

PACIFIC ELECTRIC

Magazine

Vol. 18—No. 2



August 10, 1937





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Magazine

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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

OF COURSE you've had the family motor car tuned-up recently. We like them full of pep and zip; they become languid and listless unless we have a good mechanic correct their little failures from time to time. And too, if we didn't it would mean costly repairs for replacements; or we even might have to buy a new car entirely!

Tuning of

"Machinery"

But how long has it been since you have had that body of yours looked over by an expert?

What is the peculiar quirk in the human makeup that causes us to neglect the most important of our worldly possessions—good health? We claim to be intelligent. We know that, consulted in time, the medical profession can correct, or alleviate, conditions that, neglected, will either shorten our lives or condemn us to a miserable invalidism. We know that mere money cannot buy "parts replacements."

The real reason for having a physical check up at least once a year is to prevent illness, and preserve health. Fear or illness should not be the compelling reason for consulting a Doctor.

The function of the periodical medical examination is to detect the first signs of body disorder, before we are aware of their presence, and at a time when correction is possible. The most important service your Doctor can render is to detect oncoming trouble

Temper

When I have lost my temper I have lost my reason, too,
I'm never proud of anything which angrily I do.
When I have talked in anger and my cheeks were flaming red
I have always uttered something which I wish I hadn't said.

In anger I have never done a kindly deed or wise,
But many things for which I felt I should apologize,
In looking back across my life and all I've lost or made,
I can't recall a single time when fury ever paid.

So I struggle to be patient, for I've reached a wiser age,
I do not want to do a thing or speak a word in rage.
I have learned by sad experience that when my temper flies
I never do a worthy deed, a decent deed or wise.

—Anonymous.

and advise how to prevent further progress. We cannot expect a quick cure after disease has taken its toll. In such instances treatment merely attempts to overcome and alleviate what should have been prevented.

Forty to fifty is the really dangerous age. It is then we approach the "home stretch" of life. The human body, perfect until now perhaps, begins to show evidence of wear and tear. It is during this period that regular periodic inspection and supervision is of the most timely value.

With others than ourselves there is the excuse (though weak, when the importance is considered) that the expense involved in a thorough medical check-up has been the reason for not having periodic examinations. We cannot offer a similar defense, for before penning these lines we consulted Dr. Wm. Weber, Chief Surgeon of our Medical Department, and he thanked us for bringing up the subject "because our employees should be encouraged to come to this office for complete physical examination at least once a year, and more often if necessary." There is no charge for a complete physical examination at the hands of our Medical Department, whose capable staff, equipment and facilities are not excelled, and infrequently equalled, by any industrial medical set-up in the United States.

Ho hum, perhaps you have said,—but nevertheless you'll exhibit the intelligence you boast, live longer, and more happily, too, once you begin to have a health inventory—every year!

TIME MARCHES ON!

Slowly, but inevitably, many of the once familiar names and places in this

fast-growing community, are fading out—to give way for the March of Progress.

How many remember the place called Palms, which was quite an attractive stopping point between Pasadena and Los Angeles; or Mixville, which was the "wild horse ranch" of Tom Mix, and likewise his original location and studio for making western pictures—in the canyon road to Echo Park, near Silver Lake?

Or the old town of Herman, just beyond South Pasadena, on the present short-cut route to Los Angeles over Monterey Road?

Or the Cawston Ostrich Farm, and the famous old high bridge over the Arroyo Seco—a thrill on the street car ride over the Pacific Electric's now-vanished "Ostrich Farm" route. Or South Pasadena's Old Town, with its famous Palm's Hotel. All vanished.

So is Dogeville, of Alhambra, and before many years Lamanda Park will be only a memory, in the matter of a name.

In the early years of this century old-timers visited Hollywood, not to see the picture studios, for they were yet undreamed of, but to visit the attractive home of the world-famous painter of flowers, Paul De Longpre—a great artist, now remembered by a street and a small park named in his honor.

The famous old Raymond is gone. Soon will follow the Maryland, grand hotels in their day. Their passing brings a pang of regret, yet in this fast-growing country, where miracles are commonplace, the Old Must Give Way for the New.

And Time Marches On!

—Pasadena Independent.

Queries Answered to Many Important Retirement Act Issues

Additional Questions Invited on Any Questionable Features Upon Which Employees May Wish Specific Information or Data

Question: An employee entered the employment of a carrier in October, 1917, and became totally disabled in October, 1935. The employee is now 50 years of age.

Is such employee entitled to an annuity?

Answer: NO. An employee who has not completed 30 years of service cannot receive an annuity for total and permanent disability until such employee is 60 years of age or over, and then the annuity is reduced 1-1/180 for each month that he is under 65 when the annuity begins to accrue.

Question: Is an employee with less than 25 years of service, but more than 20 years, entitled to an annuity, if he is under 60 years of age and is disabled, which prevents him from continuing in active service?

Answer: NO. An employee with less than 30 years of service can only receive an annuity for total permanent disability when he has reached the age of 60 years.

Question: Is an employee who has reached 65 years of age, but only accumulated 25 years of service, entitled to an annuity?

Answer: YES. The number of years of service merely affects the amount of the annuity payable.

Question: Does a rating of disability held by an United States Veteran's Administration for an individual hold good as a Railroad retirement rating?

Answer: NO. Under the Railroad Retirement Act, the disability must be total and permanent. A total and permanent disability found by the United States Veterans' Administration is based upon certain facts, upon which it might be reasonably assumed that the Railroad Retirement Board would make the same finding.

Question: Is there a local Government Office where retirement applications may be obtained?

Answer: Not as yet. They may be obtained by writing the Railroad Retirement Board, Washington, D. C. The procedure for applying for an annuity is fully explained in the direc-

tions contained on the application form.

Question: An employee who has 30 years of service and is 66 years of age, desires to retire November 1, 1937.

Where should he make application?

Answer: Such employee should retire October 31, 1937, and file his application as soon thereafter as possible. In order that the annuity should begin as of November 1, 1937, the application therefor must be on file within 60 days after November 1, 1937. An annuity is not payable from a date more than 60 days prior to the filing of the application.

Question: Does retiring from a railroad and receiving an annuity under the Railroad Retirement Act affect a Government compensation granted on account of service disability incurred in the armed service of the United States?

Answer: There is nothing in the Railroad Retirement Act which prohibits an annuity being granted to anyone receiving a Government pension on account of disability arising out of his war service. Whether a pension on account of war service would be

affected must be determined from the provisions of the Act under which war service pensions were granted.

Question: A railroad employee works twelve (12) years, leaves the service either voluntarily or involuntarily and engages in other employment.

Is any part of the money paid in by him refunded?

Answer: NO.

Question: Is such employee entitled to an annuity when he becomes 65 years of age?

Answer: YES. Provided he was in the service of the carrier on or after August 29, 1935.

Question: If he dies before he is entitled to an annuity is a death benefit provided?

Answer: YES. Provided he was in the employ of the carrier after December 31, 1936, in which event there is payable upon his death an amount equal to 4% of the aggregate compensation earned by him in the service of the carrier after December 31, 1936.

Question: Is a railroad employee who leaves the service after August 29, 1935, and goes to work for another person entitled to an annuity when he becomes 65 years of age, if he continues to work for such other person?

Answer: NO. No person is eligible for an annuity until he has ceased to render compensated service to any person, and no annuity is payable with respect to any month in which such person renders compensated service to any carrier, or to the person by whom he was last employed prior to the date on which the annuity began to accrue.

Question: May a retired employee, 65 years of age or over receiving an annuity, engage in any occupation?

Answer: Yes, so long as he does not render service for compensation to another carrier subject to the Act, or to the last person for whom he rendered service prior to the accrual of his annuity.

Question: Is an employee who retired prior to August 29, 1935, entitled to an annuity under the Railroad Retirement Act?

Answer: NO. The Act applies to individuals only who were employees

Here Are Your Answers Any Further Queries?

LAST month's Magazine invited queries from employees regarding any feature of the Railroad Retirement Act of 1937 upon which employees would desire specific information. In the adjoining columns are answers to some fourteen questions received.

While these questions cover many important features of the Act, undoubtedly there still remain other issues upon which employees would desire interpretation. Correct information will be supplied in the next issue of the Magazine to additional queries received prior to Aug. 31.

There will be another important official announcement in the September issue of the Magazine. Watch for it.

of a carrier on or after the enactment of this Act, which was August 29, 1935.

Question: Is an employee who has completed 30 years of service and becomes totally and permanently disabled entitled to an annuity regardless of age?

Answer: Yes, for the continuation of such disability.

"OLD GLORY" AGAIN DONATED TO CLUB BY P. E. MASONS

Have you noticed the new beautiful American flag which adorns the main lounge of the P. E. Club rooms? It is the gift of the P. E. Masonic Club, the second of its kind for which the Club membership and management is deeply indebted to our Masonic organization.

When the new Club building was formally dedicated on September 18th, 1929, our Masonic friends very thoughtfully presented the Club membership its first flag, with a ten-foot standard on which an American eagle was perched aloft. Its presentation was a part of the dedication ceremonies, O. A. Smith, then President of the Masonic Club appropriately and well presenting to E. L. Young, then President of the P. E. Club.

Time took its toll in the eight years intervening, and upon observing its rather tattered condition, another flag of flags was voluntarily presented. It is of pure sewed French silk and bordered with a gold fringe. Its presence adds a pleasant touch to the lounge atmosphere that would be sadly lacking without it.

To our good and kindly Masonic friends in behalf of the Club membership and management, the Magazine says: "thank you, most kindly!"

Patrolman Ashur Epsom is living in town during the winter months to take treatments from an optician and get his toes serviced.

A city directory man rang Mr. Epsom's doorbell several days ago. Ashur answered it.

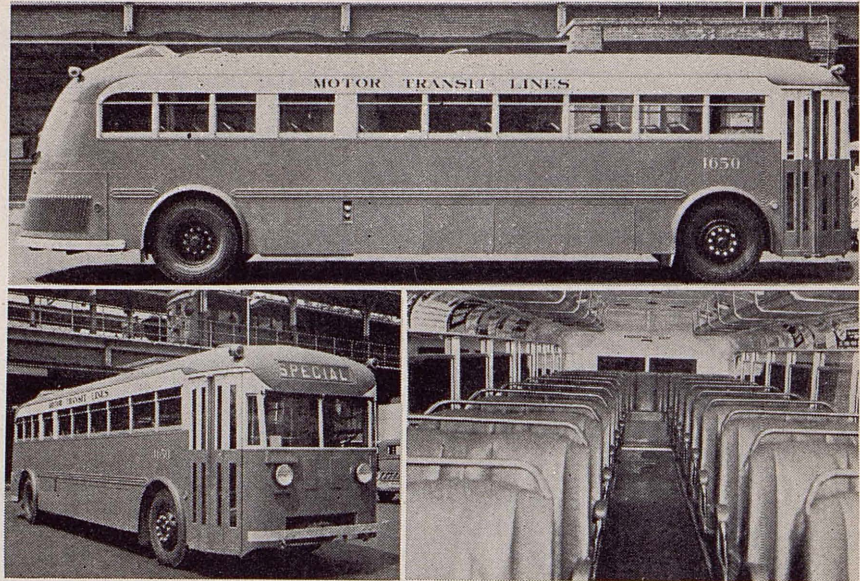
"How many in your family?" asked the man.

"Five," said Ash. "Me, the old lady, the kid, the cow and the cat."

"And the politics of your family?"

"Mixed," says Ash. "I'm a Republican, the old lady's a Democrat, the kid's wet, the cow's dry and the cat's a communist."

New Coaches Meet Instant Public Approval



Representing an expenditure of about \$350,000, forty new motor coaches were recently purchased and most of them are now serving patrons on several lines of the Motor Transit. They have been loudly praised for their comfort and fine performance.

THE new busses hurt my ears—so quiet are they!

"Instead of that crashing re-echo-of transmission howl and motor exhaust, I hear only silence as the sleek new cruisers glide swiftly into the mileage of my schedule.

"I clear my throat for a powerful yell of the next fare-break. The result is amazing. A few of the more nervous of passengers nearly leave their seats. There follows a hollow echo that drifts slowly back into silence as the smooth action of brakes check this cradle on wheels to an effortless stop.

"Another passenger greets me with a pleased smile as she steps into the car—a smile a bit apologetic too, for having just refused to ride the noisy 'double'".

The above (testimonial shall we call it?) was the expressed view of Lloyd V. Blackmore, Operator, Motor Transit, following his first trip with one of the new Twin coaches, 15 of which went into service last month, which allotment is shortly to be supplemented with 10 new Mack coaches; delivery began early this month.

Essential Features

Mr. Blackmore's first-hand information of the new motor units eliminates the necessity of superlatives on our part to describe the fine performance and splendid public reaction that has been demonstrated since the first of these new coaches went into service

early last month. Only the following additional facts are necessary and pertinent:

The new units were supplied by the Twin Coach Company of Kent, Ohio.

They are of 41 passenger capacity and replace many of the former 25-passenger jobs that have served their usefulness.

The length overall is 33 feet and they weight 14,500 pounds.

The motor is of 6 cylinders; bore $4\frac{5}{8} \times 5\frac{1}{4}$ inches; 1100 r.p.m. and 529.2 cubic inch displacement.

Maximum freedom from gaseous motor expel is obtained from the fact that motor is located in rear of coach, its streamline construction, improved combustion and presence of powerful fans on either side of motor.

The appointments and interior of these coaches are ultra modern and pleasing, and comfort of patrons assured by a number of progressive features heretofore not combined in their entirety. Forced ventilation, wider aisles, ample headroom to stand erect, seats cushioned with sponge rubber, overhead parcel racks, and windows (safety glass) that don't require a Man Mountain Dean to manipulate.

Ten More Soon

Of comparable and equal efficiency will be the 10 new Mack coaches, all of which are expected to be in service by the latter part of this month. They

will seat 39 passengers; are equipped with a 6-cylinder motor; bore $4\frac{1}{2} \times 5\frac{1}{2}$ inches; 524.8 cu in. displacement and weight 16,500 pounds.

A spare motor, complete with transmission, has been ordered for both the Twin and Mack units and will soon be on hand to expedite repairs and cause a minimum of service disturbance.

It is tentatively planned to use the units on the Sunland, Garvey Road, Valley Blvd. and Whittier lines of the Motor Transit, the 25 units being sufficient to completely serve these lines with new coaches exclusively.

The 25 new coaches represent a delivered cost of about \$350,000, and with the 15 new units placed in service only last September will result in a marked improvement of Motor Transit service, and patronage too, we hope.

P. E. WOMEN'S CLUB NEWS

On the evening of July 17th the members of the P. E. Women's Club of San Bernardino gave a dinner for their husbands and families in the lovely garden of Mr. and Mrs. J. R. Herrin. The event met with such success that some of the husbands suggested it be made an annual affair.

We would like to have more of our P. E. women folk join us and enjoy the many pleasant functions offered throughout the year.

Mrs. Lloyd Murphy, our new President, entertained her board members at a lovely luncheon July 22nd. After lunch the first board meeting was held and plans were made for the Club Members to serve coffee and take charge of the nursery at the Picnic at Redondo Beach on Aug. 28th.

The first meeting of the fall season will be held Thursday afternoon, Sept. 9th, which will be our President's party. Mrs. Hart, the Program Chairman, is calling a meeting for Aug. 26th at the Club to make plans for the first meeting.

Let's start our New Year with a large enthusiastic attendance. There is to be a fine program of entertainment and some of our official family will be with us.

The summer Card Parties are still being held the first and third Thursday afternoons of each month and a special prize will be given at the end of the season. Attendance has been splendid.

—Mrs. W. A. Hasty.

Trainmen Commended for Fine Service

Letters from Observing Patrons Reflect Much Credit to Trainmen for Courtesy and Many Outstanding Services

THE Magazine is happy again to lend its columns in expressing the management's appreciation to Trainmen who, through outstanding courtesy and fine performance of duties, have elicited written praise in recent weeks from patrons of our various transportation service.

No class of employees have the opportunity of winning public favor to such an extent as do our Trainmen. More and more the public is demanding courtesy and service, and rightfully so. The public looks upon Trainmen as representatives of the management, and failure on their part to carry out the railway's policy of courteous and considerate treatment is reflected in patronage volume. And

upon patronage volume, lest we forget, depend jobs volume.

Public transportation carriers have no strangle-hold on the transportation business today. To obtain and hold business we must earn it, and no other element is so favorably influential as is courtesy in its many and varied forms.

Appreciation and congratulations are extended to the following commended in recent weeks:

G. W. Demarest, Condr., West, glowingly praised for paying fare of patron without funds.

T. Slack, Condr., West, complimented for splendid handling of train and fine calling of streets.

C. R. Smith, Operator, North, for quick, intelligent action that prevented a serious accident.

T. J. Hardy, Condr., North, commended for his helpfulness to a patron that avoided missing a train connection.

J. Hallisey, Mtr., W. K. McPheeley, and Ed. Barnes, Condr. for their kindness, assistance to passengers and ability to give correct information.

M. H. Conklin, Condr., West, complimented for extremely kind aid given to an elderly patron.

S. C. Jacobia, Mtr., North, praised for "two particularly courteous acts on a single trip."

L. A. Snyder, Mtr., West, commended for allowing a badly crippled woman to board car in front while in two-man operation.

O. B. Harrison, Crossing Flagman, South, cited for "demonstrating courtesy, energy, safety and conscientiousness in performance of duties."

O. L. Matthews, Condr., West, complimented for courtesy in fare collection and attention to ventilation of cars.

G. W. Demarest, Condr., West, praised for his unfailing courtesy and well-groomed appearance.

I. Iverson, Condr., West, commended for his fine calling of streets. "His voice is clear, resonant and loud enough for all to hear and understand," wrote patron.

P. L. Perry, Condr., West, "he's outstanding," writes an observing rider, "for the full and complete answers he gives. He is never snappy."

V. L. Cain, Condr., patron visited

Picnic Plans Complete

NEED we remind that Saturday, Aug. 28th is P. E. Annual Picnic & Re-union day?

As in years past a fine program of sports and amusements has been arranged, topped this year with an indoor baseball game between the girl employees—Blonds versus the Brunettes. There will be athletic events on the El Paseo, golf, boxing and wrestling, free dancing, swimming, male ball game, merry-go-round rides for the kiddies, coffee and all the other things which go to make this a day of days.

In addition to the many regular trains scheduled to Redondo Beach, specials will leave the 6th and Main St. Station at 9:30 and 10:30 a.m. and another will leave W. Hollywood at 9:00 a.m.; Broadway Station, Santa Monica at 9:28; Ocean Park at 9:33, and Windward Avenue, Venice at 9:38 a.m. Additional cars will be added to several regularly scheduled trains for the benefit of Eastern District employees.

See the official program for complete list of events their order, location and time schedule.

general office to tell of his courtesy in checking his baggage and later mailing baggage check.

J. E. Talbert and E. T. Peterson, Operators, West, warmly praised "for their exceptional courtesy and watchfulness over six year old daughter enroute daily to school."

G. W. O'Brien, Conductor, "he is certainly outstanding in his courteous treatment of riders," writes pleased patron.

O. B. Glandon, Condr., West, praised for his turning in a lost purse containing a considerable sum of money.

E. D. Cherry, W. Ferris, M. K. Thompson, E. W. Pont, L. J. Keith, R. J. Lewis, B. V. Williams, C. W. Mudd and J. H. Stanford, Trainmen, West, all complimented for outstanding performance and courteous treatment of patrons observed by a constant rider of the Edendale line for five years.

E. E. Peyton, Condr., South, cited warmly by a stranger patron for giving specific information to locate an address and return schedule of train.

E. L. Griffin, Mtr., West, for alertness in saving the life of a prized dog.

W. Staudigal, Condr., West, complimented for aiding a confused passenger with grips and small children; also his courtesy to an elderly passenger.

M. M. Moore, Mtr., South, cited for holding his head and not retorting to an abusive, but unwarranted criticism.

M. D. Swerdferger, Mot., West, of whom patron writes: "He is always the same even-tempered, cheerful sort of a fellow you like to start the day with."

SEVEN DEATHS IN JULY

Seven deaths was the toll of the "grim reaper" among our ranks during the month of July, to the beneficiaries of whom more than \$8,000 of group and mortuary insurance was paid.

To the families of the following in behalf of the employee mass the Magazine extends a sincere condolence:

Richard D. Gibbons, Machinist (retired); Nick DeMattia, Stevedore, (retired); M. R. Yeager, Conductor; F. W. Seccombe, Car Cleaner; Louis B. Spaeth, Clerk; Luis Ramirez, Laborer, and Sam R. Mitchell, Conductor.

Six of the fore named carried Mortuary Fund insurance, with benefit of \$675.25. There were no deaths among members of the Wives Mortuary, last benefit of which paid \$157.46.

Forty-Seven Employees Retire During July

DURING the Month of July a total of 47 employees retired from the service and will henceforth receive monthly annuities under the terms of the Railroad Retirement Act of 1937. Congratulations and best wishes are extended each of these worthies, whose names, departments, occupations and years of service (last seniority dates) with this or merged companies are shown. Many of them had previous employment with other carriers.

Name	Department	Occupation	Years of Service
Matz P. Groftholdt	Executive	General Service Inspector.....	47
Henry E. Rodenhouse	Transportation	Asst. Superintendent	36
Oscar P. Davis	Transportation	Superintendent	35
Hezekiah K. Wilcox	Transportation	Motorman, No. Dist.	19
Samuel N. Kirk	Transportation	Motorman, West. Dist.	17
John M. Ritter	Transportation	Conductor, No. Dist.	35
Charles L. Smith	Transportation	Agent, Azusa	24
Willie G. Carrier	Transportation	Conductor, No. Dist.	29
Daniel J. Finley	Transportation	Conductor, No. Dist.	32
J. Elliott Hileman	Transportation	Motorman, So. Dist.	19
William C. McPherson	Transportation	Motorman, No. Dist.	27
Fred E. Peachey	Transportation	Asst. Superintendent	35
Benjamin H. Hershey	Transportation	Conductor, West. Dist.	40
Henry Packer	Transportation	Asst. Trainmaster	36
Joseph A. Schenk	Transportation	Motorman, West. Dist.	41
Angelo Andrina	Mechanical	Helper, Torrance	23
Frank S. Weimer	Mechanical	Freight Car Repairer	17
Edward S. Badgley	Mechanical	Carpenter, Torrance	23
Frederick Bloomfield	Mechanical	Wheel Grinder, Torrance	26
Clayton F. Bouck	Mechanical	Car Repairer, Pasadena	17
Ida M. Butler	Mechanical	Car Cleaner, 6th & L. A.	19
William H. Gray	Mechanical	Laborer, Torrance	16
Joseph R. Hughes	Mechanical	Foreman Tin & Metal Shop....	34
Albert I. Parker	Mechanical	Helper, Torrance	16
George W. Reynard	Mechanical	Painter, Torrance	26
Clarence M. Steele	Mechanical	Blacksmith, Torrance	20
Thomas Stevens	Mechanical	Car Repairer, Macy St.	28
Joseph Walker	Mechanical	Helper, West Hollywood	17
Roger Eplett	Mechanical	Car Repairer, Macy Street	17
Albert T. Smith	Mechanical	Cabinet Maker, Torrance	17
William Walmsley	Mechanical	Helper, Butte Street	26
Charles G. Hall	Mechanical	Painter, Torrance	30
Samuel Perman	Mechanical	Car Cleaner, Macy Street	13
James F. Langston	Mechanical	Welder, Torrance	17
Alfred Lusher	Engineering	Sub-Foreman	24
Lewis A. Edwards	Transportation	Trolleyman, So. Dist.	15
John Powers	Mechanical	Freight Car Inspector, Butte St..	20
Edward O. Straub	Mechanical	Shop Superintendent, Torrance..	33
Joseph Woods	Mechanical	Helper, Butte St.	19
James H. Lloyd	Mechanical	Blacksmith, Torrance	18
John A. Reese	Mechanical	Armature Winder, Torrance	17
Charles Stewart	Mechanical	Cabinet Maker, Torrance	19
Fred Studer	Mechanical	Helper, Torrance	19
Hale L. Lutz	Transportation	Check Clerk, Harbor Belt	14
George W. Lankin	Transportation	Motorman, No. Dist.	20
Robert S. Maison	Transportation	Asst. Supt. & Car Service Agent..	19
John E. Pounder	Transportation	Motorman, So. Dist.	20

"My goodness!" exclaimed the stranger, who had dropped into the police court to pass away half an hour; "they've caught a pretty tough lot this morning, haven't they?"

"You're looking at the wrong lot," said his neighbor. "Those aren't the prisoners. They're the lawyers!"

"Sonnie," said the family physician, "what shall I bring you—a brother or a sister?"

"If it's all the same to you, Doctor, I'd like a pony."

Many a man calls a spade a spade—until he falls over one in his garden.

"Commodore" Renders Service De Luxe to Beach Commuters

Atmosphere and Comforts of Club Available to Summer Travelers Between South Coast Beach Cities and Los Angeles

WALTER WATCHALL SEES ALL

Say folks, how do you like that straw hat of B. F. Manley. Not bad, I would say. It is a Right of Way. Picked up near Los Patos.

Clayton Scholl spent a week at the P. E. Camp. Visitors complained he barked all night. What more can they expect from a guy in the Dog House.

Why don't some one give Garfield White a match so he can light that cigar?

V. P. (Viper) Labbe may not think we knew the contents of Dorner's brief case. Well V. P., you take the canvas bag and I'll take the brief case.

C. Dickson will be glad to take any one out to lunch if they will just call Station 2118. Nice fellow.

See Jack Birmingham for information on the ability of V8's mountain climbing.

Nancy Kelly buys all of Hildebrand's cigars. That is the old friendly spirit Nancy.

Anyone wishing Roy Swanson's autograph can secure same by making arrangements at desk in Club.

James Livermore will give a lecture next Thursday night in the Men's Club house at Torrance. His subject will be "Should married men get up and get their wife's Breakfasts"?

Now that night school is over Dave Porter may again be found baiting fish hooks in the mountains.

Affording the super-luxuries of travel the "Commodore Limited," running morning and daily between Balboa-Newport and Los Angeles, is well meeting the convenience, comfort and pleasure of a considerable group of prominent business and professional people who daily commute between the two cities.

Boarding this luxuriously appointed club room on wheels the daily seaside patrons of it are whisked to Los Angeles, 39.66 miles distant from Balboa, in the rapid time of one hour and ten minutes, running limited from Huntington Beach. Not only is there a considerable time saving over regular running schedule, but enroute there are luxuries of travel that fully compensate for the extra fare (35c in each direction) charged for the ultra service offered to those who would participate. For instance:

There is the opportunity to read or

doze and completely relax in supremely easy, deeply cushioned individual lounge chairs. Or Mr. Prominent may wish to engage in a rubber or two of bridge with his friendly cohorts. If a business conference, or he would desire to study the current day's problems, there are screen separated sections that will afford a splendid opportunity. The car used for these luxuriant moments is the President's business car No. 1000, slightly modified by our mechanical forces to make them possible for group travel.

Arrangements for this deluxe service was made by the Newport Harbor Chamber of Commerce and our Passenger Traffic Manager, H. O. Marler. While rendered in past summer seasons with the parlor cars, recently converted to regular service, the current season has seen the best patronage of the extra fare travel yet registered. Patrons have been liberal in their praise and commendation of the quality of service afforded them.

The "Commodore" made its season debut on July 6th and it is planned to continue it until September 10th.

WISEGRAMS

The faster you drive the less certain your destination.

Nothing will ever be attempted if all possible objections must be first overcome.—Samuel Johnson.



Its appointments permitting the comforts and ease of a well fitted club, the "Commodore Limited," running between Balboa-Newport and Los Angeles, is meeting the pleasure of a considerable group of patrons who daily ride this, our only extra fare train. This car was formerly used as a business car by executives and was re-arranged to meet the new service needs by our shop forces.

Catalina Travel Rivals Best Years Yet



There's a union terminal station atmosphere these summer mornings as the hordes aboard the several special trains (frequently 20 cars are required) are enroute to the Magic Isle of Catalina.

CATALINA ISLAND Special Boat Train, All Aboard!"

Such is the call these summer mornings that happily starts hundreds of enthusiastic excursionists on their way for a day's, a week's, or perhaps a season's outing at Santa Catalina Island.

With our special boat train service operated from Los Angeles and Long Beach direct to the Catalina Docks at Wilmington, augmented by our network of connecting rail and motor coach lines from surrounding cities, an important and convenient transportation service is being performed for the thousands of visitors to this Southern California resort attraction.

Twenty Cars Often

Each morning the Main Street Station is a beehive of activity between 8:30 a.m. and 9:05 a.m. with Catalina Island bound passengers purchasing tickets, checking baggage and boarding the special multi-unit boat trains. There are daily from ten to twenty cars placed in boat train service to handle this mass movement from Los Angeles to Catalina Terminal, Wilmington, and a like number for the return in the evening.

The daily Catalina boat trains from Long Beach are likewise well patronized, with from two to twelve units of rail equipment daily being necessary to handle the south beach excursionists in each direction.

Return movements from the Island

on Sunday evenings require the largest amount of equipment for our connecting boat train service, both the holiday and week-end crowds returning at that time. As many as 35 cars have been called into service to accommodate the return movements on a single day.

Adding to the convenience of our transportation service, an arrangement for the checking of hand baggage is in effect and participated in by both Pacific Electric Railway and Wilmington Transportation Co. Passengers may check their hand baggage with the Porters at Los Angeles, from where it is forwarded via train and boat direct to the steamer dock at Avalon. This service is proving very popular with travelers and it has not been uncommon for 500 or more pieces of baggage to be forwarded from Los Angeles to the Island on a single morning.

Notable Efficiency

During the summer season to date, there have been in excess of 30,000 pieces of baggage checked to the Island. As a tribute to the efficiency with which this particular service has been and is being performed, by our force of Porters under the supervision of L. T. Shockley, Passenger Director, let it be known that not a single piece of baggage has been lost or misplaced.

With local travel holding up exceptionally well, this season's Island

PROPOSAL TO ROUTE BUSES VIA NEW PASADENA ROAD

Establishment of a new motor coach service between Los Angeles and Pasadena via the Arroyo Seco Highway, now under construction, is proposed in an application filed recently by our company with the Railroad Commission.

The proposed service, to supplement rail service, would be operated from the motor coach terminal on Olive Street, between Fourth and Fifth Sts., thence south on Olive Street, west on Fifth Street, northerly and northeasterly on Figueroa Street, northeasterly on Arroyo Seco Highway to its connection with Broadway in the City of Pasadena, thence north on Broadway to Colorado Street.

Our application sets forth that the proposed highway is to be a high-speed through traffic artery with a minimum of street crossing at grade and will be approximately one-half mile shorter than present rail route, making it possible to reduce the scheduled running time between Los Angeles and Pasadena by approximately ten minutes in each direction as compared with present rail service. The proposed motor coach schedule is built on a running time of 25 minutes between the line termini for limited trips and 28 minutes for local trips making intermediate stops. The basic schedule headway would be 15 minutes, with a 10-minute frequency of service during morning and evening rush hour periods.

New and modern motor coach ment of not less than 41-passenger capacity is proposed to be operated in this service, which would be known as the Los Angeles-Pasadena Motor Coach Line.

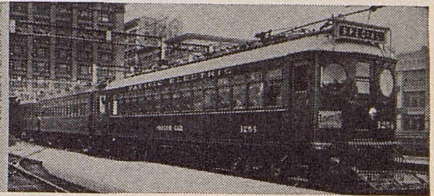
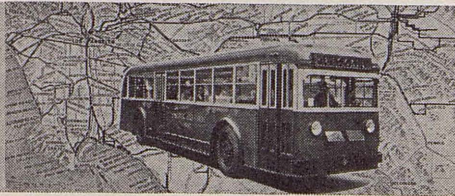
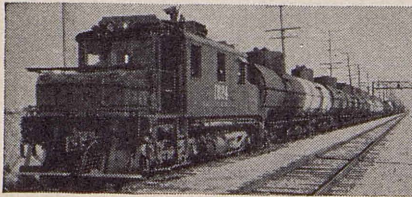
O. A. Smith, President, stated that the service had been under consideration since the Arroyo Seco Highway project was first proposed and that a preliminary survey of the route had been made in 1931 in connection with the Engineering Department of the Railroad Commission.

traffic has been greatly augmented by an increasing number of organized tour parties. Although the average tour party this year has not been quite as large as those of previous seasons, they have been far greater in number than has been the case for many years, H. O. Marler, Passenger Traffic Manager asserts.

—R. O. Christiansen.



SAFETY NEWS



Simple Rules Govern Time-Table Safety

As in All Railroad Operations, Following the Rules Prescribed Will Protect Life and Limb Against Mishap

By J. E. Wagner, Supervisor of Safety

SINCE the days of railroads the time-table has played an important part in the safe guidance of those charged with the responsibility of train operation. Therefore we cannot afford to become lax in fully complying with the rules and special instructions involving its use.

In applying it to single track operation the high spots are not always high balls and the important questions are, "Which is the Superior Train?"; "Where and When Does its Superiority Permit the Train to Operate?"

After these two questions have been answered, the rest is easy. All that is required of the inferior train is to stay clear of the time and territory in the manner prescribed by the rules, and when a new time table takes effect, let's be sure before operating a train on single track that there is proper authority to do so.

The following examples may be helpful in eliminating improper procedure:

Old Time Table Effective 12:01 P. M., March 10, 1936

5	3	1	Stations	2	4	6
Daily	Daily	Daily		Daily	Daily	Daily
PM	AM	AM		PM	PM	PM
12:01	10:40	9:00	A	12:20	12:40	2:40
12:05	10:50	9:10	B	12:05	12:30	2:30
12:20	11:00	9:20	C	11:50	12:20	2:20
12:30	11:10	9:30	D	11:40	12:05	2:10
12:40	11:20	9:40	E	11:30	11:40	2:00
PM	AM	AM		AM	AM	PM

New Time Table Effective 12:01 P.M., March 20, 1937

5	3	1	Stations	2	4	6
Daily	Daily	Daily		Daily	Daily	Daily
PM	PM	AM		AM	PM	PM
3:00	12:02	10:00	A	10:40	12:40	2:40
3:10	12:10	10:10	B	10:30	12:30	2:30
3:20	12:20	10:20	C	10:20	12:20	2:30
3:30	12:30	10:30	D	10:10	12:10	2:10
3:40	12:40	10:40	E	10:00	12:01	2:00
PM	PM	AM		AM	PM	PM

The following questions and answers are based on March 20, 1937:

Q. 1.—Are No. 1 and 3 of the old time table authorized A to E?

A.—Yes.

Q. 2.—Are No. 5 and 6 of the old time table authorized?

A.—No.

Q. 3.—Is No. 2 of the old time table authorized?

A.—Yes, 11:30 A.M. to 12:01 P.M., but can only make Station C.

Q. 4.—Is No. 4 of the old time table authorized?

A.—Yes, 11:40 A.M. to 12:01 P.M., but would not leave E because of insufficient time to make D.

Q. 5.—At what time may extras disregard No. 2 and 4 of the old time-table?

A.—12:01 P.M.

Q. 6.—Are Nos. 1, 2 and 4 of new time table authorized?

A.—No.

Q. 7.—Are Nos. 3, 5 and 6 of the new time table authorized?

A.—Yes.

SIMPLE PRECAUTION LESSENS ELECTRIC SHOCK CHANCE

The man who injures himself through ignorance should be pitied and instructed, but one who, through carelessness or violation of instructions, meets with accident, is not only creating a hazard to himself, but may be the cause of injury to others.

From the time a man enters the employ of this organization, he is lectured, instructed and advised as to how best to perform his duties with safety, both to himself and others. This is particularly true of Motormen, who, by the very nature of their work, are called upon to handle equipment employing a dangerous load of electricity. They are carefully shown how to perform their duties safely before being allowed to operate equipment alone, and in addition, are provided with printed matter covering the work.

This should be insurance against injury to Motormen and loss and sorrow to his family, yet the records of our Medical Department repeatedly indicate burns and serious injuries to Trainmen due to electrical shock.

Every Trainman knows that the contact of the trolley with the wire is the source of this electrical danger to them, and that by removing trolley from the wire this source is cut off, yet most accidents of this nature have been, and continue to be, caused by neglecting this one simple precaution.

Realizing that a car with trolley contacting the wire is charged with

WHO HAS THE LIGHTS?

It is of great importance to know and comply with the rules setting forth the procedure in connection with light circuit operation.

The all important part in light circuit operation is, never hurry. Be sure you have obtained track authority for your train in the manner prescribed.

When arriving at a light circuit box

for turning on the lights, first be sure the lights are not already burning. If they are, do not unlock the box until they are turned off; by so doing you cannot make the mistake of turning off the lights which were turned on to protect some other train.

Second, before unlocking the switch box be sure to check the wording on the outside of the box, just to be sure

you are operating the right switch box in turning on or off the lights. It is imperative, too, that the switch boxes be kept locked and defective locks reported.

An occasional review of Rules 139 to 143, inclusive, will be very beneficial in our campaign in the prevention of accidents.

"Safety Thoughts Promote Safety."

600 to 1200 volts of electricity, while by the simple process of removing the trolley from the wire all this danger is eliminated, it would seem that there must be some serious defect in the mental equipment of a man who willfully ignores this safety measure and attempts to make changes or adjustments in any part of a car carrying this electrical load without first taking such steps as to render the car harmless.

THERE IS A MORAL, AS WELL AS LEGAL SIDE TO SAFETY

The man who approaches the subject of accidents with only his legal responsibility in mind is looking at the picture most selfishly. He is thinking only of that for which he may be held accountable.

Frequently, when accidents occur we often find those concerned loudly insisting on their "rights" and taking advantage of every technicality which is to their advantage.

We, who have been trained in safety and efficiency in handling our work, have a certain responsibility towards those who have not had such advantages. We should not be satisfied merely to keep our own records clear, but should also be interested in preventing loss or suffering to our fellowman.

This interest in safety and the prevention of loss and injury should become a part of us so that on duty or off duty, at work or at play, we will be on guard, ready to use our skill and training to advance the cause of safety, not only for our own protection, but also for all others with whom we come in contact.

The battle against accidents never ends. We have enlisted in this war on the side of safety, and by constantly thinking, acting and spreading the gospel of safety, we will win.

Teacher: "Who can tell me what the former ruler of Russia was called?"

Class: "Czar."

Teacher: "Correct, and what was his wife called?"

Class: "Czarina."

Teacher: "Correct, and what were the Czar's children called?"

A pause, and then a small, timid voice piped up: "Czardines."

Then there was the husband who, when told his wife was outspoken, absently asked, "By whom?"

Avoiding Coach Mishaps



TAKE a good look at the picture, then put the picture into thought.

Sure, it is necessary to collect fares and do the work connected therewith, but there are very definite and good reasons for rules made to govern.

In our safety campaign, the cooperation of all is important, so Motor Coach Operators take notice:

"While coach is in motion, Operator's full attention must be given to the duty of driving, and under no circumstances will he punch transfers, make change, or do anything else

which will divert his attention from the duty of driving. All fare transactions must be performed while coach is standing.

"Unnecessary conversation is prohibited, and in answering inquiries while coach is in motion, operator must not permit his attention to be diverted from the duty of driving."

Put those seventy-seven words into thought and action.

WITH AGENTS OVER SYSTEM

Phillips B. Durant has been assigned to the Clerk-warehouse position at Monrovia. Mr. Durant has been at Claremont for six weeks assisting Agent Hileman and Clerk Sams with the student travel account closing of the colleges.

T. D. Watkins has been assigned to the position of Relief Passenger Director and Gateman left vacant by George W. Ray. Mr. Ray has bid in the temporary assignment of Clerk-warehouseman at Claremont.

F. W. MacIntyre was the successful bidder for the position of Clerk-warehouseman at Beverly Hills.

The Clerk-warehouseman position at Wingfoot was bid in by Glen Day, senior qualified bidder.

Harry Wright, Agent, Alta Loma, and family are spending a few days visiting in San Francisco.

—C. J. Hileman

Classification of June, 1937 Accidents

**TRAIN SERVICE ACCIDENTS DURING JUNE, 1937
COMPARED WITH JUNE, 1936**

CLASSIFICATION:	SYSTEM		Increase or Decrease	Percentage
	1937	1936		
Collisions:				
1. With Pedestrians.....	8	4	4 Inc.	100.0%
2. At Railroad crossings (Other than Company's)...	0	1	1 Dec.	100.0%
3. Between cars of Company.....	1	0	1 Inc.	100.0%
4. With Vehicles and Animals.....	171	106	65 Inc.	61.3%
5. Derailments.....	3	4	1 Dec.	25.0%
6. Equipment.....	0	0	Same
7. Boarding Cars.....	11	11	Same
8. Injuries on Cars (Not in collision).....	14	15	1 Dec.	6.7%
9. Alighting from Cars.....	15	13	2 Inc.	15.4%
10. Falling from Cars (Not purposely alighting).....	1	0	1 Inc.	100.0%
11. Doors, Gates, Guard-rails.....	1	8	7 Dec.	87.5%
12. Ejectments and Disturbances.....	2	1	1 Inc.	100.0%
13. Miscellaneous.....	3	3	Same
14. Total.....	230	166	64 Inc.	38.6%
15. Employees.....	3	4	1 Dec.	25.0%
16. Total Car Accidents.....	233	170	63 Inc.	37.1%
17. Motor Coach Accidents.....	26	16	10 Inc.	6.3%
18. Total Passenger Accidents.....	259	186	73 Inc.	39.2%
19. Freight Accidents.....	16	11	5 Inc.	45.4%
20. Total All Accidents.....	275	197	78 Inc.	39.6%
			78 Inc.	39.6%

SAFETY ADVISORY COMMITTEE APPOINTED FOR AUGUST

The next meeting of the Trainmen's Safety Advisory Committee will be held August 27, 1937, in the Pacific Electric Club Rooms, commencing at 10:00 a.m.

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

- | | |
|--------------------------|-----------------|
| Western District | Terminal |
| W. C. Lambert | West Hollywood |
| W. E. Craig | Subway |
| H. Whisner | Ocean Park |
| D. G. Bailey | Glendale |
| Northern District | Terminal |
| C. G. Jones | Macy |
| T. H. Miles | Pasadena |
| J. J. Cadd | San Bernardino |
| Southern District | Terminal |
| A. Pedin | Los Angeles |
| C. J. Large | Long Beach |
| H. B. Blount | Butte Street |

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.

Remember, "Safety Thoughts Promote Safety."

Yes Sir! 'Watch Your Steps'



WATCH your step," can well be applied to many things in life, but to apply it to protect against the so-called "step accident" is most fitting, particularly when it is put into constant daily practice.

Take a good look at the picture above. It should impress Conductors with the importance of always taking the position indicated before giving the proceed signal. And remember, too, unless you remain in

that position until the train has started "Watch Your Step" has not been applied to the fullest extent.

It might be well to mention at this time the so-called "door accident" and apply the slogan, "Watch your door"; and in so doing you can fully protect against the door accidents by giving your undivided attention to the doors while in the act of closing and until they have **completely closed**, at the same time be ready to immediately reopen them should it become necessary.

Remember, too, that a helping hand to those who are ill, infirm, inexperienced or otherwise unable to care for themselves, ladies with small children or packages, is very beneficial in the prevention of step accidents, as well as the watching for patrons who desire to board train.

Step accidents frequently and needlessly cost real money. Let's prevent them.

JULY MEETS OF LEGIONNAIRE

While relatives and friends looked on, the Inglewood Ritual Drill Team, initiated more than thirty new members of the American Legion, in the P. E. Club ball room, the night of July 13th. Twenty-nine were members of the P. E. Post, the rest belonging to Florence Post.

After marching us around the ball room in a column of threes, from Post to Post where they instructed us in Justice, Liberty, Democracy and Loyalty, we all knelt during a ceremony in commemoration of our comrades who were killed in the world war.

Then with District Commander Harry Defty presiding, the drill team installed the new officers of both posts.

District Commander Defty, and Past Commander Kennedy of Florence Post thanked their comrades for the assistance they had given them in making the past year such a successful one. Commander Larkin, of Florence Post, asked the other members to help him in his efforts to make the coming year even more successful. Our Commander H. H. Brainard, commended the family of Adjutant Sames, for the help they had given in the large amount of work they had done in helping get the new post under way.

Rex Stanton, of Leonard Wood Squadron, Sons of the Legion gave an instructive talk about the principles and purposes of the Sons of the Le-

How To Reduce Accidents

ANOTHER marvel of the age is the tremendous strides American railroads have made in reducing travel accidents. Today one is as safe traveling at high rail speed as if in the home. Shunned vigorously a decade ago, today insurance companies actually urge railroad workers to buy accident insurance policies.

Closely following passenger safety is the U. S. carrier's record in reducing mishaps to employees on duty. As reflecting the progress that has been made—in 1923 there were 139 employees killed on duty on Class A railroads due to negligence. In 1935 there were but 24 such deaths.

The results that have been achieved have been accomplished through education and enforcement of rules.

The two greatest obstacles to almost near-perfect safety of railroad workers is the elimination of carelessness and thoughtlessness.

Accidents, due to carelessness, have been greatly reduced, but those responsible to thoughtlessness still occur with far too great a frequency. To make men **think** of their own safety is the real goal of every safety campaign.

By word and picture the Magazine each month strives to do its bit in the campaign to make railroad workers think. It quotes rules and makes reference to them (and every rule is a safety measure); it cites specific accidents; points out those which are likely to occur; others that happen too frequently, and otherwise lends its humble pages to the cause.

If not for your self, for those who would suffer more than yourself if accident befell you, read your Magazine's safety pages.

And thereafter, resolve to **THINK!**

gion. This was followed by a colorful exhibition by the drill team of the Leonard Wood Squadron, Sons of the Legion.

Other distinguished guests included Dr. Russel Starr, Public Relations Commander Crothers.

Lee J. Glenn played the piano between ceremonies and a splendid male quartette sang for us.

At our July 27th meeting we had as visitors Adjutant H. L. Coffey, and Past Commander M. S. Winters of Harmony Post. They told us that the Automatic Canteen is a National American Legion Candy vending organization employing disabled Veterans. They said if P. E. Post could get locations for the operation of these machines, the organization would install and service the machines, and send us the profits, which they believed would go far towards paying the expenses of the post.

Comrade A. W. Bone of our post has been elected Senior Vice Commander, Los Angeles County Council, D. A. V. He talked to us about visiting the Sawtelle Hospital, and other posts.

Comrade Cross was appointed Chairman of the Conservation Committee to help prevent fires, etc. Comrade Burford was appointed Chairman of the Emergency Committee.

Comrade Gillespie left the meeting too soon, as his name was drawn for the door fund.

August meetings are scheduled for Aug. 9th and 23rd.

FINE DONATIONS TO LIBRARY

Again the Magazine is happy to voice, in behalf of the P. E. Club, appreciation for some fifty odd books donated by the following to the Club library:

Sybil Mather, Information Bureau; Carl Haufe, P. E. Baggage Room; Carl Gramling, Mechanical Dept., Torrance; J. R. Groom, Cond., West, and Sarah C. Shipman of the Engineering Department.

Of too much Magazine space consuming volume to enumerate the books kindly donated, all were in splendid condition and will make a fine addition to the Club's library.

Most of us have books around the home that have served their purpose which will add many pleasurable hours to others and the Club will be happy to acknowledge through the Magazine and put into circulation such books as may be donated.

Why Should Shippers Use P. E. Freight Service?

The heading shown above is illustrative of a query that is often put to us in one form or another, and undoubtedly some of you have been faced with the same problem of answering.

In the first place with the Commission regulation of all rail traffic and of their recent regulation of truck traffic, rates are on more or less of a parity, considering the different types of service, i. e., depot to depot service and pickup and delivery service. Therefore, if a shipper is routing his traffic via any particular line because of some specific advantage by using that line, he must consider dependability of service, adjustment of claims, and the general reliability of the company, whether truck or rail, with whom he deals.

Service Unexcelled

The Pacific Electric has a service, in most instances, which is not excelled by any other transportation agency handling freight, and in a great

many instances a more frequent service—for instance, between L. A. Harbor, Long Beach and Los Angeles. We also make fair and prompt adjustment of any claims which may be presented. Our Agents are always ready to lend any assistance necessary. There is a flexibility to our service which can be adapted to almost any condition, and taking it all in all, we are able to compete under most any conditions.

Further, we are a local concern contributing to the growth and development in Southern California, paying some \$900,000 a year in taxes, \$5,600,000 per year in wages, all spent here in Southern California, and in addition to which a large amount of materials and supplies are purchased from local firms and industries.

With an organization such as ours no one, we believe, should have any hesitancy in approaching a shipper or receiver of freight for routing via our line. We have a company that everyone can be proud of, and a solicitor of freight is a salesman in every sense of the word. While he may not carry a sample case, all of us have many examples of the service we are able



"From the Boys of the South"

Among the outstanding surprise gifts to retiring fellow workers was a presentation last month of a beautiful, deeply upholstered chair and ottoman to Henry Packer, retiring Asst. Trainmaster of the Southern District. It was a group gift "from the boys of the south."

With F. L. McCulley, Terminal Foreman, acting as Master of Ceremonies, "Henry" was taken by complete surprise after being escorted to the Club rooms. In rare good form, and surprisingly modulated voice, (for him) McCulley congratulated Henry and wished him many happy, care-free days. "I'll never sit in it but that I think of the fine lots of boys of the south and the many happy days I spent with them," responded Henry, who incidentally, retires after 34 years of most commendable service.

Seated, of course, is everyone's friend, Henry Packer, and left to right: H. E. Henderson; H. J. Sverdfeger; Wm. Getz; F. S. Burt; F. L. McCulley; H. W. Mills; M. E. Turner; R. W. Rogers and E. E. Stearns.

to render, and we hope that all employees of the P. E. will give us any information which they may secure in connection with freight movements regardless of how small or how large, in order that we may follow to a conclusion in an effort to secure for movement via our line.

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

DOWN TO THE MINUTE NEWS FOR P. E. SPORTSMEN

Well, there seems to be no end to the good fortunes of the members of the P. E. Rod & Gun Club. We are in the midst of the best fishing season we have enjoyed in many years. Good sized shoals of various kinds of ocean fish are in, and hitting the lures with plenty of vim and vigor.

Fly fishing for trout, bass and various pan fish in the lakes and streams is now at its best, and there is plenty of activity among the Club members.

On Aug. 1st, the deer season opens in Districts Nos. 2, 2½, 2¾ and 3. District 2 has been extended to the south and east boundary lines of Ventura County and includes that portion of Kern County formerly in District No. 4. The rest of the state will be open Sept. 16th. No forked horn bucks may be taken in Districts 1¾ and 4½. Rest of the state limit is two bucks. Deer tags must be countersigned before transporting, except to the nearest Authorized Officer.

Plenty of deer are reported in all parts of the state. They are in good shape and have plenty of feed. There is no reason why our old favorite deer hunter, B. F. Maney, should not have plenty of competition this year for first prize.

Dove season opens Sept. 1st. Plenty of dove are reported in all sections of the southland.

While members of this Club are recognized for their good sportsmanship and their interest shown in conserving fish and game, yet none of us are infallible and in view of the fact that there have been added a good many game protectors to the regular force, it is especially urged that each of you exercise the utmost care not to violate any game laws when you go afield. Violations quite naturally reflect to some degree upon the good name of the entire Club. It is through the increase, and through the same that we have our fish and game on the increase, and although the same methods we aim to keep it that way.

—Arlie Skelton.

GOLF
TENNIS
FISHING
HUNTING

SPORTS

BASKETBALL
BASEBALL
BOWLING



These Boys Went for Fish —Not a Boat Ride



There's fish in "them thar" ocean waters, as is well demonstrated above with species exhibited, left to right: Roger Lemelle; H. P. Bancroft and Scott Braley.

OVERS of deep-sea fishing among the P. E. Rod & Gun Club ranks enjoyed a day of fine sport on Sunday, July 25th, when twenty of their number were aboard the good ship Retreat on an all-day fishing jaunt.

Off the Catalina Island mainland the sport began and with the first castings it soon was evident that they would have more than a nice boat ride to report. All members of the party caught some real fish, the total catch for the day numbering about 100, most of which were calico bass.

The prize catch of the group was made by Roger Lemelle, who landed a white fish which scaled 20-pounds.

"It is planned to arrange deep-sea fishing parties every alternate Sunday during the next few months and members of the Rod & Gun Club who wish to accompany the group should get in touch with staff officials, or better, attend the monthly meetings regularly," says President H. P. Bancroft.

ON "LINE" WITH FISHERMEN

Mr. and Mrs. Radcliffe returned July 4th from a week's vacation up near Bishop. Mrs. Radcliffe tells that Rad caught his limit every day while there—one trout. Mrs. Radcliffe is very much of a surf fisherman, when she can get Rad up off the easy chair long enough to fish. Rad claims he gets tired of baiting and casting two outfits.

Burley Manley, "Long Line" Smith and "Leaping" Lloyd left July 2nd on a three day marathon to Fish Creek to bag three limits. They did the marathon but, had 57 kinds of reasons for not getting any limits, returning Sunday one day early.

Dave Porter was down Sunday and caught 11 pan size corbina. What he means by "pan size" fish are fish that will fit in a six-inch skillet nicely with the heads on. Dave, we return this size back to the water.

To the Dads of the boy members under 15 years old in our Club, I wish to announce that if you signify the desire, I will try and arrange a deep sea trip for Fathers and Sons.

Look in your year book and see the nice prizes these young fishermen would like to have.

Would like to have this trip the last Sunday in August, or the first Sunday in September. Will want at least ten of you, and more if you will come. See or drop a card to either Burley Manley, F. B. Patterson or the writer.

Mr. and Mrs. Leo Bush and the little Bush moved in last week, bag and baggage, hammer and saw and craving to work. Leo thinks by hurrying up and a little help he can finish his cabin by August.

Texas Lee has also moved in, family and all and has started to jack up the cabin and put some more bricks under it.

We had a big crowd Grunion hunting over the 25th week-end. Coonie Oefinger, Master of Ceremonies, asserts there was but one grunion to make an appearance during the three nights' "run".

Another fishing flop was pulled by Manley and Braley. Leaving White

Point on the retreat at 5:30 a.m. one hour fifty-five minutes to west end of Catalina and fished all day and returned, but no fish caught. Lots of them in the water, but not striking.

Mr. Manley is on a four-week vacation while Mrs. Manley is in the east. Two weeks of it gone and the old boy is doing well and making good use of fishing, sleeping and attending meetings.

Chicken Miller is developing into quite a surf fisherman. He has learned to wear boots and to keep his pants rolled down and has learned he can't cast an eight-ounce sinker with a steel trout rod. He has a good outfit and he can put the lead out 35 to 50 feet running cast.

July 20th Mr. Radcliffe stole the show and had E. C. Johnson, son and Ray Buford down to a fishing party. Reports on this was no fish. However, to smooth things over with the boss, Mrs. Radcliffe sent coffee and pie to the party.

—Scott Braley.

BOWLERS MEETING ARRANGED

The P. E. Bowling League will hold its pre-season meeting at the P. E. Club on Friday evening, 8 p. m., August 20th.

The object of this meeting is to elect officers, arrange for alleys, work up prize lists and start organization of competing teams for the coming season.

Last year there were ten teams in the league and this year it is desirable to have twelve, which leaves opening for two additional teams. The league will be glad to hear from any two employee groups who wish to enter a team and enjoy the sport.

L. A. COUNTY FAIR IN SEPT.

The Los Angeles County Fair, said to be by far the largest county fair in the country, is scheduled to open its doors at Pomona Friday, Sept. 17th, continuing for 17 days through to Sunday, October 3rd. The Riverside and Orange County fairs will again join this year in making it one huge display.

A total of \$150,000 will be distributed in cash and trophy awards, and practically every state and several foreign countries will be represented in the entry list. More than 575,000 visitors last year broke all previous attendance records.

Kansas to California to Timbuctoo?



Quite some travelers are two of these coaches, converted to rail service recently and shipped for use of Southern Pacific lines in Mexico.

"I WAS born in Inglewood, California in 1930, moved to Kansas City when very young, but daddy soon shipped me off to Southern California where I spent four happy years. Now I'm enroute to Guadalajara, Mexico. I'd like to settle down in my declining years, but it will be just my luck to wind up in Timbuctoo."

If a motor coach could talk the fore quotation would likely be the parting words of two Duplex motor coaches which last month, converted to rail operation, started on the long trek to Mexico. Henceforth they will serve the traveling public of our southern neighbor in the service of the Southern Pacific of Mexico in territory immediately south of Matazalan.

Travel Afar

Few coach units ever constructed can boast of serving the public in more widely separated fields. As intimated, many of these coaches were constructed by the Pickwick Corporation in a factory at Inglewood. Some were shipped to Kansas City, and others to San Francisco to ply the peninsula territory. In need of equipment in 1933, the Motor Transit acquired six of them from the Pacific Greyhound lines in Kansas City service. Equipment needs less stressful now, due to purchase of 40 coaches in the past ten months, their sale by Motor Transit was recently consummated.

The satisfactory conversion of these units was another practical demonstration of the versatility of our shop forces under the direction of F. E. Geibel, Asst. Mechanical Superintendent. It was no small mechanical task to substitute rail trucks and wheels on a 59 passenger vehicle originally en-

gineered for rubber tire service on paved highways.

Inspection proved that it could be done and within a few short weeks the front trucks were built from parts of 300-class cars. For the rear wheels standard locomotive steel tires, mounted on cast steel spiders, were bolted onto the rear hubs in place of the regular rubber tired wheels. Trial runs demonstrated the practicability of the changes. Motors were entirely overhauled, the units were painted and "Sud-Pacific de Mexico" lettered to announce new their ownership, and they were on their mournful way.

Here's hoping they can settle down and live happily ever after—but who knows?

GOOD TIMBER

Good timber does not grow in ease;
The stronger wind, the tougher trees;
The farther sky, the greater length;
The more the storm, the more the strength.

By sun and cold, by rain and snows,
In tree or man good timber grows.
Where thickest stands the forest growth

We find the patriarchs of both,
And they hold converse with the stars
Whose broken branches show the scars

Of many winds and much of strife—
This is the common law of life.

—Selected.

Grouchy Diner—"Say, I never had such corn on the cob. Take it back, it isn't fit for a jackass to eat."

Waiter—"Very well, sir. I'll get you some that is."

Veteran Trainman Trio Conclude 109 Years of Valiant Service

NOT "whistlin' in the rain," but "whittlin' in the sunshine," would be the better caption for the above picture. For it won't be long now until the three worthy veterans, the oldest in point of service of all P. E. Trainmen, will be retired to the ease and comfort and joy to which their combined 109 years of valiant service so richly entitles them.

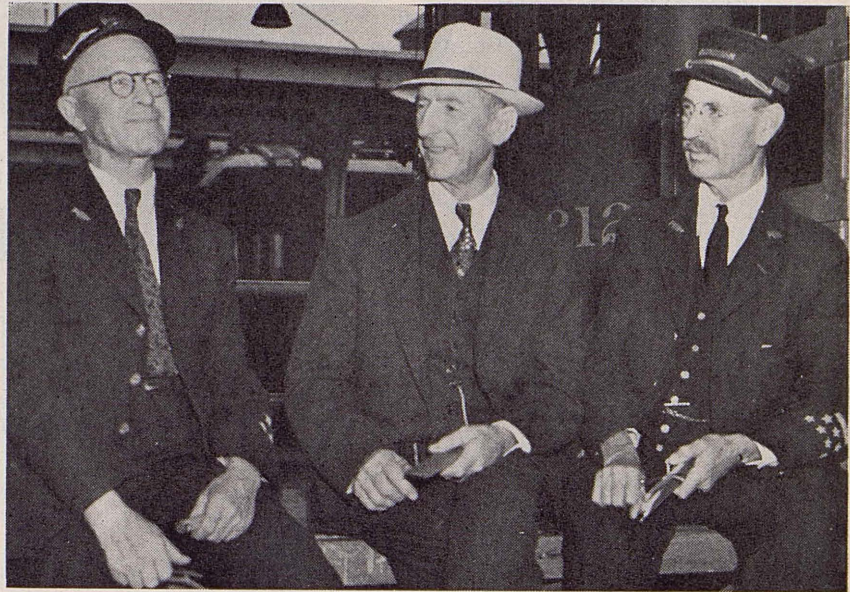
The roll call from left to right, if you haven't already identified them, is: L. M. Hatch, Conductor, Northern District; J. A. Schenk, Motorman, Western District, and G. W. Myers, Motorman, Southern District.

The following is a few brief highlights of their careers:

Beginning service March 1st, 1901, Mr. Hatch's first job was with the San Bernardino Traction Company, running between San Bernardino and Redlands, then under the management of A. C. Denman. The line was later sold to the Huntington interests about 1908. He also served during his years as Ticket Clerk, Receiving Cashier, Trainmaster and was a Dispatcher for 15 years.

Mr. Schenk, beginning service March 14th, 1898, has the distinction of being the oldest Trainman in point of service. He began as Motorman with the Los Angeles-Pacific R. R., on the Colgrove line, with H. E. Rodenhouse as his Conductor. The "board" was tough in those days; he worked five hours a week for the first several months. There were but 10 regular Motormen and 12 on the "extra list." Mr. Schenk says he will have the time of his life working his garden on his acre and a half plot, where he has everything from goldfish to a Jersey cow.

Mr. Myers began service Dec. 14th, 1901 with the Redondo Railway; with terminus at Grand and Jefferson Sts. Began railroading in 1891 with the St. Louis and S. F. R. R. During his Company service he has been Fireman, Engineer, Car Inspector and Motorman. He has lived 35 years in Redondo and "never got old enough to



The ranking three Trainmen of Pacific Electric lines, who combined, have rendered a total of 109 years of fine service. Left to right: L. M. Hatch, Conductor, Northern Dist.; J. A. Schenk, Motorman, West., and G. W. Myers, Motorman, Southern District.

get married." He plans to spend a part of his time farming on a ranch he owns at Paso Robles.

Each of this veteran trio were loud in their praise of the fine treatment they have always received from the Company.

For both your peace of mind and to avoid tragic accidents "obey the rules" is the advice they would give to budding railroaders.

Congratulations Messrs. Hatch, Schenk and Myers. May you live long, and happily!



"Dear Sir: I got your dune what I owe you. Now be pachunt. I ain't forgot you, please wate. When some other fools pay me I pay you. If this wuz judgment day and you wuz no more prepared to meet your maker as I am this account, you sure would go to h——. Hoping you will do this, I remain yours very truly."

Clarice (motoring): "I said you could kiss me, but I did not say you could hug me."

Henry: "Oh, that's all right. I just threw in the clutch."

"How about some nice horse radish," said the grocer to the bride of a week.

"Indeed not," she replied indignantly, "we keep a car."

Sister: "Freddy, don't you think you'd better go to bed now?"

Little Brother: "No I want to stick

around and see your friend explode first."

Sister's Boy Friend: "Good gracious! Whatever can the child mean?"

Little Brother: "I heard Minnie tell Mamma you were about ready to pop!"

"Why do you say that beautiful photograph of your wife was just a snapshot?"

"Well, it must have been. Her mouth was shut."

Mrs. Sapp (at concert): "She has quite a large repertoire, hasn't she?"

Mr. Sapp: "Yes, and that dress makes it look all the worse."

Teacher: "Junior, what was there about George Washington which distinguished him from all other famous Americans?"

Junior: "He didn't lie."



BY OUR
CORRESPONDENTS

OF THE PACIFIC ELECTRIC AND MOTOR TRANSIT FAMILY



MOTOR TRANSIT COMPANY By M. J. Creamer

After talking to Operator Sommer-ville and hearing about the good fishing at Yosemite, Mr. Rorick, Ticket Clerk, decided that he would take a week off and visit Yosemite too. Envious? Yes. Operator Neil Seyforth has returned to the "fold" and is taking Rorick's place "behind the bars."

Oscar Otero, Ticket Clerk (Asst. Agent) is on sick leave for two months preparatory to the "knife." Latest reports are that an operation may not be necessary. We miss him and so do many of our regular patrons. They enquire "Where's Oscar?" He's well liked by all that know him and his Spanish "Si Senorita" is always in demand. Back soon, Oscar, we hope!

Lee Knief, Relief Ticket Clerk is "up and going" at this terminal. He's getting a few of those questions thrown him at random. One new one for the press: "Is this where the 'Pick and Wick' stages leave from?"

Samuel Porter, Mechanic, we understand is under doctor's care. Rapid recovery to you!

Operator B. C. Lamb was out in the wee hours of the morning—July 19th (sort of like the midnight ride of Paul Revere) spreading the good news (cigars came later) that his wife gave birth to an 8½-lb. baby boy! Congratulations!

H. C. Strong, Ticket Clerk, who welcomed his mother from the East a short time ago is awaiting his father's visit. His father has just been retired by the railroad and both plan to make California their home.

J. Tucker, Ticket Clerk, was out for a swim with his little boy "Sonny". It seems that "Tuck" gathered a few swimming points from "Sonny" who has been taking the new fangled lessons.

"Slim" Seifried had a day at the beach! Says Slim, "T'was my first plunge this year!" Oh, for a candid camera! His swimming suit is a relic of the censor days, sort of one of those "knee deep in daisies" style. Might have won \$5.00—who knows? Anyway, thanks to "Slim". He's a loyal scout and without his help, this catter wouldn't be worthy to print, or is it?

"Guy" Rhinard, hopped away for a holiday in the mountains, Forest Home or thereabouts. Details lacking—or was it a secret?

Henry Stone (Relief Dispatcher) really has gone in for some improved competition. We've noted the increase in volume on "calling all cars".

Atta boy!—And, where did you fit on your uniform. His early morning hobby is disturbing some of our Fifth St. callers who snooze on the benches. No argument, they just go—or else!

The new buses have started the "whens" and "how many" and "will they be on the Sunland line?" We're proud of them. They're perfect. Why not a few photographs in the Magazine to show them off to all concerned?

We're informed that Lawrence Allen is really going in for studying. To be or not to be—an electrical engineer. Geo. Jehl's electric fan could use a few electrical ideas. It runs only in cool weather.

Had a surprise myself. My Dad from Tacoma, Washington (first vacation in ten years) paid Los Angeles a visit. It was his first time out of Washington and Oregon. My words of advice "Don't get lost" proved a joke to him. He found out more about Los Angeles, the transit system, dividing lines and directions in one week than I learned in several months.

SOUTHERN DISTRICT FREIGHT By J. E. Neville

J. Childs, Foreman, Butte Street Freight Yards, recently returned to work after an illness and operation. Welcome.

We are sorry to report the illness of two old-timers, R. L. Hillburn and Lindsay Britt. They have been on the sick list for the past two weeks and a call from their fellow mates would be very much appreciated.

Brakeman Antista is still confined at the hospital and showing some improvement.

Motorman E. E. Haney and family recently returned from an automobile trip to Boston. On their outgoing trip met with a serious auto accident in Texas traveling at a rate of 60 miles per hour. After turning over and over four times we are fortunate to have Mr. Haney and family among us once more.

C. R. Stanley and family recently returned from an auto trip to San Francisco, visiting relatives and friends and sightseeing, taking in the new bridges and report a very enjoyable trip.

Conductor C. B. Allan and family had a ten-day auto trip to the Yosemite National Park, returning by way of San Francisco.

Conductor Chas. A. Ward and family recently left on a forty-day trip to New York, visiting relatives and friends. We wish them an enjoyable trip.

W. C. Nolan, (Foreman Wingfoot Yard job) and family are on a voyage somewhere, destination not reported.

Motorman E. E. Stearns was recently promoted to Depot Master and we all wish him the best of luck.

Motorman Thomas Holyoke has returned to his old job as Dispatcher



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DODGE

600 South Main St. P. E. Bldg.

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307 W. 5th Street—upstairs

BOTH STORES OPEN SATURDAY EVENINGS

on the Northern District. The best of luck, Tom.

Old Father Time is creeping up on some of the boys. We are informed that F. Frazier, Yardmaster, El Segundo; John Rogers, Butte Street, and John Shanley of the Coast Line were retired on August 1st. It's like the old fire horse, gone but not forgotten. We wish them the best of health and luck.

As predicted in the last issue of the Magazine by the writer, the South Freight soft ball team played at the annual picnic on July 4th. The South Freight came out victorious by the score of 19 to 7 over the S. P. team. After the game the P. E. boys invited the losing team and their friends to good old cool beverage.

ENGINEERING DEPARTMENT

By V. P. Labbe

Russell Schaeffe still plans to have that house warming as soon as his new home is completed.

If anyone wants to know anything about the Strauss Barrier Protection just ask L. H. Appel.

Nothing new about the newly weds in room 660, only that, Thompson doesn't seem to have any ambition anymore.

Bob Dorner returned from his vacation finding his desk piled as high as Mt. Shasta with bills, W. O.'s, etc. Still he had time to go to the Army and Navy Store and buy his son two tires and tubes for his hopped up Ford.

Geo. McClure has certainly been going to town lately in a grey ensemble, blue ensemble, etc.

M. C. Halsey has had his office re-conditioned, painted, new venetian blinds, etc.

We notice that Roy Swanson certainly pays room 694 plenty of visits these days.

Famous last words:

Ask Vic Westerberg how he liked his fish?

Sorry to hear of Sam Moore's wife being in the hospital. Hope she has a speedy recovery.

Willie Hibbard, Chuck Thompson and Chet (Chester!) Davis, that happy "trio" of newlyweds from the Field Department, who still observe the world through rose colored glasses, are working steadily in the hope of enticing a certain wily Scotchman into making it a foursome. Mac (or Robert McRae, when introduced by his mother) appears however, to be the toughest prospect that any salesman has ever tackled.

It's not that he tries to avoid the fairer sex. Quite the contrary! His territory extends from Culver City to Balboa and from Pasadena to Long Beach, not excluding Long Beach Avenue in the vicinity of 25th Street. After adding Balboa to his domain, he found it necessary to purchase a new high speed car, and has been "Carpeted" twice since for speeding.

The boys thought that they had a snap when they first started working on him, for he blushes very readily whenever questioned about any of his

girl friends. But, they failed to consider the well developed streak of caution that is the natural inheritance of every Scotchman. He listens carefully every time Willie, Chuck or Chet drop a chance remark to the effect that their respective wives have refused to allow them to do this or that, or that they can no longer afford to indulge in a former pleasure. He also observes carefully each time that one of the boys sheepishly deposits in the waste basket, the lunch so carefully put up by his loving bride. I am afraid Mac will be a hard nut to crack.

Mac is a very nice boy, has no bad habits, and being Scotch, naturally saves plenty of money, so I advise some of the girls around here to help out the three hard working musketeers, Willie, Chuck and Chester.

ACCOUNTING DEPARTMENT

Geo. Perry

Although the expression, "cold as yesterday's newspaper," is true, we find that our gossip column (omitted from June magazine, account your correspondent being on vacation) was missed, and in response to many requests we print in brief highlights in the Department news for that month.

Dispute Settled: Frank Hardesty was in the hospital with an appendix which went on strike, the source of trouble was removed, the tension eased without resorting to mediation and now Frank is back on the job.

A Coincidence: A fighter in the preliminaries at the Louis-Braddock go, fighting under the name of Harry

Thomas—one of our co-workers for many years; further the fighter's real name is Pontius and he is the brother of Mary Pontius, a former employee in the Typing Bureau. P.S. He won his bout.

Parting of Ways: A young lady whose charm and graciousness have through the comparatively few years spent in the Department, won for her the friendship of us all, left the service during June. She was Kathryn Fox and is now Mrs. Henry Doll, Jr. The wedding ceremony took place June 7th at the San Gabriel Mission. Our sincere best wishes to the newly-weds.

Honor Due: Anna Beseman wishes to state that she doesn't want to take all the glory of that honorable title "Best-Information-Getter". A certain eligible bachelor should be awarded some of the spoils for his noble assistance. How about it G. C.?

Headaches: On new jobs for the following successful bidders who received advancements account departure of Kathryn Fox: Bettie Gorrell, Andrea Reshaw, Mildred Upmeyer, Bonnie King and Odessa Carter.

Explanation Due: Where or how did Kenneth Pomeroy get that black eye with which he appeared shortly after returning from his honeymoon?

Census Increase: Congratulations to Mr. and Mrs. William Schaap on the birth of a daughter June 25th.

Swimming Party: A "swell time" was had by all who attended the party given by Mildred Edwards June 19th at Ocean Park.

Vacations: Dorothy Gilliam; Violet Phillips, home; Nina Robertson, San Francisco; Esther Ross, home; Frank

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J. J. HULL, Southern-Northern

J. R. DOUGHER, Western

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Screech, Portland (has some nice snapshots); Maybelle Wirz, Lake Tahoe; Lola Ellis, San Francisco; Rose Halbedel, Yosemite; Helen Maloney, Big Bear; Ethel Chandler, beaches; Thomas Andrews, Laguna (building addition to his beach house—Economic Royalist); Woodville Alexander, Reno and June Lake; Raymond Knowlton, Stonington, Maine; Albert Manhart, Portland, Ore.; Walter Morrison, Salt Lake City; May Chisholm, San Francisco; Juanita Hoover, West Milton, Ohio; Odessa Carter, home; W. L. Brown, P. E. Camp; and Gilbert Lamm, Yosemite and San Francisco. Returned from vacation: Mrs. Randolph. Best wishes and lots of happiness.

Omitted from May Issue: Margaret Conlon is now Mrs. Lloyd Hines and we hope, very happy. The scene of the nuptials was the historic Ventura Mission.

Current Month

Heartiest congratulations to Mr. and Mrs. Leo Becker on the birth of their daughter, Barbara Marion. The newest Becker came into this old world of ours July 9th and unless she changes her mind later will go through life a brunette. We are happy to report both mother and baby Barbara are feeling fine. Leo says that Barbara insists on keeping them up nights, but that he really doesn't mind much.

Do you wrestle? Are you looking for a match? Well, we have a champion we are backing to win the wrestling match at the annual picnic. He is Leo Vidal of this Dept. His weight is 170 pounds and his height 5 ft. 9 in. If interested, get in touch with Mr. Vickrey, who will make necessary arrangements.

Edward Campbell and Bernard Slater seem rather happy these days, and why not—as both received advancement to new positions, a result of successfully qualifying for bulletined jobs. Good luck, men!

A new office boy joined our ranks during the month; his name is Arnold E. Northrop. Don't let them fool you, Arnold; there is no "striped ink" nor "hand-car mileage".

Margaret Tighe, daughter of our co-worker, Louis Tighe, has through her diligent study and natural aptitude earned a place in our Hospital Dept. X-ray laboratory. She is learning to be a technician in one of the best equipped laboratories in this city. We know that Margaret and her parents are very pleased with the prospect of her learning under the most able direction of Dr. Kidder, in charge.

Vacations: R. E. Labbe, San Francisco (with camera-candid); Mildred Upmeyer, home; Earle Moyer, Catalina, Santa Barbara and San Francisco; Gladys Howel, Yosemite; L. B. McNelly, home; W. S. H. Weeks, home; Edna Bare, camping trip, Mono Lake district; Ethel Carruthers, San Francisco; Sam Taylor, Gilman's Hot Springs; Ellen Sparks, Mt. Rainier National Park; Maybelle Cavender, P. E. Camp; Grace Shreeves, Yosemite; Grace Christensen, Catalina; Elizabeth Reckweg, Vancouver; Elizabeth Linsen, San Francisco, Salt Lake and Denver; Opal Tucker, Victoria, B. C.;

Eunice Fischer, Catalina; T. E. Dickey, Laguna Beach (killed two large rattlesnakes, whew!!); Phillip Still, El Paso, Texas; Ferdinand Ogden, San Francisco; Ida Reis, San Francisco; Elizabeth Walton, Yellowstone; Harry Welch, home.

Newlyweds since November, 1936, and they didn't breathe a word of it to anyone, but a happy secret like that won't keep, so the news is out—Beulah Curtis and C. J. Williams (both of the Central Timekeeping Bureau) are Mr. and Mrs. C. J. Williams. We herewith forgive their secrecy and give our blessing and best wishes.

L. A. FREIGHT TERMINAL

By G. W. Orr

The retirement of J. W. Anderson, Agent, L. A. Freight Terminal was the outstanding event during July, who leaves with kindly esteem and wishes for many years of joy and peace.

Coming into the service as Agent at Long Beach, July 15th, 1907, Mr. Anderson remained at that point until September, 1920 when he was appointed Agent at this terminal. A railroader since 1882, Mr. Anderson had broad experience with several carriers in Kansas, Nebraska, Colorado and Old Mexico before his Pacific Electric affiliation. His background of experience was most helpful in meeting complex problems that have arisen during his regime which has seen phenomenal growth of our freight traffic volume.

As a token of the esteem of his fellow workers he was presented with a beautiful watch and chain.

Fred Spencer, Accountant, did some extensive traveling while on his vacation last month—touring Arizona-Grand Canyon, Phoenix, Prescott, Salt Lake City, Lake Tahoe, Sacramento and San Francisco. He thinks San Francisco and vicinity has its fascinations.

Car Clerk Joe Kearney spent his vacation at the Elk's Convention in Denver. Mr. Kearney who belongs to the Santa Monica Lodge is a clarinet player in their Band and the Denverites had the pleasure of enjoying some fine music.

Robert Rachford, Car Clerk, is vacationing at the Stockton American Legion Convention. Bob is Commander of the Monterey Park Post.

Earle Lowe intends gyping some good carpenter out of a job and will spend his two weeks at home remodeling.

Charles Holt and Mrs. Holt report a very enjoyable vacation spent at the P. E. Camp.

Cy Albright and family also spent their vacation at the Camp. This may be just another fish story but Cy boasts a catch of a 17½-inch trout. Nevertheless, he had snapshots.

Lester Post, Cashier, and Mrs. Post and son Joe are enjoying a vacation at Mammoth Lake and will go to Chiquita Creek via Tioga Pass and Yosemite before returning.

Paul Umberger and family are taking an auto trip to No. California and the Russian River.

Kenneth L. Anderson, Transfer

Clerk, was married to Miss Elsie Mossberg on June 13th spending his honeymoon at San Diego and Catalina. Best wishes, Kenneth.

July 2nd marked the passing of Mr. Nick De Mattia, one of our old employees on the retired list. He entered the service in June, 1910, at the Los Angeles Terminal Freight Station where he remained until ill health forced his retirement in December, 1930. Since he has spent his time in rest homes in and around Alhambra. Immediate cause of his death was an injury caused from a fall. Mr. De Mattia leaves his widow, 4 sons and 3 daughters.

PURCHASING DEPARTMENT

By Ray Cragin

John Vanderzee has left us and can now be found doing his daily good deed in the big industrial city of Torrance. The new pricing system being installed calls for the Price Clerk to be at the Store, so hereafter John can be found at the Torrance Store.

Miss Mildred Fowler is on vacation.

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She left no forwarding address but we learn she had plans to travel North and might also make Catalina Island.

Miss Dorothea Berenak, that sweet young lady, has developed into a first class bowler and can be seen any Friday night knocking the maple pins all over the alley.

Just when we thought that Miss Ruth Batsch was a cinch for one of Cupid's darts she walks in with a big bouquet of flowers she received when she completed her term of office as Chief "Bed Underlooker" of the Spinners Club. Understand she is trying to talk Eunice Fisher into chaperoning her on the vacation which she is about to take.

Floyd Gill, the big "Have you got a Requisition?" man of the Stationery Store, has returned from his wanderings about the state and says it was so hot in Sacramento that he could not help but think of the future and try to forget his past.

Roy Ewing and family spent a week at the P. E. Camp and report a very pleasant time. Roy says everything went along fine until Junior tried to get Geary to do a jackknife off of the diving board and then Junior felt what a big man his father is.

Ted Sorenson has succeeded Roy Ewing as jockey on the pick-up truck and says it is like the life of a toad—just hopping from one place to another.

The following news comes from Torrance:

Leslie Bolen has shown us all what good salesmanship will do. He is spending his vacation in Oakland with his folks while the wife and family are enjoying the beach at Los Patos. Men have been looking for that kind of a sales talk for years, Les.

Tom Wilkes, one of Torrance's better class of men, spent his vacation attending the Moose Convention at Sacramento and then on to Seattle. Tom is "Past Kingfish" or something. He was accompanied by his family.

Bert Ordway, the big arrow shooting man, spent his vacation doing various things. When Mrs. Ordway was home he painted the house but the minute she left he hit for the Torrance mountains with his bow and arrow.

John Jackson has left for the North on his vacation, accompanied by his wife, San Francisco and vicinity being his main objective. So many members of the Torrance Store have gone north to give the new bridges the once over it looks like there must be something besides just bridges to be crossed.

Miss Alpha Barrett has returned from her trip north. She visited the famous Butchard Gardens at Victoria, British Columbia, and was captivated by the solpeglosis and penstmons. This beautiful sight makes her homesick for her native land and she could not wait to get back to Compton by the Los Angeles River.

Charlie Stock has returned from a trip to St. Louis, where he went to visit his mother. A trip home to mother is one that most everyone would like to take.

Fred Dilthey reports from his home at Berros in San Luis Obispo that it

looks like a hard winter. The family has been busy canning apricots and berries, and Fred is getting ready for it. As long as I can remember, Fred has always been looking ahead for a hard winter that never came.

We are sorry to report that Roy Confer is at the Veterans Hospital in Sawtelle. We hope his stay will be short and that we will soon find him back at work.

Eddie Rieber is another member of the Torrance Store to take a trip up to San Francisco. Eddie called on his old sparring partner, Herman Shaffer, and spent a couple of days with him. Some may remember a few years back Eddie and Herman put on some fast snappy wrestling matches at the P. E. Picnics.

From West Hollywood we learn that Robert Clark Wakefield, that matinee idol, (his wife don't let him out nights) is vacationing. He has lost all faith in the Buick so climbed on one of Mr. S. P.'s trains and rode in ease and comfort. Accompanied by his wife he made San Francisco and then returned and took his gun and went up to Big Bear to hunt for one.

Flash: An unconfirmed rumor has just been received that a young man living at 1514 Engracia Ave., Torrance, has been criticized by the authorities of that city for harboring a horse in the park just across from his residence. It is believed that the horse belongs to a young lady of Compton who was away on vacation.

TORRANCE SHOPS
Willis M. Brooks

George Thatcher, Carpenter Shop, is on an extended trip in the east, including the large shops of the Penn. R. R. at Altoona, Penn.

Frank Thompson, Machinist, left on the 27th for Arizona. Frank will return with Mrs. Thompson, who has been visiting in Arizona.

We take pleasure in reporting that Nicolo Blume, Electrical Machinist, is 31 years of age, attractive, has a sunny disposition and is a bachelor. He had no news for the Magazine so we thought we would give him a little advertising.

It is reported to us that Mrs. Thomas Wilks, wife of Tommy Wilks,

Store Dept., and Mrs. Samuel C. Humer, wife of Sammy Humer, Winding Shop, led the Moose Women's Degree team that walked off with the honors at the competitive drill in Sacramento recently.

Both Sammy and Tommy are now under martial law at home.

Sam Whiting, Winding Room, failed to live up to his reputation as a fisherman at Catalina last week-end. The only fish recognizing his bait was a couple of small bass. Konrad Oefinger also spent the week-end at Big Bear. He reports the fishing poor, but the lake is nearly full, lacking but 9 feet at the dam of being full.

Eddy Albachten, winding Room, lives in Redondo Beach. Understand he has been sporting a lovely set of sideburns during the recent celebration of wagon wheel days in that suburb of Torrance. The only present evidence of them is a slight pallor of the skin where they grew.

A silver wedding is something of an event these days. Bert Collins, Air-Control Shop, started last Sunday to go to Long Beach on a fishing trip, accompanied with his daughter, Mrs. Frank Laws. It was necessary for him to stop at their home in Compton and that is as far as he got.

Mrs. Laws had engineered a very real surprise party on Burt and Mrs. Collins, in honor of their 25th wedding anniversary. The guests, some 18 or 20 in number, had a most enjoyable day, and presented the happy couple with many silver remembrances of the day. Congratulations from us, too, Burt and Mrs. Burt. Let's now plan for the golden celebration.

Gus Gunderson is following his dad's footsteps in the Pacific Electric family and now serving as his father did before him as a tinsmith here. Gus is a quiet, unassuming chap, and is a clever workman. Gus is married and has one child, a boy now two years old. Incidentally, Johnny Van Vleet wanted us to mention the fact that

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Los Angeles, California

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DR. HENRI H. VOSS

826 Pacific Electric Bldg.

TUcker 7272

Gus painted Johnny's auto, using spray method, and turned out a professional job. Welcome to Torrance Shops, Gus; glad to have you with us.

Some people really do have the breaks. Percy Robillard, while on the Pike in Long Beach, was stopped by some people who wanted his picture for advertising. Being an accommodating chap, Percy permitted them to take all they wanted. Now we are informed by Mr. Evans, his Foreman, that M.G.M. have approached him (Percy) for a screen test.

Walter Burgess, Machine Shops, writes his friends from England that he is having a wonderful trip and thoroughly enjoying himself. We are informed that he will return with a bride.

A newspaper clipping on the bulletin board in the Machine Shops states that Harold Lynn was held up and robbed of \$35 early one morning, in his driveway.

We are informed that Oscar Leatherman, retired Air Brake Machinist, plans to marry Miss Carroll Young of Culver City on Friday, July 30th. Our congratulations to you, Oscar and Miss Young.

Albert Handel is again at work after a trip visiting his childhood scenes in England. He looks fine after his holiday.

It is with mingled feelings of pleasure and regret that we contemplate the list of retiring workers.

Pleasure in the thought that these old friends and companions are about to enjoy the rest and leisure they are so well entitled to. Regret in the loss of daily contact and fellowship with them.

To all of you, our most fervent wish goes forth that you may enjoy to the fullest and for many years, the doing of those things you like best to do where and when you like best to do them.

Edward O. Straub, Shop Superintendent, retired July 1st after 33 years of service. It is interesting to note that he entered the service as a machinist. Ed was born in St. Joseph, Missouri, on May 27th, 1872, coming to Los Angeles in 1875.

His school days in Los Angeles were full of thrills. High school was situated on the site of the old Los Angeles Court House and from the school grounds one could look down into the yard of the City Jail at Franklin and New High streets. He witnessed from this location the execution of the renowned Silvas and Martinez, the last to be executed in Los Angeles.

Ed started his railroad service with the Santa Fe in 1889. In 1897 he married Marie A. Creciat of Nashville, Tenn. Personally we worked under him since March, 1933, and he has been an example and an inspiration to me. Four square is Ed Straub, if ever man was. He was beloved by all his men at Torrance, who would go to any limit to do him a favor or service.

Another old-timer who will retire at the close of July is George A. Gilks, Foreman of the Winding Shop, after service since 1897.

George was born in London, Eng-

land, and moved to Ingersal, Ontario, Canada, in 1887, where he worked on a farm. Later in 1887 he moved to Riverside, California, and worked as foreman on a fruit ranch. He left this in 1896 and moved to Pasadena. His first railroading service was with the Pasadena, Los Angeles and Santa Monica Electric Railway. After serving in various capacities he was appointed Foreman of the Winding Shop in January, 1908, where he has served ever since.

Joseph Hughes retired as of April 30, 1937. Unfortunately we do not have data in our file regarding Joe's history and will try and get it for a later issue. Brother Hughes entered the service in 1902 and served many years as Foreman of the Tin Shop.

Virgil D. Hollister plans to retire at the close of July, after 57 years railroading. He entered the service in 1919.

William Moir announces his retirement as of July 30, 1937. He entered the service in 1918 in the Freight Repair Dept. at Redondo Beach, later transferring to Butte St. and again to Torrance in the Air-Control Shop, working as an Air Brake Machinist.

In addition to those already mentioned, the following employees have taken advantage of the Railroad Retirement Act and retired from active railroad service: Angelo Andrina, Helper; Edward S. Badgley, Carpen-

ter; Fred Bloomfield, Machinist; Wm. H. Gray, Laborer; Chas. G. Hall, Painter; James F. Langston, Welder; James Lloyd, Blacksmith; Wm. A. Phillips, Helper; Albert I. Parker, Helper; George Reynard, Painter; John A. Reese, Armature Winder; Albert T. Smith, Cabinet Maker; Chas. Stewart, Cabinet Maker; and Fred Studer, Helper.

The history of these veterans in railroading is not within our files and it is unfortunate that we did not get such data before they left; however, perhaps we may later be successful in obtaining interesting items regarding them.

6th & MAIN TERMINAL

By Leo E. Goodman

John M. Myers reports a new arrival at his home. It's a boy and weighed seven pounds, 4 ounces, arriving on July 21st. Mrs. Myers and son are getting along nicely. Congratulations, and may he bring much sunshine to your home.

Lloyd H. Covell enjoyed a well-earned rest. He and Mrs. Covell visited a week with friends in Hanford, then went to San Diego, after which they finished the balance of his vacation at local pleasure resorts.

J. L. Smith and wife attended a family reunion in Denver staying, ten

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days. They then visited the old farm in Iowa. He covered some 7000 miles and was gone six weeks during May and June.

Geo. Bauer is batching it while his wife is visiting her relatives in Czechoslovakia.

A. A. Jones, former Conductor, now on the Long Beach Fire Dept. paid the Sixth and Main Terminal boys a visit.

H. P. Erleymeyer, former life guard, now working out of Long Beach Terminal, misjudged himself July 4th. He was overcome in the surf and had to be rescued.

John Pounder bids the boys "Adios". He retired on July 1st, 1937.

R. R. Ruse made a hurried trip to San Francisco, when he received word his father was very ill. He is back and says his father is much improved.

"Last Run"

One of the "Old Timers" of the Southern District, Brother Michael R. Yaeger, died at his home, July 5th, 1937, at about 9 p.m. After working his run, he went for an automobile ride in the early evening with his wife. On returning home he complained of feeling ill and before aid could be summoned he passed away. He was buried in Forest Lawn Memorial Park on July 8th at 2 p.m. Mr. Yaeger came to work for the Company in May, 1920.

Our sincerest sympathy is extended to Mrs. Yaeger. His cherry voice and good-natured smile will be missed by all.

OCEAN PARK CAR HOUSE
By W. P. Williams

Conductor DuPray, known to his friends as "Dupe", was married a few days ago; and if you want to see a living example of a really happy man take a look at "Dupe." He should be happy, as Mrs. "Dupe" is a very lovely and charming little lady.

Motorman Jerry Myers is beginning to feel the real responsibilities of married life. Mrs. Myers presented her husband with a beautiful baby daughter. Jerry always was rather a proud kind of a fellow and now his chest sticks out farther than ever. Mrs. Myers and baby are doing splendidly.

Conductor Brodet is also looking important and wearing a big smile; a new daughter arrived at his house and both mother and baby are doing well.

Working my run the other evening, a lady passenger tugged at my arm and asked me what all the celebration was for, pointing to the rear of us where red lights and white lights were making circles and doing all kinds of stunts. Investigation proved it was just Conductor B. V. Williams flagging a curve.

A Conductor was making a "turn in" at Ocean Park Car House the other evening, when the Cashier noticed this "Con." had on a "celluloid Collar." Some of the boys were kidding about it when the Cashier remarked: "It is quite all right, he can

wash his neck and his collar at the same time."

Motorman Bill Coleman has hit on a splendid idea (patent applied for) which he has successfully operated. It appears that Bill is very proud of watermelon, but just hates the seeds, so he trained a chicken (one of the feathered kind) to pick out the seeds, but leave the rest of the melon alone.

Our baseball team is still going strong, and under the leadership of Tom Boswell is playing really swell baseball. Come on out any Sunday and look them over, you'll really enjoy it.

The tennis players are increasing in number, the latest addition being Ray French, the "beau brumell" of Ocean Park Car House and it is said that the gallery of lady rooters has increased tremendously since Ray's debut.

MACY STREET TERMINAL
By Chet Collins

We were all exceedingly sorry to hear of the death of R. L. Lantz in an accident early in July, and extend most sincere condolence to Mrs. R. L. Lantz and his brother W. H. Lantz in their loss. Services were held in the east.

Conductor B. L. Copeland and his family have been entertaining friends from the east during the middle part of July and in a recent statement was heard to say that they had covered the greater part of our Southland in sightseeing trips.

Yours truly recently took two weeks' vacation during which time he motored to Seattle to visit with relatives and friends, enjoying the best trip of his life. The worst part was that the two weeks went by so fast that it was time to come back before I realized it.

Among those recently taking vaca-

tions are E. F. Clark who has gone to Denver to visit with relatives, and J. B. Ohmert who choose Washington State for a trip.

Conductor L. T. McCabe and F. G. Campbell have recently returned from leaves of several months duration.

Motorman C. E. Cantrell has recently been off with an injured foot. Many friends wish him a speedy recovery. Motorman W. W. Widdess will have a run to work when he comes back from the sick list, which we all hope will be very soon. Motorman W. C. Roberts has taken extended leave and is spending his time in Arizona to better his health.

It was Pasadena's gain and Macy's loss when Pat Ream bid back to Pasadena.

We all extend greetings to the new arrivals at Macy Street. This was the largest class which has been put to work recently and they will receive all the cooperation and help that we can give. The six new conductors are: E. A. Wells, E. Durrett, P. J. Zook, S. E. Mayo, J. B. Garner, and Chas. A. Bradley. The four new motormen are: V. A. Marlow, L. M. Cox, J. F. Thorp and M. J. Highstreet. We wish them every success.

Motorman L. M. Young of the Southern District, recently exchanged seniority with A. H. Bartlett. Young has gone to Pasadena where we wish him much success.

The retirement act caused us to lose Forest Wall and Chas. O. Thorngren on August 1st. Wall and Thorngren retire after many years of active service and we hope that they will find that leisure that will always prove pleasant. Wall is already planning a trip east to visit with friends and relatives.

The boys of this terminal extend congratulations and good wishes to E. B. Griffin, F. Farnham and E. C. Fox upon their well-earned promotions.

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SAN BERNARDINO DISTRICT

By R. J. Perry

Motorman D. W. Brown has been off for several days with an injured foot. At this writing his injury has become somewhat aggravated and Don is seriously handicapped. We hope it won't be very long until he is back on the job again.

The report has reached this office that Brakeman A. Jensen has just recently become a benedict. To the newlyweds we extend our best wishes and congratulations.

Motorman F. Hite has left for an extended trip throughout the Middle West visiting relatives and friends and expects to be away for ninety days.

Many of the old-timers who have or are about to retire have planned to travel extensively. Cond. D. J. Finley and family are leaving in August for the Northwest and Alaska and expect to spend at least thirty days in that locality.

Mr. and Mrs. C. E. Ives are leaving soon for the East for a lengthy stay, visiting relatives and old friends whom they have not seen for years. Others planning trips are Conductor P. Heard and Motorman E. F. White.

The sharp rise in automobile sales in this fair city is due largely to P. E. employees. Those sporting spanking new horseless carriages are: C. H. Jones, General Agent, an Oldsmobile; B. G. Jones, Asst. Trainmaster, a new Dodge; R. J. Dusan, Trainman, a Plymouth, and many others who have the yen but can't quite make up their mind.

Cond. V. A. Morgan, off duty since last February account serious injuries received in an automobile accident, has returned to work. We are all glad to see Virgil back on the job, for at first, it was thought his injuries might be of a permanent nature.

Carl Rockoff, Foreman of the Mechanical Department, is the busiest man in town these days. "Rocky" is building a new home in the select Shandin Hills district and from all reports his new domicile is about the "last word."

PASADENA TERMINAL NOTES

By L. (Tony) Tonopolsky

Vacations are in full swing at Pasadena. During July W. C. Hubbell had a delightful visit to Seattle.

J. G. Knapp is on a three months leave, spending his time in Oregon.

C. A. Keller preferred the high altitude of Colorado but, found Southern California cooler.

Roy Bird is taking a four months' leave "trailing" up the coast and visiting several National Parks.

John Speigel was confined to his home a week with a cold which settled in his bronchial tubes. He has fully recovered his voice and is back on the job.

Tom Morgan has lost all faith in the efficiency of trolley catchers, while turning the trolley recently the catcher failed to grab the rope and dropped

on Tom's big toe, resulting in that member being badly smashed and discolored. After a week of soaking in salts, he returned to work thankful it wasn't his nose.

Johnny Lockshaw is spending 60 days prospecting for gold on a claim he holds in the Wasatch Mts. of Utah. Here's hoping Johnny starts a gold rush to Utah with a rich find.

Mrs. E. C. Fox and daughter Mary spent a delightful week at the P. E. Camp and expect to return later in the season.

Tom McKee just returned from a week's stay at the P. E. Camp. Spending most of that time at the Lake getting plenty of bites, but few fish.

In addition to Asst. Supt. Rodenhouse, Trainmen Johnny Ritter and George Lankin, retired on pension effective July 1st. May their years be many and full of joy.

Bill Crawford vacationed in San Francisco, sightseeing and crossing the new bridges.

C. A. Flanders had a week's touring in Southern California.

W. J. Richards is visiting friends and relatives in Indiana.

George Britt spent a week touring Southern California.

Asst. Trainmaster Fred Roberts and son Charles drove 3400 miles touring the Pacific Coast and National Parks.

After a week on the sick list, Louis Neal is back on the job feeling much better.

The sudden death of S. R. Mitchell, pensioned Conductor, was a shock to Pasadena Terminal. Mitchell was one of the oldest Conductors on the system and was loved by all who knew him. Funeral was held Saturday, July 24th and was attended by a large number of his friends. To the bereaved family we extend our sincere sympathy.

Mose Flint is visiting friends and relatives in Indiana.

Motorman Widders is back on the job after a week's illness and bid in run No. 10 on the Glendora Line. Macy Street gain is our loss.

W. H. Lantz and wife, and the bereaved wife of his brother who was killed while switching in the S. P. Yards, accompanied the remains to Tulsa, Okla., for burial. Lantz's brother will be remembered as a former Conductor in Pasadena. We extend our deepest sympathy.

Now that the recent pension refund has been received and put right back into circulation. F. D. R. should have no difficulty in balancing the National Budget.

Pat Ream is back in Pasadena, hav-

ing bid in Run 218. Glad you are back Pat and hope you stay.

E. C. Fox was recently promoted to second trick Terminal Foreman at Macy Street. We extend our best wishes and hope Ed's rise will be rapid.

Our congratulations and best wishes to A. P. Smith, recently promoted to Trainmaster in charge of Pasadena Terminal.

LONG BEACH TERMINAL

C. L. Cottingham

An apology is in order for no news via this column in the Magazine last month. But we must have your help. One man can't see all, nor hear all. So a little help, please, in order that our Terminal may be duly and properly represented. Thank you.

Motorman C. D. Cowan is on a six weeks' leave of absence and is doing some motoring around Southern California.

Our Yardmaster at Morgan Yards, Millie O'Malley just returned from a ten-day motor trip through the north and northwest stopping at Portland, Seattle, San Francisco and Yosemite, and report the bridges a wonderful sight especially at night.

Conductor Carl Bjorklund, son and daughter-in-law, spent a week at P. E. Camp and reports a fine time.

Jerry Vincent, an Ex-Pullman Conductor, is breaking in as Ticket Clerk in our Long Beach office.

Early last month our Ticket Clerk, H. Fugua, slipped up to Huntington

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Park and get in touch with Miss Reta Gary and after ten day's absence, introduced Miss Reta Gary as Mrs. H. Fugua. We all join in congratulations.

Asst. Trainmaster C. N. Van Ordstrand, wife and son William, have just returned from a two weeks' vacation. Motored to Sequoia Natl. Park, Grant Park and Yosemite Natl. Park. They also visited San Francisco and the new bridge and report a fine trip.

We are at this writing unable to keep track of our night Terminal Foreman, Geo. Towner, but he has been on vacation for two months and will report for work Aug. 1st.

We learned that he has spent a week at our P. E. Camp and reports that our genial managers of the P. E. Camp are more than interested in showing their guests a good time and that a great deal of praise is due the manager and wife.

Frank Grotholdt has been acting as night Terminal Foreman in the absence of our regular foreman and our Passenger Director, Joe Engomar has been acting as day Terminal Foreman in the absence of C. N. Van Ordstrand.

Conductor W. Wicks and two sons, Ted and Bob, spent a week at the P. E. Camp and report a very good time and splendid rest.

We have on file in the Long Beach Ticket office a round trip ticket sold out of the Long Beach office in 1904 to Los Angeles and return via the Valley Sea Shore Route on the Pacific Elec. Ry. Co.

This ticket is a very novel one and anyone wishing to examine same can do so as it is in the possession of R. Haynes, Ticket Clerk.

We have six new Conductors with us namely: H. D. Dunton, V. R. Edmondston, A. G. Girdner, W. C. Howes, J. A. Warren and J. E. Farley. Boys you are all welcome to our ranks and we wish you all success.

We just learned that C. B. Clary is off duty due to sickness and hope he will be back on the job very soon.

Conductor Mr. and Mrs. H. W. Wills announce the marriage of their daughter, Louise, to Wilson Pomeroy of San Francisco on July 30th. The wedding took place at Wee Kirk O' Heather, Glendale.

WEST HOLLYWOOD
By G. R. Stevens

West Hollywood Trainmen wish to extend a hearty welcome to M. L. Eaton in his new capacity as Assistant Trainmaster.

On vacations are Motorman F. L. Miller, and Motorman L. J. DeWitt. Also on vacations are Conductors J. E. Hawksworth, V. L. Webb, E. T. Ophus, and W. E. Hatcher.

Motorman E. L. Converse and wife returned from a five weeks' vacation trip and to visit relatives in the Middle-west states. Their trip carried them through Omaha, Western Iowa, Kansas City, Chicago, and New Orleans.

Motorman E. E. Cornelison recent-

ly transferred to Ocean Park Car House, and is now working out of that terminal. It's our guess he'll be back to West Hollywood real soon.

S. S. Fonner is confined to the hospital. Our best wishes.

The boys are sorry to learn that Motorman W. E. Mohan received word of his mother's death in the east on the 16th.

Motorman Hanna still gets around taking pictures of the boys at the car barn. Another genial Trainman interested in films is Conductor J. A. Cowper, who recently exhibited a fine collection of 16mm motion pictures taken in Hawaii, which he photographed himself.

H. R. Dearborn, Term. Foreman, has been absent from duty for some time. Mr. Dearborn has taken a few of these sunny days off to rest up.

Charles Mullins, Agent at West Hollywood, is a verse writer and has written a number of splendid poems.

We haven't heard any tales lately from our big fishermen. Motorman Rhode did not go fishing last week, so we guess that's the reason for all the silence.

Motorman R. B. Scott's wife is recovering nicely from a serious operation.

Reports have leaked out that last Sunday and Monday when Cashier W. A. Gibbons was off, he made another one of those mysterious trips to San

Bernardino. He's got the boys all up in the air wondering.

It seems an opportune moment to put in a kind word about Motorman M. A. Miner, our outstanding, kind-hearted friend. You can hear him around the Trainmen's room most any time giving all the boys the low-down on what's going on. It's our guess that a horsefly once stung Motorman Miner, which accounts for his sense of humor.


In a crowded street car sat a very thin lady greatly discomfited by the pressure of an extremely fat lady who sat next.

Turning to her neighbor, the thin lady remarked: "They really should charge by weight on these cars."

Fat Lady: "But if they did, dearie, they couldn't afford to stop for some people."

The Optimist: "By the way, Mary, did you put my cooking outfit in the bag? I'll want to fry some of the fish for lunch."

His Wife: "Yes, dear, and you'll find a can of sardines there, too."

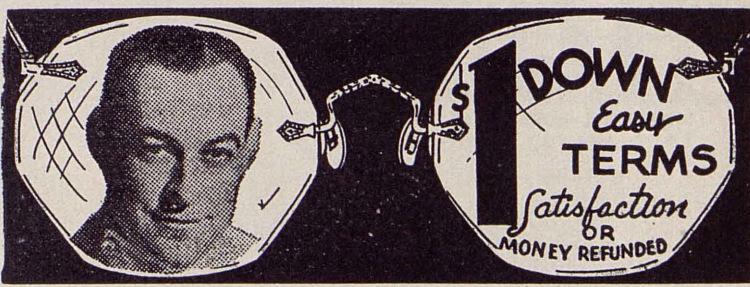


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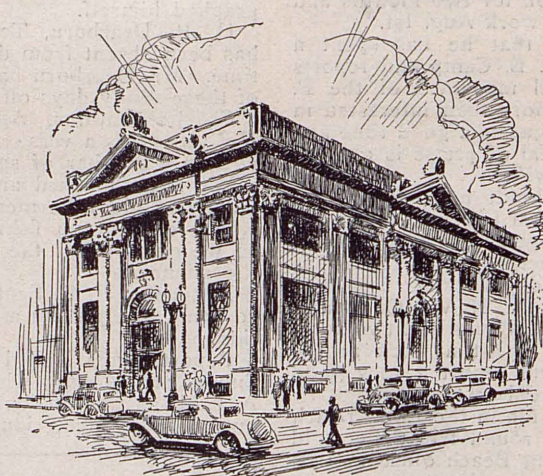
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