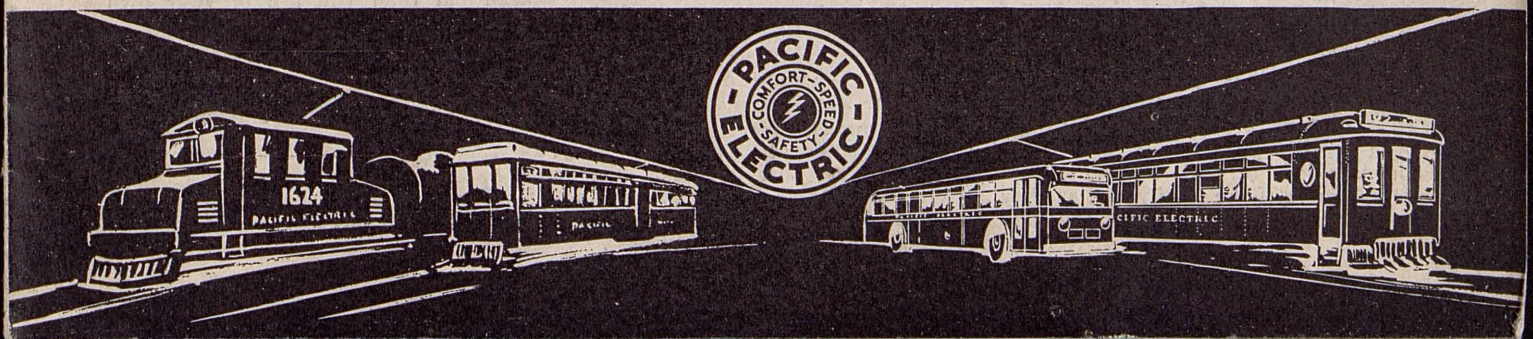


PACIFIC ELECTRIC *Magazine*

Vol 17; No. 2.



August 10, 1936.



PACIFIC ELECTRIC Magazine

Volume 17; No. 2 Aug. 10, 1936

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

GOOD WILL is a pair of high sounding words.

They are commonplace. And we have heard them so often that they have been taken for granted, with never a thought to analyze what they are all about.

Value of Good Will

But getting right down to cases they have a tremendous meaning.

The good will that this railway enjoys means many of us have jobs we wouldn't have except for a lot of people who feel kindly toward our railway.

Good will is the most influential factor in modern business.

A successful railway must have good will. In our own case it stands between expansion and growth, or plodding along. Southern California has only begun to grow; its great future lies ahead. Whether or not this railway participates in expanding and increasing its service to the public is largely up to the rank and file.

Good service is the factor, or element, that will make possible our future growth, and with it increasing jobs and opportunities for individual and group betterment.

But we are in a difficult era. Competition is keen. Private individuals and municipalities would enter the field that our management has pioneered. The other fellow, too, would render a good service.

And then there's ever the old bug-aboo—the private automobile. People just don't have to use our service—the family car is ever rarin' to go. And as we permit, or encourage, through lack of real service, the increased use of the family car, as they roll merrily along they take jobs and

Courtesy Defined

COURTESY is a mark of culture and training.

Courtesy is kindness and helpfulness applied. It is not groveling humility. It is not haughty demeanor.

The courteous man has self-respect and shows it in his talk and actions. He is quiet, modest, yet forceful and appealing. He meets his customer on a ground of common understanding and sympathy; he deals with him with his needs in mind.

When you forget the rules of courtesy, lose your temper, speak hastily, you are wrong, even if the principle you stand for is right.

—Exchange.

opportunities that might have been.

So, for our own betterment, we must constantly strive for and gain more business. And the best way to do that is to gain good will, which comes through courtesy, kindness, thoughtfulness and an evident desire to serve well those who patronize us and make our jobs possible.

Like everything else in life that is worthwhile, good will has got to be earned.

Good will earns good business; and good business creates good jobs!

BE ON GUARD AGAINST THESE TWELVE BAD INVESTMENTS

The United States Treasury Department recently outlined twelve pitfalls to bad investments, re-publishing of which can do no harm and may avoid a tragedy. Sagely warns our government:

Every investor should be "on guard." This applies particularly to the small investor.

Mining stock. The best looking mine in the world may prove a "white elephant." Mining is a very expensive undertaking and the risks are unusually great.

Oil stock. Drilling for oil is costly. The hazards are great. Oil investments are speculative and in a class with mining investments.

In the wake of every important discovery or invention there comes a host of schemes—"airplanes," "radio," "wireless." The promoters of these may have only the best of intentions, but frequently their enthusiasm is about all they have to sell. Look before you leap.

Investment in "real estate" situated in some distant place is sometimes as dangerous as mining stock. People have been known to buy swamps advertised as "sea-shore frontage."

Know what you are buying before you invest.

"Land development" schemes frequently do not pan out. At best it is a long time before any money comes in from sales. Investment in "new companies" that are going to "sell by mail" should be generally avoided.

Patent rights and processes distribution. It is rarely the patentee who makes the money.

"New manufacturing methods" should always be closely checked and investigated.

An investment requiring a quick decision is often a fake. If there isn't sufficient time to "sleep over it," something is probably wrong.

"Special inducements" in cash discounts or stock bonuses urging you to be one of the first to invest are suspicious symptoms.

"Tips" alleged to land you "on the ground floor" are rarely to be taken. Those who are "on the ground floor" will monopolize the opportunity.

"Playing the stock market on margin" and all other forms of speculation are decidedly not for the small investor. Beware of the "bucket shop." If you buy stocks outright for investment do so through a member of a legitimate exchange.

Stock in "mail order companies" being organized with promises based on what others have done seldom turns out well.

RAILROAD FACTS TO KNOW

The following information, broadcast by the Association of American Railroads, reflects the increased efficiency and value of American railroads to the public:

Did you know—that the railroads haul a ton of freight a mile with a glass of water and less than a handful of fuel, and at rates averaging less than a cent?

—that the speed of freight trains has been stepped up 43 per cent in recent years?

—that the railroads maintain their own "highways"—a quarter of a million miles of rails?

—that 44 per cent of every dollar the railroads take in goes for railroad payrolls?

—that by increasing the efficiency of combustion the railroads have cut fuel costs a half billion dollars in the past ten years?

—that many railroads will carry an automobile to vacation spots for the price of a third ticket?

—that people are far safer on a railroad than you are in your own home?

Small responsibilities are what make little men wear big hats.

The kind of advice we do not like to take often turns out to be the best.

Medical Dept. Offers the Latest and Best

All That Modern Science Has Produced Awaits Unfortunate Employees

THE Hospital Department of the Pacific Electric Railway Company was established as a separate and distinct entity July 1, 1913, when Dr. George L. Hutchinson was made Chief Surgeon, Dr. Kidder and the writer Assistant Surgeons and Miss Beth Brahm, Secretary.

Our offices occupied 418 Pacific Electric Bldg., until the recent change. When we first started our quarters consisted of a large waiting room, an office for each of the doctors, and a general utility room, the latter having our X-Ray equipment, etc.

The above offices and personnel were ample for the time and requirements, but medical progress was such that we were obliged to enlarge the quarters and increase our personnel from time to time until we finally occupied 4000 sq. ft. But again the requirement of medical knowledge and progress made it necessary and desirable for us to expand.

The management, at all times in accord with our desire to give employees the very best obtainable in medical service, approved and encouraged plans to enlarge our then inadequate quarters.

After much discussion and thought we finally decided to move to the ninth floor, occupying our new quarters during the latter part of May, 1936.

Keeping Pace

During the past twenty-three years there have been many revolutionary discoveries made in medical knowledge, and it has been the application of these measures that has necessitated the increase in our personnel; that has demanded new and better equipment, and

By Dr. Wm. L. Weber,
Chief Surgeon

at the same time greatly increasing our expenses.

In the old days it has been said, and perhaps not without good reason, that two kinds of pills were provided,—a pink one and a white one, and if the one did no good, the other was given a trial. This, of course, is an exaggeration, but was true to the extent that there was too much giving out of pills and not enough attention paid to the scientific investigation and treatment of diseases.

My predecessor, the good Dr. Hutchinson, corrected this evil by insisting that whenever possible the drugs desired in the treatment of any disease, be written out in prescription form to be taken by the patient to the drug store to be filled. After a time this was found to be impracticable in that the employee frequently was inconvenienced by being obliged to wait unduly long for filling of his prescription; or if he did not desire to wait, he was inconvenienced by being made to return for the prescription.

To overcome these objectionable features it was decided to supply employees, whenever possible, with drugs of our own. This plan necessitated laying in a large supply of drugs, and although it has increased the work of our Nurses, it has more than compensated by time-saving and convenience to employees. This does not, of course, apply to those medicines which require special compounding, or to those which we cannot keep in stock. In such cases the prescriptions must of necessity be taken to the drug store to be filled. There are filled in our own Drug De-

partment an average of 700 to 800 prescriptions per month, so it can readily be seen that in this one item alone much time and inconvenience are saved.

The outstanding discoveries in medical science during the past twenty years include the treatment of diabetes by insulin; the treatment of pernicious anemia by liver and stomach extract; the treatment of Addison's Disease by the cortical extract of the adrenal gland.

The discovery of insulin and its use in the treatment of diabetes has been perhaps the most outstanding medical discovery in recent years, for by its use life has been saved and prolonged from what otherwise was an inevitably fatal termination.

There also has been added to our armamentarium the use of the electric-cardiograph for investigation of heart conditions and the use of the basal metabolic machine which measures the heat produced by an individual 14 to 18 hours after eating and when the individual is at rest. The measurement of basal metabolism and its interpretation is a very important adjunct in our investigation of certain obscure diseases.

Other advances include the injection treatment of varicose veins—a condition from which the patient suffered a miserable existence, or else submitted to an operation which did not always cure; the treatment of burns by the application of tannic acid, and the intravenous injection of glucose and whole blood to combat shock and toxemia has been a notable advance; the injection treatment of hernia by newer and comparatively harmless solutions indicates that in properly selected cases, the sufferer from hernia or rupture may be relieved of his burden without open op-



GENERAL OFFICE STAFF OF OUR MEDICAL DEPARTMENT
 Top row, left to right—Bessie Chobotsky, Pauline Morrel, Melia Houge, Elma L. Knox, Harriet Worsley, Adele Van Zandt, Norma Curtis, Nairn Johnstone, Dr. A. L. Gibson, Dr. Wilmot Ayres. Front row—seated—Dr. A. M. Scholz, Dr. Wm. L. Weber, Chief Surgeon; Beath Brahm, Dr. F. W. Kidder.

eration or loss of time; the use of new and approved methods in the treatment of fractures has cut down the mortality and provides safe and effective methods that tend to give better ultimate results, as well as lessening the disability and suffering.

Recognition that X-Ray treatment in certain skin diseases will cure when all other methods have failed. The use of X-Ray, either alone or in combination with surgery, has done much to lessen the ravages of cancer, and certainly lives have been prolonged and made more bearable by its use. The advances in the use of the X-Ray in recognition of obscure ailments in nearly every portion of the body have been so tremendous that the application of the X-Ray in medicine demands the services of one especially skilled and trained in its use. This we have in the person of Dr. Kidder and his technicians. Dr. Kidder will discuss the X-Ray Department in next month's issue.

So I could go on indefinitely, telling you in much greater detail the progress made in scientific medicine, but suffice to say that your Medical Department has kept abreast of the times and offers employees the advantages of the best and latest.

How Maintained

The Medical Department is maintained by collective pay roll deductions of each and every one of the employees of the railway company. When our Medical Department was organized in 1913 it was found that the average monthly deduction of a little less than 70c per month per employe was sufficient to carry on, but after a time this proved not to be enough. So the dues were raised to an average monthly deduction of 90c per month. This amount sufficed for a time, but because of the increasing costs, necessitated by our obligations to give the best and latest in medical practice, this amount was found lacking, so on Oct. 1, 1935, the present rate deduction was made effective.

The pay roll deductions per capita for medical service is less than that made by any other Railway or Company giving a comparable service. This is only possible because the railway furnishes, without charge the floor space and rooms we occupy, as well as contributing a substantial amount monthly.

There are at present many medical service plans being presented to individuals and employed groups, but all, without exception, charge considerably more per person than our employes pay for the maintenance of their Medical Department. Furthermore, they fail by a long way in giving medical services comparable to what employees receive.

Our medical service includes office, house, and hospital care for any sickness or injury, excepting those definitely venereal, or in which there is no doubt that the condition existed prior to his employment. In border-line cases the employee is given the benefit of the doubt.

Those of you who have been obliged to visit our offices are aware of the services rendered, but it is the hospital

service which, in my opinion, stands out conspicuously by its great value. We hospitalize at the California Hospital, one of the very best and most modern of hospitals. I am sure that those of you who have been patients there will agree with me when I say the care given our employees is exceptional — not only from a scientific aspect, but also because of the kindly and considerate nursing care. Let any one of you who has been a patient there, either for sickness or for operation, figure out what the service would have cost had you paid for it privately, and you will then have some idea just how much you do get by paying a nominal monthly amount into your Hospital fund.

Extent of Service

Just to cite two specific instances: An employee suffered from a cancer of the bowel which necessitated three major operations, two blood transfusions, special nursing care for weeks and several months of hospitalization. Another employe, just discharged from the hospital, after four months hospitalization, had two kidney and one gall bladder operations, weeks of special nursing, blood transfusions, consultations with specialists, special examinations, etc., all of which services were given without one cent of extra charge to the patients. The patient with the cancer is alive and well today, and the other will soon be completely restored.

Without our hospital plan and broad interpretation of its rules, these men could not possibly have afforded the prolonged hospital and medical services so urgently necessary to carry them through to a safe and successful conclusion of their sicknesses. The expenses in each of these cases for hospitalization, surgeons, and nursing fees would have amounted to between \$2500 and \$3000. Who of us in these days of uncertainty and depression could have afforded such expense for unexpected illness.

Naturally those of you who have been fortunate enough not to have been

obliged to call on the Medical Department may feel that the monthly deduction is an unnecessary burden, but no one knows when his turn will come. So, even though you may have been one of the fortunate, you can be comforted by the thought that you are protected by adequate and first-class medical insurance.

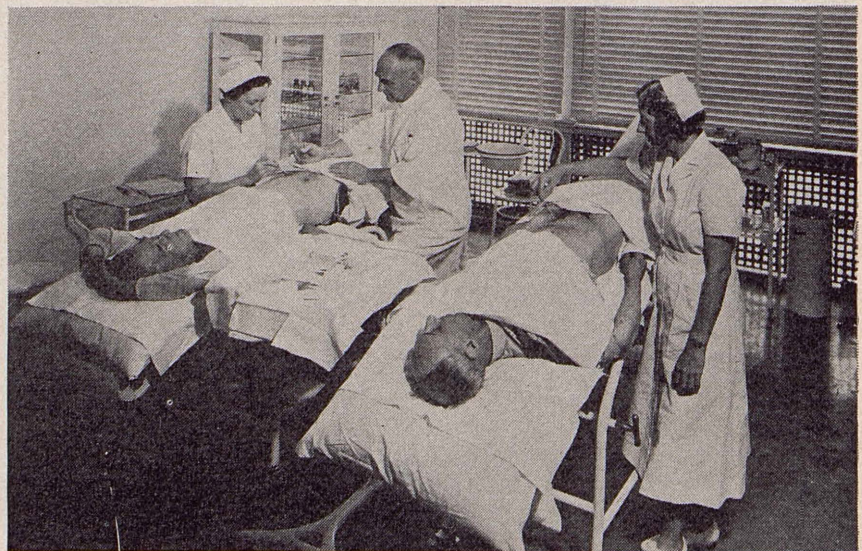
The personnel of the Medical Department consists of a Chief Surgeon, five Assistant Surgeons, a Roentgenologist and his assistants, secretary, receptionist, two full-time nurses and a Physio-therapist. In addition there are the ear, eye, nose, and throat, skin, chest, urological, medical and other specialists who render any service necessary, also without charge to our employees.

Our new medical quarters occupy large and well-lighted and specious rooms on the ninth floor of the Pacific Electric Bldg., embracing a total of 6,584 sq. ft. of room space. These quarters are furnished with the best and latest equipment and no expense has been spared to buy whatever apparatus or convenience was deemed necessary to insure efficient treatment, safety and comfort to our patients.

Every Facility

Our surgical operating room compares most favorably with the operating room of many hospitals, and is equipped to take care of many minor operations which formerly we were obliged to refer to the hospital. Adjoining the main surgery are two recovery rooms, pleasant and well equipped rooms to provide care and comfort for recovery after operation, or for those waiting to be sent to the hospital. Our Physio-therapy Department is conducted by a full-time and competent physiotherapist and is equipped with the latest and best apparatus for such work.

In conclusion I wish to emphasize that you have a Medical Department of which you can justly be proud. This Department was recognized by the



This is the emergency operating room in the general offices of our Medical Department. Every modern facility here is provided to care for minor operations. Dr. Wm. L. Weber, Chief Surgeon, is shown making an injection in the modern treatment of hernia.

Executive Cites Carriers' Aid to Western Growth

WESTERN railroads and their contribution to the growth and economic well-being of western United States were ably represented and their virtues extolled most creditably in an address last month by D. W. Pontius, President, before the Los Angeles Breakfast Club at the Ambassador Hotel. Prominent civic and business leaders were among an audience of over 1000, the occasion being a part of the program of National Railroad Week, July 13th to 18th.

Mr. Pontius outlined the history of western railroads and told of the great progress that began and continued with unabating force once rail lines were installed and expansions made. California, he pointed out, has prospered because of good railway service, and would suffer more because of poor railroad service than any other state in the nation due to our tremendous perishable crop.

Here our executive stated that California annually shipped about 251,000 carloads of perishables, 97,000 of which is citrus products. The total value of our shipped perishable products approximates \$155,000,000.

As to the railroads' value economically, Mr. Pontius stated that western railroads employ 750,000 workers to whom wages paid amounts to \$610,000,000 yearly. Last year they paid more than \$8,000,000 in taxes and spent in excess of \$250,000,000 for supplies used in their operations.

The tremendous sums spent annually for safety was cited and the western railroads' achievement of carrying millions of passengers billions of miles during the year 1935 without a single loss of life due to train accident was deeply convincing.

The history of store-door pick-up and delivery, initiated on Pacific Electric lines, and now becoming increasingly popular throughout the United States, also the tremendous sums being spent by western railroads in air-conditioning, dining, observation and sleeping cars were other highlights in the address.

The term "western railroads" means railroads operating west of Chicago and New Orleans.

American College of Surgeons four years ago as conforming to all their requirements in giving a first-class medical service to employed groups. This recognition was not based upon any other factor exception that of worth, and it is my sincere desire and intent to continue a medical service that will always merit the confidence and respect of our employees, and the approbation of those less directly concerned.

Attention All Motorists!

The lines below were penned by a columnist of the Los Angeles Independent Review last month and truly express some facts that are well to pass on. He said:

"I don't believe most of us fully appreciate the Pacific Electric Railway. It has been with us so long that many of us have gotten to believe some of the things we have heard without taking the trouble to make a test on our own hook.

"I have always driven a car during the weeks I stayed at the beach, but this year I decided to try the 'Big Red Cars.' I find that I get to my office in about the same time; that I get there fresh instead of nervous, and that I don't have the trouble of getting in and out of a parking lot. And, it is a LOT cheaper!

"I'm willing to let the Motor-man do the driving while I read the newspaper."

TIPS BRING S. P. BUSINESS

Resulting in considerable passenger revenue that might easily have gone to competing steam line carriers, four employees last month supplied travel tip information that effected the sale of ten passenger tickets via Southern Pacific to various points in the United States.

Among those who are to be commended for their alertness in supplying information were:

Herman Phillips, Red Cap Porter, San Bernardino, whose information sold four round trips and one one-way tickets to points in Texas, Mississippi, and Louisiana; Frank Hite, Motorman, three one-way tickets to Oklahoma; L. Pulliam, Dispatcher, one round trip to Minnesota, and Jack Bowman, Roadmaster, one round trip to New York.

Appreciation of the Southern Pacific, through H. J. Monahan, General Passenger Agent, was expressed in letters to our management concerning the four above employees.

Another quota of employee produced business resulted from the cooperation of Florence B. Sanders, Accounting Dept., who organized a party of twenty-five for a trip to the Griffith Park Observatory on the evening of July 31st, chartering one of our motor coaches as the mode of transportation.

DEATH CALLS TWO IN JULY

The smallest death list we have experienced in many months, but two of our family circle were called by the "grim reaper" during the month of July.

Those called were Fred G. Dickinson, Traveling Freight Agent, and Mary N. Smithson, wife of Geo. A. Smithson, Trans. Dept.

In behalf of the employee mass we extend to the bereaved families the sincere condolences of Pacific Electric and Motor Transit employees.

Broad Service is Offered San Fernando Valley

IMPROVED transportation facilities for residents of San Fernando Valley cities is provided for in a recent application of Pacific Electric Railway Co. to the Railroad Commission of the State of California to operate motor coach service in lieu of present rail lines, and the establishment of two new motor coach lines, public hearings on which were held last month. Our company was represented by O. A. Smith, Vice President & General Manager, H. O. Marler, Passenger Traffic Manager, and C. W. Cornell, Attorney.

The application provides that motor service will be established over two routes between Los Angeles and San Fernando Valley, one line following closely that of present rail service, and the other a new route over Riverside Drive, Olive Avenue, Rowland Avenue, Clybourn Avenue, Moorpark, Street, Lankershim Boulevard, Van Owen Street, and Van Nuys Boulevard to the Pacific Electric Van Nuys Station.

It is proposed to operate the San Fernando Valley motor coach service from the Motor Coach Terminal located just south of Los Angeles Subway Terminal building, present terminus of the Glendale-Burbank motor coach service.

The complete route of proposed service is from Los Angeles Motor Coach Terminal via Olive Street, Fifth Street, Figueroa Street, Second Street, Glendale Blvd., Park Ave., Sunset Blvd., Santa Monica Blvd., Highland Ave., Cahuenga Ave., Ventura Blvd., Vineland Ave., Chandler Blvd., Van Nuys Blvd., Parthenia St., Gamut Place, Sepulveda Blvd. and Brand Blvd. to San Fernando Road, San Fernando; also from Van Nuys Blvd. over Sherman Way to Topanga Canyon Road, Canoga Park.

The alternate route is same as above to intersection of Park Ave. and Glendale Blvd., thence Glendale Blvd., Riverside Drive, Olive Ave., Rowland Ave., Clybourn Ave., Moorpark St., Lankershim Blvd., Van Owen St., and Van Nuys Blvd. to Van Nuys Pacific Electric Station, thence south on Van Nuys Blvd. to Ventura Blvd.

There is also provided for in a supplemental application the operation of a line to be known as the Sunland-Roscoe-North Hollywood Motor Coach Line. This is a new service and is proposed to be routed from intersection of Foothill Blvd. and Sherman Grove Ave., Sunland, over Foothill Blvd., Sunland Ave., Vineland Ave., and Magnolia Ave. to Lankershim Blvd., North Hollywood. Direct service would thus be provided between Sunland and North Hollywood, with connections being made at latter point to and from other San Fernando Valley points.

Another new service to be known as the North Hollywood Local Motor Coach Line is also proposed. The route of this line is from intersection of Lankershim Blvd. and Magnolia Ave.

in City of North Hollywood, via Magnolia Ave., Tujunga Ave., Moorpark St., Colfax Ave., Ventura Blvd., Laurel Canyon Blvd., Riverside Drive, Colfax Ave. and Magnolia Ave. to point of origin.

The proposed new motor coach lines would provide a network of service over both present and new routes with a greater headway frequency than is now being provided between Los Angeles and Valley points. The plan provides for the purchase of considerable new motor coach equipment of the most modern type and the operation on schedules of such frequency that the transportation requirements of the Valley District will be adequately served.

Our management has informed the Railroad Commission that if given permission to establish the new San Fernando Valley motor coach service, operations will be commenced just as soon as the necessary equipment can be secured.

Wife: "I wish to select a birthday present for my husband. He doesn't drink, smoke or play cards."

Clerk: "Is he fond of fancy work?"

The Irish night watchman at the observatory was new. He paused to watch a man peering through a large telescope. Just then a star fell.

"Man alive!" he exclaimed with amazement, "you're a foine shot."

Many Trainmen Are Cited For Courtesy

Public Observes and Responds in Commendatory Letters to Management for Good Service

AS A FURTHER recognition to employees whose efficient services merit words of commendations from our patrons, the Magazine, again as in the past, will publish the names of those cited, together with a brief synopsis of the particular incident for which they were commended.

It is unfortunate that space will not permit a full reproduction of all letter received. Many of the letters are of great length and it is obvious that in our limited news columns that digesting is necessary. It is well to repeat, however, that every commendatory letter received from our patrons is courteously answered, appreciation of the management expressed, and the letter made a part of the permanent record of the employee concerned:

We are happy to report that letters of commendation exceed those registering complaints. That a large number of our Trainmen are conducting themselves in a manner creditable to both themselves and our railway is reflected by the following digested letters received in recent weeks:

H. T. Richardson, Operator, West, cited as "a most careful driver and

very courteous"; also for stopping a driverless auto.

K. D. Murphy, Operator, West, for being "so courteous, cheerful and willing that the day was made a great deal easier."

W. C. Maas, Conductor, West, praised for thoughtfulness in picking up some memoranda and returning to patron the following day.

W. K. McPheeley, Conductor, West, for clear enunciation of streets; "not one Conductor in a hundred does it as well" says patron.

E. W. Steinmueller, Conductor, West, for "helping and telling a young mother with a crying baby to take her time in boarding."

J. H. Doherty, Conductor, West, cited for "his politeness I have never seen equaled," and being at all times on the job.

L. V. Nelson, Operator, West, praised for "using his own car after last trip in taking a couple late at night to a Sanitarium when no more bus service was available."

R. E. Clark, Conductor, West, cited "for courtesy and efficiency," and taking up the children's stub on two Sunday passes.

J. C. Hawley, Conductor, West, commended for "being so universally well-liked and so courteous."

M. W. Johnson, Conductor, West, for "especial courtesy given me" (details not mentioned.) Lady advises that she has used our cars for 33 years and has never had occasion to criticize our Trainmen.

J. Baldwin, Crossing Officer, South, praised by blind patron for assistance given her over period of many months.

W. H. Downey, Operator, South, for "being so unusually courteous."

L. MacDonald, Operator, South, commends all Trainmen of the South, particularly Mr. McDonald, "as he makes friends for your Company."

P. A. Schultz and W. C. Richardson, Operators, North, for courteous and efficient manner in handling special service.

G. F. Glines, Operator, North, commended for "exceptional courtesy."

H. A. Bates, Conductor, North, praised for "courtesy and refusing gratuity for exceptional service."

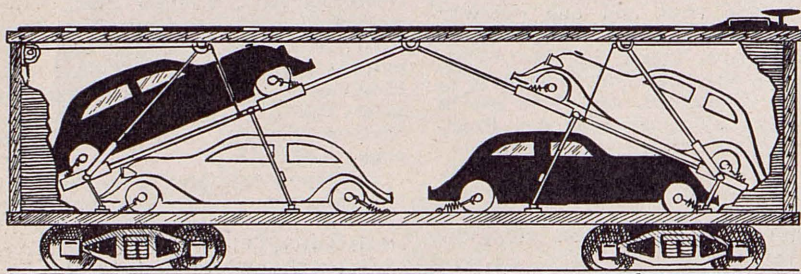
C. W. Knight, Conductor and W. E. Aydelott, Motorman, cited "for exceptional services shown crippled passenger."

The old Indian was riding along the road on his pony, while his squaw followed on foot, heavily burdened with luggage.

"Say, Redskin, why isn't your wife riding?" asked a passing motorist.

"Ugh," answered the Indian; "she got no pony."

Speeds Loading and Increases Car Capacity



Saving time and expense, loading and unloading auto shipments, as well as often permitting four cars per box car, the Evans loading device is proving a boon to railroads in handling auto shipments.

EFFECTING a very considerable saving of time in the loading and unloading of automobiles from box cars, the Evans loading device is rapidly becoming of almost universal use among American railroads. The saving of time and expense in building wooden racks and bracing at point of shipment and dismantling at destination are the two outstanding virtues of this improved shipment method.

Two metal frames, one in either end of car, permit an auto to be loaded and raised to an inclined position through use of a chain hoist. The floor storage area below is so increased as to permit one and frequently two cars to be carried on floor level of car beneath the inclined

upper two. Cars are made stationary by hooks clamped over rim and aided by turnbuckles are made so secure that there is practically no possibility of damage, another fine feature of this improved facility.

Another outstanding merit is the fact that the cars so equipped can be used for other commodities, provision being made so that the loading frames may be folded against roof of car and auxiliaries stored in floor and side walls.

This device began to come into prominent use about two years ago and practically every shipment of autos received over our lines is now loaded by means of it. The Southern Pacific now has about 1250 cars fitted with the Evans loading device.

Two Major Grade Crossing Projects Soon Complete

TWO major grade separations, namely at intersections of Mission Road, Huntington Drive and Soto Street on Pasadena four-track line, and at Firestone Blvd. (formerly Florence Ave.) and Long Beach Blvd. on four-track Long Beach line, are now well on the way to completion. Forever eliminating the hazard of accidents, as well as contributing to faster train movements over those highly traveled sections, these two crossings were chosen by the State Highway Commission as the ones on our lines most desirable to safeguard at this time.

The Mission Road crossing over which our railway operates about 650 trains daily, and automobile movements number 40,000 every twenty-four hours, is one of the heaviest traveled grade crossings in the city. An expenditure of approximately \$360,000, the construction at this point consists of a two span through girder bridge and concrete approach from either end.

Mission Road proper will pass through the grade separation structure with two thirty-two-foot highways on either side of central pier. Additional travel roads are provided by archways through the fill permitting vehicular traffic between Mission Road and Soto St., and also the two branches of Huntington Drive.

Of no lesser importance and facility is the grade separation at Firestone Blvd., begun in December of last year and which is now approximately 80% completed. Here a three-span through girder bridge on concrete abutments with dirt fill approach is being constructed to elevate tracks sixteen feet to carry our trains over the highway, permitting safe and rapid transit of vehicular traffic east

and west on Firestone Blvd. This construction will represent an outlay of about \$375,000.

On both of these projects the railway company is doing the track, electrical overhead, signal and approach fill work, the bridge and retaining walls being contracted. The structures were designed jointly by the State, City of Los Angeles and this railway's engineers.

The projects, in common with many others through the state and nation, are being carried out with Federal funds allocated by the Government to the Bureau of Public Roads as a means of aiding in the non-employment situation.

EMPLOYEE ARRANGES OUTING FOR HIGHLAND PK. SCOUTS

Chartering of three motor coaches for 160 Boy Scouts from the Highland Park district to Cabrillo Beach, San Pedro and way points last month resulted in some ever-needful sale of our transportation service through the thoughtfulness of L. Antista, Asst. Trainmaster, Southern District.

Each summer the Boy Scouts of the Highland Park district, of which Mr. Antista is Commissioner, take a trip enmasse to some point in Southern California as an educational and pleasure outing. Mr. Antista conceived the fun it would be for the boys to enjoy a dip at Cabrillo Beach, followed by a luncheon and a never-to-be-forgotten visit to the battle-ships at rest in San Pedro Harbor. The boys voted unanimously for the trip and every detail looking to their pleasure was arranged by Mr. Antista.

So successful and enjoyable was the outing that the M. E. Church of Highland Park, sponsors of the boys, have pledged a duplicate outing for another group at an early date.

CATALINA ISLAND ENJOYING BEST TRAVEL IN 5 YEARS

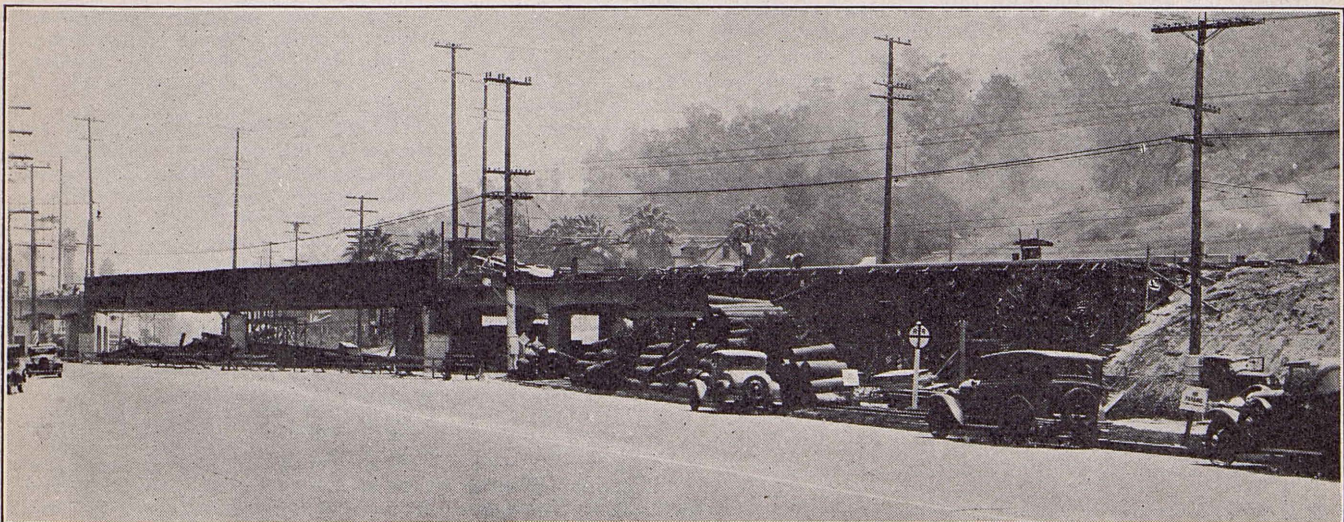
Santa Catalina Island, long famous for its world-wide appeal to tourists and local vacationists, is attracting travelers in larger numbers now than at any time during the past five years. A program of improvements together with an aggressive advertising campaign and improved economic conditions have combined to make this a most successful season, reports Floyd S. Gillette, Assistant Traffic Manager, Wilmington Transportation Co.

Travel to the "Magic Isle" during June of this year showed an increase of approximately 60% over that of the corresponding period of a year ago. While travel figures are not available as yet for July, preliminary survey indicates there will be a substantial increase.

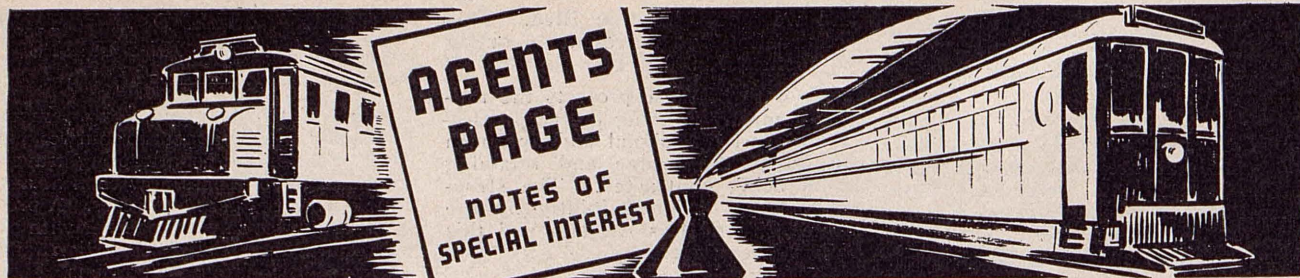
Connecting boat train service operated by our railway between Los Angeles and the Catalina Terminal Wilmington; also between Long Beach and the Terminal at Wilmington, is likewise proving more popular than for many years past. Fifteen to twenty cars leaving Los Angeles to connect with the morning sailing for the Island has been a pleasant sight frequently during the last three months.

The convenience of the direct connections made by Pacific Electric trains is encouraging increased numbers of travellers to leave the family car at home and ride the "Big Red Cars" to and from the Catalina Terminal.

Accommodations at Catalina were taxed to the limit over the Memorial Day and July 4th week-end holidays, with hundreds of persons being turned away on account of no available facilities. Present indications are that a similar situation will exist in connection with the Labor Day week-end holiday and that persons desiring over-night accommodations will have to make their reservations early.



Under grade crossing at Mission Road on Pasadena four track line, which will eliminate hazard of accident and speed our trains over one of the heaviest traveled crossings on the system.



AGENTS HAVE GALA OUTING IN GROUP S. F. JOURNEY

No more stalling for time to consult tourist guidebooks when questioned about the San Francisco Bay region will be indulged in by our Agents who went on the educational tour of that area the week end of July 4, writes Carl J. Hileman, Scribe for Agents. They will probably even be able to tell the curious traveler how many squirrels are to be found in Golden Gate park following the surveyor's tour made under the guiding wing of Assistant Superintendent and Mrs. T. L. Wagenbach.

Every place of interest in San Francisco, but the dog pound was visited, including the civic center, seal rocks, light house, the Cliff House, Golden Gate Park, and of course, San Francisco's eerie Chinatown. We hate to say it, but one is much more likely nowadays to find a pack of cigarettes in the Frisco Oriental's coat pocket than a death-dealing stiletto. Sight-seeing in San Francisco was done by Gray Line buses, which are more familiarly known as the "rubber-neck wagons."

Statistics of the trip were: left evening of July 3 on the Sunset Limited in a special tourist car, arriving on morning of the Fourth; toured city proper in the morning; visited Berkeley, and the university campus, Sausalito and Mill Valley in the afternoon, escorted by Louie Chess of the Southern Pacific; visited Chinatown in the evening; left the morning of July 5 on the "Daylight" and arrived in Los Angeles at 7 p.m.

Only near-casualty reported on the trip concerned Mrs. Wagenbach who lingered too long over a cup of coffee in San Luis Obispo on the way up and was left stranded. She hired a taxi and chased the train to Santa Margarita, where the train was flagged and re-boarded. On the home-bound trip she refused to budge from the train.

The trip was made possible by the courtesy of the Southern Pacific through the assistance of Mr. H. P. Monahan and the cooperation of the General Officers of the Pacific Electric.

Those making the invasion were as follows: T. L. Wagenbach, wife and daughter, O. C. Black and wife, L. M. Duke, H. E. Foskett and son, Mrs. Dudley Simmons, A. R. Stevan, wife and daughter, Mrs. J. W. Stewart and wife, J. C. Winterberg and wife, E. J.

OUR FUTURE AGENTS

"Time Marches On"—depressions pass and years take away the Agents of today.

Who are the Agents of the future? Today's Truckers, Stowers, Loaders, Warehousemen, Ticket Clerks, Bill Clerks, Yard Clerks, Cashiers, etc. To these men I will say, "Will you be qualified to take your place as an Agent of the future?"

Wm. Jennings Bryan once said, "Success is the conjunction of opportunity and preparedness." If you desire to be an Agent of the future—opportunity is only a question of time. Preparedness is a question of your will to be prepared.

If you will—take an inventory now—check the items to be bolstered up and make your program to systematically acquire the knowledge you must have.

There follows some items to consider in your inventory of the man. Analyze yourself closely. Check the good habits you have—strengthen them. Check the bad ones and eliminate them. Start your inventory with the man. Behind all knowledge is the man, and the keystone in the man is work and action. If you are lazy—not ambitious and aggressive—make repairs here before you start.

Basic characteristics essential to success in business and a successful life are:

Industry, Alertness, Initiative, Courage, Curiosity, Patience, Culture, Sportsmanship.

I shall in future articles, offer suggestions in more detail for the "Future Agent" for securing knowledge and experience on all the phases of his chosen vocation.

The next article will contain a list to keep in mind, "Knowledge the Future Agent Must Acquire by Experience and Study."

T. L. Wagenbach, Asst. Supt.

Woodside and wife, E. S. Donaldson and wife, F. C. Pittinger and wife, Cleve Johnson, wife and daughter, Ralph Kennedy and wife, R. E. Kidd and wife, Charles Mullins, wife and son, G. W. Orr and wife, A. G. Owen, J. N. Rountree and wife, Charles Salazar, E. A. Riley, A. Hornbuckle and wife, H. E. Long and wife, J. B. Black and son, Peter Roller and wife, Carl J. Hileman, wife and two sons.

FREIGHT VOLUME CONTINUES UPWARD DURING JULY

Freight traffic enjoyed an increase during June, and at the time this is written the indications are that there will be a nice increase in July this year over the same month of last year, informs F. F. Willey. We feel that all employees, particularly the Agents, are responsible to a large extent for these increases, and we take this method of expressing our appreciation. With their continued cooperation we can look forward to increased business.

On July 1st E. M. Thurston, who had been employed in this department for a number of years as Tariff Compiler, resigned to accept a position in the tariff department of the California Railroad Commission. Vacancy created by resignation of Mr. Thurston was filled by R. L. McMichael who has been employed on the Rate Desk in this department since 1928. J. C. Stockberger was transferred from the Transportation Department to the position as Rate Clerk in this office.

On July 14 we had the misfortune to lose by death one of our employees who had been with us for some time, namely, F. G. Dickinson, who at the time of his death was a Traveling Freight Agent out of this office.

NEWS FROM THE AGENCIES

By Carl J. Hileman

Mrs. Cleve Johnson, wife of Agent Garden Grove, was called east on account of serious illness of her father.

The Clerk-Warehouse job at Glendale has been assigned to W. E. Beck.

George A. Baldwin has been assigned to the position of Clerk-Receiving Cashier at West Hollywood.

The temporary position of Clerk-Warehouseman at Wingfoot has been assigned to William M. Green.

The balmy summers of San Bernardino are no longer an attraction to Gale W. Hudkins, especially now that he is "vacationing" among the co-eds at Claremont, and in his spare time working the temporary position of Clerk-Warehouseman.

Rolland L. Besett has bid in the position of Ticket Clerk, Riverside.

Paul Umberger didn't mind a hot time at Coney Island, but the weather man picked on him all the way home and was he glad to get back!

Joe Kearney has been tooting the flute (or something) in the Elks

parade. Joe just had to do it—there wasn't any sub-to-toot.

Lester Post on a fishing expedition somewhere in the Higher Ups says so far the can opener has been more exciting than the hook and line.

Herbert Houtekamer received a deserved promotion when he bid in the job at the Baggage Room. Congratulations, Herb. We are sorry to see you go and how we will miss all the noise.

Andy Moreno turned out to be a boss carpenter and just look what he's done to his house!

Jimmy Coyle has been experimenting with the weather at San Francisco and Avalon just so he'll know where to go next time.

The recent passing of Dorothy Collins' mother brought many kind words of sympathy from her host of friends here and everywhere.

Alvie Rhoads taken ill and hurried to the Hospital. We hope he will be back among us soon.

Charley and Mrs. Holt are enjoying the Camp. With the mercury as ambitious as it is right now how we envy you Charley.

We understand if anyone wants to know how to get a suit—a good suit—for six dollars, Louis Davila can furnish the details in a masterful way.

Neal Breese has enjoyed his ins and outs so to speak, by taking trolley rides into the Valleys between dips in the ocean—Surfboard to Sagebrush and return.

This is news. Andrews Bros. Inc., Fruit packers and shippers, are now established on our rails at L. A. Terminal and cars are beginning to roll. Look out you foothill guys that like to boast how many cars of citrus you billed out last year.

Now that the magazine is again flourishing, let's all boost it and the Club too. Where else can you get anything like as much for your money?

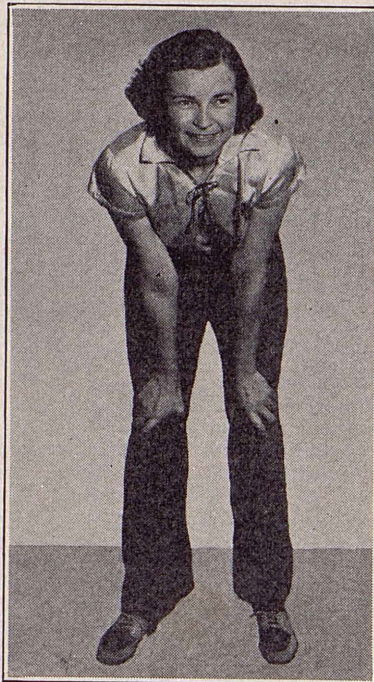
CAMP ENJOYS BIG BUSINESS

Every available accommodation at P. E. Camp during July was sold throughout the month, and as the Magazine went to press August reservations were so numerous as to assure another complete sell out. More than 200 inquiries were made for cabins in July that could not be supplied.

Those planning a week-end stay over the two holidays in September will do well to make their reservations early, as they already are beginning to come in rapidly and will be entirely sold well in advance.

With the beginning of school in mid-September there will be ample accommodations for both week-ends and vacation visitors.

P. E. Baseball Star



Katherine Mautz, indoor baseball star employed in our Conductors' Accounts Bureau.

DISCOVERED! A "baseballlette" among the feminine of our employee ranks.

And if you think this young lady doesn't play the game and "hit the 'ol apple" we invite you to ponder this:

She plays second base for the Coca Cola team, which is now leading the ladies league at Fiedler's Field in

Hollywood, with 18 games won and six lost. Only the classiest teams play at this field.

She is "only hitting 325," which to you who know your baseball will admit is no shameful average. Two years ago she finished the season with a mark of more than 400.

She has participated in 17 double plays during the current season, more than any other second base combination in the league has made. That's speed—there's no time out for powdering the nose when completing a double play in indoor baseball.

The young lady to whom we have referred is Katherine Mautz of Miss Templeton's Conductor Accounts Bureau.

A pasttime during her high school days, Mrs. Mautz plays the game for the fun and thrill of it. More in jest, after finishing high school she and some of her girl friends continued to play and finally entered a small league. Her fine play attracted attention and last year she advanced to one of the leading teams. This season she became a member of the Coca Cola team and its superiority has been so marked as to practically assure it the championship.

While we hold no brief for the promoters of feminine baseball, a visit to one of the games will prove a revelation. The speed, agility, fielding and hitting distance of many of the players is remarkable. The girls make running grand-stand catches with all the grace and ease of the masculine sex.

The game is conducted cleanly and with perfect propriety and the attendance has grown by leaps and bounds, there frequently being as large attendance as at the Coast League games.

Extra! Boys' Special Event at Picnic!

H EY, you young fellers! We're going to have lots of fun! Yes—you guessed part of it—Picnic Day. But this is something different and extra special. So listen:

One of the events on Picnic Day is going to be a Soap Box Derby. You know, the kind of a one a newspaper put on a few days ago?

And say, do you know what the winner is going to get? Nope—\$5.00! Just think how keen it would be to have five whole dollars to spend for something you really need, or even better yet, to put in the bank all at one time. Gosh!

And then there's going to be two other prizes, too. Three dollars to second place winner, and \$1.00 for third.

Here's what you must do, and how old you must be. We mustn't forget that.

The race is for kids between the ages of 8 and 14. Don't cheat. There'll be some expert age judgers on hand, and if you are below or above 8 or 14, it will be just too bad. Also, your dad must work for the P. E. or Motor Transit.

The distance will be 300 yards and there will be three or maybe four qualifying heats. Two of the winners of each will enter the final event, and the winner of this will get the five, the three and the one dollar reward.

Course if you don't win this race, there'll be a lot of other races and things that you may win. Anyway you'll have lots of fun, and the older folks will recall their kid days and have their fun in seeing you have yours. Yes sir, it's going to be a whale of a day!

So get out the old bus; tune 'er up; give her a shot of grease; start some practice licks and be all ready and rarin' to go on Picnic Day.

PICNIC PLANS PROMISE FINE OUTING ON AUGUST 29th

As told in the Magazine last month, Saturday, August 29th will be the day and date, and Redondo Beach again the site for our Annual Picnic and Reunion.

Club Manager Vickrey and his committee staff are working out a program that will measure up to the standard of any of our former yearly outings. Official program will again be issued stating the time, place and details of the features of the day.

What is hoped to be one of the day's outstanding feature is a Soap Box Derby Race for boys, being the first time it has been attempted. Details for entry are elsewhere printed in the Magazine. This event, like other athletic contests will be staged during the mid-afternoon in front of bath-house.

Retired employees, again will have their inning, there having been arranged a smoker and get-together on the south balcony of the Dance Pavilion, beginning at 3:00 p. m. About a hundred of our veterans last year met and renewed acquaintance and thoroughly enjoyed this picnic feature.

Extra train service, also to be publicized by special bulletin, will be provided, all the free concessions of former years conceded, and a program particularly looking to the pleasure of the young folk arranged.

Every employees possible will be relieved from duty, and all so relieved have the obligation of their presence and to aid in the pleasure of our fellows wherever possible.

EDUCATIONAL CLASSES TO BE NAMED EARLY NEXT MONTH

The P. E. Club's educational program will be carried on again this fall, on as large, and possibly larger, scale than during the last school term. Educational Director, L. H. Appel, is now engaged in arranging the various classes, but as the Magazine went to press full particulars were not available.

Along with complete details to appear in the September issue of the Magazine, a special bulletin will be issued early next month, outlining the courses to be given, their scope, their class frequency, time, place, etc.

Despite the vacation season, the piano classes are being well attended, it being the only class that was carried on during the summer months. Students are classed by groups, so that it is possible to join this study at any time and receive a maximum of benefit. Miss Marguerite Minard is the instructor and classes are held each Tuesday and Thursday evening from 7 to 9 p.m.

The man who thinks he can't do a thing is usually right.

Co-ed (at baseball game)—"Oh, look, we have a man on every base!"

Another co-ed—"That's nothing, so has the other side."

A Bouquet For Our Cafe

NOT IN the nearly seven years that the P. E. Club Cafe has been operated has it been done with greater satisfaction, to both its patrons and the management, than at present. That compliment we are happy to pass on to Mrs. Florence Cranston, its present Manager.

In charge since January 17th, last, Mrs. Cranston has proven herself a capable restaurateur and the quality of the food served, together with the cleanly and pleasant atmosphere she has created, has resulted in a gradual return of many former patrons and brought others who heretofore dined elsewhere.

For those of us who do not appreciate it it may be truthfully said that the restaurant business does not yield fancy profits, nor does Uncle Sam work overtime in compiling their owner's income tax returns. Profits are small, and there must be a lot of 'em; buying must be intelligently done and leaks plugged if even a small return is to come from the long arduous days that are the lot of those who would feed us.

Our Cafe, like others of its kind, has a particularly difficult problem. Its patronage is limited; morning and evening business is light and Saturday afternoons off enjoyed by the general offices leaves only five peak noon-day meals per week. Furthermore, despite increasing prices for all foodstuffs, its extremely low charges have been maintained.

Mrs. Cranston wishes it said that throughout the summer months she will specialize in hot weather dishes, cold meat plates, salads, large glasses

URGE NEW MEMBERSHIPS FOR P. E. WOMEN'S CLUB

The Women's Club is very much on a vacation, some of the members are east, north and south, while others are enjoying the comforts of home, writes Scribe Mrs. Lon Bishop. We're just back from our two weeks' vacation. Being without news, thought it a good opportunity to give out a little information to those of the "big family" who are not familiar with the workings of the organization.

We have over two hundred members and they come from every department of the company. **We have no dues**, not a penny's obligation to join our friendly Club and enjoy the splendid programs and activities.

One of the recent visitors called us a "Service Club." We like that, reaching out as far as we can with what we have to help and cheer members of the company.

Mrs. A. C. Smith carried six hundred bouquets of flowers to the hospital during the Club term and Mrs. Green is always on the alert with welfare work sends out many baskets of food and clothing.

We need you—won't you join the "SERVICE", beginning Thursday, September 10th and every second and fourth Thursday at 1:30 p.m.

of iced tea and the like. Lettuced and buttered sandwiches with serving of potato salad is her latest plate offering that is proving popular.

Our Cafe deserves and it is hoped that employees will continue to patronize it, and with increasing frequency.



Staff of the P. E. Club Cafe. Right to left: Florence Cranston, Manager; Chas. Kekich, Chef; Jane Sheehan and Gus Plakatis, assistants.

RESEARCH



San Francisco Bay Bridges

THE wonders of the two San Francisco bay bridges, both now nearing completion, are becoming of increasing interest. Although several months must elapse before either will be ready for traffic, the daring and tremendous proportions of these engineering goliaths have already attracted engineers and visitors from far and wide.

As their truly remarkable proportions become generally known San Francisco, and this state as a whole, will fall heir to a travel appeal that will greatly increase our yearly visitors.

The following information was gleaned from a source that was approved as to its correctness by engineers of the projects:

The San Francisco-Oakland Bay Bridge is truly the world's largest bridge, but it possesses many features that make it the world's greatest bridge. It will cost \$77,600,000; total length $8\frac{1}{4}$ miles; length over water $4\frac{1}{2}$ miles.

It will have 51 piers, six of which are the deepest in the world, reaching a maximum depth of 242 feet below the surface of the water.

The length of longest span is 2300 feet, and so that there will be no interference with free movement of Uncle Sam's battle fleet there is an average clearance over water of more than 200 feet.

The bridge reaches San Francisco at height of 175 feet above the street level and extend into the city approximately one mile in coming to street grade.

The bridge will be equipped with two decks, one directly above the other, and each is 66 feet wide. The upper deck will have six lanes for automobile traffic; the lower three lanes for trucks and buses. The lower deck, south side, will be fitted with two standard gauge electric railway tracks.

EMPLOYEES IN HOSPITAL

As the Magazine went to press, seven of our fellow employees were confined with various illnesses at the California Lutheran Hospital, 1414 So. Hope Street.

Visiting hours are from 2 to 4 and 7 to 9 p. m. daily, and friends are welcome and urged to visit their comrades during their period of distress. Those confined are: Frank Chadburn, Janitor, Eng. Dept.; R. P. Donohoo, Watchman, Eng. Dept.; Perry Strader, Car Repairer, Mech. Dept.; Ray W. French, Conductor, Western District; V. D. Penland, Mail Handler, Trans. Dept.; Alvie V. Rhodes, Local Freight House; J. Dempsey, Engineer, R. E. T. & R. Dept.

It Was News 10 Years Ago

THE Magazine of ten years ago, then as now, featured preparations being made for the annual picnic at Redondo Beach.

The cover greeting was two beautiful film luminaries—Ruth Clifford and Helen Ferguson, enroute horseback on trail leading to Mt. Lowe summit. Another picture showed Frank Clark, the then hotel manager, pointing out the sights to the lovely screen ladies.

The railroad was about to introduce a number of parking stations adjoining agencies for use of patrons to store their cars during the interim of a rail journey. Garden Grove, Monrovia, Van Nuys, La Verne, El Monte, Claremont and Auza were among the stations offering free parking facilities for patrons.

As true today as then was the account of a previous good P. E. Camp patron who spent a week of his vacation at a commercial mountain retreat, and who was taxed \$28.00 per week for a "rough, hewn cabin for himself, wife and daughter." "It takes just one visit away from P. E. Camp to learn how cheap our rates are as compared with those charged elsewhere," concluded our sad, but wiser vacationist.

A combined Movie Studio-Mt. Lowe trip was the brain child of our Passenger Department looking to increase Mt. Lowe travel through a tie-up with the Gray Lines in a joint bus-rail journey.

That the P. E. Bowling League is just ten years old is reflected by a Magazine announcement of the forming of a bowling organization.

An account of a licking taken by our Gun Club shooters against the Redondo Beach Blue Rock Club was sadly related. Severely sad, because as a penalty for losing our boys had to pay for a banquet. The P. E. team was made up of B. F. Manley, Hal Smith, J. L. Cowley, L. R. Spafford and K. L. Oefinger. What a classic of registered despair would have been a picture of that downcast quintet as they all dug in their jeans to pay for their share of the dinner.

The pluckiness of Conductor S. J. Hayball, Redondo Beach line, was exploited because of his successful resistance of two hold-up men, one of whom truly tested his "intestinal fortitude" by placing a gun in those parts, whereupon a fight began with bad news for the would-be bad man.

Freight trainmen throughout the system were given a visual demonstration throughout the system of the damage done by too great impacts through the medium of motion pictures. They were shown that impact at speeds too great were causing the railroads of the nation a loss of \$200,000,000 yearly.

CONTRACT



Continuing our contract bridge highlights, this month Milton R. Skemp gives some timely advice for procedure after opponents have opened bidding.

FREQUENTLY one holds a strong hand, only to find that opponents have opened the bidding.

We have a choice of three courses: (1) pass; (2) make an overcall; (3) double informatively.

The player who makes a correct decision may often secure a plus score up to 1000 points from this type of hand. There can be no hard and fast rules to cover these instances. However, there are general rules which may be applied.

We will assume that an opponent has bid one in a suit, let us say—hearts. You have not heard from your partner; your hand contains about three honor tricks, but is weak in hearts. If holding a six or two five card suits, overcall (bid), otherwise double.

If your hand is strong in hearts, pass. You may be fairly certain that either bidders partner or your own partner will be so weak in that suit that there will be a bid from one of them to endeavor to secure play at another suit.

There will be usually about two honor tricks distributed between latter two hands, which practically assures an expression from one of them. If there is not, opening bidder is so strong that you are fortunate that such a small contract will be scored.

So in such a situation we pass, without revealing location of this concentration of strength and usually gain information which may lead to a game of our own or permits us to double any opposing contract.

Now let us assume that your partner had passed before opponent bid, you must decide whether or not you can stop a game at any contract and if not, whether a game for opponents will be less costly than a set for yourself.

If the set appears less costly, bid your limit at once before opponent can exchange information which will convince them that a game lies in their hands.

If it appears, however, that opponents cannot make a game, pass and you will usually have an opportunity to double a game's bid, as each of your opponents will probably expect the other to hold part of the strength which you have concealed.

SPORTS

GOLF
TENNIS
FISHING
HUNTING



BASKETBALL
BASEBALL
BOWLING

LATEST IN ROD & GUN CLUB

"Halibut Murphy," our fishing Captain, reports that the registrations are away below normal. Although you may not think you have a prize winning fish "Register It." Club records show that small fish have won first prize and many other fine prizes. Murphy keeps the register and knows what to fish for.

All camp cottages at Los Patos are to be painted a standard grey color. See the chairman of the camp committee, B. F. Manley, for full detail. In addition, some fine new trees and shrubs will be planted by the club to beautify the property along the highway. It is a well known fact that our Los Patos camp is located at one of the choicest spots along the South coast for surf fishing and bathing.

Jack May reports that within the next few weeks we will have a special surf fishing contest with a fish chowder feed and prizes. Watch for a special bulletin, or better still "come down some time" to the regular meeting next August 12th, 1936 and hear all about this and future events.

It has been suggested that we get up a casting team and take on some of these clubs in surf casting contests. Better oil up that reel and see if you can not be one of them to represent the club.

Have you seen the nifty new club insignia the boys are now wearing on their fishing and shooting jackets? You will want one too. See our Secretary F. B. Patterson as the supply is limited and the price is right.

Not much to report on the San Diego "Ike Walton Barge Trip" as it was just one of the times when the yellow tail and sea bass were on a holiday and not striking. However, most everyone had a mess of fish including barracuda, halibut and etc.

"Reel News From Here and There"

Manley and Scot Braleys favorite cry "The contest is on" . . . Hal Smith on the deck of the Ike Walton Barge, Why? Archie Brahm leaving for Oregon and all pepped up . . . "Bait Em Up Bissinger," our barrister, taking a menagerie up to Bishop to try his luck . . . L. L. Loyd going to the High Sierras full of hope with his own boat . . . J. Vanderzee a new member, as usual a big fish. Beginner's luck. Geo. Gilks listening to Oefinger's fish tales . . . Geo. Lallich's regular large surf fish . . . Ed May trolling for Albacore . . . Jack Williams wanting to build a new Cabin . . . Gray Oliver with his first registration after using up his two weeks' vacation to get it . . . Ray Buford touring the shore line from Sunset Beach to San Diego weekly trying to connect with a big one . . . Leo Bush

our next President coming into camp at 2:00 a.m. with a mess of fish to show his wife that he is a qualified surf fisherman . . . Jack May fishing with at least two poles . . . Rumors of a certain group from the Engineering Department going to Klamath River with the express hope and purpose of catching larger fish than the Auditor's office. A. V. Miller after barracuda . . . A. C. Smith our Secretary taking up surf fishing, lots of luck A. C. as the grunion also come into the surf and they have often been the deciding factor between success and failure of some of our members.—Dave Porter.

P. E. BOWLERS TO MEET

The organization meeting of the Pacific Electric Bowling League will be held at the Pacific Electric Club on Friday, August 28th, at 8:00 p.m. for the purpose of electing officers, receiving entries for the ensuing season of 1936-37 and transacting such other business as may come before the meeting, informs R. M. Cobb.

Preference will be given teams that bowled in last seasons tournament, but as the league is limited to twelve teams it is advisable that all interested in bowling this season be on hand so that a schedule may be formulated that will embrace the proper number of teams.

It is proposed to have the customary entry fee of \$3.00 per bowler collected at this meeting and to obtain a vote on the location at which our tournament will be conducted. An admirable suggestion that each team bring in a new bowler into their team has been made, experience is not necessary but good sportsmanship and regular attendance are prime requisites and new bowlers are cordially invited to join the league.

If unable to be present in person, any one wishing to participate in the coming schedule should be represented by proxy, preferably the captain of the team on which they intend to bowl. Any further information desired may be obtained at the Club.

HISTORY OF OLYMPIC GAMES

Few of us know the historical and colorful background of the Olympic Games, the modern eleventh concept of which is now in progress, having been begun on August 1st and continuing to Aug. 16th.

Did you know, for instance, that history tells us they are a throwback to Ancient Greece, and that the first Olympic games were held in 776 B.C.? The original games were organized and sponsored by the chieftains of the

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many Grecian states and cities as a means of bringing into closer harmony and alliance the scattered units of the nation. History records that the first games were played at Olympia, a city of great historical and religious importance.

From 35,000 to 40,000 people witnessed the games, which were every four years, as now. Victors were lauded as national heroes, statues were erected in their honor, titles and money were showered upon the fittest. For more than a thousand years the games flourished until they were finally suppressed by an emperor who classed them as a "pagan festival."

The games at Athens, witnessed an incident which provides a splendid keynote for the inspiration and competitive fervor which has attended all Olympics, both ancient and modern. And it was a son of Greece who was credited with this achievement.

Spiridon Louys, a humble shepherd boy, heard the Olympic call, as the story goes. He spent two days fasting and two nights in prayer and then won the classic marathon race from Marathon to Athens, retracing the steps of the Greek who brought the news of Athenian victory over this same course centuries before and then dropped dead in the marketplace.

Many centuries after, 1892 to be exact, the games were revived, France, England and United States arranging an international sports convention in Paris. In deference to Greece, Athens was selected as the first site for the revival of the games in 1896.

In 1900 Paris was host to nations of the world, then in 1904 America at St. Louis during the world's fair. At four intervals followed games at London and Stockholm. The World War interfered in 1916, but in 1920 they were resumed at Antwerp, returning to Paris in 1924, Amsterdam in 1928, America at Los Angeles in 1932, and now at Berlin the event is said to surpass all previous grandeur and preparations at Berlin. Present indications point to Japan as being the scene of the games in 1940.



New Yorker (incredulously): "And you mean to say that in California you have 365 days of sunshine a year?"

Man from Los Angeles: "Exactly so, sir, and that's a mighty conservative estimate."

Dolly: "How in the world does she ever get any money out of that husband of hers?"

Mabel: "Oh, she just tells him she is going back to her mother, and he hands out her train fare."

"But, my dear," bleated the poor little hen-pecked husband, "you've been talking for half an hour, and I haven't said a word."

"No," snapped his wife, "you haven't said anything, but you've been listening in a most aggravating manner, and I'm not going to stand for it."

The teacher was having her trials, and finally wrote the mother: "Your son is the brightest boy in my class, but he is also the most mischievous. What shall I do?"

The reply came duly: "Do as you please, I am having my own troubles with his father."

Bildad: Why don't you take a day off and go fishing with me? Can't your boss get along without you?

Wigmore: Sure he can. But I can't take any chances on his finding it out.

The young wife was in tears when she opened the door for her husband. "I've been insulted," she sobbed. "Your mother insulted me."

"My mother," he exclaimed. "But she is a hundred miles away."

"I know, but a letter came for you this morning and I opened it."

He looked stern. "I see, but where does the insult come in?"

"In the postscript," she answered. "It said: 'Dear Alice, don't forget to give this letter to George.'"

The inebriated young man rocked into the lobby of a great hotel far from his native land. He looked into a tall mirror and smiled with pleasure.

"Look!" he cried. "They've got a picture of me here!"

Coming home one Sunday afternoon with a string of trout, Robbie was suddenly confronted by the local minister. There was no way of escape, but the boy rose to the occasion. Going up to the minister, he said: "Minister, d'ye see what thea troots got for nabbin' worms on Sunday?"

Pastor Jones—"Brethren, we mus' do somethin' to remedy de status quo."

Deacon—"Brother Jones, what am de status quo?"

Pastor—"Dat, brother, am Latin for de mess we's in."

QUALITY Glasses!

It has been my pleasure to supply hundreds of P. E. employees with glasses at my former Los Angeles addresses.

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WALTER F. MORRISON

Optometrist at the **FAMOUS**

Brand & Harvard - Glendale

SAN BERNARDINO DISTRICT

B. G. Jones and R. G. Perry

Due to the abandonment of the Redlands-San Bernardino Riverside Line there have been many changes on lines at this Terminal. O. I. Gough, formerly on Redlands-Riverside line, is now on San Bernardino line, as is R. Hunsley, formerly on same line. O. E. Margason and H. A. Bates have transferred to Pasadena. C. E. Ives, Smiley Heights line, is now working on Colton-San Bernardino local. These are but a few of the changes as bumping is going on merrily.

C. H. Jones, General Agent, and wife have returned from their vacation and report a very pleasant trip throughout the Pacific Northwest. Their holiday was spent in visiting relatives and friends, also visiting all points of interest.

Gail Hudkins, formerly employed at San Bernardino freight office, is now Ticket Clerk at Claremont. Mr. Hudkins' vacancy was filled by William Watkins of Hollywood. We all miss Gail's pleasant smile and wish him well in his new undertaking.

Mrs. Herman Phillips, wife of Mr. Phillips, porter at San Bernardino Station, underwent a very serious operation at Loma Linda Hospital on July 24. Mr. Phillips has been connected with the San Bernardino Station for the past ten years and has the best wishes of all for his wife's speedy and complete recovery.

It's a shame everyone can't see the nice rosy cheeks Ray Wilson is sporting these days to say nothing of the "mechanical man" walk Ray has developed. Ray decided to go to the beach for a game of tag with old Father Neptune but they wouldn't let old man Sol play so he decided to have a game of his own and was Ray "it." You should see that sunburn.

Mr. and Mrs. F. E. Peachey plan visiting the beaches this week end visiting friends and enjoying a respite from the heat.

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BY OUR
CORRESPONDENTS

OF THE PACIFIC ELECTRIC AND MOTOR TRANSIT FAMILY



SUBWAY TERMINAL NOTES By W. F. Servranckx

Clarence Snodgrass, our genial Foreman, had his hands full last month due to a lot of changes of service on the Glendale line. They soon were under control.

Conductor Pont and Motorman Jack Hansen are re-united on the Echo Park Avenue Line after a separation of five years.

Conductor A. C. Tanner and wife made a trip east, bought a new Dodge at Detroit and visited relatives in Iowa. It was unbearably hot there.

Conductor V. A. Carlson and wife motored all the way from Flint, Michigan. Stopped at Chicago to visit friends and relatives and report a fine trip.

Motorman Clutterham became the proud father of a baby girl about three weeks ago. Mother and baby are doing nicely.

Bill Gillespie reports a good start on his Gymnasium at the Subway Trainmen's quarters. Any employee who wishes complete body building should get in contact with Bill.

Mrs. Cecil Nelson and kiddies are spending a week at the P. E. Camp. Cecil is working a night run so as to stay out of mischief.

We learned with sincere regrets of an unfortunate accident to Mrs. Schmidt, wife of Trainman Schmidt. Near Baker, Oregon, enroute home from a month's trip east, their car was wrecked and Mrs. Schmidt quite seriously injured. We hope for a speedy recovery.

M. R. Skemp has forsaken his old homestead of Van Nuys, having moved his family to a home on Sunset Blvd.

Joe Dismuke, energetic goat and rabbit rancher of San Fernando, suffered a painful injury while doing some carpentry recently.

MOTOR TRANSIT COMPANY By I. W. Erhardt

We apologize for not having our column worked up until the last minute. Furthermore the other employees of Motor Transit Company seem to have been equally too busy, as no news items have been received.

Walter McKenzie, erstwhile hero of the Montrose flood more than two years ago, recently married to Mrs. Mary Murray of Tujunga. We wish "Mac" and his bride great happiness and extend congratulations. Mac is

one of the Sunland Line Operators.

Operator Tribble leaves this week for a vacation trip to Old Kentucky and other points, but not taking his "Missus" along.

Agents Dostal and Kennedy of Riverside recently took a week's vacation. Richard Weed, a new employee, did the relieving. Weed now transferred to Long Beach vice John Burgess transferred to Santa Ana and Early Byrd of Santa Ana returning to driving.

A. M. Thomas, Ticket Clerk, Los Angeles Depot now on leave of absence in Florida; being relieved by Neil Seyforth. M. J. Creamer from same office resigned to accept better position; Guy Richard transferred from El Monte to take Creamer's position and the vacancy at El Monte filled by E. W. Schultz from the Operator ranks.

Frankly, we were very much surprised after our first look at the P. E. Magazine to see one of the very best transportation magazines of its kind that we have in any way been a part of in twenty-four years of transportation experience. Those responsible for the revival of the magazine are to be highly complimented.

Effective July 20th Motor Transit Company took over a portion of the service between Riverside-San Bernardino and Redlands and service between San Bernardino, Highland and Patton heretofore performed by Pacific Electric. The changes involved have kept A'sst. Sup't. Netzey very much occupied along with the rest of us.

Fifth Street Garage Foreman, Elmer Harper, now on two weeks' vacation and Harry Finch doing the relieving.

Mrs. Alpha Sands, Statistical Clerk from this office, vacationed at P. E. Camp.

W. HOLLYWOOD TERMINAL By A. B. Marshall

We are all gratified to know that the P. E. Magazine has again resumed publication. The first edition stimulated quite a lot of interest among the Trainmen here, who hope business will warrant it being permanent.

The Beach and Hollywood Bowl season are now in full swing, resulting in additional work for the 68 men who are on the extra list at present.

L. W. Capps is taking the place of Roy Bettersworth as Night Terminal Foreman while the latter is enjoying a two weeks' vacation.

It is with pleasure that we announce the marriage of Motorman H. F. Rainey to Miss Wennie Paroli on July 10th. The couple are spending their honeymoon in Dallas, Texas. Congratulations.

There has been on an average of 19 men on vacation at one time since the beginning of the summer season. Those who have recently returned from vacation are: L. E. Cooper from a two weeks' visit in Dallas, Texas; Ted Cuccia from a six weeks' trip through the south and middle west; E. T. Ophus from a six weeks' trip visiting friends in Washington and Oregon and his parents in North Dakota; R. F. Fehn from a two months' stay on his mining claim near Eureka, Calif.; G. L. Gazeley from a visit in South Dakota.

Vacationists at presnet are: J. E. Hawksworth, L. Louderback, G. R. Martin, G. M. Levisse, K. E. Rodecker, O. H. Tuck, C. R. Johnson, F. L. Miller, Frank Mauk and H. M. Christian who is on a three months' leave attending his business in North Los Angeles.

T. W. Hobson made a hurried trip to Texas due to the illness of his mother. R. M. Chaffin was called to his home due to illness in his family.

P. E. Cowden is still on the sick list and G. H. Shoun is in Fresno convalescing from an operation.

Eddie Barnes and M. F. Bidwell have taken runs on the recently inaugurated Glendale bus line.

Victor Lundy reports a goodly catch of bass on his recent fishing trip off Malibu Beach.

Mr. Gibbons, Cashier, still thinks he's the best checker player but doesn't make his brags before Mr. Capps.

Motorman K. D. Murphy has resigned, having obtained a job as steam shovel operator in New Mexico.

STORE DEPARTMENT NEWS By Alpha R. Barrett

Our genial Not-In-Stock Clerk, August Zurborg, has returned from his vacation, spent with his family camping in Santa Ana Canyon, at Green River Camp,—or was it the "Garden of Zorro"?

Les Bolen, after dashing hither, thither and yon, including Oakland and vicinity, is now enjoying a well-earned rest at Los Patos. William Kitto also spent a most delightful two weeks there.

The ambition of George Lucas, one of our versatile young men, is to ap-

pear on the Major Bowes hour. We are not certain which of his talents he would employ, but we doubt not that he would walk away with the prize if teamed up with Eulogio Castro in a tap dance. We have lent an attractive ear to the radio these past two weeks while he has been vacationing (no one knows where.) We are still listening.

There are many good fish in the sea that have never been caught, viz. those not caught by Bill Kitto. On a recent Saturday night, in company with the two Bill Jolleys, Sr. and Jr., he went out on the barge "Ike Walton" off shore from San Diego, all laden with accoutrements preparatory for an extra large haul. Bill Jolley, Jr. caught 24 mackerel, while the results for the two senior Bills was one bass, one barracuda, no tuna and a lingering memory.

We are glad Marcelino Avila is able to be back on the job after a long illness.

LONG BEACH TERMINAL

C. L. Cottingham

From the mad scramble for the first issue of the P. E. Magazine when they were put on the table in the Bull Pen we would judge that all the boys were glad to see it back.

Motorman G. W. Nisbet is back after a trip visiting El Paso, Houston, Dallas and East Waldo, Arkansas. George reports the weather 114 degrees, crops burned up and no rain since May 5th. We understood George went back for a wife but so far No Cigars.

Motorman H. W. Jenkins and family report a wonderful automobile trip in the middle west visiting Mrs. Jenkins' relatives in St. Paul, Minn. and his own in Loveland, Colorado. Drove through a heavy hail storm that nearly de-painted his car.

Assistant Trainmaster C. N. Van Ordstrand and wife just returned from Los Cruces, New Mexico, where his son graduated in Electrical Engineering from the State College of New Mexico. Returning they motored to Yellowstone National Park for a two weeks' vacation.

We are very pleased to note on the inside cover of the first issue of our magazine a message from our President, D. W. Pontius. He appreciates our efforts through the depression and we are pulling out of it in fine shape. Let's all stick together in the future as we have in the past. Then we can put this P. E. over the top.

Another word of appreciation is to be found on page 4 coming from Henry P. Monahan, General Passenger Agent of the S. P. Ry.

Motorman C. O. Humphreys is home from the hospital. He is on crutches, but getting along nicely. Welcome home "Hump" and hope you soon will be on the job.

Harry Pomeroy, Ticket Clerk for years has left the service and we understand he is running a night club on Atlantic Avenue. C. E. Ferguson from

the Los Angeles ticket office has been on duty here as day Clerk until the job went up for bid. R. Haynes, who held the night job for 8 years bid the job in and we are all very glad to see him behind the window. Good luck Bob.

We learn that Trainmaster A. O. Williams has accepted an appointment to membership in the Long Beach Traffic Safety Council by the same body. This is to minimize Traffic accidents in Long Beach and vicinity. Success to Mr. Williams and the entire Council.

Conductor H. N. Christensen has returned from a two months' trip to Denmark where he visited his mother and two daughters. While away he visited Copenhagen, Stockholm, London, Berlin and Hamburg. Christy states that on his trip the S. P. Ry. rendered the best and most up-to-date service of any line he traveled on.

Motorman D. A. Cain bid in the summer Parlor Car job between Newport and Los Angeles. We miss Dave in Long Beach.

Conductor D. W. Smith, wife and family are on a 10-day trip to San Miguel, California. Not getting personal but we know that for several years during Quail season some of our officials and conductors have gone up in that country to hunt, but when they return about all we hear is that the brush is too thick to do any real shooting. We have learned that Donald's mission up there was to burn the underbrush from the hill-sides and this fall we will accept no alibi's, so look out for a real quail story this fall.

M. C. Prosper says that anyone is welcome to go fishing on their boat, but he wants it understood from now on there will be a big sign to greet your eyes reading "no dogs allowed".

Come on with your items boys; this is not a one-man job so let us have your news.

ACCOUNTING DEPARTMENT

Geo. Perry

Vacations

Anna Smith—visiting relatives and friends in the east, also the great Lakes Exposition at Cleveland.

Winfield Scott Hancock Weeks—by train to Arizona and New Mexico; before leaving he remarked that he would keep a lookout for a male and a female Gila Monster to bring back.

Jimmy Gould—to Canadian Legion Celebration in France; will make return via Scotland, his old home.

George Watson—fishing at June Lake in the High Sierra.

Leo Becker—motored to Yosemite.

Sam Taylor—on two weeks' train trip from here to Seattle, thence to Chicago, thence to New Orleans and back to L. A. That is certainly covering as much territory as one can in the allotted two weeks.

John Cattle—to Denver, Colorado, visiting relatives and renewing old acquaintances.

L. A. Lovell—motoring up the coast to visit Santa Cruz and vicinity (Mr. Flesher is pinch hitting in his absence).

Ferdinand Ogden—spent a week at home (Palms).

James (Si to you) Saunders—San Jose and San Francisco and did his girl friends miss him.

Earl Dickey and family—to P. E. Camp.

Irene Falconer—where we'd all like to go this summer—ALASKA.

W. L. Brown—piloting his Plymouth (of which he is justly proud) up the coast to Seattle.

Bob Labbe and family—Monterey and points north.

Laura Drake—at home resting.

The secret is out—the mystery is solved—Kathryn Fox spent her vacation at Lake Tahoe.

Ellen Sparks and mother—visiting in San Francisco.

Mabel Cavender—Kansas City—Latest report 115 degrees in shade—no shade.

Ethel Carruthers—at home (El Monte).

Tom Hinkle and family—a couple of days at good old P. E. Camp.

Bill Reed—Santa Monica fishing. We hear that Bill broke his fishing pole, but we don't know whether it was caused by a large fish or by breaking it over his knee.

Esther Ross—voyage to Panama visiting Fern Umbach, a former employee of the Conductors Accts. Bureau.

Violet Phillips—by train to San Francisco.

Dorothy Gilliam—visiting her parents in Eugene, Oregon.

Elizabeth Linsen—Catalina and San Diego.

Dave Alexander—to Grants Pass, Oregon and vicinity.

John Browne—to San Diego. In making connections with the Santa Fe at Santa Ana he has 5 minutes on the going trip and 2½ minutes on the return trip. This would be a bad place for John to break a shoe-lace or misplace his luggage.

Bob Houseman and family—fishing in the High Sierra.

Some would probably refer to Betty Enscoe as a member of the weaker sex, but we know it would never be the young man of 17 years who she rescued from drowning Sunday, July 19th at State Beach near Santa Monica. The bare report of such a rescue very rarely brings to ones realization the high type of courage required where the rescuer regardless of his or her own life goes to the aid of a stricken swimmer. Our feeble praise is wholly inadequate in the face of such bravery.

Frank Screech is now toying with the idea of forming a Pacific Electric Girls Soft Ball team, but hastens to say that he does not wish to manage the team. This leaves the job of manager open. Now gentlemen don't crowd the line forms at the right.

A hearty greeting to Al Mortensen

of the Asst. Gen'l. Auditor's Office, Southern Pacific Co. in San Francisco, who is temporarily with us again, checking this and that. His duties have brought him to Los Angeles quite often lately and it is a pleasure to again see him.

We promised a wedding announcement in the last issue of the magazine and here it is—Mabel Potter was married to Hilbert Kratzer, July 3rd at the home of the bride. They left immediately for San Diego on their honeymoon. Since we all couldn't attend the ceremony this appears to be our best opportunity to wish them both the best of luck and an abundance of happiness.

Shorts

Louis Tighe is now a resident of that town of retired Iowa farmers—Long Beach. By the way, Louis, aren't you from Iowa? . . . Ben Butler is building a new Spanish type home in Glendale . . . Phil. Still had a novel experience with his car recently when shifting gears the car would only move backwards regardless of where the lever was shifted, low, intermediate or high. Needless to say this condition has been corrected. A Ford V-8 is taking the Russell Hollingers about these days . . . That cheerful grin of Bill Schaaps (pronounced "Shoup") is again in evidence in the Record Room—welcome back Bill . . . Herman Grenke called back for more jury duty.

Wedding Bells rang out in Santa Fe, New Mexico on July 6, 1936, for Mr. and Mrs. Gould C. Smith. The happy pair then left on their honeymoon, motoring to Michigan and including Yellowstone National Park, on the return trip to Los Angeles. Mrs. Smith was formerly Martha Adams of the Conductors Accounts Bureau. We extend herewith best wishes to them both.

PURCHASING DEPARTMENT
By Ray Cragin

Archie Sharp was the first one of the Department to take his vacation. He spent two days in the mountains and the rest shopping for a cheap pair of kilts. The prices were all too high.

Mrs. Peggy Martz spent her vacation in Colorado and Wyoming returning by way of Yellowstone National Park. She was half way home when she discovered she had "one of them" big brown bears instead of Martz and had to drive clear back to the Park to get him.

Miss Ruth Batsch has left for Alaska. This girl is hard to please. She has worked over the whole Southland and can not find that man. Now she is trying her luck in the far North. If she goes to far north she may find herself keeping house in an igloo.

Mrs. J. Van Der Zee is vacationing at Mammoth Lakes in the High Sierras, taking the new camp trailer which was just completed in time for

the trip. She was accompanied by the children and John.

Miss Dorathea Beranek spent her vacation at Catalina Island. She reports having a fine time but felt like the Major in the Army with all the men following her around.

C. C. Fenimore and his family have left for Diamond Lake in Oregon where he expects to catch some of those Goodyear fish that can be made any size. Good thing for other members of the Rod & Gun Club that it is out of the state or he would grab off all of the prizes.

Floyd Gill, big pencil and paper man of the Stationery Store, has just returned from vacation. He went to Kansas City, Chicago and Toledo. While at Kansas City he visited his old home town of Arcadia, Kansas. It was his first visit in fifty-five years. While there he found that the old town barber was still doing business at the old stand. Just for old times sake Floyd got a hair cut. The barber forgot Floyd had grown up and when he returned to work he looked like one of those Arizona Indians.

Mrs. Virginia Oakley, formerly of this Department, is the proud mother of an 8-pound, four-ounce baby girl born July 17th. Mother and daughter are doing nicely. Our best wishes.

George Washington Quesenberry is back from Torrance where he was doing relief duty for one of the other girls there. George says it was a great treat to get back to the old "stamping grounds" and is looking forward to next year. He is getting

ready for his vacation. He reports that he is planning a fishing trip with his cousin Don Fuller.

TORRANCE SHOPS
Willis M. Brooks

You all know by this time, that a Torrance High School Boy—Louis Zamperini, represents the United States at the Olympic Games, this year in Germany, in the 5,000 meter race.

Louis is the son of Anthony Zamperini, Electrical Machinist at the Torrance Shops, which makes Louis a member of the P. E. Family. Congratulations to his dad Anthony and Mother.

Albert Rice, Air Repair & Controller Shop Foreman, returned Monday from vacation spent,—just doing from day to day whatever the impulse suggested. He says he saw Gus Zurborg of the Store, (also on vacation) standing ankle deep in the very deepest part of the Santa Ana River in Santa Ana Canyon.

Versal M. Bates, Winding Room, received a card from Sam Whiting, who, with his family are vacationing

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in Boston and vicinity. Sam reports a fine trip, but very hot weather.

John T. Watson of the Winding Shop is the Bandmaster for the Torrance Municipal Band. This organization has been rendering some very fine music and started the regular Summer municipal concerts Sunday, July 26th. The Pacific Electric is well represented on this band, with the following members: Anthony Zahradnik, Motor Shop, Clarinet; Mathew Laakson, Motor Shop, Trombone; Harry Hillier, same shop, Cornet; Tom Kendrick, Blacksmith, Trombone; John Van Vliet, Machine Shop, Cornet.

From K. L. Oefinger we learn of the forthcoming marriage of his brother E. H. Oefinger to Miss Betty Hammel of Los Angeles. E. H. Oefinger for a number of years worked with Harry Clark in the Pipe and Wiring Shop, but it now a captain in the L. A. Police Department.

John Reese, Winding Shop, and his mother, are on a trip to Pittsburg, Penna. The boys are telling that he is coming home with a bride, but I just can't believe it.

Met Jack McEwing, Foreman, Blacksmith Shop, and asked him if he knew any news for the magazine. "No", he replied, "Just tell 'em you saw me." I learned from other sources however that he recently drove the new Plymouth up Mt. Wilson and that he plans a vacation trip up the Columbia River Highway.

DENTAL DEPARTMENT ANNOUNCEMENT

●

Thanks to increased patronage your Dental Department has added to its staff Dr. Henri H. Voss, whom we know can serve you well.

●

Be assured of our grateful appreciation and pleasure to serve you.

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Our congratulations to Howard Bernhard, Machine Shop, who was married on June 21st to Hazel Henry of Gardena. The young couple are making their home at So. Los Angeles.

Mrs. Chas. Dyer is on a vacation trip to New York. Charley reports

that like everyone else who has been east this summer, she finds it hot.

Mrs. Esther Duncan, Upholstering Shop, claims she caught 5 trout in San Gabriel Canyon Sunday. The story came out in an attempt to gag a story about the arrival of a new son in her family. It developed how-

ever that it was her step-son's son.

Charles G. Hall, Paint Shop, has spent several week ends at Idyllwild during the Christian Church Convention there. He reports that it is well worth the hot trip getting to the resort.

We also learn, in the Paint Shop that Angelo Cerato is digging the cellar of a proposed new home and that he is now in hard pan and keeping a close watch for dinosaur eggs or any other fossil remains.

Watchful waiting by E. O. Straub, Shop Superintendent, was finally rewarded by the arrival of passes to San Francisco where Ed plans to spend some time with his daughter, Rose, viewing the new bridges over the Golden Gate and to Oakland.

We hear a lot about hot weather. When you find the weather uncomfortable in your home town, take a little trip to Torrance and cool off in our delightful cool sea breezes fresh off the Pacific.

OCEAN PARK CAR HOUSE

W. P. Williams

A. W. Day, Terminal Foreman, has returned from vacation with his family at Yellowstone. He came back looking like a two year old.

Conductor Ray French is having a hard time in the hospital and would appreciate a visit from any of the boys. We wish to thanks the boys for the fine way they responded to an appeal to help Ray's family.

If you want to see a really tip-top baby take a peep at Ray Wilcox's new little daughter. She really is a honey. She looks a lot like Ray, but there is enough of "Tiny" there to overcome that.

Business is still on the upgrade in our locality, if you doubt this talk to any of the "Cons" who are working night Short Lines.

Our ball team is really going to town. Last Sunday they defeated the strong Richfield Oil team. This is the first time they have been able to take the measure of this good team.

We think for a real example of courtesy and efficiency in a Conductor you have to hand it to Jimmy Doherty. Just watch him work sometime and you'll see what we mean. He doesn't just use it on "good looking blondes," but treats them all alike.

She: "Oh, Sam! You've asked father?"

He: "No, dear. I've just been in an auto smash."

Sergeant: Did you shave this morning, Jones?"

Recruit: Yes, sergeant.

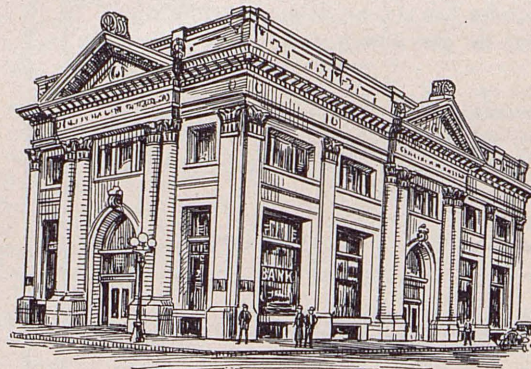
Sergeant: Well, next time stand a bit closer to the razor.

Father: "What! You are heavily in debt and you want to marry my daughter?"

Young Suitor: "Yes, of course—unless you can suggest some other way out of the difficulty."

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SOUTHERN DISTRICT FREIGHT

By J. E. Neville

The notes were omitted from the first issue of the Magazine due to the inability to secure in time. We sincerely wish to do our part in the future issues.

Smiling C. A. Ward, Conductor 8th Street Yard extra board, is home convalescing after four weeks' illness at the California Lutheran Hospital. Here's to a speedy recovery.

W. H. Stevens, "Little Steve" is back after a year off duty through a misfortune and has transferred to his old job, the Harbor Belt Line. He was Yard Master during Walter Beam's two weeks' vacation. We all wish him the best of luck.

Among recent vacationists from this district were F. W. Anders, Butte Street Yard Master. Just plain loafing for two weeks.

A. M. Tang, Butte Street night Yard Master, will be leaving on Monday for a two weeks' vacation, destination unknown. Why not tell a guy? C. E. Newman has the pleasure of relieving the Yardmasters.

C. A. Ranco and his wife are enroute on a two weeks' visit with their relatives in Portland and Seattle. Wishing them a pleasant trip.

M. M. McCarty, Conductor, Long Beach yard, is away on a week's vacation. Destination a secret?

E. W. Whiteside, our Terminal Trainmaster at 8th street yards, has recently returned from a well earned vacation. Here's hoping he had a pleasant time and a good rest.

We can't know all that is going on, so will appreciate a memo giving news items about the boys from Southern District freight. These should be received by the 18th of the month to get in the current issue of the Magazine.

6th & MAIN TERMINAL

Lee Goodman

Vacation news develops that:

Assistant Superintendent Cox is away for 15 days the last of July. Train Master L. Antista says that Mr. Cox may be found in a quiet cove at Lake Arrowhead. We will let you guess what he was doing.

Dispatcher C. B. Smith is on an extended leave to his ranch in Oregon.

Ben Hammack had a pleasant visit to Seattle.

Arnold Pervin was away for 9 days visiting at the nearby beaches.

Thomas C. Garnett and family had a most enjoyable trip vacationing in Idaho. They went via Portland and returned by way of Salt Lake City.

Fred C. Groth is on the way to see the big city of New York.

The following trainmen have transferred to freight from 6th & Main terminal, Roy Vanderpool, J. O. Gayer, James Antista, R. J. Nagle and C. R. Copeland.

Several trainmen have been on sick leave, among them:

Walter L. Carson was operated on for appendicitis and is now back to work.

Guy V. Brown was also operated on for appendicitis. Last heard from was home and doing well.

Robt. M. Simpson was off 9 days with sciatic rheumatism.

Wm. F. Silvers is away on account of rheumatism.

Because of recurrence of an old trouble, George Carter is away on sick leave.

Those night trainmen on the Walker Line are sure tasting prosperity. O. D. Holt has a new Chevrolet Sedan, while Joseph F. Zwissler sports a new Dodge.

Attention: A contest for the most handsome trainman is being conducted at the Los Angeles St. Terminal. All those who want to compete file application with J. C. Bringard or R. F. DeFrank.

PASADENA TERMINAL

By Edmond C. Fox

The old terminal office, a landmark on North Fair-Oaks Ave. for forty years, has been razed and we are now located in more modern and spacious quarters over the carhouse on Raymond avenue. Trainmen wish to express their appreciation to the management and Pacific Electric Club in giving utmost consideration to the arrangement and furnishing of the recreation room.

D. B. Van Fleet and wife took a vacation the latter part of June, boarding a flier for the east on a one-way ticket, their objective being Detroit, Mich. A new Plymouth Coupe furnished transportation for the return trip. What could be more delightful.

O. L. Sweek, formerly of our Trainmen's ranks, is now in the capacity of Receiving Cashier. I voice the feelings of others when I say he merits the warmest commendation for the manner in which he handles the job.

Worthy aspirations for better things won for R. Nywening a position with the Federal Government. He is now in San Francisco having been granted a ninety day leave. Congratulations Mr. Nywening and may your new undertaking be one of achievement.

Our genial H. D. Haverick left recently without the slightest delay for points in Ohio. A telegram announcing illness from Mrs. Haverick's parents carried out its purpose.

J. A. Birmingham, wife and daughter are on a vacation cruise up the coast to Seattle, Vancouver and Victoria. They will visit friends and relatives enroute.

Do you know that D. B. Gardner, our Pacific Electric Club representative, is also a member of the governing board of that same organization and that he is taking genuine interest in our Club affairs?

G. S. Blaine and family are vacationing at Yosemite in a novel way.

Mr. Blaine takes the family to the National Park by auto, after a week's sojourn he returns by train, resuming his duties as Motorman. A few weeks later he will return to Yosemite by train, have another week's vacation with his family and then drive home.

S. VanWickle is getting to be another Izaak Walton when it comes to fishing. He will soon be as good an authority on deep sea fishing as Harvey Williams on angling.

W. J. Hunt took time off and with his family drove to Yosemite Valley. After several days at Camp Curry they started for home, returning by way of Wawona trees and the giant sequoia. It was a great treat and a wonderful time was had.

Fred Marsh, Mechanical Dept., and party of friends, have recently returned from a four day motoring trip that took them to the Grand Canyon, Zion National Park, Bryce Canyon and Boulder Dam. The trip was absorbingly interesting.

MACY STREET TERMINAL

Arthur Kraft

Motorman O. W. French and Conductor L. T. McCabe, who for the past several months have worked together on a Sierra Vista run, sort of got back at each other the other day. French bid in a one-man Watts run, and McCabe threw up his Sierra Vista run to work on the extra board. French's run calls for a Motorman the last two trips, during which time he becomes the Conductor. It so happened one day that McCabe was to be French's Motorman, and as McCabe left the Macy street club room he said, "Here's where I get even with French."

Terminal Foreman W. E. Booth and Conductor A. E. Amos went Elking during their recent convention here, both partaking in the activities and celebrations, helping to make them the success they were.

Dispatcher L. J. McGrath is back on the job again after he and his family had vacationed to Lansing, Michigan, where they bought a new Oldsmobile. On their return trip they visited relatives in Missouri and Texas, and almost the city jail in Covina. Mac was doing 60 in a 45-mile speed restricted area while passing through Covina and was personally notified of his exceeding speed by a local officer.

The Copeland boys have now made it unanimous as far as visiting the south this year is concerned. Conductors C. W. Copeland of the Southern division and B. L. Copeland of Macy street just returned from a visit to their folks' home in Tennessee, and at present R. S. Copeland is there with his family.

Another vacationist was Motorman Jacob Landis who visited the drought stricken Dakotas. I guess after seeing the hardships back there, his Glendora paper train run doesn't seem so bad.

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Greetings!

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