

SEPT. 1942
PACIFIC ELECTRIC
Magazine



BUY BONDS and BOMB the BUMS!

H O N O R R O L L

PACIFIC ELECTRIC EMPLOYEES IN NATION'S ARMED SERVICE

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John F. Avila
Gabriel Barrios
Mike Manriquez Becerra
Juan Bernal
Julian Cantu
Francisco Carrasco
William A. Chase
Thomas Jay Clark
Henry Davis

Herculano Almanzar Dearo
Bob S. DeLuca
Mike Rodriguez Escobar
Jack Cooper Gillette
Ramon M. Gonzales
Joseph Henley
Robert Edward Hilliard
Douglas W. Johnson
Ben Elliott Jones
Thomas W. Jones

Woodrow A. Lewis
Gail Lockwood
Clinton J. Main
Cecil M. Martin
Ewart Mekeal
Wilbert Moore
Lawrence Richard Nachman
Alfred Ocampo
Pedro R. Olmos
Clarence R. Pear

Pablo Perez
Ralph Pratt
Frank Alvarez Rascon
Alfredo Romero
Peter Angel Romero
Manual Santora
John Stevison
Felix Valenzuela
Jimmie G. Vega
Walter Edward Wyatt

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David M. Crabtree, Jr.

LAW DEPARTMENT

Randolph Karr Thomas H. Sword

FREIGHT TRAFFIC

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STORES DEPARTMENT

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Edward S. Fotheringham
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Louis V. La Garde
Darrell E. Gilliam
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Paul C. Hassler
Stanley C. Hauze
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Ernest M. Hill
Arthur F. Howard
Edgar W. Johnston
Lloyd R. Huff
Albert Krause
Edward William Koster

Harold B. Reed

James T. Smith
Fay C. Snyder
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Elmer L. Stebbins
Glen W. Teetor
William V. Thompson
Harry P. Trudeau
LaVerne C. Vogt
Don W. Warman
Robert H. Webster
Clifford O. Weese
Charles A. Wierbecki
Buford B. Wilson
Marcel L. Wood
Alvin G. York

PASSENGER TRAFFIC

Lawrence V. Antista, Jr. Robert R. Goodell

PURCHASING DEPARTMENT

Edgar W. Morris

HOSPITAL DEPARTMENT

Randolph L. Grim Dr. S. Castanares

TRANSPORTATION DEPARTMENT

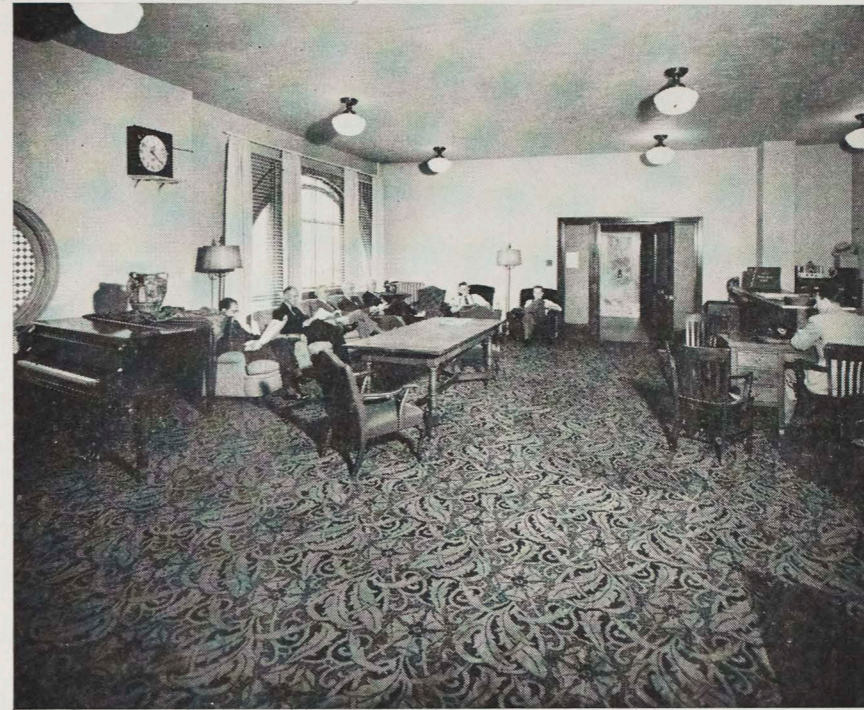
Wm C. Alexander
G. P. Barkhurst, Jr.
J. S. Beckett
C. H. Belt
Aaron P. Billingsley
J. W. Boswell
Jas. S. Bower
F. M. Bradley
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M. R. Bush
W. Campbell
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R. F. Conger
Burford F. Cotton
Martin J. Creamer
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J. T. Gilson
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Clyde Hodges
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Denson H. Knobloch
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M. M. Liptz
A. R. Logan
L. Lutz
R. W. Mainzer
Audry G. Mason
C. M. Mason
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M. Seif
R. F. Smith
U. L. Smith
W. A. Stevens
Glenn E. Tennant
F. E. Tredgett
K. A. Twesten
J. C. Upton
W. A. Watkins
F. A. Widman
J. H. Wild
E. L. Wilson
R. R. Wilson
A. F. Zmoos

OUR CLUB IN ITS NEW, COSY HOME



The Lounge and Office

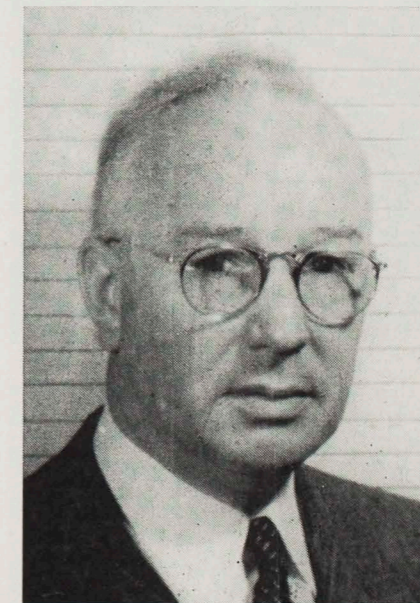
Our Club, which for so many years has been such a large feature and factor in our big corporate family, has, as many know, moved into its new quarters on the Ninth Floor of the Pacific Electric Building; and after numerous delays occasioned by more pressing matters engaged in by the building department, become orderly arranged and ready for the enjoyment of its members.

Since 1916, the Club has been the rallying point of employes where, during leisure hours, they may enjoy its accommodations; where they may meet members of their family or friends, where amid quiet surroundings they may read, study or write letters; or, with their fellows indulge in games of billiards, pool, snooker and card games. In other words, quite complete club life is available to the members at a cost that is inconceivably small as compared to the benefits received.

The value of the Club in our industrial life is to be found not only in the material opportunities for pleasure and recreation offered, but more important is the opportunity afforded for the making of acquaintances and friends among our fellows in the work in which we are engaged; and, within the confines of the Club during the past three decades all of us have formed friendships most warm and cordial that will endure throughout life, some of these friendships being our greatest treasure.

Incidental to our club work has

been the establishment of several features not possessed by other organizations, such as the Mortuary Fund, the Emergency Relief Fund, and Group Insurance, all of which have proven themselves to be of the



G. E. Collins, President

highest value in the interest of our fellows as occasion has required their use. Of these features more will be said later.

While the new quarters of the Club are not quite so commodious as were

the old ones, the second and third floors of the former Club having been taken over by the Army for Army Induction, there is ample room for all our Club activities, the arrangement of the club rooms convenient, and the appearance very attractive, as will be seen from the photos herewith.

During the past several months many new employes have come to the company, and for their benefit particularly, the following brief description of the organization and its functions are given:

As is generally known, the Club is a jointly operated institution of the Employes and the Company, its organization consisting of a President and a Manager, chosen by concurrence of the Management and Employee Representatives; a Governing Board of seven members, likewise selected; and, each department or group of departments annually electing Delegates who represent them on the General Committee.

The Officers and Committeemen at present are:

President, G. E. Collins, Assistant to the President of the Company; Manager, N. B. Vickrey.

Management Representatives: C. E. Collins, F. E. Geibel, L. B. Denton, T. L. Wagenbach.

General Offices: Grey Oliver, C. C. Dickson.

General Superintendent's Offices: D. F. Houston.

Transportation Department

Northern District: C. H. Miller, J. G. Rovai, Fred Sauerwein.

Southern District: F. L. McCulley, H. F. Tieman, J. E. Velville.

Western District: R. M. Hightower, K. R. Cassels, H. G. Garrison.

Motor Transit District: L. L. Somerville.

Harbor Belt Line: Paul H. Mann. Station Agents: C. J. Hileman.

Local Freight House: George W. Orr.

L. A. Motor Coach Lines: N. K. Miller.

Mechanical Department

Torrance Shops: John T. Watson, Roy Brucker, G. W. Thatcher.

Southern District Shops: A. J. Andrews.

Northern District Shops: E. E. Hunkin.

Western District Shops: J. M. Perry.

Engineering Department

General: H. P. Bancroft, Robert Dorner, F. N. Compton.

Sub-Stations: Gus C. Dunlap.

Accounting Department

William E. Reed.

Purchasing and Store

Alpha R. Barrett.

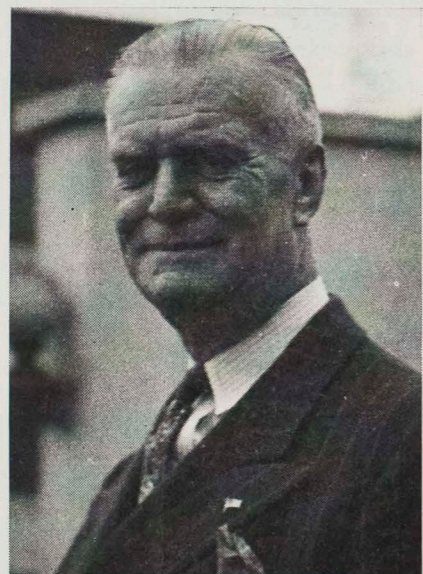


Billiard and Pool Room

Object of the Pacific Electric Club:

"The object of this Club shall be to promote closer relations among its members, that a better understanding and a warmer friendliness each for the other may exist; to operate a Club House for the benefit of all the employees who may care to become associated with the Club; to provide social, educational entertainment for the members and their families; to plan recreation both within and outside the Clubhouse; to encourage and aid when possible fellow members in any laudable endeavor for the betterment of themselves or their fellow employes, and to advance as far as possible any work or plan by which we, as employes of the Pacific Electric Railway Company and its subsidiaries, may grow in usefulness to the community, our dependents, or the Company by which we are employed."

Facilities: The Pacific Electric Club occupies a large suite of rooms on the Ninth Floor of the Pacific Electric Building, the entrance to the Main Club Lounge being Room 917, immediately in front of the elevators, the windows of the Club looking out upon Main Street. In the suite on the Ninth Floor is the main club lounge; the billiard, pool and snooker room; and, the club library with its large collection of books and periodicals as well as facilities for writing. From the billiard room a stairway leads to the Eighth floor where the Womens' Lounge and its facilities are located, while adjoining is the Rod & Gun Club Quarters and assembly room where committee conferences and



N. B. Vickrey, Manager

other small functions are held. In the original club quarters on the ground floor facing Los Angeles Street and adjoining the Pacific Electric Building is located the Auditorium having a seating capacity of 712, where all major meetings of employes and entertainments are held; while on the mezzanine floor of that same building our Club Cafeteria and class rooms are located.

Subsidiary to the Club and using its quarters as their place for meeting are a number of employe organizations in which membership is optional. They are:

P. E. Rod & Gun Club: This is an organization of some 400 of our

employees who take part in various sports activities; their prime objects being to encourage protection to game and game fish in Southern California; to promote interest in scientific angling and hunting; to encourage the use of light tackle and small bore guns, and to endeavor to elevate the sport of angling and hunting. Continued activity in these subjects is had throughout the year, and many valuable trophies are awarded annually. Regular meetings of the rod and gun club are held monthly.

Pacific Electric Masonic Club: The purpose of this organization is to cultivate and foster good fellowship and a closer acquaintance among employes of the Pacific Electric who are members of the Masonic fraternity, there being at the present time in excess of 300 members of that fraternity in our club organization, and monthly meetings are held in our Club quarters.

Pacific Electric Womens' Club: The wives and daughters of members of our Club have their own most active organization, their headquarters being in the Ladies' Lounge, where semi-monthly afternoon social meetings are held with interesting and educational programs. Semi-monthly Card Parties are also afternoon features of the Womens' Club, and in addition to these activities, the ladies sponsor much welfare work among unfortunate members of the Pacific Electric Family, and an active Red Cross unit meets weekly for sewing.

Educational Classes: During regular terms of Los Angeles Schools and Colleges, classes in various studies are organized by the Club whenever a minimum of 15 students enroll for a particular subject, such classes meet during the evening hours in the Club Class Rooms. In the past there have been as many as 12 to 15 subjects taught in our Club Night School.

Pacific Electric Post of the American Legion: Open to all World War Veterans holding membership in the Pacific Electric Club, meetings are held semi-monthly in the Club quarters.

American Legion Auxiliary Unit: A very active auxiliary holding semi-monthly meetings and monthly card parties in our Club quarters.

INSURANCE AND BENEFITS

The Mortuary Fund: Organized for the benefit of our employes about 1917 and continuing uninterruptedly until this time, during which long period many thousands of dollars have been paid to beneficiaries, is the Mortuary Fund. Membership in this fund is voluntary, each member agreeing to pay into the fund the sum of 25c upon the death of any



The Club Library

member of the Fund. Collection, accounting and payment is handled by the company without cost to the fund, and payment is made to the beneficiary within 24 hours following the death of the member. The amount varies according to the total membership, the amount of payment at the present being approximately \$600.00. During the course of the years it has been in operation the amount has varied from as low as \$500, to as high as \$1200. With the large group of new employes now with us who will undoubtedly be interested because of the small cost, the Fund should grow to quite a substantial amount. This feature of our Club work has been outstanding, and is very unique among industrial organizations.

Emergency Relief Fund: This Fund is operated by the Club Management for the benefit of Club members who in emergency caused by illness, death in the family, medical or hospital bills or other unanticipated misfortune makes financial help imperative. The fund is available to all members of the Club in time of adversity (except members employed by the L. A. Motor Coach Lines, who have a similar fund of their own). It is not intended for use in making advance payments for buying clothing, furniture, real estate or autos, but is set up solely for the purpose named—emergency brought about by misfortune. Loans are made from this fund, without interest, and repayment is made by deduction from payroll in amounts that will be reasonable and convenient for the borrower. Applica-

tions for loans are made through the Manager of the Club.

Group Insurance: To assist our employes in obtaining insurance protection at low cost, the Company has arranged a group insurance plan under a group policy of insurance with the Metropolitan Life Insurance Co. Each full time employe who has completed one year of continuous service is entitled to subscribe for the group coverage under this plan by com-

pleting the necessary blank forms which have been provided for this purpose. Subscription to the plan on the part of the employe is entirely voluntary. If the subscription is presented during the one year probationary period or within 21 days thereafter, he is entitled to insurance coverage based on his average yearly earnings without the requirement of a medical examination. Insured employes will receive certificates of insurance issued by the Metropolitan Life Insurance Co. briefly outlining the insurance protection. In the event of the death of an insured either from natural or accidental cause, the life insurance will be payable to the beneficiary designated by the insured. Within 31 days after leaving the service of the Railway Co. for any reason whatsoever the insured has the option of converting his group coverage into an individual policy with the Metropolitan Life Insurance Co. without the requirement of a medical examination.

In addition to the death benefits, the Insurance Co. maintains a Visiting Nurse Service. Employes insured under this plan and living where the service is available may obtain it for themselves without cost to them.

Assistance to Beneficiaries: Payments of the Employes' Mortuary Fund, the handling of loans from the Emergency Relief Fund, and the preparation of papers and handling of details of the Group Insurance will be made through the Club. The Manager and personnel of the Club are desirous of being of service to any employe or member of his fam-



Ladies' Lounge

ily who, are in distress, especially in the case o fillness or death. In many cases the club management has been of assistance in securing reliable morticians and making arrangements for burial.

MEMBERSHIP

To qualify for membership in the Club, the applicant must be of good moral character and actually in the service of the Pacific Electric or subsidiary company, and membership is restricted to the white (or caucasion) race. Applicant may sign order for deduction from pay-roll covering h's or her monthly dues of 35c per month. Membership card will be issued to each member, and cards for all bona fide members of family entitling them also to full Club privileges. No charge is made for "dependent member" cards.

Employees, new as well as old, are cordially invited to visit the Club, and it is hoped that all employees entitled to do so will avail themselves of membership. The participation of all in this activity will enable the Club to broaden its work and materially increase its activities on behalf of its members.

CAPTAIN J. D. HALL

Not waiting to be drafted "Shorty" beat Uncle Sam to the punch and received a commission as a Captain in the U. S. Army, Heavy Duty Transport Unit.

Shorty will be missed very much by all his friends, also with his knowledge of the mechanical work and ability to handle men will cause the Pacific Electric Mechanical Department quite a problem to find a man to fill his shoes.

He came to work for the Motor Transit Sept. 1, 1922 as a mechanic. Showing the ability to be a leader of men he was sent to San Diego in charge of the Motor Transit Shops Feb. 1923. When the Greyhound took over the shop in San Diego he moved to Santa Ana Garage as Leader May 1926. From there he moved to Pasadena Garage 1930 and transferred to San Bernardino 1933, staying there for 7 years. In 1940 he was made Night Foreman of the Los Angeles Garage. he later was changed to the day force as a leader.

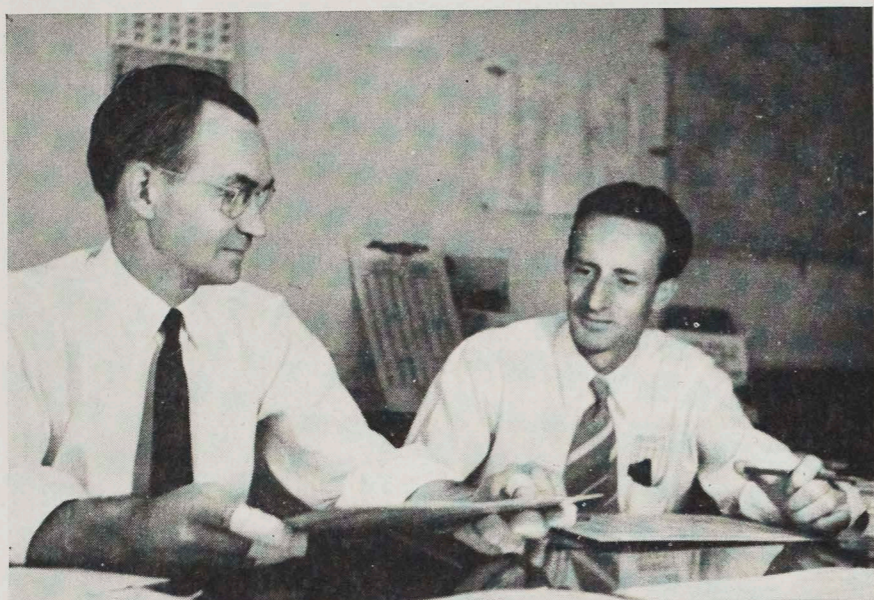
With such a short notice on reporting for duty he was unable to bid farewell to all his friends so he wishes to extend it to them at this time.

His Ambition

Son: "Dad, what was your great ambition when you were a kid?"

Dad: "To wear long pants. And I've certainly had my wish. If there is anybody else in this country that wears his pants longer than I do, I'd like to see him!!!"

TWO OF THE "BUSIEST BIRDS" IN THE P. E. COMPANY



Carl Haskin

Frank Screech

There is probably not a busier spot in the big building of the Company today than the Schedule Bureau, which is composed of a number of experts in the operation of trains, and perhaps, and we do not mean "maybe", the two most industrious of the group are Carl Haskin and Frank Screech, who are shown in the picture above.

In addition to working out the various schedules for the use of the public on the various lines, which is supervised by Mr. Haskin with the valuable assistance of Frank, and the placing of printing orders for the hundreds of thousands of timetables for public distribution, these two must prepare card time tables for the hundreds of stops on lines over which they travel night and day posting them at the different stops; and this requires an individual time card for each stop.

To these two fellows the public is much indebted for the information they have regarding the trains and motor coaches that the company operate; and, incidentally, each year Mr. Haskins is responsible for the

spending of approximately \$10,000.00 of our advertising budget assigned for the purchase of public time tables.

DEPARTMENT IMPROVED

Yes, we forgot to mention last month, that the Passenger Traffic Department has been greatly improved recently by the appearance of a woman on the scene. It has not looked so well since the last woman left the department in 1912. Miss Catherine Meli is the cause of it all. She came over from another department to fill the vacancy caused by one of the boys going to war; and not only does she fill the vacancy, but she is setting a pace for a lot of us. Besides that, she is becoming quite popular and certainly is a relief to the eyes after looking at the homely males for the past 30 years.

Perfect Fit

Dressmaker—"I consider this the most perfect fit I've ever seen."

Customer—"Well, you should see the fit my husband will have when he gets the bill."

AUTO INSURANCE

MORE VITAL NOW THAN EVER BEFORE

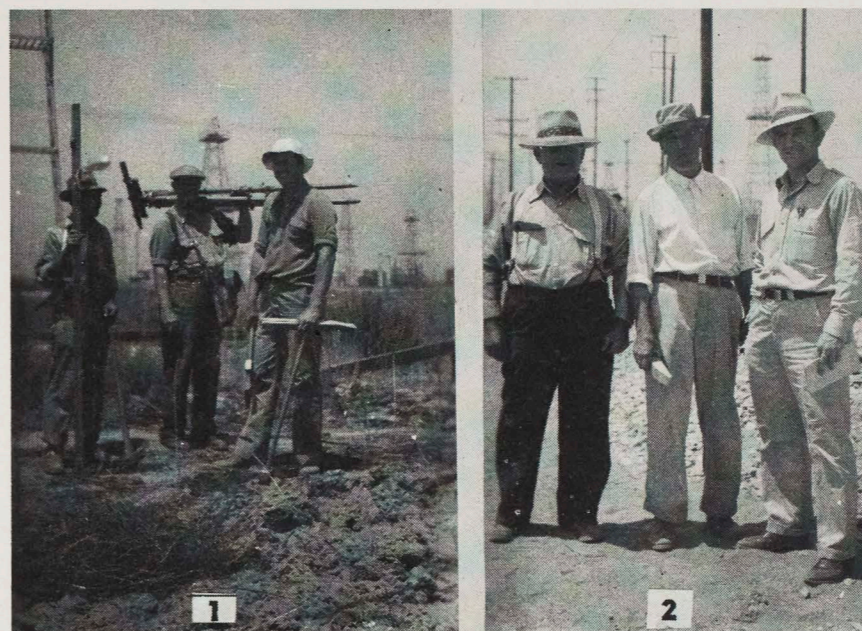
100% SERVICE at Lowest Possible Rates in Standard Companies Only

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

At P. E. Club TU. 7272

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

TERMINAL ISLAND EXTENSION WORK HAS BEEN STARTED



(1) Engineer Joe Frownfelter and Field Party—Ed. Murphy and F. Z. Zizda, locating line on Terminal Island, where actual work was begun about two weeks ago. (2) Mike Duffy, Jacob West and Glenn Stonen putting in first tracks on Long Beach-San Pedro section of the Terminal Island line.

ENSIGN T. H. SWORD

T. H. Sword, member of the Law Department staff of Vice President and Chief Counsel Frank Karr, is now wearing the Navy Blue bearing the insignia of an Ensign, having entered the service of Uncle Sam during late July.

Mr. Sword was a very popular, as well as a very competent member of the Law Department and likewise had a host of friends throughout Southern California, all of whom extend congratulations upon his appointment and best wishes during his service to the Nation.

He was born in this country September 27, 1911, but lived in England from the time he was 8 years old until he was 16, and received his preliminary education at Stonyhurst College.

Upon his return to the United States he entered Loyola University from which he obtained an A.B. degree. He then returned to England and attended Oxford for one year of Law School, returning to the United States and received an LL.B. degree in law from Loyola in 1935.

On August 13, 1934, while still in Law School, he was married. He was admitted to the State Bar of California in December, 1935, and has practiced law in this State since that time. He is a member of the American Bar Association and the Los Angeles Bar Association. He entered the service of this company as Attorney on February 1, 1941.

LETTER FROM "DOWN UNDER"

Earl E. Switzer, Engineer on the Harbor Belt Lines, recently received a letter from his son, Lt. R. W. Switzer, Service Co., 162d Infantry, then located somewhere in Australia, that is most interesting indeed, a copy of the letter being sent to the Editor of the Magazine for reproduction. Unfortunately, because of National censorship rules, we are not permitted to publish as the letter contains prohibited information.

Doubtless the family and immediate friends of Lt. Switzer were more than glad to hear from him, and to know that things are going along in a most satisfactory manner in that part of the world.

NEW FIXTURES RECEIVED

The manager and employes of our soft drink emporium in the lobby of Main Street Station are jubilant over the installation of a new acquired by qthe Management. With the installation of the new equipment, Manager Hill contemplates making a number of other changes that will be very agreeable to both patrons and employes.

Old Stuff

Salesman: "Sir, have you seen the new fountain pen? It is absolutely impossible for ink to escape from it anywhere."

Businessman: "Huh. New! I've been trying to write with that kind for years."

NAVY GETS "GEORGIA LIAR"

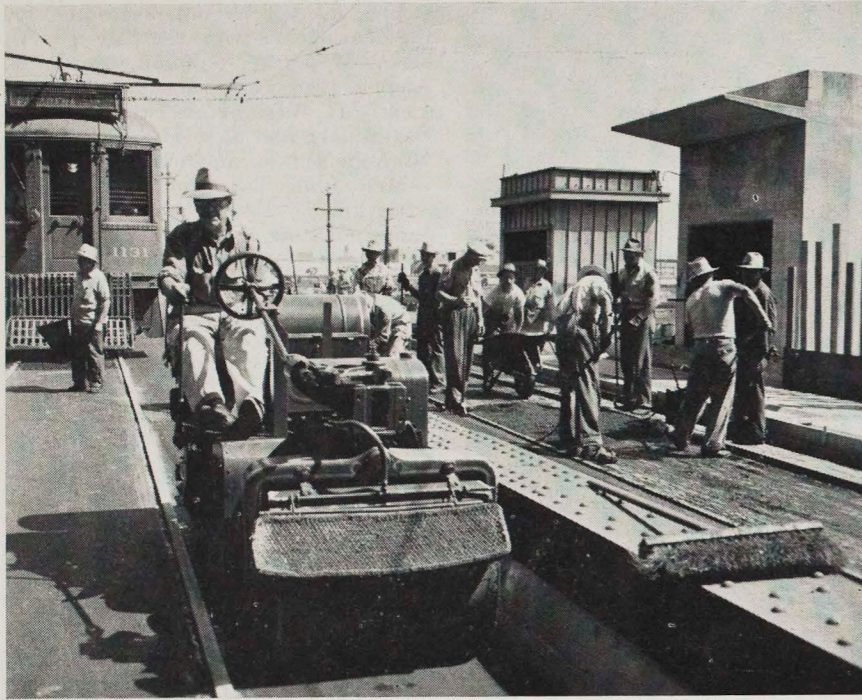
The above heading sounds a little strong, doesn't it; but, according to the gentleman's wife, the title is well bestowed, for W. T. Jones, who until August 12th was a member of "the gang" at Washington Street Yards was widely and favorably known as "Georgia's best amateur liar"—and —Mrs. Jones has confirmed it in a letter to the Editor relating to Mr. Jones enlisting in the Navy.

It seems, from all the accounts that reach us, that "Ditty-Wa-Ditty" Jones had two major accomplishments that he exercised prior to going to work in the morning at the Yards and during lunch hours and such other time as he had available, and that was "whittling" and telling "tall" tales about Alligators and a certain tribe of Indians that reside in Georgia, from which state he hailed, and from which location he brought a broad Southern brogue to this neck of the woods. It was his delight to get a group of fellows around him as occasion afforded and regale them with his "Munchausonian" tales. In this manner he won the title given him.



Jones enters the Navy as a member of the Construction Battalion as a Machinist's Mate 2d Class, and while he is going to be missed around Washington Street, it is certain that things are going to be much enlivened in the Navy around the particular spot in which he is located. While Mr. Jones is Navy(ing) around, Mrs. Jones is going to do her part in the war effort as a member of the Douglas Aircraft force at Long Beach.

TERMINALS CONSOLIDATE AT SIXTH & MAIN SEPT 27TH



Putting the finishing touches on the paving of the large Parking Deck for Motor Coaches at the rear of Main Street Station. The structure will be put into service Sept. 27.

Effective with the operation of the last schedule out of the Union Stage Depot at 5th and Los Angeles Streets on Saturday night, September 26th, all of Pacific Electric Motor Coach Service and Asbury Rapid Transit Service from that station will cease; and, on the morning of Sunday, September 27th, service formerly handled from that station will begin from the Sixth and Main station of the company, preparations for which have been in progress for the past several months, a part of which was the construction of a large parking deck on the south side of elevated structure on the east side of Los Angeles Street, the building of a ramp from Maple Avenue to the deck of the structure, and many other alterations throughout the station to accommodate the heavily increased traffic that in the future will come to this station by the abandonment of the Fifth Street Station.

All Motor Coach Service from the north-east district will be operated inbound over Aliso Street to Los Angeles Street, thence south over Los Angeles Street to Sixth Street, Sixth Street to Maple Avenue and up the ramp into Main Street Station. The last stop for the discharge of passengers inbound on these lines will be at Fifth and Los Angeles Streets. Passengers remaining on coaches at Fifth Street will be brought into Main Street Station.

Outbound, service will pass through the station to Main Street, north on

Main Street to Arcadia Street, on Arcadia Street to Aliso Street and continue over regular route. After leaving loading platform in Main Street Station, the first stop to be made will be Fifth Street.

Motor Coach service on the Montrose-Sunland Line is routed inbound over North Figueroa, Castellar Street and Sunset Boulevard to Los Angeles Street; south over Los Angeles Street to Sixth, Sixth to Maple and thence over ramp into Main Street Station. The same routing will be used by the Asbury Rapid Transit Coach line which will also make Main Street Station its terminal.

Outbound, the Montrose-Sunland Line will pass through Main Street Station to Main Street, north on Main to Sunset, Sunset to Castellar, Castellar to North Figueroa, thence over regular route. The Asbury Line will use same route, and, as in the case of other lines, last inbound stop before coming into station will be Fifth Street, and first outbound stop on Main Street will be at Fifth Street.

Whittier, Fullerton, Anaheim, Santa Ana and Newport-Balboa Lines inbound will use Sixth to Maple Avenue, loop through Main Street Station and out over Sixth Street to resume their regular routes. Last stop for Coaches inbound and first stop for Coaches outbound will be Wall and Sixth Streets.

Effective on the same date (Sunday, Sept. 27th) the Pasadena Short Line and Pasadena Oak Knoll Lines

will cease operation through Main Street Station and operate from San Pedro via Sixth Street and Main Street and thence outbound over Main Street, First Street, Los Angeles Street and their regular route.

The Los Angeles Sierra Madre Line will operate inbound and outbound via San Pedro Street and the Viaduct.

For the convenience of patrons desiring to enter and leave the Main Passenger Lobby of Main Street Station a ramp leading from the Main Waiting Room to Los Angeles Street is being constructed, obviating the necessity of walking from Los Angeles Street to former entrances to the building, also providing a more convenient entrance and exit for those using taxicab service to and from the station.

PERRY JOINS THE ARMY

The Passenger Traffic Department is short another man, since Ralph Perry decided to beat the "draft" by a few minutes and enlisted on August 28th.

Ralph is a very popular guy around these diggings; of course not quite so popular in some localities as he was before he recently married; but, the fellows all like him and most of the girls still speak as they pass by.



He is quite some adonis in appearance, straight as a ram-rod and when he gets into khaki with his brass buttons is certainly going to be a "killer". Chances are that it will not be long until he will become a typical hard boiled "Sarg."

Ralph's many friends here wish him the best of luck in the "big adventure", many "JapaNazi" scalps, and an early and safe return to the job here.

SUBWAY TICKET OFFICE FACILITIES GREATLY IMPROVED



Improvements undertaken several months ago in the Ticket Office facilities at the Subway Terminal have reached completion, and the result is a much more convenient arrangement for the Agent and other employes there, but is a convenience for the travelling public as well.

In the new arrangement, the information bureau, ticket office, parcel check room, Conductor's turn-in booth and office for the Assistant Agent are combined, thus promoting efficiency of handling the work of the agency as well as adding to the convenience of patrons.

The new quarters are pleasing in

appearance and add to the general appearance of the waiting room.

Incidentally, much war-time ingenuity was exercised in the construction of the new ticket offices. Metals for the construction of a new sign were not available, so an old sign was altered to fit our needs, and you would not know it from a brand new one. Other materials for construction were not to be had, so the former S. P. ticket office structure was cut down, switched around and sufficient other material salvaged from various locations—and now it is a new structure that certainly reflects credit upon its builders.

PAMPHLET READY ON SUBJECT OF TIRE RATIONING

The Joint Management-Labor Transportation Committee has issued a pamphlet for distribution to all Pacific Electric Employees giving Tire Rationing Rules and method which must hereafter be followed by employes desiring tires for automobiles used to go to and from work. Be sure and get your copy from the Head of your Department; read the rules and send in the questionnaire immediately if your automobile is eligible for tires.

MECHANICAL DEPARTMENT

The past month has been particularly active. Twenty of the new 45-passenger city type motor coaches were received and placed in service on the Long Beach-Huntington Park, Hollywoodland, and Los Angeles-Alhambra Lines. These are known as the 2200 class. In accord with the War Production Board instructions the orange emblem has been left off the side, and the roof has been painted a dark lusterless gray to meet dim-out requirements.

In connection with the dim-out, the

lights on some 75 motor coaches and 100 of the 600 class cars had to be changed to meet the requirements within five days. Needless to say, any equipment that ordinarily could be purchased for this purpose was not now to be had. Fortunately some old resistant wire off of one of the Oakland cars served the purpose to dim the motor coach lights, and sufficient material was obtainable to hood the car headlights. Some Sunday work was necessary, however, to meet the dim-out date.

August saw the finishing up of the

19 — 4500 class or the former Northwestern Pacific cars. The work on the 60 Interurban Electric Railway cars for the Maritime Commission will be started at once. Twenty-one of these cars are already in the Torrance Shop yards. In August the Shops started three cars for portable substations, one for the Maritime job, and two to meet the increasing power demands on the system. Ten of the 100 class cars have been overhauled and repainted in the new colors. These were put in operation on the Echo Park Line.

During the past several years practically all of the mileage inspections and running repairs on the cars on the Southern District have been done at Macy Street Car House. With additional cars going into service and the increased service, the facilities at First Street, San Pedro, will be reopened September 1st for mileage inspection to relieve the congestion at Macy Street.

With heavier loading and greater use in foreign line service our freight cars are requiring heavier repairs. For some time a force at Fairbanks Yard, Long Beach, has been handling repairs to relieve the congestion at Butte Street. Owing to the need for heavier repairs on box cars it is now necessary to reestablish a force at the old Freight Repair Track at Torrance. With the mill and heavy blacksmith shop close at hand this work can be more economically handled at that point.

A new addition to the Torrance Shop equipment is a Metal Spray Machine. This machine is designed to spray molten metal on worn surfaces such as shafts, pins, crankshafts, axles, and also flat surfaces. The process does not restore the piece to its original strength, but is intended to bring the wearing surface back up to standard size. The surface can be sprayed with any type of metal, either of a type that can be machined to size or of a hard wearing type that must be ground to size. While we have only had the machine for about two months, it has already demonstrated its usefulness in our effort to conserve vital materials.

Bride: "I don't want any more flour like you sold me last week."

Grocer: "What was the matter with it?"

Bride: "It was so tough my husband couldn't eat the biscuits I made with it."

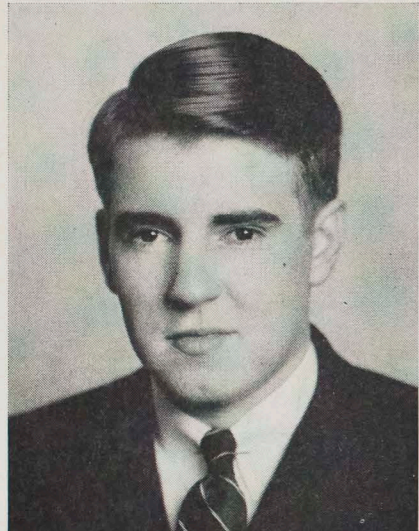
His Part

Husband: "I don't mind you buying these things, my dear, but I would like a voice in the matter."

Wife: "You have a voice in it all right—the 'invoice'."

TO BE AN ENSIGN

Allen D. Weeks, son of W. S. H. Weeks of the Accounting Dept., has received his commission as Ensign in the Naval Reserves. He is in his senior year at the California Institute of Technology. Upon completion



of the course, June 1943, he will be assigned to engineering work as Ordnance Volunteer Specialist.

Young Mr. Weeks came to California with his parents in 1922, and has been educated in the Alhambra elementary and high schools. He is an Eagle Scout and five-year veteran in the American Legion Troop, B.S.A. His special interests, aside from engineering, are swimming and orchestra.

In Pasadena Junior College, he majored in mechanical engineering, graduating there in June 1941.

MY GARDEN! (Oh Yeh)

By "Listener"



The adjoining gentleman's ancestors undoubtedly were Indians for he has one of the main characteristics of an Indian, that is, he makes his woman "do all the work and he takes all of the credit."

Who has ever talked with Howard Pinney Bancroft, Bonding and Welding Foreman, without having to listen to what "I did in my garden" and "MY flowers". The Bancroft's yard is famous for its beauty in the fall when the crysanthemums are in bloom but don't ever believe that "Banny" had anything to do with it. Mrs. Bancroft does every bit. He has talked so much about his mums that now he is in demand to talk before the many Garden Clubs in Southern California. To a stranger

his talks are quite impressive but to one that knows who the expert of the family is his talks are pathetic.

Banny's several friends and all of his acquaintances are invited to visit their garden in the fall. The address is 4257 Brunswick Ave., Los Angeles. It is better to arrange to go when "Banny" is not there because when he is there he attempts to charge an admission. Visitors upon leaving are presented with a bouquet of their most choice blooms.

ATTACKING INCENDIARY BOMBS

Following recommendations recently issued by officials of the OCD and the Chemical Warfare Service of the United States Army, the Fire Division of the Los Angeles City Citizens Defense Corps, has adopted a new procedure in attacking incendiary bombs, according to Fire Chief John H. Alderson.

"Extensive research by technicians of the O.C.D. and the Army's chemical warfare service and knowledge gained by experience in other countries made it necessary to change our plan of attacking fire bombs", Alderson has advised the City Defense Council.

Here are the new instructions on dealing with incendiary bombs:

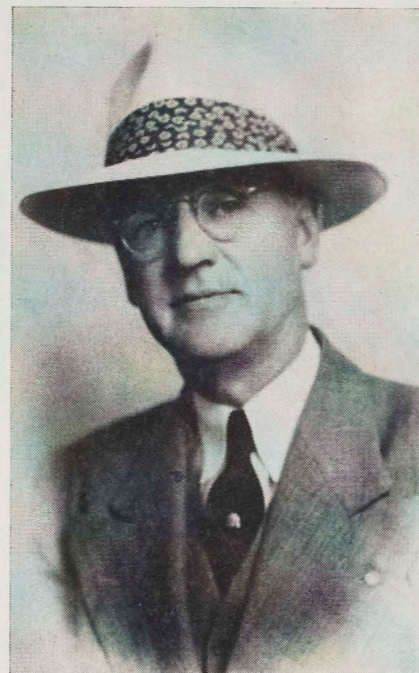
The quickest way of dealing with a bomb is by using a jet of water which will in a matter of seconds do the work that requires several minutes when the spray technique is used. Using a jet, several bombs lying nearby can be dealt with before any of them has time to do material damage. In using the jet it is also possible to attack the bomb from a greater distance and the operator has a better chance to protect himself. Due to the directional force of the jet, the scattering of the metallic fragments is away from the operator, and, therefore, his personal danger is minimized. Remember that it is necessary to have some kind of shield as protection such as a wet blanket, chair, etc.

Immediate attack upon the bomb reduces the possibility of a fire being started under the bomb and may also prevent the action of a burster charge attachment thus removing its danger to the person fighting the bomb. However, there will be certain situations where there may be concentrations of combustible materials close to the bomb such as in dwellings with flimsy curtains, draperies, overstuffed furniture, rugs, etc., where the use of a coarse spray on the bomb is advisable. Remember always that the fire started by the bomb, and not the bomb itself, is the real danger. Do not devote attention to the bomb at the risk of allowing the fire to get out of control.

(Continued on Page 11)

BECOMES PERSONNEL MANAGER

H. L. Young, who for the past twenty-three years has been actively engaged in various duties in the Transportation Department of the Company, was appointed Personnel Manager Transportation Dept. on August 1st and immediately assumed his new duties.



H. L. "Harry" Young first entered the service as a Freight Motorman on August 23, 1919, immediately after his return from France where for a year and a half he served Uncle Sam in World War I as an engineer in



On a French Locomotive in '18

train service. He became Terminal Foreman Jan. 26, 1921; Dispatcher Oct. 30, 1928; Trainmaster July 1, 1938 which position he held until his appointment on August 1 as Person-

INCENDIARY BOMBS (Continued)

Water is the best agent for controlling both the fire started by the bomb and the bomb itself. It may be supplied by any suitable device such as a garden hose, stirrup pump, pump tank or other watertype extinguisher.

These are the three different methods recommended for dealing with magnesium incendiary bombs:

A. Use of a jet or solid stream of water. This method is to be used when the incendiary bomb has fallen in a place where easily combustible materials are not close by, or where speed in extinguishing the bomb is important. For example, the bomb may fall in an open outdoor area, where its light can serve as a beacon to enemy airmen. Or it may fall in corridors, clear lobbies, or offices, where no readily inflammable materials are nearby.

Under these or similar circumstances, use the jet system for controlling the bomb, following these directions:

1. Bring your fire fighting equipment to the scene at once.
2. Shoot a jet of water directly at the bomb without delay, to put it out of action quickly.
3. Then use the jet, quickly, to quench the fragments and the remains of the bombs, and any fires that might have been started.
4. Be sure all fire is out before leaving the scene.

B. Use of a coarse spray of water. This method is preferred where the scattering of the flaming metal of the firebomb must be avoided, and where the time element in controlling the bomb is not too important. For example, the bomb may fall in a room in which inflammable furnishings, drapes, or other materials are close by. In such case, hitting the bomb with a jet of water, causing pieces of blazing molten metal to be thrown around, will serve to spread the fire. Use a coarse spray of water on the bomb, in such circumstances, switching over to the jet only when the water is directed at the fire started by the bomb, not the bomb itself.

C. Use of sand. While water is by far the best weapon for use in controlling incendiary bombs, sand may be used under the following conditions:

1. Where there is no water available. The bucket-and-shovel method of covering the bomb with sand, shoveling it into a container, and carrying it outdoors, may be used as an alternate to the water control method.
2. If the bomb is not where it is likely to start a fire (such as on a street) sand may be dropped upon it preferably contained in a sand bag.

PACIFIC ELECTRIC CLUB MONTHLY BULLETIN

- Tuesday, September 8:**
American Legion Post No. 321. Semi-monthly meeting—8:00 p.m.
American Legion Auxiliary Unit 321. Semi-monthly meeting—8:00 p.m.
 - Wednesday, September 9:**
P. E. Rod & Gun Club monthly meeting—7:30 p.m.
 - Thursday, September 10:**
Red Cross Sewing Unit of P. E. Women's Club—10:00 a.m.
P. E. Women's Club President's day meeting. First meeting of new season—1:00 p.m. Entertainment & refreshments.
 - Thursday, September 17:**
Red Cross Sewing Unit of P. E. Women's Club—10:00 a.m.
P. E. Women's Club Card Party—1:00 p.m. Admission 25c. Prizes to winners.
 - Tuesday, September 22:**
American Legion Post No. 321. Semi-monthly meeting—8:00 p.m.
American Legion Auxiliary Unit 321. Semi-monthly meeting—8:00 p.m.
 - Thursday, September 24:**
Red Cross Sewing Unit of P. E. Women's Club—10:00 a.m.
P. E. Women's Club afternoon meeting. Program & entertainment—1:00 p.m.
 - Friday, September 25:**
American Legion Auxiliary Night Card Party. Prizes to winners—8:00 p.m.
 - Thursday, October 1:**
Red Cross Sewing Unit of P. E. Women's Club—10:00 a.m.
P. E. Women's Club Card Party—1:00 p.m. Admission 25c. Prizes to winners.
 - Thursday, October 8:**
Red Cross Sewing Unit of P. E. Women's Club—10:00 a.m.
Program & entertainment—1:00 p.m.
 - Saturday, October 10:**
P. E. Agents' Association monthly meeting, 7:30 p.m.
- Educational Classes:**
The Educational Division will announce schedule of classes to be held later. Watch for Special Notice.

BOWLING NOTES

By D. Houston

The summer season in the Pacific Electric Bowling League came to a rousing close on the night of August 28th when a two man sweepstakes was held.

E. Swanson and Ed Hasenyager, those "money" bowlers, gathered in first prize and Swanson (E.) not (Roy) also won high singles prizes with a nifty 569 plus 81 handicap, or a total of 650.

Second place in the two man event was won by Pop Henry and Joe Krug, with the rest of the twenty bowlers strung out like the beads on the string around Pocahontas' neck.

The highlight of the evening was the greasing of alleys 5 and 6 immediately prior to the time those sterling bowlers, Ted Cuccia and Don Houston took off. Ted slid sixteen feet on his back while his partner did his act while lying on his stomach.

The league itself came to a close on August 21st, with the P E Club garnering the first place money, the Auditors taking down second prize and the Motor Transit team finishing in third spot.

Joe Shafer finished on top for the season with an average of 192. Close behind him were T. Cuccia, Jay Gowanlock, A. Alexander, C. Oliver and F. Engle.

All bowlers are awaiting the annual meeting to be held on Septem-

ber 4, 1942, at 7:30 P.M., Room 917, Pacific Electric Building and everyone who desires to enter a team, or who wishes to bowl during the coming season is requested to attend.

There are openings for both handicap league entries and also the scratch league.

ROD AND GUN CLUB

By Artie Skelton

The regular monthly meeting held Aug. 12 was conducted by Vice President L. L. Lloyd. J. B. Rogers being "lost in the woods" looking for the elusive trout.

Jack May "post cards" from Huntington Lake. Despite mosquitos, yellow jackets, rain, lightning and thunder, he is still having a swell time. Getting plenty of good size Dolly Varden out of the lake, also plenty of Rainbow and Brownies out of the streams. This is a real fisherman's paradise. Even I, used to catch fish up there, a few years past. Swell camp grounds and supplies may be had at popular prices. Good roads, but steep grades, plenty of boats on the lake. And it never seems to get overcrowded like so many of the other places.

Frasier Lake, Huntington Lake, Ward Lake and Florence Lake may all be reached by auto. And they are considered good trout waters. For the week-end vacationist our old reliable Lake Henshaw seems to be about the best bet. If you want to take it easy while you fish, limits of bluegill and crappie can be easily taken. If you don't mind a little elbow work there are plenty of big bass lurking around the weeds to smash your favorite plug.

For the information of those of you who do not attend our regular meetings, your Club has purchased five one hundred dollar war bonds from surplus funds carried over from last year. Owing to the decline in number of members fishing this year there will probably be another surplus of funds this year to buy more bonds with.

From the hunting front no definite information is forthcoming, regarding what hunting will be available if any. We contend good sportsmen do not create fire hazards. They prevent forest fires and in the event one is started by lightning or careless nuisances, they unite to control and put them out.

Yet a gun and hunting license do not always denote a good sportsman. There seems to be enough bad ones around to spoil things for everybody. So if our military authorities so desire, we will gladly postpone our trips afield until the "Axis" are ground. Guess that will not take so long, now that the Yanks have sort of gotten their second wind.

Los Patos Camp Committee, B. F. Manley is now winding up the affairs of the Camp. It is understood all cabin owners have moved out. Those who have not paid their cabin site assessment are asked to do so soon, so our accounts can be cleared.

In the interest of conserving rubber on tires our Financial Secretary Robert Dorner offers to pick up members living in the area south of Los Angeles and take them on week end fishing trips. Mr. Dorner drives a sedan and usually has the back seat available.

Owing to dim out regulations it is expected attendance at our meetings will be further diminished. It is hoped each of you will attempt to bring a member with you to the meetings and don't forget a lot of new faces are among our ranks. How about bringing in a few new members? We have one of the finest Clubs of its kind in the State of California. Its solvent and has some fine leaders. Yet to keep it that way we must add new blood from time to time. So to the new men in the employ of this Company, I say "if you want to be a good fellow among good fellows" we welcome you to membership in the P. E. Rod and Gun Club.

SOFTBALLERS CAPTURE CROWN

Final League Standings

Team	W	L	T
1. P. E. Railway.....	12	2	1
2. Television	8	6	1
3. Utility Fan	6	8	1
4. D.N.&E. Walter	5	7	3
5. Cosco Raiders	5	8	2
6. Langendorf Bread ..	4	9	2

Champions of the class "A" League of the Los Angeles Municipal Softball Association is the proud boast of our Pacific Electric softballers. Playing together for the first time, the team compiled a remarkable record of 12 wins as against 2 losses and a tie. This included one stretch of 10 straight wins. As the team leaves behind them a successful season of league play, Mgr. Bufano is looking forward to meeting some of the topnotch softball teams of the southland who will be encountered in the city play-offs. Of course the team will be up against "AA" and "AAA" ball clubs of more experience, but our boys are confident of knocking over a good many teams before they're through. The club is well balanced with a good array of hitters backed by steady fielding, which sometimes becomes rather shaky. Expected to lead the offensive power for the P. E. nine are Bill Austin, third sacker Bill Powell, and Rappin' Ray Milnes. The hurling chores will be taken care of by Nick Bachis as George Fletcher, slated to share mound duties, has enlisted in Uncle Sam's Coast Guard. Due to

the new dim-out situation no exact dates have been scheduled for play-off games. Dudley C. Shumway, director of Municipal Sports, announced that the play-offs will begin as soon as the softball committee plans a schedule which will not interrupt dim-out law proceedings. Shumway also announces that trophies will be awarded the champions of the Class "A", "AA", and "AAA" leagues of which the P.E. Railway will be one of the recipients. The trophy will then be turned over to the Pacific Electric Club which sponsored the team under the leadership of N. B. Vickrey.

Final Batting Records of Players

Player	G	AB	R	H	Ave.
1. Austin	5	16	5	9	.562
2. Powell	14	39	15	18	.462
3. Milnes	10	36	16	15	.417
4. Fletcher ..	12	39	12	14	.359
5. Salerno ..	15	48	16	17	.354
6. Beazley ..	12	35	14	12	.343
7. Ice	15	44	18	15	.341
8. Christian ..	6	12	4	4	.333
9. Ortiz	5	15	10	5	.333
10. Roberts ..	9	10	2	3	.300
11. Donatelli..	13	42	4	11	.262
12. Patti	7	20	6	5	.250
13. Figge	13	37	11	9	.243
14. Bachis	7	17	5	4	.235
15. Shove	4	12	2	2	.167

Team Totals15 422 140 143 .313

HERE & THERE WITH THE WOMEN'S CLUB

By Mrs. Lon Bishop
We just can't realize that vacation days are nearly over and it's time to get back in harness again (with due respect to all those Red Cross workers who haven't been out of harness.

The starting date of the new Club year will be Thursday, Sept. 10th at one o'clock in the new rooms on the eighth and ninth floors.

Of course this edition of the Magazine will not be out before that meeting, but we hope if you miss the opening, you will plan to attend the second meeting, held on Sept. 24th. The card parties are held on the first and third Thursdays in the cozy lounge with Mrs. June Rambeau as hostess, play starting at one o'clock and war stamps given as prizes. She is a lovely little hostess and her parties are a real guarantee of a happy afternoon — so come up and meet June in September, won't you? (Am getting smart).

Of course we're going to miss our old Club rooms, but as long as our official greeter back of the desk stays on the job and we gals hear "hello sweetheart, etc., etc., etc.", not one single voice in the Organization will be raised in complaint. He has that certain something that makes him solid with women's organizations—

stop—(If any further casual remarks are added, guess who will make 'em? —he doesn't let many opportunities get by).

The women in the Club are selling chances on a beautiful hand-made bed set (pillow cases & sheet) with wide crochet inset) made by Mrs. Columbus, Red Cross Chairman and donated to the Club.

We are a lucky organization to have such an interested member. Chances are ten cents, three for a quarter.

Our hearts were saddened at the very sudden passing of Mr. Schwartzferger, husband of one of the Club members.

Words are so inadequate to express what we feel at such a time, but we want her to know our thoughts are with her and our hearts ache for her. Things are happening so suddenly these days, makes us think of a verse we copied in our little book long ago.

"Friends, in this world of hurry,
And work and sudden end,
If a thought comes quick of doing
In kindness to a friend,
Do it that very moment,
Don't put it off, don't wait.
What's the use of doing a kindness
If you do it a day too late."

Now let's all get together and have another good year. "We did it before and we can do it again."

AMERICAN LEGION

By James E. Davis
For some reason, unknown to this writer, his description of the joint installation of officers of Pacific Electric Railway Post and Auxiliary Unit 321 and Southern Pacific Daylight Post No. 576, which was held at the Echo Park Women's Club House, July 28th was left out of the last Magazine. Southern Pacific Daylight Post has no Auxiliary.

While our post belongs to the twenty-third District, the S. P. Daylight post belongs to the Seventeenth District, therefore the L. A. Schoolmaster's Post No. 448 Ritual Drill Team assisted our District Commander in the installation. Since the installation Dr. L. A. Hammer has been elected Commander of the 23rd District, therefore Comrade Benjamin is now Junior Past Commander.

Our Auxiliary officers were installed by Mrs. Estella Hanell, President of the 23rd District Auxiliary, ably assisted by the Leonard Wood Post Women's Drill Team, which has taken part in all installation of officers of our Auxiliary.

Comrade Tonks, a janitor at the Subway Terminal Building, has transferred to our post, from the Wm. Charles Orr Jr. Post No. 120. Comrade Tonks served in the 92nd Spruce Squadron of the Bureau of Aircraft.

THE POCKETBOOK of KNOWLEDGE BY TOPPS



A MODERN DESTROYER COSTS ABOUT \$7,500,000
(KEEP BUYING THOSE WAR STAMPS AND BONDS)

FORGED CHECKS CAN NOW BE DETECTED INSTANTLY BY MEANS OF AN ULTRA-VIOLET RAY LAMP DEVELOPED THROUGH INDUSTRIAL RESEARCH

HERE'S THE BEGINNING BUT WHERE 'S HECK'S THE END?

THE VINE OF THE RATTAN PALM SOMETIMES REACHES 1000 FEET IN LENGTH — A RECORD IN THE PLANT WORLD

BETTER UNIFORMS
THE AMERICAN DYE INDUSTRY HAS PERFECTED THE DYES USED IN LIGHT-KHAKI SUMMER UNIFORMS OF SERVICE MEN SO THAT THEY NO LONGER LOOK WASHED-OUT AS THEY DID IN WORLD WAR 1

RIPE!
AN ELECTRO-MAGNET DEVICE AUTOMATICALLY INDICATES THE CONDITION OR RIPENESS OF ANY FRUIT WITHOUT PENETRATING THE SKIN

Judge Advocate Burgess N. Broberg has been elected Department Delegate to the National Convention.

Sometime ago Ye Scribe suggested that a bulletin be issued to all departments of the P. E. telling about the American Legion drive for "Record for the Fighting Men." Although the official date for this drive is past I am sure any old or broken phonograph records you may leave at the baggage room at L. A. St. Yds. or the P. E. Club, will be taken care of by this post and turned over to the organization that was formed to provide records for our fighting men. These records would be sold to the manufacturers to be reclaimed, and the proceeds used to buy new records for our fighting men.

Although I have been unable to find any copy of this bulletin in the trainmen's bulletin books at Hill St., Adjutant C. A. Newman told us that the bulletin had been issued. Our

post voted a citation to Superintendent Wagenbach for helping us in this work.

We have again contributed 5 to Boys' Town, Nebraska. Because of our previous contribution we have all been made honorary citizens of Boys' Town and we have been invited to visit the town and inspect the wonderful work they have been doing there.

At our August 11th meeting, Commander K. M. Brown announced the following committees. The first name mentioned is the chairman of the committee: Americanism, Bruce R. Goodwin. Auditing, Burgess N. Broberg, Frederick W. Nichols, James E. Davis, Bruce R. Goodwin and Virgil G. Clemons. Boys' State, Aubrey M. Cross. Budget and Finance, O. R. Newhouse. Constitution and By-laws, B. N. Broberg. Disaster and Relief, V. G. Clemons. Hospital, F. W. Nichols and W. L. Hume. Inter-post

Relations, A. W. Bone. National Defense, B. R. Goodwin. Membership, F. W. Nichols. Publicity, J. E. Davis. Resolutions, C. A. Newman. Service Rehabilitation and Employment, R. E. Mead. Sons of the American Legion, R. C. Milnes. School Awards, W. L. Hume and F. W. Nichols. Child Welfare, F. W. Nichols and Defense Bonds and Stamps, R. E. Mead.

Our paid up membership for 1942, was 92, but two of our members, Ray Buford and Harold J. Brinker, died leaving 90 members.

Obituaries
We are sure that all members of this post join us in offering our sincere sympathy and condolences to our comrades who have lost loved ones recently.

Some time ago Comrade H. K. Riordan, at that time Second Vice Commander of our post, lost his father. Unfortunately, we did not hear about his bereavement until the first meeting in August, therefore the Legion was unable to do anything to help soften the blow at that time. To Comrade Riordan and his brother, who is also a conductor on the Northern District, we offer our belated but nevertheless sincere condolences.

We also feel very sorry for Comrade Charles T. Bliss, whose wife passed away recently.

At our August 25th meeting we missed our genial First Vice Commander, Frederick W. Nichols. Later in the evening we were shocked when we learned the reason for his absence. Comrade Nichols has just lost his sister. Comrade Nichols has our heartfelt sympathy in his bereavement.

LOSES FATHER

The many friends of J. N. (Jimmie) Shafer, of the Ticket Stock Division of the Passenger Traffic Department, will regret to learn of the loss of his father, whose death occurred on Sunday, August 23d, the immediate cause being a heart attack.

Sincere sympathy is extended by the Magazine on behalf of his friends.

Opportunist

She: "Here's your ring back. I cannot marry you, for I have someone else."

He: "Who is he?"

She (nervously): "You're not going to kill him?"

He: "No. But I'll try to sell him the ring."

High Financing

Mrs. Newlywed (to her husband): "Darling, will you lend me \$20 and only give me \$10 of it? Then you'll owe me \$10, and I'll owe you \$10, and we'll be straight."

DEPARTMENTAL NOTES

WINCHIE AT THE KEYHOLE

By Marion Snowden

Remember this: "Smearing others cannot be done with clean hands."

Here's a rousing welcome to the following new girls, to make them feel at home: Marjorie Livermore, Emma Brusasco, Lillian Olson, Cleo Vogel, Kay Morrow, Viola Mullen, and Virginia Miller. Has anyone noticed how they seem to come in pairs?

Miss Bettis' department must be the clearing house for the Conductors' Accounts Bureau (yep, you heard us, Mister Hinkle), for now Katherine Washburn has moved over. Our gals seem to be making good, for Miss Bettis hasn't sent any of 'em back except as a loan.

Speaking of those who have gone from our ken, we include that little human dynamo, that super cleaner upper, binder, and filer, Mildred Bates, who has packed up her Southern accent and gone over to the enemy—the "other office"—B/C desk. Now if Howard Maulden and Charlie Ramirez (newcomer) can take a hint, the Record Room will shine for a long long time—we hope.

It beats the Dutch how these new people start right up the ladder. Remember how long we used to stick in one spot until we almost became attached to the chair? (CBT, please note.) Now, 6-month-olders are getting a salary it took some of us 20 long years to make. Well, they say the first hundred years are the hardest, but we dunno. . . . It seems as though the second hundred isn't much to brag about.

We skipped the vacations last month—so we'll double up this time, and if we've missed any, it's because they didn't tell us anything about it in spite of our warnings, and some things we can't even guess at. Elizabeth Stoddard — to Salt Lake City with her nearly new husband (one year old) to see his folks. She reports the nicest vacation she ever had. Florence Cox to Berkeley and Oakland. By the way, Coxie was seen riding around in a nice Plymouth a while back. . . . Hm . . . we thought he had a Dodge. . . . Grace Shreeves—at home, and out at Marie Thomsen Pedvin's barbecue, where she gained a few pounds. Who wouldn't! Maybelle Wirz — ??? Florence Davis, ditto. She is now our little Mrs. Miniver—her husband has just become one of Uncle Sam's fightin' nephews, and from his size, we bet he'll mow 'em down. Amelia Grenke to Yosemite, her first trip for a long time. She and June Marie, Herman's little daughter, painted the Valley red, and

had a very grand time in doing it.

Margaret (Tex) Carper is commuting to San Diego weekends—reason, Floyd (Mister) Carper is a Jack Tar, and a jolly one, if he's anything like Tex. She sends him her magazine every month, so chip ahoy, matey!

Kenneth Williams who was called to service, has been in to see us a couple of times since, but he hasn't his uniform yet. Remember him as Henry Aldrich? Good luck, Kenny.

Here's one for the Orphan Annie secret code book—

Pvt. N.E. Cates, D.E.M.L.,
S.C.N. 1911

Camp Adair, Oregon.

Anyone interested can write a letter thus addressed and see what happens. Now, all you girls in Mrs. Dale's department, quit pushing. (Mr. Printer, please verify those initials before you finish the job. And if you muff so much as one period, about fifty clamoring females will tear you apart!)

"Tommie" Thompson of the famous team of "Tom and Gerry" has taken to ice skating—or we might say she has taken to ice — period, since a goodly part of her anatomy is spent on the ice. This calls for the appropriate sound track which Tommie will supply when she reads this. Speaking of sound track—have you ever heard her at noon?

Well—well! Our chum Ruth Miller is back again after a while in the Timekeeping Department, and a month off,—looking as brown as a deep study, and as rested as that funny little sign on the musical staff. We're glad to have her back, but it's a pity it has to be at the expense of losing Carmen del Campo again. She is taking a leave of absence, and we hope she will come back fat and sassy. While we are on the subject of leaves of absence, we'd like our other absentees to know that we are thinking of them—Mildred Edwards, Dovie Brown, and "Cy" Saunders.

On behalf of the office we should like to extend our sincere sympathy to Mabel Kratzer and her family in the passing of her mother, after a long illness. Also to Jimmie Shafer whose father passed away recently.

Gwen Kloekers, Dorothy Randolph, Isa Henderson, Violet Phillips, and Esther Quast are the proud owners of little bronze buttons—guess what for. Yep, they're blood disher outers, and what's more, to paraphrase the popular song, "They Did It Once, and They're Going to Do It Again, They're Going to Do It Again" eight weeks hence. That's the fighting spirit! Anyone with Esther Quast's blood

in him will go places and do things.

In the world of entertainment—Mrs. Matilda Johnson Garball was hostess to a party of gals from the office, entertaining them at the Hofbrau. . . *!-!@&! Migosh! Don't they know there's a war on between this country and the Hofbraus, the Goerings, the Goebbels, and the Schicklegrubers? And to top it all, they imbibed such refreshments (?) as made Elizabeth Reckweg Amalong put on an exhibition dance that smacked of a cross between the Highland fling and a Schicklegruber retreat. Shame, Liz . . . at least you might have tried something more patriotic.

Lois Brown hadda steak bake out at Brea for her old Conductors' Accounts cronies, Martha Smith, Esther Craig, Nell Flanders, Ann Shofer, Catherine Mautz, "Tillie" Garball, Esther Quast, and the Folks at Brea. Martha was almost overpowering in her offer to do the dishes, but when the psychological moment arrived, Martha was the little man who wasn't there, and the dishes were done by someone else. Moral—next time, Lois, don't park near a band concert.

August 18th marked the arrival and passing of W. L. Brown "Brownie" Brown's 65th birthday. Some of his most popular girl friends gave him a decorated, candle-lighted, birthday cake. And in spite of the taboo against it for the duration, the mystery trio brightened his day by singing their well known and well rendered birthday greeting.

Mrs. Cordia Peck who used to be an inmate many years ago, came to call and brought a most elegant pecan pie. If she ever reads this, here's a standing order for a dozen copies of the recipe.

What's all this about Arvilla Curran marching up to the clock to ring out at 4:30 one evening recently, thus getting ahead of the 5 o'clock rush?

Anent Walter Watchall column: Before we had seen last month's Magazine, Chas. Minick was putting in his bid to see Brownie Brown and Winchie "cut the rug". We COULD think of someone who would fit Brownie better, . . . Florence "Peanuts" Davis, for instance. There's only about five feet difference in their height. Florence Haldeman nearly had hysterics over the fat ladies race, and Ralph Dimon almost fell asleep in his tracks demonstrating the "jitterbug". Well, that just shows you, Walt, that your column is at least read, and very much appreciated. How about staging a show some time, with all that talent?

We note with much speculation that chief elevator operator Coghill is sporting a black eye, . . . and the door story is out.

Grace Shreeves has new ways of

taking a shower bath. She threw a glassful of water out of the window, only to find that the window was closed. If you're a good guesser, you know the rest.

My! What an emptiness in the Magazine since Marty Creamer went away. We wonder if he took his little dog house with him, or aren't the Motor Transit boys up to anything any more? We wish someone would give us the news. All we know is that Operator Bob Cruson has been called into service — whether the Army, Navy, Air Corps, or Marines, we don't know. Good luck to all the boys who are gone.

Well, it won't be long until we are enjoying our own P.E. lobby, loading onto the buses here instead of traipsing down to the Madhouse. Not bad, when wet weather comes.

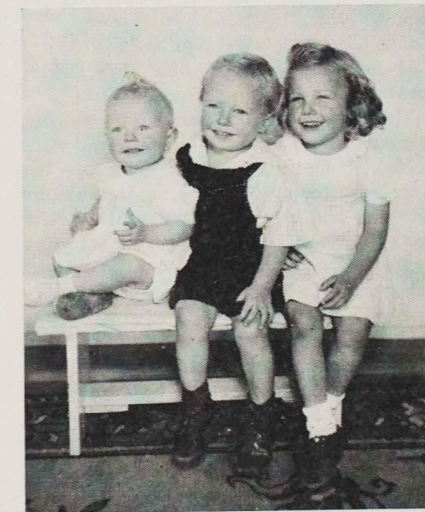
So long, folks. Happy Labor Day.

WEST HOLLYWOOD

By G. R. Stevens

Mr. and Mrs. G. Jackson have just returned from a wonderful twelve days vacation trip to Victoria B. C. where the Indian Totem poles meet the sea.

Mr. and Mrs. Colley are back from an enjoyable vacation trip to Tahoe and Yosemite National Park. Colley admits he caught some nice trout. Saw a bear and some deer. The trip was made by auto.



"Bus" Gibbons' family of three — Mary, Michael and Margy. "Bus" is the son of W. A. Gibbons, Cashier at West Hollywood.

Wm. B. Benson, retired P. E. Paymaster, is back from a fine 2500 mile trip to Eleanor, Montana, via St. Paul and Chicago.

Mr. and Mrs. F. T. Sweat of West Hollywood, had a splendid two weeks trip by rail east via Sante Fe. They visited two daughters, Mr. and Mrs. J. A. Parry, and Mr. and Mrs. Glenn Young at Wichita, Kansas.

Betty Churchill, daughter of Conductor and Mrs. W. S. Churchill, saxophone and clarinet player, is the only girl member of a twelve piece orchestra which is making the picture titled "Johnny Doughboy" with Jane Withers at Republic Studio. The talented artist is fourteen years old.

Glenn Banta and Gordon Hall are breaking in as Terminal foremen.

A happy family reunion flourished in the home of J. M. Truchin recently when his wife, Mrs. Rose L. Truchin, daughter Elaine, and son Murray, arrived here from New York City.



O. E. Nordberg and party at Huntington Lake. Nordberg in center.

One Friday evening not long ago was one that will be long remembered by Mrs. Edna Hatton, wife of motorman Hatton of West Hollywood. While attending the Art Baker radio program Mrs. Hatton was selected to be the one who must accomplish some outlandish feat or deed in order to win the first prize offered. She did, amidst smiles, eyebrow lifting and perplexed nods from passer-by . . . and won, being the star of the program. Yes, it was a most unusual night for the popular matron.

Conductor Joe May and wife are the proud parents of a baby born on June 4th at the South Van Ness Hospital. The new arrival weighed seven pounds and eight ounces and named Robert. They now have two children. Congratulations to the happy couple.

Best wishes and congratulations go to Conductor and Mrs. Lee Hope who are the happy and proud parents of a baby boy which weighed seven pounds.

Two trainmen have changed to other duties. L. L. 'Mickey' Hardwick has transferred to the Southern Division to work freight. Sidney Scott is typist clerk at Macy Street.

F. S. Reed is our new janitor.

Play ball. . . . West Hollywood Trainmen's Soft Ball team, managed by F. H. Taylor, played at San Vincente Playground. Competition is keen, with eight teams in the league. OPCH also has a team managed by Bill Williams. Soft ball has had a lot of enthusiasts in attendance on these hot summer nights. On the West Hollywood team are Red Taylor, Al Lehrman, Gene Butler, Slim Smith, Jim Casey, Mac McKee, Jack Fields, J. Hoyt, Scott Churchill, F. M. Tolliver, Tom Thompson, John Johnson, L. C. Bankston, and L. Dishon.

F. C. Power of West Hollywood has joined the United States Army Air Corps, and expects soon to leave for active service.

O. E. Nordberg's eldest son was drafted and is now in the Medical C. at Camp Barkeley, Abilene, Texas.

Conductor F. Mauk has been off a year recovering from an illness. Joe Walden, motorman, retired about a year ago, is taking things easy these days.

Do any old timers remember W. S. Johnston who formerly worked at Olive Sub Station on Sunset Blvd. in 1907. In those days it was known as Los Angeles Pacific Ry.

While vacationing at Huntington Lake O. E. Nordberg and party had a most tragic accident, the drowning of his brother-in-law Charles Butterbaugh, former Conductor, and son of the late E. D. Butterbaugh. Charles Butterbaugh and Nordberg's young son, James, were in the canoe when it overturned near the boat-landing. He ordered the boy to hold fast to the boat, but he, a good swimmer must have suffered a heart attack for he went down. Was brought out after fifty minutes of trying efforts. He was a veteran of the last war. James Nordberg was rescued by a nineteen-year-old boy named Curtis Montgomery, Jr.

Selected to serve on the trainmen's safety Advisory Committee for month of August were L. Dishon and J. D. Danaher.

We are sorry to report that Mrs. H. R. Robert passed away. She was 74 and wife of retired P. E. Cashier, H. R. Robert.

The lawyer for the defense was questioning a State's witness who claimed to have seen the act committed . . . "And you say you saw this man actually shoot the victim from a distance of five hundred yards?"

"Yes, sir."

"And yet a moment ago you admitted the night was intensely dark. Now just how far can you see at night?"

"'Bout a million miles, I reckon. How far is the moon?"

ACCOUNTING DEPARTMENT

By Marilyn J. Hawkins

So ends another tumultuous month for the Auditor's Office! Again we had a great many changes in positions. As every change brings new additions to our force we heartily welcome: Lucille Reyburn, who transferred from Conductors Accounts Bureau, Charles Ramirez, the new record room clerk. Katherine Washburn, also from Conductors Accounts. Clare Enscoe, Betty's attractive sister. Golda Burnam, Odessa Carter's sister.

September Birthdays

Happy birthday to:	Sept.
Walter White	5
Grace Vail	6
E. J. Buehler	7
L. E. St. John (retired) ..	8
Ralph Dimon	8
Mary Louise English	9
Charles Escovar	12
Jack Beggerly	14
Marion Snowden	17
Ed Campbell	18
M. S. Wade	18
J. C. Lortie	19
Peggy Cherrier	19
Ruby Binkley	20
Al Beaumont	20
Bill Foster	21
Lloyd Young	22
Sam Taylor	23
P. M. Still	23
F. E. Gill	23
Harry Gorman	24
Bill Reed	25
Archie Brahm	25
Amelia Grenke	30

Among those who enjoyed August vacations were the following clerks: Ethel Corruthers — visited her daughter at Manhattan Beach.

Ruby Binkley—Lake Arrowhead.
L. T. Tighe—Iowa and Chicago, Ill.

Al Hanna—Beautiful Yosemite.
George Perry — Rumored painting his home.

Mildred Upmeyer—Enjoyed a rest at home.

D. F. Gleason — San Francisco, Stockton and Vallejo. Reports S. F. foggy as usual.

J. Hubbard—Big Bear.
H. Huestus—Peaceful vacation at home.

Donna Fuller—Big Bear, "Boom Town", San Diego.

Margaret Hicks — the old home town, Olney, Ill.

Charles English—Santa Barbara—found the city well prepared for war—dimouts very effective.

Grace Reed—few days rest at her son's home in Manhattan Beach.

Private "Kenny" Williams has recently become one of Uncle Sam's

"Jap Slappers". Before leaving his friends presented him with a watch. P.E.'s loss of a grand guy—is the Army's gain.

Maude Bell is now back after a long absence.

P. V. Fancier, clerk in the Freight Accounts Bureau has retired after many years of faithful service. We'll all miss you. Jim Gould replaces Fancier.

The Army Air Corps is the main topic of interest to the Eggeman sisters, in the Typing Bureau. Both Gertrude and Marylois are wearing wings given them by their cadets. Gertrude received a special pair of miniature silver wings from "Clay".

Since Marie Shaw has been vacationing in the Lone Star State, Don Watson has been "Deep in the Heart of Texas", at least mentally.

It is rumored that wedding bells will soon be ringing for a certain lovely brunette in our Typing Bureau. Your guess!

CENTRAL TIMEKEEPING

BUREAU

By Charles Sein

It looked as if the month of August would pass by without someone on vacation—but we are glad to report that our genial boss, Mr. Grenke, finally got away for a week's rest, but he didn't say where he was going.

Mrs. Normine Bachman started on a vacation, but it seems that there was a demand for her nimble fingers in the Conductors Accounts Bureau. Her daughter, Lorraine, who is a frequent visitor in the CAB, recently eloped to Las Vegas, and married Eddie Lucier, who is now doing his bit in the Coast Guard Service.

Do you like Hollywood Bowl concerts? Frank Hardesty, a recent bridegroom, did up to a short time ago. He suffered an eye infection of some sort, so he says, perhaps his wife has some other explanation.

Miss Joan Rudding, Miss Virginia Lamb, and Mr. Hugh Bevins, are recent additions to our force; make yourselves as comfortable as you can folks.

Phillip Still finally closed up the Prior Service Room and moved in with us, a delightful rearrangement of desks was necessary.

Last month we made our debut as a columnist by shrewd manipulation on the part of Mabel Wells. However, due to the additional duties, recently bestowed on us, we bid our readers farewell, and pass this most pleasant duty on to some volunteer.

Neighbor: "And what were his last words?"

Doctor: "He had no last words—his wife was with him to the end."

ENGINEERING DEPT. NOTES

By V. P. Labbe

Jean Fogarty passed her test on written examination but failed to qualify on the driver's test. Better luck next time, Jean!

Evelyn Tenny would appreciate it greatly if Earle Moyer will replace her stockings which were burned by his carelessness while lighting his furnace—3rd degree burns are really bad.

Russ Schafle vacationing for two weeks—parts unknown.

Ask Evelyn Welch how she likes Indio.

Doc Fulton and Beau Brummel Roberts still on the sick list. Sure miss you both, so hurry up and get back with us again.

Freddie Bixenstein off to a good earned rest. Two weeks at his cabin, and he'll come back a new man.

Mr. Toland's son, who was injured while instructing a new flying student, is doing very well—for which we are all thankful.

J.W.B. & Rodda are still cottage cheesing—no loss of weight as yet. Ask Rodda why?

Maye Ritterhoff would like to trade her home for most anything. She has the Army practically in her front door, and after a hard day's work—says it's hard to relax any more.

Dorothy Cooper bid on a new job in the Transportation Dept. Good luck to you, Dorothy!

Gus Guercio would go in the Army—if he could only reduce his fallen chest.

Mr. Bancroft on vacation—fishing as usual. He hopes to catch some fish.

Mr. McDonald certainly knows his blackouts. Just one of his inventions—a tin can over a light will do the dimout trick. You sure know your stuff, Mac.

Some vacation! A day at a time—Nancy Kelly and Bob Dorner.

Ray Cragin says he doesn't seem to get any compliments on his articles in this Magazine. Last month's number was certainly tops and everyone who reads his article should really give the boy a hand. Anyone who can write like he does deserves appreciation. Why not let him know he's good and you enjoy his work?

A lovely new addition to our stenograph force—Helen V. Kusak.

Tom Roscoe came back from his vacation full of vim and cigars.

Mr. Lowe nearly had a fatal accident. It seems that he was resting his side against arm of chair and reached over to pick a paper off the floor and injured his side. Someone recommended padded arms for Asst. Engr's chairs—to prevent this happening again.

ABOUT THAT WARTIME VACATION

Whether you care to take a vacation this summer—if the choice is up to you—is of course a question that only you can decide.

A good many of our national leaders think that vacations more than pay for themselves in better health, restored vigor, and consequent ability on the part of citizens to give more to the nation's victory drive. Certainly the Army and Navy believe in giving leaves and furloughs occasionally so that fighting men may gain a needed rest.

If you do get some time off, then certainly it's important to make the very most of it. Make it pay real dividends in rest, in change, in freedom from care, in the happiness that comes from a body refreshed and a mind at ease.

Fortunately, vacations which everyone's reach. Californians are blessed by an almost limitless variety of choice in the location of their summer outings. Seashore, mountains, lakes, and forests are everywhere. Many ideal vacation spots are easily within reach of Los Angeles. Many are accessible by public transportation, so that there is no question of consuming extra tire mileage in reaching them in private automobiles.

Among the most favored of vacation jaunts are those that take people up into the higher altitudes, amid the cool, fragrant pines, the quiet majesty of soaring mountain peaks, the stillness of blue lakes, and the foaming cascades of rushing streams and waterfalls.

Now, if you decide you'd like to go to the mountains on a vacation but don't know just where, the city of Los Angeles has a suggestion to make. Long ago the city's Playground and Recreation Department recognized the need for vacation lodges which would make the most beautiful regions easily available.

As a result, Camp Seeley was opened in the San Bernardino Mountains, Camp High Sierra in the High Sierras.

Both are family camps, rustic, charmingly quaint, pioneer-like in their simplicity, but comfortable in their anticipation of every vacation need. Guests are accommodated in private cottages, grouped among the size meals in the cool dining halls; they enjoy hiking, swimming, games, other vigorous outdoor sports; they relax in the warmth of mountain sunshine.

For those who want them, there are many organized activities. Guide-conducted tours of the surrounding regions, sports tournaments, playground games for children, moon-

light horseback trips, hay rides, community singing around outdoor campfires, evening socials, entertainment, and dancing in the great recreation lodges. Friends are easy to make and good times for all are assured.

Camp Seeley is just 75 miles from Los Angeles. Its location is almost a mile high on the heavily wooded north slope of the San Bernardino range. Close by is Lake Gregory, with its sandy beaches for swimming, and its boating and fishing. Not far away is Lake Arrowhead, and other points of interest surround the camp on every side.

Transportation by motor coach make it unnecessary for you to drive your own car to Camp Seeley if you are conserving on tires. Once arrived at camp, you'll not be handicapped without a car to drive, for you'll find most of what you need right at Seeley or very close by.

And the cost? Well, remember, it's a city-operated lodge, which means it's for public service, not for profit. Individuals and families will find that a stay at Camp Seeley may actually cost less than to remain at home. The daily rate per person, which includes private cabin and three big meals per day, use of the camp swimming pool, and all other facilities of Seeley lodge, is just \$2.70. That's the adult rate; children are less according to their ages.

The Los Angeles Recreation Department's other mountain lodge is at Camp High Sierra. This is in the famous Mammoth Lakes region of the stupendous High Sierra chain, that line of snow-clad giants soaring upward to 14,000 feet and more that stretch for more than 150 miles along the length of California. Glaciers, forests, uncounted lakes and streams, natural wonders, all combine to form a landscape breathtaking in its scenic grandeur and beauty. And the municipal lodge is in the very heart of this entrancing wilderness.

Camp High Sierra lies 335 miles

north of Los Angeles. It is an eight-hour drive by automobile, but for those who wish to save their own cars public transportation is available via motor coach. The camp maintains its own sight-seeing bus to take guests to points of interest, so that no one is restricted without an automobile.

This is country that is a perpetual challenge to hikers, horseback riders, rock climbers, fishermen, and nature lovers. Famous far and wide are the Devil's Post Pile, the awesome Earthquake Fault, the needle-pointed Minarets, lovely Rainbow Falls, the Mammoth chain of lakes, the freakish rocks that float and wood that sinks, and the lakes and streams leaping with trout.

At one low rate, the vacationist enjoys private sleeping cabin, delicious meals, the use of all camp facilities, and participation in as much of the activity program and evening entertainment as he may wish. The all-inclusive daily rate is \$3.25 for adults, less for children according to age.

Both Seeley and High Sierra will be open for the 1942 summer season from Saturday, June 27, to Labor Day. Each accommodates only a limited number of guests and vacation outing dates are reserved on a basis of first come first served. Advance registration is always advisable for prospective vacationists who want to be sure of getting accommodations on the dates they prefer.

Advance reservations, as well as general information about the camps, their facilities, and available transportation, can be obtained at Municipal Playground and Recreation Department offices in the Los Angeles City Hall.

Tried Both

Jones—"They say brunettes have better dispositions than blondes."

Jinx—"Bunk! Jean has been both, and I never noticed any difference."

DENTAL DEPARTMENT

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Heard Plenty

Auto Owner: "Well," said the owner of the automobile after the smash, "all that I can say is I'm sorry."
Truck Driver: "Oh, is that all you can say?"
"Why, yes."
"Well, then listen to me."

Nonsense

"A girl is as strong as her weakest wink."
"You can tell a faithful husband by the neckties he wears."
"Many a man who would walk a mile for a cigarette would not turn around to flip the ashes into a tray."
"The brighter the man the more he keeps the girl in the dark."
"Lady-killers are poison to men, too."
"She was only a roadmaker's daughter, but oh, how she made the grade."
"Some people should look in the mirror when they want to see the latest dope."

Too Bad

Officer: "Why have you been sitting in your car here at the curb all afternoon?"
Motorist: "I've been waiting for two ladies."
Officer: "What two ladies?"
Motorist: "The one who drives the car in front and the one who drives the car in back."

Military Tactics

Mrs.—"I want to drive downtown with you today to do a little shopping."
Mr.—"I see your strategic plan. The drive is to be followed by a counter-attack."

Habit

The large factory had organized its own Home Guard, and the men were duly posted to guard the works.
The manager approached the main entrance, and the sentry, torn between duty and deference, challenged: "Halt, Mr. Brown! Who goes there?"

DEPARTED!

"Hey, Steward, did you say that cheese you sold me yesterday was imported or departed from Switzerland?"

Suppressed Ones

Woman (to floorwalker): "Do you have any notions on this floor?"
Floorwalker: "Yes, madame, but we must suppress them during business hours."

Sounds Good

Gerald: "Tomorrow evening I'm going to the suburbs to see a model home."
Charles: "That's great. See if she can't get a friend for me."

Hereditary

A modern young woman arrived at her grandmother's house wearing a fashionable backless evening frock. Grandma lectured her: "It's shameful. I dread to think what your mother would say if she saw you in that dress."
The young miss smiled. "I dread it, too. You see, it's hers."

Horrors

Mrs. Dinocan: "They say the war is causing a great increase in the number of marriages."
Dinocan: "I thought we had agreed not to keep dragging up the horrors of war."

His Chance

The after-dinner speaker had rumbled on for half an hour and seemed to be just getting a good start.
"Can nothing be done to shut this man up?" said one guest to the lady next to him.
"Well, I've tried it for fifteen years," she replied, cheerfully and frankly. "He's my husband."

Uncle Henpeck—You boys of today want to make too much money. Do you know what I was getting when I married your aunt?
Nephew — No, and I'll bet you didn't, either.

About the only difference between a cutie and an old maid is that a cutie goes out with the Johnnies and an old maid sits home with the willies.

Evesdropping again!" cried Adam as his wife fell from a tree.

Mr. Jones: "Mandy, do you know anything concerning my wife's whereabouts?"
Mandy: "Yes, sah. I put dem in de wash."

New Home Gardener: "I don't seem able to tell my garden plants from weeds. How do you distinguish between them?"
Old Home Gardener: "The only sure way is to pull 'em out. If they come up again, they're weeds."

A gal wears shorts when she can't play tennis, a bathing suit when she can't swim, but when she puts on a wedding ring, she means business.

Three Canadians, sleeping in a tent in one of the English training areas last summer, were rudely awakened by a terrific crash not far away.
"What was that — thunder or bombs?" asked one.
"Bombs," was the laconic answer.
"Thank heaven for that!" chimed in the third: "I thought we were going to have more rain!"

"Bert's got his girl tied hand and foot."
"How did he do it?"
"With a rope of pearls."

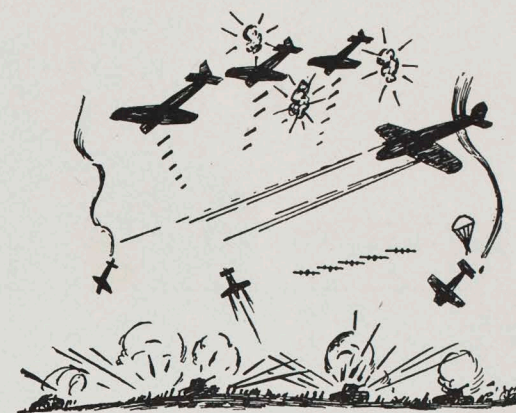
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as it was to the
public.
—Editor

Then Came the War!

We had made a good start in the complete "Rehabilitation Program" of this big transportation system—then the bombing of Pearl Harbor! Then we halted our re-construction program to conserve materials for war needs.



\$6,478,360⁰⁰

have been spent in the past two years by the Pacific Electric Railway on the "Rehabilitation Program" of its rail and motor coach lines.



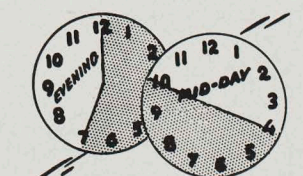
\$5,197,210⁰⁰

went into 30 New Streamline Cars, 183 New Motor Coaches and the complete reconstruction and refinishing of 250 cars. We now have 410 cars and 271 motor coaches in service.



\$1,281,150⁰⁰

has gone into improvement of Way and Structures, such as grade separations, track renewals, station and terminal improvements and betterment of other facilities.



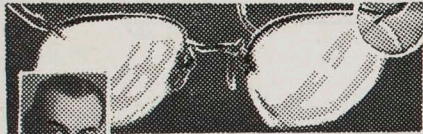
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