

PACIFIC ELECTRIC *Magazine*

Vol. 18—No. 3



September 10, 1937



PACIFIC ELECTRIC Magazine

Volume 18, No. 3 September 10, 1937

Published monthly by the Pacific Electric Railway, under the supervision of the Pacific Electric Club for the pleasure and in the interest of Pacific Electric Railway and Motor Transit Company employees.

Contributions of items and pictures of interest solicited from employees. Material must be received by 20th of current month for publication in following issue. Advertising rates upon application.

Address all communications care of Editor at 299 Pacific Electric Bldg., Los Angeles, Calif.

N. B. VickreyManager, P.E. Club

Paul T. PorterEditor

OF COURSE you are happy about the new railroad retirement plan now a functioning law. There is solace in the facts that if we live and continue our employment until 65 that we will be the recipient of a liberal monthly income.

Is Your Pension Cost a Bargain?

In the meantime, there is real pleasure in knowing that many of our good friends are already enjoying the fruits of the security that comes with an assured governmental check each month.

True, you are paying half of the cost (the railroad pays the other half), but have you sat down and figured what a remarkable bargain you are getting?

Have you computed how much money you would need to have on interest at 6% to produce a monthly income of, say \$75 per month? Have you inquired what a commercial annuity of \$75 monthly would cost you over a period of thirty years? Or, have you learned what you would have to deposit to receive \$75 per month at the age of 65?

If you have done none of the foregoing we promise you a pleasant and rather shocking surprise, and until you have done so the full significance of the real blessing that the pension law is destined to be to you will not have become apparent.

Let's just take an isolated instance and develop a few fundamental facts:

A future retiring employee with 30 years of service and average wage of, say \$150, will receive a monthly annuity of \$75.

He would have to save \$15,000 and

To "Be a Good Neighbor" Theme of Chest Drive

WITH more than fifty cities and towns in the Los Angeles Community Chest territory of 488 square miles to be canvassed, plans are getting shaped for the fourteenth annual appeal of the Chest, to be launched next month.



when the time comes for giving to the agencies through the Chest. Better neighbors mean a better community, economically and socially.

With the opening of central headquarters for the appeal in the Pacific National Bank building, active progress is being speeded under the

receive 6% interest on that sum to have it earn \$75 per month.

Or, at the age of 35 he would have had to purchase an annuity which would cost \$25 per month (or a total of \$9,000) to obtain a \$75 monthly income at the age of 65.

Again, at the age of 65 he would have to make a cash deposit of \$10,529. with an insurance company to receive \$75 per month.

Comes now the full significance of the bargain we receive for the outlay we make each month to participate in the pension plan:

This same employee, receiving \$150 average monthly wage for 30 years and retiring at 65 WILL HAVE PAID IN ONLY \$1900!

The one common goal to which we all aspire is that in our waning years we shall have security; that we shall not be a burden upon any of our dear ones; that we may enjoy the reasonable comforts, and that the spectre of want shall not haunt us.

Under the benefits we shall receive from the pension plan, plus reasonable frugality in the intervening years, we now may look happily forward to the day we make our "last run,"—and security!

direction of Campaign Chairman Walter J. Braunschweiger. These commodious quarters have been made available to the Chest without cost by owners of the building.

The responsibility of Mr. Braunschweiger, as leader, will include the recruiting of a field organization of more than 18,000 men and women volunteers. The goal will be \$2,865,654. There are 88 welfare, relief and health agencies financed by the Chest fund.

The work of the Chest agencies complements, but does not duplicate governmental relief service. The maintenance and extent of the agencies service to the needy is determined by the generosity of the public in subscribing to the Chest fund. The Social Security Act provisions do not afford protection to all children in institutions or foster homes, nor provide nursing and hospital care, and character-training and delinquency prevention service to youth. Community Chest agencies specialize in such services.

Pacific Electric and Motor Transit employees, who have always generously responded, will again be asked to "give as your conscience dictates."

TWO DEATHS IN AUGUST

The Magazine is happy to record that only two deaths occurred within our ranks during August, which is a gratifying decrease over many previous months of the year.

Death called during the month Thos. M. Cross, retired Foreman of the Engineering Department, and Guadalupe Arellano, Laborer. To the bereaved family members the Magazine extend our mass sympathy and good will.

Mr. Cross was a member of the Mortuary Fund, and there were no deaths among members of the Wives' Mortuary plan.

As a matter of information the Mortuary Fund now pay \$676.33, and the Wives plan \$157.46—last available figures.

The true worth of a man lies about half way between what his wife thinks of him and what his mother thinks of him.

Before criticizing, ask yourself what you might have done under similar circumstances.

Proof of Age is a Vital Pension Factor

New Law Requires Convincing Evidence of Age and Names Acceptable Proofs. Can You Prove Your Age?

THE eligibility of employees for annuities under the Railroad Retirement Act, and in some cases the amounts of annuities which they may receive, are dependent to a large extent upon their ages at the time of their retirement from service. It is natural, therefore, that the Railroad Retirement Board should attach considerable importance to the factor of age and require employees who apply for annuities to submit suitable proof of the ages shown on their applications.

For the guidance of employees in this respect, the Bureau of Claims of the Retirement Board has prepared its Form C-38 to show the kinds of evidence it will accept as proof of an applicant's age. While this form is to be delivered to the employee at the time he obtains an application blank for use in applying for an annuity, the list of documents named on the form are shown below in order that employees who expect to retire in the near future may proceed at their convenience to obtain such of the necessary documents as may be available as proof of their ages and thus facilitate the approval of their applications for annuities when filed with the Board.

Proof of Age

Any one of the following documents will be accepted if in proper order:

Infant Baptismal Certificate (if issued prior to fifteenth birthday).

Birth Certificate (if original official record was made at or near time of birth).

School record.

Naturalization records (it is unlawful to make copies of naturalization certificates).

Immigration papers.

Vaccination records.

Any one of the following documents will be accepted if in proper order provided it was issued twenty or more years prior to the filing of application, otherwise two will suffice:

Insurance records:

Passports.

Labor Union and Fraternal records.

Any two of the following documents will be accepted if in proper order:

Bible and family records.

Marriage record.

Government Doing Fine Job for R. R. Retired

THIS issue of your Magazine contains several articles on the all-important matter of pensions and retirements. It might well be termed a "pension issue." Off-hand it may seem to be over-burdened with the subject, but considering how vitally it concerns and affects the well-being of all in railroad service we consider the space well devoted.

We commend several readings of these articles in order that a full understanding of the intent and purpose of the various rules and provisions may be gained.

Every aid possible is being given by the Company to those who are retiring, but the bulk of the very extensive checking and re-checking of applications for retirement is falling on the Federal agency at Washington. To its credit must be said that a splendid job is being done; delays have been few and there has been every evidence of a sincere desire to deal both fairly and broadly. Thousands of applications are being received at Washington and we commend patience and indulgence to those who may feel undue delay in official approval of their applications.

Church records made after applicant reaches age 15.

Family histories or old diaries.

Birth certificates of applicant's children when applicant's age is shown.

Registration voting records.

Personnel records of former employers—including service letters.

Driver's permits.

Old photographs which have early entries of name and age.

Old newspaper clippings or magazine articles.

Poll tax receipts or exemption certificates.

Reports of medical examiners or hospital records.

The same requirements apply with

respect to the age of an applicant's wife or husband in the event she or he has selected a joint and survivor annuity.

The Secretary of the Retirement Board, in transmitting a sample of Form C-38 to the carriers, informed them that the Board will also accept the carrier's unverified record of birth date if entry in its records was made prior to the year 1911 and the date agrees with that claimed by the employee in his application. In other words, if an employee's personal record, showing the date of his birth, was filed with his employer prior to 1911 and is still in existence, and that date agrees with the one given in his application for an annuity, no further evidence is required as proof of his age.

With respect to the proof of ages of employees who entered the service and filed their personal records in 1911 or later, Mr. Murray W. Latimer, Chairman of the Retirement Board, said in an address delivered at the annual meeting of the Railway Accounting Officers in June, 1937:

"... we propose to begin the collection of prior service records beginning with the oldest men first. In connection with these prior service records, we hope to be able to secure a date of birth as given by the employee at some past period. We hope also to secure information as to when the date of birth was given to the carrier. If this birth record was furnished to the employer 20 or more years before retirement, and at the age of 21 or over, and if it agrees with the age now given by the employee, we now think that we shall have reasonable proof of the birth date."

Age Disparity Noted

It has been found in many cases that the dates of birth given by employees on carrier employee registration Form CER-1—Application for Account Number, which form is filed in the records of the Retirement Board, do not agree with the dates of birth given by them in their personal records on file with the Company. It is suggested that such employees take appropriate steps to reconcile these differences.

The Retirement Act provides that an employee may elect to accept a joint and survivor annuity, which is an annuity smaller than it otherwise would be in order to provide an annuity for his wife after his death. Notice of such election must be given to the Railroad Retirement Board at

Washington, D. C., prior to January 1, 1938, or at least five years before the date on which the employee expects his annuity to become payable, for if he fails to do so the option will be available to him only upon proof of health satisfactory to the Board.

The following examples, which are given in the Retirement Board's application blank, are reproduced here to show how much a regular annuity of \$100 per month would be reduced to provide a joint and survivor annuity, assuming the employee to be 65 and his wife to be 60 years of age.

If the employee wishes his wife, if she survives him, to receive the same annuity after his death that he will receive during his life, the annuity will be reduced to \$66.04.

If he wishes his wife to receive 75 per cent of the annuity that he will receive during his life, he will receive \$72.17 during his life and she will receive \$54.13 during her life.

Should he wish his wife to receive 50 per cent of the annuity that he will receive during his life, he will receive \$79.55 and she will receive \$39.78.

The allowance will be slightly less under each of the three options if the employee is 70 and his wife 65 years of age and a little more if both are 65.

An election to accept a joint and survivor annuity may not be revoked, except that it will become inoperative if:

1. The employee or his wife dies before the annuity becomes payable;
2. The employee's marriage is dissolved, or
3. The employee is granted an annuity because of disability after completion of 30 years of service.

EMPLOYEE TO PRACTICE LAW

Lon McIntyre, popular member of the Central Timekeeping Bureau, announces his "hat in the ring" as attorney at law, having recently completed associations with the law firm of Reames, Lake & Mulvihill, 1420 Foreman Bldg.

A graduate of the Southwestern and Los Angeles College of Law, a task he completed, incidentally, with honors through the long arduous attending of night law school, Mr. McIntyre will for the present devote only a part of his time to the profession, remaining in his present post with the Company on a part time basis.

His many friends within the Company wish him the fine success he so richly deserves.

Company's Pension Plan is Announced

Former "Gratuity" Abandoned in Favor of New Plan That Supplements and Liberalizes Federal Act

ORGANIZATION of the Pacific Electric Pension Plan, effective July 1st, was announced by our management last month.

Not to be confused, and in no manner conflicting with the terms of the Railroad Retirement Act of 1937, the new Company plan may be termed a supplementary one. It liberalizes the Federal act in several important respects.

In its plan the Company sets forth a provision to give additional compensation above the \$120 maximum fixed by the Railroad Retirement Act to such employees whose years of service and other factors entering into amounts of pension would exceed the maximum under the Railroad Retirement Act. Where this condition arises the Company assumes the payment of excess.

The Company pension rules conform in many respects with the corresponding provisions of the Retirement Act. One of the most important differences is that the rules provide for pension and gratuity allowances to certain classes of disabled employees who would not otherwise receive annuities under the Retirement Act.

Quoting from Rule 3:

"The following described persons, after retirement from service, shall be eligible for pensions:

(a) Persons who shall be 65 years of age or over and have completed 20 years of service.

(b) Persons who shall be 60 years of age or over and either have—

1. Completed 30 years of service, or

2. Become totally and permanently disabled for regular employment for hire, after completion of 25 years of service in the case of males or 20 years of service in the case of females;

But the pensions of such persons shall be reduced at the rate of one one-hundred-and-eightieth for each calendar month that they are under age 65 when their pensions become payable.

(c) Persons under 60 years of age who shall have completed less than 30 years of service and are totally and permanently disabled for regular employment for hire, provided such per-

sons shall have completed 25 years of service in the case of males or 20 years of service in the case of females; but the pensions of such persons shall be subject to the one-third reduction applicable to persons retired at age 60 under the provisions of paragraph (b) 2 of this Rule.

(d) Persons, without regard to age, who are permanently and totally disabled for regular employment for hire, and shall have completed 30 years of service.

Physical examination shall be made of persons recommended for retirement on account of disability, and a report thereof, with the recommendation of the Chief Surgeon, shall be transmitted to the Board of Pensions for consideration in connection with applications of such persons for pensions."

Motor Transit employees come under the Social Security Act. For their benefit there is provision that if a gratuity, computed under the company's plan exceeds the amount payable as an old age benefit under the Social Security Act, the Company will pay the amount of such excess monthly.

One of the important stipulations is that "no pension shall be granted after Sept. 30th, 1937, to a person remaining in service after the month in which he or she become 70 years of age."

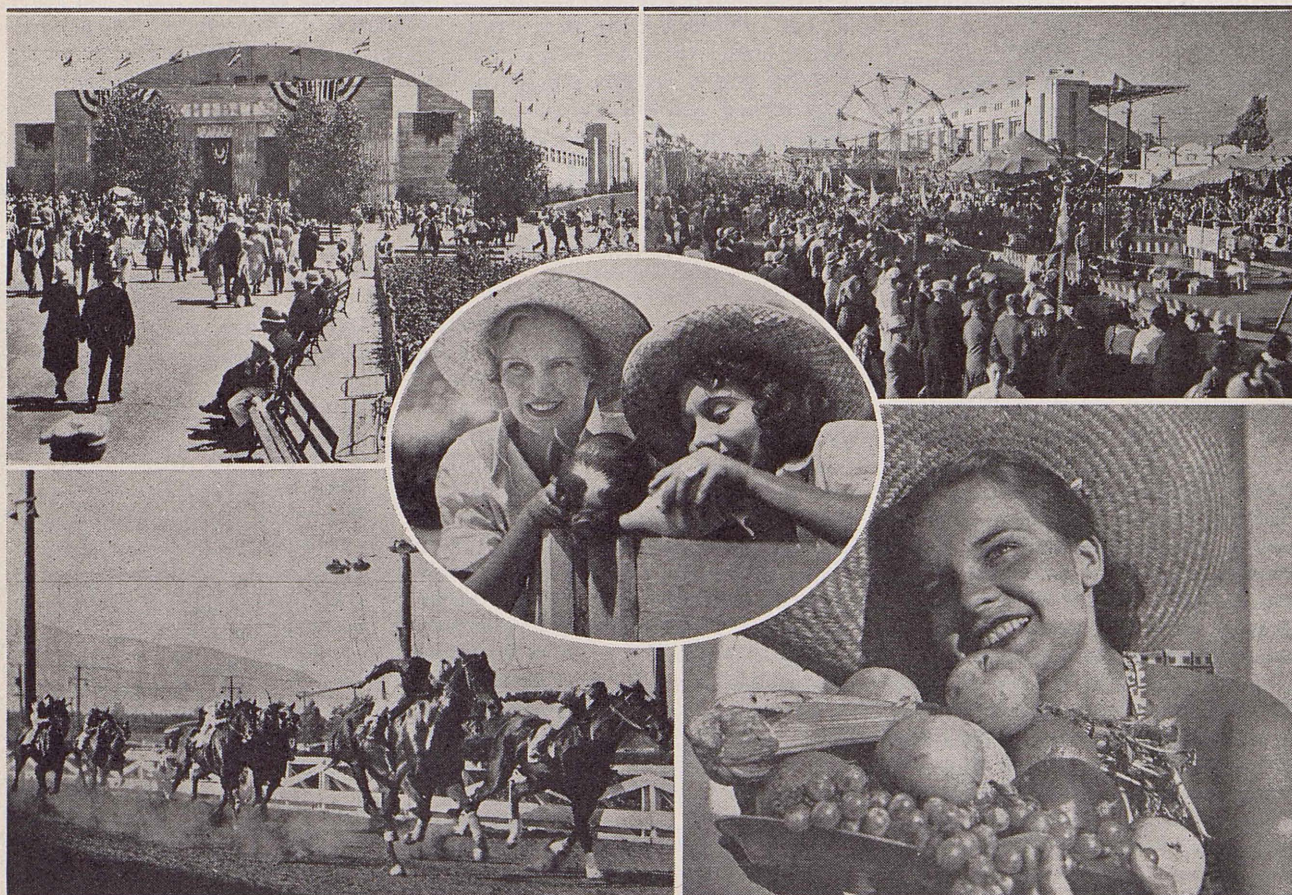
As before stated our railway's pension plan is not to be confused with the Railroad Retirement Act. Employees of this railway are subject to the provisions of that act. Summarized: the Pacific Electric Pension Plan merely supplements and liberalizes to an extent the terms of the Federal act, and provides additional gratuity to Motor Transit employees who would receive lesser awards under the Social Security Act.

M. S. Wade, Treasurer, located at room 270 P. E. Bldg., has been appointed Secretary of the Board of Pensions and will gladly answer questions of employees regarding the plan for those who are interested in further details.

1st Gal: "Do you mean to say that sailor just sat there all evening with his arms folded?"

2nd Gal: "Yes, but I was in 'em."

California's Resources Unfolded in Los Angeles County Fair



IN SEPTEMBER of each year Southern California, world famous for the wealth and variety of its resources, goes on parade in a glamorous exhibition at Los Angeles County Fair in Pomona.

Here the creative forces of our state merge into a colorful panorama before a scintillating background of pageantry. The 1937 edition of the exposition, which is the largest and most beautiful county fair in America, will open at 10 o'clock Friday morning, Sept. 17 and continue for 17 days through Sunday, Oct. 3. Again this year Riverside and Orange County Fairs will join in the one huge display.

Last fall 575,000 visitors from over the nation made a new attendance record. This year many additional thousands are expected to view the 30,000 exhibits in the score of major divisions covering the beautifully landscaped park of 200 acres. A total of \$150,000 will be distributed in cash and trophy awards and practically every state and several foreign countries will be represented in the entry list.

Claimed to be more spectacular than ever, the L. A. County Fair is to be staged at Pomona from Sept. 17th to October 3rd inclusive. On a 200-acre exposition plot there will be displayed the agricultural and industrial virtues of Los Angeles, Riverside and Orange counties, together with horse-racing, sports, music and amusement.

Entertainment, varied and spectacular, includes one of the foremost parimutuel horse racing events of the west with 1000 running and harness horses participating, brilliant night horse shows, extravaganzas, sports, farmerette contests, parades, fiestas, fireworks, circus thrillers and many other attractions.

Dedication of four great new steel and concrete buildings including a machinery hall, junior fair building, fine arts building and large restaurant and cafeteria building will be an outstanding event of the opening day. They will add more than 150,000 square feet of floor space to the facilities. Other new structures this year include additional livestock pavilions, rest arbors, refreshment stands, etc., all made necessary by the unprecedented growth of the institution.

In the palace of agriculture, largest building of its kind in the west, will be found specimens of practically every fruit and vegetable grown commercially in the civilized world. Magnificent feature displays entered by the various counties, communities and organizations of the state will vie in originality and artistry. Seven thousand head of large and small stock will be seen in the premier fall livestock show. Prize works of foremost artists and sculptors of the country will be displayed in the national fine arts show. Science, invention and mechanical skill will form an alluring attraction in the new machinery building.

Practically every activity of the woman in the home will be represented in the 100 different classifications found in the household arts division. Progress of education from the kindergarten through junior college will be depicted in one of the most comprehensive school displays seen assembled in Southern California.

Then there will be the ever popular floral department with its exotic blooms; the poultry, pigeon and rab-

bit shows forming the largest attraction of the kind in the country; the apiary show; dairy products, industrial exhibits; dog show, citrus fruit show, wine show, arts and crafts in industry and many others forming a variety well calculated to please the most varied tastes.

A distinctive feature of Los Angeles County Fair and one which has received attention and comment over the nation is the special attention paid to the care and comfort of the visitors. There is no dirt nor dust. Shaded arbors over the grounds afford opportunities to rest. Ice water fountains are everywhere.

September in the Garden

By Earle Moyer

SEPTEMBER is the month of preparation for winter and spring, and is also the beginning of second planting season. You should put out plants from pots and cans and if the weather is rather warm be sure to cover the plants over with some kind of paper for a day or two in order that the roots may get established.

Give chrysanthemums extra attention from now on. Plenty of water, a possible mulch, and if the buds have shown up pick off extra buds and be sure your stalks are tall enough and strong enough to hold up the plants.

Iris Germanica can be re-set also; new plants may be put out and be sure to set this type in full sun.

Primrose, Violets and Pansies may be started this month to bloom in early spring. Sow in some plants over your bulbs to bloom when bulb plants are through blooming.

You should wait until next month to plant wild flower seeds and most of the annuals for spring color. One of the perennials which you all should plant now is the snapdragon, but be sure to get the **rust proof** type or you will experience trouble. Look through the magazine and you will no doubt find an advertisement of a reliable seed and plant store.

Now is the time to purchase such bulbs as Narcissi, Freesias, Ranunculus, Hyacinthus, Tulips, Balbous Iris and many others. Plant in partial shade. Some good ones to set in right now are Watsonias, Montbratias, Madonna Lillies, Baby Glads, etc.

Be very careful of your watering at this time as the nights are damp and foliage should be dry before sun-down. If possible, you should irrigate in the mornings.

Too much cannot be said about

Thirty More Veterans Retire With Honors

FROM practically every branch of the service, thirty of our good friends and comrades made their "last run" during the month of August, being retired under the terms of the Railroad Retirement Act.

With service records ranging up to forty years they leave us, with honors well earned, and did space in this issue permit we would be happy to exploit each of them. This being impossible, the Magazine in behalf of the management, and what we know to be the wish of their many good friends within the ranks extend to them heartiest congratulations and our best wishes that the years to come will bring peace and ever-lasting happiness!

The names, occupations, departments and years of service of the August group of retired follow:

Name	Department	Occupation	Years of Service
Willie G. Carrier	Transportation	Conductor	30
Andrew Herskind	Engineering	Leader	34
James W. Anderson	Transportation	Terminal Frt. Agent	30
James R. Frasier	Transportation	Yardmaster	30
Milton E. Grammes	Transportation	Conductor	29
Percy Heard	Transportation	Conductor	28
Charles E. Ives	Transportation	Motorman	28
Charles R. Purcell	Transportation	Check Clerk	19
John W. Rogers	Transportation	Trolleyman	20
John M. Shanley	Transportation	Brakeman	22
Charles O. Thorngren	Transportation	Motorman	30
Otto S. Townsend	Transportation	Conductor	39
Bert J. Wadleigh	Transportation	Trucker	17
C. Forest Wall	Transportation	Switch Tender	20
Edward F. White	Transportation	Motorman	31
Harvey E. Wilmot	Transportation	Conductor	25
Christopher C. Hardesty	Engineering	Towerman	24
Frank Hutson	Mechanical	Auto Mechanic	18
Joseph A. Bettrue	Transportation	Flagman	20
Allen Wright	Mechanical	Armature Winder	25
August Vautrin	Mechanical	Machinist	30
John K. Smith	Mechanical	Helper	17
William A. Phillips	Mechanical	Helper	14
William Moir	Mechanical	Air Brake Machinist	19
Alpheus A. Penwell	Mechanical	Millman	31
May Ireland	Mechanical	Car Cleaner	19
Virgil D. Hollister	Mechanical	Electric Machinist	18
George A. Gilks	Mechanical	Foreman	40
Duane E. Bolster	Engineering	Towerman	18
George E. Watson	Engineering	Foreman	33

SEPTEMBER'S TWO HOLIDAYS

Do you know the historical details incident of the two September holidays? Neither did we until we looked them up, whereupon we learned as follows:

California was admitted to the Union on Sept. 9th, 1850. It was the 31st state and at the time had a population of 26,000, only 8,000 of which were American immigrants from other states.

Admission of California to the keeping up the fight against aphids, snails, red spiders, etc. A little time spent will be greatly repaid by plenty of flowers and good plants.

Union was only accomplished after bitter opposition, as at the time the 30 states were in bitter controversy over slavery, half being free states and the other states slave pledged. The finally approved bill was signed by President Millard Fillmore, who, as Vice President, succeeded President Taylor who died two months previously.

In order to give the day chosen by Labor equal honor with other national holidays, Congress in 1894 passed a law making the first Monday in September a legal public holiday, leaving it to the individual states to decide whether to observe it. The law has now been made a legal holiday in almost every states of the nation.

Club Educational Program is Announced

Ambitious Again Afforded Opportunity to Pursue Study Courses Through P. E. Club Classes

SCHEDULED to begin the week of Monday, September 13th under the supervision of the P. E. Club, a series of study classes were announced last month by L. H. Appel, Educational Director.

As in years past the classes will be held in the class rooms in the P. E. Club and all classes are open to Pacific Electric, Motor Transit and L. A. Motor Coach Company employees and their family dependents. Teachers are regular Board of Education assignees and there is no charge for enrollment or attendance.

Additional classes may be arranged if sufficient interest is manifested. The Board of Education rules which govern the creation of new classes is that there shall be an initial and regularly established attendance of 15 students or more. If you are interested in any subject not shown in the concluding tabulation, will advise the Club and interest others in such subject it is likely that a class can be arranged.

The following brief comments are made with a view to pointing out some of the highlights and scope of the classes planned:

Operating Engineering (beginning) will cover all the related subjects in highway transportation as it pertains to the applied mechanics of motion; includes fundamental ideas of velocity, acceleration, work, friction, etc.; units, useful factors, machines, (gearing, transmission, differentials, etc.); graphic methods of solution and performance curves.

Transportation Engineering (advanced) will feature a brief review and continuation of T. E.-I. development of graphic methods; scientific construction of schedules; operating principles of modern internal combustion engines; materials, fuels, lubricants; standards of operation, automotive economies.

The Public Speaking scope of treatment includes the open forum with the view of learning how to translate news into knowledge. These classes are designed to help you to overcome the natural modesty of the average individual to speak on his feet before groups in public. It will help develop the proper poise and confidence that should be maintained.

The class in Elements of Mechan-

ics (engineering principles) will have disclosed the fundamental of mechanical principles, including heat and electricity with application to modern development, that is—air conditioning, refrigeration, Diesel and gas engines, streamlining, etc.

A slide Rule class is in course of formation and details will be announced later by special bulletin.

Sewing & Millinery and Glee Club are the remaining two classes to be given at the start of the new school season.

The following is a tabulation of the several courses to be given, with details of classes weekly, and hours of commencement, subject to change if better suited to group pleasure and convenience of students: (Classes begin the week of Sept. 13th).

Transportation Engineering (beginning), Mondays, 7:00 p.m.

Transportation Engineering (advanced), Tuesday, 7:00 p.m.

Mechanics-Engineering Principles, (elements), Thursdays, 7 p.m.

Public Speaking—Group Discussions, Fridays, 7 p.m.

Sewing & Millinery, Tuesday and Thursday, 10 a.m.

Glee Club, Tuesdays, 7:30 p.m.

Slide Rule, (details to be announced.)

P. E. CAFE NOW UNDER NEW HEAD; IMPROVEMENTS MADE

Effective mid-July the P. E. Club Cafe went under the management of Chas. J. Kekich, who was formerly the chef under the previous lessee.

Since taking charge Mr. Kekich has made numerous improvements in the service. Menus have been broadened and diversified, the entire lunch room and kitchen thoroughly renovated and it is being maintained in a thoroughly cleanly and appealing manner. Since the change of managements the volume of business has increased 25% and many compliments voiced.

Mr. Kekich states that he is prepared and anxious to serve special party and banquet groups, such as the Masonic Club, P. E. Women's Club, Glee Club, P. E. Legion, P. E. Rod & Gun Club, Travelerians, etc. Late last month he served a banquet to 75 members of the L. A. Motor Coach school class; all were highly pleased.

The Magazine again calls attention to the need of liberal support of our Cafe if the present good quality of food and low prices are to continue. Operating on a small margin of profit it is essential to have volume of patronage, and a sufficient volume will not be forthcoming unless we all frequently patronize it.

You will not get better food for less money than it now costs in the P. E. Cafe, and if you have not tried it lately you will be pleasantly surprised.



Monterey Park Girls' Drum and Bugle Corps, colorfully clad and well drilled, sponsored by the American Legion of that city, gave a most excellent exhibition at the picnic last month on El Paseo.



SAFETY NEWS



FREIGHT TRAIN HANDLING ON GRADE REQUIRES SKILL

A good railroad man knows what is safe and will neither influence, nor be influenced himself, to deviate therefrom. A steep descending grade emphasizes the saying to "make haste slowly". It is no place to make up time.

Safety on grades, in-so-far as braking is concerned, calls for recognition of the following facts:

The "down hill push" on the grade, which increases with its steepness and the load, is always acting to start the car, locomotive or train, and to increase its speed when running.

That this affects, or tends to reduce the braking power, all of which would be effective in stopping on a level track.

That speed is a very important factor, since higher speeds both decrease the co-efficient of brake shoe friction, or holding power, and increase the brake work to stop. For instance: 30 miles per hour compared with 15 miles per hour requires about five times the distance.

That train control when running requires brakes fully charged, as well as relatively low speed.

Starting from the summit, the Motorman should make the first application as soon as practicable without stalling. This is to test the holding power while speed is yet low, and, by fully recharging, get the additional aid of the retaining values when used. Speed thereafter, within regulations, should suit the holding power of the train and the ability to recharge fully. Where there is a gradual loss in pressure that cannot be regained by lower speed, stop and recharge while there is ample pressure to do so. Speed and air pressure should be observed constantly and carefully.

Speed Down, and Pressures Up, Means Safety. The Opposite, Means Danger!



YOUR SAFETY REQUIREMENTS IN TROLLEY DEWIREMENTS

To avoid setting up a hazard for the next train by leaving trolley or span wire in a damaged condition after trolley has left the wire, the following questions and answers have been prepared as a reminder of what, when and how to do the things which will be beneficial to protect against trains running into broken trolley or span wires:

Q. 1—Who is required to see that the trolley signal switches are turned on?

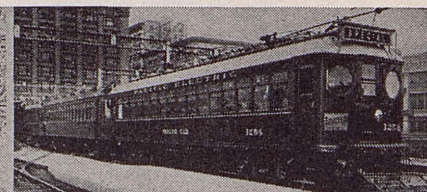
A. Conductor and Motorman.

Q. 2—When should these switches be turned on?

A. When the train is being prepared for service.

Q. 3—What is required of the Motorman when trolley signal sounds or trolley leaves the wire?

A. Immediately stop car or train.



Q. 4—What exception may be made to immediately stopping?

A. If trolley is not striking overhead construction, train or car may coast out of danger zone, such as curves or trestles.

Q. 5—What is required of Conductor when trolley leaves the wire?

A. Promptly pull the trolley pole down clear of overhead construction.

Q. 6—What is required before proceeding after trolley dewirements?

A. Observe the condition of the overhead construction.

Q. 7—Should trolley or span wire be hanging in such a way as to strike passing trains or cars, what is required?

A. By the use of the trolley pick-up device, it must be tied up in such a manner that it will clear passing trains.

Q. 8—Who must be notified and when?

Classification of July, 1937 Accidents

TRAIN SERVICE ACCIDENTS DURING JULY, 1937
COMPARED WITH JULY, 1936

COMPARED WITH 1934, 1935

CLASSIFICATION:	SYSTEM		Increase or	Percentage
	1937	1936	Decrease	
Collisions:				
1 With Pedestrians	8	10	2 Dec.	20.0%
2. At Railroad crossings (Other than Company's)	0	0	Same
3. Between Cars of Company	5	4	1 Inc.	25.0%
4. With Vehicles and Animals	124	149	25 Dec.	38.5%
5. Derailments	6	6	Same
6. Equipment	1	0	1 Inc.	100.0%
7. Boarding Cars	12	9	3 Inc.	33.3%
8. Injuries on Cars (Not in Collision)	20	11	9 Inc.	81.8%
9. Alighting from Cars	17	20	3 Dec.	10.5%
10. Falling from Cars (Not purposely alighting)	1	0	1 Inc.	100.0%
11. Doors, Gates, Guard Rails	8	12	4 Dec.	33.3%
12. Ejectments and Disturbances	2	3	1 Dec.	33.3%
13. Miscellaneous	2	1	1 Inc.	100.0%
14. Total	206	225	19 Dec.	8.4%
15. Employees	3	4	1 Dec.	25.0%
16. Total Car Accidents	209	229	20 Dec.	8.7%
17. Motor Coach Accidents	23	30	7 Dec.	23.3%
18. Total Passenger Accidents	232	259	27 Dec.	10.4%
19. Freight Accidents	9	23	14 Dec.	60.9%
20. Total All Accidents	241	282	41 Dec.	14.5%
			41 Dec.	
			14.5%	

A. The Dispatcher, from the first point of communication.

Q. 9—When dangerous conditions exist, what is required?

A. Leave proper protecting signal with instructions attached, or flagman when necessary.

SAFETY ADVISORY COMMITTEE APPOINTED FOR SEPTEMBER

The next meeting of the Trainmen's Safety Advisory Committee will be held September 30, 1937, in the Pacific Electric Club Rooms, commencing at 10:00 A. M.

Following are the members selected to serve on this Committee for the month of September, 1937:

Western District	Terminal
C. A. Parr	West Hollywood
T. H. Bruner	Subway
J. H. Doherty	Ocean Park
L. A. Howell	Glendale
Northern District	
H. W. Polzein	Macy
W. D. McCollum	Pasadena
T. C. White.....	San Bernardino
Southern District	
C. T. Bliss	Los Angeles
M. C. Holk	Long Beach
A. B. Weyant	Butte Street

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 both of interest to you and of educational value, and in the meantime, let's think of safety.

APPROACH UNDER CONTROL

The old adage of "Watch Your Step" can well be applied to the approach to railroad crossings, junctions, and the many other places prescribed by the rules.

At such places where safety stop is required from high speed, always use the two-brake application method of stopping. That is, first bring the train under complete control sufficiently in advance of the stop to protect against the unexpected. As soon as the train is under complete control, release, and make the second application for the final stop.

Those who have had the embarrassing experience of being unable to stop train at the desired point need not be reminded, so let's profit by the other man's experience.

AN APPEAL TO ALL TRAIN SERVICE EMPLOYEES TO AVOID STEP AND DOOR ACCIDENTS

The continued assistance and cooperation of all Trainmen is earnestly requested to avoid STEP AND DOOR ACCIDENTS.

We desire to make our service safe for all who make use of it and through your wholehearted co-operation many of these accidents can be avoided.

Many of the avoidable step and door accidents now being experienced can be eliminated by being careful and following safe practices.

You can help in this important matter by carefully observing the following:

- 1.—DON'T give proceed signal before knowing that steps are clear, and that no one is attempting to board or leave train. Review Rule 202 and carefully observe it. So that proper observation may be made, take a position on rear platform and remain in that position until train is started.
- 2.—DON'T permit passengers to alight from train at other than regular passenger landings, whenever possible to avoid same. Review Rules 167 and 210, and follow their requirements.
- 3.—DON'T permit passenger to board or leave car at a point other than a passenger landing without getting down and assisting the passenger and assuring beyond any question of doubt that it is a safe place to alight.
- 4.—DON'T open doors on 600-700 class cars or any enclosed type of car with safety doors, before car is brought to a stop.
- 5.—DON'T give proceed signals from inside of car where you cannot properly observe the steps and passenger landing.
- 6.—DON'T close car doors on incoming or outgoing passengers in entrance. Be certain that the doorway is clear and will remain clear before you close the doors. Watch the entrance until doors have completely closed, reopening them if necessary.
- 7.—DON'T make rough starts and stops, which might cause passengers to fall.
- 8.—DON'T fail to be at car steps while passengers are boarding and leaving trains at terminals, and in a position to assist those that need assistance. Review Rule 198 and in observing same give particular attention to elderly, infirm and crippled persons, assisting them while boarding or alighting.
- 9.—DON'T permit passengers to leave trains while steps are over safety buttons or other obstruction or hole in landing place which may cause a fall. In emergency, warn passengers of any such hazards.
- 10.—DON'T fail to be on the rear platform at step entrance to see and assist passengers as train is brought to stop and to remain in that position while passengers are boarding or leaving train; and to block passage way to steps when necessary to prevent passengers descending steps while train is in motion.
- 11.—DON'T start trains without proper signals.
- 12.—DON'T take chances which may result in a serious injury to yourself or a patron. Your careful observations of conditions and a timely warning may avoid a serious accident.

Your continued cooperation is earnestly solicited.

ACCIDENT PREVENTION COMMITTEE,
PACIFIC ELECTRIC RAILWAY COMPANY.

Los Angeles, California, September 1, 1937.



THOSE DISTANT SIGNALS

The distant signal is the "tip-off" to Safety at the home signal and the "old boy," derail. Why not heed its warning?

Take a good look at the signals. When they indicate caution, in their language they are telling you, "Reduce Train Speed."

Let's follow the advice of these sig-

nals and avoid the embarrassment of later being reminded that it would have been much better if the rules pertaining to these signals had been obeyed, and the accident which followed avoided.

Remember: Safety Thoughts Promote Safety!

GIVING HAND SIGNALS

Remember these signals convey to the person who receives them the movements desired by the one giving the signals, so if you want the right movements, "don't fail to give the right signals." Above all, give the signals **plainly** and in **time** which will permit complying therewith. Signals given in a manner as to be easily misinterpreted are the very foundation for accidents.

Those who receive the signals should never guess as to their meaning, but in all cases of **doubt**, or should the person giving the signal disappear from view, don't fail to stop immediately.

A recent accident which occurred under the conditions referred to prompted this item, and it is hoped that it will be given sufficient attention to put into thought the requirements of Rules 81 and 191.

RE-LOCATE TWO AGENCIES

Changed locations of stations in the cities of Alhambra and Van Nuys were other items of interest developing during August.

In Alhambra the landmark Stone-man Avenue station, for some thirty years occupied, was abandoned for a new location at Main and Palm Avenue, about 1¼ miles westerly. In addition to providing adequate passenger movement facilities, the new site, closely adjoining the industrial district, will be more convenient and make possible the expediting of freight business.

The Van Nuys station was moved from its former site at Van Nuys Blvd. and Friar St. to a new location at 6203½ Van Nuys Blvd., which is approximately two blocks north of the Southern Pacific crossing.

"How would you like your egg served, sir?"

Is there any difference in price?"

"None whatever, sir."

"Then serve it on a thick slice of ham."

ALL IN READINESS FOR BUSY YEAR BY P. E. LADIES CLUB

Now that the summer vacations are nearly over, our members will be glad to resume their duties of social and service work in our Club.

Mrs. Hart, Program Chairman, is trying to work out a plan by which each of our past Presidents will each have their day and program, but more details about this plan later.

Mrs. Murphy, our new President, has her committees all appointed now and our Club is wishing to you lots of success through the coming year.

The full list of officers are as follows: President, Mrs. Lloyd Murphy; 1st Vice-Pres., Mrs. F. M. Hart; 2nd Vice-Pres., Mrs. W. E. Smart; 3rd Vice-Pres., Mrs. Robert Crunk; Secretary, Mrs. H. W. Fuller; Treasurer, Mrs. Emma Bell; Corresponding Secretary, Mrs. E. J. Hasenyager. Directors: Mrs. Daniel Barnard, Mrs. Wm. Baglin, Mrs. Harry Thomas, Mrs. J. B. Green, Mrs. Vincent Vielle-nave and Mrs. B. A. Hankins. Chairmen: Hospitality, Mrs. Burke; Music, Mrs. A. B. Hankins; Decorations, Mrs. Daniel Barnard; Historian, Mrs. J. R. Herrin; Hostess & House Chairman, Mrs. C. L. Curle; Parliamentarian, Mrs. Geo. A. Gilks; Recreation, Mrs. E. J. Hasenyager; Welfare, Mrs. J. B. Green; Flag Bearer, Mrs. E. W.

McDaniels; Auditor, Mrs. Hendricks; Press, Mrs. W. A. Hasty.

Now all of you P. E. and Motor Transit ladies come out to our meetings and help increase this big family of ours.

The San Bernardino Club members are regretting the loss of their President, Mrs. B. F. Moore who has accepted a position at Huntington Beach, but we all extend our best wishes, Mrs. Moore. Mrs. Ralph Dayberry will lead us through the remaining months of our Club Year.

The last card party of the summer was held August 19th, and a large crowd of ladies attended. The special award for Bridge went to Mrs. Gertrude Bowers and for 500 to Mrs. W. A. Theede. Other prizes were won by Mrs. W. E. Smart and Mrs. F. S. Wiemer.

—Mrs. W. A. Hasty.

NEWS FOR STAMP COLLECTORS

Our Post Office Department has again gone on the "one-a-month" schedule. The Army-Navy series "hit the spot." There is always romance and excitement in these two branches of our government and the ten stamps issued in their honor will no doubt always hold a preferred place in future collections. Our guess is that the four-cent values will be very good property. They are already selling at four times the price of the lower values.

We will have a few extra copies of Smoky Mountain panes for face, plus postage. The future of this issue is uncertain, based on experience with triplex, which we see this month offered for sale at twenty cents each; the holding of these special items for profit does not seem too encouraging.

Do not forget the U. S. Zeppelin and So. Rhodesia. However, we understand that about one-third of the triplex were destroyed, but approximately three million copies should meet the demands for a long time.

Mr. Farley says his department has built up the philatelic business from \$200,000 to \$3,000,000. More power to you, Mr. Postmaster General, but let's have no more "Park Series" folly. Legitimate commemorates are worthy of every effort.

The Virginia Dare would rival the Mother's Day (if we could for the moment overlook the theme of this beautiful stamp), but the pale blue color is very apt to fade to the point where the second or third gen-

Hospital Dept. Lauded

"IF ANY of our employees are going to the hospital they might just as well tell their friends not to bring them anything, because everything they need they will have."

The above, and considerably more, was what J. W. May, Substation Operator, Pasadena, had to say about treatment at the hands of our Medical Department following a 12-day hospital stay. Continued Mr. May:

"I couldn't have received better treatment. The Doctors and Nurses were extremely kind and thoughtful; everything that could be done was done for my comfort. The food was splendid. I got a silly hankering for chocolate candy, and in no time a dish of it was given me.

"Anyone who criticises hospital treatment is going to have an argument with me. I've been there, and KNOW."

eration will wonder what it was all about anyway. We heard someone guess that Virginia Dare was the maker of our first stars and stripes, which proves that we cannot all be historians. He won't make that mistake again.

All of which reminds us that the summer is over and our hobby and football will return to favor as our diversions.

—F. N. Compton.

SPECIAL SERVICE TO FAIR

Running from Los Angeles Main Street Station directly to the Fair Grounds entrance, four express trains will be operated daily during the period of the Los Angeles County Fair, September 17 to October 3, advises H. O. Marler, Passenger Traffic Manager.

Offering such service for the first time, the express trains will leave Los Angeles at 8:50 a.m., 9:50 a.m., 10:50 a.m. and 11:50 a.m. These special trains will be in addition to the regular service leaving Los Angeles at 8:10 a.m., 9:15 a.m., 10:00 a.m., 11:10 a.m. and 12:10 p.m.

The combined service affords patrons of Pacific Electric Railway's service the fastest and most frequent fair schedule that has been offered for many years. Followers of the horse races will find that the service is especially adapted to their requirements in that 11:10 a.m. and 12:10 p.m. regular schedules and the 11:50 a.m. express schedule will all provide convenient arrival. Special trains will leave the Fair Grounds entrance for Los Angeles immediately following conclusion of races.

Motor Transit Company will likewise operate service direct from Los Angeles and other points on the system to the Fair Grounds entrance. Special local service will also be operated by Motor Transit Company between Pomona and the Fair Grounds.

Special excursion rates will be in effect from practically all points on the Pacific Electric-Motor Transit system to the Fair Grounds and return. Patrons of our service, through a special arrangement, will be afforded the opportunity of securing admission tickets in connection with transportation at reduced rates. The round-trip fare, including admission to the Fair, from Los Angeles, will be \$1.35.

"I had a date with a professional mind-reader once."

"How did she enjoy her vacation?"



P. E. Pistol Team Enters Local Ranks



Newly formed Pistol Team of the P. E. Rod & Gun Club. Introducing left to right: Ned Rich; Wm. Kitto; R. M. Lawrence; R. L. Oakley; A. W. Ghezzi and A. V. Miller, Captain.

ORGANIZATION of a Pistol Team among members of the P. E. Rod & Gun Club, something like the weather—long talked of, but nothing done about—has finally become a reality. There is now such a team, as the above picture testifies.

The team, as would be surmised, is sponsored by the Rod & Gun Club and is in command of the worthies A. V. Miller as Captain, and Ned Rich, as Assistant. The team practices each Sunday at the range of the L. A. Police Department in Elysian Park and in the few months that its members have been wielding the wicked weapon have shown sufficient skill and marksmanship to justify the prediction that a worthy competitive team can be assembled.

A keen, competitive sport, pistol range shooting has enjoyed increased popularity during the past year. Once started the enthusiasm of its participants borders on the mania that golf addicts develop. One of the retardants, or rather the difficulties of pursuing the sport, is the somewhat costly feature of ammunition. This, once sufficient evidence of prolonged interest in the sport by members of the Club, is manifested will be overcome,

as President Bancroft has promised the boys that the Rod & Gun Club will purchase a re-loading machine, which will reduce the cost of ammunition many fold.

Additional participants in the sport are desired and anyone wishing to participate should see A. V. Miller or Ned Rich, or better, attend the regular monthly meeting of the group on the last Friday evening of each month at the P. E. Club.

WRESTLING AND BOXING BOUT THRILL PICNIC THrong

As usual, one of the most thoroughly enjoyed of annual picnic events last month was the wrestling and boxing program staged during the early evening hours on the El Paseo. Several thousand spectators were on hand to witness them and the bouts contested measured well up to the standard of those of former years.

The first event was a wrestling match with Eddie Reiber of the Store Department and Geo. Lulich, Mechanical Department furnishing the opposition. Four minutes only had elapsed when Reiber waved the proverbial white flag, an examination re-

vealing two fractured ribs. It was exciting while it lasted.

Followed a clever, gruelling combat with Ted Hickman of the Engineering Department and Leo Vidal of the Accounting Department. The boys went at it as though each owed the other money and just when it appeared one was to call "Uncle," the tide would turn and the other would secure a hold that must have pained all his relatives. They neither asked or gave consideration, but wrestled cleanly, cleverly and courageously. Each won and lost a fall within the 30-minute time limit in a bout packed with thrills, the second chapter of which will be waged next year we hope.

In a four round boxing bout Elmer Lewis of Redondo Beach won a decision over Johnny Marsek in what turned out to be a real slugging match. Johnny Huemerich refereed all three bouts in splendid style.

TRAINMAN GOLFER WINS AT ANNUAL PICNIC EVENT

Golfers also had their inning on Picnic Day, some dozen addicts gathering at Potrero Country Club in Inglewood, where both rare and mediocre form was displayed.

L. W. Speake, Freight Trainman of the Western District, early showed the boys his heels, finishing with a splendid gross score of 80, and also winning a pre-arranged putting contest with 29 putts for the full 18 holes, which is real golf in any man's league.

Runner-ups for the day were: G. Neal, 81; J. Seaman, 81; J. S. Loveys, 83; D. W. Layne (last year's winner) 84; C. H. Belt (jinxed with Loveys' presence) 90; and E. Hayward, 90. Being our fellow Glendalian we won't mention scores of Frank Converse and Lon Norrbom; we'll have the Chamber of Commerce speak to them. The blind bogey winner of the day was E. Hayward with a net of 72.

P. E. BOWLING LEAGUE PLANS COMPLETED FOR SEASON

With eight teams ready and anxious for the starting gun, plans have been completed for the P. E. Bowling League to start festivities on Friday evening, October 8th.

This season the league will be composed of eight competing teams and the games will be bowled at the Glendale Recreation Center at Maple Street and Brand Blvd. in Glendale.

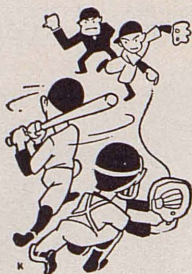
A special meeting to complete final

Girl's Ball Game Wows 'em at Picnic

"WHAT'S the score, sonny?" asked a spectator at a kid game in a cow pasture.

"17 to nothing," was the serious reply.

"You're pretty badly beaten, aren't you?"



"Heck no, mister. We ain't had our bats yet."

The above whiskered yarn came to mind in the first inning of the titanic baseball game between the Blondes and Brunettes on Picnic Day. The score and re-cap at the end of the first out, in first inning when time was called for powder-puffing, stood: 6 to nothing; five hits (2 of them home runs); 7 errors; 3 wild pitches, and a swooned scorekeeper.

But the crowd of some 400 hadn't seen anything yet. In the four and one-half innings to follow there occurred in this ball game everything that could have possibly happened in a dozen. There were sensational catches; ludicrous base running; ten home runs, good healthy swats; fielding as you have never seen it before; bruises on limbs, fingers and on—well you know, bruises.

Seriously, some of the girls were real ball players, and others would have been good if they could field, run and bat. There were fielding gems that would really have done credit to feminine professionals. There were ten home runs, hard hit balls that really traveled. The home run hitters were: Katherine Mautz 3; Eunice Fischer and Dorothy Littlefield 2 each; and Harriet Barnes, Elizabeth Lowe and Grace Christensen 1 each. They received \$1 per home run, promised by Mr. Vickrey in a weak moment.

The girls were good sports; looked mighty chic in their abbreviated uniforms; all had a good time themselves and furnished spectators with a lot of real amusement.

Final Score: 26 to 16 in favor of Brunettes.

Here's to another game next year!

The line-up follows:

Brunettes: Helen Sawyer, catcher; Olive Rohde, 2nd; Helen Maloney, pitcher; Opal Tucker, r. field; Harriet Barnes, short; Eunice Fischer, 1st; Grace Christensen, 3rd; Grace Walkup, 1. field and Elizabeth Lowe, C. field.

Blondes: Dorothy Randolph, catcher; Gale McIntire, c.f. and 1st; Katherine Mautz, pitcher and short; Nina Robertson, 2nd; Agnes Heckman, 3rd; Esther Quast, 1. field; Odessa Carter, r. field; Lois Brown, s.s.; Bonnie King, center field.

Umpires: Bob Rachford and Chas. Hill.

schedule, prize and other details has been arranged for Friday evening, Sept. 17th at the P. E. Club.

Officers of the league for the coming season are: H. E. Norton, President; H. C. Hampton, 1st Vice President; Archie Brahm, 2nd Vice President, and C. G. Gonzalez, Secretary and Treasurer.

Judge: "You stole no chickens?"

Suspect: "No, sir."

Judge: "No geese?"

Suspect: "No, sir."

Judge: "Any turkeys?"

Suspect: "No, sir."

Judge: "Case dismissed."

Suspect (grinning): "Boy, I sure was scared you'd say ducks."

SHOPS BALL TEAM AGAIN IN FROM OFFICE AT PICNIC

Immediately following the girls baseball game on picnic day the General Office nine again met defeat at the hands of the Shops teams, but only after a close, hard-fought game which ended with a score of 11 to 9. As Fibber Magee, of radio fame, would say: "The shop boys must know more about the mechanics of the game." (T'ain't funny, Magee).

McClelland and Carrol, pen-pusher pitchers, struck out nine, but issued 12 free passes between them, which proved disastrous. Leonard pitched a good game for the Shops, striking out four and walking only three.

Green in left field made the star



Members of the Blondes and Brunettes baseball team, who had a lot of fun themselves and furnished more for some 400 spectators at the annual picnic last month.

Front row, left to right: Odessa Carter; Gale McIntyre; Esther Quast; Lois Brown; Catherine Mautz; Dorothy Randolph; Agnes Hickman; Nina Robertson and Dorothy Littlefield.

Back row: Eunice Fischer; Helen Sawyer; Helen Maloney; Elizabeth Lowe; Grace Walkup; Grace Christensen; Olive Rohde; Harriet Barnes and Opal Tucker.

catch of the day, robbing Leonard of a hit labelled for a home run with two on base and two out. Geo. Lallich, left field, made the Shops' fielding gem in snagging a hard catch and doubling runner at third.

Going into the ninth inning the score was tied, but the office boys weakened, permitted two runs to score, and there went the ball game.

The line-ups:

Office	Shops
Sullivan, s.s.	Bernhard, c. f.
Carrol, 2nd & p	Ghezzi, 3rd
Shafer, 3rd	Leonard, p.
Rachford, c.	Lallich, l. f.
Houston, 1st	Frenchy, c.
Green, l. f.	Winkler, c.
Vidal, r. f.	Fitzgerald, r. f.
Cross, r. f.	Niechli, 1st
Cates, c. f.	Supple, 1st
McClelland, p	Hunter, 2nd
& 2nd	Brucker, 2nd
	Clark, s. s.

Umpires: Chas. Hill and L. H. Co-vell.

Jacob: "Why did Ikey invite only married people to his wedding?"

Abie: "Well, in that way he figured that all presents would be clear profit."

Sportsmen Asked to Enlist Junior Members in Club

WHILE checking over the records of the P. E. Rod & Gun Club it is noted that this Club along with most others, was dealt a telling blow by the depression of a few years back. However, you can't keep a good Club down. The membership now stands at 761 and there are many indications that it will go well beyond the 800 mark before the end of the year.

We now have a Pistol Team organized and under the guidance of its Captain A. V. Miller, and his able assistant, Ned Rich. They are really "going to town". While these boys had plenty of difficulty in getting started, in getting enough of their fellows interested to make up pistol group, they are now over the first hump and already favorable reports are coming in as to their accomplishments. Much of their spare time is spent on some near-by pistol range burning plenty of powder. Practice makes perfect, and unless this writer misses his guess, the Los Angeles

Police Pistol team and a few other notable marksmen are going to find themselves facing some real competition for first honors. There is still room for a few more members in the Club.

Another branch of our Club that's coming to life like it never has before is the Junior Members or Associates. We extend credit for this to our able Fishing Captain, Scott Braley. Scott, eager to do something for the Club wrote letters to all the fishing tackle manufacturers he could think of off hand. In his own way he poured out his scheme to them. Well, to make a long story short—look at your year book. Some twenty odd prizes for associate members under 15 years of age, all donated by the various manufacturers, and at no expense to the Club.

This all went over beautifully, but before the applause was over and order restored a young associate member from back in the audience was on his feet and asked permission to speak. This was granted, he complimented Mr. Braley on his kindness to the boys under 15 years of age, but announced he was over 15 and

knew quite a number of other associate members over the favored age limit. He expressed their devotion to the Club and to the Izzac Walton League, even mentioned the fact that it was they, who made up the leaders, and were responsible for the good care of their Dad's equipment. He wondered "why they were discriminated against in the awarding of prizes."

Well, poor old Scott was whipped. It took Dave Porter and Burley Manley both to get him out of that mess. Finally the Club voted to appropriate ten dollars to buy prizes for the associate members over 15 years of age.

Now another vital point has arisen, there are many more boys eligible for associate membership, yet their Dads have neglected to fill out the necessary application card for their election to membership. There is absolutely no charge for this membership and many valuable awards are offered you. Better go to work on the old gent about this young fellows.

—Arlie Skelton.

P. E. CAMP HAVING BUSIEST SEASON; NEW FEATURES

The P. E. Camp is experiencing the busiest season in its history. Every available accommodation was taken during July and August. The Camp is at its best; there are no dull moments, and the crowds are entering into the spirit of things as never before.

The Masquerade Ball on Aug. 12th was a big success. Everybody in Camp, young and old, participated, wearing any and everything from just a plain barrel to South Sea Island regalia. P. Glines, made up as "Pop-eye, the Sailor," and Mrs. E. L. Bulmer dressed as a Fiji Islander, took first prize, "and how!" There were 163 people in the grand march, every one in costume, even down to a suit of red flannels.

Mr. H. E. Wilson, head of the Recreation Dept. of the Riverside School, brought up an orchestra August 6th and put on an Old-time Dance that "had everything." The crowd was somewhat backward at first, but when things got warmed up they really got going, and the lights had to be turned out to get them to quit.

The burlesque diving show put on in the pool last Sunday was enjoyed by a big crowd, and some very novel features were comically presented.

We have added a new feature to our

P. E. Club Dances Begin

GOOD news to the many employees and family members who attend the P. E. Club Dances, we are pleased to announce that the new season of dances will begin Thursday evening, Sept. 23rd.

Also good news to dancers will be the fact that Mr. Vickrey has again concluded arrangements with Flo Kendricks and her seven piece Swing Orchestra to furnish the music during the coming season. This orchestra was highly complimented by dancers last year, and it is certain that it compares favorably with any local dance music group.

The Club dance floor has been sanded and waxed during the summer and never was in better condition.

Please make special note that beginning in October the Club dances will be held regularly on the 3rd Thursday of each month.

Wednesday night wiener bakes. Last Wednesday night a crowd of 180 people gathered around the fire at the pit and had a community sing for an hour. At 8:15 the wiener bake was on followed by entertainment and dance in the Social Hall.

During the dance last Tuesday night a prize waltz was staged, with a grapefruit on the head of each participant. Dr. Dunn and Miss Peden managed to stay under the grapefruit for forty-five minutes and won the prize. Also, during the intermission the Day Sisters put on a tap dance, and Mrs. Cox gave us several very fine piano numbers.

Among our guests during the month were Mr. and Mrs. H. A. Van Norman of Los Angeles. Mr. Van Norman is Chief Engineer and General Manager of the Los Angeles Water Dept. They enjoyed the Camp very much and hope to be with us again sometime soon.

On Sunday, Sept. 26th, we are going to have another one of those real Old Mexican Barbecues, done as only an old-time native can do it. If you have not partaken of the meat barbecued in our new pit, you have a treat in store. There will be tamales, frijoles, and the things that go to

make up a real Mexican barbecue. It will be served at 12 o'clock noon. Get your reservations in early so we will know how many to prepare for. The price will be 60 cents for adults and 30 cents for children.

The vacation season will soon be over, but there will be no let-down in our efforts to make your stay at the Camp pleasant and enjoyable if you come up during the fall and winter months.

September and October are ideal months in the mountains, just the time to enjoy a quiet, restful vacation in the Camp. It will not be necessary to make reservations in advance, as we will have ample room after Labor Day. Also, we will be glad to have you bring or send your friends to the Camp. You may assure them that they will be well taken care of.

—H. E. DeNyse,
Manager, P. E. Camp.

WATCHALL GOES "PICNIC-IN"

Earl Moyer in the shallow pool of the plunge with water wings learning to swim . . . Scott Braley and Bissinger telling each other Fisherman's wharf is a good place to buy fish on way home . . . George Perry is a Gentleman, he prefers Blondes . . . Roy Swanson studying "Form Chart" trying to pick a winner in young ladies ball game . . . N. Vickery with sad face \$1.00 per home run . . . He thought they were Babes; turned out to be Babe Ruths . . . "the boys" counting spokes in wagon wheel . . . Hartman with small bag; should be waterproofed, dripping slightly . . . R. Batsch and sun suit, or did you notice the suit?

Jim Biggs glad-handing the boys . . . Gladys Howell wishing they had a Bathing Beauty Parade . . . "Have Another Wilkes" campaigning . . . Herb Williams trying to shake the better half . . . C. Scholl trying every place for a cup of coffee . . . 8:30 p.m. still no coffee . . . Dallas Weeks shooting down Soldiers with no ammunition . . . Jimmy Madigan climbing steps; wished he had his elevator . . . Vic Labby riding the Merry Go Round with the other kids . . . Al Smith showing the boys how the wig wag goes . . . Jim Boswell talking about Big Red Cars.

Girls lined up in Dance Hall waiting to Dance with Grey Oliver . . . George Orr freighting it around . . . Sooner Ewing round shouldered from wearing dog collar . . . Jessie Eaton

and K. O. Brown dancing and dancing and dancing . . . Brown missed the last car.

Mrs. Porter sewing buttons on Dave's vest after Jacqueline won a race . . . Manley and Murphy private fishing contest; had sardines for lunch . . . Mrs. Fenimore inquiring at lost and found for husband . . . Guericio, Biehler, Bixenstein and Yogi Boyle walking down the El Paseo singing . . . Grand Finale "Please Don't Take Me Home" by the entire Company.

MANY TRAVEL BETTERMENTS ON MOTOR TRANSIT LINES

Increasing by approximately 70 per cent the number of through trips operated each week between Los Angeles and Santa Ana, Motor Transit Company will place in effect a greatly augmented schedule on Wednesday, September 8, informs H. O. Marler, Traffic Manager. The plan provides for 27 round trips between these two cities, as compared with 16 such trips under the present schedule of operation.

The new schedule provides for a later departure of the last trip from Los Angeles to Santa Ana by 15 minutes, the present 10:45 p.m. trip being set back to leave instead at 11:00 p.m. There will be no change in the present 12:15 a.m. departure from Los Angeles for Whittier.

In providing approximately two trips per hour in through service between Los Angeles and Santa Ana, the new set-up is arranged so as to increase the present approximate two hour mid-day headway between Whittier and Santa Ana via Brea to an approximate hourly service. Likewise, the service between Fullerton, Anaheim, Orange, Santa Ana and intermediate points, as well as between these points and Los Angeles, will be increased to an approximate 30-minute headway.

A local service between Orange and Santa Ana will be provided on 30-minute headway, alternate trips in each direction being routed via Chapman Avenue and La Veta Street through the City of Orange.

All trips between Long Beach and Riverside under the new schedule will be routed through Orange via Chapman Avenue instead of La Veta Street, as heretofore.

Mr. Marler added that the new and reconditioned equipment is being assigned to the Southern District serv-

ice as rapidly as possible, there now being several of the new depressed-aisle type coaches in this service that have been favorably received by patrons due to their superior comfort features and riding qualities.

This improvement in service is due largely to increase in travel during recent months and confidence of the company that conditions in the district serviced will continue to improve, concluded Mr. Marler.

AUTOMOBILE INSURANCE LAW

Among the inquiries regarding pensions received by the Magazine last month was a query as to "whether or not it is compulsory to carry automobile insurance in California." On the theory that the matter may be of general interest, the following are the facts:

Contrary to general opinion, the Financial Responsibility Act is not a compulsory insurance act. The present Vehicle Code, however, places full responsibility on the registered owner of an automobile, but does not make it mandatory that liability and property damage insurance be carried.

The Code stipulates that the driver's license shall be suspended until a judgment is satisfied, providing the amount involved is in excess of \$100.

Should you own property, or have financial resources to satisfy a judgment, such property and resources would be in jeopardy. Also wages may be attached.

The penalty, as imposed by the Vehicle Code, may prove very costly where the owner of an automobile is not protected by insurance. Courts are very sympathetic usually, with an injured person and frequently judgments are entered where little or no responsibility for the accident could be attributed to the owner or driver of the vehicle. Whether there be responsibility or not, any person involved in an automobile accident is confronted with the expense of handling his own claim, court costs, and the hiring of legal counsel. These items, alone, may cost very heavily—merely to disprove legal responsibility.

Grocer Boy (to a boy standing near an apple barrel): "Hey! Are you trying to take an apple?"

Boy: "No, I'm trying not to take one."

AUGUST WITH LEGIONNAIRES

Last month Comrade Buford was mentioned as Chairman of the Emergency Committee erroneously. It should have been Comrade Broberg, Chairman of the Mobilization Committee. Comrade Buford is second Vice Commander, and Comrade Gillispie is Chairman of the Athletic Committee. Comrade Hume has been appointed Chairman of the Committee on School awards.

Chairman Malmberg, of the Ways and Means Committee, reported that arrangements have been completed, up to the drawing of contracts, for the installation of the Automatic Canteen Candy Vending machines at various places on P. E. property.

After drawing the names of absentees, two meetings in succession, the door fund was finally drawn by Second Vice Commander Buford.

All World War Veterans are hereby invited to attend our meetings September 14 and 28.

Adjutant Sames has informed the writer that our capable finance officer, W. G. Knoche, has reconsidered his resignation. This is good news for P. E. Post as we regretted keenly to lose his services.

(Poem first published in the American Legion Weekly Bulletin Aug. 7th.)

Pacific Electric Post, three-twenty-one,

American Legion, has lately begun

Campaigning for members. This poem extends

Invitation to Veterans, to join with their friends.

For Freedom, Democracy, Loyalty, too,

Injustice excluded, by Fellowship true.

Come Veterans, the Legion is calling for you.

Electric and gas driven, street car and bus

Lines, all are included, who labor with us.

Each Veteran, who works for P. E. or M. T.,

Come, join us at once, and assist us to be

Topnotchers in membership gains for this year.

Railroaders, the signals are set. All is clear,

Including the right of way. Join with the rest.

Come, help us make P. E. Post, always the best. (James E. Davis.)



OF THE PACIFIC ELECTRIC AND MOTOR TRANSIT FAMILY



ENGINEERING DEPARTMENT By V. P. Labbe

The advent of a new football season brings to mind last year's keen competition for the valuable services of Mr. L. W. Perry as a U. S. C. rooter and coaching staff consultant. As you recall, a couple of live-wire U. S. C. boosters managed to out-bid all competitors and signed him up to a contract. But alas! Their success was short-lived, since he almost immediately broke the contract on the strength of a picayune, technical error and rejoined the opposition.

I am now informed that his conscience has been bothering him over backing out on the agreement after having signed in good faith; particularly since he failed to return the generous consideration involved. It is alleged that he was not entirely to blame, however, since he was ill-advised by his partner, W. D. Boyle, who induced Perry to rescind the contract in the hope that they would be offered more money for their services. All of which left two honest, hard-working, well-intentioned promoters holding the well-known "bag."

Now that the two cunning contract-dodgers have seen the error of their way, everything is again rosy, for they have decided to make an honest effort to atone for their unethical conduct by living up to the terms of the contract through the coming season with all their hearts and souls, thus restoring once more the two promoters' faith in mankind and proving to their entire satisfaction that deserving effort is always rewarded in the end.

It is said that Boyle will prove to be the greatest help that the U. S. C. coaching staff has ever had, for there will be little about rival coaches plans that "Yogi" will fail to bring to light.

In any event, do not be deceived by Perry's and Boyle's actions or wordy words, concerning their new activities, for they are extremely modest and will very likely attempt to hide their worthy efforts to atone for past mistakes by vigorously denying all of the above alleged facts, and may even go so far as to twist the story into an altogether different light.

I feel that any man, or group of men, who have sufficient strength of character to admit a wrong and then try to rectify it, should not have their light hidden under a bushel basket, but that all the world should know of their regeneration.

From now on, Charles S. Thomp-

son will be known as Charles A. Thompson "Jr." Why the "Jr."?

Bill Hibbard is going in for radio, short wave, etc.

Ralph Pratt, in the Field Department, why the riding boots? You can't use a horse surveying.

Schoop—Ye occult and mystic "Yogi" Boyle, who up to this time has been the "Sees all, knows all", except around the Field Department, is all adither lately saying he is losing his reputation of super snooping to the newcomer, Walter Watchall. Better wipe the dust off the "creestal" ball, Yogi!

Donald Lewis, Field Department, would like to have a pair of suspenders for a Christmas present. Would suggest getting before something happens.

Chester Davis would like a good receipt or is open to any suggestion on how to cook a Swiss Steak!

Hugo Meneghelli, the Super Amateur Photographer of the Field Department, showed several persons part of a picture. How about bringing the rest of the picture and let us see who the girl is?

Jean Fogarty, our little "Queen" stenographer, is going to spend her vacation at Hermosa Beach. Have a good time and don't get sunburned or your feet wet.

Who broke the vase in Room 694? Nancy Kelly!

And Vic Westerberg wants to know who got his fish?

George McClure, in all his ensembles has not lost his sex appeal? Ask George!!

Gladys Howell from the Auditor's Office drops up to Room 694 once in a while and puts vim, vigor and vitality? Reference Gus Guercio.

Cigars and candy were passed out by Ronald Podlech, being the proud father of a son born on Sunday, August 8th. Congratulations to father Podlech.

Ask L. H. Appel what the Straus Barrier System is. He should know.

In answer to Walter Watchall, who claims to know all and knows nothing, will state in the case of Nancy Kelley buying cigars for A. Hildebrand will say that if she did buy his cigars, as Walter says, she would buy real cigars instead of three for a nickel—what have you to say to this Walter?

Good luck to Ferver in his new undertaking.

Fred Linne is batting for Russell Schaeffe, while Russell is on a vacation. Linne is on a diet, no meat, etc. Would be safe to ask Linne out

to a real dinner. He wouldn't accept, huh Linne?

C. E. Hunt is still a bachelor. His folks are back East on a vacation.

Fred Bixenstein has returned after spending his vacation at his cabin at Palmdale.

Congratulations to Sam Moore. His daughter Dorothy Moore can be seen on the screen with "Guy Kibbee" in the "Big Shot".

S. R. Florence to the High Sierra. Vacation bound, with Al Smith in charge while Sam is gone.

Harold Miller, vacation P. E. Camp—blonde and brunette. Well, from all reports—ask Miller—he should remember. Pet name Angelic.

An Open Letter

Mr. George A. Malcolm:

After thirty-nine years spent working for the P. E. you've finally decided to lay aside the T-square and the protractor, for the more congenial garden rake and the butterfly net. This is your privilege under the beneficent laws of the New Deal, and we, your comrades, would be the last to say you are not wise in deciding to devote the sunny afternoon of your life to doing all the things you have thus far been too busy, in the Company's interests, to do.

So George, you cheerful smiling friend, who has done so much to disprove the idea that all Scotch-men

SWEET PEAS—SPENCERS

Plant now for gorgeous bloom all winter and spring. ½ oz. mixed Sweet Peas and 2½ lbs. Fertilizer, enough for 15 ft. row, both for 39c.

ANEMONES & RANUNCULUS

Plant these colorful cut flowers at intervals of 3 weeks. So doing, you attain a riot of color blooms over a long period. 50 RANUNCULUS mixed colors 47c. 50 ANEMONES, all colors mixed, 47c or 100 bulbs for 87c.

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are both dour and-shall we say "close"?—we drink a toast to you in a warming glass of Duggan's Dew O' Kirkentilloch: May you go on and on—and on, having a good time; may you chase the Painted Lady * from the Sunny shores of Mexico to the eternal snows of Manitoba—and may you never suffer disillusionment once you have caught up with her.

And—come back and see us any old time, The oftener, the better!

Rather enviously, your friends,
(Signed by 49 fellow-workers.)

* And 'tis the butterfly we have in mind.

SUBWAY TERMINAL NOTES

By W. F. Servranckx

Sorry to have disappointed some of you in last month's issue, but yours truly was very busy getting his house lifted up off the ground.

Dame rumor has it that C. E. Patterson is getting quite a lot of gravity, such as relaying during the hot hours. Pat (as he is affectionately called) enjoys it immensely and smiles. Anyway Pat says he "can take it."

Had a visit from several old timers—namely Jim Cook, Joe Schenk, Jones and Sam Kirk. They are all the picture of health and seem to enjoy their pension.

Bill West just returned after spending 30 days at his ranch, pruning trees, digging weeds and drinking grape juice. Glad to see you back Bill.

John "Peanut" Eastwood says he is "just waiting." We are wondering "for what?"

Ray Hightower bid in Run 37 of Redondo Beach; says he can shoot a few jack rabbits in the morning on the way to work. Don't be surprised boys if some day you find him parading with a picture of a rabbit as big as a goat caught in Texas.

Trouble is when Ray tells the truth no one believes him.

Conductor R. D. DeMoss still makes an occasional trip to Hyperion to make his hair grow. Atta boy De Moss, never give up. R. E. Cook says there is nothing wrong with the water; it is pure enough to drink and judging from the wonders it has worked on some of our bald-headed friends it must be.

Another great man came back to the Subway from 6th and Main, none other than Oscar L. Mathews. Welcome home, old boy.

Bill Gillespie is back in train-service and wants all of you to exercise and keep your waistline down.

W. C. Maas informed me one morning at 5:15 a.m. that he had seen three familiar figures racing up and down on the beach. Close investigation showed that it was our two good friends James Goodman and "Adam" Dan Keeley, showing our "small fee" expert what it takes to be a real nudist. We were all surprised to hear that B. V. is going in for nudism in a great way. Jim and Dan say that he is a good student, but insists on wearing his bow tie and carrying his brand new lanterns. Deadhead

on No. 31 some bright morning boys; we guarantee you a good show.

E. W. Pont just returned to work after being off duty with a painful injury to his ankle. Glad to see you back, but we can't see yet how feet like yours could turn over.

T. G. Cooney heard a lot about ground swells at Santa Monica. He made a trip to the beach and had his new set of store teeth. The ocean looked so inviting he went in bathing and the first breaker that hit him he lost said teeth. B. V. will tell you how to get them back for a "small fee."

Three famous fishermen, Jack Church, "Gravy" Tom Bruner and "Juggs" Burdsall went to Catalina Island to fish. Caught one shark. Tom and Jack did not get home until late that night, account delay in finding a suitable fish on pier.

Vacations

Clarence and Mrs. Snodgrass spent their vacation visiting San Francisco, Oakland, Denver and Salt Lake City. Drove a brand new Studebaker. Clarence approved the new bridges.

Mr. and Mrs. Dietz visited relatives and friends at San Antonio, Texas. Too hot, so came back home.

Mr. and Mrs. R. C. Pearson, Oregon, Washington, Los Vegas and Salt Lake City. Report a fine trip.

Axel Malmberg reports that Mrs. Malmberg is well on the road of recovery. Glad to hear it, because we want to see Axel smiling.

Another member of the Gravy Club is our own James E. Tolbert, who is well qualified and well recommended by the Glendale men.

Walter Spangler and Tom Bruner have gone Hollywood in a big way. Have you noticed the white rimmed goggles?

Better known as Mr. Beckman, our great financial wizard was seen instructing a very attentive class of Trainmen on high finance, until F. P. Lee came in and gave him some well known fatherly advise sessions. Patted him on the back and Mr. Beckman went in a 10-day leave to look over his vast holdings in Pasadena.

Steve Wilson paid the boys a visit the other day. He looks and feels fine and wants to take this means of saying hello to all the boys.

With the Olympic Games not very far off, we are informed by good authority that George Ashton is improving his high jumping, on which he holds a record.

WEST HOLLYWOOD

By G. R. Stevens

Assistant Train-master, O. L. McKee, made a trip up north to Stockton to attend the American Legion Convention.

Motorman A. R. Nack's latest hobby is collecting old and rare coins. He has quite a collection.

We are glad to report that Motor-

THANK YOU!

We appreciate the patronage you are favoring us with and will continue to merit your support, so needed to maintain present quality and prices.

P. E. CLUB CAFE

CHAS. J. KEKICH, Manager



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J. R. DOUGHER, Western

man R. E. Ickes is back with us after a restful and most invigorating vacation.

Conductor Alexander and wife took a day off, and made a trip to Catalina Island. He reports a near capacity crowd made the channel crossing.

Motorman J. E. Kendall left for a motor trip up north on the 18th. Sort of a gypsy trip—no destination. Conductor W. H. Morris went to Minnesota on vacation.

On leave of absence are Motormen J. W. Lanning, R. M. Chaffin, J. G. Lamb, F. L. Miller, and R. F. Gummere.

Motorman J. A. Presley's seventeen year old son, James, was 1st Clarinet player in the motion picture film entitled "MAYTIME," with Jeanette MacDonald.

A large number of our Trainmen and their families planned to attend the annual P. E. Picnic at Redondo, and participate in the outdoor sports events.

Conductor J. A. Cowper and family are motoring to Sequoia National Park for a short stay. Mr. Cowper says he will take pictures of unusual points of interest along the route with his 16mm movie camera.

We notice with interest that there are five sets of brothers working out of West Hollywood. They are the Banta Bros., Watson Bros., Ophus Bros., Koch Bros., and Rainey Bros. All genial, courteous Trainmen.

The boys at West Hollywood wish to extend their deepest sympathy to Motorman Carl Ogden, whose wife passed away only recently.

TORRANCE SHOPS

By C. B. Bell, "batting for"
Willis M. Brooks

This contributor has been off this job of news editing from the Torrance Shops for some four years and finds himself anything but news-conscious. But friend Willis Brooks, who writes this column, is away on his vacation and passed the job to me, for this one time only. I am glad to be back for this little visit via the Magazine. Willis is on an auto trip to points North, viewing the great San Francisco Bay bridges, among various other interesting and pleasant things.

Chief Draughtsman Frank Taylor, "Doc to you," has blossomed out in real style with a fine LaSalle coupe. It is sure easy to look at and Doc wants all to know it has a Cadillac V-8 engine in it. And is he tickled that he saved \$60.00 by buying it before prices raised.

While in the office I talked with Alma Merritt but the only news obtainable was that she is still unmarried. That's something for some of you real ambitious batchelors to think about.

Dale Merritt, he of old time championship ball team days catching and batting fame, has a fine job out on the desert at Trona—engineering work for the Potash Chemical Company. Pretty nice, with air-conditioned office to work in. Congratulations due Dale, and his Mother too.

Tommy Wilkes is a Store employee, but when he comes out in the shop limping like he did the other day it is shop news. Tommy explained it this way—he stepped on the cat at home and the cat threw him for a loss and a sprained ankle and minor scratches. We're sorry for Tommy but it was really worse for the cat—he landed on top when he fell. The cat was ruined.

Speaking of new cars—Bill Sutherland has made some kind of a record this last month. Bought a fine new Dodge a month ago and to date has just forty-two miles on it. Most of us have to drive them to get our pleasure out of them. It is a real pleasure to look at, though.

All kinds of people have all kinds of hobbies. Singing??? BULL FROGS are pet hobbies of "POP" Blume and Jim O'Conner. Next to his wife and his Olds Jim's most precious possession is his big singing bullfrog. About six years old now—right Jim?

Jake Groskopf kept a fine big pig for his pet until last Friday night when he started to make hams and lard and pork chops out of said pig. Eight hundred pounds of pig is a big pig and a lot of lard, etc., in anybody's larder. Expect Jake to put on weight from this date on.

I went to the power house and genial Phil Osborn and Frank Spoon, engineers just changing shift, claimed it was the first time a Magazine reporter had ever called on them. It paid me too, for Phil claimed he had nicked the Company for a fine new \$400.00 leather belt for the compressor and Frank said 800 pounds was just starting to grow for a pig. He once had a pig that weighed 2170 pounds. I'm just repeating, not setting up a claim.

Pop Wheaton used to be a very fertile source of news, but this time he claimed it had been so long since he had seen me that he just supposed I

wanted something—was that nice.

Harry Pierce avows that he can still get together a ball team and said ball team is to play at the picnic. The ball team "ain't what she used to be" by a long shot, but with an oil can to loosen up a few stiff joints and the old sprit working, well here's hoping for the best. A lot of our old time best players are now retired on pension and the rest will be gone soon.

George Evans is away on vacation. They say he is spending it at Redondo Beach.

Even Clarence Strong denies he is married. The only way I know to prove what is correct in his case is to follow him home some night and get first hand evidence.

Mr. and Mrs. Oscar Breese and Mr. and Mrs. Alfred Kitto spent the last week-end at the "Magic Isle".

Alfred Ghezzi is one of the new Pistol Club fans. He says at the last shoot Kitto had a fine new 38 caliber pistol, but for some reason could not quite get the bullets up to the target. They all hit the sand a few feet in front of his feet. Keep trying Bill.

Versal Bates made a hurry up round trip to Chicago, accompanying his wife and daughter that far on their trip to Boston for an extended stay. Versal spent all his time on the train except for ten hours in Chicago and 13 hours in Omaha. Almost roasted in both places, but cooled off in the fine new air conditioned cars.

The bus gang got a real reinforcement the other day when Bristow bid in the new job as Auto Mechanic in that department. Bristow is from Pasadena and way-stations. Glad to have you among us.

Dirk Mol moved to Torrance not long ago, but has moved away again already. How come Dirk?

Jimmy Lloyd, retired, was in the shop the other day. He seems to be growing younger.

Fred Hendrick is soon starting quite

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a trip; will visit in Iowa, also the old home town in Pike County, Missouri. He wants to see if it is really as wonderful as it seemed to him when a wee lad.

Johnnie Van Vliet reports his daughter has a wonderful coat of tan and can swim already. Must be another record, or can somebody beat it?

Congratulations to Steve Rouleau, promoted on August 16th to Asst. Foreman of the Machine Shop.

Johnnie Julian's hobby is clams, and lots of them. He took the family to Pismo recently and ate all he could and brought home all the law allows:

Our heart goes out to Bill Chapman in sympathy. Bill lost his wife on August 11th. Sympathy really doesn't help much—there is nothing so fine as a good Mother, or a good wife. Their loss is a terrible blow to any man, so we are mighty sorry for Bill.

I attended a wonderful sacred band concert on Sunday, Aug. 22nd, given by the Torrance Municipal Band in the Torrance Civic Auditorium. That concert was one of the real treats of our lifetime and the reason I mention it here is that so many of our P. E. Shop men are in the Band. Our own Jack Watson is the Director; Charles Chaplin is Business Manager. I noticed among the players Johnnie Van Vliet, Eric Chaplin, Tommy Kendricks, Harry Hilliar, and Matty Lakson. There may be others I failed to see from the floor, if so I am sorry. These men are to be congratulated for the very large and very fine part they play in the continued success of the popular band.

On Picnic Day, E. O. Straub, our recently retired Shop Superintendent, was presented with a very handsome Gladstone traveling bag as an expression of esteem and friendship by the employees at Torrance Shops, Mechanical Dept, General Foreman and Mr. Anderson's office in Los Angeles.

Mr. Geibel made the presentation. Ed was somewhat speechless for a moment, but when expressing his appreciation, remarked that a more suitable gift could not have been selected for it was "just what he wanted for his next ocean trip."

6TH & MAIN TERMINAL Leo E. Goodman

Samuel Mason, night Depot Master, spent a quiet, restful vacation at home.

Francis J. Oriva went to San Francisco to see the new bridges. William H. Cason, Terminal Foreman, and wife are on a trip to Mexico City.

H. M. Coon had an enjoyable fishing trip in Oregon.

John B. Reilly is away for 60 days, to his home in the Adirondacks. Will see the World Series, too, before he returns.

C. A. Rost made a trip to Idaho where he says fishing was fine.

George Grimes vacationed on Widby Island, near Seattle, Washington.

Maxwell Aubolee is back to work after an operation for appendicitis.

We have two more of our Conductors retiring: Harvey Wilmot and Milton E. Grammes. Our congratulations and many happy days of ease and joy.

Mr. and Mrs. John Henry Elliott of 318 W. 64th Street, held open house to their many friends, August 31, 1937, in celebration of their fiftieth wedding anniversary.

Mr. and Mrs. Elliott were married August 31, 1887, by Rev. Chas. Olmstead at Oswego Falls, N. Y. The first part of their married life was spent in Massachusetts, Rhode Island and Connecticut, coming west in 1911. Since that time they have resided in Los Angeles where Mr. Elliott has been employed as Wrecking Foreman at Macy Street Car House. He retired from service, September, 1935 having reached the age of 70.

Mr. and Mrs. Elliott have one daughter, Mrs. Leo Goodman and three grandchildren, Elliott, Marion and Leona Goodman.

PURCHASING DEPARTMENT By Ray Cragin

Earl McCall returned from his vacation and we learn that he spent his time close to nature. When he was not fishing he was out on the golf links chasing the Birdies and Eagles around.

Miss Dorothea Beranek has taken a short leave of absence in addition to her vacation. She went to Galveston by train and then to New York by boat. The young lady planned

to visit friends in the big City and Chicago before returning. Gee Dot, I bet that "Diary" will make swell reading by the time you get home.

Archibald Sharp has wone his way into the hearts of the good people of Temple City and all his fellow countrymen have rallied around and the outcome is a Bag pipe band.

George W. Quesenberry has had the old Chair by the Radio all fixed up and ready for the football season and is often seen practicing up on his signals for his Monday morning quarterbacking.

The following news comes from Torrance:

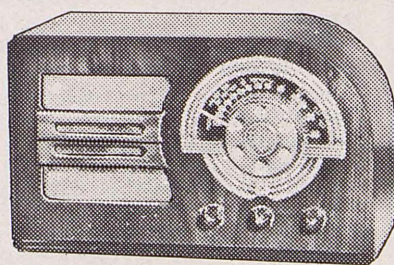
Ward McCall and wife spent their vacation at the mountain home of Ual Drake in the San Gabriel Canyon. McCall said he did not see "any of them snakes" Ual tells about, but he gave the old family hammock two weeks of steady work.

Bill Kitto, better known as the "Mad Russian," is painting his Los Patos Mansion. He solicited the help of "Two Gun Cain." Everything went well until "Two Gun" found out he was going to paint it red. Painting things red is usually followed by a headache said "Two Gun," so now the "Mad Russian" is madder than ever.

John Jackson and wife have returned from vacation spent at San Francisco, Santa Cruz, Big Basin and Holy City. They report a fine time and the only draw-back is that John has been trying to croon "The Holy City" ever since he returned.

The Heavenly Twins, same being

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TUcker 7272

Fred Maisey and Bill Nicolay, did the honors for the Store Department and played on the ball team at the Picnic. The boys are very fond of each other using the names "Screw Loose" and "Slug".

E. W. Lock and family vacationed in the Redwood Empire in Humboldt County. Will engaged in his favorite pastime and with two other bears made several camps every night in search of food. They did not do so well and the result was a three hour stop at Lucas' Restaurant in San Francisco on the way home.

Frank Winterburg is the proud owner of a new Chevy. This is a drop-down in class as the three previous cars were "Olds". Maybe Frank is like a race horse, when you get older you have to drop in class.

Clifford Ruppel and James Wagely took in the new bridges, Fisherman's Wharf, trained seals and other points of interest around San Francisco over Labor Day. It was the first trip North for the two boys and Cliff said the hardest part was finding a map to get out of the city limits of Torrance.

William Jolley and family returned to the old home near Dallas, Texas to spend their vacation. It was the first trip back in seventeen years and Bill said every thing went fine until the crowd started to follow him around when he went to the side show at the Exposition. Otherwise it was a swell trip.

Mrs. Carrie Bertenshaw of Altbore, Mass., was a visitor at the home of Fred Hopkins and mother. While on the west coast she visited in Alaska, the National Parks and Mexico.

From West Hollywood we learn that;

Ol' High Pockets Cliff Curle and his wife are now enjoying two weeks' vacation in Seattle and vicinity. Owing to his advanced age he thought it best to take his Papa and Mama along on the trip. He is traveling by the Dodge Route A la Major Bowes.

SAN BERNARDINO DISTRICT

By R. J. Perry

V. C. Bowers, Ticket Clerk at the San Bernardino office, has just returned to his duties after being off several days account of a severe cold.

To his many friends in this locality the death of Claude Morlan was a terrible shock. Mr. Morlan during the past several years has acted as Relief Ticket Clerk at the San Bernardino Ticket Office and while in that capacity gained the respect and admiration of all who had the pleasure of knowing him. To his bereaved family, may we express our deep sympathy.

Richard Sandel, formerly employed as Ticket Clerk, is now located at the Hollywood Freight Station. During the summer months Dick, while employed at the ticket office, made a host of new friends who wish him well in his new position.

Motorman D. W. Brown and family are leaving in September for the

East on an extended tour and plan to be away for several weeks. Mr. Brown and family expect to stop at Detroit, Chicago and New York visiting relatives and friends.

Conductor A. E. Babcock, who formerly worked out of Macy street, has transferred to this district on the annual choose-up and is now working the Crestmore Line. Welcome to this district and best wishes for success in your new position.

The one and only "Boo Hoo" Bob Shaw is again working the extra board has been getting all the "gravy jobs." Bob sometime ago took a run out of Covina, but just couldn't stay away and returned to the extra board on the choose-up. Must like our company, huh Bob?

Yours truly, having just returned from a two weeks' vacation, naturally lost contact in regard to news in this locality, to say nothing of having an awful time to get into the swing of things again after living the life of Reilly for two weeks. However, will try to dig up some real news for the boys for the next edition.

MOTOR TRANSIT COMPANY By M. J. Creamer

Here we go again! First of all, want to thank all the outside agents for their contributions toward the monthly magazine column (which were never received). How about a little help? Scouting around is a lonesome job. However, here's a few items from the "Book of Knowledge".

I've discovered THAT:

Guy Rhinard is a woman hater!

Lee Knief's first name is Oscar—and he don't like it! "Call me Lee", says he!

"Tommy" Henderson (Operator) was a former wrestler.

Stanley Moore (Car Cleaner) was a former boxer.

Oscar Otero resents his new Studebaker being called tin.

Fred D'Arcy is not as tough as he looks and acts.

Geo. Jehl is still driving the same old car he bought several months ago.

Walt Rorick is really not crippled—it's Chinese arthritis.

Bob Towers (Operator) would be lost without his magazines at noon-time.

The bank book that Bob Griffith carries around (it reads to four figures) is not his own—just one he found.

Operator Ewing plans to have his

next pair of trousers made by a tent-maker—or haven't you noticed?

Samuel Porter, mechanic is taking three months leave of absence and going to Florida to see about a few oranges—so he says.

"The Erhardt's" made a voyage to Wrigley's Sand Pile (Catalina) on his vacation.

Operator O. W. Brown is the champion grower.

Operator Pearson may soon be accepted by a local studio for portrayal of the "Hunchback of Notre Dame."

Elmer Harper (Shop Foreman) is going to Twin Lake on his vacation to get a few of those fish that are too big to get in a truck.

Operator Wayne Putman is known as "Curly Locks" (ask Bob Griffith.)

Operator B. C. Lamb is the proudest "papa" of all. The lad's name is Larry Lee Lamb.

Neil Seyforth is a college man—also a "handy man". Relieving at the Santa Ana station.

Operator A. A. Warren can open his eyes!

Most of the Operators love babies (Saw several of them peeking down at a basket with adoration. Basket was filled with several ducklings.)

Walt Deal says he never has seen his name in the news! (Well, here it is "Gilmore"—you might frame it and show it to your great grandchildren.)

Some of the boys plan to go to night school this fall to learn how to stay away in the day time.

Speaking of new shirts or perhaps we shouldn't mention this, as it speaks for itself. Have you seen or heard the one "Slim" Seifried is wearing. "Striped like the dawn"—and does it command attention.

Among those out-of-towners (co-workers) visiting the big city in the past few days were Reece and Puffer from San Bernardino and Ernie Schultz from El Monte. Surprises!

It has come to light that W. J. Patterson, Agent at San Bernardino won a recent contest in rifle shooting. Some details are lacking, but it was noted that he had to stop between each shot and polish his glasses. Could it be that he is slipping?

As this goes to press, Oscar Otero,

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Assistant Ticket agent, is due back to work September 1st, after two months leave of absence. Those new crates do cost money, don't they?

There is a story about a certain ring that has only meant headaches to the new-found owners. It seems that one of the employees found a ring up in "them thar hills" and decided that he might be able to unload it on some sucker for a couple of dollars. Another employee "paid the cost" and finding that it didn't look so hot, bragged it up and managed to get \$2.25 out of a third party. Then came—no not the dawn—but an idea! The third party rushed to the nearest hockshop and got a \$5.00 loan on it. Moral: "Some folk are just 'tetched in the haid'."

The prize winners this month in questions and answers:

Lady: "I'd like to know if a friend of mine took a route of this depot?"

Clerk: "What do you mean, lady, by route? Where was he or she going?"

Lady: (Indignant) "Well, he wasn't going anywhere. He's supposed to work here—a bus driver!"

Passenger: "When does the bus leave for Norwalk?"

Clerk: "At 12:25 p.m.—gate 9."

Passenger: "Yes—but when does it leave?"

We conclude with "Remember When?" or the "Lucky Last Lap."

A maid entered a suburban bus

And firmly grasped a strap,

And every time they hit a hole

She sat in a different lap.

The holes grew deeper and the jerking worse

Till at last she gasped with a smile,
Will someone kindly tell me please

How many laps to a mile?

ACCOUNTING DEPARTMENT

Geo. Perry

We are all glad to see our friend, Sam Taylor, back on the job again after these many weeks of illness. Although at present Sam is forced to use crutches in order to walk, it won't be long until he will be able to discard them.

The following fortunate clerks received advancements during the month: Juanita Hoover, Phillip Still, Clayton Scholl, Leo Vidal, Allen Hanna, Edward Campbell, Robert Houseman, Lon McIntyre and Arnold Northrop. Congratulations.

W. L. Brown stands out as the month's No. 1 man for good luck. He actually won an electric razor on a punch board circulated through the office. Whiskers a la Man Mountain Dean may enter the office via the chins of John Thatcher, Dale Hyde or Harry Clark, but Mr. Brown will "mow 'em down" by electricity to keep that skin you love to touch.

We haven't seen R. E. Labbe about for a while and thought perhaps he was away on vacation but find that he's down at the Harbor Belt Line

on a periodic examination—and that is no vacation.

Congratulations to Mr. and Mrs. Thomas Gentry on the birth of a son, William Laurance, August 9th. The new arrival weighed in at 6½ pounds. Mother and baby are both feeling fine and, since we see "Daddy" every day, we say he's OK, too.

A cordial welcome is extended to Alfred Beaumont, who has recently been added to the roster of our Central Timekeeping Bureau.

You will no doubt be pleased to learn that Traveling Accountant Evans, who has been in the hospital since August 16th, is improving rapidly. It is hoped by the time you read this Mr. Evans will be at home and will have recovered that vim and vigor as of old.

If you didn't see the wrestling match at the picnic you missed a treat. The boys certainly put on a good show, with ugly faces, grunts, groans, dirty slaps and all the frills of the wrestling arena. A goodly group of enthusiasts from this department was on hand to lustily cheer our champion, Leo Vidal, on to victory. However, there was also a group to cheer the other wrestler, Ted Hickman, of the Engineering Dept., as well as a large contingent who cheered or booed both wrestlers as the mood moved. Both sides made plenty of noise; the match ended in a draw; everyone had a good time and went home hoarse, but happy.

Good luck and best wishes to our co-worker, Bernard Slater, who was married in Pasadena August 14th. His bride evidently brought him good fortune, as well as happiness, because he left us August 27th to take a new and better position in the Claim Dept.

The fine summer weather we've been having is no doubt responsible for so many vacations this month:

Arthur Manhart—Caldwell, Idaho, also stopped at Salt Lake City and took a dip in the lake; Anna Beseman—Lake Arrowhead and San Francisco; James Gould—Home; Thomas Hinkle—Laguna, San Francisco and Sacramento; Laura Drake—Chicago; Jessie Kremer—Home; Grace Reed—Lake Tahoe and San Francisco; Irene Falconer—Omaha and other points east; Russell Hollinger—Home; Edward Uecker—San Francisco and Woodland; Harold Huestis—Home (Interior decorating—painting to you); Charles English—Enjoying trips in his new car; John Cattle—

Denver; Mabel Kratzer—San Francisco; Elizabeth Linsen—Denver; Martha Smith—Lake Tahoe, Reno and San Francisco via the new trailer; Marion Snowden—Moving into new home in Glendale; Emma Taylor—Chihuahua, Mexico; Anna Shofer—Washington, D. C. and Williamsport, Pa.; Mildred Edwards—Denver; Bessie Jackson—Mammoth Lake, High Sierras; Ruth Patton—Home; Charles Sein—P. E. Camp (Omitted July); Fredrick Eggeman—P. E. Camp; Beulah Williams—Home; Robert Houseman—High Sierras, fishing; James Owens—Home and David Alexander—Home.

MACY STREET TERMINAL

By Chet Collins

The jinx upon Friday, the thirteenth, held true in the case of Motorman George Peak who was unfortunate enough to fall off the roof of his garage on that date. He was laid up for several days with a strained ligament in his leg. Casey Jones also found that the day should be observed with due caution and has been shelved for some time due to a broken arm resulting from a fall from his house.

Sincere regret is extended to Conductor L. B. Bowers who was hurt Sunday, Aug. 1st when an automobile hit him while throwing a switch in Pasadena. He is getting along as

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well as can be expected and we hope he will be back at work soon.

Motorman Z. P. Myers returned to work early in August to the great pleasure of his many friends. He has been off for quite some time and we are glad to welcome him to the working ranks once more.

A fishing expedition netted some fish and rosy complexions for several Macy men August 8th. Among those going from Macy were: Mrs. Morganella, A. E. Spohn and his brother, J. O. Leath, Lee Goodwin, J. L. Karalis, and Mr. and Mrs. George Fish and daughter from El Sereno.

It was said that Joe Karalis was too busy taking care of seasick ladies and baiting their hooks to do much fishing himself. The group left Macy about 12:30 a.m. and went out on the Grey Goose. A good time was reported.

Sincere sympathy is extended to Conductor G. W. Kinder in the loss of his mother early in August. He has gone East to be in attendance at the funeral.

Yardmaster W. B. Blevins and wife left Sunday, August 22nd for a month's vacation. They plan to visit Vancouver, B. C., Chicago, New York, Washington, D. C., and southern cities on the way home. We wish them a very pleasant jaunt and hope they get a real rest.

Brakeman Jack Martin and wife have been gone some time on a trip to Kentucky and are expected back late this month.

Conductor L. I. Dennison has recently undergone an operation and will be off work until about Oct. 1st. We wish him a rapid recovery and an early return.

Dame Fortune smiled upon Motorman Pat Ryan when he recently copped the \$5.00 prize offered by Baehr-Bakula, Inc., Jewelers at 6th and Main for the closest guess as to the number of watch balance staffs in a box up there. P at's guess was 3150 and there were actually 3158 parts in the box.

Motorman E. L. Smith has taken two weeks off to go to Lamar, Colorado for a vacation. His wife and family went earlier in the summer and he plans to join them, returning early in September.

Kentucky seems to be calling to many of our men as a vacation spot. Motorman C. E. Young is another who went there for a visit, planning to return Sept. 15th.

D. P. Jensen is away to Salt Lake City, Utah for a visit, leaving Aug. 25th and returning Sept. 17th.

Another Kentucky visitor will be Walter Carpenter and his wife, who left late in August for a three weeks' visit.

E. H. Trieschman and his wife left for a trip to Washington State, planning to spend most of their time near Chehalis, where he has some property.

Conductor R. M. Herr and his wife have gone back to Detroit. From there they will go to Lancaster, Penn. and then on East to Niagara Falls. They return late in September.

Terminal Foreman W. E. Booth

and his wife entertained Mr. and Mrs. J. E. Wilson from San Francisco at the beach during a recent visit here. They had a very pleasant three days seance.

C. H. Yapple and his wife spent several pleasant days at Santa Barbara last month.

SOUTHERN DISTRICT FREIGHT

By J. E. Neville

Conductor Ed Vacher is back home convalescing from his recent illness, a friendly call would be a friendly gesture.

Conductor Ben Mobley, who has been confined in Sawtelle Soldiers' home for the past two years was recently back home, but we are informed that he had to return to the hospital again at Sawtelle. A call on the "old war horse" would be very much appreciated. His home address is 1420 West 88th Street. Phone TH. 7439.

Brakeman L. Britt is still on the sick list, and Brakeman Antista is also convalescing at home.

Conductor O. T. Estes and family are on a leave of absence for two weeks visiting the Grand Canyon and returning via San Francisco where they will visit relatives and see the new bridges.

A. M. Tang, Night Yardmaster at Butte Street, has recently returned from a two weeks' rest at home.

P. O. Morse and family made a short trip to San Diego and Mexico and report a very enjoyable trip.

F. W. Anders and family, Butte Street Yardmaster, will soon be on their leave of absence, visiting the P. E. Camp for a week, then finishing the vacation by driving to Sequoia National Park and returning via San Francisco, visiting friends and relatives.

Brakeman, George Breece and C. T. Turner have returned from a trip to Gillman Hot Springs for the past 7 days and reports they lost about 15 pounds.

There has been considerable bumping going on at Butte Street Yards, with so many changes that one has to look at the board to know what it is all about.

We have a few more promotions in the younger set in Bill Yeager and Bill Wise as extra board Conductors. We wish them the best of luck.

As the hunting days are near we are informed that a few old timers are leaving soon to go deer hunting, namely P. O. Morse, D. Deal and D. Terry.

C. R. Stanley is now located at El Segundo Yard, replacing the retired Jim Frazier. Good luck to both.

George Preece and F. Anders went on a fishing trip to Catalina recently and if we are to believe them they should be recommended to the Annanias Club. George tells us he caught one so big that in trying to land him his pole broke in half and the fish got away. Frank vows he caught a super specimen and had his picture

taken at Catalina standing next to the fish and was going to present both picture and fish to the P. E. Club. When they arrived in L. A. they had the fish weighed and brother Frank was politely told that here we use that kind of fish for bait.

Believe it or not, we have among us a member of Holly Cross Pinochle Club, whose select membership play with single deck. On a recent Tuesday evening which was a game of a series of 12 and each game consisted of four deals. The writer was 420 in the hole at the second deal, on the third deal he had dealt to him a 1600 hand in diamonds with two aces and one ten of club as his hand in this play. We vow they gave the title bo a hand!

PASADENA TERMINAL NOTES

By L. (Tony) Tonop

August was a month of returning vacationists.

J. E. Newman and wife visited the Horn family at Grants Pass, Oregon, continuing on to Seattle before returning.

W. A. Dickinson and wife enjoyed the friendly hospitality of the P. E. Camp, as did Mrs. Tom McKee and daughters who spent a pleasant two weeks at the Camp.

George Fielder and family spent an enjoyable vacation in Grant's Pass, Oregon. George probably missed out on a good chicken dinner, not knowing that Conductor Horn was farming in that vicinity.

J. A. Streff and family are also spending their vacation communing with nature at the P. E. Camp.

At this writing the sick list contains three names: Sam Collins, W. P. Chatham, and our good friend Dean Gardner, who is confined at Veterans Hospital at San Fernando. Sam Collins is improving and expects to be on the job soon. Chatham, however, is a pretty sick boy, in fact on August 19th he was reported near

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death the result of an appendectomy complicated with pneumonia. After rallying through the night he steadily improved. Chat is confined at the California Lutheran Hospital and we are all hoping for his rapid recovery. Dean Gardner is improving and am sure he would appreciate a visit from you anytime. Remember, you fellows with machines, Dean has been a shut-in for quite a while.

New Trainmen we welcome to Pasadena are: R. L. Hall, R. A. Moore and R. H. Burge. Help them along boys and make them feel at home.

Jack Birmingham, Night Terminal Foreman, is spending part of his vacation in a dentist's chair and the balance at Yosemite National Park. That's either a study in science and nature or beauty and the beast.

Mrs. Frances Fox, wife of Ed Fox, has been ill for several weeks and we all hope for her rapid recovery.

W. H. Lantz and wife and Margaret Lantz wish to express their thanks and appreciation for flowers and sympathy shown during their berevment.

Conductor O. C. Angle has been appointed Relief Terminal Foreman at Pasadena and we extend our best wishes for his success.

Who was the absent-minded professor that reported his car stolen (after driving to work) and later discovered it parked in front of the P. E. Garage for three or four days?

Introducing to Pasadena Trainmen, Dispatcher Holyoke who is so ably holding down second trick on the dispatchers' board. Holyoke is from the South and we extend our welcome to the Northern District.

She: "Why do you suppose there's so much electricity in my hair?"

He: "Because it's connected to a dry cell."

"Am dere anybody in de congregation what desires prayer for dere sins?" asked the colored preacher.

"Yassuh," shouted Brother Johnson. "Ah's a spen'thrif, Ah throws mah money 'round reckless."

"We will all join in prayer for Brud-der Johnson," said the pastor, "jes' after de collection plate have been passed."

Cover Picture

This month's cover picture depicts a busy scene and atmosphere at the L. A. County Fair, scheduled to begin at Pomona on Sept. 17th and continuing to Sunday, October 3rd. It is claimed to be the nation's largest.

Complete details of the fair and extensive service to be operated by company rail and motor coach service are covered elsewhere in this issue of the Magazine.



Doctor—"Ever been X-rayed before, Mandy?"

Mandy—"No, doctah, but I sho' has been ultraviolated."

Patient: "Doctor, I feel like killing myself. What shall I do?"

Doctor: "Just leave it to me."

Mrs. Murphy (concluding an argument)—"Every time I look at you, Mrs. Patrick, I feel I'm doing the Government out of the entertainment tax."

"I've been thinking, my son, of retiring next year and leaving you to manage the business."

"There's no hurry, is there, dad? You go ahead and work a few more years and we can both retire together."

"That man wants me to lend him some money. Do you know anything about him?"

"I know him as well as I know you. Don't lend him a cent, old man."

Patient (recovering from operation): "Why are all the blinds drawn, doctor?"

Doc: "Well, there's a fire across the alley, and I didn't want you to wake up and think the operation was a failure."

"Did your husband get hurt badly when he was hit by a car, Liza?"

"Yassuh. He suffered from conclusion of the brain."

"Yo mean concussion of the brain, don't you, Liza?"

"No suh, I mean conclusion—he's daid."

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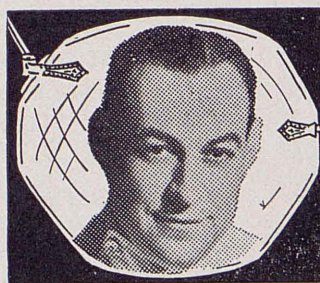
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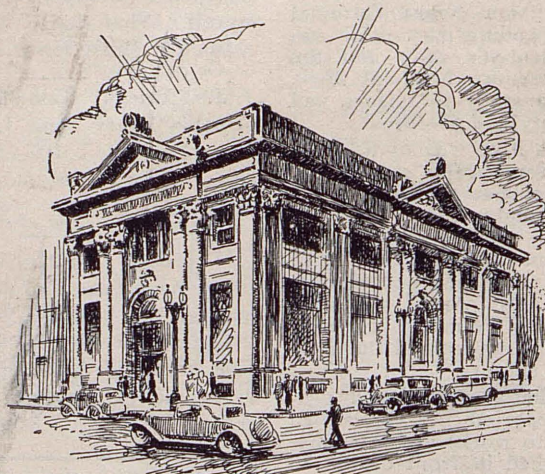
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