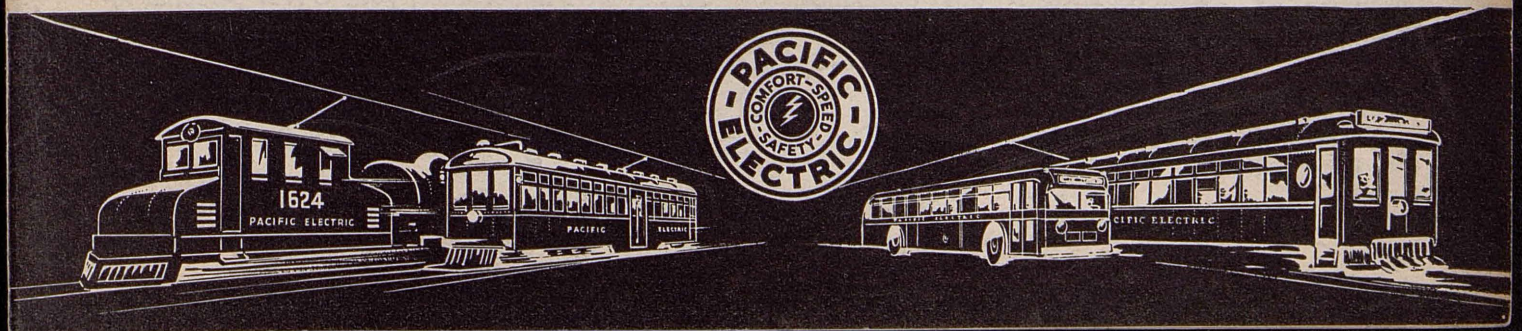
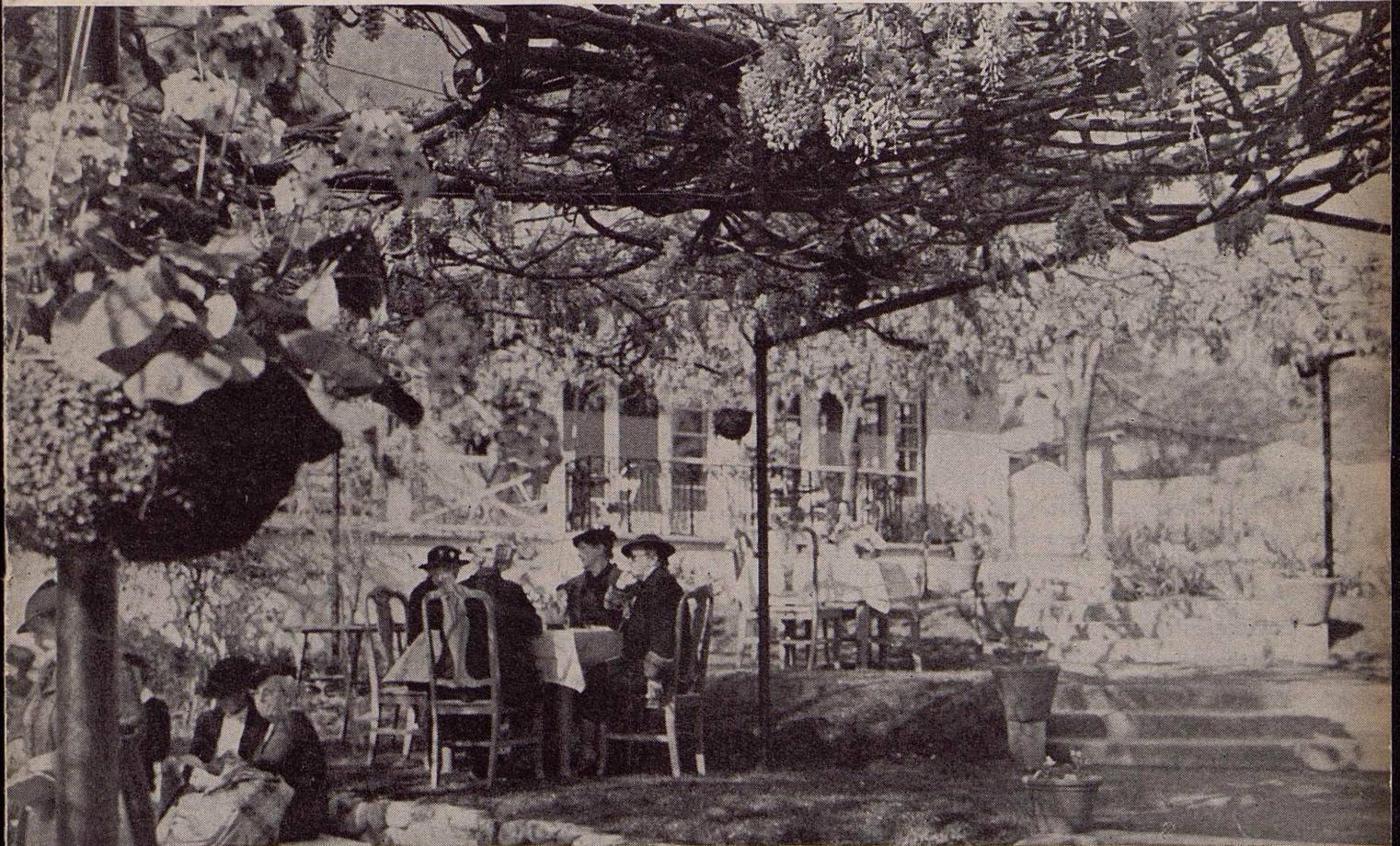


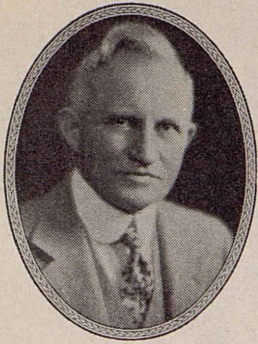
PACIFIC ELECTRIC *Magazine*

Vol 17—No. 10



April 10, 1937





Municipal Busses or Not?

EMPLOYEES of the Pacific Electric Railway are vitally concerned in the coming May 4th election, on which date the electorate will determine whether an initiative ordinance be adopted whereby municipal busses will be operated throughout Los Angeles, and "territory outside of said city."

Among other conditions, the proposed measure provides as follows:

- (1) City to provide \$250,000 per year to invest in equipment with which to provide service.
- (2) A Transportation Board of three members appointed to operate the system.
- (3) Provision for a 5c fare within "certain limits," and a higher fare beyond. (Proponents do not state how far the 5c limit will prevail.)

Above all, and indisputable, is the fact that the taxpayers of Los Angeles will be responsible for the entire amount of all indebtedness, and, too, all LOSSES that may be incurred by the Board.

Approval of this proposed municipal bus system would permit the paralleling of existing Pacific Electric and Los Angeles Railway local lines. This skimming of the cream of traffic would certainly make unprofitable the operation of local rail lines to the distinct unfairness of the two railways who pioneered and developed the territories they now serve to their present transportation needs and volume. Ruthless competition of this kind would bankrupt the Los Angeles Railway and eventually cause abandonment of our own local lines.

There are many misleading and unmentioned costly outlays that would have to be made and assumed by TAXPAYERS if this ordinance were to pass.

If fairness is not to prevail, common sense would seem to convince thinking persons that the present local lines service should not be crippled, at least until ample provisions are made to supplant and coordinate these lines. A great city like Los Angeles is entitled to, and must have, reasonably good transportation service. This city has a quality of service at this time which compares more than favorably with other cities of its scope. In any event, laws and regulations provide ways and means to further improve service without causing financial disaster to existing pioneering carriers.

It must be obvious to any thinking employee how vitally this proposed measure, if passed, would effect a large number now employed.

Wages and all costs of operation are paid only from fares collected. If local lines travel were reduced say, only one-third, it would mean a commensurate reduction, in not only transportation department employees, but a similar decrease in forces all down the line.

Within a few days you will have received a more detailed statement covering an entire resumé of the facts. It is urged that you studiously apply yourself and become thoroughly acquainted with all the fundamentals at issue. And once having done so, all should earnestly devote their energies, along the suggested lines, in informing their relatives, friends and acquaintances of the real facts and dire results that will be forthcoming should this ordinance pass.

In so doing you will be promoting the best interests of your employing Company, and of still greater importance, your OWN personal interests and those of your fellow worker.

D. W. Pentland

President



Volume 17; No. 10 April 10, 1937

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

N. B. VickreyManager, P.E. Club

Paul T. PorterEditor

WE CAN point with pride to the fact that our Company pioneered railway service in Southern California.

Sure, the "pickings" were small and outcome extremely doubtful in the early days, but not the faith, vision and business sagacity of those who saw rainbows in the far away days yet to come.

Long before travel returns began to pay half the cost of operation, lines were built and real rail service rendered to obscurely located and widely scattered populaces. In time progress followed the rails, the convenience and wisdom of locating closely adjacent becoming apparent. Trading centers became business districts, and later, thriving communities and cities.

Came progress to the Southland. Property values enhanced one, two, ten, fifty—yes, a hundred fold to those who followed the lead of this railway's pioneers and settled along its rails.

Anyone fair-minded, just can't deny the tremendous development influence down the years the Pacific Electric Railway has given Southern California. And throughout these years, in addition to its large tax contribution to the general welfare, up to 6,000 families have continuously earned their livelihoods in carrying on the operations visioned by its pioneers.

Comes now a plan whereby a poli-

Fishing Season Looms Bright at P. E. Camp

WITH some sixty odd P. E. Rod & Gun Club fishermen scheduled to visit the Camp in greeting to the opening of trout fishing season on May 1st, the 1937 vacation season at the vacation resort will begin.

In contrast to conditions usually prevailing on this occasion, all indications point to these hardies being greeted with reminders of winter, there still being deep snow, due to several heavy falls last month, that will not have melted comes May 1st.

Last year, due to a stocking of Lake Arrowhead, Camp visitors enjoyed the best fishing, both on opening day and throughout the season, that they have experienced there in many years. Many limit catches were made and of good size. It is not known whether the lake was stocked in recent months, but weather and other conditions point to another season of good sport.

Complete details and plans made for vacationists during the coming months will appear in the next issue of the Magazine.

tically-minded clique would exploit at this late date the results of pioneering done, in most cases, long before the sponsors were even voters in our fair city.

They propose that the City should operate busses, not, mind you, in territory unserved or undeveloped, as our railway did, but paralleling existing local lines and those of our contemporary, the Los Angeles Railway.

They suggest, or rather intimate a 5c fare. Good political fodder that phrase "a 5c fare." But they conveniently forget, or at least wisely refrain from mentioning the travel distance this fare will apply.

These politically-minded, self-sponsoring interests also ask for \$250,000 a year for purchasing equipment to carry on the service they propose. They fail to mention the trifling detail of for how long they would require this annual outlay of TAXPAYER'S money. For one, two, ten or twenty years? To these questions—silence.

Too insignificant also to mention is

the fact that the proposed ordinance makes no mention and entirely fails to publicly state the large expenditures that will be necessary for the purchase of land, housing, offices, garages, machinery, tool equipment, as well as depreciation, obsolescence and replacement of equipment, and a hundred or so of other incidental expenses of every going carrier.

No executive salaries are mentioned, nor detailed personnel set-up given, but in order to assure the venture being politically (and not business) minded, the provision is made that its governing commissioners shall not have "within five years preceding his appointment owned stock in a privately owned public utility." Are we to presume that the five million American citizens who do own such stock are undesirables?

The proponents do not propose to operate in virgin territory, nor do they even intimate it. In fact, the sponsors have openly stated that they propose to parallel existing service in order to be sure of acquiring certain traffic already developed.

Passage of this measure will certainly cost citizens more in taxes!

The entire proposal is a challenge to Pacific Electric working forces. We cannot discount its far-reaching harm! Its success cannot fail to effect a large number of our fellow workers. Wages, jobs and opportunities for those now in service lay within a broadening, rather than a curtailment of operations.

It will mean fewer jobs, and lesser opportunities for advancement to those in service!

Our own personal interests will be best served by a complete study of the facts at issue; then disseminating and passing them on forcefully and effectively.

Watch for, study, and be governed by the information that will be given to you at an early date.

Your OWN interests are at stake!

WORDS OF WISDOMS

Good-will is the one and only asset that competition cannot undersell or destroy.

The ladder of life is full of splinters, but they always prick the hardest when we are sliding down.

And the guy who has the courage to call a spade a spade, quite often hasn't got the energy to take one up and dig.

Form American Legion Post Among Company Veterans

MEETING for the purpose of forming a Pacific Electric Post of the American Legion, some forty odd eager employee World War veterans met in the P. E. Club on the evening of March 31. Before the evening was concluded the plan was enthusiastically approved, temporary officers chosen and procedure decided upon.

Following a preliminary talk by Commander D. W. Kennedy of Florence Post No. 305, a call was made for a temporary Chairman and Secretary and resulted in the election of Harry Brainard as Chairman, and A. M. Cross as Secretary.

During the evening First Vice Commander Glen S. Crother of the 23rd District Dept. of California American Legion, as guest speaker, gave a full outline of the aims, ideals and various activities of Legion organizations, the main purpose of which is to advance and uphold Americanism.

N. B. Vickrey, Manager of the Club, stated that the planned Legion would have the full co-operation of the Club as headquarters and use of the various facilities, as well as exploitation in the Magazine, issuance of bulletins, etc. He also added that the Club had previously endeavored to establish a Legion Post, but it was not possible owing to a ruling which tabooed industrial Legion organizations, which restriction was only recently removed.

Aside from its interest and participation in the furtherance of national and civic problems, the Company Legion plans to actively engage in the many social pleasures that have popularized these veterans' organizations throughout the country. Smokers, dances, athletic events, outings, formation of drill teams are among the scheduled programs to be offered members.

Just how large a membership may be formed is indefinite, owing to lack of knowledge regarding number of World War Veterans now in the railway's employ. During the war there were more than 300 employees under arms and it is conservatively estimated that there are 600 veterans now in regular service.

The next scheduled meeting will be held on the evening of Thursday, April 14, at 8 p.m., in the P. E. Club Theatre.

Don't Waste It! Here's What It Costs!

WITH return of better times comes a return to higher prices for all commodities used in connection with the various phases of the Company's operations. Already hundreds and hundreds of essential materials, supplies and tools have been sharply increased in price, and it is certain that other items will similarly become more costly.

Abuse of and failure to conserve materials and supplies most often may be traced to a lack of knowledge on the part of the user as to what these items actually cost. But everything used in the operation of a railway costs real money. Failure on our part to exact the utmost service from the things we use simply means a needless outlay of money that otherwise would be spent in useful and creative channels. Waste benefits no one, but harms all.

With the idea in mind that knowledge as to the outlay made by the Company for many of the commonplace items in daily use will make us more thoughtful and then more frugal, the list below shows a few random supplies in general use, the cost per unit, the quantity used per year and the total cost annually:

Item	Used Yearly	Average Price	Cost Per Year
Brake Shoes	39,926	.86 Ea.	\$34,336.36
Car Wheels	1,825	14.73 Ea.	26,886.21
Brooms	2,282	.43 Ea.	981.26
Wiping Rags	37,098 Lbs.	.098 Lb.	3,635.00
Cleaning Chemicals			
and Compounds	29,226 Lbs.	.0791 Lb.	2,310.79
Signal Flags	4,956	.13 Ea.	644.28
Fusees	1,194 Gro.	11.50 Gro.	13,731.00
Torpedoes	580 Gro.	4.10 Gro.	2,378.00
Trainmen's Lanterns	1,427	1.53 Ea.	2,179.79
Globes, Burners, Wicks and			
Oil for Lanterns			1,044.38
Incandescent Lamps	48,622	.156 Ea.	2,722.83
Flashlight Batteries	28,189	.0555 Ea.	1,564.49
Other Dry Batteries	2,034	.23 Ea.	467.82
Copper Trolley Wire	222,145 Lbs.	.15 Lb.	33,321.75
Carbon Paper	166,100 Shts.	.75 C	1,247.38
Lead Pencils	1,997	2.6 Ea.	641.57
Record Binders	2,566 Prs.	.33½ Ea.	854.29
Envelopes	892,300	1.65 M	1,470.62

BOOKS DONATED TO LIBRARY

The P. E. Club is indebted and is pleased to acknowledge appreciation to three members of the P. E. family for book gifts to the Club's library. All of the books so kindly donated were in splendid condition and will make a worthy and welcome addition to the fine library that is ever at the disposal of Club members.

From Edgar M. White, Mechanical Department, the following were received: The Bolsheviki and World Peace, Leon Trotzky; Boy Scout Pathfinders, A. L. Fletcher; John Silence, Algernon Blackwood; The Holy City Jerusalem, Selma Lagerlof; Toil of Men, I. Querido; The Mysterious

Island, Jules Verne; Beverly of Graustark, Geo. B. McCutcheon.

Mrs. J. E. Neville, wife of Brake-man, Southern District, donated: The Bandit of Hell's Bend, Edgar R. Burroughs; The Moon Maid, Edgar R. Burroughs; Far Gold, Arthur H. Chute; Behind the Bronze Door, William Lequeux; Mademoiselle of Monte Carlo, William Lequeux; This Woman, Howard Rockey.

Mrs. H. C. Wolfe, wife of Motor-man, Southern District: Mississippi, Ben L. Burman; Dancing Desire, Petronilla Clayton; Murder at Cypress Hall, O'Connor Stacy.

A word of advice to the ladies: If the shoe fits it's too big.

Truck Transforms Troubled Transportation

Emergency Unit Quickly on Job in Accidents and Other Mishaps
Restoring Service After Bus and Rail Disturbances

HAVING all the ear-marks of being able to move anything earthly, except, possibly the Empire State building, Emergency Truck No. 123 was put into service last month.

Equipped it cost \$9,000 and is fitted with every conceivable tool, device and accessory. This sleek, powerful and effective unit's duties are to relieve and speed chaos to a return of operating condition after wrecks and equipment failures. In other words, the truck and its skilled crew are called when such things occur as broken axles, derailments, turn-overs, collisions, blockades and the like, excepting repairs to overhead. With loud sirens screaming they are quickly on the job ready for whatever the task may be.

To meet the heavy assignments for which it was designed this unit had to be a veritable power-house within itself, and necessarily was extremely heavily built and powered. Its weight, for instance, is 16,000 lbs. And incidentally, our Mechanical forces at Torrance can point with pardonable pride to the splendid job done in the complete building of the body.

Here are some specifications of interest:

It is powered with a standard White six-cylinder motor of 128 horsepower

at 2300 revolutions. Has compound transmission with fifteen speeds ahead and three in reverse. Its tremendous pulling and pushing power comes from its low gear ratio of two miles per hour. Tires are 9.75 by 20 inches, with dual on rear.

A hoist and winch are the principal heavy duty accessories, being integral body units. Fire extinguishers, first-aid kits, screw jacks, outriggers, tow bars, wheel dolly and almost every conceivable tool are handily available in designated compartments.

Stationed at the Glendale garage, East Broadway and Chevy Chase this truck is subject to call for emergencies arising with the territory of Glendale, Pasadena, San Fernando Valley and Hollywood districts and will not be called to more distant points when work can be handled by other equipment located at closer terminals.

Foremen Guy Wooley and H. C. Zarp, and Mechanics A. J. Blunt, L. C. Patrick, A. L. Bristow, D. G. Flores, E. D. Arthur, H. G. Straight, R. J. Brucker, R. C. Stiltz and F. W. Coy are the assigned Glendale garage employees who will man the unit when called to service.

Polished ladies and gentlemen are not made by barbers, beauty parlors, manicurists or tailors.

CLUB CARD PARTY AND DANCE DRAW LARGE ATTENDANCE

With eighty-four card enthusiasts attended the party sponsored by the P. E. Women's Club on the evening of Friday, March 26, the largest gathering of its kind in several years thoroughly enjoyed an evening of bridge, five hundred, pinochle, cribbage and bunko.

Prizes were awarded to the winners at each of the twenty-one tables in the form of bridge sets, handkerchief sets, manicuring sets, plaques, pottery, etc. There also were three door prizes, the first prize being won by Mrs. John Ashton, who carried away a very attractive card table.

Mrs. Wm. Smart, as Chairman of the card party activities of the Women's Club, was largely responsible to the evening's fine success.

Also showing a fine attendance last month was the regular P. E. Club monthly dance, and particularly pleasing and encouraging was the larger attendance of the older folk. Mr. Vickrey wishes it emphasized that these dances are designed for both old and young, and also that the music being furnished by Flo Kendrick and her swing orchestra is the best that we have enjoyed in a number of years and ranks with any orchestra in the city.

Departmental groups are particularly welcome, as with the presence of close friends and immediate fellow workers a pleasant evening is assured.



New emergency truck, costing \$9,000, put in service last month to clear up interruptions of service due to mishaps and equipment failures.

April's History Highlights

OF GENERAL interest to employees, the following items were highlights of the P. E. Magazine in its various April editions starting with April, 1917:

Completion of the "new" Claremont station with "ceremonies attended by President Shoup, General Manager McMillan and Traffic Manager Pontius" was a feature recorded in our Magazine of April, 1917. Other items noted that R. S. Maison was appointed Car Service Agent, his place as Asst. Trainmaster of Northern Division being filled by A. P. Smith.

A total of \$165,000 was subscribed by P. E. employees for purchase of 1st Liberty Bonds; \$245,000 for the second, and \$351,100 for the third issue, says the April, 1918, P. E. Magazine. More than 300 employees were under arms.

George W. Churchill, Special Agent, whom many veteran employees will pleasantly recall, was retired in April, 1921, the Magazine of that month stated.

Here's mentioned Accounting Dept. employees whom many will familiarly recall; some still being among those present: Helen Bettis, Mary Blackburn, Florence Sanders, May Barlow, Miss Sterling, Belva Dale, Adele Symington, Marie McGrath, June Fosmer, Sarah LeBlanc, Gladys Johnson, Mary Lacey, Isabelle Paradis, Clara Doll, Nellie Scott, Grace Ehlers, Lucy Williams, Margaret Rasdell, Ira May Pinkston and Lorena Hackenberry.

Heralding the delivery early in July, details of the 600 class cars, the first lot of fifty to be used in our local service, featured the April, 1922, Magazine.

Remember the People's Motor Bus Company and the successful campaign waged by management and employees to avoid its entry in the local transportation field. That campaign was at its height in April, 1922.

And who among veteran residents doesn't remember the wharves at Redondo Beach when that city was classed as a thriving seaport? No. 1, built in the shape of a "Y," was constructed in 1888. No. 2 was built in 1895, and No. 3 in 1903 by the Los Angeles & Redondo Railway which later became the property of the Pacific Electric. In April, 1926, Wharf No. 3 was removed, Nos. 1 and 2 having previously been razed, marking the finis of Redondo as a seaport.

Impressive Facts Concerning Company's Power Use and Electrical Facilities

HAVE you wondered how our Company rates as compared to other electric railways in the matter of electrical energy used?

The latest available information reveals that the Pacific Electric is the tenth largest consumer of electric railways and electrified railroads in the United States.

Of interest, too, is the fact that our annual power bill is approximately \$1,000,000. All power used in our various operations is purchased from the Southern California Edison Company at 15,000 volts.

The following information gives further current information regarding our power consumption and facilities for handling and using it:

Substation Units		
	Kw. Capacity	No.
Manually operated	47,205	34
Automatic	18,350	16
Portable	3,200	4
Total	68,755	54
Electrical Energy Consumption		
Average Monthly Consumption	12,000,000 Kw. hours	
Maximum Hourly Demand	40,100 Kw.	
Overhead Lines		
Overhead Trolley—Direct Suspension	899.74	
Catenary Suspension	188.08	
Total	1087.82 S. T. Miles	
600 Volt D.C. Line	988.25	
1200 Volt D.C. Line	99.57	
Total	1087.82 S. T. Miles	
Transmission Line—15,000 Volt, three phase	400 Miles	
Feeders	640 Miles	

Steel girders at the Hyperion Street bridge on Glendale Avenue were placed in position just ten years ago as gleaned from the April, 1927, Magazine. T. D. Veon, formerly Chief Special Agent, died in a San Francisco hospital on April 17th.

The retirement of A. Kean, Line Foreman, Electrical Department, was recorded in the April, 1928, Magazine. He had been affiliated with the Company since 1903.

The Harbor Belt Railroad came into being June 1st, 1929, that date being set for the initial unified operation following approval of the Interstate Commission of contract set-up for joint control and operation. George F. Squires, General Superintendent, was chosen for position as General Manager.

Another epochal railroad activity began on March 11, 1929, as on that date the Pacific Electric Motor Transport Company began its door delivery and pick-up service.

SIMPLE SOLUTION

The way to have teeth with which you can crack nuts is to refrain from cracking nuts with your teeth.

The way to have a stomach into which you can put any kind and quantity of food is to refrain from putting any kind and quantity of food into your stomach.

The way to have eyes with which you can read fine print in poor light is to refrain from reading fine print in poor light.

The way to have friends who would give you the shirts off their respective backs is to refrain from asking them to give you their shirts.

And the way to make friends with the traffic policeman so he won't arrest you for breaking the traffic laws is to avoid breaking the traffic laws.

To improve the world begin by improving yourself.

P. E. WOMEN'S CLUB NINTH BIRTHDAY IS CELEBRATED

With so much sickness prevalent, a Program Chairman's plans are very apt to receive last minute setbacks. So it was on Feb. 25th when the scheduled speaker was on the sick list but with the interesting talented members our own Pacific Electric family affords we seem always able to carry on.

Mr. J. J. Knezevich was the Club's guest and gave a very informative talk on Checho Slovakia.

March 11th a very proud and happy little girl celebrated her ninth birthday anniversary. That little girl represents the Pacific Electric Women's Club and what a strong capable youngster she has grown to be. The party began with the lighting of nine candles while a brief history charmingly read by Mrs. Rena McDaniels epitomized her life from babyhood. A very impressive touch was given when the candle representing Mrs. Geo. Miles' year was lighted by the little Club Mother Mrs. Spencer. Mrs. Miles passed away several years ago, but her memory will always live in the club. Her devotion to and love for the organization will never be forgotten.

Mr. Geibel (the club being his brain child) held the glowing taper from which all the candles were lighted and which has burned unceasingly through the years.

Messrs. Pontius, Thomas and Squires could not be present, but illness and court appearances just can't be prevented sometimes. We missed Mr. Pontius and hope he is greatly improved; we missed the other gentlemen too and we do hope the judge wasn't too severe.

Messrs. Geibel, Thorburn and Vickrey were the big brothers present and helped in a great big way to complete this little girl's happiness. They praised her to the skies and when members of our family, especially big brothers, take time off to come to the party and express in such glowing terms, their faith and confidence, it just does wonders for sis.

Mrs. Fuller's glorious voice was heard in two numbers and with readings by Mrs. Herrin and Mrs. Carr. Over one hundred women proclaimed it a perfect day. Decorations were beautiful, favors for all and delicious refreshments served by Mrs. Clifford Curle and a bevy of waitresses.

The present custodian of the little

On Time 9,000 Days



More than 9,000 days on the job without a "miss-out" is the fine record of Asa J. Speak, Conductor of the Western District.

*The darn ol' things wreck our sleep
Just when the going gets good;
Let's throw them all in the briny deep—
Or use 'em for Satan's firewood.*

*Was 'er a man who n'er has said—
Swearing with nerves atingle;
"I'll get the man, alive or dead,
Who made alarm clocks jingle."*

THE above humble and amateurish verse, we wrote to appease and mollify the average person's embarrassment after hearing related a record for being on the job ON TIME every day for thirty years. We repeat, every working day for thirty years ON TIME.

Having heard of such an unheard of individual, we presumed that there must be some mistake. Think of it, thirty years! Why, that means a man working 300 days a year for 30 years must have religiously and unflinchingly answered the despised alarm clock for no less than 9,000 a.m.'s.

But, as Al Smith would have said: "Look at the record." And that is just what we did.

After looking up the personal record of Asa J. Speak, Conductor, Western District, we found there to be not a single mention of his ever having

nine-year-old is Mrs. Winnie Barnard; she gave a short summary of work accomplished and very graciously welcomed sixteen new members. Good times and happy days are always scheduled for the organization. Only four more meetings before summer vacation, April 8th and 22nd, May 13th and 27th.

—Mrs. Lon Bishop.

BUZZING 'ROUND P. E. BLDG.

By Walter Watchall

Gus Guercio is going to have the G men investigate Special Agent; he believes that he could have won the big race if he tried.

Roy Swanson is often seen going into the Lark Theatre across the street from the P. E. Bldg.

We often wonder what Bob Dorner carries in that brief case.

Dave Porter was off a few days a while back. Fishing season opens on May 1.

Fred Willey could not get any passes to the circus because it was Passover Week.

Grey Oliver was seen at the new P. E. Service fountain early one morning delightedly dunking doughnuts with Steno from the Sixth floor. Maybe they are that way about each other, who knows?

Smiling C. S. Swartz has been seen wearing new cheaters. Time marches on.

Earl McCall challenges anyone to a round of golf. Must be able to shoot under 75 as he wants competition.

Earl Moyer says he feels better now that he has given up smoking. He should.

"Vic" Labby has been trying to run a temperature lately. He wants to have a degree like the other Engineers in his department.

a "missout" in the thirty years of service which he will have completed comes April 20th, 1937! And most of the time he arose anywhere from 4:00 to 5:30 a.m.

Thoroughly aroused now we sought and bade talk to the said Mr. Speak, presuming, of course, that he was a victim of the terrible insomnia. But nothing of the kind.

Exclusive of one rainy morning when he "over slept ten minutes," and admittedly ran breakfastlessly to the old Sherman barn with shirt tail out and shoes untied he hadn't had a close call except that one.

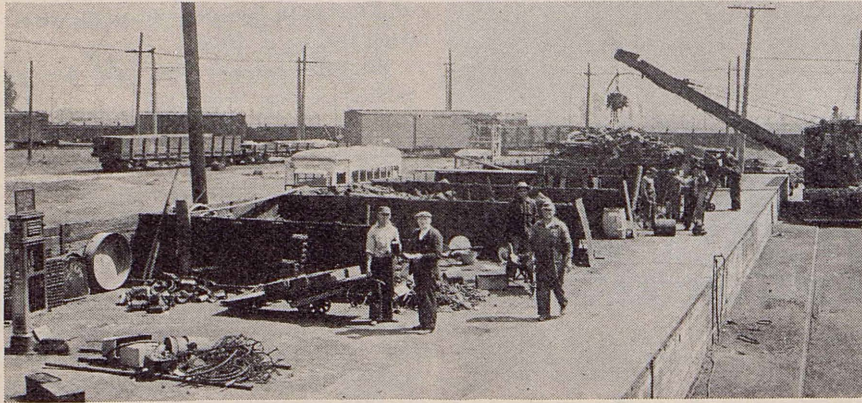
But during our conversation the real secret leaked out (and taking nothing from the credit of Mr. Speak and his clocks) we learned what we suspected all the time. He graciously admitted that frequently Mrs. Speak a half hour or so before his alarm is due calls out to him: "Asa, is it time to get up?" These wives, God bless 'em.

So we say: Congratulation, Mr. and Mrs. Speak!

Salvaging "Waste" a Specialty of Shops

Tremendous Sums Saved Annually Through Modern Use of Science in Recovery of Used Material

By W. M. Brooks, Torrance Shops



Scrap sorting headquarters at Torrance Shops where various processes and methods for re-use of claimable materials begin.

TO EMBODY even a synopsis of "salvage" in the industrial structure of today would require one or more good sized volumes. Research in chemistry and metallurgy have been largely responsible for this increased use of our "waste" products. Many of the ordinary conveniences of our everyday life are the products of materials which but a few years ago were thrown away as "waste".

In the Pacific Electric field salvage consists largely of repairing, re-building or re-conditioning the multitude of small and large items necessary for the operation of an electric railway and motor coach transportation system. In this field we shall confine ourselves and try to picture a few of the major items of "salvage".

Scrapping the Scrap

All parts which are not fit for further service are classed as "scrap". Scrap is accumulated at convenient points and when of sufficient quantity is shipped to the Store Department at Torrance. Cars of scrap are unloaded at the "scrap dock". An electric crane, that is, a crane using a large electric magnet as the lifting device is used to unload the car.

A crew of workmen sort the scrap into its several classes such as cast iron, malleable and wrought iron and steel, iron and steel sheet, glass, copper, brass, etc.

Even the brass caps on the end of the electric globes are accumulated and sold.

All scrap is carefully inspected as it is sorted and any items which can

be repaired or re-conditioned are set aside and later sent to the proper department for repairs.

Worn armature bearings, for instance, after the babbit has been melted out are split down one side by sawing. This opening is then sprung apart and the opening thus formed filled with brass, using the acetylene torch for fusing and welding the new brass into the aperture. The bearing is then put in the lathe and machined to correct size. After being rebabbitted it is ready for use, as good as new. These brass armature shells are valuable and a very great saving is made by this method. Journal and motor bearing shells, when worn, are also built up until slightly larger than correct size and then machined to correct dimension and again used.

Trolley shoes, of which a very great many are used, and are subjected to extreme wear, are re-built by the acetylene weld process. They are then heated and re-formed in the forging machine and polished by an emery grinder to correct depth and contour.

Few of us but what have seen the green flare of an electric arc at some rail crossing is being rebuilt to size. The molten metal is fused to the rail and then ground by a portable emery grinder to a smooth surface and shape.

Babbitt turnings are carefully saved and re-used. Almost any casting of brass or iron which has been broken can be welded as good as new. If a part is broken off, the casting is built up at something resembling the original shape and then machined to true

contour. We have had some trouble with motorcoach compressor con rods breaking and in turn punching a hole in the compressor housing. Instead of throwing the housing away, the hole is shaped to even edges, a piece fitted and welded into place. A new housing costs about \$25.00. A tour of the shops has so flooded us with the multitude of similar repairs made that we will go no further along this line.

Overhead construction is also salvaged. Strain insulators are removed from guy wires and re-used. Cross arm braces, bolts and nuts, insulators and other details are all salvaged.

Glass is inspected and if of sufficient size to permit cutting a smaller standard size from it, such cutting is made.

Made Good As New

Motor Coach salvage repairs are an ever increasing factor and so numerous are the items in this field also that but a few of the more important can be mentioned. Crank cases and transmission cases, which have been broken are welded as good as new. Clutch parts are re-built and machined to standard size. Steering knuckles, spindles, etc., which are worn are built up and machined to fit. Even broken panels can be thus repaired. A badly scored cylinder block is sometimes filled and honed out to size. This is salvage indeed, for new cylinder blocks cost real money.

Even in the wood working department this salvaging process continues and by the use of a material best described as a wood putty, which hardens when dry, repairs are made that gives much added service to parts that would otherwise have been cast aside.

We might fill pages enumerating these items, why, even the waste paper in your own basket beside your desk is sacked and sold, and some of the foods we eat and relish were once waste.

The story is told how the meat packing houses find use for "everything but the pig's squeal." We'd almost wager that if his highness were a shop product some ingenious shop chap long since would have capitalized Mr. Pork Chop's mournful wail.

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

"My wife's first husband."

GOLF TENNIS SPORTS FISHING HUNTING  **BASKETBALL BASEBALL BOWLING**

Preview of a Trout Season Opening at P. E. Camp

STARTING at about noon, Friday, April 30th, carloads of stag fishermen will pour into the P. E. Camp. They will be met by hospitable hosts, registered and assigned to their respective quarters. After the moving in process, tackle boxes opened and re-checked, to make sure that pet gadget that's supposed to lure the grand-daddy of them all has not been forgotten, fishing gear will be rigged up and placed handy for a quick get away at 4 a.m.

Next, down to the Hall to meet old friends and make new ones around the roaring log fire. Follows yarns and fishing stories. A few true stories, too. Others will become adventurous and do some exploring. They will hike down to the Lake, where they will cast many longing glances at ripples caused by some wily trout just finishing his dinner on a juicy insect that ventured too near the water. At about 5:30 p.m. the bracing atmosphere will have everyone well reminded of an urgent need for food. All will gather in the Hall, and what a gathering. It's the melting pot, for this is one time during the year when bosses and employees are free and equal. No mention is ever made of job or station.

Dinner gong sounds. Hats are parked, pipes, cigars and cigarettes are killed and the march is on to the dining room where long tables are piled high with piping hot food prepared and served by a staff as efficient as you will find in any metropolitan hotel dining room. Brother, if you don't break all diet rules you either believe what the doctor has been telling you, or you have been bribing the cook for a handout before time.

Then the real sociability starts. Card games are played, old stories re-told, or what ever may suit your fancy until the sand-man comes and drifts the little boys off to bed. Promptly at 2 a.m. loud yells are heard and you are sure a band of wild Indians are attacking the Camp, or some one has missed his pet fishing outfit. It's the call to get going.

After breakfast is hastily consumed, fishing tackle that were so carefully rigged up are thrown into cars, starters groan and gears grind, and the race to the boat house is on. Although you have been previously assigned to your boat and hold the key to its yale lock, you are just sure some late comer has beaten you to it. The beam of flashlights are everywhere. Expectancy is soon to become reality.

With frost bitten fingers you load in and shove off just at the break of day. All around you are other boats, bailing out cans are rattling, and spin-

X Marks the Spot

TWO Fishing Captains—a Mr. Murphy and a Mr. Braley—were whooping it up one day last summer on Lake Arrowhead near P. E. Camp. Why not? They were having exceptionally fine luck, using catfish for bait.

Said Mr. Murphy to Mr. Scott: "Better mark this place, Scotty, so next time when we come back we will know where to fish."

Replied Mr. Scott: "Good idea, I've got it marked."

They paddled, and paddled, and paddled back to shore, when suddenly Mr. Murphy got an inspiration, inquiring: "Scott, how did you mark that place?"

In a tone that inferred he knew his stuff, Scott triumphantly replied: "Silly, I marked a spot on the side of the boat alongside of where the fish were biting." Satisfied with such ingenuity, quiet prevailed.

An hour later it finally soaked in on Murphy. Disgustedly, he replied: "Of all the dumb clucks, you take the barbed-wire fish line! Howinell do you know we'll get the same boat next time?"

There should be a thousand dollar bounty on Fishing Captains!

ners jingling. You have a fat juicy worm in one hand and a hook in the other. Everytime you jab at the worm he ducks and you hook your finger until finally the pain offsets the anxiety, and you clamp down until you bait your hook and cast out. No sooner then taking up the slack than there is a strike. You are very much surprised and disappointed to find you are securely hooked to the submarine gardens. However, you have drifted into deeper water by the time you cast again, and the results are pleasingly different.

From about 9 a.m. until noon limits—well any way all are in seventeenth heaven. We'll tell you results and more next month.

—Arlie Skelton.

BOWLERS AT PEAK IN MARCH

The month of March passed with only one change in the former team standings, informs R. M. Cobb, official scribe. The Southern District team passed the P. E. Club and went into third place well entrenched.

The Claim Department is still running wild and has first place gripped with little to worry about. The Engineering Department has been going good and at present is in second place. Claim Department rolled two 2500 series this month, 2563 on March 9th and 2523 on March 26th. There ought to be a law!!

Among the individuals, prizes were won for high series by A. Brahm with 607; V. Snee, 623; S. O. Adams, 625; J. Gowanlock, 620. High games were rolled by A. L. Robertson, 227; E. J. Hasenyager, 223; A. Brahm, 235 and A. F. Pabst, 210. The boys have all hit their stride now and competition is very keen among the individuals as well as the teams.

The standings as of March 26th;

	Won	Lost
Claim	63	25
Engineers	51	37
Southern District	48	40
P. E. Club	44	44
West Hollywood	42	46
Macy Street	42	46
L. A. Yards	31	57
L. A. Freight	31	57

Hotel Proprietor—"Do you want the porter to call you?"

Guest—"No thanks, I waken every morning at seven."

Hotel Proprietor—"Then would you mind calling the porter?"

ROD & GUN CLUB MATTERS

Our Los Patos Surf party was not so hot from a fisherman's view, but our old friend, Jack May, pulled us out with his can of chowder. He also took the only prize on a 2-lb., 4-oz. perch. This will give "Steelhead" a mark to shoot at.

Quite a few were down, but no fishing done account weather being bad and water worse and season early. A certain friend of mine prayed it would be a flop. However, this same friend has picked April 10 and 11 for another party, contest to start 6 p.m. Saturday, April 10 and end 6 p.m. Sunday, April 11. See prizes that were to be given before. Would like to see a crowd out on these dates. First prize goes to largest spot fin, corbina or yellow fin. No prizes on perch; you will have to catch a fish.

Well things are picking up around the camp, building, painting and everything.

The Radcliffe's have moved back and set up housekeeping for the summer. Burley is about finished, and Hal Smith is thinking of starting. Coonie Oefinger is building a mountain between his cabin and Hal's.

Jim Lee showed off his form last Sunday by coming out in a new pair of swimming trunks.

Leaping Lloyd has almost started to build a new surf pole. Jack Williams has just about completed his cabin. Leo Bush was down and nailed up another board and looks forward to lots of fun this season building by day and blanket fishing nights.

The game college is turning out two more big bold protectors this week, so watch your license.

I also wish to announce there will be a casting contest this summer. We have three long line casters: Radcliffe, Porter and Smith and to satisfy myself and others this contest will show us just who is the best. So practice up and be ready.

—Scott Braley.

"Do you love me, darling?"

"Of course, I do, Herbert."

"Herbert! My name's Albert!"

"Why, so it is. I keep thinking this is Monday."

"If you try to kiss me, I'll call mother."

"What's the matter with your father?"

"Oh, he isn't as deaf as mother is."

RECONSTRUCTION OF TRACK IN SEVERAL LOCATIONS

Our railway recently procured from the Southern Pacific Company approximately 9 miles of 90-lb. rail in splendid condition. This rail was replaced by our Parent Company in the vicinity of Oxnard by a heavier section of rail to facilitate better and faster service.

The 90-lb. rail is being relaid on our lines at three locations: Pasadena Short Line, inbound track from Valley Junction to Indian Village; the double track from Enchandia Junction to Valley Junction; also on the Long Beach Line tracks from Slauson to Watts.

The rail was marked in the track at Oxnard and relaid here exactly as it was taken up by Southern Pacific forces.

A portion of the inbound track between Valley Junction and Indian Village has been satisfactorily completed. This Department has received many compliments on the much improved conditions.

The Southern Pacific expects, if business conditions continue to improve, to replace several hundred miles of 90-lb. rail. The use of this rail on Pacific Electric lines should greatly improve our service.

Another important job under way is the reconstruction work on Sunset and Hollywood Boulevards, between Fountain and Vermont Avenues. The City is improving these boulevards and to conform to street improvements, our forces are at work reconstructing tracks at this location.

Our tracks between Fountain Avenue and Vermont Avenue are to be shifted from 14 to 13 foot centers which will conform to track centers in the balance of the street. The "T" rail track is to be reconstructed using standard 128-lb. grooved girder rail construction with 7-in. asphalt concrete pavement.

—J. R. Schaeffe, Eng. Dept.

The demure young bride, her face a mark of winsome innocence, slowly walked down the aisle, clinging to the arm of her father. As she reached the platform before the altar, her dainty foot brushed a potted flower, upsetting it. She looked at the dirt gravely, then raised her large childlike eyes to the sedate face of the old minister and said: "That's a hell of a place to put a lily."

RETURN YOUR QUAIL BANDS

The Division of Fish & Game has requested all hunters to return bands recovered from quail. These bands are small aluminum strips which carry a code number and the name of the Fish & Game Commission. From these bands the seasonal migrations and period survival is ascertained. A record is kept of all band numbers and with each number is listed the age of the bird, its sex, the point at which it was released, and the date. Upon receipt of a band a card is mailed to the person making the return thanking him for his cooperation and setting forth the data relative to the release of the bird.

Approximately 40,000 quail in California have been banded by the Division. As the California program develops, the Division hopes to determine from these bands where refuges may be most advantageously located and how they should be spaced to insure the maximum amount of shooting. Further information, in time, will quite definitely determine to what extent game farm reared birds will mate and reproduce under natural conditions.

MEN WHO WIN

I once knew a man who would figure and plan the deeds he intended to do, but when the time came to get into the game, he never put anything through.

He would dream with a smile of the after-awhile, and the deeds he would do "pretty soon." He was all right at heart, but never would start—he never could get quite in tune.

If he would have done half the things he'd begun, he'd be listed among those of fame, but he didn't produce, so he was of no use—good intentions do not win the game.

It is easy to dream and to plan and to scheme, and let them drop out of sight, but the men that put through what they start out to do, are the men who win out in the fight.—Edgar L. Jones.

House Mother: "Young man, we turn the lights off at 10:30!"

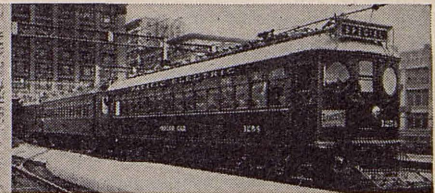
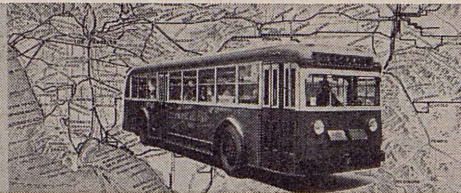
"Freshman: "Oh boy! that'll be keen."

Dumb—We're going to give the bride a shower.

Dumber—Count me in. I'll bring the soap.



SAFETY NEWS



Carefulness--Watchword of Safe Practices

Extreme Care Necessary to Avoid Boarding and Alighting Accidents. Cite Passengers Who Need Extra Care

By George F. Squires, General Superintendent

YOU transport people of all races, creeds and colors. You transport babes in arms, and people who are well past their allotted "three score and ten." You transport the active, the feeble, the careful, the thoughtless; in fact, you transport anyone who wishes to ride and who will pay the small fare you ask.

In this intensely interesting business of furnishing transportation to a public whose characteristics are so widely diversified, you have seen all the vagaries of human nature—and you know just how unpredictable are the actions of the human race, particularly under unusual conditions.

You know just how quickly and how easily the slightest untoward incident can develop into a costly accident. Notwithstanding the thorough safety training given, you know that deviations from established rules occur, and that when they do, the stage is often set for an accident, particularly if the passenger must avoid it by his own efforts.

You know how fraught with danger is the situation created when a Trainman or Operator closes his exit doors just a split second too soon. And you know that the safest Trainman can innocently close exit doors prematurely, for Trainmen or Operators are human.

These facts are incontrovertible and they clearly show that the safety of your passengers in a large measure depends upon your alertness, clear understanding of duty, and quick and proper action in any emergency.

In the handling of passengers, there are certain types which demand special attention and care to fully discharge our responsibility in rendering safe transportation:

(a) **The aged, feeble and defenseless:**

This class of passengers typifies your many elderly passengers who need positive alighting protection.

(b) **Women carrying babies and small children:**

This class of passengers typifies a doubly precious burden, and one which by all the tenets of humanity must be kept from harm.

(c) **Children:**

Life is an adventure to children. Protection from their own impulsiveness and thoughtlessness is vitally necessary.

(d) **Physically Handicapped Persons:**

Your physically handicapped passengers need the most complete protection it is possible to give them.

(e) **Women with arms full of bundles:**

These passengers are the shoppers who ride the service and depend on Trainmen or Operators for boarding and alighting protection they cannot give themselves.

(f) **People whose minds are occupied with other things:**

These are the people whose minds are completely occupied with their own affairs and are seldom careful. A tactful reminder in such instances may avoid a hazard or accident.

During the first two months of this year, there have been 85 instances of so-called boarding and alighting accidents incident to our passenger service operations, segregated as follows:

Boarding cars	19
Injuries on cars (not in collision) ..	31
Alighting from cars	25
Falling from cars	2
Doors, gates and guard rails	8

The frequency of these classes of accidents can be reduced and largely

SAFETY ADVISORY COMMITTEE APPOINTED FOR APRIL

The next meeting of the Trainmen's Safety Advisory Committee will be held on April 30, 1937, in the Pacific Electric Club Rooms, commencing at 10 a.m.

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

Western District	Terminal
G. L. Leete	West Hollywood
M. F. Bidwell	West Hollywood
R. W. Colton	West Hollywood
F. Servranckx	Subway Terminal
S. Torgan	Ocean Park
L. Fortner	Glendale
G. L. Witham	Glendale
Northern District	Terminal
L. A. Polk	Macy Street
J. A. Severance	Macy Street
F. C. Westphal	San Bernardino
C. A. Hallett	Pasadena
W. E. Aydelott	Pasadena
Southern District	Terminal
C. J. Button ..	6th & Los Angeles Sts.
G. Small	Long Beach
E. J. Altenburger	South Freight

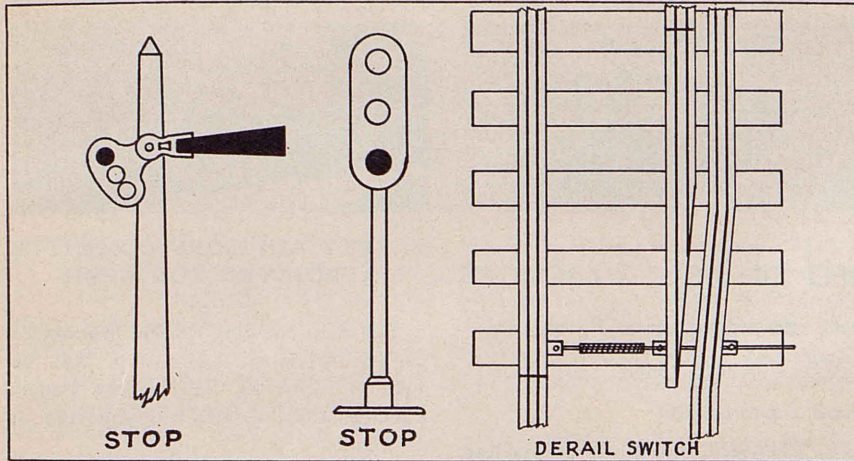
This conference will be devoted to consideration of subjects relating to safety and our accident prevention problems, and we hope to have a program which will prove both of interest to you and of educational value.

During the month and prior to date of conference, we are hopeful that you will give some thought and study to our accident problems on the district where you are employed, with a view of submitting any suggestions or subjects for discussion of a constructive nature and in the interest of advancing our effort to prevent avoidable accidents.

Your interest and co-operation in this regard will be very much appreciated.

avoided by your carefulness and giving assistance to the types of passengers that need it.

Entering the Home Stretch



NO, they cannot talk, nor hear. But Oh boy, how they can INDICATE and if you do not obey, well, they will make you "hit the grit." So watch 'em, boys.

These de-rails are for the protection of human life. They are serving humanity everywhere on our system.

Figures 1 and 2 are both HOME interlocking plant signals. How can you tell? Well, just you try to find the number plate. Figure 3 is the old boy (derail) that makes you wish you had obeyed the home signal indication.

Rules 105, 107 and 113 tell us how to avoid "hitting the grit."

OBSTRUCTED CROSSING VIEW

Taking undue chances where obstructed view of crossing exists, has resulted in numerous serious accidents.

When the view is obstructed by curve, fog, smoke, dust, embankments, storms, trains, cars on sidings, or any other of the many possible causes, Motormen should immediately bring their train under such control as is necessary to prevent an accident at a crossing, crosswalk or passenger landing and have his air brakes in full release so as to be able to get the maximum efficiency of the brakes, should the occasion arise.

Recent accidents of serious nature indicate that some Motormen are not in all cases reducing the speed of trains at restricted crossings a sufficient distance from the crossing to permit the releasing of air before entering the intersection. Consequently if the occasion should arise where it becomes necessary to undertake to avoid an accident, they do not have the maximum efficiency of the brakes.

This feature should be given your close attention and by constant practice of approaching crossings and

points where view is obstructed, with brakes in full release, we are confident that such operation will produce improved results in avoiding possible crossing accidents.

CALLING ALL P. E. TRAINMEN

The personnel of the Transportation Department have a great responsibility in the handling of human lives and each individual desires to do his part in protecting the life and property entrusted to him.

We are entering into a campaign in which I personally solicit your help and co-operation. Your suggestions or information concerning the hazard of accidents will be greatly appreciated and handled with the thought of eliminating the cause.

The six outstanding principles upon which we may build our campaign in the prevention of accidents are:

1. Self-Control.
2. Alertness.
3. Clear Understanding of Duty.
4. Complying with Safety Rules.
5. Ability to Immediately Recognize an Emergency.
6. Quick and Proper Action in an Emergency.

Needless to say we are living in an age of speed, therefore it is imperative that we reckon in time of split seconds. An analysis of the accidents will uncover the almost incredible fact that the majority of accidents take place in a second or less, after the two parties concerned first observe their danger. Some even take place in 1/5 of a second.

Most accidents are preventable. They do not merely happen, but are caused. Consequently, they can be

Classification of February, 1937 Accidents

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

CLASSIFICATION:	SYSTEM		Increase or Decrease	Percentage
	1937	1936		
Collisions:				
1. With Pedestrians.....	10	8	2 Inc.	25.0%
2. At Railroad Crossings (other than Company's)...	0	0	Same
3. Between Cars of Company.....	3	2	1 Inc.	50.0%
4. With Vehicles and Animals.....	176	148	28 Inc.	18.9%
5. Derailments.....	2	6	4 Dec.	66.7%
6. Equipment.....	0	1	1 Dec.	100.00%
7. Boarding Cars.....	8	7	1 Inc.	14.3%
8. Injuries on Cars (not in Collision).....	12	10	2 Inc.	20.0%
9. Alighting from Cars.....	14	13	1 Inc.	7.7%
10. Falling from Cars (not purposely alighting).....	1	2	1 Dec.	50.0%
11. Doors, Gates and Guard-Rails.....	3	7	4 Dec.	57.1%
12. Ejectments and Disturbances.....	3	0	3 Inc.	300.0%
13. Miscellaneous.....	1	2	1 Dec.	50.0%
14. Total.....	233	206	27 Inc.	13.1%
15. Employees.....	7	6	1 Inc.	16.7%
16. Total Car Accidents.....	240	212	28 Inc.	13.2%
17. Motor Coach Accidents.....	31	26	5 Inc.	19.2%
18. Total Passenger Accidents.....	271	238	33 Inc.	13.9%
19. Freight Accidents.....	23	13	10 Inc.	76.9%
20. Total All Accidents.....	294	251	43 Inc.	17.1%

checked and therefore an effort should be made at least to effect a remedy.

One of the foremost and least appreciated reasons for accidents is that a large percentage of those involved do not realize the immense value of a second—the great distance a car or train travels during that brief period, and yet, what a short duration of time it is. A second's reaction when traveling at 15 miles per hour results in a loss of 22 feet. Many a person's life would be saved and many an accident averted if a car or train stopped a couple of feet sooner. So never hesitate on the slightest chance of having an accident. Start applying the brake and only release if the danger has been eliminated.

GO OUT AND PREVENT THEM, BOYS, AND DON'T FORGET RULES 150, 153, 156 AND 157 LEAD THE WAY.

—J. E. Wagner.

SAFETY IS RESPONSIBILITY THAT ALL MUST ASSUME

Safety on American railroads is a community affair, requiring Leadership, Co-operation, Followership.

Those who can best supply these requirements are the Supervisory forces and other train and motor coach employees.

Supervisory Forces

The Supervisory forces can furnish leadership and co-operation. They can:

Set a safe example and show constant interest by teaching, reminding and warning our Trainmen, not just in a general way, but specifically, as to their different dangers and the ways of mastering them.

Get or keep working conditions up to par in plant, machinery and tools. Worthy men will respond to protective consideration.

Keep on the job no unfit or careless man. If he is worthy of continued employment, ways can be found to sell him on the values of carefulness, alertness and obedience to rules.

Employees

The many employees of the Transportation Department can furnish followership, plus self-respect. They can:

Recognize the truth that a good safety record proves skill and intelligence, as well as physical ability; also that Safety is applied Golden Rule.

Meet your Supervisor half way in safety, and do not reject or cast aside the benefits of safety education as insurance to yourself and family, phy-

April Safety Poster

THE safety poster this month was issued by the Safety Section of the Association of American Railroads. The work of this Committee has been that of study and, through education is endeavoring to eliminate the causes of avoidable accidents.

The poster represents a study of the replies of more than **FIVE HUNDRED** train service employees on the question, "Why Do Men Fall From Engines?" This poster illustrates the wrong and unsafe way of alighting from a locomotive, and also shows the right and safe way.

A FIRM GRIP and a **SAFE FOOTHOLD** is the thing to always remember as being one of the greatest essentials to Safety.

When next tempted to engage in a careless practice, stop and **THINK IT OVER.**

Time is not so dear, nor Life so cheap, that you can afford to take such needless chances and no one requires it.

sically and financially.

Reap for yourself the full rewards of the railway safety policy, and take a pride in the successful demonstration of fitness in mind and body to conquer the dangers of an exacting service.

The Safety Man will stir himself to be helpful to all.

SAFETY OF LIFE AND LIMB DUTY THAT FALLS ON ALL

There has been a substantial decrease in the number of fatalities to employees in train service on the Railroads of the United States during the past ten to fifteen years. However, there is much room for further reduction in fatalities and accidents resulting in injuries to employees.

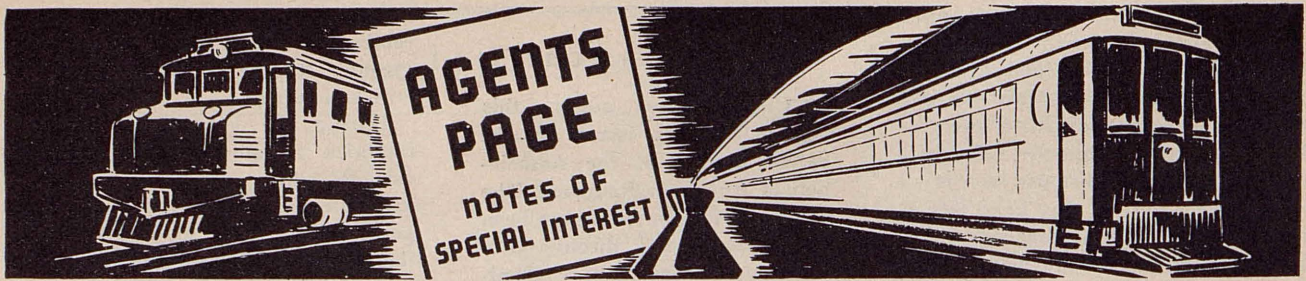
During the year 1923, the total fatalities to employees of railroads was 937 killed while on duty. This figure has been greatly reduced since that time, due to a great extent to the management and employees have

taken in accident prevention work and reminders brought before them through Accident Prevention Committee activities.

During the year 1935, the total fatalities to employees of railroads was 282 killed. While no figures are available indicating the number of personal injuries to employees during the year 1923, it is reasonable to believe that a corresponding reduction has been accomplished in that respect and that a further reduction may be accomplished through observance of safety rules.

If employees of railroads had properly observed rules and safe practices in connection with the following, which has been the result of numerous fatalities and injuries, a much better record should have been accomplished.

1. Negligence due to over-running train orders and meeting points.
2. Failure to observe fixed signals indicating stop.
3. Failure to give, pass, regard, or the giving of wrong hand signals.
4. Failure to properly protect train.
5. Failure to test air brakes.
6. Failure to properly secure cars by setting hand brakes.
7. Negligence in the handling of switches, due to setting switch in wrong position, throwing wrong switch, failure to latch or secure lever, running through switch and running off derail.
8. Other forms of negligence of employees resulting in fatalities:
 - (a) Excessive speed or failure to run with proper caution in yard limits or in permissive block.
 - (b) Headlight extinguished.
 - (c) Asleep on duty.
 - (d) Absence of man in front of car being pushed.
 - (e) Operation of equipment by employees not qualified to do so.
 - (f) Moving trains or cars without proper signals or orders.
 - (g) Negligence in not using caution when view was obstructed by fog or weather conditions.
 - (h) Violation of special instructions contained in timetables, bulletins, notices, etc.
 - (i) Adjusting coupler when moving cars were nearing each other.
 - (j) Adjusting coupler with foot, cars moving.
 - (K) Uncoupling without using lever.



Careful!—April Is "Perfect Shipping Month"

FOR some time past rail carriers have been faced with a problem of combating an increase in damage on carload and LCL traffic, realizing it is the shippers' desire, as well as the consignees, to have their freight delivered with as little damage as possible.

Considerable progress has been made. However, the shippers throughout the United States realize that some of the damage is due to improper packing and have, through their Advisory Board, asked the railroads to co-operate with them and the consignees in an effort to develop the cause of the danger.

Therefore, April, 1937, has been designed as a "Perfect Shipping Month" and during that month consignees will be requested by the firms shipping to them to make an accurate check of goods received and offer any suggestions as to improving packing, stowage, etc. Mr. T. F. McCue, Traffic Manager, Crane Co., Los Angeles, is Chairman of the Freight Claim Prevention Committee of the Pacific Coast Transportation Advisory Board, and in response to our request Mr. McCue has furnished us the following outline as to the meaning of "Perfect Shipping Month":

"This phrase ("Perfect Shipping Month—April") designates a program recently conceived and adopted by Shippers' Regional Advisory Boards having for its objective an interchange of opinions between shippers and their customers, the consignees, as to how prevailing shipping practices by railroad and otherwise may be so improved as to deliver all commodities into the warehouses of consignees or in the hands of the consumer in exactly the same condition that they leave the hands of the shipper. April, 1937 has been selected in which this program will be most carefully observed.

"Each shipper will exercise more than the usual careful and constant

supervision of the wrapping, packing, stowing and bracing of each and every shipment. On the other hand, the consignee will use more than ordinary care in unpacking or uncrating and observing the condition of each shipment when received. If it is in perfect condition the consignee will so advise. If damage has occurred, the consignee will describe in detail the nature of such damage, giving an opinion as to the probable cause, recommending studied remedies. For example, improper enveloping material may have been used; the shippers, customers and consignees may recommend heavier wrapping, additional cushions, storage or otherwise improved practices of bracing against shocks. In other words, the consignee, instead of perfunctorily accepting each shipment, will carefully examine it, note the condition and report it in detail to the shipper."

All agents can be helpful in this program of the shippers by assisting the consignees wherever it is possible. I feel sure that all Agents of the P. E. Ry. will do their part.

—F. F. Willey.

Broad Service Improvement Made on Long Beach Line

TWO major improvements in the Los Angeles-Long Beach rail line service were made effective on April 4, on which date three new "Express" passenger schedules were placed in operation daily, except Sundays, between these two cities, with the simultaneous increase of 20 per cent in the daily off-peak service to a straight 20-minute frequency. H. O. Marler, Passenger Traffic Manager, announced details of the improved service early this month.

Cutting six minutes from the regular running time, the three new "Express" trains will leave Long Beach each week day morning at 7:14 a.m.,

7:39 a.m. and 8:04 a.m., arriving Los Angeles 7:58 a.m., 8:23 a.m. and 8:48 a.m., respectively. The outbound "Express" service will leave Los Angeles Main Street Station each week day, except Saturday, at 4:45 p.m., 5:05 p.m. and 5:15 p.m., while on Saturdays these trains will leave Los Angeles at 12:19 p.m., 12:39 p.m. and 1:19 p.m., respectively.

Having been placed in operation to provide a more convenient service for Long Beach residents commuting to Los Angeles, the "Express" trains are identified with white dash signs and run limited between Los Angeles (Vernon Avenue) and Long Beach, stopping only at Willow Street, Hill Street, State Street, Anaheim Boulevard, 7th Street, 4th Street, 3rd Street, American and Ocean.

Replacing the former 30-minute off-peak headway, the new schedule provides for a straight 20-minute headway, and increases by 6 the number of trains operated daily in each direction between 9:00 a.m. and 3:00 p.m.

The six additional off-peak trains, together with the three "Express" schedules, make a total of 52 trains operated each week day and 47 on Sundays in each direction between Los Angeles and Long Beach.

The placing in service of these nine additional schedules is the result of a considerable increased travel on the Long Beach line.

LET'S LEND A HELPING HAND

With increased business again building up our Station forces, many opportunities are presented for our ambitious recruits to prove their worth for advancement. It behooves every extra man, and for that matter, every station employee, to fit himself for the job ahead so as to be ready when his chance comes.

When you see your fellow employee doing something that's "all Greek to you," find out how and WHY he is doing it. Then try it yourself and don't be disheartened because you can-

not learn everything in a week or a month that makes the job look so easy for him. He, too, had to learn it and master it step by step.

Short cuts in the highway to success should have a yellow light flashing at the junction. Many of the worn out or wandering ones by the roadside, or that are grunting at every grade, took the short cuts and passed up the service station on the main road where they might have refueled and found out which way to turn at the forks ahead.

There's something else, too—it's what we earn that we get the biggest kick out of. Remember the first time we hiked up Mt. Wilson when we used to call it 14 miles and it seemed 20? Can hop in your car now and scoot up over the highway in no time, but the sandwiches and coffee after the hike tasted ten times as good as the beefsteak and gravy we may indulge in after the ride.

Yes, and there's something for us older ones to remember, too. After we've been over the trail and know where some of the hard places are and we see a youngster that's having a hard time to make the grade and keep up with the other fellows, remember that he wants to get to the top as much as any of them.

It won't do a bit of harm to give him a pat on the back and say, "Just look back down the hill, son, and see how far you have climbed. You can see a lot more up here and the view is wonderful, isn't it? Just around that bend ahead you'll find the going a little easier and you can get your breath for the next pull."

—By G. W. Orr.

AGENCY FORCE CHANGES

Several of our worthy young men have been called for positions with the S. P. and are on leave at present.

Dudley Simmons in the District Freight office and George A. Baldwin and Paul Graebner in the District Passenger office.

J. C. Sams is taking Mr. Baldwin's place at West Hollywood when not needed as Relief Agent. Mr. Sams was called to Wilmington on March 22 to relieve N. F. Graham, Agent, who was ill. Mr. Graham and Mr. Sams returned to their respective posts March 27.

C. L. Smith, Agent, Azusa, is still unable to resume his duties and is being relieved by Relief Agent E. R. Burke.



Mathematics vs. Psychology

BRIDGE, well played, must be based upon sound mathematical principles. But those who confine their bidding strictly to these principles never become more than ordinary players.

It is obvious that no set rules of bidding can cover the situations which may arise from the several hundred million possible distributions of fifty-two cards.

A bid, made contrary to mathematical rules, however, must have a potential advantage to the bidder which will exceed any harm through a partner's misunderstanding of the bid.

Therefore, such a bid must come at a time where contract cannot be left at this point. Then, if partner has mis-read your bid, the corrective measures may still be taken.

There are two types of these bids which may frequently be used. The first occurs where a powerful assisting hand, sensing a possible slam, if distribution be favorable, must create a bid to gain time for further information from partner.

For example: Our partner opens bidding with one spade. Our hand shows game, with slam possibilities.

If we respond with a bid of our own full value, partner may close at 3 No-trump, or 4 Spades. If we make a bid which forces additional informa-

tion from partner, even though we have nothing in our own hand to warrant such a bid, we gain this information, and regardless of how our partner may read this bid, the remedy is still in our hands.

An example of such a hand appears below:

North Opener	South
C: 7-5-2	C: Ace
D: Ace-K	D: J-10-4
H: Q-3-2	H: K-J-5-4
S: K-Q-10-8-5	S: Ace-6-4-3-2

Opening Bid:	
1 Spade	2 Clubs
2 No-trumps	3 Hearts
4 Hearts	4 No-trumps
5 Spades	6 Spades

Partner's denial of Clubs, shows at least two honor tricks in Diamonds and Heart suits, and indicates slam possibilities.

If a 2-Heart or 2-Spade bid has been made by South, contract would only have reached 4 Spades in all probability.

The other type of bid to prevent a lead will be discussed in the next article.

M. R. Shemp.

taken this month and set in wet sand, using tips only; the cuttings to be set out in the ground when the roots have grown to about two inches, which will be about May 1. Be sure to keep the sand wet; if it gets dry the young plants will die immediately.

Do not, under any circumstances, cut back leaves of bulb plants which have bloomed until the leaves have all turned brown.

The snails have started their march and unless you get busy and rid of them you may find some of your young plants ruined. Later there will be so many of them it will take twice the effort. When putting out poison for snails do not get it on the leaves or stems of the plant, as to do so may damage your plants. It is best to sprinkle your garden early in the morning and then spread the snail poison. So doing, it will stick to the ground and will not wash away the next time you water. I have found that the best snail remover is Snarol, as it is clean and easy to use.

Dahlia tubers may be set out in sufficiently moist soil. Water very little until sprouts are about eight inches high. Dahlia seeds should be planted now in seed boxes.

Good summer flowers to plant this month are: Calliopsis, candy tuft,

Garden Whats and How for April's Busy Program

"**S**PRING has come," so the saying goes, and there's another wheeze that "in the spring a young man's fancy turns to love." Perhaps, but in the spring we "garden bugs" turn to our flower beds, sprays, seeds, plants and what have you.

Spring is here (we hope) and you may now plant your seeds and young plants without fear of frost or unusual cold spells. Gladiolus bulbs should be planted now for July and August blooms. The nurseries and seed stores are full of young plants and shrubs for your selection.

Chrysanthemum cuttings may be

bachelor buttons, annual chrysanthemum, phlox, annual larkspur, zinnias, cosmos and petunias.

Watch your roses for thrips and aphids; when they appear, spray. Use arsenic of lead for leaf eaters. Watch your delphinium very carefully from now on in order to keep the slugs away. Use coarse cool ashes, or powdered lime around plants.

Many people who have potted plants wonder why their plants after a while do not seem to be doing good. The main reason is that the pots are too small. Watch the bottoms of the pots and you will notice little roots coming out. Such plants need re-potting.

Another reason is that many give potted plants too much water, and others not enough. Remember that potted plants, especially those kept in the house, need to be watered more than those in the ground, and that those kept outdoors need twice as much as ground planted, as they are easily dried up in the sun and air. One very important fact is that potted plants kept in the house should at least once a week be taken outdoors and left in the fresh air at least a day. Avoid keeping house plants in rooms where gas burning appliances are used.

Now that the warm weather has started the ground around the plants should be kept lightly worked. One way of keeping your ground in perfect shape is to add a good amount of peat to the top soil. This will not only keep the ground from getting hard but will take less watering because peat holds the water, whereas the ground will dry out from the sun and air. Remove and keep out all weeds.

If you dug up your dahlias this year and stored them, now is the time to plant them. Wash off all dirt, place them so that you can water every day or two and as soon as the new shoots appear, cut. Don't break them apart. It must be remembered that you MUST have a section of the main stalk of the plant or they will not grow.

Next month I will try to tell you how to prepare and plant your dahlias, so that you may have large and beautiful blooms in the fall.

Then there were the two men who went into partnership and had this clause in their agreement: "In case of bankruptcy, the profits shall be divided equally."

Cover Picture

The cover this month shows only a small portion of the celebrated Wistaria at Sierra Madre, now at the height of its early bloom.

This plant, a native of Japan, was planted in 1893 and has now grown to the proportion that it is estimated its branches if placed to the proverbial end to end would measure a distance of seven miles. Its size and beautiful bloom, which fails to register in the cover, attract visitors from far and wide in growing numbers each year.

MISSIONS OF CALIFORNIA

How many missions comprise the group of California's early landmarks? When and where was the first one built and where are they located. Don't all speak at once.

The founding of California's chain of missions marks one of the most romantic episodes in our State's history, yet few of us have certain knowledge as to their number, age or location.

The tabulation below gives this information, from which we further learn that our own San Gabriel and San Fernando Missions were fifth and eighteenth respectively in the order of their founding:

San Diego de Alcalá, July 16, 1769; San Carlos (Monterey), June 3, 1770; San Carlos del Carmelo, July 10, 1771; San Antonio de Padua (King City), July 14, 1771; San Gabriel Arcangel,

Sept. 8, 1771; San Luis Obispo de Tolosa, Sept. 1, 1772; San Francisco d' Assisi (Dolores), Oct. 9, 1776; San Juan Capistrano, Nov. 1, 1776; Santa Clara, Jan. 12, 1777; San Buenaventura (Ventura), Mar. 31, 1782; Santa Barbara, Dec. 4, 1786; La Purisima Concepcion (Lompoc), Dec. 8, 1787; Santa Clara (Santa Cruz), Sept. 25, 1791; San Buenaventura (Soledad), Oct. 9, 1791; Santa Barbara (Irvington), June 11, 1797; Santa Cruz (Sargent), June 24, 1797; San Miguel, July 25, 1797.

Aids Vital Legislation

All the officers of the Fish and Game Department Association spent the month of February at Sacramento putting forth every effort to get the new sardine bill, which regulates the "take" for straight reduction purposes, passed, advises President Bancroft.

"We hope this bill will carry so there will be a few sardines left for bait. In the peak season of 1934-35 upwards of 600,000 tons of sardines were taken off the coast of California, including an estimated 128,000 tons by floating plants. At an average of three fish to the pound this means that 3,600,000,000 individual fish of this kind were taken in this relatively narrow strip of coastal water."

"This exceeds in tonnage the total annual take of all species of fish and crustaceans in the intensive waters off the coast of Alaska," he concludes.

Young Doctor: "I'm afraid I made a mistake in filling in a death certificate today."

Old Doctor: "How was that?"

Young Doctor: "I absent-mindedly signed my name in the space left for 'cause of death.'"

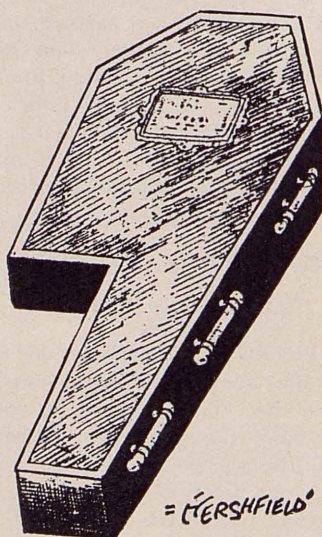
Applicant: "And if I take the job am I to get a raise in salary every year?"

Employer: "Yes. Provided of course that your work is satisfactory."

Applicant: "Ah, I thought there was a catch in it somewhere."

A proud parent called up the newspaper and reported the birth of twins. The girl at the news desk didn't quite catch the message over the phone. "Will you repeat that?" she asked.

"Not if I can help it," was the reply.



A Scotch undertaker's idea of a casket for a one-legged man.

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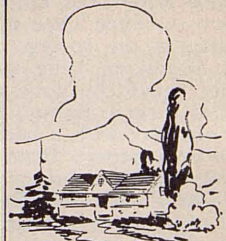
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BY OUR
CORRESPONDENTS

OF THE
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AND MOTOR TRANSIT
FAMILY



SUBWAY TERMINAL NOTES
By W. F. Servranckx

Our two good friends, Daniel Keeley and James Goodman, are making an extended trip to Mexico City to get first hand information regarding nature in the raw. Both are graduates of Mother Nature's school and they will gladly give information on what to do and eat to keep in good condition. I might add that Daniel is seriously considering a tease strip act, which we all know he is well able to perform. Did you ever see Dan in his tennis uniform showing up about two minutes before going to work? You'd swear it was old mercury himself.

A terrible mistake has been made in the last issue, several inquiries have been made as to who is A. C. Turner. It was a misprint gents, it was meant for our good friend, A. C. Tanner, you know, the guy who says "two bits."

Conductor C. L. Morrell was caught the other morning shining his shoes and sprucing up. Asked why all the activity, said he caught a Redondo run and had to look his best. Atta boy C. L.

Several of us have wondered why Ike Handler rushes for the bench after lunch. Someone said it was a dark secret "counting money." After careful investigation we found out that Ike has quite a bit of trouble with his teeth and is just trying to file them down to make a perfect fit. Cheer up Ike, you didn't get your baby teeth over night did you?

We often wonder what has become of the quartet that used to play and sing at the Subway Trainmen's room on Saturday night. B. B. Gardner, Max Stolpe, playing the fiddle, K. R. Pedder and Dave Quirring singing such sweet old songs as Sweet Adeline, Old Black Joe and The Old Arm Chair. Jess Hanselman liked it so well he was in a trance half the time.

For about two months we have had our extra list augmented by the following men: W. C. Montgomery; J. T. Golden; G. E. (Tiny) Patterson; R. G. Birdsall; E. L. (Tex) Griffin; C. E. Siratt; W. J. VanNice; A. J. Moon; S. F. Bradehorst; G. M. Meek; H. L. Taylor and C. J. Sutter. A fine bunch of boys. Cheer up boys, only 30 more years and then you are eligible for a pension.

Who has the biggest feet at the Subway Terminal? E. W. Pont claims to be the champion, size 14½. Next comes "Slats" O. L. Medlin and Oliver Groom.

Conductor R. M. Hightower and wife just returned from a trip to Texas. Ray says he saw a lot of strange things in his native state. Long horns are shorter and he says he saw jack rabbits as big as a billy goat. How about that E. L. Griffin, shall we recommend Ray to the Liars Club? Anyhow, Ray says "anyway they were nearly as big."

And what has become of that "big fellow" John Eastwood and "Chief what's the two bits for?" Ask A. C. Tanner, that boy knows everything.

News from Walla Walla, Wash.: Henry Huber, our well known pinochle player, reports a very nice trip by train with Mrs. Huber and family. Tony reports snow 14 feet deep and the temperature 38 degrees below zero. Better not tell R. M. Hightower about that Tony.

"Handsome" Jack Church was seen driving his new car the other day in the company of a lovely lady. Come on Jack, you can't keep it a secret forever.

We have been wondering why several of the boys at the Subway have become some of the best dressed men in L. A., but like every mystery, it leaked out. They have been shining their shoes and brass considerably where they used to gather in the Trainmen's room during the noon hour. Most of them, and especially some of our handsome bachelors, are seen enjoying a good meal, or maybe it is the manager and waitress in the new "Subway Cafe" in the station. Judging from all reports wonderful meals are served with the best of friendly service. We understand that

Mrs. Schwartz is a very capable manager and is handling quite a bit of trade. Now we can see why Ike Handler always comes down with a broad smile on his face after lunch. Visit the Subway Cafe boys and don't let the navy cut in either. Line forms on the right. Motorman R. E. Cooke says it's in the bag, what?

After a hot election Motorman James Johnston was unanimously elected Chairman of the "Gravy Club." E. V. Stevens was a close second, but did not quite make the grade. Better luck next time E. V.

On February 14th Conductor Frank G. Watson became 70 years old and went on the retired list. Frank will be missed, especially on the Echo Park Avenue Line where he deservedly was well liked.

Conductor James Dainard became the proud father of a five pound baby girl on Sunday, March 14th. Mother and baby are reported fine. Congratulations.

Old Doc Stork is quite busy in our terminal. At this time we received a report that on March 13th Conductor Bayerle became the proud father of a baby boy. Congratulations Mr. and Mrs. Bayerle and may the Lord bless you.

PURCHASING DEPARTMENT
By Ray Cragin

March 21st might have been the first day of spring but in our department it came several weeks ago. The brooks have been babbling and the birds singing and one Stenographer



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had a bright red apple on her desk every morning. We do not mind romance in the spring, but when they get to talking baby talk then something should be done about it.

Ten Grand Jimmy Livermore was off one day with a bad cold. At least that is his story. It might be that the family car ran out of gas again.

John Vander Zee has been playing the part of a good citizen and doing jury duty. John says that Rosemont is a good horse and if you knew it before February 27th, you could pay your taxes on time this year.

Miss Ruth Batsch, who says the typewriter is the key to her success, goes in for outstanding names. One of her boy friends has George Washington in his name and another has General Lee. His name is not General Lee but he is generally around, so it works out all right. Maybe she might be the cause of a small war.

Floyd Gill, the little Big Stationer, has been making trips to various points in Southern California. We thought for a while that he might of joined one of the Majors Units, but we later learned that he went out to give the Motor Transit Agents instructions in ordering Stationery. When it ended up HE had the education.

Ralph Long has taken the place of James Wageley, the boy from West Maywood who has returned to his first love, the electric truck at Torrance. Welcome Ralph.

Burt Ordway has laid down the rubber bands and erasers and returned to his native land to toil for his livelihood. The main reason for returning to Torrance was that he likes to be close to the Torrance mountains.

Miss Dorothea Beranek was off a few days with a cold, but when she returned she was so full of energy that her typewriter sounded like a machine gun nest in action.

The following news has been furnished by a well known young man at the Torrance Store who specializes in two aspirin tablets and a Coca Cola for a headache. If you do not know him just call station 61 at Torrance for further information.

Recent rains have caused a lake in Torrance yards between the Line and Track Store and the Main Store. Charles Stock and John Jackson have used their best efforts on Mr. McCall for a motor boat to travel back and forth between the stores, but to date the best they could do was a bathing suit and a pair of wind wings.

Recent changes at Torrance are as follows: Frank Winterburg is now the big Sheet Steel and Casting man. August Zurborg has taken over the hardware section and is now known as as the big lag screw and bolt man.

Mr. Cain has sold his cow and now can be seen daily in the Stationery Store on Mr. Ordway's former job. Bill Bone moved from the Lumber Shed to the Line and Track Store to replace Mr. Cain. Mr. O. Strosnider has taken over the Lumber shed and can be seen daily taking the splinters out of his fingers.

Fred Dilthey, the big Oil and Grease man has adopted a stray dog that was passing by and now where you see Fred you see the dog. Fred is making a pointer out of him. The dog makes it a point to be around when Fred has something to eat.

The boys in the Torrance Store have organized what is known as the Harmony Four under the able leadership of that Politician and good fellow Tom Wilkes. It consists of Tom Wilkes, Ted Sorensen, A. Strosnider and J. Wagner. Their first objective to sing at the P. E. Picnic next August providing arrangements can be made.

PASADENA TERMINAL NOTES

By L. (Tony) Tonopolsky

Joe Rovai journeyed to San Fernando, Sunday, March 21, and paid a visit to our good friend, Dean Gardner, who is confined in the Veteran's Hospital in that city. Joe found Dean very cheerful in spite of the painful treatments twice a week when the doctors collapse his lungs. If any of his friends would drop in on him our shut-in friend would appreciate it very much.

Conductor and Mrs. O. Jensen were called east recently to the bedside of Mrs. Jensen's mother who was critically ill; we hope not as serious as first reported.

Conductor Ralph Wallace is on a leave of absence at home with a paint brush and doing other odd jobs that will make his home a credit to the neighborhood.

The sick list at Pasadena claimed a large number of trainmen during the month of March, all of whom have fully recovered and glad to say back on the job.

Conductor Charley Martin is back in the harness after a month's illness following the removal of his tonsils

at the California Lutheran Hospital. Glad to know you are okeh Charley and hope you stay that way.

Mr. Rodenhouse's good girl Friday (Miss Harris) has been conspicuous by her absence for the past month due to an illness from which she is now recuperating. We were glad to hear Miss Harris expects to be pounding the typewriter about the first of the month.

(Scene in the trainmen's room any afternoon about 2 p. m.) P. D. Wheeler, Joe Rovai, Crabill and John Lockshaw playing pinochle; Roy Hubbell and Leonard Bates playing pool; Deek Fanning standing at Cashier's window waiting to turn in; O. L. Sweek, Receiving Cashier, rolling up his sleeves; Bill Windsor trying to buy enough pennies to make a roll; Operators French, Feller and Harris kibitzing at pinochle and yours truly swearing vengeance on Guy Birney.

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MOTOR TRANSIT COMPANY
By Ivan Erhardt

We have been openly accused of having a dry, disinteresting column. Rather than deny it we will agree that the isolation from the center of activities where Dame Rumor furnishes abundance of news, namely the drivers' "dog-house", leaves us without much of the current news. Furthermore, any endeavor on our part to get an earful between the roundtable "pitch" conversation has met with failure, and contributions are scarce. So in order to maintain the dignity of this high paid column we promise to do better, Professor Couey!

With the aid of items subscribed from outlying and local points, here goes:

It is reported that many of the Operators have regained their lost appetites occasioned by the absence of little Ruth from the Fifth street restaurant, and that Ruth has returned, so have the appetites.

Assistant Agent Schultz, El Monte, is reported to be the proud papa of a new son. Congratulations, Ernie. We tried to confirm the gender of the new arrival and Dispatcher Deal states that he did not get a cigar, therefore, decided it was a BOY.

Operator Bill Day will soon be "Blessed Eventing," 'tis said.

Bob Gibson, our new Head Agent at Whittier spent several days in the California Lutheran Hospital during March from food poisoning, but has again returned to the job stating that he was accorded wonderful treatment in the hospital.

Former Agent E. R. Kahl of Whittier resigned to go into the auto-court business near Calabassas. Understand he is very much enthused over his prospects, of which we are glad to hear and wish him the very best success.

Our up and coming good looking Operator, Leroy S. Larson, was recently detailed to the beach in charge of a special coach to handle Japanese sailors and on arriving at the boat to pick up his load, "Babe" wanted some information on when he was to leave so inquired of a Japanese officer. As the officer did not give him an answer, "Babe" again inquired, whereupon, with the best and only English in his vocabulary, the Japanese Officer replied "Good Morning, Sir". It later developed that the Dispatcher understood that Mr. Larson could speak Japanese or would not have detailed him. Babe's only language is "when do we eat".

We enjoyed hearing the little daughter of Operator W. J. Goff sing and recite over radio station KFWB one recent Saturday. Mr. and Mrs. Goff have every reason to be proud of this little tot.

Operator Riley Peterkin is on an extended leave of absence. George Shively is on the hold-down.

We welcome Mr. H. E. Montgomery, formerly of Anaheim, as a

new employee at the Long Beach ticket office, where good Ticket Agents are made under the tutorship of Al Kopsho. 'Gary' Evans, formerly of the Long Beach ticket office is now Assistant Agent at Whittier.

Will now turn the microphone over to M. J. Creamer—Fifth Street Depot.

Surprises are always welcome! "Chef" Strong turned out two delicious home made cakes for the ticket mongrels. One, a white layer and another, a very appetizing walnut layer, done in a pastel green frosting. Maybe a gang of cake eaters—yet "food for thought".

Oscar, known as "Squirrel", is wondering when his commutation book to the doctor's office will expire and if an annual pass will be issued to him for his frequent trips.

"Pat" Burns is "tra-la-la-ing" it around the depot. Time is drawing near to that final knot. Must be grand, eh what, Pat?

What Ticket Clerk at the Fifth St. Depot is bemoaning the fact that his wife (battle axe as he informs us) orders him to do things he doesn't want to, yet INSISTS that he is Boss at home?

Alas, poor "Slim", took to bread and milk, and toast and tea! Stomach flu so he says, and he has our sympathies.

"Gilmore" Deal is on location daily at the lunch counter blasting his order for service, and getting it too! Barking dogs may not bite but at least they command attention.

"Geo. Jehl", complaining about that every-day toothache after paying no small sum to his dentist. We believe it's sympathy pains.

This week's lesson for the Information desk will be in geography and statistics. One irate man seeking information came to us and after enquiring "Where is INFORMATION?" proceeded to give the "these and those". His first question was "How many square miles in the United States?" Maybe some of the readers have that answer on the tips of their tongues. It's been some time since we had an oral quiz.

Alright Mr. Creamer, thank you. Now from Harry Dostal at Riverside comes the following:

Bill Kennedy, local mineralogist and Nite Watchman, Riverside station, passed up another birthday and served all with a generous portion of his favorite cake. Everyone is hoping Bill will make this an annual affair.

Operator Davidson, skipper of the Hemet line, was completely surrounded by water with no oars with car 1850. Said he would have made it through if the baggage rack hadn't leaked. Passengers on this line are beginning to ask if we are going along the water-front or the inland route to Hemet since the recent rains.

During the re-modeling of the Riverside station none other than Emil, Art, Jonnie, Bill the Painter, and Francis the Duke completely refinished our roof at which time they reported that some one stole one shovel, a bag of nails and one set of teeth. The last rain has brought to light the

fact that some one must have stolen the new roof they put on.

Operator Goff had the mis-fortune of having his little daughter Marion injured in an auto accident while going to KFWB to broadcast. We are

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THREE STORES

glad to report that Marion will again be heard on the air from five to five-fifteen on Saturday, being fully recovered from her experience. You bet they ride the Bus for safety now.

Mr. Reynolds (POP) just walked in with 50 boxes of washing powder and bars of soap. Will give you price list of washings next month or let you know what use this material was put to.

TORRANCE SHOPS

Willis M. Brooks

We were greatly shocked at Torrance by the sudden death of John Gunderson on March 2nd. He had been at work the day before and on the train home that afternoon, had seemed in normal health. Our deepest sympathy is expressed for his family in this very great bereavement.

Albert T. Smith of the Cabinet Shop, was taken home the 24th with a sudden attack of sickness. Harrison Slater, of the Sanding Room, was also taken home on the same day, sick. We hope these brothers will soon be well and at work again.

Dirk Mol, of the Mill, has again made Torrance his home. The attractions of this city are many and varied and we also understand that romance is in the air here.

A new emergency truck No. 133 was released on March 17th for service. The truck is fully equipped to handle both rail and motor coach emergency calls and is the very latest in its type and class.

Eight Peninsular Railway Cars which had been stored at Torrance for sometime are now being reconditioned for service. They are of the 1000 Class equipment.

OCEAN PARK CAR HOUSE

By W. P. Williams

Conductor John H. Daly, who has had more than his share of misfortune, is again in the hospital for a major operation. We are all hoping that in a short time he will be restored to perfect health.

In the very near future Ocean Park Car House is to stage its own "Heavyweight Boxing Classic" between Conductor Pat Garrison, representing the Trainmen, and Carl Wright, representing the Mechanics. Both will fight at the same weight, 220 lbs.

We have visited both training camps and find both candidates working very seriously, wise money seems to be stringing along with Carl Wright and we are inclined to agree, as although his method of attack is rather slow and ponderous, when he does get a blow successfully to its target he has sufficient weight behind to make the results disastrous. Full details of the exhibition will be published in next month's Magazine.

Conductor Charland received from a grateful passenger the gift of a very nice billfold together with a letter of thanks for his part in recovery

of a purse that had been left on his car.

Excitement ran high at the tennis courts a few days ago. A tournament had been arranged and the boys were waiting for Conductor "Gypsy Lee Osborn" to complete the entries. At last he came tearing in the courts shouting "let's go" and at the same time taking off his "corduroys" and "blow me down" if he hadn't forgotten to put on some of the most important items of his clothing. It seemed as though instead of being at a tennis match we were sitting right in the bald headed row at the burlesque show. After the excitement died down Conductor "Pooky" Stevenson immediately contributed a dollar to the Salvation Army remarking that this was the best show he had ever seen.

Wonders will never cease, the Trainmen's baseball club has won two games in a row and Dake Boardman's playing at second base has been a real factor in their success.

ENGINEERING DEPARTMENT

By V. P. Labbe

No news from Caliban Davis of the Field department. Understand from latest reports his big romance is still thriving.

Joe Frownfelter is back with the Field department, having finished his duties of engineer in charge of the Mission Road grade separation.

E. "Divot" Hayward is now shooting par in his golf game, i.e. the Sunday golfers par of 100 plus. Keep up the good work Ernie.

Well, well, the blessed event has taken place. Bob Dorner the genial head of the W. O. Bureau has ordered a new car and we wish Bob many smiles and many miles.

Ruth Sterling has taken her vacation early this year and gone to parts unknown—only to yours truly.

Dick Pinkerton, formerly of the Field Department, was married to Hazel Spencer, Saturday, Mar. 20th

in Santa Ana at the Episcopal Church of the Messiah at 4 p.m. They will reside at Balboa. Lots of luck to both of you.

As spring has officially arrived one of our building engineers in the person of Bill Hibbard has deserted the Field Department office force and has taken to the outside field work, replacing Robert McRae, who has returned to the office.

Mr. Charley "Tommy" Thompson of the Field Department, after his first five month of married life spent in Hollywood, has recently moved to Long Beach. It is alleged that the reason therefore is that Mary Ellen is going in for swimming this summer.

Russell Schaeffe is back again at his desk, the flu germ taking a few pounds off his form. Russ seems to be okeh and full of vim and vigor again.

I understand twins arrived at Fred Linne's place at Lynwood. Don't get me wrong, just twin goats.

Edward Clark and Harvey Smith of the Structural Engineer's office have re-grown the lip mistake again. Perhaps the strenuous work figuring out where the doors etc. go for the Federal Offices, have something to do with the return of the hair.

We notice that Frank Brown has been wearing house slippers on the job lately. All the comfort of home, Brownie.

N. D. High, General Foreman, Substation Maintenance and Construction, suffered a serious accident on the evening of March 12th while stepping out of his machine, resulting in a dislocated and fractured collar bone. He will be confined to the California Lutheran Hospital for some time.

Several changes in shifts on schedule to occur among the substation operating force due to recent deaths of S. Danielides and C. L. Frankfield. B. L. Howell, Relief Operator, has been assigned to first shift at Riverside substation. J. Colhoun has been transferred from first shift at El Nido, to second shift at Burlington.

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SAN BERNARDINO DISTRICT

By B. G. Jones

Cond. J. Roberds has returned to work after being off ten days account of illness of Mrs. Roberds, who is now much better.

The Trainmen's room at San Bernardino is now a sublime and restful place due to the departure of the one and only Cond. L. I. Dennison, who has transferred to Macy Street. While Loren Irving honored us with his august presence there was always something "stirring" and the boys all miss our old friend. But alas, all is not lost, in the offing appears a new and very capable understudy of the old master, who responds to the moniker of R. J. DuSan. And yours truly will wager money, marbles or chalk that this new protege can out-argue (for no reason at all) all who question his argumentative powers.

A. R. Wilson, Ticket Agent, has just returned from a two weeks vacation spent in Northern California and Nevada visiting friends and places of interest.

Service on the Colton-San Bernardino line will soon be extended north of Highland Avenue to 34th street. The same 15-minute schedule will be in effect with no advance in fare. This new service will begin operation in the near future and should prove a success as this section of the City has been expanding rapidly with many new homes being built in the last two years.

J. Gilbert, Foreman of the Mechanical Department, is now sporting a spanking new Graham sedan and is she a beauty. Some class we'll say. Also, L. M. Sinotte, Agent at San Bernardino, has a new Olds 6 and after viewing these new buggies yours truly feels like up and blowing his top for a new one, but I guess we will have to overhaul the old crate and make her last.

LONG BEACH TERMINAL

C. L. Cottingham

Conductor E. N. Martin, wife and sister were called to Hotchkiss, Colorado, where Emmet's father was very ill. Emmet left here at noon and arrived in Hotchkiss the next noon driving his new Dodge and says it performed beautifully the entire trip.

C. O. Humphreys is back on the job again after another short lay off due to his injury some time ago.

Conductor C. B. Clary, who has been in the hospital for some time, is home and seems to be improving nicely. We are all glad to see him around the Club Room again.

After considerable persuasion I succeeded in obtaining a few items from our Mechanical Department at Fairbanks barn.

John Foster has returned to work after being off for one month with double pneumonia.

Foreman Dan Banks, wife and son journeyed to Arcadia to see the ponies

run, then to Indio on the desert and report a swell time.

Vern Swartz who has been off sick for two weeks has returned to work. Vern was greatly missed as he is the electrical expert at Fairbanks.

Mrs. Lillie Ramey, mother of Mary K. Widrig, passed away very suddenly and was laid to rest from Mottells on Friday.

A very beautiful floral wreath was sent from the Mechanical Dept. Mary has been with us a long time and the Trainmen extend sympathy.

Motorman K. D. Murphy, a veteran in these parts, has transferred to freight as a Brakeman and we understand is making good.

Motorman B. L. Bounds is in the Hospital at Sawtelle recovering from a nervous breakdown and would like to have some of the boys come up and see him as it gets very lonesome up there. Let's take a little time off and go up and see B. L. He is in the new Hospital Annex.

Joe, our Passenger Director spent his day off in Griffith Park looking over the other animals. While there Joe says he witnessed a wonderful display of lightning and thunder which he enjoyed very much.

Mrs. W. W. Cooper and Mrs. H. W. Willis are in Palm Springs enjoying a vacation and we hope they both come home feeling much better from the rest.

We just learned of the death of Motorman M. B. Bradford's mother-in-law in Los Angeles.

We have with us Night Clerk in the Ticket Office Mr. Bob Goodell who is a real asset to the force. With Haynes, Sherwood and McDougal, we now have a very efficient and accommodating staff and we hope there will be no bumping for some time.

MACY STREET TERMINAL

By Chet Collins

Through some miscarriage, the copy for Macy Street did not reach the Editor and consequently was not published in the last issue. One of those unsolved mysteries will be that of how it disappeared.

The horse racing season has now been closed a little over a month and those on the Macy board are getting used to more regular hours and not so many of those. It certainly did keep everybody stepping this year, and especially so during the freeze and sickness when our Terminal Foremen were hard pressed to supply enough men.

Motorman R. W. Gergen was the proud papa of a baby girl arriving early in February. Both mother and baby got along fine. The Gergen's now have a fine young man and the new baby girl. Congratulations, Mr. and Mrs. Gergen.

What's Pasadena's loss is Macy's gain with the addition of H. E. Draper and S. S. Ickes to the Macy Board. O. C. Angle returned to Pasadena, partly making up for their loss.

Conductor L. I. Dennison is a recent transfer to Macy terminal, coming in from San Bernardino. He plans to make Los Angeles his permanent residence.

Among others on leave at this time are Motorman R. W. Damon and Conductor C. E. Crumrine, who has taken a long leave and is leasing a service station in Santa Ana. We certainly wish him all the good luck in the world and hope he does exceptionally well. A. E. Spohn recently returned from two weeks' leave during which he visited his family in the East.

Conductor C. L. Vallen returned to

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work during February after a long siege of illness and after some of the rumors we heard we were exceedingly happy to welcome him back.

A steel bridge was completed in Feb. over Rubio Wash on the El Monte line. This is a part of the flood control system and reduces the danger of washouts during our heavy rains. Another bridge is planned for a wash at Wilmar and will be placed at a later date.

The storm drain at Mission Road and Anderson St. was recently taxed to capacity when the flow of water loosened some of the construction work and water flow was restricted. The outbound main line track was removed from service for a short period when the water overflowed on to the track.

Gone, but not forgotten, are Conductors R. L. Lantz and O. L. Finley who recently left the service. We wish them the best of success in their new ventures.

Sincere sympathy is extended to R. C. McPherson in the recent loss of his wife.

SOUTHERN DISTRICT FREIGHT

By J. E. Neville

We learned, with sincere regrets, of the departure in death of the best and dearest friend of all on this earth, "Mother," and our sincere sympathy goes to Brakeman Charles Beck. His great loss occurred on February 20.

Also, Brakeman Charles Beck, who recently was injured while on duty, is back on the job again at the Port.

Brakeman H. A. Holmes of El Segundo is still at home from a painful accident which occurred at El Segundo Yards. Our best wishes for a speedy recovery and his early return to work.

Motorman Frank Howe has returned to his native land, Long Beach, and decided to make his residence with his old friend, "Gasoline Gus."

By request for my "French proverb" in one of my issues, translated, it would mean: "A river that stopped carrying on would dry up." There are conspicuous examples in the world of bodies of waters which have inlets, but no outlets. Nothing can live in them; their waters are deadly. There come times in the lives of all of us, perhaps, when we feel that carrying on is useless, because of the seemingly poor results being attained. But the minute a person decides to quit he begins to dry up mentally and physically. That is the law of life for human beings, as well as for rivers. When they cease pursuing their course; stop putting out what they have, they shrivel and dry. The day's work may not always seem pleasant; the fruitage may seem small. The appreciation of those you meet and those you seek to serve may seem lacking, but in spite of all this it is well to remember that the person who is helping the most by your carrying on is yourself. For while the river is serving in many ways, the greatest thing it does by its constant carrying on is to keep its

waters pure. Thus, is it always ready to do its part in the great scheme of life.

At this time I wish to thank all of you for your membership in the Club and Mortuary fund. That is real "help thy neighbor," and who knows who may be next.

We recently heard of the temporary retirement of our Asst. Supt., R. S. Maison, on account of illness. A great "Bob," as he was known by all who worked under him in Freight service. He was a real and trusted friend to all who associated and obeyed his command. He was always ready to help in distress and aid in the burdens of others. His numerous railroad friends join in wishing him a speedy recovery in health and happiness so well earned.

ACCOUNTING DEPARTMENT

Geo. Perry

You can well imagine the pride of our co-worker, Winfield Weeks when on March 23rd last he strode across the stage of the Alhambra High School Auditorium and before a court of honor pinned upon the chest of his son, Allen Weeks, the badge of the Eagle Scout. Allen is 15 years old and has worked very hard to achieve the highest honors in scouting usually attained only by older boys. Heartiest congratulations.

We extend a welcome to three new Clerks who joined us during the month. They are: Merle Farley, comptometer operator in the Timekeeping Bureau; Edward Campbell assigned to the unscented galleries of the record room and Henry Cornelison, who will hold forth in the Freight Accounts Bureau.

With the remodeling of offices on the 3rd floor we find they have moved Special Accountants Labbe and Grenke, together with Mr. Fleschner

and the Traveling Auditors, into Room 266. The Timekeeping Bureau has been moved into new quarters on the 7th floor—Room 754 to be exact. The Timekeeper's new quarters have been freshly painted and decorated in such a manner as to make a cheerful, light and airy office in which to work.

Our heariest congratulations to Edward Uecker upon his appointment as Special Accountant. We have known "Ed" for a good many years and know there are few better fitted to take this step forward. Due to "Ed's" promotion and other changes in the office work we find the following successful bidders awarded different positions: Harley Clark, Joseph Lortie, Woodville Alexander, Samuel Taylor, George Watson, Nobel Cates, Phillip Still, William Shaap, Dale Hyde, John Thatcher, Irene Falconer, Grace Reed, Kenneth Pomeroy, Allen Hanna, Charles English, Thomas Gentry, May Chisholm, Buclah Curtis, Alice Karayan and Frank Hardesty.

Always on the Qui-vive for news for this column our ears stretched the other day to catch a bit of conversation between Frank Screech and Dovie Brown which went:

Dovie—"How are the babies getting along Frank?"

Frank—"Just fine thanks."

We knew we had never reported any births at the Screech menage so at the first opportunity confronted him and found that they are proudly boasting of a litter of seven Cocker Spaniel puppies.

With the donations received from the many friends of Mrs. Marley who retired last month, the committee purchased for her a black leather purse in which they placed \$16.00 in one dollar bills, distributing them throughout the various pockets and compartments.

The vacation list has still to break

(Continued on Page 23)

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And when the boss stormed, "Why don't you take the initiative sometime?" the rousty pleaded, "Aw, heck, I have no time to read magazines."

The magazine subscription man was met at the door by the colored maid.

"I would like to see the lady of the house," he said.

"Lawsy, I specs you would—she's taking a bath."

Doctor: "The thing for you to do is to stop thinking about yourself—bury yourself in your work."

Nervous Wreck: "Gosh, and me a concrete mixer!"

(Continued from Page 22)

forth in all its glory. There were only two on vacation this month:

Marie Claxton—Stayed at home for a rest.

S. W. Howe—spent a few days at Glen Ranch.

Spring, Romance and Orange Blossoms Dept.

At 9 o'clock, Saturday morning, April 3rd, in the All Souls Church in Alhambra, Helen Quigley became Mrs. Harry Maloney. After the ceremony there was a wedding breakfast at the Elks Club House. The happy couple drove to San Francisco for their honeymoon. You may be interested to know that Helen's sister, Marion (who used to work in the Claim Dept.) is married to Harry's brother.

Eunice Covell, Car Service Bureau was married Sunday, March 4th to Daniel B. Fischer. They spent their honeymoon in San Francisco. Eunice is the niece of Lloyd H. Covell, P. E. Dispatcher.

We present Miss Bettis with all the paraphernalia of our now defunct Crystal Gazing Dept., including the crystal ball for her remarkable prophesy that she felt that Kathryn Fox would return from her vacation wearing an engagement ring. Sure enough on Monday morning, April 5th there was Kathryn, all blushes, happy smiles and the ring. And what a ring! The like has not been seen in these here parts in many a year; adjectives fail us and besides who are we to describe such a lovely bit of jewelry; you better see it yourself. We know that Kathryn must be very happy. Operative X-13 tells us that the wedding will be soon, not more than two months off. Almost forgot—the mere man involved is Mr. Henry Doll.

A shoulder strap is what keeps an attraction from becoming a sensation.

When a man is wrong and admits he is wrong, he's courageous. When he is right and admits he is wrong, then he's married.

Women's faults are many,
Men have only two;
Everything they say,
And everything they do.

"Why did you encourage your wife to quit playing the piano and start playing the clarinet?"

"Because she can't sing while she's playing the clarinet."

A famous writer, discussing the all-important question: "Should children be chastised?" asks, "What has a mother in view when she whips a disobedient child?" We know the answer, but don't like to say it.

Cowboy: "My podner and I are taking a trip through the desert next week. He's taking along a gallon of whiskey for rattlesnake bites."

Visitor: "And what are you taking along?"

Cowboy: "Two rattlesnakes."

If a bachelor is a man who has been crossed in love, would a married man be a man who had been double crossed?

Wife (on the street): "Tom, here comes the man I was engaged to before I married you. Now, for goodness sake, perk up and look as though you were happy."

Wife: "Isn't it wonderful how the waves keep rolling in, darling?"

Husband: "Yes, they remind me of the household bills at home, dear."

There was a young lady of Siam,
Who said to her lover, Kiam:

"If you kiss me, of course,

You will have to use force—

But I bet you are stronger than I am."

Clerk: "My salary is not what it should be."

Employer: "But do you think you could live on it if it were?"

A clever lawyer, addressing a class of aspirants for legal honors, sought to impress them with the necessity for carefully weighing the exact meaning of words or phrases used by a witness.

"For example," he said, "supposing I told you that three frogs were sitting together on a log, and one decided to jump off; how many frogs do you think would be left on the log?"

"Two!" cried the class.

"Wrong!" corrected the lawyer. "The frog I specially referred to only decided to jump off. He didn't jump."

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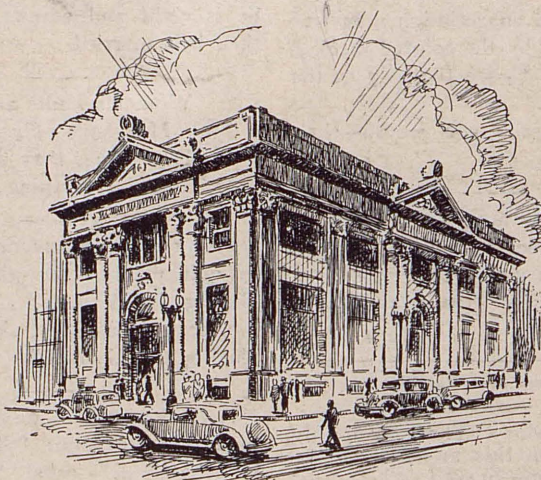
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