

PACIFIC ELECTRIC

Magazine

Vol. 17 No. 6—December 10, 1936



Christmas Greetings



ANOTHER HOLIDAY season approaches, and it is my pleasure to sincerely wish each employee and their family members a very Merry Christmas.

We may be grateful that during the past year our Nation has seen a material improvement in its economic structure, and that the future looms brighter.

Our own railway has experienced an increased volume of business and there are hopeful indications for the coming year. We are confronted with some momentous problems, however, brought about by changing conditions which your management is endeavoring to meet. We are hopeful of their ultimate solution.

Looking back over the past year there are many things which make this Christmas season a happy one. Our Nation has been at peace; we have been steadily employed; our association has been pleasant, and most of us enjoy good health. There are many less fortunate.

Speaking for the management, and myself personally, I wish to express appreciation for the splendid and effective efforts you have put forth during the past year.

I repeat, a very Merry Christmas and happiest of all New Years.

Sincerely,

A handwritten signature in cursive script that reads "J. D. Pontius".

President.

P. E. Handling of Race Horses to Santa Anita

Kings of the Turf Receive Prima Donna Attention as They Journey Over Our Lines to Participate in 53 Day Winter Race Meet.

WITH two successful seasons behind it and the third scheduled to get under way on Christmas Day, horse racing staged by the Los Angeles Turf Club at Santa Anita Park has been instrumental in developing additional revenue, both in passenger and freight service of very worthwhile proportions.

It has been estimated that for the coming season our passenger trains will handle more than a hundred thousand fans during the 53 day meet, which ends March 6th. Also, it is expected that about one hundred carloads of prized race horses will be handled by our motors from steam line yard connections direct to the racing plant (15 miles from Los Angeles), served by a spur off our Monrovia-Glendora line.

The shipping of race horses by railroads, the special cars provided, their care and attention enroute by trainers and handlers is one of the most interesting chapters in railroading. Despite the heavy toll from owners, which their horses' weights exact, practically all race horses are shipped under express rates which permits their travel in transcontinental passenger trains. To know the annual shipping cost outlay of some of the large stable owners is to appreciate that horse racing is, truly the "sport of (finance) kings."

A specially equipped all-steel horse car is used. Maintained almost as cleanly as Pullman cars, these units are fitted with padded stalls, water tanks, special sanitary provisions, fire prevention equipment and quarters for trainers who always accompany. Most shipments are of twelve horses, but some of the cars can handle as high as eighteen. This large number is seldom shipped, however, except for short distances.

Contrary to the popular belief, horses are not exercised enroute, except in very rare instances. By eliminating all barley and oats, and confining their steeds strictly to a hay diet, trainers find that a horse in good racing condition when starting a journey across the continent usually requires only a day or two after its arrival at destination to regain good racing form. Avoidance of drafts, horses being very susceptible, is the precaution most seriously taken. Cars are never heated due to cold weather, nor blankets used as warmth producers.

One of the bugaboos a trainer experiences in traveling with his charges is to see that the pet, which horses frequently adopt, is kept constantly near at hand. Sometimes a dog, or barn yard fowl, but most frequently a goat, horses that have taken unto themselves such a soul-mate refuse food and water, neigh, kick and bite

until their comrade is placed beside them. With all the temperament of a movie queen, one noted champion of the turf refuses to leave its stall unless accompanied by its pal-goat to the paddock, and on arrival back at paddock after the race greets him with head rubbing gestures which seem to say "howdy, old pal; it's years since we parted."

In the past two seasons more than one hundred and sixty carloads of racing horses have been handled over our lines from steam line connection, both inbound and outbound, without even a single minor injury. Advanced information on arrival is received both from the Express Company and connecting line and in every instance shipments have been set out at race track in one hour or less after arrival on our line. Our loading and unloading facilities at the track are capable of handling ten cars at one time and compare favorably with any facilities elsewhere.

Complimentary to our freight train forces, track officials and trainers, particularly, have frequently commented upon the good service they have received in the handling of car shipments over our lines. The record of no injuries in handling of more than one hundred and sixty cars to date, bespeaks the reason and timeliness for their complimentary appreciation.



Arrival of several carloads of thoroughbreds for the current season at Santa Anita via P. E. spur. One hundred thousand passengers and one hundred carloads, inbound and outbound, of prized animals will aid revenues during the coming 53-day meet.

FINE SERVICE IS ARRANGED FOR SANTA ANITA MEET

The third annual Santa Anita horse racing meet will open on Christmas Day with 53 days of racing predicted to attract the elite of national turfdom to Southern California. H. O. Marler supplies the following interesting data regarding our handling of herds of racing fans.

Embracing 210 acres of the old Santa Anita Rancho, Santa Anita Park is located within the city limits of Arcadia approximately 15 miles northeast of Los Angeles, at the junction of Huntington Drive and Colorado boulevard, and is served with convenient rail transportation over our Monrovia-Glendora Line.

While still in its infancy, the Los Angeles Turf Club, operators of the Santa Anita Park Race Track, the first meet having opened on Christmas Day of 1934, is offering the richest purses for running races in the history of the United States. There are 17 stake features on the racing program with purses ranging from \$2,500.00 to \$100,000.00 added, the latter being the prize for the famous Santa Anita Handicap to be run on February 27.

Being located on and served by our rail lines, hundreds of racing fans are transported from various points in Southern California to Santa Anita Park. The average race day travel via our rail line to Santa Anita Park last season was 1,357, while the maximum travel on a single day was 4,525 passengers for the famous Santa Anita Handicap event.

In order to provide adequate service for the large volume of traffic, a special schedule is placed in effect each race day with trains leaving Los Angeles Main Street Station at 10:00 a.m., 10:30 a.m., 11:00 a.m., 11:30 a.m., 12:01 p.m., 12:20 p.m., 12:45 p.m., 1:00 p.m., 1:30 p.m. and 2:00 p.m., such schedules providing a nucleus for travel requirements. On days when travel is fairly heavy, equipment is in position and loading almost continuously between 11:00 a.m. and 1:00 p.m., resulting in the operation of several trains, in addition to those on the published race train schedule. Hourly return service is operated throughout the day, and extra service to meet travel requirements at conclusion of the racing program. A supervisor is assigned to the handling of the race track service in order that all operating matters pertaining thereto may be properly handled.

Operated in trains of three and four-car units, from 25 to 80 interurban cars were required to handle the race track travel each race day last season. With an increase in travel anticipated for the coming event, preparations are now being made to handle additional thousands of racing fans during this season's 53-day meet.

That travel via our line to and from the race track is both convenient and economical is shown by the fact that the race track travel last year showed

Skating at P. E. Camp

WINTER visitors at P. E. Camp need no longer to hike or motor miles to enjoy winter skating. A rink within the confines of the Camp will be available to the hardy ones who wish to indulge in this thrilling winter sport.

The tennis court area in the Camp's recreation grounds has been prepared as a skating rink and when the daily-expected freeze arrives will be water flooded to a sufficient depth to insure a rink of plenty size to indulge in all fanciful antics that go to make winter skating the thrill we enjoyed in far eastern climes.

Watch for bulletin from the P. E. Club of the rink's readiness and make your week-end reservation early.

Following the success and good attendance at the special Thanksgiving day turkey dinner at the Camp, preparations are now being made for a New Year's eve celebration at the Camp. First come, first served.

Watch for Bulletin and make reservation now at the P. E. Club office.

an increase of 20.6 per cent over that of the previous year.

The running time between Los Angeles Main Street Station and Santa Anita Park Stop, which is located approximately 1500 feet from the Club House, is 35 minutes, considerably less time than is required to drive an automobile through traffic between the two points.

An excursion fare of 50c a round trip is effective during the period of the race meet, such tickets being honored on all regular and special trains between Los Angeles and Santa Anita Park and have a return limit of 10 days from date of purchase. Persons making frequent trips to the track are afforded the opportunity of further reduction in transportation cost by the use of Ten-Ride Commutation tickets at \$2.25, or 45c round trip.

Basing our appeal to the traveling public to use Pacific Electric trains as being the—Fastest—Most Economical—Most Convenient Transportation Service to and from Santa Anita Park, an extensive advertising program is now in progress.

A man who saw a sign, "Iron sinks," went inside and remarked that he knew it. The bright clerk answered: "Yes, and time flies, but wine vaults, sulphur springs, jam rolls, Niagara Falls, moonlight walks, sheep run, holiday trips, scandal spreads, rubber tires, and wire stays."

The visitor left, but returned, stuck his head in the door, and remarked, "And marble busts."

WOMEN'S CLUB GIVE CHARITY IN FOOD AND CLOTHING

The Women's Club held just one meeting in November due to Thanksgiving holiday but it was one of keen interest, or at least should be to every woman—a talk and demonstration on "Beauty Culture".

It has been said there can be no success without confidence and nothing wrecks confidence like the sense of inferiority in personal appearance, so it was a very attentive audience the charming speaker had on Nov. 12th.

Reports of the several Chairmen were given, lovely Cello solos by Mrs. Womersley, accompanied by her daughter, and a tasty bite to eat, which savored of Thanksgiving, made the one meeting a very pleasant one.

Mrs. J. B. Green, the Club's efficient Welfare Chairman gave a splendid report for November. Twelve substantial boxes of food (a roast included in each one) delivered at Thanksgiving time. Ten men employees of the Operating, Signal, Mechanical and Engineering Departments furnished complete outfits of clothing; three women employees supplied with warm clothing, and several families in the women's Club given very material assistance. We're happy to have this report printed, so that all of the employees will know the work the Women's Club is striving so hard to do.

We want our organization to be a worth while one. We are not a large one, but every cent raised from bazaars, card parties, raffles, etc., goes to help the less fortunate ones in the company's employ. So please remember when you're asked to buy tickets on different things "it's all in and for the family."

For the month of December only one meeting will be held. This meeting will be held on Dec. 17th, and it will be the Club's annual Christmas party (a costume party). Last year's party was a riot of fun, so plan to come. And now writing for the Women's Club we want to express to all "Heartiest wishes for Happy Holidays".

—Mrs. Lon Bishop.

GYM CLASS MEMBERS

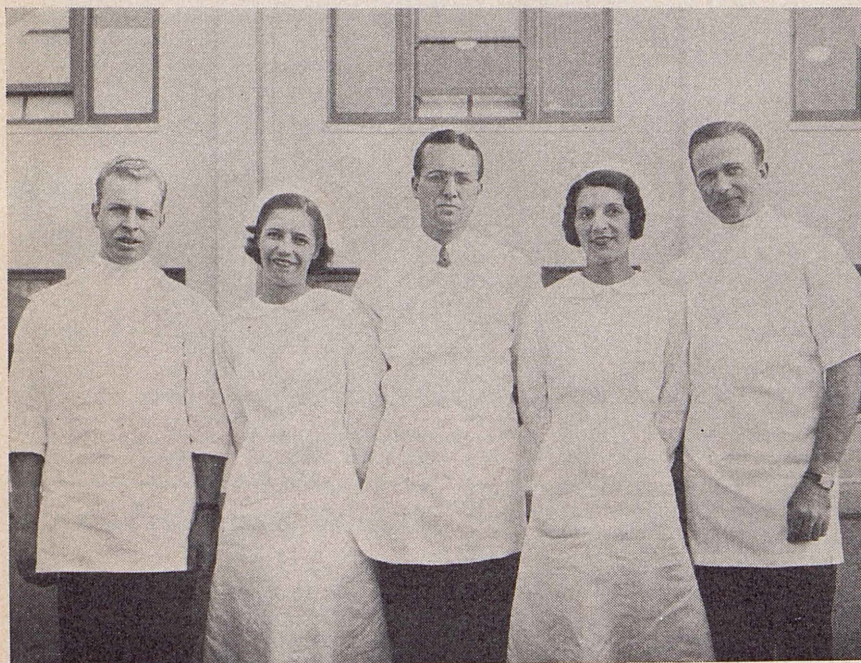
With eighteen employees already enrolled and the number being increased from week to week, there is still a welcome and plenty of room available for others who wish to avail themselves of the thrice weekly gym classes held at the Subway Terminal gymnasium headquarters.

Bill Gillespie, an advocate and instructor in the Milo system of body building give free instructions on Tuesday, Thursday and Saturday of each week from 5:00 to 7:00 p.m. "This is all the exercise that is needed or advisable for the average worker, and the actual build-up is entirely up to the individual," says Mr. Gillespie.

The Club Gym is one of the most completely equipped in the city and is available to all Club members at any time during Club hours.

The Modern Trends in Dental Science

Dental Profession Has Made Long Strides in Improving the Science.
Quality, Rather Than Low Cost, Best Investment.



Pacific Electric Dental Department staff: left to right—Robt. Matson, Laboratory Technician; Mary Barnes, Nurse; Dr. Ben A. Patton, Dental Surgeon; Ann Casper, Nurse, and Dr. Henri H. Voss. The department is just concluding eleven years of worthy dental service.

By Dr. Ben. A. Patton,
Dental Surgeon

THE purpose of this article is to bring to you the progress and improvements in dentistry since the establishment of the Pacific Electrical Dental Department, in February, 1935.

At that time D. W. Pontius, President, and Dr. W. L. Weber, Chief Surgeon, signified their approval of a Dental Department under direction and jurisdiction of the Medical Department.

The purpose of this affiliation was to enable employees to obtain good modern dentistry at a limited fee schedule; and that the payment of necessary dental services for employees and their families could be met by payroll deductions over a period of months without carrying charges or interest.

Since the beginning of this office eleven years ago, dentistry has made definite strides forward along with the Medical profession. In 1925 it was almost impossible to cast a gold inlay and have it fit properly without being short or open around the margins, which of course in a few years would mean decay getting under the inlay.

This condition would mean the loss of either the inlay or the tooth, providing the leak had not been discovered with the X-ray before it was too late. We now have an improved casting facility which makes it possible to cast inlays that fit perfectly with-

out having any open margins for decay to start. That is why we now consider a gold inlay a permanent filling.

Modern Practices

The modern offices are using more than ever before a gold filling called the "Gold Foil". This is a gold leaf restoration which is malleted into the cavity and was one of the first materials used for filling teeth. I have seen this type of gold filling which had been in teeth for fifty years and was still in perfect condition. Where indicated the gold foil is the best and most permanent filling we have, even surpassing the gold inlay. It is the only filling which has stood the test of many years of improvements.

Silver Alloy, or Amalgam fillings, which mean the same thing, have also been improved in the last few years. The main improvement has been a better mixing of the ingredients which are amalgamated with mercury, resulting in a filling that has more edge strength and less shrinkage. Both of these factors are essential in reducing the margins from opening up with resultant decay getting beneath the filling. Even in spite of this improvement these fillings are not considered permanent. Occasionally we see patients having had silver fillings in their teeth for many years, but the average life is about five years. The trouble with having silver fillings re-

placed, is that invariably decay is found under them and the cavity must be made larger, so that after a few replacements there is very little tooth left to hold a filling. When the tooth has reached this state, only a large gold inlay will last and restore the tooth. Consequently, the silver alloy filling frequently is the more expensive type of restoration, both from cost and from the viewpoint of saving the teeth. However, this kind of filling has been improved to the state where as a temporary measure and where it is indicated, now renders very effective service.

Silicate Cement, or Synthetic porcelain, which is widely used in the filling of cavities in front teeth, due to its natural tooth color, is the type of filling which has shown perhaps the most striking improvement of all in the past decade. During the early years of its use one of its ingredients, an acid, was of such strength that it was soon discovered that nearly every tooth in which deep fillings of this material was used, had died, due to the irritation.

Today, due to unceasing research and constant improvement, silicate cement may now be used in practically all cases with the greatest of safety. In addition, the color blending has been improved to the point where the restoration is not noticeable. Balancing its perfect appearance, however, is the lack of permanence. Due to the action of the saliva, these fillings seldom last more than a few years, and in some cases only a few months, before the surface begins to wash away and eventually become pitted and stained, necessitating replacement. The permanent counterpart of the Silicate cement filling is the baked Porcelain Inlay. This material is a solid mass, similar to glass or china, which is baked or glazed to fit the cavity, then cemented in like a gold inlay.

Quality a Sound Investment

An impossibility a few years ago, the Porcelain Inlay is still a very difficult type of restoration to construct properly and therefore is rather costly. In spite of this and because of its permanence and high degree of beauty, the inlay is now in great demand, especially with women patients, where appearance is considered of more importance. In such cases the cost of the porcelain inlay is a sound investment. Porcelain is also used with great success on teeth that are badly broken down by restoring the entire surface with a porcelain cap or jacket, which matches perfectly the surrounding teeth.

Many persons complain of the high cost of dentistry. If all would stop and think for a moment, they would realize that the yearly depreciation of their cars, which is a luxury, is much more than they would ever spend yearly on their teeth, which is a necessity, for good health.

Dentistry does become an unnecessary expense when patients go shopping for price alone and receive unsatisfactory work which too soon must be replaced. It is these continual replacements that does make

dentistry expensive, and the sooner patients realize they get only what they pay for, then will fewer teeth be lost and dental bills be reduced. Go to the Dentist whom you have confidence in because of his ability and knowledge which he has spent five and six years of intensive study to master, and not because that Dentist's fees may be a few dollars less than those of someone else.

The deduction system in this office is a help many times in securing good dentistry. You receive the cash estimate and if you wish to extend your payments to monthly ones that is entirely optional.

Dr. Henri H. Voss and I wish to extend our appreciation to those whom we have served and who are continually sending their families and friends to us. We wish also to again thank Dr. Weber and his competent Medical Department for their helpful support.

FOUR EMPLOYEES CALLED

The inevitable call to the Beyond beckoned to four of our comrades last month, as it did also to two wives of fellow workers.

Those who answered the calls were:

Lisle H. Foord, retired, Transportation Dept., William H. Killman, retired, Electrical Dept., John J. Bell, retired, Mechanical Dept. and Duncan W. Eastman, Carpenter, Engineering Dept. The wives departed: Lorretta Spaeth, wife of Louis B. Spaeth, Mech. Dept. and Sarah Mae Betruie, wife of Jos. A. Betruie, Agency forces.

The Magazine respects the sympathy we know the entire employee mass extends to those deprived of their loved ones.

STILL CHANCE FOR POETS

The soul-stirring plea of our Treasurer, M. S. Wade, inspired by the difficulty he and his associates daily encounter, for someone to write a jingle that would mentally mingle (gosh, he's got us rhyming, too) everytime we sign a check to do so on the left end, brought at least two offerings worthy to repeat:

From Frank J. Svenson of Torrance, we are admonished—

If married or single,
If dull, or if deft,
Remember this jingle—
And sign on the left.

L. F. Prince, Towerman, would have us follow this advice:

I turn my pay check over from me,
After I have read my name,
Then I sign across the left end—
We all should do the same.

The contest is not yet closed, and to Mr. Wade's prize offering of a cast iron smoke wreath, the Magazine will add as an additional incentive a barbed wire bath mat to the winner.

"My wife always gets historical when I stay out late at night."

"Hysterical, you mean."

"No, historical. She digs up all my past."

Railway Facts That You Should Know

Presenting an Assembly of Current Information Showing
the Breadth and Scope of Company's Operations

THE Pacific Electric Railway system represents an investment of approximately \$110,000,000 and dates its growth in line with the development of Southern California since 1895, its total track miles at that date being ten and a quarter. Today, over 1100 miles of track are in use, extending from Los Angeles for a radius of approximately 75 miles, and over which in excess of 3000 trains per day are operated. Freight and express service is also operated, serving fully every community on our lines.

PACIFIC ELECTRIC RAILWAY

Mileage of system (single track miles).....	1,103.43
Incorporated cities served	56
Total passengers carried (estimated 1936)	80,000,000
Freight carloads handled (estimated 1936).....	100,000
Railway car equipment owned and leased:	
Passenger cars	657
Freight cars	2,254
Motor coaches operated	196
Electric locomotives	52
Express cars	27
Total equipment operated	3,176
Number of trains daily from various termini of system:	
Local trains	3,324
Freight trains	55
Express trains	30
Mail-Passenger Trains	223
Interurban trains	2,033
Mail trains—R. P. O.	12
Total number of trains daily	5,368
Number of trains daily in and out of Los Angeles:	
Passenger trains	3,025
Freight trains	40
Total	3,065
Average daily passenger car mileage	50,750
Number of motor coach trips daily in and out of various termini:	
Local	1,232
Interurban	486
Total	1,718
Daily motor coach mileage	10,300
Number of power substations in system	
Kilowatt capacity	70,605
Total mileage of electric power transmission	1,725
Safety equipment:	
Interlocking plants	29
Automatic Block Signals	118 mi. S. T.
Automatic crossing flagmen	640
Switch lamps	1,100
Light Circuits	22.75 mi. S. T.
Approximate investment in operative safety appliances	\$1,700,000
Mechanical Department:	
Main General Shops—Torrance, Cal. Subsidiary Shops at West Hollywood, Macy St., L. A., San Bernardino, and Butte St., L. A.	\$1,986,800.00
Investment in shops, including land	4,800
Average number of employees	\$7,287,500.00
Average Annual Payroll	\$ 967,179.00
Average Annual Tax Bill	\$1,291,740.36
Average Annual Power Expenses	\$ 107,645.03
(Or an average power expense per month of)	\$2,712,500.00
Average Annual Trainmen's Wages	\$1,633,700.00
Average Annual Maintenance of Ways & Structures (this expense being for maintaining tracks, overhead bridges, stations, etc.)	\$1,572,200.00
Average Annual Maintenance of Equipment	
MOTOR TRANSIT COMPANY	
Road mileage served by system	617.4
Number of cities served	76
Passengers carried (1935)	2,527,980
Number of motor coaches in operation	82
Coach departures daily from various terminals	347
Number of coaches daily in and out of Los Angeles.....	278
Average daily coach miles	136.85 per coach
Approximate total investment	\$2,400,000
Number of employees	158
Annual Payroll	\$ 215,000
Annual Taxes	\$47,861.36
Power Expense (gas and oil)	\$ 70,134
Equipment Maintenance Expenses	\$ 113,250

Post-Course Reveals Many "Whys" to Coach Operators



One of the classes in "Operating Automotive Engineering," conducted by L. H. Appel, Asst. Electrical Engineer (foreground) and F. C. Patton (standing). The broad course being given has evoked inquiries from many coach carriers throughout the United States.

MANY BOOKS GIVEN LIBRARY

The P. E. Club library was the recipient last month of book donations to the amount of more than three hundred, for which it wishes to express kind appreciation in behalf of users of the library to—

Mrs. Roy J. Coultis, wife of recently deceased Mechanical Department employee, who gave a total of 278 works of fiction by many popular fictionists.

Simon Henstra, Janitor, West Hollywood Terminal, for 61 books of science and fiction.

E. H. King, Agent, East Long Beach, for one volume of five books on "Traffic Management."

All of the books received were in splendid condition and have been added to the library's circulatory list.

With these fine additions the library now ranks, both in quality and number, with most other utilities maintaining a library for its employees.

STAMP COLLECTORS

"Our Postoffice Department is about to get started on another four year run, advises F. N. Compton, Philatelist. "The long expected Army and Navy series which is now believed to result in a total of ten stamps is due to make its debut Dec. 15th, 1936. You first-day enthusiasts should get started—again.

"We tried to get word to you last month about the Philippine Arnacal Air Mail surcharges, as we had a few sets at cost. We may get some more.

"We now have a few sets of Philippine Commonwealth Anniversary issue (3 values) which are available at cost, as long as they last.

"The next meeting will be at the P. E. Club on January 4th which will be adjourned early to attend the auction sale at the Los Angeles Philatelic Club.

PROBABLY the most comprehensive and broadest course yet presented to motor coach operators and supervisory forces, L. A. Motor Coach employees and those of the Pacific Electric's coach service are receiving a post-graduate study in the various "whys" of coach operation.

Called, more or less aptly, "Operating Automotive Engineering," the three, two-hour classes weekly have an enrollment of 105 students. It is under the tutorship of L. H. Appel, Asst. Electrical Engineer, who, with F. C. Patton, General Manager of the L. A. Motor Coach, and O. O. Canning, Asst. Manager, collaborated in the preparation of the board course being offered.

As a continuance of a course in "Highway Transportation," presented by Messrs. Patton and Canning last year, the subject text this year was designed with the thought of presenting a thorough training in the fundamental concepts of the mechanics of motion, with particular emphasis being given to the practical problem in velocity and acceleration taken from daily experience. The importance and intimate knowledge of the foregoing of those engaged in motor coach service is seen from the fact that they are selling a service that deals with and involves velocity, or speed.

The course is divided into six fundamental units, namely—

Report writing; Applied mechanics of motion; Graphic methods; Operating principles of internal combustion engines; Material, Fuels and Lubricants; Automotive Economies, including standards of operation and performance factors.

All of the importance sub-features in each of the foregoing are studied at considerable length, and while space does not permit full mention here, the following highlights will permit the reader an insight to some of the type of problems investigated:

Timetables and schedules are mathematically and graphically prepared.

All types of speed, or velocity, problems involving every conceivable practical situation are considered, so that the relationship existing between time, distance, velocity and acceleration (de-acceleration) are definitely understood.

Practical problems are assigned to coach operators who make the necessary test runs. The resultant data is compiled for class information and discussion, and serves as a means of confirming theoretical results.

Similarly, all subjects are treated both theoretically and practically.

The principal subjects are supplemented by the use of industrial motion pictures, and experts from allied industries are invited to give talks. Visits to automotive plants break the frequency of class gatherings.

The sponsors of the course feel that many shortcomings, errors of judgement and abuse of equipment is, for the most part, due to a lack of information and knowledge, and that with understanding will come greater safety, higher respect for equipment, the effect of which will be better public service, performance and efficiency.

The course is one of many being sponsored by the Educational Department of the P. E. Club.

The Reason

"Why is it fat men are always good-natured?" somebody once asked the late President Taft.

Mr. Taft replied: "We have to be, seeing that we can neither fight nor run."

Wife (heatedly): "You're lazy, you're worthless, you're bad-tempered, you're shiftless, and you're . . ."

Husband (reasonably): "Well, my dear, no man is perfect."

"Darling," asked the dumb bride making out the daily budget, "should the light bill be charged to 'current expenses'?"



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

N. B. VickreyManager, P.E. Club

Paul T. PorterEditor

To all members of the Pacific Electric and Motor Transit families the Staff of the P. E. Magazine extend sincere and happy Christmas greetings.

—Editor.

ONCE more we are in the midst of the three notable holidays that mark the close of the old and beginning of a new year.

As a group we had much indeed to be grateful for on our Thanksgiving celebration. We are prone to overlook our blessings, but let's just ponder over a few:

Most of us enjoy good health, that many a man would give a million or two, yes, a kingdom to possess.

We have loved ones who became nearer, and dearer and more fully appreciated with the passing of time.

We are fortunate to be steadily employed and to live in a paradise that the Creator must have patterned with extra pride and effort.

We live in an era when life yields more joy, more comfort, more thrills, more ease, more play—more everything worthwhile than ever before.

The festive season of Christmas, only a few days distant, is symbolic of the greatest gift of mankind. But to enjoy it the fullest we must "clean house"—both heart and mind. We must see only the good, and be blind to the weaknesses and shortcomings of our fellows, remembering that we too possess our share of the latter. What a pity the ideals that Christ-

Christmas Party at Club

YES SIR! Ol' Santa is going to greet the youngsters at the P. E. Club.

It will be on the evening of Thursday, Dec. 17th. So remember that date all you kiddies, and remind mother and dad.

And it's going to be lots of fun for both young and old. Here's the programme:

Beginning at 7:30 p.m. in the Club theatre, there will be a fine orchestra, the Glee Club will sing some lovely Christmas carols, and there will be dancing and singing by young folks. Follows then the big event of the evening—Old Santa himself will greet the youngsters in the Club ballroom and he's got a gift or two for them, too.

With the young folk happy, the balance of the evening will be devoted to dancing to the tunes of Flo Kendrick's dance orchestra. This orchestra played for the first time at the Club's dances last month, and so numerous were the compliments that it has been engaged for several dances to come.

Why Big Men Are Big

The story is told that during the Civil War Jefferson Davis one day wanted a reliable officer for an important command. He asked General Lee what he thought of a certain man by the name of Whiting for the post. Lee commended him highly. One of the latter's officers was greatly surprised at the General's commendations, and, calling him aside, asked him if he knew what unkind things Whiting had been saying about him. Lee said, "I understand that the President wanted to know my opinion of Whiting, and not Whiting's opinion of me."

Big men are too magnanimous to notice criticisms or slights. It is the small man, who is carried away with his own importance, who cannot overlook personal attacks.—Success.

mas inspires do not linger from one Yule season to the next!

And as we greet the New Year, remember—

'Tis the time for resolutions,
Some you'll keep, but more you won't,
Make a plenty, so in keeping,
Some will balance those you don't.

Bear a smile, for all you contact,
Just a word or two of cheer,
Keep your disposition sunny.
Start aright this Glad New Year.

And the justice of endeavor,
Well wrought service, kind, sincere,
Will return Life's truest blessing
As you travel through the year.

Grace Ruberg Ballard.

CHRISTMAS CUSTOMS ORIGIN

Have you ever stopped to wonder why, at Christmas time, people put gaily decorated pine trees in their homes, bedeck their rooms and windows with mistletoe and holly, send greeting cards to friends, and finish off their feasting with good mince pie?

These and other Christmas customs, that seem so natural and ageless to us, all had a beginning somewhere, and the origins of most of them are very interesting.

The practice of putting up evergreen trees, for example, was originally an ancient Roman custom and was once roundly denounced by Tertullian, an early Roman writer. In the Rome of the Caesars, the pagan citizens adorned their houses with sprigs of evergreen at the time of the New Year festival. In Germany and Holland began the custom of decorating evergreen trees during summer festivals, and in ancient Alsace, the celebration of the New Year was marked by the erection of an evergreen tree in fountains and public squares. These trees were decorated and were kept in place the entire year. Gradually, the custom was adopted for Christmas and the tree became a "Christmas tree". Scandinavian and German countries were the first to make much of the Christmas tree, and in those countries it was first lighted with candles.

In winter, most plants are leafless, sapless, brow and dead. But not mistletoe and holly. These plants are not only green in winter; they bear fruit also. Hence it was only natural that our forebears should have used them, as symbols of life and fertility, to decorate their homes, first for New Year festivities, then for Christmas.

Kissing under the mistletoe is an old English custom, and began with a kiss for every berry until the berries were gone.

In old England, mince pie, when eaten in a different house on each of the Twelve Days, brought a happy month for each day. From this belief dates the popularity of these pies as part of the Christmas dinner.

Christmas greeting cards came into popularity much later. So far as is known, the first cards were printed in London in 1846. Up to this time, ordinary visiting cards with "A Merry Christmas" written upon them had been used. The new cards more Christmas scenes, and pictures of robins.

New Christmas customs are developing among us today. New ways lead to new habits, new habits to new traditions.

"And has she made him a good wife?"

"I don't know about that. But she's sure making him a good husband."

He was seated in the parlor
And he said unto the light,
"Either you or I, old feller,
Will be turned down tonight."

"Stream" Cleaning Transmission Line Insulators

By R. M. Cobb,
General Line Foreman

IN THE maintenance of our 15,000-volt transmission lines, the problem of proper washing of the porcelain insulators at regular periods has often been the subject of long and serious thought by those responsible for keeping the lines in good operating condition.

Due to the peculiar shape of the high tension insulator, with its many petticoats or skirts, it presents a natural receptacle for dust and dirt. Over a period of several months, this accumulation of dust assumes the role of a good conductor of electricity, especially when aided by the moisture content of a good heavy fog.

When conditions reach the point where the porcelain insulator ceases to insulate due to this coating of wet dust or dirt, the electricity follows the path of least resistance, leaving the wire and following the wet path down the insulator onto the cross-arm and pole, resulting usually in a bad fire on the top of the pole.

To overcome this serious hazard it has been the practice of the Overhead Line Maintenance crews to wash these insulators by hand as often as it seemed advisable.

This has been the universal practice for years by power companies.

To wash the insulators on one pole requires the services of a lineman and a helper for a period of from fifteen minutes to a half hour, depending upon condition of insulators and pins. In an ordinary day these two men may wash the insulators on about twenty poles by hand, a very slow and laborious process when we take into consideration that we have many thousands of poles supporting transmission lines.

S. R. Florence, Engineer of Signals and Overhead Lines, and his assistants, have recently contrived an apparatus which cleans insulators at a rate of one pole every twenty to thirty seconds, by means of a high pressure stream of water being played on each insulator from a tower located on a line car or truck. The outfit is very compact and easily transferred from car to truck.

It is estimated that it will do the work of a crew of fifty men while it requires only the services of two or three men. This will result in much more time being available for normal maintenance by the line forces which was previously used for insulator washing. It will eliminate, to a great extent, much manual labor on the part of linemen who are required to climb each pole when washing insulators by hand.

The outfit consists primarily of a Ford V-8 industrial type engine and a 2-inch Viking pump, together with a water tank for supply. An ingenious hook-up between the engine and pump permits the hose operator on the tower to control the stream of water through the operation of air

rams and valves. This stream, with a pressure of about 300 lbs. behind it, cuts an unbelievable amount of dust and grime from the objects within its range. Occasionally a bird's nest, or some other foreign object, is sent spinning through the air.

It has not been necessary to use a chemical solution for cleaning with this outfit, ordinary water being used with satisfactory results.

A special nozzle, made in our Torrance Shops, is the most important accessory used on the tower. The character of the stream is a fine, solid one of $\frac{3}{8}$ -inch diameter at the nozzle, and retaining its shape without splitting for a distance of nearly fifty feet. This enables the operator to wash insulators nearly seventy feet above the street when he is standing on the tower.

Teacher to Class: Now, children, I want you to write your name in your primers."

"Little Abe: "What—and kill the resale value?"



Cleaning of insulators by forced stream, enabling three men to do the work of fifty, is a new practice successfully demonstrated and adopted by our overhead line forces.

CONTRACT BRIDGE

Bridge Tournament

Plans are under way for a contract bridge tournament to be held at the P. E. Club starting about Jan. 15th, next.

Get in plenty of practice with your favorable partner for this will be an event that you can not afford to miss.

Watch for Club bulletin.

WHEN we play a hand at a suit contract it is imperative that we have command of the trump suit, for even though we have no long side suit to set up, our opponents may have one which they may set up after trumps are exchanged. However, we often do not know when we open bidding whether eventual contract will be at a suit in no trump.

Let us suppose that we hold this hand Clubs: K, 10, 9, 6, 4; Diamonds: Q, 8; Hearts: A, Q, J, 4; Spades: A, 3.

We may open bidding with a one Club on our heart bid. As we look over this hand we see that with our partner holding a high honor in diamonds and spades, a no-trump contract may be possible and we bid our strong suit, Hearts, rather than the Clubs. If our partner's response shows favorably as regards a no-trump contract by his bid of no-trump or Diamonds, we deliberately refrain from bidding the Club suit, thereby increasing chances of opponents opening our long suit for us, rather than attacking our shorter suits.

But if our hand is this Clubs: K, 10, 9, 6, 4; Diamonds: 10, 8; Hearts: A, Q, J, 4; Spades: A, 10, our partner would require two diamond stoppers and our Spade stopper to make no-trump play feasible, so that our contract is probably going to be at suit. Therefore, we open bidding with our long suit, Clubs; bidding the Hearts on second round. If bidding shows that after all no-trump play is possible no harm has been done and if the contract is going to be at suit we have given our partner two suits at which play may be favorable.

"Why did you tell Joe you married me because I'm such a wonderful cook? I can't boil a potato."

"But I had to give some excuse."

"Tell me, sir. Who was braver than Lancelot, wiser than Socrates, more honest than Lincoln, wittier than Mark Twain, and more handsome than Apollo?"

"My wife's first husband."

Care of Your Rose Garden

By Earle Moyer

ROSES are sun loving plants and should, as far as possible, be planted where they will get a good part of the day's sun. December is a good month to prune.

Soil for roses should be rich, well-drained, some-what heavy loam. Tree roses prefer lighter soils. This type of soil can be made by adding straw, peat, cool screenings and, to very heavy soil, sand. These additions should be made in the Fall or early Spring.

Fertilizers should be added to the soil as the bushes come into the bud. December is a good month to prune established rose bushes.

The life of rose bushes depends on proper pruning and at the proper time. Some require pruning twice a year—others only once. Bushes are normally pruned in late Fall or in Winter when dormant, but here in California, we prune rather heavily in Summer after the first prolific bloom.

The further back bushes are pruned the stronger will be the new growth. All weak and superfluous wood should be cut out, retaining several of the most vigorous shoots. As the new growth begins, special care should be taken to protect young leaves and branches from bugs, etc. Under no circumstances should the bushes be watered at night, as the dampness may cause mildew and may kill the new growth. Roses grown in a dry, hot climate are comparatively free from pests, but here on the Pacific Coast they are more subject to such things, and should, therefore, be treated and watched carefully.

The principle insect pests are: Aphid, Rose Beetle, Scoll and Rose Slug. The fungus diseases are: rust, mildew, leaf spot, etc., all of which may be treated, or better still, controlled with a little effort on the part of the grower. There are any number of sprays which may be purchased and mixed with water as directed and thereby saving a lot of good plants.

Rose beds should be regularly watered during the dry season. Open up ground in Spring and keep in constant state of cultivation.

Remove all sucker growth from the base of your bushes.

Roses can be budded the same as other plants—if you want quality and not quantity. Always remember when cutting blooms to cut as long a stem as possible, using sharp shears, so as to avoid bruising of remaining stem, down to bud or bud ring.

Generally speaking, rose bushes may be kept in the best of condition with a little work now and then. If they are left to shift for themselves, you may be sure of a poor crop of blooms and plenty of work and grief when you do work on them.

"Waiter, there's no chicken in this chicken soup."

"Well, did you ever find horse in horseradish?"

Promotions to Important Posts Are Assigned

REWARDS in the form of advancements to broader and more responsible positions have come in recent weeks to several worthy and well-known employees as the result of vacancies created by the retirement of



F. C. Patton

F. Van Vranken, Manager of the Los Angeles Motor Coach Company, and the passing of Fred C. Weeks, General Agent, Freight Traffic Department.

Fred C. Patton, who, prior to his appointment as Asst. Manager of the Los Angeles Motor Coach Company upon its organization on Aug. 1st, 1923, had been a member of our Passenger Traffic Department, was chosen to succeed Mr. Van Vranken. The appointment, in addition to managership of the L. A. Motor Coach Company, includes charge of the motor coach service of the Los Angeles Railway Co.

Mr. Patton began service Mar. 1918 as Ticket Agent at the shipyards, subsequently was advanced to Traveling Passenger Agent, and with organization of L. A. Motor Coach, was chosen Asst. Manager. Alert, studious, capable and an intensive worker, Mr. Patton has many friends who are gratified at his appointment and the success he is certain to achieve.

Geo. P. Billhardt, formerly Freight Traveling Agent, was selected by our management to succeed Fred C. Weeks, deceased, as General Agent, Freight Traffic Department. Mr. Billhardt entered the service in 1923 as stenographer in the Freight Department and successively became Traffic Inspector and Traveling Freight Agent. Mr. Billhardt's understanding of freight shipping problems and co-operativeness with shippers within the territory of his jurisdiction gained and retained much freight traffic for P. E. lines. He was direct in line and well qualified to assume the important duties which the responsibilities of his new post place upon him.

D. E. Porter, formerly of the Purchasing and Stores Department, with nineteen years of creditable service behind him, was chosen Traveling Freight Agent to succeed Mr. Billhardt's transfer created vacancy.

"Have you noticed how a woman lowers her voice whenever she asks for anything?"

"Oh, yes. But have you noticed how she raises it if she doesn't get it."

The News of 10 Years Ago

DESIGNED to reflect the growth of Hollywood, our cover picture ten years ago showed the heart of the film city as it appeared then compared to the rambling village atmosphere at the same location fourteen years before. And what a change time wrought. Eighty per cent of the world movie film is still produced within and near the site of our greatest industry.

Wig wag No. 500 was installed ten years ago at Bullis Road intersection on the Santa Ana line. We learned that J. B. Hunt, now deceased, conceived the idea of the wig wag signal. At the time he was employed by the Pacific Electric in the Telephone and Signal Dept. Our first automatic flagman was installed in August, 1910 at 8th and Hooper Streets. Today there are 710 doing their best to protect human life over our system.

Thirty-five thousand commodities were regularly carried in our Store stock ten years ago, the constant investment in which materials represented an outlay of \$1,500,000. Mr. Fenimore, then General Storekeeper, admonished all to "order only what you know you need, rather than what you think you may need," which advice is just as good today.

History highlights, as interesting today as then, revealed the dates of origin of public service agencies:

1652—Boston established the first public water supply.

1816—Baltimore had first manufactured gas company.

1830—Baltimore and Ohio Railroad ran first train.

1844—First telegraph line, Baltimore to Washington.

1876—Boston has first telephone line.

1882—New York has first electric central station.

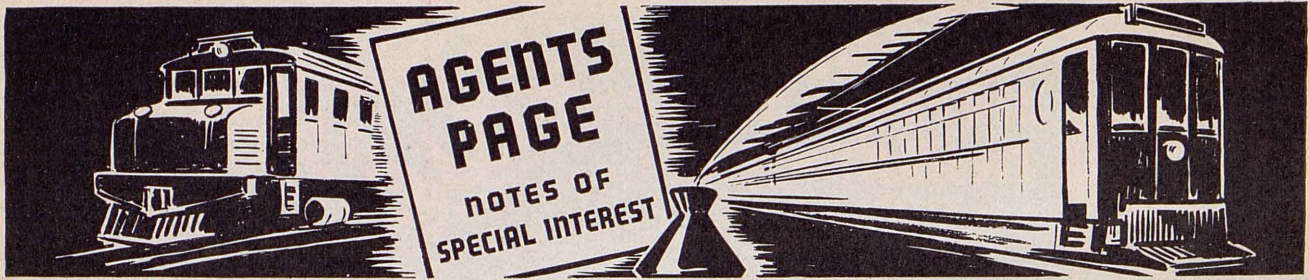
1884—Cleveland has first electric street car line.

1898—First interurban electric line. Anderson to Alexandria, Ind.

Remember the Indoor Baseball League of ten years ago? It was going strong, that is, as possible. There were six teams: Transportation; Passenger; Engineering; Freight; Accountants and Rod & Gun Club. Games scheduled at city playgrounds. Among some of the "Caseys" who went to bat in that league, were: W. G. Knoche; Geo. F. Squires; George Billhardt; C. P. Hill; C. R. Leslie; B. F. Manley; Henry Eggert; D. W. Layne; Don Houston; Warren Smith; E. W. Fisher; A. E. Norrbom; F. W. Converse; Ralph Dimon; Ray Brainard; Chas. Sein; Jack Birmingham; F. L. Frazier and many others.

Conductor: "Sorry, madam, but we have learned that the station where you intend to get off has been burned to the ground."

Lady: "That's all right; they" probably have it rebuilt by the time this train gets there."



Value of a Good Personal Appearance by Agents

IN SEVERAL recent issues of the Magazine I have sought earnestly to point out to Agency forces some of the essential requirements most likely to lead to advancement and success in this important field of railroad endeavor. Several times I have emphasized the desirability of maintaining the proper degree of personal appearance.

Next to those employees engaged in train service, agency forces come in contact with a larger number of patrons than any other class of railroaders. Indeed, they frequently are the patron's first contact with the carrier, and we all know and appreciate the value of a good first impression. The neatly dressed clean shaven and generally well-groomed Agent gives to his patrons the impression of confidence and they become more susceptible to sales efforts. And remember that selling tickets often requires the highest type of salesmanship.

Times have changed the good (?) old days of railroading. The attitude that if the public did not like the service "he can git a hoss" is gone forever. "The public be pleased," rather than the former picturesque and forceful axiom, is the slogan of the day. Competition is keen, and promises to become even more so. A good personal appearance, not only pleases the prospective patron, but puts the Agent on a common plane, whereas the slovenly groomed one is likely to assume an inferior complex, a strong resistant to sales efforts.

In conversation a few days ago with N. Kinell, Asst. General Passenger Agent, Southern Pacific R. R., I asked him to outline a few of the characteristics he deemed most essential to a successful agency employee. Below are his comments and note, please, the emphasis this successful railroader put on personal appearance. Says Mr. Kinnell:

"The requirements necessary for a successful career as a railroad passenger or ticket agent are:

1. Neatness and care of personal appearance.
2. Courtesy and patience.
3. Familiarity with the railroad map of the Country coupled with a thorough knowledge of service via the leading routes, at least to all important points.
4. A thorough understanding of fares and their application.

5. Familiarity with the optional route tariffs.

6. As large a circle of acquaintances and patrons as possible.

"When on a shopping tour to purchase a desired article or otherwise you enter a business house and are greeted by an employe with a smile or salutation, you are immediately favorably impressed by such a reception and the appearance of the party greeting you and it makes you much friendlier and more confident and more favorable to the company. If, on the other hand, when you enter the place of business and are approached by a salesman of untidy appearance or in a gruff indifferent manner, you immediately form an unfavorable opinion and most likely go to some other place to complete your purchase.

"This same condition prevails with reference to Ticket salesmen."

—T. L. Wagenroach,
Asst. Superintendent.

WITH AGENTS OVER SYSTEM

The Railway Express Agency, Inc., 416 South Central Avenue was host to The Pacific Electric Railway Agents' Association at their monthly meeting on November 14.

Under the personal direction of Superintendent Argabrite the members were taken on a personally conducted tour of the terminal. The program was in charge of Mr. Argabrite, who, after making introductory remarks concerning the operation at the terminal, introduced the following personnel of the Railway Express Agency: Mr. Pace, Chief Clerk to Mr. Argabrite; J. A. Post, Agency Chief Clerk; D. R. Payne, Route Agent; J. P. Crozier, Claim Agent; Mr. Coco, Agency Accountant, and others. Each of the above named gentlemen spoke briefly upon their work at the Agency.

This was one of the largest attended meetings of the current year.

E. S. Donaldson, Chairman of the nominating committee, reported the following nominations for officers for the year 1937:

President—A. R. Stevan, Agent, Watts and C. D. Johnson, Agent, Garden Grove.

Vice-Pres.—Glenn C. Haase, Agent, Fullerton, and W. H. Bratton, Agent, Torrance.

Secretary—George Orr, Asst. Terminal Freight Agent (Incumbent).

Election will be held at the December monthly meeting.

The Assistant Cashiership at the

Hollywood freight station has been assigned to Mervin J. Davison. "Davy" has been working relief for some time.

The position of Clerk-Warehouseman at Watts station has been assigned to G. A. Henley.

The new Clerk-Warehouse position at Compton station has been assigned to M. B. Leister.

R. L. Kennedy, formerly of Compton has been assigned to the position of Clerk-Warehouseman at Watson station.

ADDITIONAL SERVICE GIVEN EL MONTE AND DISTRICT

Reflecting an encouraging increase in passenger traffic, ten additional round trips each week day were added on November 24 to the Motor Transit schedule operating between Los Angeles and El Monte Via Garvey Road Line. H. O. Marler, Passenger Traffic Manager, states this increase in service is the result of a steady growth in patronage during recent months on the Garvey Road Line, particularly so since the opening of Ramona Boulevard, over which a portion of the service is routed.

With the addition of the ten new trips and the coordination of same with other service on the Garvey Road Line, a total of 35 round trips are now operated each week day between Los Angeles and El Monte, while on Sundays 18 round trips serve this route.

Convenient schedules are also operated by Motor Transit between these two cities via Valley Boulevard to the extent of 42 trips each week day and 23 trips on Sundays.

The combined schedules provide for 77 week days trips and 41 trips on Sundays, a frequency most convenient to the residents living in the territory served.

When the above is considered in connection with service provided by rail lines between Los Angeles and El Monte, 24 trips each week day, with two additional schedules on Saturdays, and the fact that Motor Transit and the railway one-way and round-trip tickets carry an optional route privilege that permits their use on either service, the high frequency and quality of transportation service being provided by our combined services leaves little to be desired.

Providing for an additional limited schedule, effective December 3 the trip leaving Redlands at 9:05 a.m., San Bernardino at 9:35 a.m. and El

Monte at 11:30 a.m. will be run limited from El Monte to Los Angeles, arriving Los Angeles at 11:59 a.m. A local trip will be placed on the schedule to leave El Monte at 11:35 a.m., arriving Los Angeles 12:19 p.m., providing local service in lieu of the new limited schedule.

A general revision in all schedules on the Motor Transit Lines, except Sunland Line service, will be made effective on December 3, such changes being made to provide a better coordination of service on the several lines affected.

BOWLERS VIE FOR VICTORY

The first round ended Nov. 27th, with th pesky Claim Department team well out in front and the Southern District and P. E. Club teams tied for second place, six points in the rear. The remaining teams are still in the going and only a small number of points behind. The race becomes closer each week, reports scribe R. M. Cobb.

General sparkling individual performances have been turned in, among whom are Jack Mattison with a new high series of 629, and W. H. Potter, with a record high game of 255, superseding Hasenyearer's high of 249. These are fine scores and it is going to make somebody bend their back to beat them.

Getz of the L. A. Freight team has developed a new technique for making the 4-5-7 split. While it requires a lot of practice with a "snake ball," he says that it is very simple after you understand his method.

L. H. Covell continues to lead the individual averages with a 182; Snee in the running-up position, both showing lots of class.

The standing at the end of the first round are as follows.

Team	Won	Lost
Claim	22	6
Southern Dist.	16	12
P. E. Club	16	12
Engineers	13	15
West Hollywood	12	16
Macy Street	12	16
L. A. Yards	12	16
L. A. Freight	9	19

OPEN LETTER TO SPORTSMEN

I have a complaint from the California State Fish and Game Commission, stating that one of our employes is thought to have used illegal methods of shooting deer in California, this season, writes Dave Porter.

The method employed by the party under suspicion is to secure a bunch of compressed alfalfa and to set himself "up wind" from the game, and the odor of the alfalfa so over balances the human odor that deer will come up to the point where the party is seated, in search of the alfalfa feed, thus making it possible for a hunter to kill deer without doing any hard work and to be in no danger of losing his pants.

It is alleged that this party is an employe of our B & B Department, a large, rather fair-faced gentleman, but before doing anything further with the official communication, I wish you would casually inquire around the Los

Patos Camp to see if anyone has used the method indicated above in shooting deer this season.

The use of artificial lures of this nature is a flagrant violation of the State law, is contrary to all ethics of a true huntsman and would draw a very heavy fine, if positive proof could be obtained. Please let me know what you can uncover, in a quiet way, so that I can answer the communication in a positive manner.

Note: All parties contacted to date have vigorously denied all allegations.

MASONIC CLUB'S BUSY MONTH

The Fourteenth Annual Dinner and Reunion of the Pacific Electric Masonic Club was held in the P. E. Club Ballroom on Saturday evening, November 21st.

Typical of former years, a large attendance, two hundred and thirteen members and their guests, were present to participate in the big turkey dinner and enjoy the splendid entertainment program that followed.

On the evening of Nov. 24th the Club visited the South Park Lodge and conferred the Third Degree upon Roy Swanson. On Monday, November 30th the Club hied to the John Marshall Lodge at West Hollywood, where A. E. Nordberg and N. B. Roberson, Trainmen of the Western District, were conferred Third Degree honors.

The next regular meeting of the Club will be held Wednesday, December 15th at 8:00 p.m., the principal event of the evening being the annual election of officers.

"Your wife says you can't keep anything from her."

"She is mistaken. I have a quarter inside the lining of my vest at this very moment."

"Oh, Mr. Jones," cried the landlady, "I've seen a large rat in the pantry—what shall I do?"

The boarder looked up from his paper. "Shut the door," he returned, "and let it starve to death!"

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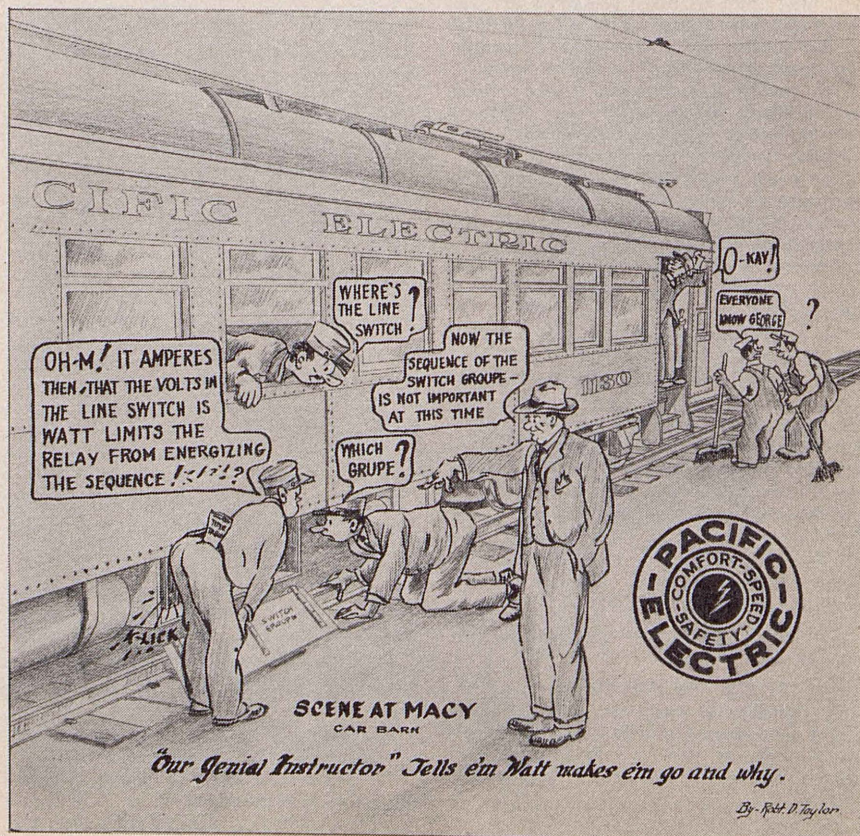
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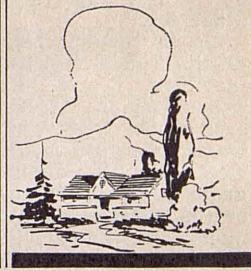
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BY OUR
CORRESPONDENTS

OF THE PACIFIC ELECTRIC AND MOTOR TRANSIT FAMILY



MOTOR TRANSIT COMPANY

By I. W. Erhardt

Not having acquired a set of whiskers and crystal ball this columnist can only write of what has happened (nothing has). The worthy scribe from the Accounting Department in the last issue of our magazine gave an excellent account of himself in predictions of the future through this qualified Opplesos System. Regret that this column cannot give you anything along the line of future news, although we have tried every possible means to induce our brother correspondent that this column is entitled to the code of fair competition as well. So—here's the news as told to the hired man:

J. Dickinson Puffer, a former Operator, having graduated as a first-class Ticket Clerk under tutorship of Agent Kopsho at Long Beach, recently transferred to full-fledged Ticket Clerk at the busy San Bernardino Terminal. Further increase in ticket sales from that sector will result.

Walter Rorick, who has held the position of Freight Agent, Bill Clerk, Warehouse Clerk at San Bernardino for the past several years, in fact, keeping the freight end up the mountain, recently transferred to the Los Angeles Union Stage Depot ticket force. Walter has established residence in Glendale.

Carl Williams transferred from ticket clerk position to Freight Agent, San Bernardino.

Marvin J. Freeman acts as "go between" for Riverside and San Bernardino. He goes between these two points relieving and helping out in handling the increased traffic in that territory.

Baggage Clerk Wm. J. "Pat" Burns of the Union Stage Depot, has been ill with pneumonia for the past several weeks, but is recovering nicely and we will welcome him back with us. Pat has been relieved by J. H. Gish, a new employee. Incidentally, we are pleased to note that our October express revenue is tops for several years. (Baggage and express departments under E. W. Swanson and Assistants).

J. T. Tucker, Ticket Clerk, Union Stage Depot, took a ten-day vacation, went to Detroit via Greyhound and drove home a new Pontiac, accompanied by Mrs. Tucker. Henry Stone relieved during his absence.

This Community Chest is getting me down! Thanks to those of you who have been so generous.

Wanted! A Janitor and Porter for

Long Beach bus depot. One desired not expected to take a 30-day leave of absence without due notice.

A new thirty minutes service between Los Angeles and El Monte via Garvey Road went into effect November 24th. This line has shown a remarkable increase in business, as have other Motor Transit Lines, thanks to the new equipment so far received.

But back to the Scribe who writes future news items from his crystal ball and false whiskers. Take heed. The story is told of the race fan who openly wished that he could buy tomorrow's newspaper today. In some manner he was handed the coveted "tomorrows" newspaper from which he immediately scanned the race results and with this sure and certain information prepared to place his bets, but in looking through the newspaper saw an item announcing his own death, having been ran over and killed while returning from the races after winning a fabulous sum of money.

Dispatcher Walter E. Deal and his stooge, who are famous for their Amos and Andy imitations (the stooge is "Lightning") may sign up for a movie contract in the very near future, that is, if a contract is offered. By the way, we are informed that Agent George Jehl is troubled with Chinese Arthritis. Jehl denies this and insists that Ticket Clerk Siefriend has the malady.

6th & MAIN TERMINAL Leo Goodman

A new working schedule which became effective Dec. 1st, 1936 gives our Dispatchers, Terminal Foreman and Station Masters a deserved break. They now get one day off in seven, work 8 hours per day, and enjoy a 12 days' vacation each year.

Sam Mason is away on his vacation, but is staying near home. Leslie Dix is making the relief as Station Master.

F. J. Oriva (Charlie Chaplin) is sure some fisherman. Besides having two days in which he made good catches, he caught a baby Sunfish, a rare specimen in this vicinity.

Al Silverman tripped on a broken sidewalk on the way to a football game and seriously injured his foot. This caused him to be away from work for several days.

Ben Hammack has been off sick with a severe case of flu.

L. H. Cavell, Dispatcher, thoroughly enjoyed the Thanksgiving day football game!

ENGINEERING DEPARTMENT

By V. P. Labbe

The news service in the Engineering Field office has been well organized this month. L. W. Perry is now Chief Editor in this department and with the assistance of his staff gathers and compiles the various and sundry items of interest. Mr. Perry contends that an organization of this type is most efficient and expedites the bringing out of interesting news. Sezze:

Fashion Notes

E. R. Hayward is now sporting a new 1937 model of the ultra modern, bi-swing, tripple drape, Hollywood type sport suit.

By the time this Magazine goes to press there are indications that Mr. Robert Donor will also have a new creation. We are unable to give an accurate description as to the cut and mode of the new suit, but we know that it will be something very nice as he has been having numerous negotiations with a local clothing firm.

Sports

In the field of sports we are divided into the active and passive athletic groups. E. R. Hayward upholds the active group in his weekly golf game. We understand that he has suffered a slight setback, which he attributes to pressing. However, we are all pulling for him and expect him to overcome this in a short time.

In the latter group we understand that a goodly number will take in the Notre Dame-U. S. C. game. W. D. Boyle states that he will still retain his rooting rights, even though he will be sitting with the staunch supporters of good old U. S. C.

Social

All social events are dimmed into obscurity by the ever-increasing fervor of the Chester Davis romance. Readers who have been following Chester's enterprise in previous issues will be interested to know that there has been no definite developments, but we are all anxious and hopeful.

Roy Swanson "can take it". On the evening of November 24th, Roy was taken in hand by the Pacific Electric Masonic Club Degree Team and master's degree conferred upon him at South Park Lodge. H. E. Moor, Wireman in this department, is master of South Park Lodge.

During the past month S. R. Florence and his assistant have been experimenting with a new insulator washer. A detailed account of the

new device appears elsewhere in the Magazine.

On to Boulder Dam. A group of Engineering Department employes, including R. M. Cobb, Chas. F. Quirnbach, N. D. High, H. E. Moor and L. H. Appel visited the Boulder Dam and Power plant during a recent week-end. Through arrangements made by J. E. MacDonald, Secretary of the Joint Pole Committee, also a member of the party, an electrical engineer was assigned to the group as a guide and he gave them an opportunity to visit and see the project from start to finish.

Russell Schaeffe may be seen most any fine evening romping with his small baby Scottie on the lawn of the Ambassador Hotel.

Emma Smith has just returned from a two weeks' vacation at Tucson and Phoenix, Arizona.

Chester Davis and Charles Thompson are doing fine in the bowling league and from all reports are expected to win a prize.

From the latest reports Burley Manley is now an ardent booster for the Trojans.

TORRANCE SHOPS

Willis M. Brooks

Well, the first thing I ran into was a chap who gleefully informed me that Jack McEwing had had a collision with his new Plymouth and broke a bumper and bent up a fender. Personally we cannot find anything

funny about it. Sorry Jack. It happens to the best of them sometimes, but it is especially tough when the car is new.

Speaking of new cars we are unloading ten new motor chassis at the shops that are very attractive and will make a handsome addition to our fleet.

Frank Taylor, Chief Draftsman, usually checks in the new motor coaches but when I asked him for news he replied, "No, I don't know nothin'." Well, you know, I never argue. He saw me putting this down and raised a holler, so I will probably hear from it some more if it passes the Editor.

In the Air-Control Shop we found A. A. Kelley to be off sick. E. F. Scalton and wife had an enjoyable trip to Portland and Harry Clark had won two turkeys in a raffle and bought another. He says he is going to satisfy that urge for turkeys for sure this time.

Over in the Winding Room, Versal M. Bates is interested in Meteorology. That is an interesting science somewhat remote from the average American Citizen and I am at a loss to understand just why he picked this particular hobby, but in any case it is a very interesting one.

John Borland and wife had an interesting trip to San Francisco over the holidays and probably took a ride over the new bridge.

Howard Bernhard also hied himself to waters wherein the salmon sport abounds, but he had no luck and I

am informed returned with a batch of abalones.

On all sides of us here in Torrance, we hear the sound of hammer and saw from the new buildings that are being erected. Tom Higgins of the Truck Shop has built a new wash house on the rear of his property near the garage. The space in the back porch occupied by the wash tubs now is filled with a very handsome new electric refrigerator.

ACCOUNTING DEPARTMENT

Geo. Perry

Vacations

Jack Waite—Reno, Nevada, by train; met and had dinner with Lieutenant Governor of the State and all in all had a swell time.

Henrietta Sten—Phoenix and the Grand Canyon: Luncheon at the Arizona Biltmore one of the thrills of the trip.

Bettie Gorrell—at home in Monrovia.

John Thatcher—Hob-nobbing with the Elite at Palm Springs.

Dovie Brown—San Francisco; visiting friends and seeing the town.

Margaret Taylor—Home,—caught a rotten cold and spent a miserable vacation, dog gone it (or other appropriate words).

Bob Houseman—Home resting—Saw Bob taking his morning walk before work recently and he mentioned casually that a morning walk would

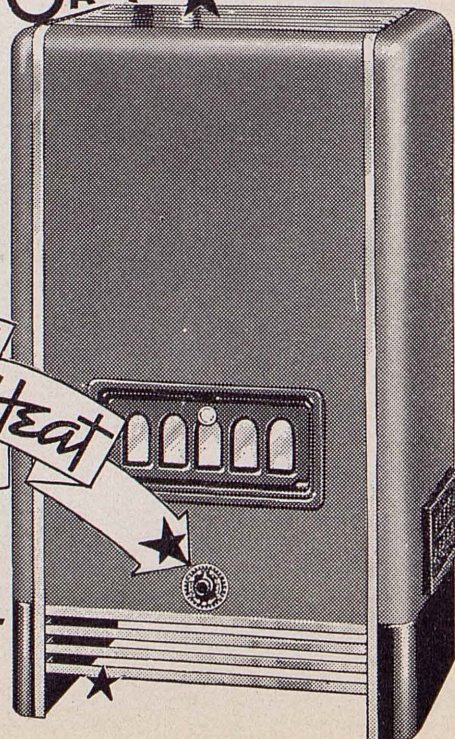
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help to knock a few pounds off your plump correspondent.

Hessel VanderZee—Home—Plenty of work at the VanderZee's since the blessed event last month.

Alice Karayan—Mexico City.

James Owen; Ethel Chandler, Harriet Barnes; James Goldsworthy, Edna Bare, and Bill Keelin—at home.

Ruby Sodowsky—P. S. Ruby says she moved while away and that's not vacation—that's work!

Harry Thomas—St. Louis, Mo.—renewing friendships visiting "the Old Gang" and refreshing memories of boyhood haunts.

Marie Claxton—Omaha, Neb.

Bonnie King—San Francisco.

November brought the regular yearly inventory of spare electrical equipment and the following assignments were made: Louis Tighe—to Long Beach and San Pedro. Saw plenty of pickets and strikers at San Pedro, but peace and calm prevailed; at least while he was there. Arthur Manhart—Pasadena. Harry Thomas—Ocean Park and West Hollywood. Winfield Weeks—San Bernardino and Riverside. George Perry—Torrance—Saw many friends whom you all know, i.e. Fred Dilthy, Willis Brooks, F. E. Geibel, George Gilks, "Bill" Bailey—didn't get to see Fred Hopkins, but understand he is still there and full of pepper.

Shorts

George Watson packed up bag and baggage and deserted the sunny climes of Alhambra for Glendale.

Winfield Weeks has been taking cold shots; blames poor billard game on Medical Dept. Well, his partners at the noon billard game are certainly glad for some explanation.

Chas. English and wife motored to Ensenada, Mex. on week-end trip. They report an interesting and enjoyable trip and Charley, who by the way is a musician, is shouting the praises of a very wonderful Mexican Orchestra.

A trip to San Francisco, viewing the new Bay Bridge, visiting Chinatown, eating at a Swedish restaurant, seeing fisherman's wharf, etc., made the Thanksgiving week-end a pleasurable and entertaining interlude for Mrs. Dale.

We welcome three new clerks; Irene Kaempfer, typist, filling temporary assignment.

Olive Gibbs—Conductors Accounts Bureau, replaces Matilda Johnson who left the service November 21st. Grace Walkup—Conductors Accts. Bureau.

The Pacific Electric Club dance of November 20th was a definite success in the opinion of the many members of this Department who attended. Favorable comments on the orchestra, selected for the evening by Mr. Vickrey are still heard. The party included—Mr. and Mrs. T. E. Dickey; Anna Beseman; Frank Hardesty; Jack Waite; Mr. and Mrs. H. C. Kuck; Mr. and Mrs. Sam Taylor; Lois Brown; Nina Robertson; Mr. and Mrs. Gould Smith; Florence Barber;

Margaret Conlon; Mildred Edwards; Kenneth Pomeroy; Grace Christensen; Gladys Howell and party of friends. Of course there were many others at the dance among whom was a certain eligible young bachelor, who was having a very good time, in fact he has the ability to have a good time wherever he is. We mean Roy Swanson.

PASADENA TERMINAL NOTES

By L. (Tony) Tonopolsky

Conductor E. C. Fox who so ably conducted this space in the past with interesting notes from Pasadena, is now devoting his spare moments to single track and breaking in on the Dispatchers Board. Yours truly, better known as "Tony," will endeavor to fill his shoes, if possible. Our best wishes, Ed, for a success.

The fruit and vegetable dealers are happy since our plump and jovial Switchman Joe Rovai, went on a vegetable diet. Joe has lost 15 lbs in 15 days. He will soon be our Pasadena beau brummel.

Motorman Harvey Williams, noted sportsman of these parts recently returned from what he claims a successful week-end hunting trip. However, I can't vouch for his success, but am willing, if you consider this a hint, Harvey. Don't forget there are only six in my family.

Conductor Tom Morgan, pride of the Lincoln Avenue Line, was glad to return to Sunny Southern California after a visit to wintry Denver, Colo. He said the cold was bad enough, but he just couldn't stand icicles for chin whiskers.

We have two ambitious young men in our midst. Conductors Sprowl and Knight who are attending P. E. Club night classes in Automotive Engineering. More power to you boys.

Special mention for good service go to Jack Mahan, George Tate, Guy Blaine, W. E. Aydelott and Terminal Foreman Van Fleet. They haven't had as many Grand-mothers pass away during the current football season as heretofore.

Traffic congestion evidently does not bother Conductor Schultz, as he is leaving the first of the month for Bus service with the L. A. Motor Coach Company. Our good wishes go with him.

Motorman R. Zieber is back in the harness after vacationing in Ohio; Conductor H. T. Hawley spends the next two weeks in the same state.

SAN BERNARDINO DISTRICT

By R. G. Perry and B. G. Jones

F. E. Peachey, Asst. Superintendent and Mr. C. H. Jones, General Agent, journeyed to Berkeley, Calif., for the California-Stanford "Big Game" being met at Oakland by Richard Jones, youngest son of Mr. Jones and an outstanding medical student at Stanford University. Messrs. Peachy and Jones report a fine trip having witnessed an exciting football game, taking in the San Francisco Bay Bridge and visiting with Richard Jones.

The P. E. Club dance was held on November 12 at the Arrowhead Gardens Ballroom under the supervision of Mr. Vickrey, congenial Manager of the P. E. Club. A large attendance enjoyed the fine music furnished by Mr. Vickrey and all are in favor of more frequent occasions of this nature.

Cond. R. Hunsley has been confined to his home on account of sickness for the past several days. We all hope it won't be long before Roy is back on the job again.

Motorman C. E. Ives has recovered from his recent illness and is once

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more pleasing patrons on the Colton Local Line.

Cond. L. S. Polk is a mighty happy young man these days, due to the fact, he is now a regular man. By some queer quirk of circumstance Lynn, being the youngest man on the extra board, was the successful bidder on Run 568, Brockton Avenue Bus. It just goes to show what a swell bunch of fellows the extra men are at this Terminal. All the boys think a lot of Lynn and realizing what a willing and conscientious young man Lynn really is, they graciously passed up this "grave" run. Anyway Lynn says he's developed into a first-class contortionist with eating his lunch, collecting fares, blowing the horn and opening the door all at the same time.

Navel shipments from Crown Jewel Packing House started moving on November 17. Incidentally, this season is a record breaker as these are the earliest navel shipments made by this house since packing operations began over twenty years ago. The fruit was picked from the groves of Frank Gore, in the Highlands District, where the fruit matures much earlier than in other Southern California districts. The present navel crop is approximately twenty per cent larger than last year and with flavor able prospects for better prices, growers are looking forward to a prosperous season. The Crown Jewel Packing House is owned and operated by J. D. Langford who owns approximately two hundred and seventy-five acres of citrus. Navel shipments will move at the rate of about five or six cars per week.

To all the many friends of W. A. Cunningham, Agent at Arlington, the following item will be of interest. As we understand it "Bill" has met with a very serious and fatal injury, in other words, little Danny Cupid was on the loose the other day in Arlington taking pot shots at random and "Billy Boy" got in the line of fire. To all figgety and frustrated bridegrooms we highly recommend the movie "Three Married Men" as a short cut to a century of connubial contentment. Seriously, Bill has the best wishes of his many friends for a long and happy wedded life.

OCEAN PARK CAR HOUSE By W. P. Williams

Conductor Brodet has joined the ranks of the benedicts. Several of the boys were at the church to see that the job was properly done and after the ceremony a splendid wedding supper was served by Mrs. Ludvigson at her home.

If we can believe the evidence that we saw under the moonlight a few evenings ago, Conductor Roseen will soon be applying for membership in the same organization.

We are fortunate at Ocean Park in having on our staff an expert radio mechanic. Conductor Goldman is really good. If you have a radio that is not working right, let him have it

and in a short while it will be as good as new.

Motorman T. W. Lane reports spending a very pleasant holiday with his family at the P. E. Camp and has very high praise for the management.

Conductor Laborde is the champion checker player at O. P. C. H. A few of those who fell before him claim that when they say to him "it's your move" he does, with both hands at once.

Carl Wright of the Mechanical Department, informs us that owing to the publicity in the magazine last month he has had several good offers for his goat farm. He is seriously considering the combined bid put in by Motorman Davis and Conductor Freas.

LONG BEACH TERMINAL C. L. Cottingham

Just a little late, but of no less importance, is the news of our fellow Conductor J. R. Benson's marriage to Miss Nina Walker of Tulsa, Okla., on October 28th. Congratulations from all the boys.

We were all sorry to hear that Conductor Hinton had been off for several days due to illness.

Motorman D. A. Cain is back with us again after working out of 6th &

Main for several months. Welcome back Dave.

We do not intend to take a back seat from Mr. Ripley's "Believe it or not" for here is one that you won't have to ask Mr. Ripley to prove.

On Friday, the 13th of November, 1926, a 7½-pound boy was born to Conductor and Mrs. G. A. Swanson, and on Friday, the 13th of November, 1936, a 7½-pound girl was born to Mr. and Mrs. G. A. Swanson. Gus and wife sure don't believe in black cats, witches or rabbit foot. Mother and child are doing fine.

We are all glad to welcome Joe Hartman to the ranks who is to be our Terminal Foreman two days a week. Also E. E. Sterns, who is to be extra Terminal Foreman, has been breaking in the last two weeks.

The mighty hunters have returned and the stories they tell would most surely be censured if I attempted to put them in print. However, D. W. Smith, H. A. Hoffman, R. J. Singleton and E. P. Malmberg motored to San McGinuel for quail hunting and returned each claiming the limit. "Believe it or not".

Motorman A. M. Buther's wife who has been quite sick is improving slowly and a speedy recovery is hoped by all.

A few changes in our regular lineup: Ed Lowry, off of 82 on to 28 Santa Ana; T. Mijonivich, off 43 on to 71 Newport paper train; C. E.

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Rose, off 87 on to 18 Los Angeles-San Pedro.

We are sorry to hear of the illness of Mrs. H. W. Wills. We understand she is improving rapidly, which we are glad to hear.

Ticket Clerk Art Sherwood who was in our office for several weeks, bid back at 6th & Main as Receiving Clerk.

During the time of and after our major earthquake in 1933 we heard of many brave deeds by different ones in Long Beach, but we have one man in our Pacific Electric family who until now, his work during the disaster has been hidden under a bushel basket. Our Trainmaster, A. O. Williams, for his many helpful and heroic deeds during our major disaster has been appointed a permanent member to the Major Disaster Preparedness Committee by O. M. Murphy, General Chairman. Knowing Mr. Williams as we all do in Long Beach, Mr. Murphy has made no mistake in his appointment. We all join in congratulating you, Mr. Williams.

Motorman K. D. Murphy is back on the job after being off 10 days with a sprained back.

Mr. and Mrs. F. E. Wheeler announce the birth of a boy on Nov. 6th, 1936, Harry Gibson Wheeler. Mother and son are doing nicely.

MACY STREET TERMINAL By Chet Collins

Conductor J. G. Ralston recently returned from two weeks spent in Canada with his father and family. The weather is getting quite cold there (from a Californian's viewpoint) so he hurried back to the sunny South.

We have never seen such a splendid "Shiner" as that exhibited by Motorman L. L. Brown recently. Could it have been the door which was so unwisely placed, as he states. Those doors sure do give a kick at times, don't they Larry?

Eagle-eyed Jay Purvis saved Conductor H. F. Van Fleet's watch at Aliso and Alameda when it was stolen while Van Fleet was checking trains at this point. Purvis put the law into action and a dime-novel chase resulted in the apprehension of the culprit—and the watch.

Motorman E. L. Smith and wife have returned from two weeks spent in Colorado visiting relatives. He brought with him a souvenir of the Indian days—a small flint arrow head. Venom from rattlesnakes were collected and the arrow tips dipped in the poisonous solution to make a deadly shaft used against enemy warriors. He plans to have it mounted as a watch charm.

Motorman C. E. Young and wife are vacationing in Kansas City, Mo., where they plan to spend most of a month vacation, returning about Dec. 12th.

Motorman Z. P. Myers is recovering from injuries received in a recent accident. Latest report is that he is doing very nicely. We all hope for his speedy recovery.

We are waiting patiently for that invitation to a turkey dinner to be given by Fred Nichols who won a 20 lb. turkey on a 25c investment.

We are pleased to announce that our wandering boy, Joe Karalis, has finally touched the shores of the United States again. Joe assures us that he can explain (all) when he gets home. A word to the wise, Joe: you'd better have a good story.

Conductor H. K. Riordan has just returned from Canada where he was called by the serious illness of his mother.

Switchtender Clay Pierce has taken a year leave of absence because of his health. He is leaving shortly for Arizona where he will spend most of the next year. Our best wishes go with you, Clay.

It begins to look like former times around here again with the number of cars of horses which are passing thru' enroute to Santa Anita where they are making ready for the 1936-37 racing season. Advance reports indicate a season even greater than that of a year ago.

W. HOLLYWOOD TERMINAL By A. B. Marshall

Conductor A. F. Carstens is back on the job with that well-fed look. He has been enjoying some of his mother's home cooking and a pleasant visit with friends and relatives in Davenport, Iowa.

My best bloodhound trailed Roy Betterworth, P. M. Terminal Foreman as far as the Mississippi River Roy admitted he had crossed the river over to Hickman, Kentucky. Spending a few days there and also made a short visit to Memphis, Tenn. Returned by way of Chicago.

Motorman W. F. Leadbetter has returned from a trip to Kansas City, Mo. He states that he never walked a step, but rode the cushions the entire trip.

O. S. Tonwsend, oldest Conductor in seniority on the Western District, is enjoying a trip through the east.

Conductor T. H. Coffman has applied for a one-way pass to Michigan. Yes, he's coming back. Making the return trip in a new automobile.

Extra Freight Motorman and Brakemen are enjoying a little additional work due to Brakeman S. J. Burdge being away on vacation and Motorman O. H. Tuck being off duty on sick leave.

Motorman E. L. Converse is also vacationing at present.

Motorman G. H. Shoun slipped one

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over on the Grim Reaper more than two years ago and is now back to work, looking the very picture of health. We are all glad to see him well again.

The near riot at the Automobile Show was only Motorman J. A. Colley demanding his entrance fee back. Mr. Colley states he took in the entire show and there wasn't a car there narrow gauge enough to drive through the posts that have been erected on the landing at West Hollywood Station. He says he paid 40c in good faith with the understanding that there was an automobile for every need. We suggest he make a deal with Conductor N. B. Robertson and absolutely guarantee saving of 100 per cent on gas.

L. O. Temple has bought a large supply of polishing rags to keep the "Motorman" on his cap shined up.

A new running schedule was put into effect November 23rd. No more stealing a minute at the end of the line, you fellows.

Motormen holding p.m. runs on Hollywood Blvd. are keenly anticipating the opening of Xmas Tree Row. Some people have all the luck. Just think of receiving pay for driving up and down Xmas Tree Lane, when others drive for miles to get a view of the lights.

W. G. Baldwin and Don Sheets of this terminal were elected to offices in the B. of R. T. as Vice President and Secretary respectfully.

There were 17 new men added to the extra list in November.

SUBWAY TERMINAL NOTES By W. F. Servranckx

B. V. Williams and I. R. Williams, Inc., have so many friends among our patrons that they bid in a relief run, working practically all lines on the Western District. Any one desiring any kind of information, even the secret of obtaining matches, B. V. will "for a small fee" furnish same.

It was reported that Jack Church was very much put out because they did not wait for him to officially open up the new bridge in San Francisco. Perhaps they will send for you the next time, Jack.

Bill Gillespie reports 18 men, ranging in weight from nearly bedside to broadside, have started training for health and horse-power at the gym.

Another mystery: Jack Cody was off sick for a week. When he came back Jack said, "sure, I was sick." Someone reports Jack as having gone to San Francisco to get married. How about that, Jack Cody? The boys are still waiting for the cigars.

"Handsome" Willie C. Kennedy took a 60-day-leave, driving to his native state, Georgia, and the south. He reports a wonderful trip and returned minus a "Georgia peach". Willie says he will wait a while and remain single. One at a time girls.

Conductor W. E. Craig just returned from a trip to the south with his wife and children. Reports a very pleasant trip. Says he is not sure,

but thinks he pased W. C. Kennedy on the way east.

EXTRA: B. V. Williams, our well know "small fee artist", wishes to announce that he would like to organize an ex-service men's Drum and Bugle Corps. Members must be bona-fide ex-service men who are entitled to wear the regular U. S. Army Uniform. He would like to hear from any one in any department who is an ex-service man and might be interested. B. V. is a good soldier himself and it can be said on good authority that when he takes charge of something, it is taken care of. Let's hear from all you ex-service men. More details in the next issue.

A. C. Tanner is still smiling; says it is the night air in Burbank.

Jack Church and Jack Cody are wondering when they are going to have that steak dinner. Don't worry boys, you'll get it with french fried, too.

SOUTHERN DISTRICT FREIGHT By J. E. Neville

Brakeman E. G. Burnett is on a leave of absence of 25 days "somewhere in Missouri".

Motorman Sam Howe is back among the boys at Butte Street El Segundo oil job—a needed change from the seashore as L. B. swithching has been changed from electric to steam.

Conductor Tim Frazier has been confined to his home on account of illness. We wish him a speedy recovery. Conductor E. J. Altenburger is doing the relief job at El Segundo yards.

We regret the sad news of the death of the sister-in-law of Engineer L. B. Kirkland, who passed away on October 27th. Sympathy is extended to the family from his fellow workmen.

Brakeman J. E. Neville, back from his trip to Canada and bumped on the El Segundo Yards job. Back on the job for the news events for the P. E. Magazine. And boys, how about the work at Butte Street Yards. Please let me hear from you fellows.

We recently heard the news of the death of Lisle H. Foord. Lisle as he was known by all who worked with him in the Freight service, was a real and trusted friend to all who associated with him and always ready to share and take upon himself the added responsibility to lessen the burdens of others. His numerous railroad friends join in asking that the great river of life will bestow upon his family the blessing of plenty and the wounds inflicted on his wife and children by his departure may be healed and their sorrow lessened by the memory of his devotion and sacrifice of that which he so cherished.

Customer: "No, I simply couldn't wear this coat; it is too tight."

Clerk: "Pardon me, madam, but I've shown you all of our stock now. That's your own coat you have on."

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A weary traveler was compelled to spend the night in the hotel of a small town. At breakfast he remarked to the proprietor: "I wish I had come to this hotel when I passed this way six weeks ago."

"Oh," said the proprietor, "I am glad to hear that."

"Yes," continued the traveler, pushing his plate from him, "that egg would have been a lot fresher then."

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Mrs. Jones—My husband talked in his sleep last night.

Secretary—Well, what does that make me?

Wife—His ex-secretary.

“My dorter is goin’ to play Beet-hoven tonight.”

“I ’ope she wins.”

Farmer: “What are you doing up in my apple tree?”

Boy: “One of your apples fell down and I’m trying to put it back.”

“My wife has been nursing a grouch all the week.”

“Been laid up, have you?”

Billy’s mother looked at him accusingly.

“What have you done with all your money, son?” she asked. “Your little bank is empty.”

“Well, mother,” answered the boy, “yesterday was a rainy day, so I spent it.”

“Does yo’ take this woman for yo’ lawfully wedded wife?” asked the colored parson, glancing at the diminutive, watery eyed, bowlegged bridegroom, who stood beside 210 pounds of feminine assurance.

“Ah takes nothin’,” responded the bridegroom. “Ah’s being tooked.”

It happened in New York’s lower East Side.

“How many seasons are there?” asked the teacher.

“Just two,” answered Rachel.

“What are they?” inquired the puzzled instructor.

“Slack and busy,” replied Rachel.

Just Looking

First Aimless Shopper (to second ditto): “Well, dear, if you’re not going to buy anything, we might just as well look at something more expensive.”

Serious Play

“Shall we have a friendly game of cards?”

“No, let’s play bridge.”

The Fourth

Mabel (studying geography): Nurse, I’m so glad Mummy’s only got us three children.”

Nurse: “Why, dear?”

Mabel: Because it says here that every fourth child born into the world is Chinese.

“It’s remarkable how that singer can hold one of his notes for almost a minute.”

“That’s nothing—why, I held one of his for years.”

Teacher (to pupil) — Spell “Straight.”

Pupil—S T R A I G H T.

Teacher—Correct. What does it mean?

Pupil—Without ginger ale.

Two old settlers, confirmed bachelors, sat talking. The conversation drifted from politics to cooking.

“I got one o’ them cookery books once, but I never used it,” said one. “Too much fancy work in it?” asked the other.

“You’ve hit it. Every one of those recipes began the same way: ‘Take a clean dish—and that settled me.’”

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.”

Judge (in traffic court): “I’ll let you off with a fine this time, but another day I’ll send you to jail.”

Driver: “Sort of a weather forecast, eh, Judge?”

Judge: “What do you mean?”

Driver: “Fine today—cooler tomorrow.”

Mary: “If you please, ma’am, the cat’s had chickens.”

Mistress: “Nonsense, Mary; you mean kittens.”

Mary: “Was them chickens or kittens you brought home this morning?”

Mistress: “Chickens, of course.”

Mary: “Well, mum, them’s what the cat’s had.”

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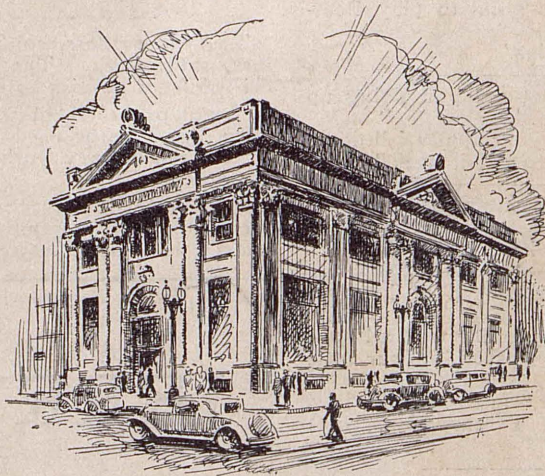


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