

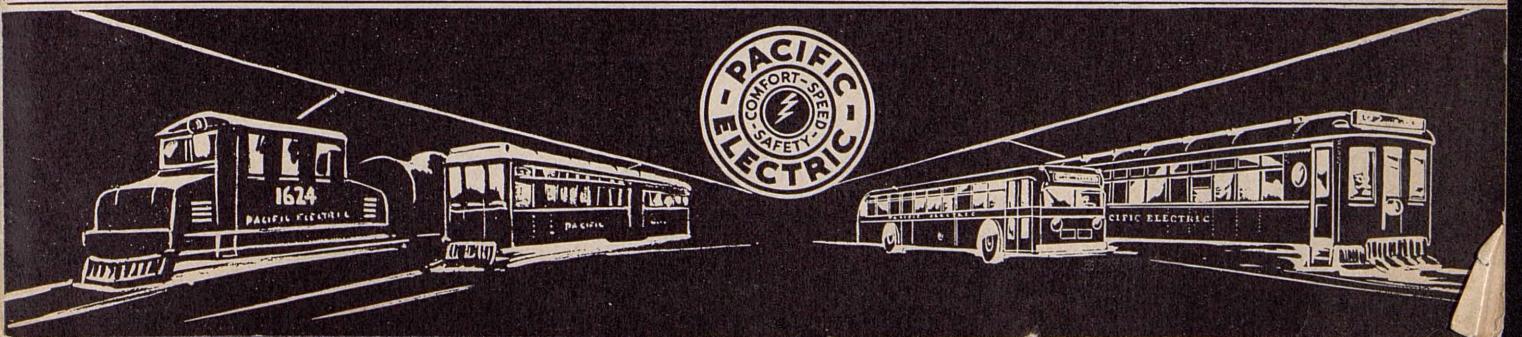
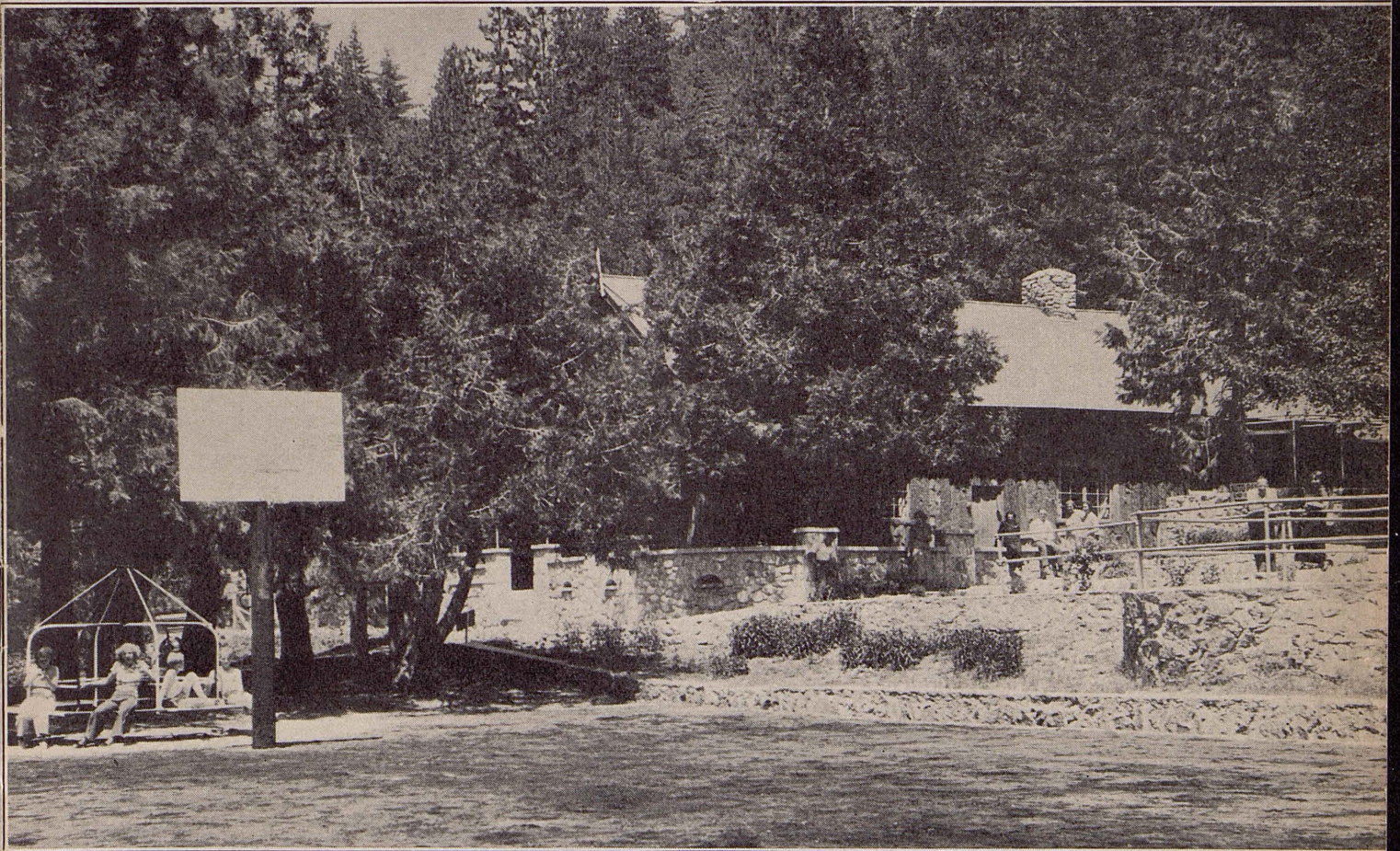
# PACIFIC ELECTRIC

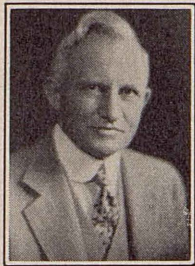
# Magazine

Vol 17; No. 1.



July 10, 1936.





## A Message From Our President

I AM gratified that the Pacific Electric Magazine is to be issued again and to be able to have the privilege of speaking to Pacific Electric and Motor Transit employees through its columns. It was unfortunate that conditions made it necessary some time ago to discontinue publication of the Magazine.

I would be lacking if I did not here express my sincere appreciation and gratitude for the splendid manner in which you carried on during the depression through which our nation suffered in the past several years. We sincerely trust that the somewhat improved conditions of the past few months will continue indefinitely in the future.

Local transportation in and around Los Angeles is still a real problem due to independently owned automobiles, about which we cannot complain, and competition by municipally owned bus lines. While increased expenses and taxes up to this time have absorbed all the benefits that have come to date, we are hopeful that the companies by which we are employed will eventually solve their financial problems.

May I urge that employees and officials alike co-operate to the fullest extent in making our Magazine a worthy one.

Sincerely,

A handwritten signature in dark ink, appearing to read "D. Pontius". The signature is written in a cursive style with a long horizontal flourish underneath.

# Dual Service On Glendale-Burbank Line

## Co-Ordinate Rail and New Busses

**C**OORINATED rail and motor coach service on the Los Angeles-Glendale-Burbank Line will be inaugurated on Sunday, July 12, a public statement by Mr. Pontius announced early this month. Providing the greatest headway frequency that has ever been maintained on this interurban line, the new service is an innovation on the Pacific Electric System.

The plan provides that rail service will be maintained on approximately the present frequency during morning and evening peak hours, with hourly rail service during midday. Motor coach service, operated on a headway frequency of from seven to fifteen minutes, will be co-ordinated with the rail service. On Sundays and holidays, as well as after approximately 6:45 p.m. on week days, all service will be provided by motor coaches.

Fifteen new 41-passenger G.M.C. motor coaches of the rear motor type have been purchased for this service, having arrived from the factory on July 3rd. The coaches resemble the latest type now in service on the Wilshire Boulevard Line of the Los Angeles Motor Coach Company and are classed with the finest motor coaches built. They embody the latest and every modern facility for comfort and safety.

A new coach loading station has

been established at the former parking structure just south of the Subway Terminal Building, with east entrance on Olive Street. Passengers may reach the coach loading station through either of the Subway Terminal Building Hill Street and Olive Street entrances or may board coaches at regular stops in the downtown district. These have been established at Fifth & Olive Street, on Fifth Street at Grand Avenue, Flower Street and Figueroa Street, at Third Street and Second Street on Figueroa Street, and at Fremont Avenue, Beaudry Avenue and Bixel Street along Second Street, thence at regular stops on route of present rail line to Fargo Street.

### Route Traversed

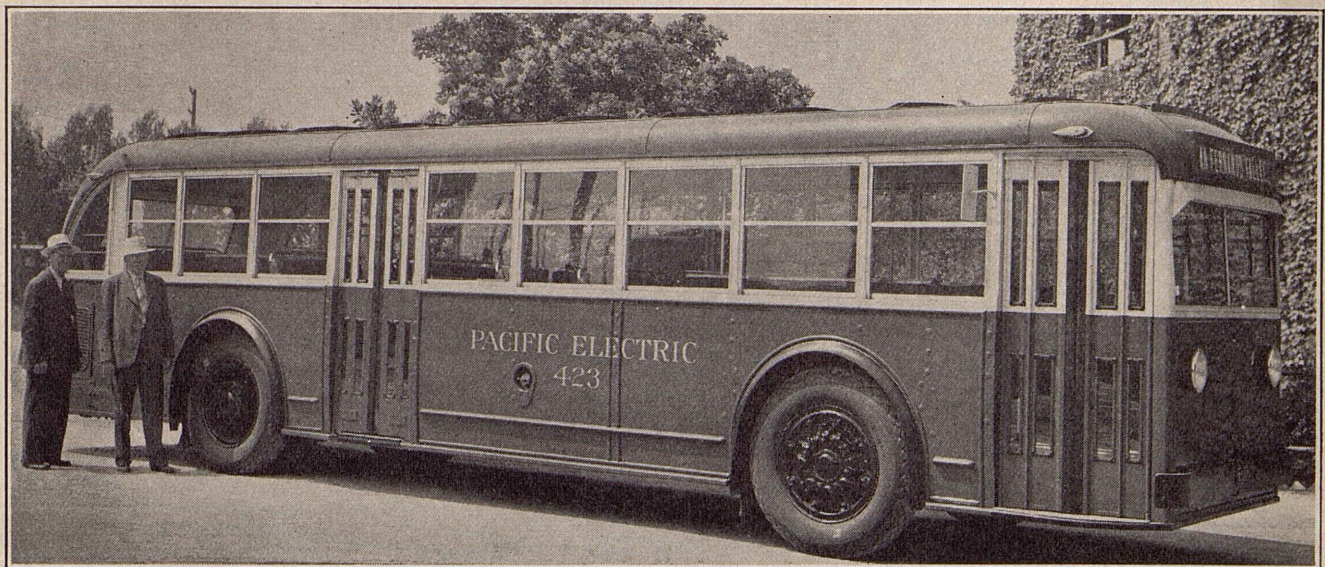
Complete route of the Los Angeles-Glendale-Burbank Motor Coach Line, which provides a new direct and convenient service from the territory served to a westerly portion of the Los Angeles downtown district, is Olive Street to Fifth Street, thence Fifth Street, Figueroa Street, Second Street, Glendale Boulevard, Brand Boulevard, Burchett Street, Pacific Avenue and Glen Oaks Boulevard to Burbank Station and Eton Drive.

Contributing further to the improved service on this line, completely renovated 800-class rail equipment will replace the 500-class cars now in service.

The Torrance Shops have just completed re-conditioning of thirty units of rail equipment, the cars having a seating capacity of 56 passengers with all sections enclosed. The re-conditioned cars have had exteriors re-painted and interiors re-varnished, single trolley poles have been replaced with trolley on each end of car, airbrake safety valves have been installed on car trucks for operation through Subway and other mechanical work performed in order to place equipment in first-class condition. They offer a considerable improvement over 500 equipment formerly used.

Present Los Angeles-Glendale-Burbank fares will be applied to the new motor coach line and tickets will be interchanged between the two services.

In conjunction with other improvements being made in transportation facilities of the district served by this line, the Edendale Local service will be extended, effective same date, from its present terminus at Whitmore Avenue (Semi-Tropical Park) to Monte Sano, a distance of 1.2 miles. With the extension in effect, patrons residing in the new local territory will have available fares and transfer privileges of Los Angeles Local Fare Zone No. 2, which includes transfer to other local service and extends to their use the popular \$1.00—16-Ride Local Commutation Book.



The peak in riding comfort, safety and efficiency of operation, the above is one of the 15 new General Motor Company coaches to be placed in the Glendale-Burbank line service jointly with rail service on July 12th.

Seating 41 passengers, with front entrance and side exit, the coaches are all-metal construction, combination of steel and aluminum, being 33 feet in length overall. Coaches are equipped with a 151 horsepower motor developing 2300 r.p.m. with rear axle drive. Comfort is assured by deep cushioned leather seats aided by hydraulic shocks and front and rear springs of 64 inches each.

Seen in picture are F. E. Geibel (right) and Ed. Straub, Torrance Shop heads.

# Our Parent Company Thanks Us

## Cites Splendid Co-operation Given

By Henry P. Monahan, General  
Passenger Agent, S.P.R.R.

ONE OF THE most gratifying, and important things having to do with the solicitation of passenger traffic, is the attitude of cooperation shown by the employees of other departments of our Pacific Electric and Southern Pacific organizations. This would perhaps not seem so unusual were it not that it was only a few years ago when such cooperative energy were an exception rather than the rule.

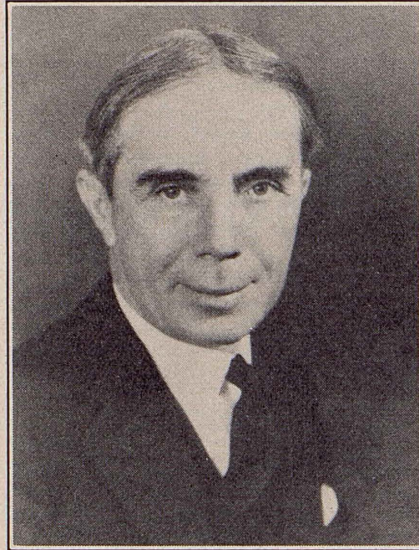
There is no discounting the fact that it was difficult for many of our fellow workers in other departments to understand that every passenger ticket sold and every pound of freight carried helped to pay the salary of all of us. I might add that did we not sell a great many tickets and haul a great amount of freight there would be no railroad and likewise there would be no payrolls. For, like every other selling organization, we have merchandise for sale, and the commodity of our so-called shelves is only in the shape of passenger tickets and the hauling of freight. Naturally, we employ salesmen but we need all the outside help we can get, and we are deeply grateful for it.

### Fine Spirit

The fine spirit of cooperation shown by employees of other departments is tremendously important to us and is something that I cannot encourage too strongly. Our co-workers in the Pacific Electric organization have done and are doing a splendid job of it and we are constantly developing new business and holding business that might easily have been lost, through tips given to us by Pacific Electric employees.

Just a few days ago, for example, an employee of the Pacific Electric 'phoned my office that he had learned the name and address of a person in Detroit who was coming to Los Angeles. That's as much as he could tell us, but it was all we needed, for we immediately wired Mr. McDowell, our General Agent, asking him to contact the man. The next day we received a wire saying he had sold the party five round trips, westbound via our Golden State Route and returning via San Francisco and our Overland Route. The help given us by this Pacific Electric employee will be better appreciated when I add that the party we refer to had about completed arrangements to purchase the five tickets from one of our competitors. We gladly gave complete credit for the business to our good friend in the Pacific Electric operating department who was thoughtful enough to tell us about it.

Every tip that we receive from employees of other departments is conscientiously and aggressively followed up by our passenger solicitors. A chance remark of the cashier in the



drug store downstairs that so and so is going to Chicago next week, if repeated to us, might mean the difference between our ringing up \$117.50 on our cash register, or letting one of our competitors take it away from us.

This thing that we like to call cooperation, but which in the last analysis is, I am sure, an expression of loyalty toward a common cause, works out to our mutual advantage in so many directions.

### We Thank You

There is not much in a material way that we can do to show our gratitude and appreciation to you in the Pacific Electric organization for the help you give to us in creating new business for the Southern Pacific. We do make it a pleasant duty to be sure that the heads of your departments know of each individual instance when you have told us of some prospective business, and whether or not we are successful in making a sale makes no difference in the extent of our gratitude. We know that you are trying to help us, and that is all anyone can ask.

Your assistance is invaluable, and your loyalty unquestioned, so why shouldn't ours be the finest organization in the world? Which, of course, we know it is.

### Smart at That

In the smokeroom of the big hotel the Scot had been boring everyone with tales of the great deeds he had done.

"Well, now," said an Englishman at last, "suppose you tell us something you can't do, and, by jove, I'll undertake to do it myself."

"Thank ye," replied the Scot, "I canna pay ma bill here."

## Mt. Lowe Line Has Birthday

OUR Mt. Lowe line was forty-three years of age on July 4th!

Still doing business and recognized as the most scenic and difficult construction of any mountain railways in the world, whether electric, steam or otherwise propelled, it is fitting that we pause and salute the memory and genius of Prof. Thaddeus S. C. Lowe, who conceived, designed and built this wonder of all railways.

His dream, and such only it was, instead of bringing him due world acclaim during his life, caused the loss of his personal fortune. Yet in time, after his passing, engineers and visitors from the farthest corners of the world have marvelled at its scenic wonders and the inspiration and wisdom that conceived the possibilities of a railed trail over so tortuous a mountain height.

In the forty-three years of its existence it is safe to say that more than ten million persons have thrilled and will ever carry with them pleasant memories of the "mile high" journey made possible by the genius of the venerable Prof. Lowe.

### Official Opening

The Mt. Lowe line was officially opened for service on July 4th, 1893 at which time it extended only between Altadena and Echo Mountain. History records that on this day more than 400 persons paid \$5. each per round trip for the privilege of being able to say that they had attended, shall we say, the "premier" of the Mt. Lowe line.

Having spent nearly three years in its construction, naturally the day was one of great anxiety for all who had had even a minor role. Yet everything moved smoothly and not a single mishap marred the day's festivities and pleasures. Grateful for the line's successful debut, Prof. Lowe sponsored and actively participated in a celebration on the evening of "Fourth" at the ill-fated Rubio Auditorium, elsewhere pictured in this same issue of the Magazine.

From a previous issue of the Magazine we recall that "the Altadena terminus was on Lake Avenue opposite the present site of the Altadena Substation, where the line connected to the Los Angeles Terminal Railroad, a steam operated line between Altadena, Los Angeles and San Pedro; the Mt. Lowe line antedating the Pasadena & Los Angeles Railway electric line. The mountain terminus was at Echo, where a hotel had been erected. The section of the line between Echo and Alpine was not completed and opened for service until the later part of 1895.

Many difficulties were met with in the construction of the line. From Hygeia to Alpine, practically every pole was set in holes blasted in the solid rock. Anchoring was a problem met by drilling into the rock. The work was all very hazardous, as tons of dynamite was used for building the roadbed and blasting holes for poles.

"S. H. Anderson, Superintendent of Equipment, was a member of construction forces, his first work consisting of mounting the electrical equipment on

(Continued on Page 9)



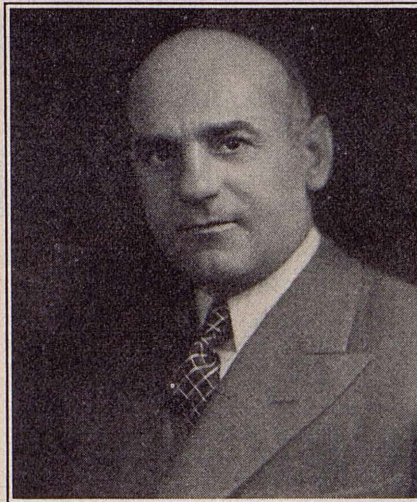
Volume 17; No. 1 July 10, 1936

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

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

Address all communications care of Editor at 299 Pacific Electric Bldg., Los Angeles, Calif.  
 N. B. Vickrey .....Manager, P.E. Club  
 Paul T. Porter .....Editor  
 Vol. 17; No. 1 July 10, 1936

**Given Broader Field**



**R. R. WILSON**  
 Superintendent of Motor Coach Operations

A broader and greater field of activity recently came to R. R. Wilson, formerly Superintendent, Motor Transit Company with his appointment to newly created post of Superintendent of Pacific Electric Railway Company motor coach operations.

Reporting to Geo. F. Squires, General Superintendent, Mr. Wilson takes over the important duties as Superintendent of the entire railway's expansive and growing motor coach operations. C. M. Allen, formerly Supervisor, Motor Transit Company, promoted to Asst. Superintendent motor coach operations and Motor Transit Company, and L. E. Netzley, Asst. Supt., Motor Transit Company, together with I. W. Erhardt, Chief Clerk, are his immediate subordinates. Headquarters are now located at 227 Pacific Electric Bldg.

A well-qualified motor coach operator of some fifteen years experience, Mr. Wilson has graduated and advanced through the ranks and brings with him broad experience with the Greyhound lines in Oakland, Phoenix and El Paso, together with his post as Superintendent of the Motor Transit Company which he filled acceptably following this railway's acquirement of the properties.

The newly created position will simplify and bring under a centralized head the numerous motor coach operations of the company. Mr. Wilson's many friends extend congratulations upon his selection for the important post to which he has been advanced.

differing as it does from its predecessor. Time changes printing styles and practices, and like the ladies, we just must be in style.

Your Magazine will greet you each month, and speaking for and with contributors, it will be our constant aim to make each succeeding issue more interesting and worthy than its predecessor.

**WHO AM I?**

I am more powerful than the combined armies of the world.

I have laid waste more forests and destroyed more men than all the wars of the nations.

I am more deadly than bullets, and I have wrecked more homes than the mightiest of siege guns.

I spare no one, and I find my victims among the rich and poor alike, the young and old, the strong and weak. Widows and orphans know me.

I loom up to such proportions that I cast my shadow over every field of labor, from the turning of the grindstone to the moving of every railroad train.

I massacre thousands upon thousands of wage earners every year.

I lurk in unseen places and do most of my work silently—you are warned against me but you heed not.

I am relentless.

I am everywhere—in the house, on the streets, in the forest, in the factory, at railroad crossings, and in the sea.

I bring sickness, degradation, desolation and death, yet few seek to avoid me.

I destroy, crush or maim; I give nothing but take all; I am your worst enemy.

**I AM CARELESSNESS!**

—The Forest Log.

**Cover Picture**

We sought in this month's cover picture to depict the peaceful, restful atmosphere that one enjoys at Pacific Electric Camp, this being a month when our thoughts turn to rest and relaxation.

Note the towering pines that overshadow the recreation hall. The entire camp nestles among a beautiful setting of these stately prides of the mountain.

For those who crave or insist upon action along with their relaxation, the Camp affords plenty. Swimming, tennis, basket-ball, badminton, together with the less arduous, ping pong, pocket billiards, shuffle board, cards. But if you are really tired, why not sneak away from the gang and take a long, long snooze in a cozy hammock on the shady hill?

**KNOW ABOUT CLUB BARBER?**

Just to remind employees again that there is a barber shop within the Club's building we pen these lines on the subject.

This shop is now under the management of E. A. Williams, who, in the short time he has been in charge, has greatly increased the business. Mr. Williams has renovated the shop throughout and it is as tidy and cleanly as can be found.

Prices charged are as low as the lowest and employees' patronage is solicited and appreciated.

The shop is located within the Terminal Foreman's office adjoining the P. E. Club Cafe.

UR sincere greetings!

It has been a long time since your last Magazine was published, October, 1932, to be exact. Its re-appearance now may be taken as an indication that our management is looking more hopefully to the future.

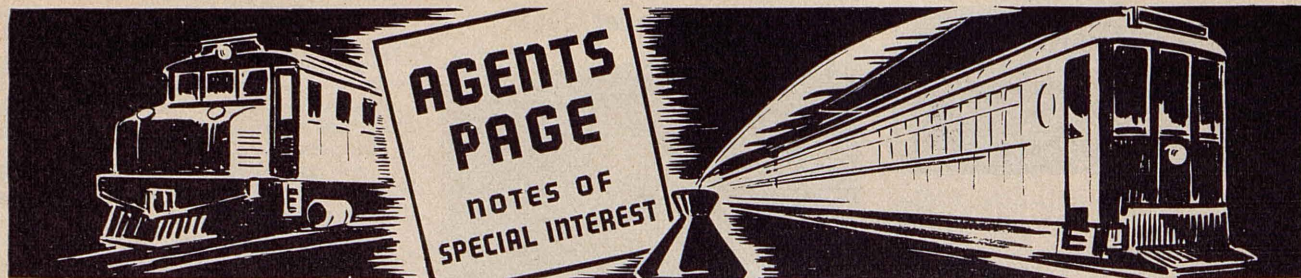
Your Magazine will, as in the past, endeavor to record important news concerning the railway, such as plans and improvements contemplated and some of the problems confronting. It will aim to keep you informed regarding news and activities of fellow workmen.

The most encouraging hope we can offer that your Magazine will be worthy is the fine response received from those whom we have called upon to lend a helping hand. Most of our former contributors will again be active and all others called upon have graciously responded.

After all, the Editor plays a minor role in the production of this or any similar publication. Our operations are too large and distant; activities are too complex for it to be a one-man job. We gratefully acknowledge the splendid work of contributors in the past and for the fine service we know they will give to future issues.

It is fitting that we say a word concerning our advertisers, they being an important reason why the Magazine again greets you. For the protection of employees we do not accept anyone and everyone who would advertise in our columns. Those firms and individuals appearing have been permitted to advertise because of their known reputation for honesty of dealings and quality of products and services. You may patronize them with utmost confidence.

We hope you like the somewhat revamped appearance of the Magazine,



### NEW LEGISLATION IMPROVES FREIGHT TRAFFIC FUTURE

Since the last issue of the Magazine a number of changed conditions have been brought about affecting the Freight Traffic Department. Probably the most important is the legislation passed in 1935 by the California State Legislature, also by the Congress of the United States wherein control was given to the California Railroad Commission and to the Interstate Commerce Commission over motor truck operation on the highways.

Both Commissions are actively engaged at the present time in hearings in an effort to establish minimum rates for motor truck operators which will, when completed, eliminate the so-called "wild catter" or rate cutting truck operator. This will be of material benefit to the Freight Traffic Department in that it will at all times be in a position to know the minimum rate that can be applied by a truck operator over the highway between competitive points.

During the past year there has been several new industries established on the Pacific Electric for the handling of material for the Colorado Aqueduct which is being constructed by the Metropolitan Water District. The construction of the Aqueduct has now reached the territory served by this company and we are enjoying the haul on steel pipe sections from Los Angeles to Chemawa, and the movement of steel and cement to a number of points.

For the past several months freight traffic over our lines has been on an increase due to some extent to rate adjustments and solicitation activities by Freight Traffic Department solicitors, agents and others. The outlook is good for a continued freight movement.

F. F. Willey,  
Asst. to Freight Traffic Mgr.

### INCREASED TRAVEL NOTED

That business generally is improving and further, that transit companies are sharing increased business along with healthier conditions in other lines is evidenced by a survey of the Transit Journal News.

Based on reports from a representative group of transportation companies, revenues are now showing an increase of about 6½ per cent over the corresponding weeks of 1935. The upward trend has been in progress for some time past, with indications pointing to a continuance.

### SUMMER PARLOR CAR SERVICE FOR BALBOA-NEWPORT LINE

Special parlor car service between Los Angeles and Newport Beach-Balboa was commenced on Monday, July 6, and will continue through the summer months until Labor Day, states recent announcement of H. O. Males, Passenger Traffic Manager.

Having proved popular last season with summer residents of the Newport-Balboa District, the deluxe parlor car service will be operated this year on a basis similar to that of a year ago. A special weekly Parlor Car Pass selling for \$6.75 is available and entitles holder to ride on parlor car between Los Angeles and Balboa or intermediate points, Seal Beach or south thereof, Monday to Friday inclusive of week for which issued. This pass is also good on regular trains during same period.

Holders of regular transportation will be carried on this special parlor car upon payment of a 35c one-way seat charge in addition to regular transportation.

The schedule of operation provides for the special parlor car to leave Balboa at 7:50 a.m. and arrive Los Angeles Main Street Station 9:00 a.m. daily except Saturdays, Sundays and holidays. Returning, the special parlor car will leave Los Angeles Main Street Station

### MT. LOWE RESORT ENJOYING INCREASE IN BUSINESS

MT. LOWE is now enjoying one of its busiest seasons, there having been a number of special parties for the day or week-end, together with a regional four-day convention with almost a hundred delegates participating, along with considerably increased regular travel during the last month, informs H. O. Marler, Passenger Traffic Manager, under whose supervision the resort has been operated since February 10, 1936.

Here it is timely to announce that the Mt. Lowe resort is now managed by T. N. McKee, who assumed the post on January 1st of this year. Mr. McKee came to Mt. Lowe with a background of experience that has helped to build an attractive clientele that is regularly patronizing our "mile high resort." The many improvements that have been made, including the addition of a cocktail room attractively finished in knotty pine, repainting and refinishing of the rooms and housekeeping cottages, addition of games for the entertainment of stop-over guests, etc. have also contributed to the increased Mt. Lowe travel. This property is now in

at 5:10 p.m. and arrive Balboa at 6:23 p.m.

## Reduced Fares to All Beach Points

EXTENDING of new and greatly reduced daily excursion fares on Pacific Electric Railway lines to additional beach cities, effective July 1, was recently announced by H. O. Marler, Passenger Traffic Manager. The new excursion fares, together with the West Beach trial fares that have been in effect for the past several months and which have been renewed for the balance of this year, extends to all beach points served by our rail system attractive fares that are aimed to increase patronage of our transportation service.

A special round-trip excursion fare of 55c has been named between Los Angeles and Long Beach, East Long Beach, San Pedro, Wilmington, Redondo Beach and Hermosa Beach. The excursion tickets to and from Redondo Beach and Hermosa Beach will carry the optional routing privilege of being honored via Culver City on the Plava del Rey line or via Watts on the Redondo Beach via Gardena line. Tickets to or from Long Beach will be honored via rail line direct or via Huntington Park local line between Los Angeles and Huntington Park, thence via Long Beach-Huntington Park Motor Coach line.

Seal Beach is the beneficiary of a special 60c round-trip excursion fare, while Huntington Beach, Newport Beach and Balboa excursionists may secure a \$1.00 round-trip fare.

The special beach excursion tickets may be purchased at ticket offices or from conductors on cars and will apply in both directions between Los Angeles and points named. The excursion tickets are good for going trip on date of sale and carry a liberal return limit of ten days.

the best physical condition it has been for many years.

Several excursion and convention party programs have been handled by Mr. McKee and his staff in such a manner as to have elicited favorable comments from patrons and has definitely established Mt. Lowe Tavern as a "convention city."

Plans are now being formulated for the extending of special reduced rates to employees and their families desiring over-night accommodations in cottages at Mt. Lowe. Details of this innovation will be forthcoming shortly. Information concerning this new feature may be secured by employees upon application to the Passenger Traffic Department, 623 Pacific Electric Bldg.

### JESTER CAUSES TURMOIL AT OUR INGLEWOOD AGENCY

Some practical joker made a lot of telephone business, or was it monkey business, for Agent Livingston, Inglewood, early this month. Here's the story as the June 10th issue of the Inglewood Daily News told it:

There aren't any eggs at the Express Office for you, in spite of the voice on the telephone which insists there's a case of eggs there in your name.

The Express office has been deluged with calls. Twenty-three persons called yesterday afternoon to see about the case of eggs. Twenty-five more called this morning before lunch. All had to be told the same story by Byron Livingston, agent, and the clerk—"There are no eggs here for you—it's a gag."

It seems that some alleged practical joker is responsible for it all. If all works well, you are informed about the eggs, and if you react properly you should say, "Where are they from?" and the practical joker will then respond "From the old hen, you dope," and hang up. Most of them unhappily don't give a hang about where they are from—if there's a case of eggs there, they want 'em right now. And so the Express Agent's force is about to pull the telephone off the wall unless the calls desist.

### Bonus Billions A Buoyant Boom to Business

JUST to prove that the Magazine is constantly on the alert to be of service to fellow sufferers in distress, we offer the following, in confidence:

The gathering below of ex-soldiers of Uncle Sam, as a token of gratitude for their war-time services, have just had delivered to them a handful of "baby bonds." In other words, they are f.i.f. Get me?—fresh in funds!

If, like your humble scribe, you are suffering, temporarily, from an inferior complex due to a flattening of the "purseitis" perhaps the boys might be willing to be reasonable if properly approached for a small sum to tide you over the present embarrassing situation.

How our information come about was that these worthies gave their Pacific Electric building address as the desired location for the delivery of their bonus reward. Of course, this was done inadvertently. None of them for a moment had in mind that the filthy lucre would be safer, or more wisely handled if it happened to come into their hands first instead of the soft, velvety, if vise-like grip of their better halves. (Oh yeah!)

Under the rules laid down by the Government, the mail carrier was instructed not to deliver the bonds to anyone unless they were identified by a person known to the carrier. The recipients were duly gathered in the P. E. Club headquarters and as the names were called each was properly identified and delivery of bonds made.

P.S. Prepare for bad news! What we delicately intimated about a small loan is off. We approached every darn one of them, and what do you think—all of 'em say "no spick Engleesh."

### VISIT THE CLUB LIBRARY

If you do not know it, or it has slipped your mind, the P. E. Club library is something with which you should get acquainted.

There is on hand at all times a large selection of fiction, scientific books, encyclopedia and many popular current magazines that are available to you and your family. All its contents, except current magazines, may be withdrawn from the Club in the similar manner that you use the public library.

Incidentally, many of these books were donated by employees after having served the owner's pleasure. There is a considerable wear and tear on books, and since the Magazine ceased publication in 1932, donations have dropped considerably.

The Club will appreciate and gratefully acknowledge donors of books through the columns of the Magazine from time to time.

### HOW ABOUT A CAMERA CLUB?

The very good suggestion is made by Geo. Perry, Accounting Dept., that those interested in photography as a hobby have a "get-together" for the purpose of forming a Camera Club.

We know there are dozens of employees who follow amateur photography as a pastime and by creating a club they could gain experience and exchange ideas by contact with others similarly interested. Too, if followed extensively, the cost of photographic materials, recently increased in price, can amount to a considerable item. A club can secure reduced prices through volume purchase.

If a sufficient number of persons will call or drop a line to Mr. Perry an organization meeting will be arranged in the near future. If the Club is formed the Magazine will co-operate to the extent of awarding a few modest prizes from time to time for the most proficient pictures.

Advice to the thin: Don't eat fast!  
Advice to the fat: Don't eat! Fast!

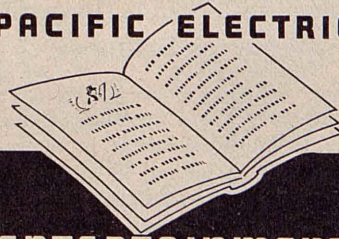


Instead of looking jubilantly happy—they have just received their bonus bonds—this sober group appear to have been told that relatives were going to visit them. Left to right: E. L. H. Bissinger, Earl Moyer, Lee Marshall, Postman, H. K. Riordan and Wm. Getz.

**EDUCATION  
RECREATION  
FELLOWSHIP**

**CLUB  
AFFAIRS**

**PACIFIC ELECTRIC**



**ENTERTAINMENT**

#### ACTIVITIES AND ELECTION OF WOMEN'S CLUB STAFF

The Pacific Electric Women's Club held their last meeting prior to the summer vacations on May 28th, adding another very delightful chapter to the Club's history under the direction of Mrs. Curle.

Reports on welfare by Mrs. J. B. Green; hospital by Mrs. A. C. Smith; ways and means by Mrs. Hart; membership by Mrs. L. E. Murphy, and cash on hand by Treasurer, Mrs. Crunk, gave splendid evidence that the women are very much on the job and going full power ahead into the ninth year of their organization.

The installation of officers took place on May 28th, as follows:  
Mrs. D. E. Barnard ..... President  
Mrs. J. T. Ashcroft .. First Vice Pres.  
Mrs. F. M. Hart ..... 2nd Vice Pres.  
Mrs. L. E. Murphy .... 3rd Vice Pres.  
Mrs. H. W. Fuller .. Record. Secretary  
Mrs. Roy Roy Conifer... Corres. Sec.  
Mrs. R. B. Crunk ..... Treasurer  
Board of Directors: Mesdames Curle; Hasenyager; Hasty, Rand and Carr.

The programs throughout the year have been most enjoyable and it is just too bad that all P. E. Women folk have not been there to enjoy them. The Club's own bulletin in the women's lounge will keep you posted as to future events.

The card parties will be held on the second and fourth Thursdays during the summer months, with Mrs. W. E. Smart as hostess. Lovely prizes awarded and only a small charge of 15 cents to play either bridge or 500.

The Club will hold its annual picnic at Echo Park on July 16th. Wrap up a sandwich and enjoy the day on the "island."

Real activities under the guidance of the new President, Mrs. Bernard, are resumed on Thursday, Sept. 10th and thereafter every second and fourth Thursday of each month at 1:30 p.m.

—Mrs. Lon Bishop.

#### 1936 SCHOOL YEAR ENDS

The week ending June 19 marked the close of the Pacific Electric Club's school term, excepting for the music classes which will continue throughout the summer under the direction of Miss Marguerite Minard, and P. E. Club Orchestra, continuing through July.

During the past school year classes were held in the following subjects:

Highway Transportation.

Signal Engineering.

Alternating Current Equipment and Transmission.

Gasoline and Diesel Engine Theory.  
Piano Instruction.

Millinery and Dressmaking.

Orchestra and Glee Club training.

The classes were well attended, the total enrollment reaching in excess of 250 persons.

Class work will be resumed in September at which time several new classes, in addition to most of the above, will be organized.

#### Picnic! August 29th

**T**URN over the page on your calendar and mark with a red circle the date of Saturday, August 29th.

You guessed it—that is the official date of the Annual P. E. Picnic and Re-union at Redondo Beach, Mr. Pontius late last month having given his approval for this year's event.

Formerly looked forward to largely as a day for the youngsters, with the passing of time these annual outings bring increasing pleasure to the employees as a whole. Perhaps it is because as we grow older we become a bit more sentimental and recollections of days gone by come to us with increasing frequency.

Regardless, Mr. Vickrey, who will again be in charge of the festivities, plans a gala outing and you will have the pleasure of greetings old friends and living for a time the days of yester year.

#### PIANO CLASSES TO CONTINUE

An excellent opportunity to study music is offered to all employees through the P. E. Club.

Piano for beginners, special coaching for those who already play, elementary theory and application of the fundamental principles underlying modern piano playing. Of great value to those who enroll is the fine sense of music appreciation which is developed during the course.

Miss Marguerite Minard, instructor, has had broad musical experience in Chicago, Denver and Los Angeles. She extends a cordial invitation to men and women to join the class.

Classes meet on Tuesday and Thursday evening from 7 to 9 o'clock. There is no charge for instruction as this class is in the Emergency Education Program of the Los Angeles City Board of Education.

#### The News of 10 Years Ago

**T**URNING back the pages of time we find the following interesting highlights from the July, 1926, issue of the Pacific Electric Magazine:

Two charming young ladies are waving greetings to approaching friends on the boardwalk at P. E. Camp. An automobile in the background, undoubtedly then the pride and joy of its owner, to-day looks like it might have come over on the Ark, so far has been the improvement in the automotive industry.

C. C. Fenimore, then General Storekeeper, in a feature article told us that the department carried a stock of approximately \$190,000 on hand and that the disbursement of materials totaled some \$325,000 monthly. 35,000 items were regularly carried in stock at the time.

To prove that the present P. E. Camp rates for accommodations are truly a bargain, the Magazine of ten years ago carried a table of rates, which divulged that a Bungalow could be had for \$12.50, whereas to-day the same accommodation is being rented at \$7.00 per week, if you please.

The P. E. Band, Earl Moyer, Manager, was honored by being the official musical organization of the Boulder Dam Industrial Booster Caravan, making a four day journey during which it "musiced" in 42 Southern California cities.

And "smocks"—remember 'em—were all the rage, not to mention knee high skirts. Some 24 charming young ladies posed for a picture displaying short skirts—I mean, smocks. Among those present then were: Leah McCleary, Joyce G. Williams, Elsie Comontofski, Margaret Taylor, Zelda Karr, Mildred Corbett, Emet Garner, Rose Halbedel, Eleanor Hoffman, Mildred Goodwin, Peggy Giordan, Mabel Wood, Effie Maitland, Kelly Swenson, Aura King, Jeanette Smith, Doris Lakey, Daisy Murphy, Alice Ehlers, Louise Kuehner, Jean Grieve, Lucy Grieve, Edith Simeon and Vine Cahoon.

J. M. McQuigg, Agent, San Pedro, stated that the month of May showed the largest number of steamers arriving and departing in the history of the port. A total of 577 arrived and 569 departed.

O. A. Smith, Vice President & General Manager, received an outstanding testimonial in being elected International President of the Optimist Club. He had previously served as Vice President and on the Board of Directors, also as President of the local branch in 1925.

George Perry of the Accounting Department, then, as now, was a contributor of a breezy column of personnel news.

#### The Shock

"I say, Jane, isn't it time baby said 'Daddy'?"

"No, John; I've decided not to tell him who you are until he gets stronger."



**MT. LOWE LINE HAS BIRTHDAY**

(Continued from Page 4)

the cars and getting them ready for service. Mr. Anderson operated the first car in the regular service. He afterward served the road in many capacities and after the line was taken over and operated by the Pacific Electric System, made many changes and improvements in the power, telephone and overhead system."

The record of the Mt. Lowe line's operation is a phase of our Company's history of which we may righteously feel proud. In the thousands, and tens of thousands of trips that our equipment and crews has traveled over the climbing and winding trails not a single loss of life, nor even a slight injury, have been received by the eager, thrilled millions that have viewed the line's scenic wonders.

**EMPLOYEES IN HOSPITAL**

The below list of your fellow employees were those confined to the California-Lutheran Hospital as the Magazine went to press.

Some of them will be there indefinitely, others perhaps only a short time. We know friends "intend" to visit them, but it is a duty we all are prone to let someone else do or postpone doing.

A visit from friends is a convalescent's best tonic; plan now to visit them:

Frank Chadburn, Janitor, Eng. Dept.; C. C. Herrington, Lineman, Eng. Dept.; Perry Strader, Car Repairer, Mech. Dept.; Guy V. Brown, Conductor, Southern District; E. Fitzpatrick, Agent; Ray W. French, Conductor, Western District; Chas. O. Humphrey, Motorman, Southern Dist.; James Paisley, Gateman; V. D. Penland, Mail Handler; and J. F. Edmundson, Operator, Motor Transit Company.

**REDUCED RATES TO BOWL**

Arrangements have been made whereby employees desiring to attend the various concerts during the 1936 Hollywood Bowl schedule may do so at a considerable saving.

Tickets may be had at 35c each good for any one of the twenty-four concerts on this season's schedule by applying to the Passenger Traffic Department, 623 P. E. Bldg.

The season begins this year on July 7th and continues to August 28th, concerts being given on each Tuesday, Thursday and Friday evenings. A most notable array of conductors and musical classics are scheduled.

Clerk (filing income tax return):  
"At last! An honest man!"

"What's happened now!"

"Here's a fellow who classified his salary as unearned income."

**Weaker Sex? She's The P. E. Camp Boss**

**EVELYN MADSEN**  
Superintendent, Pacific Electric Camp

**I**F YOU have been to the P. E. Camp in the past fourteen months introduction of the young lady above is unnecessary. Otherwise, we announce she is Mrs. Evelyn Madsen, Superintendent of our mountain retreat.

Despite the fact that she does not lay claim to long years of experience in the resort business prior to taking charge, she has proven herself equal to the many and sundry demands of the job.

And if you think caring for the needs of some 300 persons, providing amusement, registering and checking out guests, keeping a stock of groceries and supplies, balancing accounts with the Auditor and a multitude of other incidentals is anything but a job, you are invited to follow Mrs. Madsen's foot-steps for a day. Few women are physically able or temperamentally equipped to shoulder such trying demands as her job entails during the heavy summer season.

But Mrs. Madsen does it, and does it well, and with a smile. That she has made lots of friends is well evidenced by the fact that many persons in making reservations at the Club office have asked if she will again be in charge and being informed in the affirmative have expressed their pleasure.

Mrs. Madsen was formerly employed in the office of H. E. DeNyse, Assistant Engineer in San Bernardino.

Worry less and work more,  
Ride less and walk more,  
Frown less and laugh more,  
Drink less and breathe more,  
Eat less and chew more,  
Preach less and practice more.

"I'm sorry—I quite forgot your party the other evening!"

"Oh, weren't you there?"

**OPERETTA STAGED BY GLEE CLUB ANOTHER SUCCESS**

Another most creditable performance by the Pacific Electric Glee Club was registered on the evening of June 23rd with the staging in the Club's theatre of the operetta "China Shop" under the direction of Ethel Boothe.

Colorful settings and radiant costumes, a cast of forty, plus many mirth-provoking situations, not the least of which was the embarrassment of blushing Chinese young men in receiving proposals from anxious-to-be spouses, ranked the performance with any of the five heretofore staged by the Glee Club. The theatre and stage were decorated with Chinese lanterns, wisteria and cherry blossoms and incense odors added to the realism of the oriental setting.

Among the company family who played leading roles were: Leslie McDonald, Forest Cook, Gladys Crunk, Reldon Ruse and George Shively. The excellence of the staging of the play reflected the efforts of the cast and painstaking direction on the part of its leader Ethel Boothe.

The colorful costumes were greatly enhanced through the courtesy of the Max Factor company who sent a corp of make-up experts to aid in the difficult task of making facials of white man "look-ee" like China man.

**GLENDALE-BURBANK BUS USE BY EMPLOYEES OUTLINED**

Employees living in the Glendale-Burbank districts will be permitted limited use of motor coaches for transportation when the dual rail-bus service begins on July 12th, a bulletin issued early this month by President Pontius stated.

Supervisors, operators and trainmen will, of course, be permitted wide use of coaches, while other employee residents and their dependents' use will be limited to such times as when rail service is not available. The frequency of rail service will be sufficiently adequate during the morning and evening rush hours to meet employee requirements.

A special pass, green in color, will be issued upon application to head of departments, to employees and their dependents residing in the district and will be good for transportation "only on Los Angeles-Glendale-Burbank motor coach line, (including East Broadway) when rail service is not available, subject to special rules governing."

In other words, employees are required to use rail service when available, but on Sundays, holidays and during evenings after peak travel hours they may use motor coaches.

The initial rail schedule provides that the last train shall leave Los Angeles at 6:30 p.m., No. Glendale at 6:11 p.m. and Burbank at 6:14 p.m. from Monday to Friday, with slight change on Saturdays.

Issuance of passes to employee residents of the district under above provisions is now under way.

# SPORTS

**GOLF**  
**TENNIS**  
**FISHING**  
**HUNTING**



**BASKETBALL**  
**BASEBALL**  
**BOWLING**

## FISHING STILL THE THRILL AMONG P. E. SPORTSMEN

Twenty years ago our club was organized to encourage protection of game and game fish. To say that this club has prospered, is stating it mildly, inasmuch as the twenty-six men that founded the organization have seen it grow to more than one thousand members. However, our present membership is 767, to be exact.

The officers for the year 1936 are A. V. Miller, President; L. J. Bush, 1st Vice Pres.; G. W. Knocke, 2nd Vice Pres.; A. C. Smith, Recording Secretary; F. B. Patterson, Financial Secretary and C. G. Gonzales, Treasurer.

The regular monthly meetings are continued on the second Wednesday of each month and there is a great deal of enthusiasm manifested this year, owing to the fact that there are some of the most extraordinary prizes offered in the Club's history.

To members who are unaware, ocean fishing licenses will be necessary for all game fish caught in our State after July 1, 1936. We are advised by the Division of Fish and Game that active enforcement of this law will be started at that time.

Our club is proud of the four new fish and game protectors that passed so highly at the State Game Warden's College. They are B. F. Manley, A. V. Miller, H. B. Bancroft and J. W. May. These men made the best marks in the entire class of fifty, comprised of representative sportsmen from various rod and gun clubs throughout the State.

We have sub-leased forty-two of the total of forty-four lots at Los Patos Camp grounds and things are progressing splendidly. On a Sunday one sees Bill Knoche, H. O. Marler and Gray Oliver putting the finishing touches on their fine new cabins; Radcliff tying up leaders, Ray Buford and Hal Smith talking about going surf fishing and Offinger cleaning fish, or getting muscles for the crowd.

It has been rumored that "Marlin" Manley has taken a drop. As a matter of fact we have evidence that he is now fishing for mackerel on the Point Loma barge. We would also like to have an explanation of these midnight excursions down the south coast from Hal Smith, L. J. Bush and Ray Buford.

We note that any time the "big three" namely Messrs. Karr, Lovell and Thorburn go to the mountains they come out with one fish. We are at a loss to understand their method in fishing, but seeing that Mr. Karr is Chief Counsel, we assume that it is legal.

Our Club needs new members and each member should appoint himself

## FINE SUCCESS FOR BOWLERS PLAN FOR COMING SEASON

Greetings to all the bowling fraternity and a word about the season just passed.

Our league consisted of twelve 5-man teams and bowled each Friday evening at the Angelus Academy on Olive St., near Tenth. The first round resulted as follows: 1st place, P. E. Club; 2nd place, Claim Dept.; 3rd place, West Hollywood. The second round saw some of the "dark horse" team hitting their stride with the following results: 1st place, 5 Podgos; 2nd place, L. A. Freight; 3rd place, P. E. Club.

Good sportsmanship, as usual, predominated throughout the season and the fun ended with a well attended banquet in the Club's Cafe.

The State Championship tournament was held in May and the P. E. Ry. was represented by a team in the 850 Class composed of J. Gowanlock; C. G. Gonzalez; Ed Barnes; R. M. Cobb and L. H. Covell. They rolled a total of 2652 to win fourth money. This was the best showing made to date of any of our teams in tournament play. We hope to have several teams available for next year's competition.

A meeting will be held in August to organize our league for the 1936-37 season. Notices will be sent to those interested and we suggest that you read the P. E. Magazine for bowling news. Those wishing to participate should arrange to be present, as rules will be voted upon, as well as location at which league teams will bowl. Get your teams lined up and prepare for the best season yet.

—R. M. Cobb.

## SPECIAL SAN DIEGO OUTING

Sunday, July 12th, the Pacific Electric Rod and Gun Club have chartered the famous sportfishing barge "Ike Walton" just off the kelp beds of Point Loma at San Diego for a day's fishing—one of the outstanding trips of the year.

Special shore boat for our club members and their friends will leave the dock at 4:00 a.m. Those wishing to go on Saturday afternoon for an all-night trip can do so at a small additional cost for night accommodations on the barge.

"Harry & Bob" Gillis & Boyle are giving our club a special rate of \$1.25 each, which includes several prizes for largest fish caught in various classes.

Don't forget the date and make this a full day's "Reel" sport.

a committee of one to contact and see if we cannot bring in these additional sportsmen.

Dave E. Porter.

## AMOUNTS NOW BEING PAID BY MORTUARY FUNDS

Conflicting stories are broadcast from time to time regarding the amount paid to beneficiaries of members of both the Mortuary plans.

In order that all may be currently informed and correct erroneous impressions, the following is the authentic data:

Necessarily, the amounts vary a few dollars from month to month. In the case of the male Mortuary plan the present payment approximates \$700 and the Wife's plan pays about \$152.

This insurance still costs considerably less than similar protection could be obtained from commercial insurance companies.

## DON'TS FOR BEACH BATHERS

With the summer season in full-swing it is timely to re-print some "don'ts" broadcast by the City Playgrounds and Recreation Department whose annual warning to bathers of Southern California will reduce life loss if its admonitions are followed.

Here are some of the things you should not do if you would enjoy future dips in the ocean:

(1) Don't overestimate your swimming ability at the beginning of the swimming season when not in training. Overenthusiasm is often fatal.

(2) Don't bathe immediately after eating; cramps frequently result.

(3) Don't bathe in remote places, but always stay near where a life guard is stationed, for your own protection.

(4) Don't make long distance swims alone; always swim accompanied by a strong swimmer.

(5) Don't use inflated rubber apparatus, such as tires, tubes and water wings, in the surf; you may be carried out to sea on them and be unable to return.

(6) Don't call for help unless actually in trouble, as you may call sometime when you do need a life guard and not be noticed.

(7) Don't swim near piers or pilings, as they cause strong currents and have sharp cutting surfaces.

(8) Don't take "dares" in the ocean.

(9) Don't go to the assistance of a life guard until he calls for help, as he can handle the situation, and he may have to help you.

(10) Don't dive into unknown water but always explore thoroughly before running into the surf.

(11) Don't lie in the sun and try to acquire a quick tan, it will always result in painful sunburn. Don't sleep in the sun, as you may oversleep and wake up a cinder.

## Abdominal

The pharmacist was instructing his errand boy to deliver a prescription to Mr. Crummack. "Remember, Crummack rhymes with stomach."

Two hours later the boy returned and said, "I can't find Mr. Kelly."

## HOBBIES



There are many employees who engage in the collection of stamps as a hobby who know thoroughly their intrinsic value, but are not as familiar with the historic background of the stamp and its far-reaching effect in modern commerce. F. N. Compton, Engineering Dept., a philatelist of many years, in the accompanying article, traces the stamp from its inception and tells of modern trends.

In view of the large number of employees interested in the subject the Magazine suggests a Philatelist Club. Those desiring to join should communicate with Mr. Compton or leave their names at the P. E. Club.

IT WILL soon be one hundred years since Great Britain issued its first postage stamps. In the old Chicago Post Office one might have seen a organizer of our postal system, Richard Fairbanks. Through the use of these small pieces of paper and the ingenuity of this man we are today able to conduct and direct international commerce, improve ourselves through education and communicate with those we love.

United States followed England's example some five years later. France four years after the United States; Italy and Germany about two years after France and so on, until today every country that has an organized government has its postal system. These systems are to a certain extent under the direction of an International postal union.

The development of the postage stamp has followed closely the improvements in the art of printing and engraving. In 1844 the stamp was definitely a receipt for money paid for the service offered by either government or private agency for the delivery of a letter. The stamp was either printed by hand stamp upon or affixed to the "letter sheet" or the envelope. Government monopoly of the postal system was to come later.

### Higher Values Soon

The demands of our post office department made a series of stamps necessary in 1851 consisting of eight values ranging from one to ninety cents. France had found this necessary two years before, though England did not approach such a series until ten years later. From then on until 1892 the ninety cent value was the highest but special commemorative series issued for the Chicago World's Fair gave us values up to five dollars. This has been maintained for regular issues ever since, though there are indications that Air Mail service will soon make even higher values necessary.

As compared with our early issues the improvements in the art of engraving have been well attested by the beauty of the recent issue memorializ-

## LOW RATE TO BATH-HOUSE AT REDONDO BEACH

Employees are again reminded that they can enjoy a swim in the clear sparkling filtered sea water in Redondo Beach bath-house for 20c each. It is no longer necessary to buy a book of ten tickets.

This rate includes use of suit, towel and locker. Dependent members of their families can obtain the same low rate. All you have to do is to present your annual railroad or trip pass at Cashier's office in bath-house as a means of identification.

This same privilege is extended to employees of Los Angeles Motor Coach Company and Motor Transit Company who are members of the Pacific Electric Club. Club Cards must be presented at Cashier's Office as a means of identification.

Bath-house is open from 8 A. M. to 10 P. M. on weekdays and from 8 A. M. to 7 P. M. on Sundays.

## P. E. MASONIC CLUB DOINGS

The last meeting of the Masonic Club for the summer was held June 17 at the Pacific Electric Club, and meetings will not be resumed until September 16.

A representative group was on hand at the June meeting to view a showing of motion pictures popular in the early 1920's.

Two degrees were conferred during June at Jordan and Glendale Lodges respectively.

ing our national parks, especially in the five and seven cent values. It is unfortunate that an item of commercialism crept into the "Parks Issue" and it is hoped that the standing of the post office department will not again be questioned as a result of such acts.

It would not be fair in deferring to beauty in postage stamps to omit mention of the black mourning stamp issued to honor the memory of the Queen of the Belgians.

In the past decade Brazil and England have experimented with the production of stamps by the lithographing process, the influence of stamp collectors will no doubt be exerted against this as the life of such stamps is doubtful. Our government entered the experimental field with three stamps produced by the off-set printing method, but indications are that rotary press printing will prove to be most popular for some time to come on account of economy. This process enables the post office department to produce stamps for as little as twenty cents per thousand.

—By F. N. Compton,  
Engineering Dept.

How long can a man live unconscious and still live?

I don't know, how old are you?

Look on things with friendly eyes;

Cast out little hates.

Just love life with all your heart—  
Life reciprocates.

—Ex.

## CONTRACT



This is the first of a series of short comments on contract bridge we have asked Milton R. Skemp, Transportation Dept., to supply our readers. Mr. Skemp, a keen student of the game, will point out common fallacies, without attempting to teach the game from the start.—Editor.

Any building is only as substantial as its foundation. In contract the foundation is of utmost importance, as when the bidding is first opened we often have no knowledge of its eventual height. Without a firm base our structure may fall heavily.

The first essential is enough high cards to develop a minimum three tricks. A dealer should have holdings that should take tricks against an opposing contract before opening bid. If dealer has passed, the second hand requires a similar type of hand, i.e. cards that can take first on second round tricks.

With two passes before him, third hands needs a hand a trifle stronger than first or second hands require, or it must be exceptionally solid. His partner's pass has indicated no great amount of strength, and if his framework is open he will be apt to find the key cards in hand behind. Third hand need not have his strength in top cards, unless holding freakish distribution. A number of king-queen and queen-jack-ten combinations will serve as well as aces.

If three hands have passed the fourth may, and should open on sufficient strength, regardless of how open type his hand may be. Honor strength outside of his own holdings are probably fairly evenly divided and king-X and queen-ten-X have strong developing possibilities. So much for the various positions.

However, in any position where there appears, either from one's own holdings or previous bidding, to be unusual distribution, a hand of minimum strength to bid, except defensively, should contain at least two top card (quick) tricks. If this precaution is not observed, too frequently we find opponents cashing top cards and trumping our second line strength before we can obtain lead to draw trumps or establish a suit of our own liking.

### That's Talent!

Two friends, one married and the other a bachelor, were at the latest play, admiring the performance of a famous actor.

"By Jove," the married man murmured, "he's wonderful. The way he displays affection toward the leading lady, eh?"

"Yes—pretty good," the bachelor agreed, "but, you know he's been married to her for eighteen years."

"What!" Really married! Gosh—what an actor!"

## RESEARCH



### The Diesel Engine

**R**ECENT record breaking runs by diesel-powered stream-line trains streaking across the Continent have dramatically attracted attention to the development and application of the Diesel type of engine for mobile use.

But what is this Diesel power we so glibly speak of and wherein does the principle involved differ from the conventional gasoline engines? What makes it the most efficient of all types of engines?

First, briefly, as to the Diesel's historical background. The Diesel principle was theoretically developed by Dr. Rudolph Diesel, a German physicist, and patented in 1892.

The first successful Diesel engine, a twenty-four horsepower, one cylinder unit was not completed until 1897. The first commercial Diesel engine to be operated in regular service anywhere was built in the United States in 1898. This was a sixty horsepower, two cylinder, four stroke cycle unit built in St. Louis for a nationally known brewing concern.

Basically the Diesel and gasoline engines are identical in mechanical principles. Both types have pistons reciprocating in cylinders. Both have connecting rods and crankshafts with necessary mechanisms for transmitting power to the shaft. Both engines use liquid fuel and the power transmitted to the shaft is due to the pressure created by combustion of a mixture of air and fuel in the cylinder.

### Comparison Noted

And now for the differences. A Diesel is a high compression internal combustion engine in which the fuel is ignited by heat of compression. The carburetor and ignition systems of the familiar gasoline engine are replaced by the fuel injection pump and spray nozzles or injector.

On the intake stroke, a gasoline engine draws in a vaporized mixture of gasoline and air from the carburetor. The Diesel has no carburetor and draws in only air on the intake stroke.

On the compression stroke the gasoline engine compresses the combustible mixture to about ninety pounds per square inch with a compression ratio up to about seven to one. In the Diesel, the air is compressed, in some instances, to as high as 500 pounds per square inch, operating with a volumetric compression ratio, ranging from 12 to as high as 18 to 1. Fuel is not injected until after the air has been compressed, thus raising the temperature within the cylinders to as high as 1200 degrees Fahr.

In a gasoline engine the compressed mixture is ignited by an electric spark.

In the Diesel the high temperature created by the compressing of the air ignites the fuel when injected into the cylinder. A temperature of approximately 680 degrees Fahr. is sufficient to ignite the fuel within the cylinder.

Owing to the inherent characteristics of the Diesel engine, i.e. high pressures and temperatures,—which account for its high efficiency, the first Diesels were massive and slow-speed machines, weighing as much as 600 pounds per horsepower.

Materials of construction were limited, so that safety was provided by extreme weight of parts. But with the development of modern metallurgy with its numerous alloys of steel, aluminum and other metals, it has been possible to reduce the weight of the equipment very radically.

Modern automotive types of Diesels weight less than 15 pounds per horsepower and rotate at a speed up to 2000 revolutions per minute. This compares favorably with a modern automobile gasoline engine weighing some 8 to 12 pounds per horsepower with a speed range up to 3000 revolutions per minute.

And in conclusion, a word regarding the heart of the Diesel, the fuel injector. Think of the job to be performed by the injector, in say, furnishing fuel for an engine operating at even a medium speed of 750 revolutions per minute. But three or four thousands of a second are available for introducing, heating, vaporizing and burning the droplets of fuel. That's some engineering feat. Solving this engineering problem of the injector has really been the principal reason for the subsequent development of the Diesel engine.

L. H. Appel,  
Asst. Electrical Engineer.

### CLUB GIVES AID IN CASHING VETERANS' BONUS BONDS

A considerable aid to veterans in cashing their bonus bonds was given last month with the establishment of a Postal Department registration unit within the P. E. Club offices.

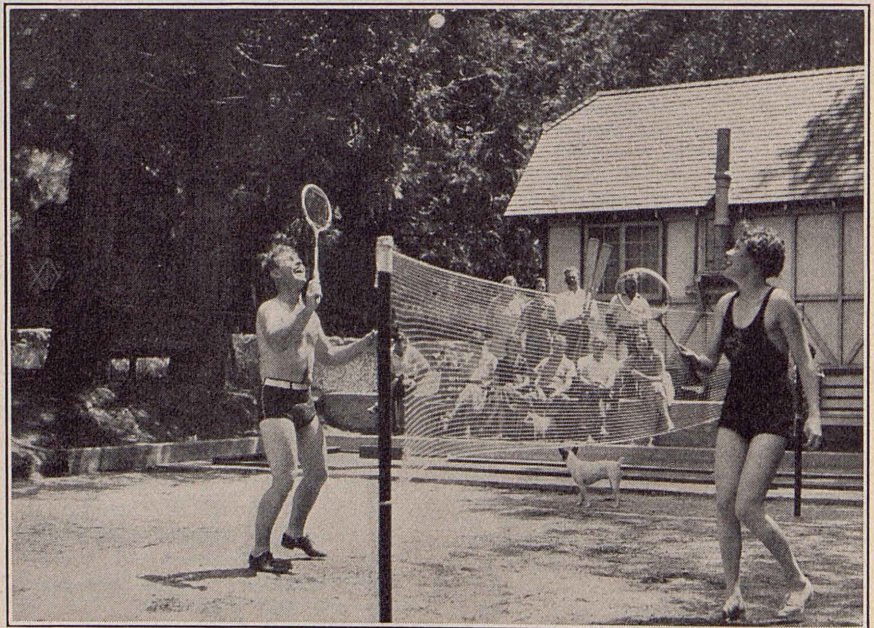
Recognizing that many employees, on account of working hours, would have some difficulty in cashing their bonds, Mr. Pontius arranged with Postmaster Briggs to have a force on hand for several days. They were given quarters and well-informed representatives of the Postal Department handled the somewhat complicated details, Uncle Sam having set up ample safeguards to insure proper delivery of the bonus award.

In addition, a bulletin was mailed to Southern Pacific, Union Pacific employees and all the tenants in the P. E. Building that they were welcome to use the registration unit. More than 200 arranged to cash their bonds through the Club unit and all received Treasury Department checks within 48 hours.

"When I was a little child," the sergeant sweetly addressed his men at the end of an exhaustive hour of drill, "I had a set of wooden soldiers. There was a poor little boy in the neighborhood and after I had been to Sunday School one day and listened to a stirring talk on the beauties of charity I was soft enough to give them to him. Then I wanted them back and cried, but my mother said:

"Don't cry, Bertie, some day you'll get your wooden soldiers back."

"And, believe me, you lop-sided, mutton-headed, goofus-brained set of certified rolling pins, that day has come!"



There were never more amusements than this season at P. E. Camp, among them being badminton (action above), tennis court, shuffle board, ping pong, tethal ball and pocket billiards; also playground equipment, including merry-go-round for the kiddies.

If you were disappointed in being unable to obtain accommodations at the Camp over the past two holidays, cheer up. There are still unreserved accommodations for July and August. They will be all sold, so hurry with your reservation.



A recent show advertised a chorus of seventy, but some of them didn't look to be a day over sixty-five.

Policeman: "Lady, don't you know this is a safety zone?"

Woman Driver: "Of course; that's why I drove in here."

Fisherman: "I tell you, it was that long. I never saw such a fish!"

Friend: "I believe you."

**Pardon Me**

Another, who may be said to have his ups and downs is the unfortunate chap who happens to get an aisle seat at a movie.

"Say, Bill, if you had five bucks in your pocket, what would you think?"  
"I'd think I had on somebody else's pants!"

In Montana there is a town named Eureka. Trainmen differ as to the pronunciation of the name.

Passengers are often startled, upon arriving at this station, to hear the conductor yell:

"You're a liar! You're a liar!"

Then, from the brakeman, at the other end, comes the cry: "You really are. You really are."

"My wife says if I don't chuck golf she'll leave me."

"Hard luck, old chap."

"Yes—I'll miss her."

**That Comes Later**

"I see you're letting your little boy drive your car."

"Yes, he's still too young to be trusted as a pedestrian."

**Just for Old Times' Sake**

Teacher asked a seven-year-old girl what a bridegroom was.

"Please, teacher," was the reply, "it's a thing they have at weddings."

**Well, It Helps**

"Murphy got rich quick, didn't he?"

"He got rich so quick that he can't swing a golf club without spitting on his hands."

The list of prize winners at a recent picnic read:

"Mrs. Smith won the ladies' rolling pin throwing contest by hurling a pin seventy-five feet."

"Mr. Smith won the hundred-yard dash."

Johnny had been the guest of honor at a party the day before, and his friend was regarding him enviously.

"How was it? Have a good time?" he asked.

"Did I?" was the emphatic answer. "I ain't hungry yet!"

"Dear Teacher," wrote an indignant mother, "you must not whack Tommy. He is a delicate child; and isn't used to it. We never hit him at home except in self-defense."

"What would your wife say if you bought a new car?"

"Look out for that traffic light! Be careful now! Don't hit that truck! Why don't you watch where you're going? Will you never learn?"

**Over His Dead Body**

Poet—"Do you think there is any chance of my getting this poem in your magazine?"

Editor—"There may be. I'm not going to live always."

"Father," said little Eddie, "what is a diplomat?"

"A diplomat," replied father, "is a man who remembers a woman's birthday, but forgets her age."

Filing Station Attendant: "Here comes another I.W.W. customer."

Patron: "What's that?"

Attendant: "A motorist who wants only Information, Wind and Water."

A bewildered man entered a ladies' specialty shop. "I want a corset for my wife," he said.

"What bust?" asked the clerk.

"Nothin', just wore out, I guess."

Boss—"When you called up my wife and told her I would be detained at the office, and would not be home until very late, what did she say?"

Steno—"She said: 'Can I depend on that?'"

**Blankety-Blank**

A General and a Colonel were walking down the street. They met many Privates and each time the Colonel saluted he would mutter: "The same to you."

At last the General's curiosity bested him and he asked: "Why do you always say that?"

"I used to be a Private," the Colonel replied, "and I know what they are thinking."

The prosecuting attorney encountered a rather difficult witness. Exasperated by the man's evasive answers, he asked him if he was acquainted with any of the jury.

"Yes, sir; more than half of them."

"Are you willing to swear that you know more than half of them?" demanded the attorney.

"If it comes to that," he replied, "I am willing to swear that I know more than all of them put together!"

Traffic Cop—"Now, Miss, what gear were you in at the time of the accident?"

Demure Miss—"Oh, I had on a black beret, tan shoes, and a tweed sports dress."

First Kid: "Gee, Jimmy, when I went by your house this morning I heard somebody swearin' something awful!"

Second Kid: "Aw, that was my dad. He was late for church and couldn't find his hymn book."

**THANK YOU!---**

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"Just Around the Corner"



BY OUR  
CORRESPONDENTS

## OF THE PACIFIC ELECTRIC AND MOTOR TRANSIT FAMILY



### SAN BERNARDINO DISTRICT B. G. Jones and R. G. Perry

General Agent, C. H. (Casey) Jones and wife have left on an extended motor tour of the Pacific Northwest visiting relatives and friends in Oregon. Incidentally, this is a good opportunity for northern fishermen to learn the fine points of the sport as "Casey" is considered tops when it comes to reeling in the big ones.

Brakeman Fred Sauerwein is going around these days with his chest so far out that it would make Man Mountain Dean look like a Polynesian Pigmy and rightfully so, as Mr. and Mrs. Sauerwein are the proud parents of a fine baby girl. Mother and daughter are doing very well. By the way Fred, just as one pal to another, how about putting out what America needs, "a good two-bit cigar."

Those returning from vacations are: C. L. Mills, Motorman, who visited relatives and friends in Texas and Colorado and visited places of interest along the way; J. J. Baker spent two weeks in Nevada and while there inspected mines in which he is interested. Hope you strike the mother lode J. B. G. Jones also spent a week in Texas visiting his sister and renewing old acquaintances.

While their wives are away visiting their homes in the East Cond. T. C. White and Cond. G. F. Miller have decided to play house and George Frazier is moving in with Thomas Coffey. It looks like lean days ahead for these two as George says all he'll do is boil the water and Tom threatens to limit his culinary talents to dropping in the egg. Serves them right for trying to keep house. "The sissies."

Vernon Bowers, formerly employed at Subway Terminal, Los Angeles, is now connected with the San Bernardino Ticket Office. Welcome to San Bernardino Mr. Bowers. We all feel sure your new position will be one that you will find to your liking as Mr. Leslie Sinotte and Mr. Ray Wilson are regular fellows, and will do everything possible to cooperate with you.

### LONG BEACH TERMINAL C. L. Cottingham

**HOWDY FOLKS**—Let us all give three cheers for the P. E. Magazine of which this is the first new issue.

A. O. Williams, Trainmaster and wife, are on a two weeks' vacation touring the north coast country. They visited Eureka, the Redwoods, San

Francisco, Sacramento, Clear Lake and one week at Lake Arrowhead. We were informed this A. M. on his return that he brought the Hupmobile back in one piece with no summons cards attached.

We are all very sorry of the accident that Motorman C. O. Humphrey had in being struck by one of Lang's busses at 20th Street and Pine Avenue, Long Beach. Mr. Humphrey is in the California Lutheran Hospital and will appreciate a visit from all the boys. He and family just returned from Arkansas where they visited home folks. We are pleased to say he is getting along very nicely.

We are happy to see a great many of our boys receiving their bonuses—new automobiles and vacations are now in order.

The regular men out of the Long Beach Terminal working on our Seal Beach and Naples Junction Line are looking for a brain specialist as their minds seem to wonder when approaching Light Circuit Boxes and they seem to get confused as to which way they are going or where they come from. Our Superintendent is going to run out of Demerits.

It would not be a Magazine if now and then it did not have a real good fish story in it so we are going to see that our own is no exception. Right here in Long Beach Terminal we have two of the best fishermen on the Pacific Coast in the persons of Pat Pope and M. C. Prosper. They have a well equipped fishing boat and we are expecting big things from them of which you will hear through these columns later.

"Smiling" Frank Vidano is back on the job after a six months' siege of sickness. We are glad to see Frank back and the ladies on the Seventh Street Line are riding just to be riding.

S. E. Matheny, off duty ten days due to sickness, is back again. He and family expect to leave August 1st for a month's visit with his hill-billy friends in the Blue Ridge Mountains of Virginia.

Walter Mooney is back with us after a three months' siege with a broken arm.

We have just learned of a reduction in the Long Beach fares which we hope will stimulate business and at the same time increase our company's revenue to such an extent that they will see fit to establish it as permanent. We understand this is a six months' trial.

We will appreciate it very much if the boys will tell us of interesting events and items so we can help to make our Magazine a big success.

### ACCOUNTING DEPARTMENT Geo. Perry

Well here we are back at the old stand, and very glad indeed to be able to greet you again from these pages. A lot of water has gone over the mill since the magazine was last issued, but I am sure this new issue will be a very welcome visitor each month.

Vacation season being upon us with all its glorious weather and with an endless array of places to choose from (that old pass sure comes in handy now—yow suh!) finds the following of our friends quick to take advantage of this pleasant situation:

Gilbert Lamm—to Dallas, Texas to visit the Texas Centennial. Brought several fine snapshots of the buildings, a sack of Bermuda onions and has been muttering about "Chiggers."

George Chrystal—took two months' leave of absence to visit his mother in Scotland.—Eyemouth to be exact.

S. W. Howe—Glen Ranch claimed him as usual.

J. R. McDonald—visited father and mother in Richland, Missouri, where a large family reunion was held on July 4th.

Harold Huestis—destination unknown, but wherever it is we hope he has a good time.

Paul Fancier—Mojave or Chicago?—who knows?

W. H. Alexander—fishing in the "High Sierras." Haven't heard much about the new V-8 since he's back—wonder if it made the hills O.K.?

Kenneth Pomeroy—motored to San Diego Fair and about Southern Calif.

Helen Bettis—spent much time between home and the beach acquiring a nice healthy coat of tan.

Florence Haldeman—unable to get her pass to Alaska in time she left in disgust for points unknown.

Elizabeth Reckweg—she received her pass in time and had a very pleasant trip.

Madelyn Mathews—Grand Canyon and in her own words "'Grand' is the right word."

Elizabeth Walton—Alaska this year, Mexico last year—next year? (East or West?)

Fred B. Eggeman—New York.

Hessel Vandezee—fishing at Big Bear.

Harry Welch—visiting relatives in Portland and Seattle.

Lon and Gail McIntire—rented a cottage at Laguna and had "lousy" weather all week.

Juanita Hoover—by boat to San Francisco (her old home town) and there to Portland.

Doris Lindeman—San Francisco and Portland also.

Kathryn Fox—yearly mystery—she never says where.

The various divisions of the Conductors Accounts Bureau have given several partis lately; that is with the exception of the Stock Division—and the big question of the hour is—when will “Stock” give their party?

**Shorts**

R. E. Labbe—back from Frisco says the girls in fur coats are some nice . . . Herman Grenke on jury duty 30 days . . . Wedding in Conductors Accts. Bureau imminent—see next issue. Several have taken the “bumps” lately . . . The Claw machine experts in the office should take out engineers’ licenses, or something, especially those who stood by the machine one morning bright and early waiting for the current to be turned on—imagine their surprise when the current came on the machine started into action, the claw picked up and expensive cigarette lighter and dropped it into the chute and the rest is history . . . Henrietta Sten on 30 days’ leave, being replaced by Irene Kaempfer during that time.

Soft ball is being a popular sport at the present time—we are very proud to have one of our girls in the Conductors Acct. Bureau on the Coca Cola Bottles Team, which is tied for first place in the Girls American Soft Ball League. This young lady plays 2nd base and boasts a good batting average. By this time you no doubt wonder who she is and so we introduce a real ball player—Catherine Mautz.

**MOTOR TRANSIT COMPANY**

By I. W. Erhardt

This scribe has been “under the table” since the recent transfer of offices and our prologue will be curtailed further from the inability to receive news from employees, although written request has been made to each individual for support. We sincerely wish to do our part in the initial issue, however, and if the following items are incorrect we hope to stimulate enough interest to have several “kick-backs” from any department, whether in or out of Los Angeles.

Operator J. T. Pettit is convalescing from an appendectomy, and according to “Jack” the whole affair was intensely interesting. We will be glad to have him back on his run.

Operator S. W. (Stu) Axton packed his camping outfit and went to the wilds north of Grand Canyon recently, living on doves, goats, mountain lions and nature. From the pictures brought back I believe such a trip would do some of the rest of us good.

Operators Otto Gardner and John M. Smith have started vacation trips to the east, both driving. Good old “Bonus”.

Harry Dostal, our ticket promoter at Riverside, and his team mates Bill Kennedy and L. W. “Pop” Reynolds are enjoying the environment of a remodeled Bus Depot. Improvements have done much toward an up-to-date Bus Terminal. This is another sta-

tion with consistent increase in sales.

Head Agent J. A. Patterson, San Bernardino, recently received a slight arm fracture. Truth is, the bus was being towed and “Pat” didn’t watch the compass while steering. Better stick with the “Chevy” Pat.

A. M. Thomas, of the Fifth Street Union Stage Depot ticket force, made an extended visit to his ‘homeland’ in Florida, but is now back on the job, displacing Roy C. Gehring who was borrowed from the Greyhound. Oscar Otero, also of the Fifth Street force, took a two weeks’ vacation before Mr. Gehrig was released to Greyhound.

We are wondering if the Long Beach force have all gone to the Democratic Convention—no word from them? Can think of a good many other similar terminals from whom we have no news items, not to mention the busy Los Angeles Express Depot.

Some of our new buses have just arrived and watch the increase in travel as soon as they are placed in service. There are 29 passenger Macks, all streamlined and modern in every respect. Everyone should feel mighty glad to see and ride them.

M. J. “Marty” Creamer, ticket dispenser at Fifth Street Depot, says that he is “pretty good for an old man”. Funny isn’t it? “Marty” is such a promising young man despite the boast.

Motor Transit Company is now operating a new service between El

Monte and the Government Homestead Tract, three miles northeast of El Monte. Service is on an approximate hourly headway and for a 90-day trial period.

News items for the next issue will be appreciated.

We regret to learn of the recent illness of Mrs. C. E. Davidson, wife of Operator Davidson of the Hemet run. Mrs. Davidson recently underwent an operation at the Maywood Hospital and at this writing is well on the way to recovery.

Wayne Putnam is at present working extra board assignment out of El

**HOWDY P. E. MAGAZINE**

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P. E. ROD & GUN CLUB

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Our prices to P. E. Employees and their dependents always assures them of a better Service for less money than they can obtain elsewhere.

Monte; Operator J. E. "Honest John" Browne is working relief out of Anaheim.

Operator E. E. Mason has returned to his former run out of Redlands.

Operator Hal Doig is doing the Seven Oaks summer run out of San Bernardino and Redlands. Hal loves the mountains.

**LOS ANGELES FREIGHT TERM**  
By Dan Sanchez

Everyone is happy to see the P. E. Magazine again and hope that it will remain for many years to come.

Now that the bonus has been paid we may expect some real vacations among the boys. Checker Arthur Bailey was the first on his way; went to St. Louis where he will visit relatives.

Stower William Minard is gaining weight and greatly improved after his serious operation of a few weeks ago. Hard to keep a man from Texas down.

Revising Clerk Chas. Salazar is resting at home during his well-earned vacation.

Some deserving promotions we are happy to record: Seymour as Night Chief Rate & Billing Clerk; Louis Lipschultz as Bill Clerk, Samuel Tellechea, Balance & Abstract Clerk. John B. Fowler, formerly with the Harbor Belt R. R., is now Rate & Bill Clerk.

We are proud of our new and greatly improved routing office and thanks to T. L. Wagenbach, Asst. Superintendent.

Imagine the embarrassment of a Southern Pacific messenger recently

when he came to our routing office in search of the freight house.

**OCEAN PARK CAR HOUSE**  
W. P. Williams

Everybody at this Terminal is very pleased to know that the P. E. Magazine is again to be published regularly. We have all missed it and are looking forward to the first issue.

The new runs are now in operation at Ocean Park and considering the tight schedule on some of them, the boys are really doing O. K. There are no "sofa" news at Ocean Park any more as the riding seems to be increasing every day and we are sure glad that it is. Looks as if we are in for a big summer.

Charley Auch, our popular night Terminal Foreman, is away on a 30-day leave of absence. This is his first real vacation since being with the P.E.

The Venice Trainmen's Baseball Club is now in its eighth consecutive year of all year round baseball. Games are played every Sunday afternoon at 2:15 P. M. on Espee Field at Santa Monica. Tom Boswell, one of the original starters, is still at its head.

The fishing down here is very good this season. Conductor Ludvigson is again getting his boat in condition; he is a real fisherman.

The Pacific Electric has a real asset and the Trainmen a real friend in our popular Santa Monica Agent, "Mrs. Cowie." Information is given pleasantly and correctly and the Trainmen are

served quickly with finest quality foods. The boys here really appreciate her.

**MACY STREET TERMINAL**  
Arthur Kraft

It is with pleasure that we announce the marriage of Conductor C. E. Crumrine, Jr. to Miss Marjorie May Woods on Sunday, June 21, in Santa Ana. May we all extend our heartiest congratulations and best wishes to the newly-weds.

This incidentally, leaves just one fellow of the original class of eight who entered the service of the P. E. on January 18, 1935, still unmarried. At that time Roy L. Lantz and myself had been married but a short time, and soon to follow were P. A. Enders, P. A. Schultz, (now the pride of Pasadena), U. W. Troxel, J. R. Krueger, and now C. E. Crumwine Jr. The lone wolf, C. W. Collins, by the way, bought a new car instead. Some of the older fellows seem to think that he is the only sensible one of the bunch.

Motorman Joseph L. Karalis, who recently acquired his bonus, plans to take a trip next month to his native country, Lithuania. Joe is in quite a predicament as he doesn't know just exactly in what country he was born. The city Vilna, at the time Joe was born was the Capitol of Lithuania, but since the World War has been under the jurisdiction of the Polish government. This leaves Joe as a man without a country—or does it? However, we wish him a pleasant trip and hope to have him among us again real soon.

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of California



Conductor P. A. Enders and wife have gone to Flint, Michigan to buy a new car, and are planning to stop at Nebraska on their way home to visit their families.

Conductor A. S. Cooper is another vacationist as he and his family are taking an extended tour of the middle-west, visiting, fishing, and just plain old loafing. Some guys have all the luck.

---

**6th & MAIN TERMINAL**  
**Lee Goodman**

---

W. H. Cason, our P. M. Terminal Foreman, is on a 90 day vacation visiting his brother in Norfolk, Va., also a brother in Cleveland, Ohio.

Among recent vacationists from this terminal were:

Lawrence Kirchifer, visited his folks in El Paso, Texas.

Chas. W. Copeland, on a 30 day leave; back to Tennessee.

Wm. S. J. Fenwick; visited his folks in Houston, Texas.

Roy M. Crist states he had a fine time in Cincinnati, Ohio.

E. D. Moore, took 30 days rest and visited San Diego.

James Brunsell is away on a sick leave.

Phil Chapman would have missed out at Torrance the other day only for the timely aid of a goat? See him for details.

Chas. A. Rost, Fred W. Hale and V. C. Moon had a "large" day's fishing off Huntington Beach, recently.

M. C. Griffin had a week in San Diego with his trained horse, where he gave some profitable exhibitions.

Geo. S. Myers took his brother's remains back to Missouri. He expects to stay a few days with his sister.

T. H. Young has a 30 day leave, visiting San Diego and fishing.

Paul Watts is touring the National Parks. Said he would short wave the boys from Yellowstone Park.

J. H. Dees is on a visit to Texas.

H. N. Christensen is on a 90 day leave, enroute to Denmark.

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**TORRANCE SHOPS**  
**Willis E. Brooks**

---

The Torrance Shop force always took a keen interest in the Magazine and is highly delighted at its resurrection.

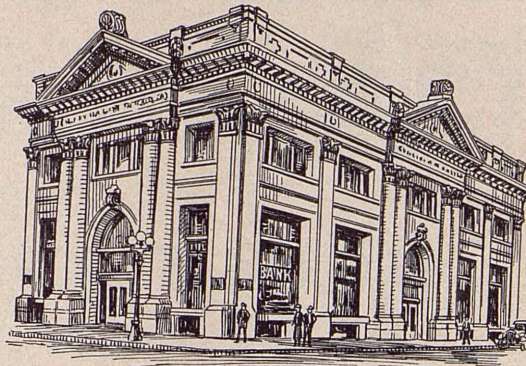
We have little to offer for this edition that would be of interest generally.

It's vacation time. Alma Merritt visited the old home in Colorado. Geo. Gilks, we understand, was a delegate to the Knights of Pithias Grand Lodge Convention. Joe Hughes had his, but it's a deep secret what he did or where he went. Floyd Schultz went east and came back with a new Pontiac. Wm. Brooks, just did from day to day whatever the impulse suggested. And so much for that.

We shall have more for you in the next issue, but to fill up our space, I might tell you something of the climate and benefits of living in Torrance, but the Editor won't let me.

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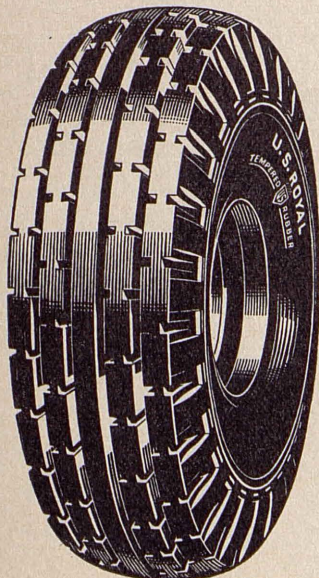
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We feel that the Magazine will  
serve a good purpose and wish it  
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P. E. MAGAZINE**

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Our sincere good wishes that  
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