Angeles next June.

Covina Post 207 advanced their meeting date six nights, so that they could entertain us on our regular meeting night. Commander C. C. Toland, with a delegation from Covina Post, met us at the train and escorted us to Memorial Hall, where the joint meeting was held.

Commander C. C. Toland, turned the meeting over to our Commander, W. E. Sames, who with a short speech presented our Adjutant, 23rd District Chaplain, C. A. Newman, he presented the members of our Post individually, and the Auxiliary Unit and Son's Squadron en masse. Our Post Finance Officer, General Freight Agent W. K. Knoche, representing our post and the P. E. Management, made a witty speech, thanking Covina Post for the opportunity of visiting them. Auxiliary Unit President, Myra Belle Clemons made an interesting talk. Covina Post Adjutant Jerome L. Becky, was busy keeping minutes of the meeting.

23rd District Chairman, Inter Post Committee Parker declined his chance to talk. J. J. Mac Gillvary, 23rd District Commander, congratulated our post on its splendid record. He paid special attention to the Hospital Visitation Program which has been so capably carried on by Chaplain F. W. Nichols and Comrade L. F. Prince. Comrade Prince has returned from Arizona, and is now a

ATTENTION!
RETIRED RAILROADERS
 The Los Angeles Chapter invites you and your family to a "Get-Together" at Sycamore Park, Los Angeles, Thursday, May 22. Interesting entertainment and distinguished speakers. All day picnic. Bring your lunch. Free coffee. The officers of the new Chapter specially invites all retired Pacific Electric employees and their friends.
 T. A. Miller,
 President

member of Co. 12 Sawtelle. His address is P. O. Box 277, National Military Home, Los Angeles.

Next on the program was a very interesting and amusing entertainment by our Comrade Art Pabst and his Schooner Hill Billy Synmphony. I believe this is an amateur organization from Alhambra. I hope we will see and hear them again when we visit Venice Post.

April 22nd: Our genial Chaplain is back on the job after a short "vacation" caused by a leg injury. We were very glad to see his smiling face again. Comrade Basil Schnitzer joined our post and Bobbie Eugene Johnston, joined our Son's Squadron.

Comrade Jack Young, University Post 351, 23rd District Sergeant-at-Arms, is a candidate for District 2nd Vive Commander. He outlined his program, of what he would try to do if elected. We were especially interested in, and heartily endorse that part of it where he said if he was elected all veterans in Hospitals would receive cigarettes, instead of just Legionnaires. He was accompanied by Comrade Earl Snyder from the same post.

Remember P. E. Ry. Post is the family post, bring the whole family to our next meeting. If they do not already belong, they can join on our way to Venice to visit Post 177.

OBITUARY

We are sorry to have to announce the death last Tuesday night of a Son of the American Legion, Charles Edwin Bone, of Squadron 321. He died as the result of an auto accident, which occurred last Sunday. He was 17 years old and had become a charter member of our Son's Squadron. He leaves behind an older brother, also a member of Squadron, and his father, both of whom are named Alfred Walter Bone.

Comrade Alfred W. Bone Sr., is a charter member of this post. For several years he has been Chairman of the Inter-Post Relations Committee. He has also been active in other Veteran's organizations having filled

several offices in the Disabled Veterans of the World War. He served in the Engineers, and is now in the signal maintenance department of the P. E. Rry.

Every member of P. E. Ry Post, Unit and Squadron, joins with their many friends in offering their sincere condolence to Comrade Bone and his son in their sorrow over their great loss.

P. E. ROD & GUN CLUB

By Arlie Skelton

We were still having unusual weather at the April meeting but most of our members are beginning to believe Portland, Oregon has become a suburb of Los Angeles and such high fogs are to be expected. So a fairly good attendance was on hand. It reminded one of an afternoon at Santa Anita for almost everyone was displaying a "duce", but it proved out later they were just trying to get their deposit down on their reservation to the annual opening of the trout season at the P. E. Camp and Lake Arrowhead. C. G. Gonzalez was grabbing duces faster than a hand bookie in a pool hall. No questions were asked about odds. The twenty boats which the Club reserved from the Arrowhead Company several months ago were soon taken up. Now all late comers will be forced to fish from the shores or make their own boat arrangements.

Much concern was shown over the prize list this year. It seemingly being made shorter. However, a look at the records showed about \$75.00 worth of prizes left over from last year. Those who register their fish can only claim so many prizes, those who do not cannot claim any. Results: Prizes are left in the show case.

One-third of 1941 is gone, a good run of ocean fish has been on all winter and lots of fish have been caught, yet a very few registration cards have been turned in. So, if you members are not going to register those small fish what good is to come of the Club buying a lot of prizes to be left on the shelf another year. However, there will be plenty of prizes for those who do hunt and fish and then register their catches.

Field Captain J. S. Hains announced there would be five prizes offered on deer heads this year and would consist of merchandise orders on any sporting goods store you choose to make your purchase from and of course you can make your own selection of merchandise. First prize to be a ten dollar merchandise order, then graduating down to six dollars for fifth prize.

W. G. Knoche, who does not hunt but usually manages to snag fourth

or fifth prize in the trout division was on the floor immediately to protest the discrimination between the low prize offered for trout compared to low on deer head.

I might clarify this discrimination by explaining there is a vast difference between hiking into camp, cold and wet with a ten inch trout, compared to hiking into camp, hot and dry with a one hundred and fifty pound buck draped around your shoulders, and having deer ticks crawling in your hair and all over your body. And do they tickle.

"Sitting Bull" Scott Braley kept very quiet during the meeting, came to life once to point out the fact, where the Colorado river borders Calif. it is legal to fish the entire river, either side from boats, and register your fish in this Club, providing they are weighed on California scales — sounded like a dig eh?

Legislative Committee Chairman H. P. Bancroft felt a gentle slap on the wrist when W. G. Knoche asked what that Committee was doing about certain fishing bills now before the State Legislature. Mr. Bancroft answered Mr. Knoche through the chair by stating, his interpretation of the duties of the Legislative Committee, only concerned the rules and by-laws of this Club. Interpretation sustained by the chair.

D. E. Porter stated one of the bills before the Legislature concerned the opening of District 19A to commercial fishing and other bills pertaining to certain fresh water fishing.

B. F. Manley stated in the past such matters had been handled through the Southern District Sportsmen Association of which we were a member but due to the fact no reports had been forthcoming from them this year there is some doubt as to whether they are still operating.

A motion was made by J. B. Rogers and seconded by J. R. Johnson, the president of this Club appoint a Legislative Representative to check up and determine in so far as possible what bills are before the Fish and Game Committee and what action if any, this Club might take in such matters.

The appointment had not been announced at the adjournment of the meeting. President E. L. H. Bisseneger, having taken the matter under advisement.

One of the Rod and Gun Club organizers and President for the first three years of its existence, Mr. J. D. Dierdorff has been contacted and it is the hopes of this Club to have Mr. Dierdorff present at one of our meetings some time in the near future. We hope to have lived up to Mr. Dierdorff's visions and expectations of this Club when he was working so

hard to make it click away back yonder in 1916. Several of his old cronies are still in there plugging for the welfare of the old Club and we all believe it is still clicking. Due to circumstances over which he has no control. Mr. Dierdorff has been forced to dispose of many of his prized rods and guns in order to obtain the necessities of life. It has always been the policy of this Club to lend a helping hand to a fallen member in so far as the members can. Therefore, we have placed on display in our show case Mr. Dierdorff's valuable Parker shot gun. The excellent care which this gun has always had has retained its newness. It is equipped with case and five boxes of shells and we hope some worthy member will be able to take over this gun.

While most of we dads have long since obtained our favorite fowling pieces, this gun is 20 gauge and would make an excellent gift for junior. Don't forget your next regular monthly meeting will be held May 14th. See you then.

FLASH!

Rod and Gun Club Outing to P. E. Camp for the opening of trout season May 1st.

Forty-two members braved the inclement weather to try their luck again on luring the wily trout. A total of 361 trout were registered in at the camp by noon.

The trout averaged about fourteen inches in length and were plenty game and fat. Top honors went to Jack Quinn for catching the biggest trout, which measured 16- 1/16 in. Prize awarded was \$3.50.

L. L. Lloyd took second prize of \$3.00 with one measuring 15-11/16 inches. Stoude was third with one measuring 15 1/2 inches. E. H. Pierce was fourth for \$1.50 with one measuring 15 inches.

D. E. Porter beat Wm. Knoche for fifth prize with one measuring 14-7/8 over Knoche's 14-3/8. Ned Rich ran true to form by landing his usual one fish. Ned declined to measure it. H. Williams caught the most fish; it taking fifteen to make his limit. Most limits were made up of ten to twelve fish.

The lake seemed to be teeming with trout looking for good eats and plenty action was had by all the members.

An election board in a Southern town was counting ballots when they came across a Republican ticket. Not finding anything wrong with it, they put it aside until they had time to decide what to do about it. After a while a second Republican vote showed up.

"The son-of-a-gun voted twice," said a judge, "throw 'em both out."

IT HAS YOUR APPROVAL! . . .

Meaning the Pacific Electric Restaurant & News Service coupon books which are becoming increasingly more popular with employees every month.

That's not an idle boast but supported by actual figures. In just this last month, April, there were exactly 80.9 per cent more coupon books sold than in the previous month of March. In other words, nine books were sold last month for every five sold the month before! And, while we're on the statistical side of the discussion, you might be interested to know that four out of five books sold were to employees who had taken advantage of our payroll deduction offer whereby books are delivered to you when you want them and payment made by payroll deduction at a later date.

To secure a coupon book by deduction order, have your immediate supervisor issue an order, Form 8998, to you and present it at the Restaurant in either the 6th & Main Streets Station or Subway Terminal, Los Angeles, or for employees on the south end at the Soda Fountain in the Long Beach Station, and coupon book will be issued immediately. The coupon books are sold for \$3.00 (you can buy them for cash if you wish) and we pay you 10 per cent for your patronage as each book contains \$3.30 in coupons of 5c denomination good for meals, candy, cigarettes, toys or whatever you want when you want it at any of the following locations:

PACIFIC ELECTRIC 6TH & MAIN STREETS STATION

RESTAURANT—serving popular 35c dinner all day
SODA FOUNTAIN—complete fountain & lunch service
NEWS STANDS—six conveniently located stands

PACIFIC ELECTRIC SUBWAY TERMINAL

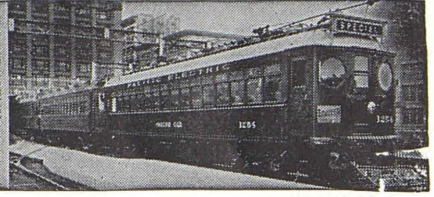
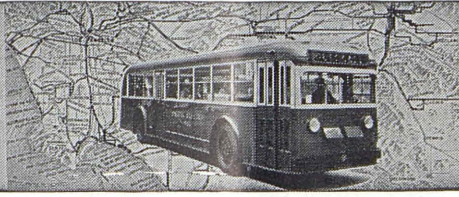
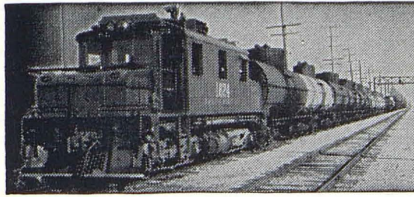
RESTAURANT — very popular low-priced meals
NEWS STAND—complete news service on main floor
SODA FOUNTAIN—mezzanine news stand serving quick snacks

PACIFIC ELECTRIC LONG BEACH STATION

FOUNTAIN LUNCH—complete meal & fountain service
NEWS STAND — latest periodicals, cigarettes, etc.



SAFETY NEWS



CLASSIFICATION OF MARCH RAIL AND MOTOR COACH ACCIDENTS

	March 1941 Compared With March 1940											
	Rail Passenger				Motor Coaches				Freight & Box Motors			
	1941	1940	Dec.	Inc.	1941	1940	Dec.	Inc.	1941	1940	Dec.	Inc.
1.....	10	9	---	1	---	2	2	---	1	1	---	---
2.....	---	---	---	---	---	---	---	---	---	---	---	---
3.....	1	---	---	1	---	---	---	---	---	1	1	---
4.....	110	110	---	---	25	17	---	8	14	10	---	4
5.....	6	6	---	---	---	---	---	---	14	6	---	8
6.....	1	---	---	1	---	---	---	---	---	---	---	---
7.....	7	14	7	---	2	3	1	---	---	---	---	---
8.....	11	22	11	---	4	5	1	---	---	---	---	---
9.....	23	17	---	6	9	6	---	3	---	---	---	---
10.....	---	---	---	---	---	---	---	---	---	---	---	---
11.....	4	10	6	---	---	3	3	---	---	---	---	---
12.....	2	---	---	2	---	---	---	---	---	---	---	---
13.....	8	2	---	6	---	1	1	---	2	5	3	---
14.....	2	12	10	---	1	---	---	1	2	5	3	---
Total	185	202	17	---	41	37	---	4	33	28	---	5

and screech and snort and slam and throb and roar and rattle and yell and smoke and smell and shriek like hell all the night long?

SAFETY COMMITTEE MEETING

Members on the Trainmen's Safety Advisory Committee for month of May will consist of the following train and motor coach employees to represent the different terminals and classes of service operated:

G. R. Attridge, San Bernardino Terminal; A. D. Terfingler, Macy St. Terminal; L. E. Neal, Pasadena Terminal; W. A. Blakely, L. A. St. Terminal; C. D. Cowan, L. A. St. Terminal; H. A. Wilkerson, Long Beach Terminal; W. F. Coleman, S. Torgan and G. E. Rice, Ocean Park Terminal; G. L. Leete, West Hollywood Terminal; L. A. Finley and T. Greenly, Hill St. Terminal; J. C. Hawley, Glendale Terminal; L. E. Cole, Butte St. Yard; J. L. Hill, Motor Transit District.

The next meeting of the Trainmen's Safety Advisory Committee will be held Thursday, May 29, 1941, in the Pacific Electric Club Rooms, Los Angeles, commencing at 10:00 A. M.

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

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

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

Please have your suggestions in writing, each suggestion on a separate sheet of paper, so that after they are discussed they may be handed to the Chairman for further study and handling.

TOTAL NUMBER MILES OPERATED PER ACCIDENT

Passenger Rail Service
 March 1941—5389 miles
 March 1940—6029 miles

Decrease—640 miles per accident
Motor Coach Service
 March 1941—15892 miles
 March 1940—19694 miles

Decrease—4802 miles per accident

LOST WORK DAYS

One way by which every man or woman who works—in a factory, in an office, or at running a home—can help promote the national defense is dramatically pointed out by the National Safety Council.

W. H. Cameron, managing director, has just issued a statement calling attention to the fact that temporarily disabling industrial accidents caused the loss of FOUR TIMES AS MANY DAYS OF WORK last year as were lost through strikes that have alarmed the country. He said:

"Strikes in 1940 caused 6,700,000 man-days of idleness. This estimate is based upon 11-month figures from the United States Department of Labor, plus a reasonable estimate for December.

"In comparison, 26,800,000 man-days were lost due to temporary total disabilities sustained in INDIVID-

UAL ACCIDENTS, and this takes no account of industrial accident fatalities and permanent disabilities.

"In this time of national stress, when there is such critical need for the collective labor of all our people, we must rouse ourselves to supreme efforts to stem these losses."

The effort must be made, naturally, by each one of us as an individual.

Nobody gets hurt because he wants to, but many people get hurt because they fail to take the little extra care that would save them from injury.

If Mr. Cameron's plea persuades you to TAKE THE EXTRA CARE, it may save YOU from pain and loss and keep you working at a time when the country needs us all at work.

NOISY COMPLAINT

"A sufferer, who resides close to the railroad yards in an outlying district, wrote to the office of a railroad company complaining about the racket made by the switch engines:

"Gentlemen:
 Why is it that your switch engines have to ding and dong and fizz and spit and bang and hiss and pant and grate and grind and puff and bump and chug and hoot and toot and whistle and wheeze and jar and jerk and howl and snarl and groan and thump and boom and smash and jolt

ACCIDENTS DON'T "JUST HAPPEN!"

In the March issue of our Magazine there appeared a compiled list of motormen and conductors of the entire system, giving the number of accidents each trainman had during the month of January. The list totals 1286 trainmen. Of this number, 1079 had no accidents. The accidents for the month totals 239. These 239 accidents were had by the remaining 207 trainmen. This was a daily average of 7.9 accidents for the entire month.

It is not intended to insinuate here, that had any of the 1079 trainmen who had no accidents, had have been at the same places and under the same conditions, that there would have been no accidents; nor can it be said that a great majority of these accidents could have been prevented had proper precaution been exercised by these 207 trainmen. Many of these accidents were caused by careless operation, while others would have, and did occur in spite of all precautions taken on the part of the trainmen involved.

How many of these accidents can be charged directly to the outside parties involved, the reports and circumstances speak for themselves, for convenience we will roughly say that 60% or 143 of these accidents were beyond our power to prevent. The remaining 40% or 96 accidents, (in order to get the facts we seek) we will say that we contributed more or less to their causes. In many cases the outside parties involved also were contributors to these accidents. Such contributions from the outside are beyond our control, therefore we are interested only in the contributions from within our ranks. If we are to blame in any way for these 96 accidents, then we have made 96 or more contributions to their causes. We may be only slightly to blame in many cases, nevertheless we have been a contributing factor to their occurrence. A contributing factor (as herein used) is an agent that acts or helps to bring about a condition, that when brought into contact with another condition, will result in an accident.

For each of these accidents the reports gave a full explanation as to how they happened and while the correctness of these reports cannot be doubted, yet there must have been contributing factors to some of them that the trainmen involved were not aware of at the time the accident happened. In some cases after the mind has had a chance to react, it will reveal to us some factor or factors that helped to bring on the accident. Such reaction may come to us immediately, revealing to us what we

should have done to have prevented its occurrence and again the sub-conscious mind may never reveal to us just what the contributing factors really were.

To fully analyze the contributing factors which led up to and caused some of these accidents, we would have to be able to look into the minds of the crews involved and make a Microscopic test in each individual case. It would be necessary to know what was on the mind at the time of the accident; what had transpired through the mind previous to the accident and the reaction of the mind after the accident. Such a procedure of course is impossible, but if such were possible the analysis would in some cases show more than one contributing factor. Not only this, but some of the factors would date back possibly for years, having their inception in some careless act that was allowed to grow unchecked into a daily habit. The conscious mind is aware that the habit is there but it is so unnoticeable at the beginning that it is allowed to remain. The habit eventually becomes a part of the mind itself and in most cases the mind allows the habit full control of the senses.

It is not intended here to cast any reflection, nor try and place blame upon anyone, but to show how a microscopic test would work in some cases, we will list a few contributing factors that would at some time or other show up if such test were possible.

Analysis of Test Cases

No. 1. That motorman was cut and dragged by yellow cars that were scheduled behind. Mind intended to make up lost time and not miss usual smoke at end of line.

No. 2. That train arrived at end of line late, due to congestion. This was "coffee and doughnut trip." Minds show that coffee could not be missed even at expense of leaving terminal late. Making up time by breaking speed restrictions when accident happened.

No. 3. That conductor was in daily habit of using 3 to 4 minutes of motorman's time (leaving time) eating in restaurant, which motorman figures was no excuse for leaving terminal late. Test shows motorman was mad; control of senses temporarily lost. Unconsciously breaking speed restrictions and caring for nothing at time of accident. Motorman blames conductor for accident, claiming that had he have been on time the accident would not have happened.

No. 4. Motorman away from train and not watching time. Left end of line late. Trying to make up time

by quick starting and stopping, resulting in woman falling in train.

No. 5. Lady alighting with suitcase. Conductor's mind did not think it necessary to help her, as suitcase seemed light. Lost her balance and fell.

No. 6. Saw automobile stopping a-foul track. Motorman's mind figured it would clear before train got there. Tried to prevent accident too late.

No. 7. Temper overruled mind when auto pulled onto track. Mind did not intend that train should hit auto. Allowed train to get too close before applying brakes. Wheels locked and train slid into auto.

No. 8. Motorman's mind intended to "bluff" autoist. Too late to prevent collision when mind realized bluff would not work.

No. 9. Motorman's mind fishing in ocean at time of accident. Auto on track before mind sensed any danger.

No. 10. Had passenger to get off. Conductor's mind shows that it did not think it necessary to look out to see if anyone wanted to board, as there was rarely ever anyone at this isolated stop. Woman grabbed starting train and fell.

No. 11. Figured regular passengers knew to keep their fingers away from platform door while it was being opened. Did not think it necessary to open door with one hand and guard against anyone placing their fingers in danger with the other.

No. 12. Motorman's mind knew track was slick. Realized after accident, that foot should have been near sand pin instead of on stool-round.

No. 13. Motorman's mind thought that conductor gave proceed signal before all passengers had had time to board, but figured if they were not all on and anyone fell, it was the conductor's and not his "hard luck."

No. 14. Shows mind distorted due to argument with passenger previous to accident.

These and many more could be listed, as contributing factors that are responsible for some of the many accidents we are having. From these facts we can draw but one conclusion:—**THAT ACCIDENTS DON'T JUST HAPPEN! THEY ARE CAUSED!**

Hubby—"Isn't dinner ready yet? I have a good mind to go to a restaurant."

Wife—"Well, please wait ten minutes."

Hubby—"Will dinner be ready then?"

Wife—"No, but in ten minutes I can change my dress and go with you."

DEPARTMENTAL NOTES

ACCOUNTING DEPT. NOTES

By N. E. Cates

A question for Marion Snowden in Conductors Accounts Bureau:

"Snowy, dear, who is the recipient of all those beautiful roses, etc., that Ray Hileman takes into Conductors Accounts Bureau?"

Big Real Estate man to get married: There are two love birds on the loose in the Real Estate Dept. They are—well, they will be walking up the aisle pretty soon.

We in the Accounting Dept. are very proud to announce that the daughter of Phil Still, little Sandra, age 6, was selected to reign as Princess over Alhambra's famed Story



Book Parade held May 3. Newspaper photographers had a field day at the Still home and little Sandra's picture appeared in all the local newspapers. You will see her in news-reel, too. Congratulations, Phil.

Our Club Cafeteria in the past few weeks has been so consistently good that it warrants a little free advertising. For a variety of good, well prepared food we have never had its equal. It warrants your patronage and I am sure you will agree that you have never had a better meal in a restaurant. Generous portions, too, reasonably priced.

You've no doubt heard the expression, "We have everything". That is just about right when it comes to the

P.E. We now have the "Stationery Store Trio", and they're really good! You should have heard them singing "Happy Birthday" to Mabel Wells on her birthday! "Real harmonizing, no fooling!" says Mabel.

Remember George E. Jordan? He is now an umpire in Pacific Coast League, and has the nick name of "Spike". Don't know how he came by that name. Could it be from his Railroad experience? Apparently he calls them the way he likes them because the other day he placed a \$10.00 fine against a team manager for arguing too much with his fists. The manager must have landed the best blows.

Timekeeper McIntire attended the Elks Convention at Las Vegas but the Convention was too much for the chartered transportation, resulting in Mac losing a day at work. "Next time try the train".

Harry Welch and Al Hanna are on vacation at this time.

Alice Karayan is on a long trip back East.

Altho Herman Grenke modestly declares it was team spirit rather than exceptionally good bowling that enabled the Freight Service team to sweep all opposition the past season. They had to maintain some pretty high averages to become P.E. Champions.

Ed Uecker is now the proud possessor of an 8 MM movie camera. "I may not win the Academy Award this year, but good photography will ultimately win out", says Eddie.

Olive Moore enjoyed a week's vacation at home.

HAPPY BIRTHDAY to you:

May Chisholm	May 1
J. R. McDonald	May 6
Rufus Handy	May 8
F. J. Ogden	May 23
Eunice Fischer	May 27
Harry Thomas (Ret.)	May 30

Ralph Dimon has finally disposed of that old traffic hazard and is now the proud possessor of a NEW 1941 automobile. Happy landings, Ralph.

Mrs. Pat Wells (Mabel) is on a 90 day leave of absence. She says that for the first two weeks at least she will do nothing but sleep. The stenographic bureau will miss her services as Mabel as been a mainstay of the bureau for quite a long time. She deserves a rest.

MOTOR TRANSIT NOTES

By M. J. Creamer

HERE & THERE: Jim Tucker is in the market for a couple horses. Plans to make a trip soon with friend down Needles way where they'll buy

up a few, haul 'em back by trailers and then "break" them for riding and sell the others. Sooh—if we see friend Tucker with a few banged up arms and legs or sitting on a pillow one of these days—there's your advance info. He scooted up to the Rodeo at Saugus recently to see how it's done! Einer Swanson along with being an excellent bowler should be complimented on the beautiful flowers grown in his acreage in Rosemead and there's some nice landscaping too. Maybe some or most of the credit should go to the little wife as she delights in outdoor work. If you want some TALL stories just visit the locker room around noon while the mechanics are having lunch. Someone should "cop" a prize when the fishing season is in full swing! Walt Rorick back from ANOTHER vacation—greatly enjoyed (relieved by Gordon Thexton). Walt hides away on his day off to Balboa and his boat . . . the wife, daughter and her friends make up a jolly party. Having breakfast "ham and eggs" aboard ship—a family group and all, sounds mighty tempting. Company should really charge Walt for freight on some of the items he's been carting home nightly—from window screens to parts for the boat—always some new purchase every day! With all the new taxes coming up—he may sell his pleasure craft! Mrs. Jehl is convalescing nicely and we hope it won't be long before she's popping in depot to say hello. Howard Strong's wife and mother paying a visit to depot to pick up "Pop" and take in Chinese feed and theater. How come we never see Mrs. (Viola) Seifried in town—is she "skeered" of the big city? Come on, Slim, let her come to town once in a while . . . Others just window-shop too! Bob Cruson hanging around depot on day off—of all things! M. J. Freeman (Pomona) in town—all dogged up in fashion plate—and that wasn't an Easter Egg he was carrying—'twas a box full of china! Some say Freeman has interest in hen ranch near Fresno . . . could it be? Jack Butler planning another vacation to Lake Tahoe this summer—must be something about the place as he will skip Estacada, Oregon—which used to be on the itinerary. Frank Pilkerton at a loss—seems he moved and the wife did the packing and some auditor's stubs were G.W.T.W.—hope they turn up eventually. Freeman Morgan (Red Cap) being called for by young lady—and MY! MY! (Are you confessing, Freeman?) That's some smile that Albert M. Cleaver displays—it's running Tommy Daiker a close one! A. M. Henson giving windshield on his bus the workout with soap and water—'tis a wonter the glass hasn't

given up in regust under all that man power . . . but then a clean windshield speakes for safe driving! Jay E. Beardsley tramping back and forth to the hospital and for X-rays. Nothing serious we hope!

CHATTER! Wayne Putnam in remarking about news from his Sunland area says, "Naw, nothing happens up in the hill billy country!" Maybe it's too far away for news to leak through! Well, Brother Thorp—you big HE man, am sorry that I got your initials wrong in last issue—it should have read J. F. Thorp instead of E. Thorp—but you DID know who I meant and you still haven't told us about that TATOED LADY? Whitey Fabun is thinking about buying a Willys to save gas, etc., but others have suggested he buy a bicycle instead of a TOMATO CAN . . . but still, I wouldn't know—my vintage still romps around or has up to this news deadline! WHO is it amongst the gang who has wedding ring will sell CHEAP? WHY is it that Mr. Watson "Hawkshaw" Turner of Pomona is always yelling "someone stole my red pencil"—and then later to discover that he had it in his own pocket? (carbon copy to Geo. Jehl). 'Tis said that J. A. Patterson (San Bdo) has given up pistol shooting and has taken up the ol' "Robin Hood" sport of bow and arrow . . . says he will use this means for "shooting fish" and he didn't exactly mean ticket clerks. A rumor too is afloat (and no offense now) that since so many "Swedes" have gone into the army (March Field) Harry Dostal, Agent, is trying to make the men feel at home and has taken up chewing "terbaccar"—and they further state that he is one of the long lost relatives from those northern woods, but be that as it may, we still think Harry is "tops"! Quite a celebration was in evidence at Camiles' Den recently when the auxiliary of the Brotherhood of Ry Clerks put on their annual dinner. The Rachfords, Roundtrees, Tuckers and others from the S.P. Ry. were invited guests. Very good dinner it was and the entertainment most enjoyable. Mrs. Morgan (Ed Morgan's wife) gave a reading.

PAGING RIPLEY: Don't be amazed if you should happen to call on Ira Junkins (the genius of invention) at his home. He lives in a flat upstairs and to answer the door bell heretofore, has had to descend a flight of stairs—not NOW—he merrill blubbers "yeah" and pulls a rope which is attached to the door by some method and the door pops open—the rops unwinds—and the visitor can climb the flight to his portals. Some electric wires might do the work easier but then perhaps, there

is less chance of this rope method going haywire. An obviously ER-RONEOUS report has just reached us it has been said that "Lem" Somerville treated a group of boys to COFFEE AND—will exaggerations never cease?

RUFFLES! It came out Easter Sunday—none other than Howard Strong in a NEW suit which IS news! He didn't like our compliments and one remark lead to many, ie: "It's none of your blame business WHERE I got the suit, how MUCH it cost and WHETHER OR NOT it's paid for . . . if a fellow can't wear a new suit to work without having the gang remark about it, SOMETHING is wrong! Tut! Tut! And—all we said was that it looked nice. Others remarked about those little pleated ruffles on the trousers. Well, for a MAN who CAN TAKE IT, we can recall not so long ago when he stated "only a SISSY would wear those pleated trousers" (All further narration on this should be referred to the Agent and Ass't Agent, who jointly suggested this worthy news item—so if they have a "BOW WOW" in their dog house—just tell him to move over and make room!

TRAMP! TRAMP! TRAMP! The boys are marching—right in and out of the depot—a courteous lot and apparently enjoying their sojourn with Uncle Sammy. M.T. buses are getting a goodly share of the business and many special buses have been put on to accomodate the boys with direct service from and to Riverside. Packed like sardines is the last schedule leaving L. A. on week-ends. Adolph Zmoos left for Fort MacArthur some days ago—the FIRST of the M. T. drivers to get the summons and is probably scheduled for transfer by now. John E. Brown is next on the list, having passed his exam and got the 1-A rating (HE says) but J. F. Edmondson says he has ten bucks on the line that John won't have to go, so WALTZ me around brother! Joe Beckett down from Camp San Luis Obispo for a quickie week-end trip and likes the new life just fine according to word passed along by pappy "Doc" Beckett. Art F. Kauffman still up in Fort Lewis, Wn., and having a good time in spare moments—boating and swimming on American Lake which he says is just like Lake Arrowhead but NOT as expensive! PROPAGANDA? 'Tis passed along from those in the know that one of the boys at Camp Roberts had to shell out around \$9.00 for laundry, etc., as yet there are no facilities for the conscriptees to do any of their own washing etc., and IF this is the truth—what happens to the \$12.00 surplus? I'll guess mit ya! Not enuff left for even a dull evening at

EARL CARROLS!

HILIITES: Gang noticed name of "Gilmore" on the board and ran to the Dispatcher's office to find out WHY Walt Deal had gone back to driving . . . but then found out it was actually a man with Walt's nickname for the "honest injun". Gilmore confided that the initial "J" in his name means "Jackass" but then later corrected it to "James"—so welcome to the mat "Jimmy!" Since the increase on freight service on the P.E. etc., many of the extra-board drivers we have borrowed from them to fill in on M.T. service have been called back to the fold. Among those thus far to return to regular P.E. service are Ottis E. Thorson, A. R. Thomas, A. M. Cleaver, and J. B. Henson. H. Christensen, M. A. Michael and K. L. Lucas are wheeling 'em around while H. F. Fletcher and the brothers E. E. Peyton and J. W. Peyton are breaking in. WELCOME! Tommy Henderson takes one year's leave of absence from us this month. After 13 years with the gang, you won't forget to come back, will ya?

ANNIVERSARIES: (In May) E. L. Worsham 15th year; Lisle H. Farquhar (12th) L. S. Radcliffe (11th) E. B. Dunson (9th) W. A. Swan and A. H. Doig (7th) Tommy Daiker (6th) A. L. Cox and W. B. Day (5th) A. F. Zmoos (now in army, 4th) and M. B. Sams (4th).

MANY HAPPY RETURNS (May birthdays) L. E. Reynolds and J. D. Puffer (5) Chas. H. Cooper (7) H. L. Finch and R. V. Haynes (11)) Herb McCollum (14) Ira Junkins (21) H. C. Reeves (28) L. H. Farquhar (29) and the twins, C. E. Davidson and J. T. Tucker (31st).

* * *

We regret to learn of the passing of Mr. H. E. Long, Pass Clerk, Room 224, who passed away last Friday, April 18th. He had been connected with the Transportation Department since 1927 and was well-known to all. His cheerful greetings, the many considerations he has shown all in their pass needs and general good fellowship will be long remembered.

* * *

BRIEFS: Paul Jacobsmeyer back from his vacation to Michigan where he bought and drove back a new Ford Coupe. Wm. Getz—the married man of not so long ago, still BEAMING! Mrs. Helen M. Semnacher (Sup't. office) and Miss Meta Hoogendyke (Auditor's office) contemplating on trip to New Orleans during their vacation with side trip to Carlsbad Caverns. Max Green, our good friend, of the Mountain Auto Line (San Bdo) in town to line up summer schedules and arrange for most convenient service to mountain points. All anticipate a good summer busi-

ness . . . and speaking of mountain resorts, don't forget our own P. E. Camp which has so much to offer! That congenial young chap breaking in at our L. A. ticket office is none other than Floyd Carper. O. F. Johnson is back with us on the LA-Whittier-Santa Ana relief. Newt Potter now ticket clerk at Riverside. Lawrence Allen taking over on clk-warehouseman position (San Bdo) and nice hours with Sundays off n'everything. WHODIKIE Whitaker has a new name of "Whistling" Whitaker. ZAM. It is told that it took the MANAGER, REFEREE and OSCAR RANKINS seven rounds to finally whip that young airplane employe (fighter) when he should have been G.W.T.W. in one round . . . how come? Stanley Moore and Maunel Rankins have naught to say!

SUCH COMFORT in our Fifth Street Lounge (Depot). A young vino comes in—picks out a lengthy bench, takes off his shoes and puts them under his head for a pillow—much to everyone's amazement. Charlie Cooper and E. Hicks were on hand in nothing flat and later the Police moved the guest to more comfortable surroundings. It's all in a day's work for Charlie and WHAT a book he could write on EAST of the Great DIVIDE! That's all for now!

CONDUCTORS' ACCTS. BUREAU
By Marion Snowden

WINCHIE AT THE KEYHOLE

Our column this month is dedicated to all the mothers in the office: Alice Elliott, Fannie Jones, Helen Sawyer, Hazelle Allen, Elizabeth Linsen, Mildred Edwards, Edna Abel, Arvilla Curran, Esther Craig, and Ethel Chandler.

MOTHER

In my golden frame of memory
I see a garden fair,
Its rustic, olden gate ajar
And Mother waiting there!

She watched me as I left to find
My work—as all must do—
Her voice still follows down the years
"My dreams go out with you."

So 'mid the city's clanging whirl,
Amid its joy or care;
I keep a garden in my heart
And Mother waiting there.

Looking through the keyhole, we find this lovely little poem, written by Aileen Curran, daughter of "Conductors Accounter" Arvilla Curran, who often peeks and pokes into this column. The verses speak to all mothers old and young, past and present. Our thanks to Aileen for the beautiful thought.

Edna Abel, another mother in our department, is strutting about like



You should see these "giddies" NOW.

a peacock these days, since her daughter, Alma Louise was elected President of the Professional Woman's Club of San Luis Obispo. Edna went up for a few days to attend the installation and grand banquet.

Harry Elliott, towering young son of "Mam-ma" Alice Elliott, was in to see her the other day. Can anyone remember—not so long ago—when he was too little to see over the counter in CBT's office?

Mildred Edwards had a houseful when she had dinner for her sons and their brides one Sunday recently. Mildred also attended a luncheon at the Rosslyn Hotel for the Grand President of The Native Daughters of the Golden West. My goodness!—And she says she never does anything!

Now that we've saluted the mothers, how about a rousing cheer for the Aunties who do come in handy at times.

With Spring at last in the air, you should see the new straw bonnets in evidence! Some of them are as funny-looking as the ads indicate, but who cares?

Answering that inquisitive pusson, Noble Cates: Now, Noble! Spare our blushes! After all, being one of those little unclaimed blessings who has never taken advantage of goodness knows how many passing leap years, maybe Winchie is the target for all those flowers Ray Hileman brings and sends in here. Or it might be Fannie Jones, or Frank Screech, or Esther Ross. If you haven't found out by next month, we'll let you in on the secret,—and don't think, Marty Creamer, that we can't find out—and TELL!

We hear that Florence Haldeman, Emma Taylor, and Helen Maloney took a trip to Las Vegas awhile back. We bet they had a good time. By the way, whenever any of you people go away for an hour or a day, do

tell it, as some people really like to know these things. (PS—Arvilla Curran is Winchie's head reporter, so tell her.)

After we had closed the doors on last year's vacations, we find that Florence Haldeman spent one week of hers taking a much-needed rest. The office wasn't the same with her gone, which proves we missed her. And lawsy! what a furore her diamond ring caused! She was nearly mobbed by the inquisitive people who read our column—and they were mostly MEN who mobbed her, gals. Anyway, she says it doesn't mean a thing, and we believe her.

Our apologies and what-not to MISTER Helen Maloney for calling the missus Helen Quigley last month. She and Baby Patricia are Maloney out and out, and we hope you will forgive us.

Agnes Nelson Lang dropped in for one of her rare and welcome visits. We knew it as soon as the welkin rang with her hearty laughter. Come in often, Agnes, we need a little o' that in our business. (Lunch 12:30 to 1:00, and—note to CBT—the bell rings at 1:00).

Here's a compliment to the Motor Transit operators from a cash customer of year's standing. They're the nicest and best bus drivers in the whole country. We thanked the c.c. for the boys, M. J., so you needn't bother.

Things we wonder about: If Adenoid Hynkle in the "Great Dictator" is any kin to Thomas Hinkle up front. If Dovie Brown's old henna sweater really is a "Bundle for Britain", as Maybelle Wirz suggested. If Florence Cox's three angel food cakes she baked and brought down for a birthday treat, have had any results. (You know the way to a man's heart etc. etc.). If any of you have missed hearing that awful squeak in Ethel Chandler's chair. A little oil, Ethel,

will cover a multitude of sins, or something. Where Dorothy Randolph, Esther Craig, Agnes Heckman, Catherine Mautz, and Nell Flanders will find to go at their next get-together. Their last was Knott's Berry Farm, and Aggie, Dotty, and Esto were groaning all next day—wonder why? Wonder what's all this romance that's reeking the office,—and it isn't leap year, either. Maybe the answer lies in Ray Hileman's flowers. Wonder how all these people like their "back vacations". Wonder who scared up this old picture, and if you can tell who they are.

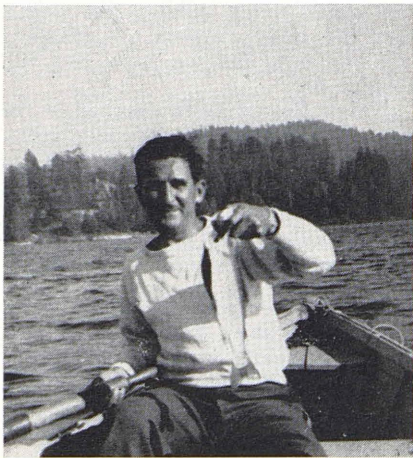
One thing we don't need to wonder about: The BRC circus was more fun than a barrel of monkeys, and if you could have seen the 125 happy little faces of those Los Angeles Orphanage guests, you can wonder why you didn't treat the little fellows yourself.

Wonder what our substitute will put in the column next month while we are on our vacation. You wonder? I wonder, too.

WEST HOLLYWOOD

By G. R. Stevens

MAY FIRST will find all the Izaak Waltons out on their favorite streams at the crack of dawn trying to catch the big one that got away last year. The latest reports are that there are plenty of trout as many streams have been restocked. E. Stan Albright, son of C. F. Albright, Gen. Clerk, P.



C. F. Albright at Lake Arrowhead, with 17 1/2 inch Trout.

E. Freight House, has caught some really big trout and has won many prizes. The trout he caught in Lake Arrowhead measured 16 1/2 inches and 17 1/2 inches. Recently at Lake Henshaw he caught a four and a half pound bass. He was formerly an associate member of the P. E. Rod and Gun Club and won prizes while a member. E. Stan Albright has en-

listed as a private in Company D, 115th Quartermaster Corps, "California's Own" and is stationed at San Luis Obispo.

Motorman C. B. Ogden and Victor Lundy have had good catches on their deep sea fishing trips. On one occasion aboard the live bait boat Ra-



C. B. Ogden and Victor Lundy with catch taken on live bait boat "Ramona". 26 Barracuda and 4 small Halibut.

mona off Ocean Park they caught 26 barracuda and four small halibut. Their latest trip on April 16th netted them a bigger catch.

To realize the changes that have taken place in Southern California in the last twenty years is to turn back the pages of memory. Hollywood has had a most colorful history and one which the West Hollywood trainmen have taken part. M. J. Creamer had an interesting narrative in the April issue of this magazine of the area east of Los Angeles, how the march of time has affected the trainmen out that way during the past twenty years. Mr. W. C. Lambert of West Hollywood is a pioneer driver. Mr. Lambert started driving buses for the Pacific Electric in October 1923 on the old Hollywood, Girard, Ventura Blvd. Line, the first major bus line and was operated by the Pacific Electric Land Company. At this time Girard was in the midst of its first real estate development and looked forward to being a large community, which later seemed to decline as it was thought at that time to be too far out, but has taken on new interest and is growing fast since movie notables are building out that way in recent years. The bus in the old days left from Hollywood Blvd. and Highland Avenue on a regular two hour schedule over the old steep and narrow Cahuenga Pass road into San

Fernando Valley, then went out Ventura Blvd. to Girard. Just before arriving at Girard, the bus had to travel over the old Chalk Hill road which had some mighty mean and dangerous curves. Two months later, in December 1923, the service was increased to hourly service, putting on another one of the old four cylinder Whites. Mr. P. R. Hanna, motorman then, followed in Mr. Lambert's footsteps at this time. About a year later the Pacific Electric purchased the new and ultra modern four cylinder Fagol, which was equipped with three speed forward and 25% overdrive, with a top speed of forty miles per hour, and was considered very speedy for those days. The unusual and interesting part regarding Mr. Lambert's service with the company is that he started to drive a bus at the beginning of his employment, breaking in on the cars several years later, while all the other men worked on the cars first, breaking in on the buses later. Mr. Hanna worked on the cars about a year before starting on the buses, entering the service in October 1922. He first worked on the Girard line with Mr. Lambert.

Motorman Lawrence has seen many changes also for just this month he was featured in the Hollywood Citizen News as having lived at 920 Palm Avenue for seventeen years in their own home. He and his wife were featured as one of the first customers of a well established Hollywood firm who started in business at that time.

Conductor O. S. Townsend, retired, recently suffered a stroke but latest reports are that he is improving and is doing nicely.

Several of the men who went to Glendale to work on the buses have returned to work out of West Hollywood.

Mr. E. B. Griffin, West Hollywood day terminal foreman, celebrated his birthday on April First.

ENGINEERING DEPARTMENT

By Victor P. Labbe

Glen Stancer is the proud father of an 8 lb. baby girl, Janet Phan, April 11th, 4:30 P.M., St. Vincent's. Candy and cigars were passed out throughout the building. Congratulations!

Nancy Kelly is all set to go to Juneau, Alaska to meet her sister who will return to Los Angeles with her this summer.

Jean Fogarty is planning on forming a spinster's club to be known as "The Forgotten Girls". Details of this organization will be announced in a later issue.

Al Smith—He should run for office—is the stream-lined head of the

Signal Department. He proudly displayed the latest in men's attire in the Easter Parade on Wilshire Boulevard.

Believe it or not, Leonard Biehler actually took the "Red Head" away from his rival, Howard Bancroft.

Well, our cutie, Evelyn Emmons, will soon hear the bells ringing and we hope she will always be happy with her doctor.

Ray Buford and family plan on an early vacation back East.

Jessie Eaton is taking a beauty course so she can practice on Lee Cash, Walter Stratman, Hugh Nickerson and Tom Roscoe.

Charlie Hunt is back from his leave of absence and says it seems good to see the old bunch again.

George McClure is taking private ice skating lessons and hopes to enter the Ice Follies and co-star with Sonje Henie—Warner Bros. please note!



The Bewitching Daughters of Mr. and Mrs. V. P. Labbe.

Jim Foster took an early vacation and went to Sacramento, Frisco, and points north.

Harvey Smith is still in quarantine at 4831 Venice Blvd. Dr. Weber will release him shortly.

Our dear friend, Henry DeNyse, the well known San Bernardean, is rapidly recuperating from an appendectomy and will shortly be out of the hospital. A good looking nurse is responsible for his early recovery.

If anyone wishes the services of a good "hula" dancer, please contact Burley Manley. His prodigy,

Grey Oliver, we understand, is very clever at this art.

What happened to Roy Swanson. He is seldom seen anymore. We miss your cheerful smile and kidding the girls. Come out of retirement, Roy, and be yourself again!

A lot of you good looking single girls should know that Randolph Karr, Jr., is an eligible bachelor.

Russell Schaeffe is figuring on paper a trip to Juneau, Alaska, but you can bet your wad he'll go to Catalina as per usual.

Roland Podlech has been eating his son's Easter Eggs for lunch every day lately and says it teaches his son "not to have, but to let Dad enjoy his presents and share his gifts".

Wonder what Gus Guercio is going to do with his three days back vacation!

If anyone needs some extra clips, please see Harry Culp.

E. Rollo-Hayward says "golf is a fine thing if you can concentrate on the game, but he sees so many files and letters during the week that when it comes to playing a good game of golf now he can't remember his score and "par" means nothing to him any more.

Fred Spencer will soon have open house. The event!—a new home in North Hollywood.

Our old friend, Bill Bucknam, is retiring and we all wish him a lot of happy and prosperous years ahead. Lots of luck, Bill, and happy days.

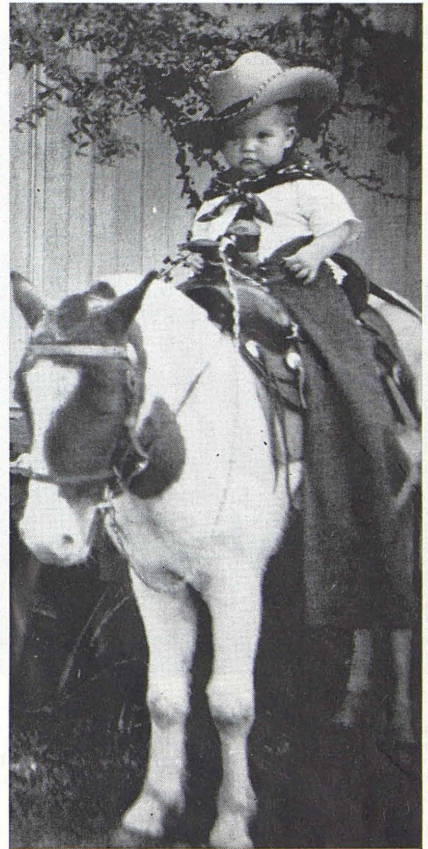
Leon Perry drops in to see the gang and tells us how nice it is to be loafing. Well, Leon, it's good to see you and drop in as often as you can.

TORRANCE SHOP NEWS

By Carleton B. Bell

You all know now why I have maintained this HONOR ROLL so persistently for the last two years—it was because I wished it to be the medium thru which I would announce to a waiting public that the wife and I are GRANDPARENTS, having been presented with a fine 9 lb. grandson, Neil Carleton Schmidt, by our daughter Mildred, now living at King City. Mildred has many friends among old time members of the P. E. family and we are all glad of this means of passing along the great news.

Mr. and Mrs. Arthur Cline (drill press hand) are the proud parents of a big ten lb. son, Authur Lee, born April 16th at the home of Mrs. Cline's parents. Arthur thinks he was wise in choosing a girl whose mother was a specialist in maternity cases. To boot he is studying four recent issues of "Everybody's Health" for instructions as to just



Billy Jones, son of Machinist Helper of same name, one year old and already riding wild horses in rodeos like his dad and mother. The horse he is pictured upon is one of the wildest yet rode by Billy Jr.

how to help the baby prosper.

Mr. and Mrs. Perry Culp, (Trimmer) are just today, the 24th, new parents to an 8 lb. baby girl, Gail Ann, brunette.

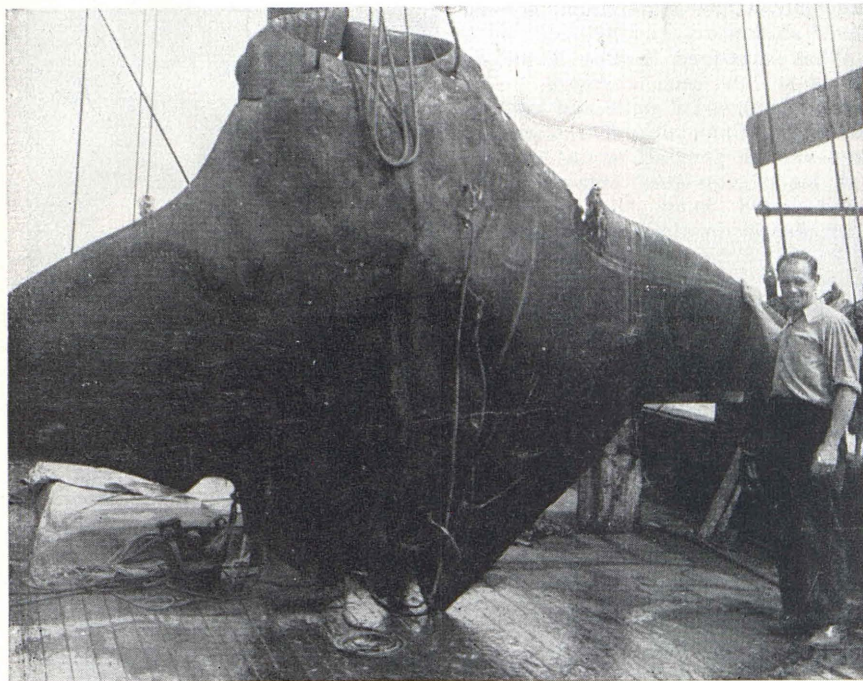
In each of the above cases the new arrival is the first in the family. Congratulations and good luck to each of these new parents is the wish of this new Grandfather.

Earl Brucker has been bragging for months that his baby son was the fastest growing baby among the many in the P. E. family and Painter Williams has coveted the same record for his granddaughter. Williams now admits Brucker is a little bit ahead but claims it is all due to young Brucker's powerful voice with which he demands "More food" just as soon as he feels the slightest urge of hunger. This trait he inherits from Daddy Earl as everybody knows.

Noticed, while in the paint shop, a peculiar way Earl Brucker balances his scales. He keeps the scoop loaded with a small booklet, 2 big nails, and a dozen safety pins.

Jack de Yager claims this complicated military ??? salute he uses when meeting his superiors was learned while he was in the Dutch army.

Bill Parker passes on to new sol-



SOMETHING FOR OUR "COCKY" SPORTSMEN TO SHOOT AT
Manta Ray caught in the Gulf of Necoya, near the town of Puntarenas, Costa Rica, Central America by Engild Neilsen, Electrical Machinist of the Torrance Shops, some time ago. Weight 4000 pounds; width 22 feet, 6 inches; length 19 feet; mouth 36 inches. Harpooned by Neilsen from a skiff, towed 3 miles to sea, then picked up by ship and landed three hours later after thirty 30-30 bullets had been fired into it to complete the kill.

diers this bit of advice, "When writing to the wife from Camp ask her to bring ten dollars with her when she come to visit, but if she cannot come please send twelve dollars." Clannahan, Reed, Godwin, etc. etc., please take notice.

His fellow workmen in the Paint Shop are still wondering how so many little frogs got up and over into Pickens high cowboy boots.

New automobiles noticed lately are Groskopf's new Plymouth sedan and Denver Root's new Chrysler Royal sedan. To take care of all the kids that want to ride with Jake he should have an open air deck installed on the roof of the Plymouth.

Sorry to miss Ethel Litch from her usual place in the Coil Taping room. She has been in the hospital for ten days now but will be home very shortly and expects to be back on the job by the time this appears.

Vince Villenave has an interesting hobby that seems to be rather uncommon among shop men. Vince is a "HAM" radio operator, having built all his own equipment, both sending and receiving sets. He has worked out with every continent but Europe in times before the war but confines his communications to within the country now. Would like to hear from other P. E. HAMS. His call letters are W60KP.

Bill Prediger wishes to be all the help possible to P. E. fishermen so is bringing to perfect development a fine lot of earth worms of the sort

most enticing to trout. He will take your orders at any time at 5c each and guarantees that each will cut into three active pieces just right for bait. It is a condition of the sale that the buyer furnish his own can.

I kinda wondered last month why Tom Higgins looked so piqued like, I thought he must have been losing weight in the usual way but find that he had been off since Christmas and had been to Murietta Hot Springs for his health and had taken a large number of hot mud baths there. Tom looks much better now and evidently a little mud in his craw was just what he needed. Best of luck to you, Tom.

Couldn't help but notice one guy in the Truck Shop that I have never yet been able to learn news about to get him into this column, but I have some of my special operatives working on his case and expect to have some good dope on Herbert Koy. Like Hawkshaw, they never miss.

George Foster is just now going thru the doldrums—Santa Anita over for a year and Hollywood not opened up yet.

Nels Swanson spent last week-end among the film folk at Palm Springs. Means to go still farther next week to El Centro.

I was interested in seeing a brand new man at the wood lathe in the Mill. He was a lot younger than most Mill men. I find that he learned his trade from his father by working

with him in his own little Mill and Cabinet shop since he was 12 years old. It is easy to see that this young man, Carl Holtz, knows how to look out for himself—he has all his fingers left on his hands. Congratulations to his wise father.

Walter Neilsen fell for the old gag of picking up a phoney dollar left on the floor of the Carpenter Shop. The whole gang watched this play so Walter did not even bother to brand it as a lie as he usually does.

Jack Nolan has one heck of a reputation throughout the Carpenter Shop as an accumulator of light weight tools. Of course Jack is getting old, with all of age's handicaps. Jack's special trial is a weak back, hence when he sees an electric drill a bit lighter than his own he gets his pal Johnson to try to make a trade to add the lighter tool to his kit. Jack has a way about him that has made his successful in most cases.

Charley Brown is back on the job again after an absence of several years at Macy St. This notice is for the purpose of warning all possoms to LOOK OUT. Charley has always been able to catch possoms around the Shops grounds where no one else ever dreams there is such an animule. Charley has been scouting already and reports "much sign".

Young man Alfred Kito, Trimmer, informs me he plans to retire at the end of May, having completed his 30 years of Ry service and 65 years of life. If they can retire as young looking as Al I begin to think there may be some chance for me soon.

Al Rice, Tom Hislop, Walter Bloomfield, with their respective wives, spent a Sunday recently with Walter's brother Arthur as his guests at a dinner given by him in honor of Walter's recent retirement from active service. Arthur Bloomfield's home normally is in Hyde Park, right next door to "Neighbor" Roosevelt.

Mr. and Mrs. Fred Gill added a bit of glamour to the "Family" by being special guests at the wedding of Dianna Durbin recently. Dianna calls Mrs. Gill Auntie, having known her intimately when a little girl and now keeps up the childhood tie by frequently calling on her "Auntie" in the Gill home. I wish I had a picture of Fred Gill in his formal clothes, Fred says he made a big hit.

I see by the Bulletin Board that two good men in the Machine Shop took a good step up. Bill Blackmur, with at least 35 years service, was appointed Assistant Machine Shop Foreman and Howard Clark, 17 years service, was appointed Leader in the Tool Room. Sure am glad to see these men get this well deserved recognition.

Frank Thompson fell for a good



Picture of William Robert Simmons, son of Coil Winder of same name. Age 5 months, weight 18 lbs, eyes blue, hair none. Dad thinks he will be a Field Coil Winder because every string he gets hold of he winds around his finger.

April fool joke—He heard on the radio that if he would go at once (6:30 A.M.) to the outdoors and look into the North West sky with the left hand covering the right eye he would see a wonderful display of brilliant colored lights, strong enough to show thru even the heavy clouds in the sky that morning. Frank loves bright colors so hastened to behold this wonder of nature. He tried both hands and both eyes but nary a colored light. He returned to the radio just in time to ear the announcer remind folks that it was April 1st. They will have to try something a little different on Frank next year.

Harry Phillips, of the Winding room recently passed his 53rd birthday, expecting it to be commonplace as usual. But not so—his fellow workmen chipped in and bought him a brand new lunch pail with thermos bottle to replace his old battered one. And was Harry proud, and pleased—he went around and personally expressed his pleasure to each of the donors. It is surprising how little can sometimes bring so much pleasure and Harry deserves all that comes his way and more too.

Is Charley Pennington really getting fat??? His wife says so and some of his best friends too.

That big jovial fellow that I recently saw around the shop at a distance and that looked so much like "Tiny" Montgomery who left us more than ten years ago turned out to be Tiny himself and he appeared glad to be back in the fold again. Years ago Tiny served as a good

source of news and he still gets around and listens as well as talks, so I think I'll hit him up for gossip next week. Welcome back old time.

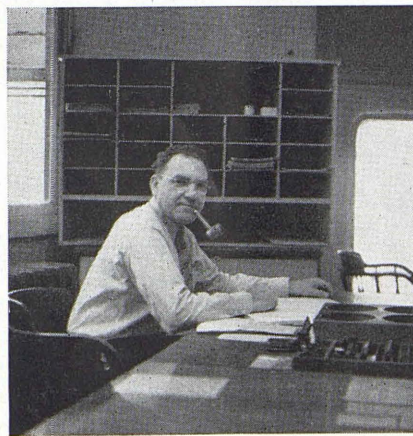
STATION STATIC

By James J. Adams

We were almost knocked over by the layout in last month's magazine. "Jimmie," we says, "You're really gettin' some place, bein' featured way up there in the front of the book and with a fancy title like Station Static, too." And then some kind (?) readers reminded us that static is usually refered to as a loud and undesirable noise that spoils an otherwise good program. But they opined that it was still a good title at that, and 6,000,008 readers can't be wrong. (The six million are Watchall's).

We've got trade lasts for two of our contemporaries. From one who knows. We gave our friend, Matt Weinstock a copy of last mon't magazine and he thought it was very good. Said he especially liked Winchie and Watchall.

Harry Dietsch asked us to let him off early one night so he could attend a wedding. Right away our "nose for news" started working, for such is the stuff that these columns are made of. Was it his daughter, June? No, she was to be one of the bridesmaids and Dad was just going to look on. A thank you call from



HARRY DIETSCH

A very important guy around the end of the month. He figures our ticket reports. Can't work without his pipe.

the lovely June more than repaid us for the favor.

Ray (Sunshine) Eastham bought a pint of paint and a brush. Next morning he got up an hour earlier than usual and painted his house before he came to work.

Last week we drove up to San Luis Obispo and dropped in on Lawrence Antista at Uncle Sam's fam-

ous summer resort. Except for a slight cold, he was getting along fine. Says he gained 14 pounds since he's been in camp.

Our sincere condolences are extended to James Russell whose mother passed away on April 1st after a long illness. Interment took place in Knoxville, Tenn., her home town.

It was with deep regret that we learned of the death of Martin H. Watkins, on March 28th. A member of the Red Cap force at Main St. Station since 1925, he was well liked by all who knew him. Services were conducted at the Wesley Chapel M. E. Church and attended by many employees of the Pacific Electric. Our sincere sympathy to his bereaved family.

The retirement of J. W. Gates, night watchman at Main St. Station, leaves a gap in our ranks that will be hard to fill. You could set your watch by his regular rounds. May he enjoy a long and well earned period of relaxation.

"In the spring a young man's fancy lightly turns to love,"—but when we get a little older, it is a different story. We found our cellmate, Pete Roller, diligently perusing a book on flower culture. A few years ago he couldn't tell a phalaengeter from a petunia! (Neither could we till we looked it up—it's an Australian 'possum)

Don Gates took a trip to the desert for a look at the wild flowers. As he gazed with awe at the endless expanse of blossoms, he remarked, "I'm sure as heck glad I don't have to weed that garden!"

According to reports from the subway Terminal, Frank Kapitan has taken up the study of ventroloquism. He has mastered the first lesson which enables him to imitate a duck. The next being the operation of a "dummy", who he plans to call "Colonel Cliff."

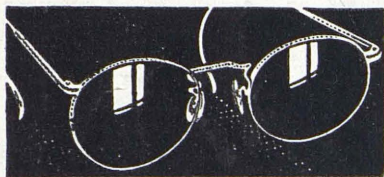
Bonnie Eggert, daughter of Henry Eggert. C.T.A., was interviewed by "The Man on the Street" program last week. The nice MAN gave her two passes to the Orpheum. Not being able to use them, she passed them on to yours truly—for which we thank her—it was a swell show!

Edna Tilley went trout fishing a la Los Angeles Examiner (2 subscriptions) She snagged a beauty—too bad he wasn't named "Oscar".

A New York school teacher tells about a little boy whose coat was so difficult to fasten that she went to his assistance. As she tugged at the hook, she said:

"Did your mother hook this coat for you?"

"No," was the astounding reply, "she bought it."



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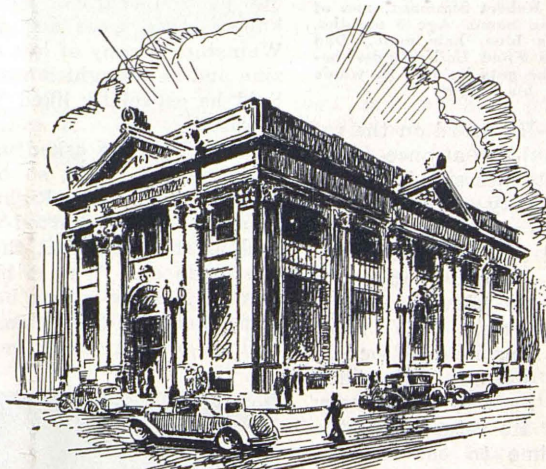
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