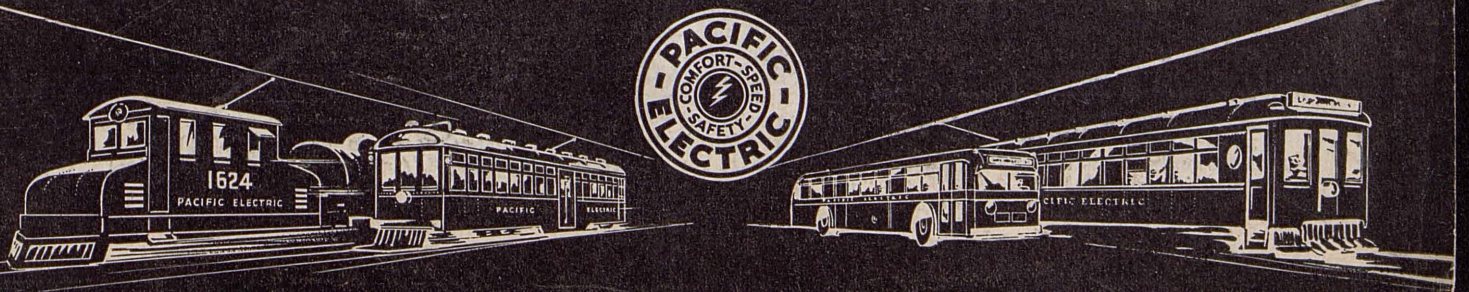
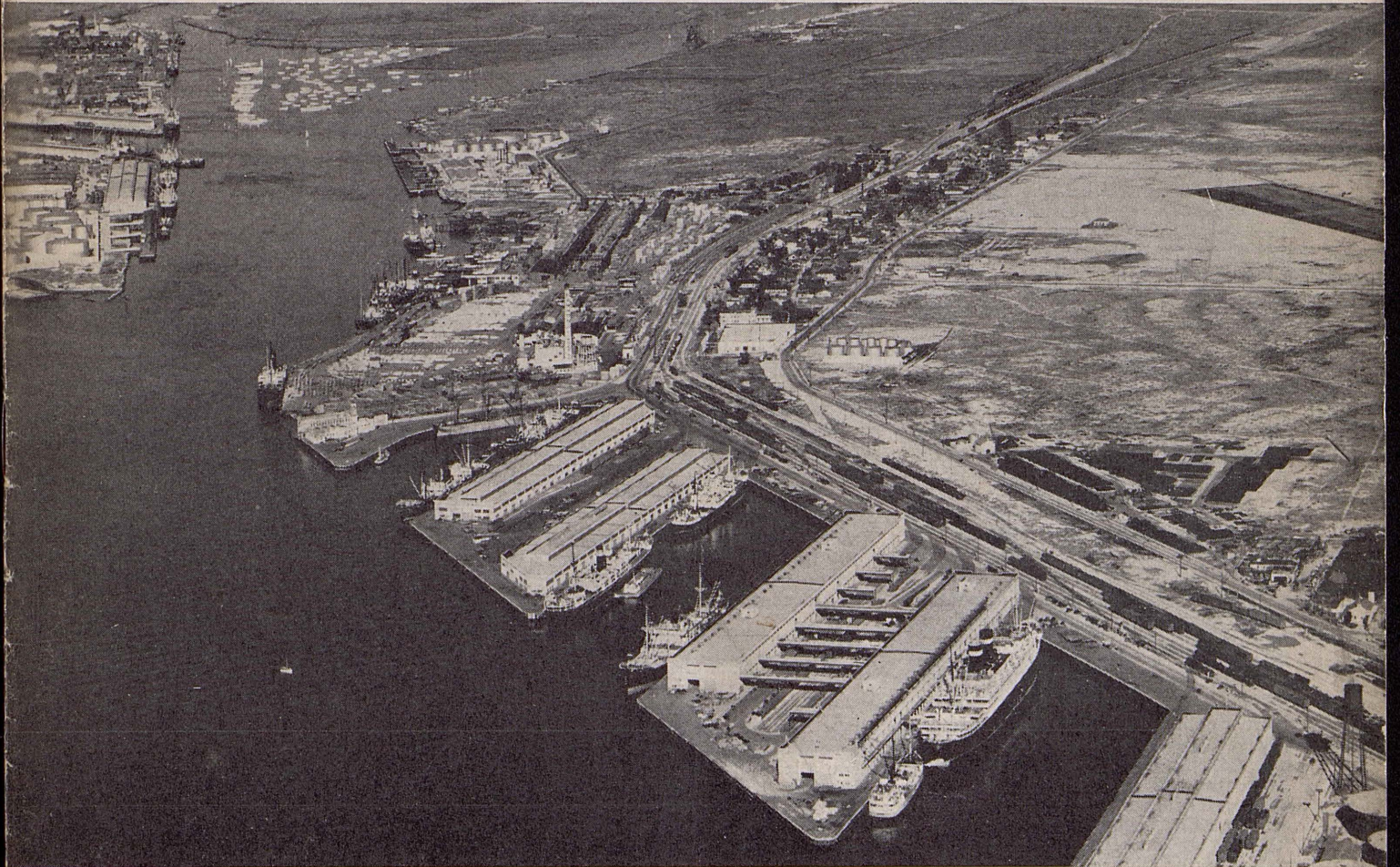


PACIFIC ELECTRIC *Magazine*

Vol 17—No. 5



November 10, 1936.



PACIFIC ELECTRIC Magazine

Volume 17; No. 5 Nov. 10, 1936

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

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

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

N. B. VickreyManager, P.E. Club

Paul T. PorterEditor

IF THIS humble column seems to stress the subject of courtesy too frequently, we ask you to bear with us, as we believe there's a good reason for doing so.

What our railway needs badly, and what in turn is to the best interest of all of us, is more business. And it can be had.

Rewards of Courtesy

There isn't a quicker, or more certain way to this goal than through kindly, considerate and thoughtful treatment of patrons.

We repeat—the rank and file of Pacific Electric Trainmen excel as a group any other railway employee mass that we have had the opportunity to observe. But Trainmen, and all other employees contacting the public, can improve and further capitalize the far-reaching effect which courtesy rewards in the holding and building of business.

The American public remembers a slight courtesy long after it forgets all the other things which go to make up good service. But it never forgives discourtesy, nor fails "to tell the world" about it!

In reading over last month's letters received commending Trainmen we were deeply impressed by the simplicity of the acts observed and made the subjects of many letters of commendation. For instance, one patron went to the extreme of writing to tell about a Conductor who said "good morning." Another, commended an employee for "being kind when asked for information."

All humans respond and re-act to courtesy, and while the individual is rare indeed who will go to the trouble of writing a commendatory letter, the patron who does not observe, make mental notes and who is not influenced by courtesies, is rarer yet.

WITH THANKFUL HEARTS

We give Thee thanks for sun and rain,
For ripened fruit and golden grain,
For snowflakes white, for trees and flowers,
For cloudy skies and shining hours.

For wave and wind, for birds and bees,
For summer warmth and wintry breeze.
For valley low and mountain high,
For stars and moon hung in the sky;

For hearth and home and baby hands,
For friend who loves and understands,
For added strength that comes with care,
For hope that helps us strive and dare.

For gain and loss, for toil and play,
For faith to live from day to day;
For joy and pain, for tear and smile,
For all that makes this life worth while—
We give Thee thanks.

—E. Colleton Graves.

If the rendering of courtesies and thoughtful acts involved either a difficult mental or physical stress there might be some excuse for not always putting them into practice. But rather than being a hardship, the constant practice of courtesy becomes a pleasure. The grateful look, the pleasant smile, the kindly greeting and the obvious respect which the courteous Trainman commands from his patrons more than amply repay the slight effort it requires to constantly practice courtesy.

After all, what is courtesy? We think the best definition could be summed up in these words: "The act of being decent."

WHAT WE TALK ABOUT

An investigator has just completed a study of what people talk about and Valve World reports results. Listening in on a large number of telephone conversations, he discovered that the word most used was the vertical pronoun, "I." Next, by a narrow margin, was "you." It was followed in frequency by: "The," 3,100; "A," 2,060; "On," 2,046; "To," 1,942; "That," 1,792; "It," 1,605; "Is," 1,506; "And," 1,363. It is interesting to note that "he" was in sixteenth place, with 1,115, while "she" trailed badly. It was not even in the first 25. Interesting, also, is the fact that the scientist neglected to mention the sound which is by far the most commonly heard on American tongues—"uh."

GOLDEN GATE BRIDGE DATA

With the San Francisco-Oakland Bay bridge scheduled to be open for vehicular traffic within a few days, and the Golden Gate Bridge early in 1937, interest in these two mammoth projects is increasing as they near reality.

A few months ago we briefed some of the outstanding features of the San Francisco-Oakland bridge and now present similar information concerning the Golden Gate bridge:

Total cost	\$33,500,000
Total length	9,200 feet
Deepest pier	100 feet
Largest pier	90 x 135
Number of piers	5 main piers
Height of towers	746 feet
Longest single span	4,200 feet
Steel used	100,000 tons
Cable wire weight	2,200 tons
Size of cables	36½ inches
Number of wires	27,572 strands
Tension in one cable	63,000,000 pounds
Cable supporting capacity	430,000,000 pounds
Vehicle facilities	Autos only
Annual auto capacity	70,000,000
Travel lanes	Six
Work started	Jan. 5, 1933

"What do you think of the acoustics, Mrs. Nurich?" asked her hostess, as they came out of the village church.

"Let everybody worship in his own way—that my motto," was the reply.

"I insured my voice," stated the famous singer, "for \$50,000."

"And what," asked his rival, "have you done with the money?"

Los Angeles Harbor - Marvel of Growth and Public Service

From Mud Flats to Veritable Seething Hum of Activity our Local Port Continues to Grow in World Importance. New Era Still Looms

ALTHOUGH San Pedro has long been known as a port of call for ships, it was not classed as a harbor of importance until the completion of the Government breakwater, in 1912.

On May 1, 1911, however, twenty-five years ago, the State Legislature passed the "Los Angeles Tidelands Act", by authority of which, all tide lands within the annexed cities of Wilmington and San Pedro were conveyed to the City of Los Angeles in trust, for purposes of commerce, navigation and fisheries.

It is significant that most of the improvements provided for the United States fleet, and that much of the modern development of the Port has been undertaken under the direction and leadership of Mayor Frank L. Shaw and the Board of Harbor Commissioners, consisting of five members whom he appoints.

Progress in Shipping and Commerce

During the year 1911, ship arrivals totalled 2887, and total commerce amounted to 1,672,692 tons. The Twenty-Fifth Anniversary year, 1935-36, recorded 6,257 vessels handling 18,652,170 tons of cargo through the Port, with a total value of \$925,754,186. This does not reach, however, the peak year of 1930, when 9,633 vessels entered the port, carrying cargo of 26,099,245 tons, valued at over One Billion Dollars.

To keep pace with the progress of industrial growth and shipping at the port, the Board of Harbor Commissioners has adopted a scientifically planned program of development, designed to be the basis of all expansion work. Especially designed sheds and loading wharves for particular commodities moving through the port are under construction. Included in these projects are the construction of new and modern designed passenger and cargo terminal at Berth 155, the building of specially designed terminal for the handling of the Port's gigantic banana imports, the completion of the Santa Fe's connection with the Harbor Belt Line Railroad system, further development of the Outer Harbor entrance to the Main Channel, dredging

By E. J. Amar, President,
Board of Harbor Commissioners

Cover Picture

OUR cover picture views the Terminal Island Facilities, Los Angeles Harbor, looking up main channel from the air. In the background is the Yacht anchorage, where \$15,000,000 worth of pleasure vessels are moored, to the right of the yacht anchorage is Ceritos Channel. Terminals in the foreground are major factors in the handling of the Port's annual billion dollar cargo.

In addition to being the ranking Pacific Coast port, and known as the world's largest man-made harbor, it serves as the base of the major units of the United States fleet. Included in the units regularly stationed here are fourteen battleships, two aircraft carriers, ten heavy cruisers, repair and hospital ships together with oilers, supply ships and minesweepers.

of East Channel to 40 feet, and the modernization of Terminal Island Airport, recently dedicated to Admiral Joseph Reeves, for use of commercial planes and for the United States Fleet as a land base for its flying craft. All of these projects, essential to the progress of the Port for both shipping and Naval expansion, will be completed during the next fiscal year.

Rail Facilities

Through the advantages of modern deep water terminal facilities providing direct rail transfer between ships and cars, and the unified operation of terminal railroad facilities, conducted through the medium of the Harbor Belt Line Railroad, Los Angeles Harbor offers steamship companies, shippers and distributors unsurpassed facilities for the handling and forwarding

of all classes of freight with the utmost dispatch, safety, dependability and economy.

By virtue of a contract entered into by and between the Board of Harbor Commissioners of the City of Los Angeles, Southern Pacific Company, Pacific Electric Railway Company, Union Pacific Company and the Santa Fe Railway Company, and under authority granted by the Interstate Commerce Commission, all railroad facilities lying within a specified area at Los Angeles Harbor were consolidated into a single terminal railroad unit to provide an impartial, efficient, economical and unified freight terminal switching service to all public and privately owned wharves, docks, industries and other terminal facilities located within the area.

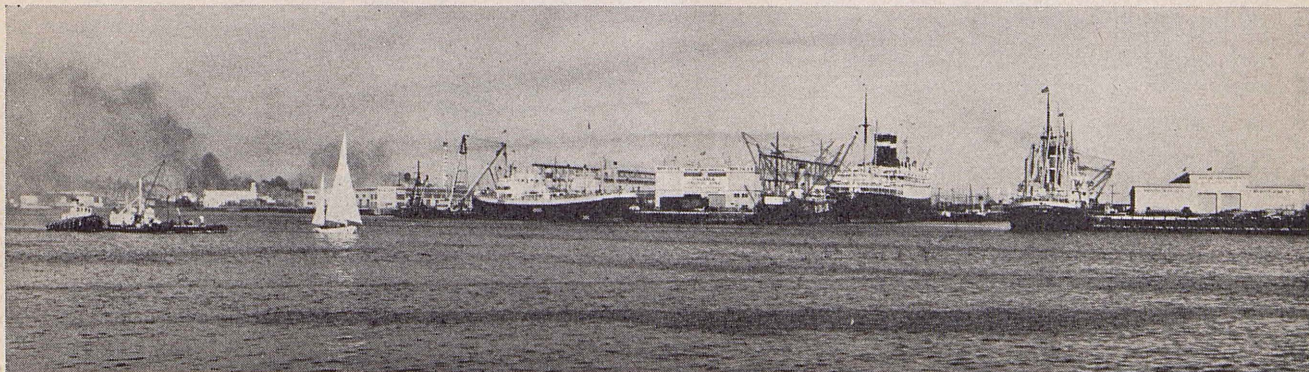
Los Angeles Harbor is the terminus of the Pacific Electric Railway, known as the "World's largest inter-urban electric railway" by virtue of its extensive operations. It connects the Port with four counties and fifty-six incorporated cities with rapid and dependable freight and passenger service. Because of the wide scope of its operations, it provides Los Angeles Harbor with service designed to meet the ever increasing transportation needs of the harbor area and the district to which its lines extend. Special trains meet all vessels of the principal passenger carrying lines. Deluxe parlor cars, comparable to passenger equipment on the steam lines, are provided for the comfort of the traveler. The Motor Transit Co., a subsidiary, provides an additional service, effecting connections with steamer lines and the western district of Los Angeles and Hollywood.

Port Commerce

Commerce through Los Angeles Harbor for the past fiscal year totaled 18,652,170 tons, as compared with 17,341,025 tons in 1935 and 18,348,196 tons in 1934.

In value, commerce for the year 1936 totaled \$925,754,186, against the 1935 valuation of \$774,778,840 and the 1934 total of \$671,232,389.

Lumber cargo for 1936 was 821,635



tons, compared with 544,922 tons in 1935. This item accounted for 4.40 per cent of the total in tonnage and 1.64 per cent in value in 1936, as against 3.14 per cent in tonnage and 1.24 per cent in value in 1935.

Bulk petroleum cargo represented 52.35 per cent of total cargo in 1936 and 11.68 per cent of value, while in 1935 this item accounted for 52.78 per cent in tonnage and 11.52 per cent in value. Total tonnage, for 1936, was 9,763,959, and for 1935, 9,152,937; values were, 1936 \$108,054,925; 1935 \$89,266,341.

General cargo totaled 4,017,874 tons valued at \$799,123,812 in 1936, as against 3,706,983 tons valued at \$653,054,696 in 1935. In 1936 general cargo, represented 21.54 per cent in volume and 84.16 in value of total cargo, while in 1935 the item accounted for 21.38 per cent in tonnage and 84.29 per cent in value.

Bunkers aggregated 4,048,701 tons worth \$23,372,473 in 1936. In 1935 bunkers were 3,936,382 tons valued at \$22,874,780. For the past year, bunkers totaled 21.71 per cent in volume and 2.52 per cent in value, as against 22.70 per cent in tonnage and 2.95 per cent in value in 1935.

Inbound commerce for 1936 totaled 5,234,530 tons valued at \$573,677,833 as compared with 4,457,713 tons valued at \$473,154,743 in 1935.

Outbound cargo totaled 13,417,640 tons valued at \$352,076,353 in the year just closed, as against 12,883,313 tons valued at \$301,624,097 in 1935.

In foreign commerce receipts for 1936 were 778,000 tons valued at \$90,902,822; for 1935 they were 642,740 tons valued at \$71,614,772. Shipments in foreign commerce for 1936 were 3,480,167 tons, valued at \$99,884,944, as against 4,027,561 tons valued at \$92,979,603 in 1935.

Approximately one half of foreign trade both inbound and outbound was Transpacific. Foreign imports were, from Central and South America 224,026 tons or 28.80 per cent of the total; from Transpacific sources 343,654 tons, 44.17 per cent; from Europe and Africa 210,320 tons, 27.03 per cent. Foreign exports were, to Central and South America 779,789 tons, 22.40 per cent; to Transpacific destinations 2,163,834 tons, 62.18; to Europe and Africa 52,525 tons, 15.42 per cent.

Vessels arriving at the Harbor during 1936 totaled 6257 as compared with 6656 during the preceding year. Two factors contributed to the decrease this

year in arrivals. Practically all lumber boats were tied up for several months due to labor troubles in the Northwest, and one coastwise steamer, which usually called at the Port four times weekly, was out of service for several months.

Gross revenue of the department continued to mount during 1936, when this item reached \$2,184,606, as compared with \$2,148,310 for 1935. These figures approximate the Port's peak year, 1930, when gross revenue was \$2,198,571, and they represent a steady recovery from the Port's most marked depression year, 1932, when gross revenue was only \$1,779,264.

General cargo tonnage during the past year also approached the Port's peak year, 1929, totaling 4,017,874 tons for 1936 as against 4,151,709 tons in 1935. The character of general cargo, however, has changed considerably. When in 1929 there was a tremendous influx in structural steel, oil well pipe and similar items—merchandise which could be stored in open areas without detriment—the figures for 1936 represent large tonnages of packed items demanding transit shed protection. The result has been that at frequent periods in the past year the Port's transit sheds have been congested.

Municipal ownership of practically all the Port's waterfront and adjacent lands, with consequent efficiency and economy of operation, expeditious service and modern facilities, a sincere executive desire to aid shipper and operator, and the Harbor's strategic location to both foreign and domestic markets, are factors which are contributing to consistent and orderly development of the Port and its annual commerce.

Two men were out shooting when suddenly a policeman popped up and demanded to see their licenses. One immediately took to his heels, and the cop rushed off in pursuit, which continued for ten minutes before the man was caught. The latter surprised his captor by pulling a hunting-license out of his pocket and presenting it.

"Why the dickens did you bolt when you had a license?" queried the cop.

"Well, you see officer," was the calm reply, "the other chap hadn't."

"I notice the Rowleys seem to get along much better these days."

"Yes, ever since he went home this summer and saw the girl he was in love with twenty years ago."

RECORD DEATHS TOTAL TEN

What appears to be an all-time high record for deaths within a single month, even during the "flu" death-taking epidemic some years ago, ten of our fellows were called beyond during the month of October.

Those with whom we were called upon to part, are: Jack B. Reed, Trainman; Samuel C. Bradford, Retired, Trans. Dept.; Fred J. Stimson, Retired, Claim Dept.; Edwin Buntin, Mechanical Dept.; Roy J. Coultis, Painter; Frederick T. Ralston, Car Cleaner; Robert K. Sabins, Helper, Store; Joseph A. Seger, Retired, Mechanical Dept.; William T. Orr, Retired, Trans. Dept.; Fred C. Weeks, General Agent.

During the past ten years the highest number of deaths occurring within our ranks in a single month was eight, and this large number occurred only during three widely separated months. During 1936, particularly, had the "grim reaper" dealt gently with us, deaths being considerably less than was our actuarial experience in 1935. Even with the ten registered during October, deaths have been less this year than last, as within 1935's first ten months 46 were called, comparing to 38 for the similar period this year.

A small degree of solace is forthcoming from the fact that all of those called were wisely and lovingly thoughtful of those with whom they would some day be called upon to part by providing Group and Mortuary fund endowments to the extent of \$20,650.

Speaking for the entire employee mass, the Magazine extends reverent condolences to the bereaved family members.

14TH MASONIC CLUB REUNION

The Fourteenth Annual Dinner and Reunion of the members of the Pacific Electric Masonic Club will be held at the Pacific Electric Club, Saturday evening, November 21st.

Plans are being made to make this affair outstanding in every particular, leaving it an evening long to be remembered.

A Turkey dinner will be served, followed by excellent entertainment and a prominent speaker. Program and complete details later.



250 PASSENGERS IS RESULT OF EMPLOYEE TRAVEL TRIP

Through the kindly interest of Ray Lightfoot, Conductor, Southern District, our passengers handled total last month was increased to the extent of 250 round-trip revenue passengers between Los Angeles and Pasadena, where they visited the Cal. Institute of Technology.

This neat volume of additional business came about through Mr. Lightfoot notifying our Passenger Traffic Department of the proposed journey to be made by members of the American Radio Relay League during their convention. A representative quickly contacted the proper parties, and sold them on the idea of traveling en masse in special cars assigned to the group.

The service rendered was highly satisfactory and it is more than likely they will again repeat the journey at a later date. The business was all the more pleasing as heretofore this group had used motor coaches of competing carriers.

That a visit to the California Institute of Technology at Pasadena is most worthwhile is evidenced by the extent and scientific observations arranged for party groups.

Upon arrival a fine educational talk by one of the members of the Cal-Tech Staff was given. In the High Voltage Laboratory several demonstrations were given, chief of which was their ability to produce artificial lightning and to make it strike blocks of wood and splinter them into minute bits.

Followed a visit to the Laboratory where the 200 inch telescope mirror, the world's largest, is being ground and polished. This mirror telescope will be located on Palomar Mountain, near San Diego. No one is allowed to go inside the room where the work is being done, visitors being only permitted to look through glass windows. The accuracy of this grinding and polishing is so sensitive a task that they grind for a few minutes, then wait for the mirror to cool, then very accurate measurements are made. This process is to be repeated thousands of times until the mirror is perfect. They hope to complete this job by about 1940. Later a talk was given on the problems encountered in the operation of five meter Radio Communication between Pasadena and Palomar Mountain, radio being used instead of the regular telephone, as it serves their purpose better. The Staff at Cal-Tech is interested in the further development of Short Wave Radio.

Mr. Lightfoot is a licensed amateur radio operator, Station WxBCW, as are also two other employees—M. G. Strang, W6ECG, and E. C. Bell, W6GIG. In addition to being a thrilling pastime these relay stations have proven of great public aid as a means of communication in disasters, such as floods and earthquakes.

Doctor (to nervous patient): You've got to stop worrying.

Patient: Then I must commence wearing suspenders.

November in the Garden

NOVEMBER is the month to plant sweet peas for April bloom. The same can be said for annual seed this month. Pull up Cosmos, Zinnias and Asters and replace with Calendulos, Violets, Pansies, Snapdragons, etc., for winter bloom.

All seedlings in flats or small pots should go into the ground now if you want winter blooms, as growth is slow in the colder weather. Watch for aphids and snails as they both will eat the young and tender shoots of many of your plants.

This month the Nurseries usually are displaying gorgeous berried shrubs and now is a good time to make your selections and get them set in your garden.

If your dahlias are through blooming it is a good plan to cut off the tops about two or three feet from the ground, but do not take up the bulbs before January or February.

For Christmas flowers November is the month to start growing bulbs in water, simply set the bulbs among some small rocks. The base of the bulb should rest on the edge of two or three stones, so that the bottom of the bulb is not covered up. Keep the water just above the base of the bulb, this avoids a rotting off of the upper part. By Christmas you will be glad you took the trouble to start these bulbs.

If you have a devil grass lawn this is the month you should be most interested in, as November is the only month of the year that you can have any real success in growing this kind of grass. The lawn should be thoroughly raked out with a devil grass rake if available, then cut after which a good dressing of fertilizer should be

applied and well watered, if you do this in the month of November you will have the finest lawn in the neighborhood all during the year. But remember, this must be done during the month of November.

This is the time of year when the gas fires are lit to warm the house of morning and evening, you should always bear in mind house plants WILL NOT do well in rooms where gas burners are going. If you have any prized house plants, such as Ferns, Kentia Palms, etc., do not leave them in rooms or rooms adjacent to where gas heaters are going. If you do it will be only a matter of a short time until your plants will begin to turn a sickly yellow and before you know it will probably die or will get to such a state it will take you months of hard close work and care to bring them back. Some types of Ferns, once they start turning yellow, cannot be brought back at all.

TRAVEL GAINS GO HIGHER

That local transportation companies are experiencing with the rest of the nation improved business conditions is reflected in last month Transit Revenue Indicator published by the Transit Journal news.

Midway last month travel revenues for the transit industry indicated an increase of 8.78% over the same period of 1935. This increase is the average based on telegraphic reports received from companies throughout the United States. In some of the large manufacturing centers of the middle west the increase was considerably higher.

Why is a game of ball like buckwheat cakes?

Answer: Because its success depends upon the batter.

Community Chest Appeal Begins



ENDORSED again by our management, as in years past, as the best and most effective means of administering charity, employee-solicitors for community Chest funds began early this month a systematic appeal to employees to give to the coming year needs of this worthy organization.

As always in the past, undue coercion is not used, but rather employees are urged to give as their conscience dictates and financial condition permits. As heretofore, contribution may be in cash, or scattered over a period of months through easy pay roll deductions.

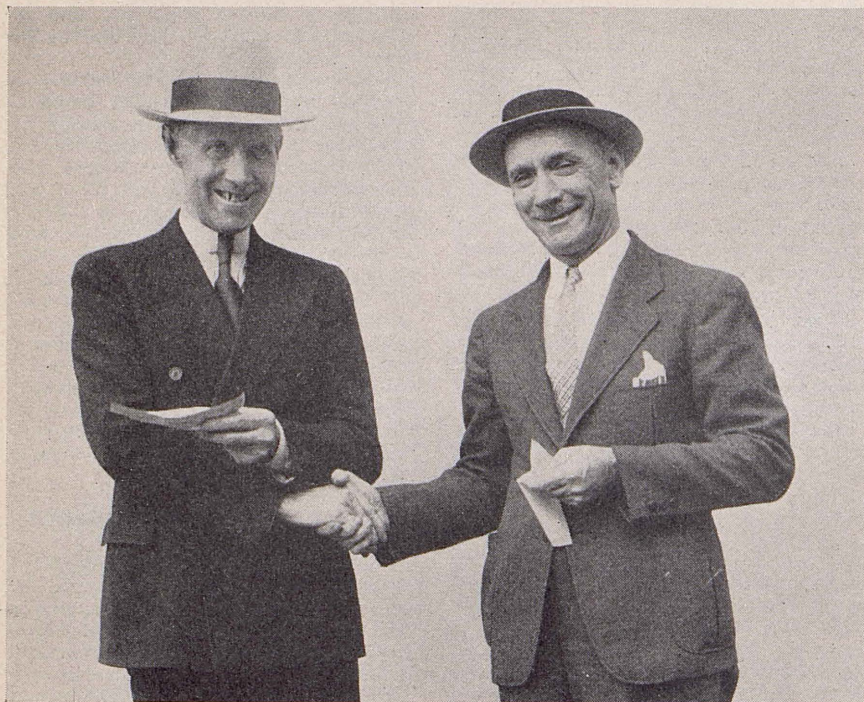
The Chest this year will again be deprived of a \$200,000 contribution usually made by Los Angeles County and now prevented through a legal ruling.

The various Chest agencies have given food, shelter, medical and other succor to more than 200,000 children and 175 adults, all of whom are not eligible for governmental aid.

The Chest plan of administering to charity has the outstanding virtue of eliminating numerous drives for funds by persons paid to solicit. Persons most able to give are aggressively solicited and knowing that the bulk of their gift is spent directly on charity give more liberally than ever before. Ninety-five of every dollar is charity expended. The Chest recognizes neither race, color or creed.

These 200,000 children and 175,000 needy adults "will be forgotten—unless you remember" is this year's theme slogan of the Chest.

The Luck 'O the Irish!



Two \$3,000 smiles worn by Godfrey Taylor (left) and J. A. Nores as a result of their lucky drawing in Irish Sweepstakes. Neither won a capital prize, but neither do they seem to be worrying. Both are Operators of the Electrical Department.

“TELEGRAM for Mr. Godfrey Taylor.”

“Telegram for Mr. J. A. Nores.”

Two Pacific Electric employees late last month were greeted as above and upon reading their wire messages experienced thrills they will carry to their graves. What they learned was that they had drawn a horse in the famous Irish Sweepstakes, which perhaps might net them a cool \$150,000 (as if such a sum could be termed “cool”).

Followed long hours of nervousness, anxiety and hopefulness. Finally came the news that neither had won a capital prize, Nores' horse “Penny Royal” having been scratched, and Taylor's “Finalist” coming in fourth, being less than a length from the third place winner, which would have meant \$50,000.!

Both will receive about \$3,000, which, had it been the writer would have resulted in a million dollar damage suit, any lesser sum being ridiculously inadequate to compensate for the terrible, cruel, inhuman mental and physical suffering he would have experienced awaiting the result. Three thousand dollars! We'd spent more than that for aspirin.

Taylor, a typical son of old Erin, proved that he not only had the luck, but the pluck of the Irish. He was offered \$8,000 for a half interest in his ticket, but refused. “What if the bloody critter had won,” he commented after the race.

It has been figured that each purchaser of these Sweepstake tickets has one chance in six thousand to win a prize, but other circumstances leading

to both of them winning a prize is even more intriguing. For instance, both are Operators of the Electrical Division of the Engineering Department. They secured their tickets from the same source, but out of different books. Taylor's was the first of all tickets drawn. They have been friends for years and only two months ago made an automobile tour vacation together.

It would have made a more romantic story had we been able to say that a cruel landlord was about to pitch them and a house full of children out of the old homestead when from the heavens came this avalanche of gold, but such is not the case. Both are single. Mr. Taylor is a man of some means and proven business sagacity. His winning will “go in the bank while I look around for a good investment.” Mr. Nores proves his sound judgment by “paying off a mortgage on my home and the rest in the bank for a ‘rainy day.’”

Our sincere congratulations and may both you boys win another—(undertone) AFTER I win mine!

P. E. CAMP'S WINTER LURE

That employees are beginning to more thoroughly appreciate the joys and autumn beauties of a vacation at P. E. Camp in the fall months is reflected by the considerably larger attendance registered during the month ending October 31st, which was the greatest ever experienced in the October history of the Camp.

No small part of the large October attendance was attracted by the approaching close of the trout season

HERE'S A CHANCE FOR POETS

Experiencing, as do banks and others who cash checks, difficulty in having them endorsed on the left end, M. S. Wade, Treasurer, would even go to the extreme of resorting to poetry in a campaign to have this human weakness corrected.

So frequently is the mistake made that Mr. Wade breezily suggests in a letter to the Magazine a contest with an award for the best jingle, the compelling rhythm of which would cause it to come to mind whenever we were about to endorse a check. Says Mr. Wade:

“Do you remember Mark Twain's story about the jingle that was so catching he couldn't get it out of his head? It obsessed his consciousness day and night and wore him down to a shadow.

“It is interesting to recall that was a street car jingle. It ran in part something like this:

A blue trip slip for a five cent fare
A pink trip slip for a ten cent fare
Punch brothers punch, punch with care
Punch in the presence of the passeng-
-jaire.

“The author of that rhyme produced a masterpiece. The Conductors on that real or mythical road simply could not forget such instructions.

“Now you never know till you try, maybe we have a jingle genius in our own Company hiding his light under a desk or a bell rope. If so, I wish he would grind out a verse or two in that memory compelling way telling on which end of a check the endorsement should be made.

“I am not a rhymster and all I can do is singsong,” “The left end,” “the left end,” “the left end,” but it never percolates very far.

“Start a contest and I will donate a cast iron smoke wreath to the winner.”

and improved fishing results that have been registered throughout the season. Elsewhere in the Magazine are accounted the splendid catches made by Izaak Walton's devotees.

With constantly improved winter access to the San Bernardino mountain regions, it is contemplated that the best winter season in the Camp's history will be recorded this winter. Located closely to the winter sports center of activities, our Camp will both offer participation and witnessing of the exciting and thrilling winter sports events to be staged.

As a Thanksgiving Day lure, providing a sufficient number of employees and their friends register their desire to attend, a gala Turkey dinner, with all and then some of the trimmings, will be served at the nominal charge of \$1.00.

If you would spend Thanksgiving at the Camp, register now at the P. E. Club office.

“Think it will rain this afternoon?”
“I wouldn't be surprised. I've got a new hat, a fresh shoeshine, and I've just had my car washed.”

MEETINGS OF WOMEN'S CLUB FEATURE FINE PROGRAMS

The Women's Club have had three very interesting and enjoyable meetings since the last issue of this Magazine. September 24th, Mrs. Blanchard, a past President of the Florence Club, was the guest-speaker giving a most vivid word-picture of her recent travels in India.

October 8th a very capable representative of the Van De Kamps Bakeries, related the history of his organization, and just incidentally, speaking on the proposition relative to Chain Stores which appears on the ballot.

Sending a huge beautifully decorated cake was a very nice gesture on the part of Mr. Van De Kamp and as long as the winner, Mrs. Lloyd, very graciously shared it with those present, we imagine he gained quite a few favorable votes (women are that way, you know). And just for that we're probably writing our last article. (Comment: Until next month—Ye Ed.)

The rest of the afternoon was given over to vacation echoes by different members (no fish stories, we leave that to our husbands in the Rod and Gun Club), splendid solos by Mrs. Fuller and Mrs. Brown, and as a final touch to a lovely meeting, dainty refreshments were served by Mrs. King and her Committee.

Mrs. Hart, Ways and Means Chairman, is making great plans for the annual bazaar to be held December 3rd and 4th in the ballroom of the Club. Check those dates and do part of your Christmas shopping with the Women's Club.

At the October 22nd meeting, we were honored by the presence of a very dear lady, Mrs. Nettie Steinhilberger, long a resident of Torrance. She spoke on "The Covered Wagon" and related many exciting and interesting events she experienced as a girl while crossing the plains with her parents, adding realistic touches, by bringing us souvenirs and mementoes she has treasured through the years.

It was a very happy meeting and once again the President, Mrs. Barnard, extends the invitation "you'd better come up and see us sometime."

—Mrs. Lon Bishop.

The teacher had forbidden eating candy and chewing gum during school time. One day she became suspicious of a lump in Jimmie's cheek. "Jimmie, are you eating candy or chewing gum?" she asked.

"No," replied Jimmie. "I'm just soaking a prune to eat at recess."

Teacher: "Johnnie, can you tell me what a hypocrite is?"

Johnnie: "Yess'm it's a boy that comes to school with a smile on his face."

Cop—Hey there, just a minute, mister, where are you going at this time of night?

Wanderer—I'm—hic—going to a lecture.

Worthy Post Worthily Won

A PRIZED distinction conferred as a recognition for an honorable and noteworthy career in upholding and practicing the traditions of Masonry, came last month to Newton D. High with his appointment as Grand Sword Bearer by the California State Grand Master.



Newton D. High

Mr. High received his degree as a Master Mason in the San Bernardino Lodge No. 348 in 1918 and since has been an active and effective member. He is now a member of the South Park Lodge No. 563. He was appointed in line as Marshall, served through the various chairs and was made Master in 1932. He has also been a charter member of the P. E. Masonic Club, which body he served with distinction as President in 1925.

Mr. High was employed in 1906 and serves our railway as General Foreman, Substation Maintenance.

A true Mason, in both spirit and practice, Mr. High's many friends have showered congratulations upon him and glory in the honor so worthily earned and bestowed.

Patronize Our Advertisers

THE Magazine wishes again to point out to employees the wisdom, fairness and desirability of patronizing its advertisers whenever possible.

Advertisers within your magazine share a considerable portion of the large expense of producing it. Except for them it is more than likely that its republication would not yet have been resumed. Records show that of the thousands of house-organs published before and discontinued during the depression, less than 10 per cent have been resumed.

We repeat also that advertisers within our columns are chosen because of their known reputation for honesty of dealing and quality of products and services. For the protection of employees acceptance of many proffered advertisements has been avoided.

Continued use of the Magazine as an advertising medium depends upon the business resulting therefrom, and it is only fair, all things else being equal, that we support our advertisers as they in turn are supporting your Magazine.

CAL. FISH AND GAME FACTS

California's Fish & Game Commission was created by an act of the State Legislature, on April 2, 1870.

The Division of Fish and Game does not cost the taxpayer anything, its expenses being met by moneys collected from sale of licenses, commercial fish tax and fines for game law violations.

The Division operates 28 state owned hatcheries where trout, salmon, and small-mouth black bass are propagated.

The Mt. Shasta Hatchery is the largest plant of its kind in the world and has a yearly capacity of 15,000,000 trout and salmon.

The Division operates two state owned game farms. One at Yountville — the world's largest — and the other near Chino.

The Division has under control more than 2,600,000 acres of refuges given over to game birds and animals and closed to hunting.

An average of 20,000 deer are legally killed annually.

There are estimated 16,000 antelope, 400,000 deer, 6,000 sheep and 10,000 black and brown bear in California.

There are 25,000 miles of streams and more than 5,000 lakes in California.

California has an area of 158,297 miles that has to be patrolled by 150 game wardens.

Duck hunters, it is estimated, spend \$5,000,000 annually.

More than 32,000,000 pounds of bait are sold annually to sport anglers to catch ocean fish along the California coast. This bait costs the anglers about \$2,000,000.

There are over fifty varieties of ocean fish commonly used for human consumption and this state has more edible fish than any other place in the world.

Gymnasium Appeals To Many

Following last month's story in the Magazine about the Club's athletic room at the Subway Terminal, the attendance at classes and small groups has been greatly increased. For those who would avail themselves of a routine of health giving exercises, this small but well equipped gymnasium will prove entirely adequate and no charge of any kind is made.

As to just the proper routine and amount of exercise, which depends upon age, health, vocation, etc., suggestion is made that beginners consult Bill Gillespie, a well-versed physical culture employee who works out of the Subway Terminal. Mr. Gillespie informs us that he hopes soon to have a regular schedule of hours when he can be on hand to give the proper start and attention to both beginners and advanced members.

We repeat, the gymnasium is open to Club members afternoons and evenings and those desiring are invited to use its facilities, the only restriction being that it be used and not abused.

which includes a twelve acre athletic field in the rear of the high school. The enrollment in high school is 248 and in the elementary school 500.

Just to prove that there are figures, other than those in bathing suits, that are interesting, we point to the amount of revenues derived from El Segundo. Going a long way to help pay your salary and mine, during the first nine month of 1936 we handled a total of 14,066 carloads in and out and remitted to our Treasurer in excess of \$1,183,000.

So far as revenue and work (particularly the latter) we some times wonder and question whether "Segundo" is the right name for this town, after all.

WITH AGENTS OVER SYSTEM

N. F. Graham, Agent (Canal street), is sporting a new Chevrolet which he drove home from the factory.

Gus Stemple, Agent, Fontana, is spending his vacation on his farm in Minnesota. Bring home the "bacon" Gus.

J. C. Sams, Relief Agent, reports plenty of business at Wilmington. Sammy relieved Bob Graham who went east to get a new car.

The next regular meeting of the Pacific Electric Railway Agents' Association will be held Saturday, November 14th at the Railway Express Terminal, 416 South Central Avenue. A tour of inspection, under the personal supervision of Superintendent Argabrite, will be taken by the members of the association.

The new limited train on the San Bernardino line (No. 22) is proving popular according to reports of the stations along the line.

Agent Gilbert at Upland is looking forward to a possible heavy shipping of Chrysanthemums. In December the movement of Heather starts and continues until February. The flower from this beautiful shrub moves to all parts of the United States.

VETERAN WATCH INSPECTOR IS CALLED BY DEATH

The sad passing of Newton Moore, veteran jeweler, and more favorably known among railroaders as an authorized watch inspector, came as a distinct shock on Thursday, October 8th to his many railroad friends whom he had faithfully served for more than a quarter century.

In failing health for the past six months, Mr. Moore's passing came after a short illness at his home in Los Angeles. He is survived by a wife, son, daughter and two grandchildren.

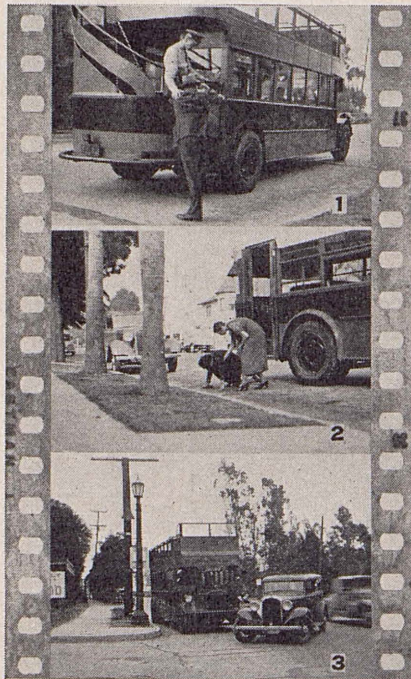
A man of splendid character, honorable, capable, respected and revered, employees of our own and other railroads join in condolence to the bereaved family.

"Bill" Baehr and "Matt" Bakula, both of whom have served Pacific Electric Trainmen as watch inspectors while employed by the authorized firms during the past twenty years, will succeed Mr. Moore. Mr. Baehr will continue at the deceased's headquarters at 301 O. T. Johnson Bldg. and Mr. Bakula at 103 P. E. Bldg.

Motion Pictures Show Way to Avoid City Mishaps

HAVING experienced the daily trials and breath-taking experiences which motor coach operators, as well as those which the public motorist endures in negotiating our city highways, it occurred to three L. A. Motor Coach operators to see the helpful possibilities of picturizing the errors and ways of avoiding accidental misfortune

Convinced of the good it might affect, operators J. F. Hay and F. W. Stevens, and Conductor J. N. Boucher, presented their ideas to the L. A. Motor Coach management and having received a sympathetic ear and willingness to co-operate with them, produced a two-reel picture



A few of the hundreds of every day accident hazards depicted in film as an educational program for coach operators

entitled "Hold that line" which vividly depicted all the "poisons, as well as antidotes" of city traffic.

Shown last month in the P. E. Club theatre to several large groups, the picture-sound exhibition registers all of the more common causes of highway accidents. Both the causes and means of every conceivable accident, all of which do not merely happen, but are caused, are included in the two-reel pictorial.

Among the more frequent causes of accidents are explained why they occur and means to avoid such common injury and expensive mishaps as: alighting from a moving bus; loading and unloading in improper places; rough and careless operation; unnecessary conversation; not watching mirrors; not setting brakes, etc.

The hundreds of Operators and

BOULDER DAM GENERATORS

The Boulder Dam power plant, in its ultimate development, will contain the largest installed capacity of any single power plant in the world.

The initial installation will consist of four 82,500 Kva. units and one 40,000 Kva. unit. Ultimately the installation will consist of fifteen 82,500 Kva., and two 40,000 Kva. units, a total capacity of 1,317,500 Kva., not including auxiliary plant generators.

Expressed in rated horsepower, this is equivalent to 1,835,000 horsepower, representing a tremendous concentration of power equipment.

Of particular interest to the engineer and layman alike are the main generating units. They represent the practical embodiment of all of the most recent advances made in electrical design, improved materials and construction methods.

Technically, the main generating units are rated 82,500 Kva. (kilovolt-amperes) operating at 60 cycles and rotating normally at 180 r. p. m.

Each generator is driven by a 115,000 horsepower vertical reaction hydraulic turbine, the largest hydro-electric units manufactured to date.

Approximately 2000 - 3000 second-foot of water pass through each turbine per second. A second-foot of water is one cubic foot, or nearly 7½ gallons, passing a given point in one second of time.

Each 82,500 Kva. generator weighs approximately one thousand tons (2,000,000 pounds), is forty feet in diameter and thirty-two feet high. The rotating element itself weighs close to six hundred tons.

The electrical energy is generated at 16,500 volts and transformed, or raised, to 287,500 volts (the highest in the world) for transmission purposes. The receiving voltage at Los Angeles is 275,000 volts where it is further transformed, or reduced, as required for general distribution.

—L. H. Appel

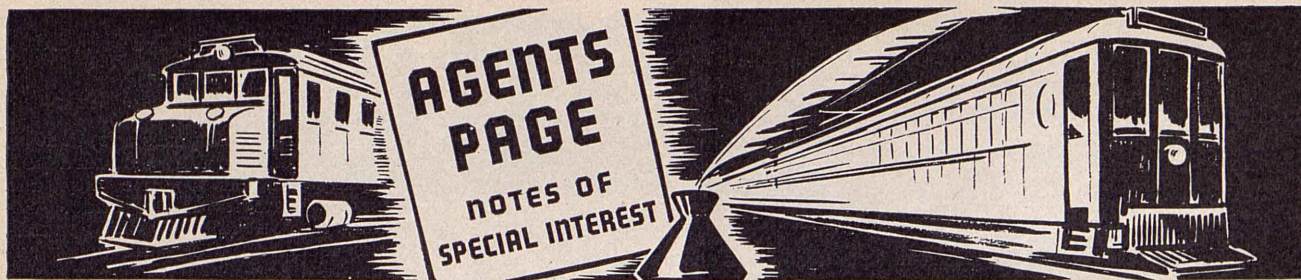
FAVOR CLUB'S BARBER SHOP

May we again remind that a splendid barber shop is available to employees within the P. E. Club building.

Its closeness to hand, together with the fact that prices are nominal, that it is maintained and operated in an exceptionally sanitary and cleanly manner, that its operator, Jos. T. Szabo, is a splendid craftsman, justify liberal patronage by employees.

On account of its location (within the Terminal Foreman's office on the mezzanine floor) business to be secured is practically limited to employees. If the convenience of this shop is to continue it is essential that a greater number of employees favor it from time to time.

Conductors who had the privilege of viewing the picture could not help but be impressed by the pitfalls and necessity of observing rules of operation, the reasons for which are not haphazardly made, but based upon actual experience.



Reasons For Observing Shipper's Routing

Definite Reasons and Purposes Dictate Choice of Routes;
Offense May Mean Penalty and Loss of Business

By F. F. Willey
Asst. to Freight Traffic Manager

RECENTLY I was asked why it was so important to strictly observe shipper's routing on bill of lading. After explaining to the inquirer the thought occurred there possibly might be others with a doubt in their minds and knowing of no better medium for reaching P. E. employees than through the Magazine, I am outlining briefly the reasons why rail carriers should observe shipper's routing.

The shipper inserts routing in his bill of lading for a definite purpose of accomplishing certain desires of the shipper, of which there are several. Probably in most instances the route is shown in order to favor some particular line with the business of that particular shipper. There are certain traffic departments that maintain a complete record of routing, it being their desire to evenly divide the traffic between competing lines between certain points. Furthermore, they maintain a record of passing at all junction or terminal and by having their routing respected it facilitates the tracing of cars. Most shippers are offended when a railroad disregards their routing instructions.

Another reason why shippers require their routing respected is the diversion privilege. Often a shipper may anticipate a rush order in some particular territory intermediate between the shipping point and final destination of a car, and in anticipating such a rush order the shipment is routed through that territory. Should the order be received the car can be diverted and delivery made promptly after receipt of the order.

Then again there may be a question of service involved. A shipper may desire to slow up the movement of a certain car; therefore, he routes that car via a route offering a slower schedule than other routes. The reverse may also be true. Then, of course, there is the question of routing a car via a route over which the lowest rate applies. Probably the greatest number of cars are specifically routed by the shipper as a favor to some railroad solicitor. However, regardless of the reason why the shipper instructs certain routing, it is just as important that it always be observed. So much for the shipper angle.

Under the accounting procedure of the various railroads if the billing agent for any reason chargeable to carrier, routes a car differently from that requested by the shipper, and in so doing deprives some intermediate carrier of revenue on that car, such intermediate carrier has the authority to bill on the erring carrier for the revenue which they lost. Furthermore, quite often in connection with perishable

traffic, a shipper routes a car so that it will arrive at a market on a certain date. Therefore, if the billing agent disregards shipper's routing and the car arrives late the erring railroad may receive a claim from the shipper for any loss incurred due to the late arrival.

The Pacific Electric has been very fortunate in that their Agents have shown extreme care in the billing of shipments via routes requested by the shipper; only in a few instances have we found conditions to the contrary.

What we have said above regarding observance of shipper's routing on carload shipments applies with equal force to LCL, although the majority of LCL shipments are delivered to the carriers unrouted.

DEATH CALLS FRED C. WEEKS

Coming as a complete surprise and grieving a host of friends, Fred C. Weeks, General Agent, Freight Traffic Department, passed away on Wednesday, October 28th.

Not in the most robust health in recent years, but improved in recent months, Mr. Weeks' demise as he was lunching at the Mayfair Hotel, was entirely unexpected. The immediate cause of death was heart failure.

Born in Oakland in 1869, Mr. Weeks began his railroad career as a Clerk in the Traffic Department of the Los Angeles Pacific Railway in 1901. Subsequent advancements were made and in 1911 he was promoted to Traveling Freight Agent. In 1916 he was chosen Traveling Freight and Industrial Agent, his duties later being broadened when he was named as General Agent.

In the latter capacity Mr. Weeks became one of Southern California's best known railroaders. He most capably filled the important and exacting tasks of handling industrial matters, his duties involving the locating of industries, spur track needs and servicing citrus shippers. His knowledge and ability to efficiently serve shippers were recognized and thoroughly appreciated both by our Company and many friend-shippers.

Mr. Weeks is survived by a wife, daughter, brother and grandchild and internment was at Forest Lawn with services at the Little Church of the Flowers.

Revered and esteemed by all who had the pleasure of knowing him, his legion of friends join in expressing sincere condolence to his bereaved family.

Does Your Policy Name Desired Beneficiary

IS YOUR insurance in order? We have particular reference to the beneficiary named on both your Group and Mortuary Fund insurance. Is the beneficiary now named the one whom you would desire payment be made in the event of your death?

Frequently a long delay results in payment of insurance owing to the failure of a deceased employee to change the name of a beneficiary after the one originally named has passed beyond. Although the law is specific as to disposition of insurance thus involved, there frequently is an unavoidable delay, as well as expense, both of which could easily be avoided.

Our insurance department has even experienced a re-marriage with insurance payable to the prior wife, which unnecessarily entails legal procedure with its attendant delay and expense of settlement.

In addition to deaths and marriages, there are other events in life which frequently make desirable a change in the beneficiary named in our insurance. To correct it merely involves securing a slip from your Foreman, department head or from Mr. Cates in the Accounting Department.

We suggest checking your insurance policy, now.

Weekly Pass; 10-Ride Ticket Meet Demand

Changing Conditions and Travel Habits Met by Introduction of New Forms of Interurban Tickets

By P. C. Cross,
Chief Rate Clerk

DURING the time of depressed business conditions, several years ago many of our commuting patrons found the rather large investment required for the purchase of a Sixty-Ride Ticket or Monthly Pass to be burdensome. To meet this situation the Weekly Pass was established in May, 1932, and immediately proved very popular.

Later there was evidenced a considerable public demand for a form of commutation ticket with a small first cost, but with a longer time limit than in connection with the Weekly Pass, for persons who were employed less than six days a week and also for shoppers, salesmen, etc., who travel frequently but not always regularly. To meet this demand the Ten Ride Ticket was installed. The popularity of this form of commutation is evidenced by the continued growth in sales, as in July, 1934, the second month after the Ten-Ride Ticket was established, sales amounted to approximately 10,000, while in July, 1936 the number had increased to approximately 20,000.

Weekly Passes are issued for the period commencing Monday and ending the following Sunday, between Los Angeles and all of the adjacent districts within commuting distance. The pass provides the holder with unlimited transportation, during the week for which issued, between his home and Los Angeles. In addition, it is honored on local lines in Los Angeles within the No. 1 Inner zone, which gives patrons the added privilege of using our local street car lines in order to reach their places of business or employment without payment of local fares.

Another attractive feature is that passes are transferable, and many of our patrons who use them to and from work each day, find that other members of the family can make advantageous use of the pass in the evening to attend the theater, visit friends, or make other necessary trips.

The initial cost of a Weekly Pass is low and the rate per ride nominal. Except in a few cases, fares for Weekly Passes are as shown in the following table:

Where One-Way fare to or from	LOS ANGELES is
	\$.15
	.20
	.25
	.30
	.35
	.40
	.45

The rates per ride shown in the above table are based on normal use, that is, six round trips each week. If passes are used more often the cost

per ride is, of course, less.

Ten Ride Tickets are sold for use between Los Angeles and all points on the system where the one-way fare is from 15 cents to 50 cents, inclusive. This form of ticket is good 30 days from date of purchase, for the transportation of bearer and party, one coupon being collected for each person carried, and is transferable. Travel cost is reduced considerably under one-way and round-trip fares, the rates at which these tickets are sold being shown in the following table:

Where One-Way fare to or from	LOS ANGELES is	Fare for Ten-Ride Ticket is
	\$.15	\$ 1.25
	*.20	*1.65
	.25	2.00
	.30	2.25
	.35	2.50
	.40	2.85
	.45	3.25
	.50	3.50

*—Between Los Angeles and Santa Monica-Ocean Park-Venice the 10-ride fare is \$1.50.

With continued improvement in employment and business conditions it is expected that both the Weekly Pass and Ten Ride Ticket will prove even more popular in the future than in the past.

My City---El Segundo!

By E. S. Donaldson, Agent

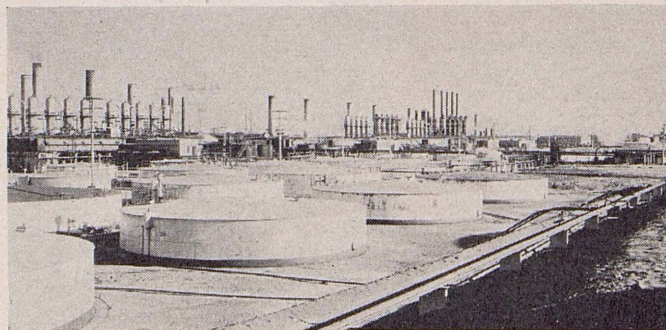
TWENTY-FIVE years ago, in 1911, to be exact, the Standard Oil Company started a little city and chose to name it "El Segundo." Segundo, if you know your Spanish, means "second", the name being appropriate because of the Standard's plan to build here its second largest coast refinery. It remains next to Richmond (Cal.) refinery in plant facilities and output.

Located about seventeen miles from Los Angeles, midway between Playa Del Rey and Redondo beach on some gently rolling, scenic hills, El Segundo can boast only of a population of about 4,500. What we may lack in numbers is exceeded by our expansive industries, all of which have been so active during the past several years that almost all we know of old man depression is what we read in the papers.

Outstanding, of course, among local industries, is the Standard Oil refinery, shipping wharves, tank farm and pipe lines scattered over a 1400 acre plot. Both crude and refined oil products are shipped afar daily by our rails and steamers that are destined for ports both north and south.

Other of our prominent industries are the General Chemical Company, manufacturers of sulphuric acid; Union Tank Car Company, owners of private tank cars; the General Tile Corporation, who produce a fine quality glazed tile and last, but not least the fast-growing Northrop Corporation, makers of aircraft. All of these are contributing to the constantly growing volume of traffic into and out of El Segundo.

As for civic and economic life, El Segundo possesses all the virtues and



El Segundo Standard Oil Co. refinery, second largest in state; covers 1400 acres and employs 900 workers.

Where One-Way fare to or from	LOS ANGELES is	Fare for WEEKLY PASS is	Rate Per Ride
	\$.15	\$1.50	12½c
	.20	1.90	16c
	.25	2.15	18c
	.30	2.40	20c
	.35	2.65	22c
	.40	2.90	24c
	.45	3.00	25c

advantages which fall to the lot of the larger community. We boast of active and effective fraternal organizations and service clubs; three churches, a municipally owned water system, and, of course, all public utilities, a city park and public library.

School facilities are adequate, our splendid high school having just been remodeled and made earthquake-proof, while a new elementary school has just been completed. The total cost of these buildings was \$900,000,

Judge—"But you didn't feel the thief's hand going into your pocket?"
Absent-minded professor—"Yes, but I thought it was my own."

SPORTS

GOLF
TENNIS
FISHING
HUNTING



BASKETBALL
BASEBALL
BOWLING

1936 HUNTING REGULATIONS

The Open season in California for ducks and geese is November 1st to November 30th, inclusive. Other important dos and don'ts are outlined by Dave Porter as follows:

In addition to wood ducks, ruddy ducks, bufflehead ducks and Ross geese, protected at all times, it will be unlawful to hunt, kill or possess any red head or canvas back ducks. Use of live decoys and baiting are also prohibited.

The three-shell limit on repeating shotguns, in effect last year, is continued this season. Hunters may use shotguns not larger than ten-gauge.

Bag limit—ten in the aggregate of all kinds allowed to be shot and make the possession limit to conform to the daily bag. Bag and possession limits on geese, and brant of all kinds permitted to be killed are four—in the aggregate of all kinds.

The limit on Jack Snipe is fifteen.

Quail season opens November 15th and continues to December 31st, inclusive, except in District 1½, which opens on November 1st and has the same closing date. District 1½ is in the extreme Northwestern portion of the state. Limit per day—ten, ten in possession and twenty per week.

Open season on pheasants is November 15th to 20th, inclusive. Limit—two male birds per day and two in possession.

Band tailed pigeon season opens December 1st to 15th, inclusive. Limit—ten per day, ten in possession and twenty per week.

BOWLERS MID-YEAR FORM

The first two weeks of the revised schedule has brought out some fine bowling, comments scribe R. M. Cobb.

Snee and Covell are tied for first place in individual honors with averages of 176.8. Steve Adams and Frank Epp have copped the high series prizes with 588 and 552 respectively, while W. H. Potter and J. D. (Pop) Henry collected on high games of 237 and 229. Fine work, boys.

A word of additional praise for Adams, who shows remarkable improvement and threatens to become our ace bowler.

Bridgroom Thompson of the Engineers showed the assemblage that he is out to bring home the bacon rolling a nice 518 series on his first appearance this season.

Welcome to our new members, Snee, Mattison, Latimer, Stenz, Davis, Du Bose, Swanson and Nichols. You will find all of the old heads ready and willing to lend any assistance you may need.

Among the teams, the Claim with 2523, and So. Dist. with 2519, have

P. E. ROD & GUN CLUB NOTES

With the nation's presidential election out of the way, we can begin considering who to elect as president of our Club. There's plenty of good timber to work on and the result is entirely in the hands of the members at our December 9th meeting. So be sure to attend and speak your piece as to whom shall administer the club's affairs—starting its twenty-second year.

New members may join now for one dollar until January 1, 1937. These are really dollar days for interested sportsmen. If you hunt or fish, you cannot afford to stay out.

There appears to be an epidemic of various events called derbys, this year. We've heard about the Kentucky Derby, Dog Derbys and Al Smith's brown derby, but the ones of interest to the followers of old Izaak Walton are all these new fishing derbys. They have 'em now for Salmon, Tuna, Yellowtail, etc. First thing we know Scott Braley will be sponsoring a Surf Perch Derby.

Don't look now, but when you get around to it take a look at all the swell prizes in our club room, then wish after the season closes that you had registered that small fish and taken a prize. Trout fishing is a game we are told where the trout lies poorly and the player well. Of course, we know that you don't fish! Who does in this part of the world?

The fishing boats at anchor groan and grunt while all's quiet at the Los Angeles water front. Grey Oliver was seen by one of the club's observers, "Giving 'Em Fits" down by the wrecked boat below Los Patos Sunday, October 11th.

It seems the Engineering Department fresh water specialists moved en masse to the P. E. Camp on Sunday, October 25th in quest of the wily trout. When the writer checked in at the Camp, he found Jack Quinn, Leo Bush, Norman Gilbert, H. B. Bancroft and J. S. Harris already on deck. If you are looking for competition, try and beat that bunch of slickers. They know fresh water fishing.

Ho Hum! Jack May comes in with another whopper from the surf.

What's this? W. Minyard and J. A. Dumoulin of our local freight house, saying there wasn't enough big things moving at the local yard and they want "reel" action. So they hie themselves to Catalina waters and landed some nice ones, but as usual the largest one

served notice of the kind of bowling we are going to have to do if we want to be up among the winners. With Archie Brahm shooting 620 series, the Claim Department team looms as the team to beat for the championship.

got away. Boys, that's to be expected. However, you were not alone. Scott Braley and Burley Manley also had the same thing happen—only Mr. Braley calls Burley Manley a real conservationist as he played several giants for three or four hours and at the end of the day returned home tired out and empty handed. Mr. Braley caught a Tuna.

F. B. Paterson comes in with a fine Tuna registration. Pat says these fish pull as hard as one of our locomotives.

J. B. Rogers went deer hunting on his vacation and returned from the "Lone Prairie" with a coyote. It's OK, J. B., the club pays a bounty on them—if that's any consolation.

Paul Turri and Stephen Vestal took two weeks off to go deer hunting at Crater Mountain. Seems as though Paul's relatives, who live nearby, had 'em all staked out. Paul went out and found one of those nice, four-pointed bucks waiting for him. He shot and knocked him down, the buck got up, disgusted like, gave Paul the Ha Ha and ran off. We don't think this made Paul mad, however, as he was back to work in one week and had nothing to say.

—Dave Porter

Sports equipment is lower priced at Stenz & Ruckers 3 stores

FULL LINE of D. & M. ATHLETIC GOODS

FREE PARKING • DELIVERIES • EVERY ARTICLE GUARANTEED

ENTZ & RUCKER

Economy Center of Los Angeles

218-220-222 EAST 5th ST. 5960 SO. VERMONT AV. 265 W. SIXTH ST. SAN PEDRO

THREE STORES

Official Watch Inspector

L. A. Motor Coach

L. A. Ry.

P. J. FLAHERTY & CO.

Watchmakers and Jewelers

Fine Watches Timed
and Adjusted for
Railroad Service

681 Central Avenue

VAndike 9255

HERE THERE EVERYWHERE



Landlord (to prospective tenant)—
"You know we keep it very quiet
and orderly here. Do you have any
children?"

"No."

"A piano, radio, or victrola?"

"No."

"Do you have any musical instru-
ments? Do you have a dog, cat or
parrot?"

"No, but my fountain pen scratches
sometime."

The master, to impress his pupils
the need of thinking before speaking,
told them to count fifty before saying
anything important, and one hundred
if it was very important.

Next day he was speaking, standing
with his back to the fire, when he
noticed several lips moving rapidly.

Suddenly the whole class shouted:
"Ninety-eight, ninety-nine, a hundred.
Your coat's on fire, sir!"

Lady (at dance)—"Do you know
that homely fellow sitting on the other
side of the room?"

Partner—"Certainly. He is my
brother."

Lady—"Pardon me. I hadn't noticed
the resemblance."

"What kind of oil do you use in
your car?"

"Oh, I usually begin by telling them
I'm lonely."

Passing through a military hospital,
a distinguished visitor saw a horribly
wounded private from one of the Irish
regiments.

"When are you going to send that
man back to the States?" he inquired.

"He ain't going back to the States—
he's going back to the front," an order-
ly informed him.

"Back to the front?" exclaimed the
visitor, "but man, he's in an awful
shape."

"Yes," replied the orderly, "and he
thinks he knows who done it."

A teacher asked the class to name
the States of the United States. One
child responded so promptly and accu-
rately as to bring forth this comment
from the teacher: "You did very well
—much better than I could have done
at your age."

"Yes, you could," said the child con-
solingly, "there were only thirteen
then."

"Jane," said a lady to her servant,
"you have broken more than your
wages amount to. What can be done
to prevent this?"

"I really don't know, mum," said
Jane, "unless you raise my wages."

"What's the matter with the boss'
eyes?"

"They're all right as far as I know.
Why?"

"Well, I had to go to see him in his
office the other day and he asked me
twice where my hat was and it was on
my head all the time."

Old lady (to motorman): "Please,
sir, will I get a shock if I step on the
track?"

Motorman: "No, lady, not unless
you put your other foot on the trolley
wire."

Judge: "Will you waive your right
to appeal?"

Husband: "Don't let her wave any
more rights, Judge. That's how I got
this black eye"

Mother: "What did your father say
when you smashed the new car?"

Son: "Shall I leave out the swear
words?"

Mother: "Yes, of course."

Son: "He didn't say a word."

When the clock struck the midnight
hour, father came to the head of the
stairs and in a rather bold tone of
voice said: "Young man, is your self-
starter out of order tonight?"

"It doesn't matter," retorted the
young man, "as long as there's a crank
in the house."

Chaplain: "If I lead a donkey up
to a pail of water and a pail of beer,
which will he drink?"

Gob: "The Water."

Chaplain: "Right. Why?"

Gob: "Because he is an ass."

"You've already had leave, Fergu-
son, to see your wife off on a journey
..for your mother-in-law's funeral—
for your little girl's measles—your
boy's christening—what is it now?"
"I'm going to get married, sir."

Mother—"When that naughty boy
threw stones at you, why did you not
come and tell me, instead of throwing
them back at him?"

Junior—"What good would it do to
tell you? You couldn't hit the side
of a garage."

SPORTING GOODS

For 20 years we have served our
good friends, the P. E. Club.

Everything Athletic

Baseball . . . Tennis . . . Golf
Basketball . . . Badminton
Shoes . . . Caps . . . Uniforms

Your P. E. Club Card entitles you
to the same low rates as we extend
to the P. E. Club.

W. A. GOODMAN & SONS CO.

1037 So. Broadway PLACE
Junction at Main St. PR 8855

YOUR AUTHORIZED WATCH INSPECTORS

Specialists in

QUALITY WATCHES
AND JEWELRY

ACCURATE REPAIRS
AND ADJUSTMENTS

Inquire about Easy Credit Plan



Combined, we have Served Railroaders 32 years

"Bill" Baehr

301 O. T. Johnson Bldg.
MU. 7486

"Matt" Bakula

103 Pacific Electric Building
VA. 6517



NEWS

OF THE PACIFIC ELECTRIC AND MOTOR TRANSIT FAMILY

BY OUR
CORRESPONDENTS



PASADENA TERMINAL

By Edmond C. Fox

One of the first weddings in October took place when Ethel Grubb Whitman of San Gabriel became the bride of Havre Milton Williams. The ceremony was read by the Rev. Chas. Waterman in the chapel on Orange Grove Ave. After the wedding ceremony, the happy couple made their way on a honeymoon trip to Santa Barbara. On their return they will reside at Pasadena. Heartiest good wishes.

A honeymoon trip to San Jacinto by Terraplane was the feature which crowned the wedding of Josephine O'Brien and Edmond J. Fox. The young couple were united in matrimony October 21st. at Saint Andrews Church in Pasadena. The bride, the daughter of Mrs. Catherine O'Brien of Pasadena, was extremely beautiful as she walked up the aisle carrying a bouquet of Gardenia, Bovardia and Orchids. The bridegroom, son of Mr. and Mrs. E. C. Fox, was attended by Dave McElroy as best man; while aiding the bride was Evelyn Hurd and Mary Direen Fox. Breakfast was served after the wedding at the Green Hotel. Congratulations and the very best wishes to the happy couple.

J. C. Engle, former Receiving Cashier at Pasadena Terminal, was fatally injured when struck by an automobile on the night of October 17th. He was rushed to the hospital where he passed away at 4:00 A. M. Mr. Engle had many friends about the P. E. Terminal and was well liked by all. Conductor H. K. Williams, a nephew, will accompany the remains to the old home at Tucumsee, Okla.

William T. Orr, retired Asst. Trainmaster of Pasadena, passed away October 25th. Mr. Orr had been in poor health for some time, in spite of this he made frequent trips to his old haunts about the Pasadena Terminal. We will all miss him greatly. Our sympathy goes to Mrs. W. T. Orr and other members of the bereaved family.

H. E. Draper has returned to his post at Echo Mountain. G. W. Lanekin who filled the place during his absence has selected the flagging job at Indian Village.

O. E. Olafson and family have recently returned from a motoring trip through California and Oregon. They report a wonderful time.

T. J. Morgan has returned to work after an absence of two weeks due to a knee injury.

PURCHASING DEPARTMENT

By Ray Cragin

The Purchasing Department has been humming with activity the last few weeks, said activity being the annual inventory. Elveretta Vaughn and Maud Placek, Comptometer Operators, have been assisting in the calculations.

Charles Wakefield, Cliff Curles' sparing partner at West Hollywood, has left the West end of the Movie city to come in and assist in the pricing of the inventory. We might add that Charlies has been all DOLLED up with a new necktie and has become known among the weaker sex of the building as "Bright Eyes."

Ted Sorensen, the big shingle and two-by-four man of the Torrance Store, has come in from the big industrial city to assist in the inventory. Ted does not seem to have that Clark Gable appeal that is so outstanding of the man from Hollywood, but knows a good price when he sees it.

August Zurborg, one of the big men at the Torrance Store and pride of Redondo Beach, spent several days with us checking the assignment stock lists of the outside points.

Mrs. Virginia Oakley, formerly of this department, was a caller a few days ago. She looks in the best of health and reports that the new heir of the Oakley millions is doing fine and will soon be looking for an Underwood, and Gregg shorthand book.

Speaking of shorthand, the big pick up man, Roy Ewing, has gone in for shorthand in a big way. We understand this helps him make short cuts about town in his daily journeys to and fro.

Archie Sharp and Junior Quesenbery are thinking very seriously of starting a football coaching school and we understand that Howard Jones, Bill Spaulding and Tom Lieb are to be called in, not to give instructions, but receive some.

Miss Ruth Batsch reports that the P. E. Spinster club is going ahead with leaps and bounds only that some of the Girls are over-doing it. At the meeting last Friday night some girls were not satisfied with bringing their mothers, but some also brought along their grandmothers. At the meeting the girls decided to go slumming, so arrangements have been made to visit a men's shirt factory.

It has been rumored around that J. VanDerZee is assistant Librarian at the Athens Library, but we have not been able to verify this report.

TORRANCE SHOPS

Willis M. Brooks

Freid Geibel, Assistant Superintendent of Equipment returned Monday the 26th from his vacation spent largely in San Francisco.

E. O. Straub, Shop Superintendent is again distinguished by the birth of a granddaughter, born to his daughter Louise, and son-in-law Clarence Hatzler. Congratulations Ed. Incidentally, Ed has been making extensive repairs and additions to his Manhattan Beach residence, including a brick paving for the entire yard.

Tom Hislop, Air-Control Shop, has been off sick during the greater part of the month and his speedy recovery is hoped for.

Anthony Zahradnik, Air-Control Shop, has purchased a new home on 104th Place in Los Angeles. He will retain his place in our Torrance Band and Mrs. Zahradnik will continue her musical classes at Torrance.

Pete Zamperini, son of Anthony Zamperini of the Air-Control Shop, is planning a visit to Indianapolis to attend the convention of his Coaching Fraternity.

Sanford A. Whiting, after an extended visit to far eastern points, is convinced that California and Torrance is by far the better place in which to live.

John T. Watson, leader of our Torrance Band, conducted the band in the recent celebration in Los Angeles of the Boulder Power Electrical Display. A number of our Torrance Shop's boys are members of this band.

Alfred James is a new member of our Winding Shop force, having transferred from San Bernardino. Welcome to Torrance A1.

We are all happy to see Arthur Chute of the Machine Shop again bending over his lathe. Arthur has been off for over four months suffering with cancer of the Larynx. Apparently a complete cure has been made by Dr. Kidder of our Pacific Electric Medical Department using new ray apparatus purchased by that Department. We do not want to give undue publicity to a brother workman's affliction, but we do want to give credit to Dr. Kidder and the Medical Staff for effecting this cure which is outstanding.

Sunday the 25th, the family of Joe Hughes, Foreman of the Tin Shop, assembled at the Hughes Home to the number of sixteen to celebrate Joe's

70th birthday. Congratulations to you Joe.

Hugh E. Leonard, of the Machine Shop, has resigned to accept a position with the Horthup Airplane Company. Good Luck Hugh.

Sam Walters of the Truck Shop and Jack McEwing of the Blacksmith Shop, were both called east during the recent past by death in their families.

Roy Coultis of the Paint Shop and Edwin Buntin, retired Pattern maker, both passed on during the month. There is little one can say to those remaining to lessen their sorrow. Our sympathy to them all. Death is not a grim tyrant however, but a kind messenger and we should learn to look upon it as such.

John Borland, Welder in the Machine Shop, has spent the past week working at Redondo Beach, where new boilers are being installed.

And now John Gunderson, of the Tin Shop, is a granddaddy. He gave the information with diffidence, but nevertheless there was a proud gleam in his eye.

Harry Pierce, Mill Foreman, accompanied with Mrs. Pierce made a verily enjoyable trip to northern points, via Reno, Lake Tahoe and Oregon.

Tom Galahan of the Mill, who has been for some time in the hospital is now home convalescing and will return to work soon.

George Wheaton, in the Plating Shop, had nothing to report. He was busy putting dirty pieces of metal into tubs filled with greenish looking water, then lifting them out, holding them against a fast revolving, fuzzy wheel and laying them aside, bright and shiny as when new.

However, we did learn that Mrs. George E. Hoyt, sister of Vincent McGinnis, also of the Plating Shop, is visting Vincent. Her home is in New Orleans.

Tom Moore, Carpenter Shop, has been away on sick leave. Have no report as to his condition, but hope to see him back soon.

Charles Chaplin, formerly of Torrance Shops, but now at San Pedro, is a proud Granddad, a baby daughter having been born to his daughter, Mrs. Howard Jones—and is the family delighted—you just ought to see them.

The development of acetylene and electric welding has made possible great saving in salvaging and rebuilding worn parts of equipment. The latest to come up for reclaiming are trolley frogs. They are now rebuilt by acetylene process, using phosphor bronze, machined to size and returned to service as good as new. It costs approximately one-third the cost of new frogs to reclaim them. About 30 are reclaimed a month.

And so we again come to the close of our monthly letter, written in the office of Torrance Shops. In the bushes, outside our window, a whole covey of mocking birds are singing for our special benefit, overhead the sun is shining warmly and we fill our lungs with moist (but not too moist) air tinc-

tured with iodine, all for our special benefit, for you see, we live in Torrance.

W. HOLLYWOOD TERMINAL

By A. B. Marshall

Motorman O. F. Castle, wife and son, Tommy, are making a two months' visit with Mrs. Castle's mother in Newark, New Jersey.

M. C. Rohde spent two weeks visiting with old friends in San Francisco. He was a Motorman on the Market Street Ry. Co. for 7 years before coming here.

R. B. Hooper returned from his hunting trip in Tulare County, with a four-point buck and 20 golden trout.

G. D. Burnett is vacationing in the east, as is also B. H. Gage on an eastern jaunt.

J. A. Cowper is making a business trip to Canada.

Freight Motorman J. W. Fitzpatrick left the 24th for a pleasant trip to Mexico City.

Homer Douglass and family made a four day motor trip to Utah. He reports a very delightful trip visiting friends and taking in the sights at Zion Park.

All the noise we heard Saturday was just Ray Hixon reporting for work after his vacation.

M. A. Minor motored to San Francisco, returning through Yosemite Park.

R. A. Chambers and E. W. Hays are working freight on the Southern District temporarily.

A class of nine Trainmen have been added to the extra list this month.

T. W. Hobson has again been called to Texas due to the serious illness of his mother.

L. W. Capps is taking the place of Roy Betterworth, Night Terminal Foreman, while the latter is away on a trip. Where?

E. A. Shimmin is on the sick list.

SUBWAY TERMINAL NOTES

By W. F. Servranckx

Mr. and Mrs. G. M. DeMoss, of Tulsa, Okla., parents of Conductor R. L. DeMoss, arrived in L. A. Oct. 3rd, to spend the winter. The boys at the Subway were wondering for the last week why DeMoss was checking up on weather reports and bus schedules. However, we extend greetings and welcome Mr. and Mrs. DeMoss to Southern California.

John Eastwood, "the big strong man," says he don't mind going to bed early, but it is the bunk to get up at 2:00 A. M. to work the W. P. A. Special.

Conductor E. D. McCoy cannot figure why the Coffee Shops don't open at 5:30 A. M. at Clifton-by-the-Sea. Next time get off at Redondo "Flash," they are open all night in the big town.

Motorman Henry Gerlach, pioneer Redondo Motorman, just returned from a hunting trip in Utah. He hunts somewhere every year. Since handling

freight Henry looks ten years younger.

Nearly all the boys contributed to a collection for a new Radio at the Subway. Bill Hanrathy sponsored the collection and with the help of W. E. Sames they put it over. Some of the boys did not think it necessary, but the majority of them came through very generously. After all with the World's Series and football games in season a new radio was timely. It works splendidly and is a fine piece of furniture. The old one was raffled off with Doc Holder holding the winning ticket.

B. V. Williams, who was formerly connected with the house of Morgan, offers to show anyone "for a small fee" how to grow hair on a bald head. He says he can grow hair on a billiard ball. Conductor DeMoss does not agree with him. DeMoss says he has been at Hyperion several times and no improvement is shown. Are you sure you handed B. V. his small fee De?

Conductor E. A. Abbott became the proud father of an 8 pound baby boy on Sept. 17th. Mother and baby are reported doing nicely. Our congratulations.

EXTRA: Another mystery, it seems that Jack Cody has changed eating places. What we would like to know is what is the main attraction at 7th and Central, Jack?

We have been wondering why A. C. Tanner arrives at the Subway at 1:00 P. M. with a broad smile on his face. "Exercise," he says, "Exercise!"

A COMPLETE LOAN SERVICE

at Rates
Among the Lowest in
Southern California

New Cars Financed
(5% discount)

Automobile Loans
(6% discount)

Collateral Loans
(On approved stocks and
bonds 5% to 6% discount)

Personal Loans
(Co-maker security at our
usual low rates)

Borrow for any legitimate
purpose

FIRST INDUSTRIAL LOAN COMPANY

OF CALIFORNIA

835 SOUTH SPRING · LOS ANGELES
219 EAST BROADWAY · LONG BEACH
6611 PACIFIC · HUNTINGTON PARK

SAN BERNARDINO DISTRICT
By R. G. Perry

B. G. Jones, co-author of this "magniloquent monthly masterpiece" is strutting around these days like a banty rooster that just picked the tail feathers out of a Golden Eagle. Now, as you all know, B. G. is a humble sort of an hombre and to see him peacocking around is a sight to behold, and for which, there must be a very unusual reason.

The Story—Act I

The Jones family at home on a cold and stormy night.

KNOCK! KNOCK!

B. G.: Who's there

Voice: Houser.

B. G.: Houser who?

Voice: House 'er the dough.

B. G.: (tearing his hair) Please, Mr. Houser don't take our little cozy nook away from us. I know our last installment is long overdue, but please give us a little more time. I'm sure if business is good on the Colton Local I can scrap up enough nickles to make the payment.

Mr. Houser: (twirling moustache and throwing in a couple of ha! ha's!) I return in the morning at 8 o'clock and "remember" no dough, no domicile. Curtain.

Act II

B. G.: (Gathering his loved ones to him) What have I done for Fate to treat me so cruelly. Oh, what shall I do, what shall I do?

Mrs. B. G.: (Stroking B. G.'s lock s) There must be a way Benjamin Gilford! There must be!

B. G.: (lips compressed) Fate shall not make a tool of me. Put on your finest, my love, we go forth for an evening of frivolity. We shall go to the best movie in town and forget our trials and tribulations. Tomorrow, when dawn dawns (or something) I shall find a way.

At the Theatre: (It is bank night unknowingly to the Jones') The master of ceremonies calls the first name. No one answers and the prize is held over for the following week. The master of ceremonies draws the name for the second prize, \$225.00. It is—B. G. JONES.

A dull thud is heard in the aisle.

Thirty minutes later B. G. awakens with a check in his hand for \$225.00. Curtain.

Act III

It is 8 o'clock the following morning and B. G. is nowhere to be found. **KNOCK! KNOCK!**

Mrs. B. G.: Who's there?

Voice: Houser.

Mrs. B. G.: Houser who?

Voice: Hows 'er about that dough.

B. G.: (appearing from behind a blade of grass) And hows 'er about a kick in the slats, you lug! And our hero proceeds to annihilate the villain by beating him over the head with \$20 bills.

And so, dear friends, ends the story of how B. G. saved the old homestead. And if you think those two hun-

dred and twenty-five iron men are New Deal Boloney Dollars, just ask B. G. Jones.

The End

Since the resumption of 15 minute service on the San Bernardino - Colton Line, this office is the recipient of many compliments on the new service. The outlook of business over this line is very gratifying, as there are a large number of new patrons using this additional service. Both merchants and

patrons will be benefitted by this service, particularly, during the not so distant Xmas holidays.

The wife of W. W. Cooper has undergone a very serious operation at the Loma Linda Hospital and is reported doing very well which will be welcome news to their many friends.

In answering many inquiries, we are glad to report that Motorman C. E. Ives has been recuperating at his home in Riverside for the past several weeks.

CHRISTMAS GIFTS

With Election Over....

It's time to think of Christmas . . . make a resolution NOW to DO YOUR SHOPPING EARLY!

In addition to our regular stock of unusual and outstanding Christmas Gifts, we have been exceptionally fortunate in obtaining the newest and smartest lines of Christmas Cards available for the 1936 season. These cards "distinctly different" in design and color combinations and are executed in the moderne manner on novelty papers of highest quality.

NOVEMBER SPECIAL . . . 1800 boxes of select CHRISTMAS CARDS, containing an assortment of 24 BEAUTIFUL CARDS . . . WITH YOUR NAME IMPRINTED FREE! . . . 87c
Be sure to take advantage of this amazing offer before it is too late!

» » STATIONERS CORPORATION « «

	»	Printers - Engravers Office Furniture	«	
Los Angeles	- -	525 South Spring Street	-	MUtual 2341
Hollywood	- -	6369 Hollywood Boulevard	-	GRanite 4188
San Diego	- - -	1040 Sixth Avenue	- -	Franklin 1344

OFFICIAL
DENTAL DEPARTMENT

Pacific Electric Railway
&
Motor Transit Company

DR. BEN A. PATTON
DR. HENRI H. VOSS

826 Pacific Electric Bldg. - - - TUCKER 7272

Watches Diamonds Jewelry

CHRIS. A. HAMM, Jeweler

EFFICIENT REPAIRS—SEVEN YEARS P.E. WATCH INSPECTOR
1758 E. 103rd St. (Watts) Los Angeles, Calif. Phone KI. 1830

LONG BEACH TERMINAL
C. L. Cottingham

Our Terminal Foreman, George Towner, and wife, have been on a 45-day automobile trip through the middle west. They visited the Grand Canyon, Salt Lake City, Butte, Mont., Duluth, Minn., and Dallas, Texas. George says that in Texas he found the most courteous people that he ever came in contact with. The vacation did George a world of good and he will be back to work Nov. 1st.

Conductor H. W. Wills and wife just returned from a trip to the Grand Canyon, Chicago, St. Louis, Oklahoma City, Fort Worth, Dallas, San Antonio, and El Paso, Texas. Harry visited a brother in El Paso and also visited the Centennial at Dallas. Says he feels much better and is willing to stay "put" on run 90 and let someone else bid for a while.

Joe Engomar, our esteemed Passenger Director, delights on his day off to sail to Catalina, particularly if the ocean is rough. Joe is used to rough sailing.

Our Interstate Cafe Managers, Mr. and Mrs. Bowers, took in the Los Angeles County Fair at Pomona and report a swell Fair. Both are ardent wrestling fans and take in most of the bouts here and in Wilmington. There may be some reason for this, as we note Bowers is draped with cauliflower ears.

Conductor H. A. Hoffman, on a 15 day leave, is visiting relatives in Kansas City and St. Joe, Mo.

Motorman E. E. Bell has left our ranks and is breaking in on freight. Good luck Bell.

Motorman Fred Rausch and family have returned from their eastern trip. Fred drove a new blue Plymouth car from Michigan.

Conductor R. J. Singleton has returned from his eastern trip and was unable to purchase a new Buick, so he drove a new Dodge sedan home.

We just learned of the death this A. M. of one of our old timers M. W. (Bill) Rainwater, Bill was with us a number of years has been in the Cleaning business the last 3 or 4 years. All the boys who knew Bill will miss him.

MOTOR TRANSIT COMPANY
By I. W. Erhardt

Now that our October column reversed positions with the Winchell of the Accounting Department (good old Geo. Perry) we are all excited over the honor and prompted to strive for that first place position so competently held by him once more. In order to do this we must of course have some material — we are worried to say the least, since vacations are about over for the year, as to what we can submit for interest. Well, no news is good news, but second-hand news is worse than politics. Did you vote for the right man?

Among the nice summer vacations Operator E. C. Hicks of El Monte re-

ports an automobile trip with Mrs. Hicks through eight States and on this trip took in the Carlsbad Caverns 160 miles northeast of El Paso, Texas.

Assistant Agent Robt. Gibson of Whittier off one week with the flu and Agent E. R. Kahl of Whittier one week's leave of absence. Agent I. Henry Stone (erstwhile Operator) from El Monte did the relieving.

Assistant Agent Lee Marty of Long Beach now in hospital convalescing from an appendectomy and we are pleased to say, is doing nicely. Mr. Marty is being relieved by Mr. T. A. Kelsey, a new employee, formerly with the Union Pacific Stages. Incidentally Long Beach is a very busy bus depot.

A. M. Thomas, who served as Agent for this company at Santa Ana for a number of years, and recently of the Fifth Street Union Stage Depot ticket staff, has resigned and gone back to his former stamping grounds in Florida where we are told he is engaged in ranching. We regret to see Mr. Thomas leave and sincerely trust that the change will be beneficial.

Operator J. E. (Honest John) Brown is on the sick list at this writing

It does pay to advertise—we received a venison roast as a result of our last news item.

We were interested in the item of last month's issue concerning the

artistic talents of P. E. Conductor F. J. Oriva and his oil portrait of the late Will Rogers. This office boasts of an artist also, namely F. G. Wakefield, Clerk in Superintendent Wilson's office. Mr. Wakefield is very talented in pastel and oil painting and during his spare time finds this an interesting hobby.

Send in your suggestions for retain-

Radios

No Payment Down!

General Electric Zenith
Packard Bell Gilfillan

New 37 Models in Stock

Liberal Allowance for your old radio and easy terms

J. KING & CO.

653 So. Main St. - VA. 6784

Flowers of Distinction

For All Occasions
Reasonable Prices



702 S. Spring St.

TR. 2471

GRAHAM & ISBELL

FUNERAL DIRECTORS

915 WEST WASHINGTON STREET

PRospect 5590

PRospect 5501

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

ing this column and along with them include some news item.

Doc Beckett, Fifth Street Garage, has just returned from a two weeks' vacation spent in the vicinity of Williams, Arizona. Doc says they enjoyed wild turkey and venison and also found the Grand Canyon, but is rather doubtful about the Scotchman ever making that hole in the ground.

There are a number of changes in operators' assignments since the recent "shake-up". Operator Van Sandt, who has been on the Sunland Line for a number of years, is feeling his way on the Eastern Div'n. Harry Fabun came down off the mountain to displace F. G. Cook on the San Bernardino relief assignment. Mr. Cook in turn, now spending his time on the combination run in the Mountains.

Mrs. C. H. Cooper, wife of Dispatcher Cooper, has just returned from a visit to the New England States, traveling via Greyhound and reports a pleasant journey.

It is understood that Operator Leroy "Babe" Larson will hereafter accept bids before having his Chevy overhauled. The blanket order took in replacements too numerous to mention.

Dispatcher Deal has requested that his name be kept out of this column, therefore we are obliged to comply with his request, but only because he is a relative of Mr. Landon.

Other vacations—Operator A. G. Evans two weeks, whereabouts unknown; Operator T. S. Henderson two weeks to Arizona, and Operator Lisle Farquhar now on 30 day leave.

ACCOUNTING DEPARTMENT
Geo. Perry

Vacations

May Chisholm—Chicago and various cities in New York State.

Rufus Handy—At home.

Walter Morrison—Pocatello, Idaho and Salt Lake City, Utah.

Arthur Manhart—Catalina and Hermosa Beach (Omitted from Sept. notes).

Ben Butler—P. E. Camp over weekend.

Dale Hyde—Mission Beach (near San Diego) and Ensenada, Mexico.

Russell Hollinger—Visiting his sister in Yakima, Wash.

Anna Beseman—New Orleans.

Amelia Grenke—Sacramento.

Allen Hanna—Fishing on Klamath River.

C. W. Knight—Carthage, Mo. We hear that he helped paint the old family home, but haven't heard whether or not he painted the town.

Florence Sanders—Visited Norman Roberts (former Head Clerk of the Freight & Passenger Accts. Bureau) in Benson, Ariz. and her former home Bethany, Mo.

Kenneth Pomeroy, Emma Taylor, Frank Screech and Arvilla Curran—At home.

Arvilla Curran—At home.

Joseph Smale—Indianapolis and Muscle Shoals.

Ruth Patton—By train to Kansas

City, motored from Kansas City to Hot Springs, Arkansas, thence to Tyler, Texas, where she boarded the train for New Orleans. Most memorable sight of her trip was the beauty of the Ozark Mountains.

Grace Shreeves—Reno, Nevada.

We were all pleased to see our friend Anna Smith, who has been on leave on account of sickness, in the office on a visit recently. We hope that she is sufficiently recovered to be back on the old job soon.

Several of the ladies of this Department are attending Mrs. Jack Valley's Book Review Club under the sponsorship of the Crippled Children's Guild of the Ortheopedic Hospital on the first Tuesday of each month. Those attending are: Ruth Patton, Bessie Jackson, Grace Reed, Belva Dale, Ellen Sparks and Anna Beseman. Anyone interested in joining the group may obtain further details from Mrs. Reed.

The P. E. Club Cafeteria on Oct. 23, 1936, was the scene of a gay farewell breakfast given in honor of Mrs. Nell Flanders who was leaving to make her home in Portland, Oregon. Fourteen of her comrades of the Conductors and Car Service Accts. Bureau were on hand to bid her adieu, best of luck and to present a simple gift of remembrance.

We welcome a new clerk, Rachel Ramer who will fill the vacancy occasioned by the departure of Mrs. Flanders.

The bride of the month is Mary Morlan who left the service October 10th to be married the same evening at her home. Her many friends of the P. E. Family join in wishing her good luck.

Heartiest congratulations to Mr. and Mrs. Hessel VanderZee upon the birth of their daughter, Janna Grace, on

Oct. 8th at the Good Samaritan Hospital. Mrs. VanderZee and the baby are home now and we are pleased to report that both are feeling fine.

We now put on our false whiskers and turban and with a flourish open the doors of our newly created crystal gazing department. After wiping the crystal ball with an oily rag that we may be the "oily boyd" (early bird) in the C. G. racket we peer deeply into the ball and see that:

U. S. C. will win over U. C. L. A. Thanksgiving Day.

E. Moyer has been taking *Allium Satvium for a cold.

Our next President will be a Democrat.

Washington will represent the West

**25% SAVING TO YOU
ON AUTO INSURANCE!**

*

Through Your Group Auto
Insurance Plan Arranged by
the P. E. Club

Easy Credit Terms

*

See P. A. DuBOSE

of the

Wm. L. Thomas Agency

At P. E. Club . . . TU. 7272
448 S. Hill St. . . . TR. 3526

LEAVE YOUR FAMILY A HOME

...Instead of a Mortgage!

The home you bought for your family may become a burden rather than a blessing if you do not live to complete your mortgage payments.

You can make sure your family will inherit a home instead of a liability by means of Occidental Life's special Mortgage Protection policy. This inexpensive plan provides quick cash for immediate liquidation of your unpaid balance in event of your death.

It costs nothing to get details. Get them now from:

W. R. ALLEN

PHONE: MUTUAL 4311

R. F. CARTER

OCCIDENTAL LIFE INSURANCE COMPANY

(of California)

756 SO. SPRING ST.

LOS ANGELES

in the Rose Bowl Classic.

King Edward will marry Mrs. Simpson by July, 1937.

There are only 51 shopping days till Christmas.

*Garlic.

STORE DEPARTMENT NEWS

By Fred Hopkins

Our migratory Bill Bone is back with us once more after a sojourn of about a month over at the West Hollywood Store. It seems that someone had told Bill that "Absence makes the heart grow fonder" and Bill really wanted to find out if this was true. He says it's so.

The many friends, both in the Shops and Store, of Bob Sabins were greatly shocked and saddened when they learned of his untimely death as he was on his way to work the morning of October 16th. Due to the fog and faulty brakes he was struck by an autoist and injured so badly that he died while on his way to the Receiving Hospital. The motorist was held for investigation and prosecution on a charge of homicide. The Stores Dept. was represented at the funeral, which was held on the afternoon of Tuesday, October 20th and they laid Bob away in Rose Hill Cemetery. He had been a faithful employee of this Company for more than twelve years and was a friend to all. Our hearts go out in sympathy to the bereaved wife, son and daughter who are left to mourn his loss.

To all those who have been mystified at seeing the strange person with all the bearing of an ex-member of the United States Marine Corps engaged as Guard to the entrance of the Pacific Electric Station at 6th and Main, we here and now give notice that it is none other than our Bob McLaughlin. We are looking forward to the day when we shall be thrilled to hear the stentorian notes of his voice calling: "San Pedro, Long Beach, San Bernardino, Upland, Covina, El Monte, Monrovia, Glendora, All Points East, North and South.

Have you noticed that new 1937 Plymouth of Charles Stock? All bright and new, 'n shiny 'n everything.

Bill Kitto has tried all the garages in Los Angeles with the exception of possibly one or two in a fruitless endeavor to start that Willys-Knight, but to no avail. Bill says nothing short of the biggest battery available will do and here's a prospective customer for the Torrance dealers and merchants.

On Saturday afternoon, October 17th, the new Post Office and Federal Building in San Pedro was dedicated and placed in service to the public. There is still on exhibition in the lobby a very fine frame of postage stamps from South American countries collected by Fred Hopkins, member of the Harbor District Philatelic Society. This is quite a distinction as the display is one of seven frames exhibited by the Club of more than sixty members and the Building is Works' Project Number 1 of the P. W. A., cost ing \$500,000.

ENGINEERING DEPARTMENT

By V. P. Labbe

James Ray, more familiarly known as "Jimmy," formerly Asst. Accounts Payable Clerk, has been transferred to the President's office. Although we are sorry to lost Jimmy his many friends wish him lots of luck in his new position.

Al Smith and E. J. A. Hasenyager, are on a two weeks' motor trip over western U. S. A. If they complete their itinerary they only will have visited Boulder Dam, Brice Canyon, Salt Lake, Portland, Columbia River Highway and down the coast to San Francisco where they will participate in the opening ceremonies of the new San Francisco-Oakland bay bridge scheduled for Nov. 12th. In any event they will thoroughly break-in Al's new Nash.

Ernie Hayward and wife attended the Stanford-U. S. C. football game at Palo Alto on Saturday, Oct. 24th. An ardent and devout booster for U. S. C. Ernie's joy was complete in having witnessed the local's first victory in three long years.

The little fellow with the dart and arrow seems to be working overtime in the Field Department. Dame Rumor has it that another of its staff will soon succumb in the person of Chester A. Davis. Details later in this column.

And speaking of grooms, Chas. S. Thompson is out of the clouds, having returned with his bride from Omaha, after a honeymoon in Iowa, Nebraska and a visit to his home in Bisbee, Arizona.

MACY STREET TERMINAL

By Chet Collins

Motorman E. L. Smith and family have gone to Colorado to visit their family.

Conductor C. E. Crumrine is on leave and is spending his time in Santa Ana in the walnut industry.

Day Terminal Foreman, W. E. Booth, has just returned from two weeks' vacation, one week of which he spent working on his beach home, and the other in San Diego and San Francisco. He states that the Bay Bridge in San Francisco is ready for its opening early in November and is an imposing sight; also that they have some Chinatown, which he visited while there.

We hope former correspondent Arthur Kraft will not make the mistake of climbing up or down a Big Red Car instead of a big red truck, as we understand that Arthur is in Chief Scott's kindergarten.

Latest report from Joe Karalis who has spent the past four months in Lithuania is that he plans to return shortly after the first of December.

Work on the storm drain at Anderson St. has been speeded up by the addition of a night crew which will work on tunneling under the track at that point. This drain requires that a ditch 18 feet deep be dug before plac-

ing the reinforcing steel in position and pouring the concrete. It will relieve the drainage problem for some time to come when finished.

The addition of several trailers during the last few weeks has made extra work for the men at this terminal and we have received favorable comment on the re-establishment of the Limited leaving San Bernardino at 7:40 A. M. and arriving in Los Angeles at 9:25 A. M.

The assignment of recent runs showed it to be a fifty-fifty proposition when it comes to gaining or losing men, as we gained L. J. Mosier from Pasadena, while we lost J. W. McDonald.

We extend condolence to Conductor J. G. Ralston in the loss of his brother recently. He is leaving early in November to take his father back to Canada.

OCEAN PARK CAR HOUSE

By W. P. Williams

Ray French is back at work again, and considering the seriousness of his illness, really looks good and once again the OPCH family is complete.

Bob Maris has been discharged from the hospital and expects to be working in a few days.

Have you noticed a "dreamy" "can it be true" look about the Conductor on No. 1 Venice Short Line. Just pass it by; he's just returned from his honeymoon.

Glad to hear that Pat Garrison is playing tennis. Pat is a natural in sports, the trouble being to get him started. If he'll take off a few of those 217 lbs. at tennis, we'll get him on the ball team again.

Am informed that Carl Wright of the Mechanical Department, successfully operates a good farm in West Los Angeles, with revenue from milk and by-products increasing monthly.

It's always been a mystery to us,

**DO YOU NEED
GLASSES?**

**QUALITY Glasses
at LOW Prices**

**Satisfaction Guaranteed
or Money Refunded!**

Cash - Charge - Or Budget Plan

Walter F. Morrison

Optometrist at the

FAMOUS DEPT. STORES

Brand at Harvard

Glendale

Colorado Street

Pasadena

where Conductor Freas gets his tremendous supply of "pep and energy." But the secret is out, every six months he takes 30 days off and builds up in the mountains.

One of the real reasons for the continued success of our baseball club is the hard work done by Red Brown. "Red" is generally in the background, but he's always working.

Come out and have a peep at the Ball Team's new uniforms. I hardly need to describe them to you as they speak for themselves. White flannel with red trimmings, red, white and blue socks, white cap with a red peak.

6th & MAIN TERMINAL Leo Goodman

As the result of falling off a car, George Bauer, motorman, was obliged to be off several days. He cut his chin so that four stitches were necessary, also broke his collar bone.

Michael R. Yarger is on a trip to New York where he will greet his wife, who is returning from Europe.

John Pounder is again back to work after being away two week on a sick leave.

W. H. Fast was called to Fresno to see his brother who was seriously injured. Mr. Fast's brother while driving near town struck a dog and his machine crashed with near fatal results.

Hans Dullnig, Towerman has a boy to be proud of. The boy entered the best female collie at the Pomona Fair and won a cup and several ribbons. He also entered chickens which received first, second and third place for white leghorn cockerels, first, second and third place for white leghorn hens, and first place for old pen.

A. B. Cartright and wife enjoyed a long delayed trip to his old home near Joplin, Mo.

Terminal Foreman W. H. Cason is off on a sick leave. We are glad to hear he is improving.

A belated report:

Mr. and Mrs. George W. Woodruff are the proud and happy parents of a 8½ pound daughter who arrived on August 10th. Our sincere congratulations.

We express our sympathy to F. L. Newton, whose father passed on recently. Mr. Newton accompanied the body of his father to their old home in Iowa for burial.

Fred L. McCulley has been enjoying a very busy vacation. Eh, Wot?

SOUTHERN DISTRICT FREIGHT By J. E. Neville

Due to your scribe taking a trip east, visiting Boston and Lowell, Mass., also Montreal and Quebec, news was limited to time of departure. Next month we will endeavor to cover more thoroughly.

We regret to learn of the sudden death of our fellow Trainman J. B. Reed, who came to a sudden end at his

home in Santa Anna, Oct. 4th. Our heartfelt sympathy goes to Mrs. Reed and son who survive him.

Brakeman Frank Hoag, who holds down the little red caboose behind the Santa Ana Freight, is patiently waiting the Supreme Courts decision on the Railroad Retirement Act. He says he is ready to go home and pick avacados any time now.

Our Terminal Trainmaster, E. B. Whiteside, was confined to his home for a week account of illness. He is back on the job again "good as new."

Now that the Beet job at Santa Ana is over the bumping starts again. F. O. Bradley is back on 923; P. O. Morse on the Torrance pusher; Dave Whitman back to the market. Charlie Hooper is pulling pins for Zeke at Butte Street.

CLUB EVENTS FOR NOVEMBER

Thursday, Nov. 5th:

P. E. Women's Club Card party—1:30 P. M. 15c playing fee; prizes to the winners.

Friday, Nov. 6th:

P. E. Bowling League games at Jensen's Recreation Center on Sunset Blvd. Games begin at 8:00 P. M. Spectators welcome.

Wednesday, Nov. 11th:

Regular monthly meeting P. E. Rod & Gun Club—8 P. M.

Thursday, Nov. 12th:

Afternoon Meeting P. E. Women's Club. Special entertainment program. Meeting called at 1:30 P. M.

Friday, Nov. 13th:

P. E. Bowling League games at Jensen's Recreation Center; 8 P. M.

Saturday, Nov. 14th:

Regular monthly meeting P. E. Agent's Assn. 8:00 P. M. Special card party staged by P. E. Women's Club at 8:00 P. M. Auction and contract bridge; five hundred and bunko. Playing fee 25c. Worthwhile door and prizes for all events.

Thursday, Nov. 19th:

P. E. Women's Club card party—1:30 P. M.
P. E. Club Dance 8:00 P. M. Featuring Kendricks' 7-piece orchestra.

Friday, Nov. 20th:

P. E. Bowling League games at Jensen's Recreation Center—8:00 P. M.

Saturday, Nov. 21st:

14th Annual Banquet of the P. E. Masonic Club in P. E. Club ballroom at 6:30 P. M. Special program of speakers and entertainment.

Thursday, Nov. 26th:

Thanksgiving Day—Club closed all day.

Friday, Nov. 27th:

Bowling League games at Jensen's Recreation Center. Begin at 8 P. M.

An Englishman was conversing with the clerk in the Ambassador Hotel.

"Here's a conundrum," said the clerk. "My mother gave birth to a child, it was neither my brother nor my sister, who was it?"

Englishman: "I give it up."

Clerk: "It was I."

Englishman: "Ha! Ha! Very clever, I must remember that."

The Englishman then told the story at his club.

Said he: "Here's a conundrum, old top. My mother gave birth to a child, it was neither my brother nor my sister, who was it? What! You can't guess. Do you give it up?"

"Yes."

"Ha! Ha! It was the clerk at the Ambassador Hotel."

"I would advise you, madam," instructed the doctor, "to take frequent baths, get plenty of fresh air and dress in cool clothes."

"What did the doctor say?" inquired the husband an hour later.

"He said I ought to go to Atlantic City and then to the mountains," related the wife. "Also that I must get some new light gowns at once."

A Soviet scientist aims at prolonging the human life-span to 150 years. An admirable objective, but more important is that of making life, to the average human being, worth living that long.—Buffalo Courier-Express.

Hull Bros. Supply Co., Inc.

LUMBER—SASH—DOORS

8635 Melrose Avenue

WOODBURY 62668—OXFORD 2669

Los Angeles, California

Complete Valet Service

Hats Cleaned
and Blocked

Suits Cleaned
and Pressed

Shoe Repairing While You Wait

THE TERMINAL VALET SERVICE SHOP

449 South Hill Street

also

Subway Waiting Room

HOTEL CECIL

Adjoining Pacific
Electric Main St.
Station

700 Rooms of Unsurpassed
Comfort

Our New Rates

\$1 to \$2 single
\$1.50 to \$3 double
Special Weekly and
Monthly Rates

Try our Popular Priced
Coffee Shop

Another

ASSOCIATED SERVICE

LISTEN TO
ASSOCIATED
FOOTBALL
SPORTCASTS



Offered by

SMILING

ASSOCIATED DEALER

REDONDO BEACH

SWIM in the WORLD'S LARGEST SALT WATER PLUNGE

where swimming is at its best
"every day in the year"...3 large
pools of sparkling pure filtered
sea water tempered just right to
suit young and old...open 8 a.m.
to 10 p.m. weekdays and 8 a.m.
to 7 p.m. Sundays. Miles of fine
bathing beach adjoin Redondo
Beach Bath House and Plunge,
so enjoy both if you like.

DANCE in the BEAUTIFUL MANDARIN BALLROOM

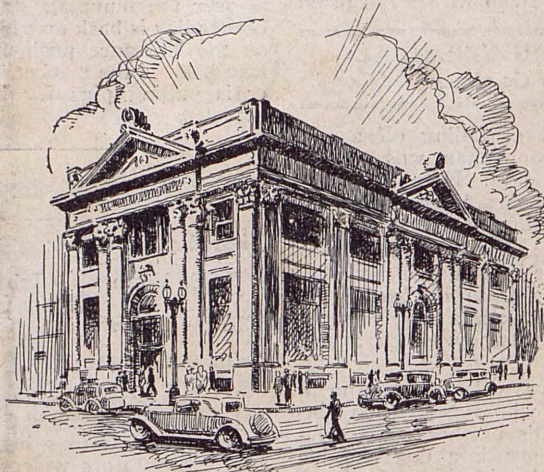
one of the Coast's largest and
most unique ballrooms, elevated
floor and cool ocean breezes make
"Mandarin" dancing delightfully
cool and popular. Dancing every
night except Mondays to and in-
cluding Labor Day.

Two Pacific Electric Railway lines provide
45 trains daily between Los Angeles and
Redondo Beach—Special 10-Day Excur-
sion Fare, 55c Roundtrip from Los Angeles.

PACIFIC ELECTRIC RAILWAY

THE FARMERS AND MERCHANTS NATIONAL BANK OF LOS ANGELES

FOURTH AND MAIN STREETS



Your Pay Check is Payable at the

OLDEST BANK IN
SOUTHERN CALIFORNIA

ORGANIZED 1871

NATIONALIZED 1903

NO BRANCHES

Capital \$3,000,000.00 - Surplus and Profits \$5,000,000.00

TRUST DEPARTMENT FULLY EQUIPPED
TO UNDERTAKE ANY TRUST SERVICE
ESCROWS HANDLED

SAFE DEPOSIT DEPARTMENT

Conservative Progressive Banking

Commercial Time and Savings Accounts Invited

Member Federal Deposit Insurance Corporation

Member Federal Reserve System

Deal With Our Advertisers and Please Mention Pacific Electric Magazine