

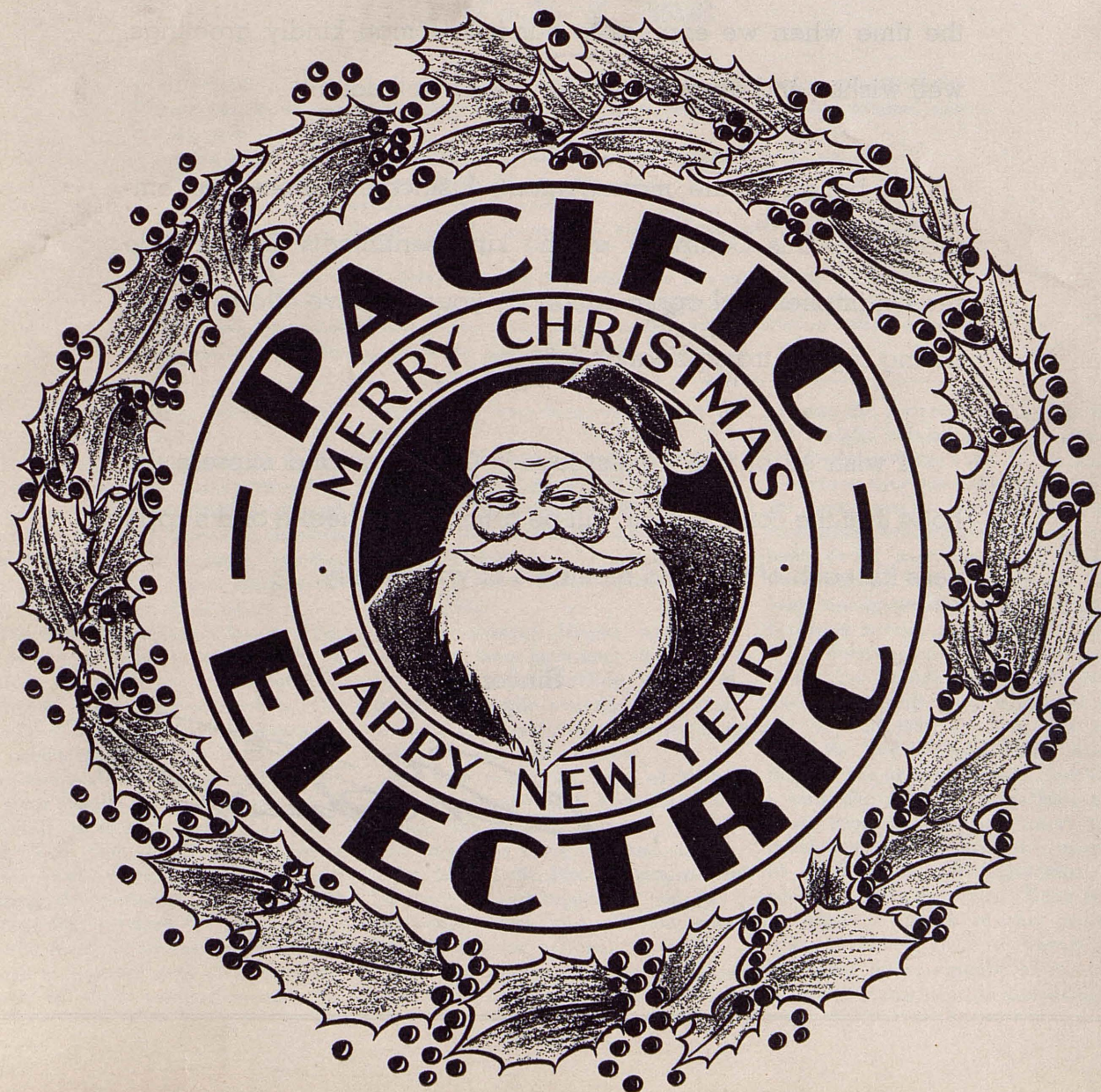
PACIFIC ELECTRIC

Magazine

Vol. 18—No. 6



December 10, 1937





President's Greeting

Christmas and New Years down through the ages marks the time when we express to our fellow man kindly greetings, well wishes and appreciation for deeds well done.

In behalf of the management, I sincerely extend to employees of this Company all the kind sentiments the Yuletide season implies and appreciation for your effective efforts in rendering a good transportation service.

I wish all of you a most joyous Christmas and express the hope that the coming year will be brimful with health and happiness for each of you and members of your family.

Sincerely,

A handwritten signature in cursive script, appearing to read "A. Smith".

Railroads of the Nation Seeking Nominal Rate Increases

Lasting Prosperity of Nation Shown to be Interwoven and Linked
With Financially Healthy and Progressive Network of Rails

PROSPEROUS railroads are essential to a prosperous America. They mean stable employment, substantial tax payments, real contributions to genuine business recovery—spread throughout every state and almost every county in the Union.

Through widespread purchases, the helpful influence of prosperous railroads spreads beyond the tracks to farm, factory, forest and mine, for prosperous railroads mean more employment, not only to railroad men but to the hundreds of thousands of others engaged in producing the 70,-

average, from 1921 to the low point of the depression at the end of 1932, was less than three and three-quarters per cent. From that narrow margin, interest had to be paid before there was anything available for dividends or financing of improvements. There was small chance, under those conditions, to retire indebtedness or to accumulate reserves for the depression years. There was no boom in railroad earnings.

Conditions Faced

With the coming of recovery in business generally, after 1932, the rail-

roads have made application to the Interstate Commerce Commission for increases in freight rates and passenger fares.

Should the Commission grant the increases asked, average rates will not be restored to pre-depression levels. On freight, the average revenue will be slightly more than one cent for hauling a ton a mile, about what it was in 1930. The passenger revenue will average less than two cents a mile about the level of 1933.

Increased Rates

Our railroads have been able to

The Facts at Issue

PROSPEROUS railroads are essential to a prosperous nation. But today railroad employment and the employment which comes from railroad purchases are restricted because, since the low point of the depression—

Prices of the things which railroads buy have gone up, approximately 25 per cent;

Taxes have increased, approximately 25 per cent;

Wages have risen, approximately 18 per cent;

While the level of freight rates has gone down about 10 per cent, and passenger fares about 18 per cent—

So that today the margin between income and outgo is so thin as to create a railroad crisis—a crisis which is of vital concern to agriculture, industry, every business, all of us.

The data which follows outlines your vital interest in the need for increased railroad revenue as presented by the Assn. of American Railroads.

000 different sorts of things which railroads buy and use.

Prosperous railroads provide the efficient, economical mass-transportation upon which our highly developed agriculture and widespread commerce are based; the dependable, day-by-day service of the trains essential to the daily living of all of us.

But today the railroads face a crisis. It is not a crisis brought on by a failure of service or a lack of efficiency. The railroads, since the World War period, have progressively produced better and better transportation—at lower cost and sold it at a continually lower and lower price.

While great improvements in plant, equipment and service were made in those years, there was no year, even during the period of great general prosperity, in which the railroads received a net operating income of as much as five per cent on the investment in their properties—and the

roads have had these conditions to face:

Prices of the many thousands of things which they buy and use have gone up—approximately 40 per cent;

Taxes have increased—approximately 25 per cent;

Wages have risen—approximately 18 per cent;

While average freight rates and passenger fares have gone down until the revenue for hauling a ton of freight one mile averages less than one cent; for carrying a passenger a mile, less than two cents—

So that today, in spite of better service and increased operating efficiency, the margin between income and outgo has been squeezed so thin as to imperil the future operation of railroads as self-supporting, tax-paying, economical and efficient contributors to our national prosperity.

Because of this crisis, and because there is no other way to meet it, the

provide the American public the best rail freight service in the world, at the lowest average rates in the world—because they have spent money to cut down grades, straighten curves, strengthen bridges, improve signals, build better cars and more efficient locomotives. And the public have been the gainers in this process of bettering service and cutting costs.

To continue progress of the sort which has brought rail freight revenues down from 1.275 cents per ton per mile in 1921, the first full year after the end of government operation, to the present level of less than a cent, the railroads must have adequate revenues—revenues more than barely enough to meet the expense of maintaining and operating the roads and paying taxes. They must be given a chance to earn enough more to enable them to finance the continual improvements of the sort which, if made, pay for themselves in

better service and lower costs for everybody, and in the stimulation of general business—or which, if not made, strangle with inadequate transportation the improvement of business and commerce.

The Decline in Revenues

The savings made in recent years were passed on to shippers and travelers in lower rates. Between 1921 and 1936, the average revenue received by the railroads for hauling a ton of freight, one mile declined from 1.275 cents to 0.974 cents. The average revenue for carrying a passenger a mile declined from 3.086 cents to 1.838 cents. In the first six months of 1937, there has been a still further decline in average revenues.

In 1936 the total net operating income earned by the railroads was only 2.57 per cent on the actual investment in their properties, and in the first nine months of 1937 only 2.47 per cent. Out of this meager return had to be paid interest on debt and other necessary fixed charges before there was anything left for the payment of dividends, setting up reserves, or financing improvements.

An industry operating on so thin a margin, even after the greater progress made in reducing costs of operation, is in no position to stand substantial increase in its operating expense without increase in its revenues.

As unit costs of all sorts—materials and supplies, taxes, wages—rose from depression lows, the railroads were not able to meet the rise by following the usual business practice of making corresponding increases in the price of the one thing they had to sell—transportation. And so we come to the present crisis.

The Trend of Earnings

Average earnings per ton per mile have shown a downward trend in the United States, partly due to voluntary rate changes by the railroads; partly due to readjustments required from time to time by orders of the Interstate Commerce Commission.

As a result of this long-continued downward trend, railroad revenues were not sufficient to meet their needs, even before the large increases in operating costs since the low point of the depression. In an effort to meet the situation, the Interstate Commerce Commission, on April 18, 1935, authorized certain emergency charges on freight. With modifications, these charges remained in force until December 31, 1936, when they expired, resulting in a reduction in the car-

Christmas Party at Club

PUT a big red circle around Friday, Dec. 17th!

That's the date Ol' Santa is going to make a pre-Christmas appearance at the annual Christmas Party in the P. E. Club.

And it is going to be just lots of fun. There will be a fine Yule program in the Club Theater, music, singing, dancing and a surprise thing or two that will please you. Then in the ballroom Santa himself will be there to pass out sweets to the kiddies under a beautiful Christmas tree. To follow will be the annual Christmas Ball to the strains of Flo Kenricks and her seven-piece orchestra.

It promises to be a big night; be there and bring the children!

riers' revenues of \$120,000,000 a year, on the basis of 1936 business. On October 19, 1937, the Interstate Commerce Commission authorized a restoration of a portion of this loss of revenue by small increases in rates on certain specific commodities, estimated to yield about \$47,500,000 a year—a step in the right direction, but obviously inadequate to meet the necessities of the present situation with costs increased since May, 1933, in the amount of \$664,789,000 per year.

The railroads have no recourse other than to submit to the Interstate Commerce Commission their application for an increase generally in their charges for both freight and passenger service.

The Broader Public Interest

Railroads are not only carriers of commerce; they are also large purchasers of products, direct and indirect employers of millions of workers, and heavy taxpayers. They can become still greater contributors to general national prosperity. There can be no full recovery from depression until our railroad systems are earning the revenues necessary to meet their needs.

Without adequate revenues, railroads, just as any other business, find it impossible to spend the money they would like to spend on maintenance of way and structures, and on improvements in plant, facilities and equipment—improvements of the sort which make possible better service,

produced at lower real cost, and so help everyone.

Instead, under today's conditions, railroads are compelled to cut down forces and curtail purchases. And that means not only a reduction in railroad employment but also a decrease in employment in various other pivotal industries, from which railroads are normally heavy purchasers.

The importance of railroad purchases can be gauged partly by the fact that, under normal conditions, they buy and consume—

- 23 per cent of all the bituminous coal mined in this country;
- 19 per cent of all the fuel oil produced;
- 17 per cent of all our iron and steel production;
- 20 per cent of all our cut of timber.

Besides these great basic commodities, railroads are heavy purchasers of almost every sort—more than seventy thousand different items altogether, manufactured or produced in every state of the Union, and in almost every county. The producers and sellers of this country have, in the railroads, a **billion-dollar-a-year** customer. For that reason, alone, they, with their employees, have a real interest in seeing that railroad earnings are adequate, and that their charges shall be enough to meet the increased costs of operation with which they are confronted.

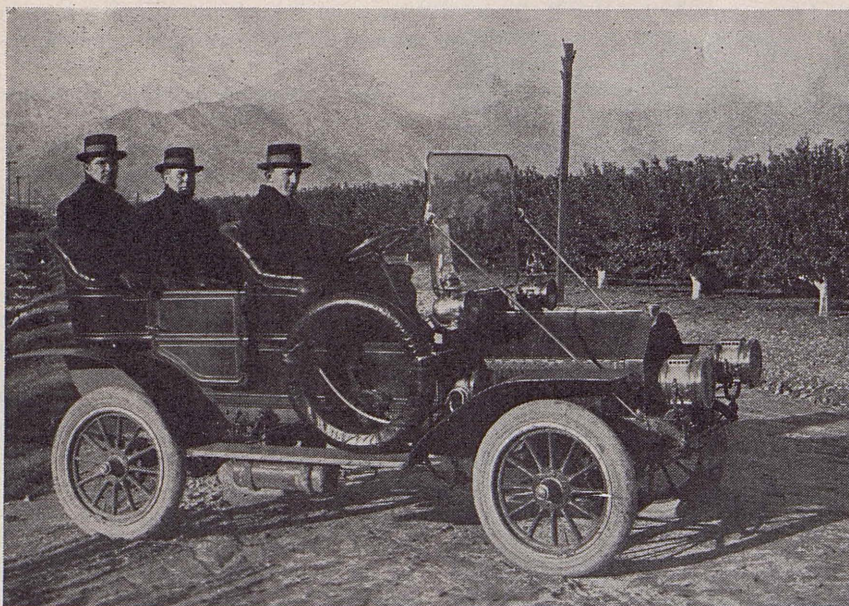
This Is Everybody's Business

Producers and sellers of the commodities which railroads use, and the men employed by them, are by no means the only people interested in the successful and solvent operation of railroads. There are the two million persons who have invested directly in railroad securities, and the tens of millions who have invested indirectly through their ownership of insurance policies and savings bank deposits. Railroad bonds and other obligations represent an important part of the security behind such policies and deposits, and railroad earnings are of direct importance to them.

Already a total of 96 railroad companies are in the hands of receivers or trustees, and are being operated under the supervision of the courts, because they have found it impossible to meet their obligations. These companies operate 71,386 miles of railway line, or 28.1 per cent of the total railroad mileage of the United States.

(Continued on page 14)

Mr. Huntington's First Car—Time Marches On!



The "extinguished" looking gentlemen, left to right, are: C. K. Bowen, Asst. to the President; Irving Hubon, retired last month, and F. A. Bixenstein in the swanky 1904 Stevens-Duryea model, the first car ever owned by the esteemed H. E. Huntington. They have just concluded inspection of the Upland-San Bernardino link, on which service began in July, 1912. "It looks like rain" is the cause of the worried look.

HERE'S a historical old chariot, a "snazzy" 1904 Stevens-Duryea deluxe model that scared horses (why not?) and made the natives gasp with admiration and envy, particularly when it attained the then death-defying speed of 25 miles per hour.

This car, we are reliably informed, was the first ever owned by the late venerable H. E. Huntington. He acquired it and used it four or five years before turning it over to the Engineering Department of this railway. It served for more than 300,000 miles, during a portion of which time it was the official business car for Mr. Huntington, Mr. Paul Shoup and others of our ranking executives. When purchased it was not even equipped with a wind-shield, the one seen in the picture having been installed by our shop forces several years later. The headlights seen, also purchased several years later, are of the acetylene type, a long step forward over the carbide ones that came as standard equipment in 1904. Starters, bumpers, shock-absorbers and the like were as distant then as paying the national debt appears to be today.

How Acquired

This car was originally purchased by W. E. Dunn, deceased, then personal attorney for Mr. Huntington,

who, when it arrived and inviting the latter for a ride was informed that "a horse is good enough for me." Not to be denied, Mr. Dunn finally caught our founder in a reckless mood, and he agreed to ride once around the block, "but very slowly," he insisted. No deaths or destruction occurring, a second round the block tour found him somewhat relaxed. On the completion of the third Mr. Huntington was so pleased and thrilled that he withdrew his checkbook and insisted that Mr. Dunn sell it to him on the spot. The check was for \$6,000.

And so it was that in the short span of only 33 years one of the richest and most powerful men of the day rode, and with pride, in a car that the most humble workman of this age would laugh at and scorn. Time surely marches on!

Wifey: "Don't you think, dear, that a man has more sense after he's married?"

Hubby: "Yes, but it's too late then."

"I don't often eat such a good dinner as I've had today" complimented the important guest.

"We don't either," spoke up the small son of the house.

P. E. MASONS HOLD BANQUET

Exceeding in attendance any similar event held during the past several years, the 15th Annual Dinner and Reunion of the P. E. Masonic Club held in the Club Ballroom last month, measured up to the high standard of any of the previous banquets.

Having enjoyed a turkey repast, served by Chas. Kekich of the P. E. Cafe, the tastiness of which was voiced by all, the 220 banqueters were favored with a most brilliant address by Bro. Chas. E. Haas, Hollywood Lodge No. 335, and Judge of the Superior Court, who chose as his subject, "Early Judges and Laws of California."

Followed a sparkling entertainment program, with L. Antista as Master of Ceremonies, that for quality and variety would have been difficult to excel.

F. E. Geibel, as Toastmaster for the evening, batted his usual thousand, and to the Committee: L. H. Appel, C. S. Swartz, E. J. A. Hasenyager, N. D. High and "Andy" Antista, was due and expressed congratulations for a most pleasant evening.

CLUB SHOW WELL RECEIVED

With a capacity filled auditorium present, the P. E. Rod and Gun Club members and their friends were amused and thrilled by a vaudeville and sports program staged in the P. E. Club theater on the evening of Nov. 12th.

Under the auspices of Sheriff Eugene Biscauliz, a varied array of stage and radio artists collaborated in presenting a unique program of features that thoroughly amused and furnished a rare evening's entertainment to the 700 persons present. The climax of the evening was a display in pistol marksmanship of great skill by members of the Sheriff's pistol team under the direction of Capt. Walter Gilman. Capt. Ostroff presided as Master of Ceremonies during the evening and Sheriff Biscauliz gave a well received talk on sportsmanship and its value to the community, pointing out that if all citizens engaged in clean sports there would be little need for law and order forces.

Many compliments have been heard upon the excellent program offered and congratulations are in order to H. P. Bancroft, President of the P. E. Rod and Gun Club and his staff for their part in the staging of it.

Simple Chart Tells Annuity Under R. R. Retirement Act

INFORMATION in a bulletin supplied last month by the Railroad Retirement Board contained a simple chart by which one can learn either exactly or closely approximate the amount of their annuity when retiring at the age of 65 or over.

Appearing below, this brief table shows the amount to be received under varying average monthly wages and years of service:

Average mo. wage	Years of Service						
	20	22	24	25	26	28	30
\$ 75	\$27.50*	\$30.25*	\$33.00*	\$34.37*	\$35.75*	\$38.50*	\$41.25
100	35.00*	38.50	42.00	43.75	45.50	49.00	52.50
125	42.50	46.75	51.00	53.12	55.25	59.50	63.75
150	50.00	55.00	60.00	62.50	65.00	70.00	75.00
175	55.00	60.50	66.00	68.75	71.50	77.00	82.50
200	60.00	66.00	72.00	75.00	78.00	84.00	90.00
250	70.00	77.00	84.00	87.50	91.00	98.00	105.00
300	80.00	88.00	96.00	100.00	104.00	112.00	120.00

* If you are an "employee" under the Act at age 65 you get \$40.00 instead of the starred (*) amounts shown.

TO DEDICATE POST COLORS AT NEXT LEGION MEET

Attention All: Don't miss the big night, Wednesday, December 15th.

The Time: Eight P.M. The Place: The ballroom of the P. E. Club.

The Main Event: The formal presentation and dedication of our Post Colors, and Initiation of new members of P. E. Railway Post, No. 321, Department of California of the American Legion.

There will be no meeting of P. E. Post on the regular night, because the 23rd District holds their regular monthly meeting on our scheduled night at Harmony Hall, 2400 West Slauson Ave., near Second Ave. We hope to have present many of the high Legion officials who will attend the District meeting. This change of date of regularly scheduled meeting is for this time only.

We also hope to have present on our big night, some city and county officials, as well as the donors, officials of our railway, who, by their kindness and generosity in purchasing our colors for us, have made this ceremony possible. Our sincere thanks is extended to them.

Our colors have already made public appearance at the Armistice services, Sunday evening, Nov. 7, at Saint Paul Presbyterian Church, at Third Ave. and Jefferson, and in the Armistice Day parade. Our colors arrived just in time for these stellar events.

All Invited

Remember everyone is invited to this public ceremony. Be there, and bring your relatives and friends. There will be no admission charges; no outlay of any kind. Besides the

presentation and dedication of colors, and the initiation of new members, which will be put on by a ritual drill team, there will be some entertainment and speech-making. Refreshments will be served in the P. E. Club lunch room. Visitors from our post to the Sawtelle Veterans' Hospital, during the past month included, Comrade Bone, with a delegation of American Legion comrades and D. A. V's. They provided music for Ward 9 and delivered magazines, etc. Comrade Davis took

magazines. Comrade Nichols and Chaplain Staudigal, and their wives, visited Ward 24, which is sponsored by the L. A. Railway Auxiliary. First Vice Commander Newman took magazines, books and candy, and instigated arrangements for us to sponsor Ward 3. He also visited the Los Angeles Children's Home Society, 916 W. Twenty-fifth Street. They would be glad to receive old clothes, games, toys, etc. In doing so mention this post.

Visitors to this post last month were Commander Musson and Interpost Relations Chairman Pritchett of Watts Post, Nov. 9, and Walter Johnston of Florence Post, Nov. 23. Comrade Broberg reported the County Council meeting of Nov. 5 and the Twenty-third District meeting of Nov. 18. County Council meetings are held at Patriotic Hall, 1816 S. Figueroa, the first Friday of each month.

This writer was elected Historian and member of the Executive Committee, of this post Nov. 9. Twenty-third District Sergeant-at-arms Walter Johnston installed him in his new office Nov. 23.

We would like to have all members of this post furnish us with their biographies. If a complete history of your life is too big a job, at least inform us about your services in the World War—such as the "outfits" you belonged to, where they went and when. If you don't remember exact dates, month and year is okeh. Also be certain to mention your present occupation. We want this information for our post records.

Our post has exceeded its quota for 1938, and we hope we will more than double it before convention time.

—Jas. E. Davis.

Bridge Club Forming

THE P. E. Club would like to hear from all who are desirous of forming a contract bridge club.

A minimum of 16 players, who will attend regularly, is necessary, but the more the merrier. You do not have to be an expert to join; all it takes is a desire to play. Any who may wish to "brush up" on their game will be given special attention, upon request. M. R. Skemp, a most capable instructor, will be on hand.

Play will commence soon and continue one night weekly over a period of several months.

In the next Southern California Tournament a P. E. Club team will again be entered, its personnel selected from the most promising players among our ranks.

If you wish to play bridge with a congenial crowd, send your name in at once.

Best Winter Attendance Yet Looms for the P. E. Camp

WITH the approach of the holiday season, inquiries are received concerning our winter activities at the Camp, and the indications are that the employees are becoming Camp-conscious, not only for their vacations during the summer months, but for outings all during the year.

We are now better prepared to take care of our winter guests than at any time since the Camp has been in operation. We have a new supply of beds with coil springs, additional mattresses, woolen blankets and, "what it takes" to make you comfortable when "old man winter" is on the job.

In addition, we have "bigger and better" heating stoves in the Cottages and the wood shed is bulging with wood. In spite of the difficulty camp forces had with the honey bees when they took possession of the giant tree cut down for wood last month, there is fire-place wood all over the place, assuring comfort in the Social Hall regardless of what the thermometer may register.

Supt. Barton goes over every few days to take a look at the tree the bees filed a claim on after he and "Chuck" spent the best part of a week cutting it down, but the bees are still there, and evidently the "sit down" strike is on until the stolen honey is returned.

There will be a party in the Social Hall Christmas night, Saturday, December 25th. We are going to have a big Christmas tree, and you are invited to the party. Bring the family and put your presents on the tree. There will be games, music and dancing.

Also, on Saturday night, January 1st, we will have a New Year Party, lots of fun and frolic, prize dances and entertainment.

Dinner will be served on Saturday evening; also other meals if desired.

Indications are that there will be a capacity crowd, so be sure to make your reservations early, both for housing accommodations and for the dinner Saturday evening.

We are counting on you to join us in our holiday festivities, and "I do mean you."

H. E. De Nyse, Manager,
Pacific Electric Camp.



Not yet, but anytime now there'll be snow aplenty at P. E. Camp, with winter sports and sledding right within the Camp grounds. Our resort will be open all winter at low summer rates for those hardy ones who would defy Old Man Frost. Picture shows Mrs. J. S. Barton, Asst. Supt. and group of snow revelers last winter at the Camp.

DEC. P. E. CLUB BULLETIN

Thurs. and Friday, Dec. 9th and 10th:

P. E. Women's Club Xmas Bazaar. All funds to charity. Fine collection of Xmas gifts—needlework, art objects, candies, jams and many useful household articles. Prices nominal.

Friday, Dec. 10th:

P. E. Bowling League games at Glendale Recreation Center, 8 p. m.

Saturday, Dec. 11th:

Regular monthly meeting P. E. Agents' Assn., 7:45 p. m.

Monday, Dec. 13th:

Educational Picture—Club Theatre, 8:00 p. m.

Wednesday, Dec. 15th:

Special P. E. American Legion event—formal presentation and dedication of Post colors. To be staged in ballroom, 8:00 p. m.

Regular monthly meeting P. E. Masonic Club, 7:30 p. m.

Thursday, Dec. 16th:

P. E. Women's Club Xmas party. Special program. 1:30 p. m.

Friday, Dec. 17th:

P. E. Club Annual Xmas Party and

Dance. Special Xmas show in Club theatre. Santa will be there, so bring the children. P. E. Club Cafe open during the evening hours. Program starts 7:45 p. m.

P. E. Bowling League games this date, but no further games account of holidays until Fri., Jan. 7th.

Saturday, Dec. 25th:

Christmas Day: P. E. Club closed all day.

Tuesday, Dec. 28th:

Regular semi-monthly meeting P. E. American Legion Post, 8 p. m.

Thursday, Dec. 30th:

Monthly meeting Safety Advisory Committee. Starts 10:00 a. m.

Thursday, Jan. 6th:

Afternoon Card party P. E. Women's Club, 1:30 p. m.

Friday, January 7th:

Resumption of P. E. Bowling League games at Glendale Recreation Center. Games begin at 8:00 p. m.

Saturday, Jan. 8th:

Regular monthly meeting P. E. Agents' Association, 7:45 p. m.

Retirement Act Queries are Answered

Four Fundamental Features of the Act Explained that May Well be Pasted in Your Scrap Book

THE frequency with which the same questions are put to our Pension Bureau regarding various phases of the Railroad Retirement Act prompts the publishing of the following information, data and procedure on certain provisions of the Act:

Those Eligible

If in service on enactment date, August 29, 1935, and able to qualify under one of the three following provisions:

1. 65 years of age or over.
2. 60 years of age and
 - a. completed 30 years of service or
 - b. become totally and permanently disabled.

Either (a) or (b) shall be reduced 1/180 for every month under 65.

3. Without regard to age if totally and permanently disabled and have 30 years' service.

How Service is Computed

Includes only compensated months, 12 calendar months consecutive or otherwise constitute a year of service. An ultimate fraction of six months or more shall be taken as one year. An ultimate fraction of less than six months shall be taken at its actual value. No month in which an individual did not receive compensation for services shall be counted in his years of service.

Years of service does not include any service rendered after June 30, 1937 by an individual who is 65 years of age or over.

How Annuity is Computed

Average compensation obtained from years 1924 to 1931 incl. and from Jan. 1, 1937 until date of retirement or until 65.

Multiply years of service by the following percentages of the average monthly compensation.

2% of the first	\$50
1½% of next	100
1% of next	150

If monthly compensation is not less than \$50.00 there is a minimum annuity of \$40.00 to employees who are 65 years of age and who have completed 20 years of service.

An annuity shall begin to accrue not before the date following the last

day of compensated service and not more than 60 days before the filing of the application.

How to Apply for Annuity

It is noted that it requires from three to six months for the Railroad Retirement Board to pass upon an application, to verify service and compensation record, establish proof to date of birth and to obtain the various other statistical information required. It is therefore advisable for the retiring employee to contact his Department Head sixty days prior to retirement date and to write the Railroad Retirement Board, Washington, D. C., for annuity application blanks. Head of his Department will write for him his letter of relinquishment of all rights to return to the service as of a specified date, a copy of which, signed by both the Department Head and the employee, should be sent to the Board with the completed application blanks.

Annuity will not start until the day following the last day of compensated service, but application may be filed sixty days prior to that date.

NOVEMBER AGENCY CHANGES

The avalanche of Agency force changes recorded in last month's issue of the Magazine subsided somewhat during November, writes G. W. Orr, Terminal Freight Agent, Los Angeles, who submits the following recorded changes occurring during the past month:

Carl J. Hileman, at Claremont for a number of years, bid in the Agency at Compton vacated by H. E. Fokett's departure to Santa Ana. A host of friends at Claremont will regret Carl's leave-taking and their good wishes will go with him to his new field.

A. W. Housley, who sprouted his Agent's wings at Artesia, bid in the Assistant's job at Torrance, vacated by A. O. Foote, who bid in similar job at Wingfoot.

J. W. Stewart, who recently bumped in at Hollywood, was the successful bidder on the Clerk-Warehouseman job at Torrance.

At the L. A. Freight Terminal W. S. McGraw, serving well since 1923,

bid off the Expense and Bill Desk to Abstract and Balance Clerk.

A delayed vacation was enjoyed by Clyde Whiteley, Agent at Monrovia, who whiled a few days' pleasant leave around Thanksgiving, with R. R. Corey "fronting" during his absence.

P. E. WOMEN'S CLUB EVENTS

The Women's Club meeting on November 11th was another of our many pleasant affairs. Final plans for the bazaar were completed and arrangements made for the Christmas party. With both in capable hands we are assured of two more happy and successful events.

A program that was most entertaining to all was staged by pupils of the Playground Recreation Project last month. Dances of many nations were given in costume in the first group. The second group consisted of American dances, from the stately minuet, done in costumes and powdered wigs, to the dance steps of today, even to a group of farmer and farmerettes doing a lively interpretative dance.

We wonder if these children appreciate their good fortune and how far we have progressed since the minuet days.

Reports were made and tasty refreshments served to a large attendance.

Club members please notice that some of our important dates have been changed and you will not want to miss these dates in December.

The Women's Club Christmas Party will be held December 16th. Mrs. Baglin will have the Card Party with special prizes December 9th.

The San Bernardino ladies will give a short program at the Christmas meeting.

We are so glad to welcome some of our old members back who have not been able to be with us for some time.

During the business hour, the canned food for our Thanksgiving baskets was collected and our penny collection was turned into a very liberal amount to help spread a little cheer where it is needed. The collection was at once turned over to Mrs. J. B. Green, our Welfare Chairman, to assist in buying extra food for filling the baskets.

—Mrs. W. A. Hasty.

IMPROVED RAILROAD SERVICE

That railroads are speeding all manner of freight shipments from producer to consumer at nearly twice the speed of ten years ago is the recent statement of the Association of American Railroads. They have stepped up the handling of freight that overnight delivery to points as far distant as 500 miles is common. Longer hauls have been proportionately reduced.

Public interest in speedier train service has centered on stream-lined passenger trains roaring along at 70 and more miles an hour, but J. J. Pedley, association president, said the general acceleration of freight movement probably was a greater public service.

Part of the time saving has resulted from faster speeds — some freights are virtually as fast as passenger trains — but even more from improved handling and equipment, association officials said.

Locomotives now carry more water and coal, necessitating fewer stops. Terminal loading and unloading has been speeded and much of it eliminated by making up trains so that fewer stops are required.

Cars and roadbeds are better. There are fewer delays due to equipment.

Experiments are being carried on with new type steel box cars 13½ per cent lighter than previous models — enough lighter to reduce the weight of a 100-car train by 335 tons.

Locomotives are 50 per cent faster than 10 years ago and at the same time more efficient. Association figures show it cost an average of \$10.78 for railroads to move 1000 tons a mile in 1920 and only \$6.63 in 1935.

Pop: "Well, I received a note from your teacher today."

Son: "Honest, Pop? Give me a quarter and I won't breathe a word about it."



Annual Stock Show Reveals Backstage of Industry

CONSIDERING how seriously the meat industry is involved in the daily table habits of the masses there is perhaps no other enterprise of its proportion upon which the public is less informed.

Did you know, for instance, that there are 200 packing plants in Southern California, and that these plants employ 6,000 men and have an annual pay roll of \$8,500,000? California's meat industry ranks seventh in the union.

That the public may be better informed, breeders are staging from Dec. 13th to 19th the Twelfth Annual Great Western Livestock Show and Rodeo at the Los Angeles Union stockyards. Brought to the point where this exhibition ranks second to only two others throughout the nation this event has been developed and sponsored by J. A. McNaughton, Vice President of the stockyards and director of the stock show.

Travel Deluxe

A third larger than any of its predecessors, this year 14 western states and Texas are sending cattle, sheep and hogs to participate. Much of the prized stock, the value of many of which is quoted in thousands, travels in baggage cars in regular passenger trains, and some of the breeders even own their own coaches, fitted out with travel luxuries that rival the deluxe appointments enjoyed by champions of the turf. It is now possible to bring fat stock half way across the continent with a shrinkage of but 5 per cent, while in the old days it reached as high as 20 per cent.

Indicating that the railroads parti-

cipate and enjoy a considerable revenue from the exhibition of herds throughout the country, some of the prized blue blood Herefords and Shorthorns travel in private cars from 10,000 to 15,000 miles a year.

The Great Western stock show is proud of the Poultry Industries Exposition addition. It will be one of the largest exhibits of poultry and small livestock held this year in the west, according to P. J. Peltier, general manager.

It will show more than 4,000 entries valued at \$100,000 gathered from every state in the union, Canada and the Hawaiian Islands.

Some of the birds shown are valued from \$500 to \$1,000. "Mable," white leghorn hen, will defend her record of 350 eggs in a year at the coming show.

To encourage junior entries no entry fees are charged for them. Mr. McNaughton is proudest of the development in the junior division of this year's show. They are made up of the Future Farmers and the 4-H clubs.

The juniors will have 1,200 entries in the coming exhibit of cattle, sheep and hogs.

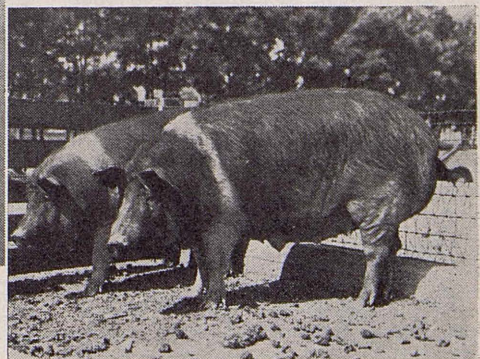
ONE DEATH IN NOVEMBER

Not a single death among either Employees Mortuary Fund or Wives Death Benefit Fund occurred during November, which is a circumstance we seldom are fortunate enough to report. One death occurred, Jose Martinez of the Engineering Department, but he was not a contributing member of the Mortuary plan.

The last available figures showed that the Employees Mortuary paid \$678.12 and the Wives Death Fund \$157.47 upon the death of a member.



Aristocrats of the packing industry and rodeo thrills will be on parade at the million dollar 12th Annual Great Western livestock Show at the L. A. Union Stockyards Show from Dec. 13th to 19th.



SPORTS

GOLF
TENNIS
FISHING
HUNTING



BASKETBALL
BASEBALL
BOWLING

BOWLERS IN HOT CONTESTS

The first round of the Pacific Electric Bowling League has just been completed, informs Don Houston, who this month becomes Bowling Scribe. The Engineering Department team got off to a flying start and remained in front for the first five weeks. West Hollywood then started clicking and overhauled the leaders and at the present time are in first place by a matter of a few pins.

The team members have just about reached their proper average and we may expect to see frequent changes in team standings from now on. Following are the outstanding scores made by bowlers to date:

Individual Game—Actual Score

Welch	227
Cuccia	227
Gowanlock	224
Latimer and Buss.....	214
E. R. Smith.....	212
Kinder	210
Hampton	209
Pont	202

Team Series

West Hollywood	2528
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Team High Game

West Hollywood	919
Engineers	918

First Round Weekly Prize Scores (including handicap)

High Series

1. Gowanlock	613
2. Latimer	632
3. E. R. Smith	662
4. Buss	749
5. Black	647
6. Pont	647
7. Welch	682

High Game

1. Welch and Buss.....	238
2. Birmingham	250
3. Gowanlock	243
4. Kinder	255
5. Blackburn & Irwin.....	222
6. Hampton	243
7. Cuccia	240

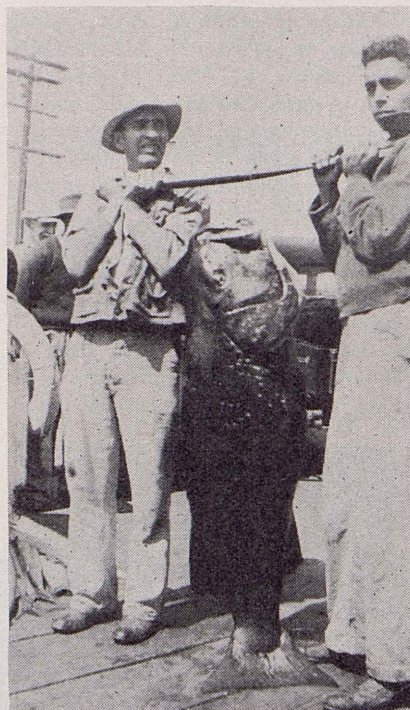
The Claim Department, winners of last year's tournament, have finally struck their stride and all other teams

are warned to be at their full strength when meeting the boys from Room 234.

West Hollywood has gathered an array of excellent bowlers as evidenced by the fact that three of the first four bowlers in the season's standings are from that team. When these boys start throwing them the pins take an awful thumping.

Some of the boys in the cellar spots on the season standings are very optimistic and have been seen challenging those "higher up." A notable example of such an optimist is Swanson, who has been seen throwing out his chest after a strike or two. Worthington, Wilson and George Orr are other potential greats who will bear watching.

"Exhibit A"



Pulling bell-cords has nothing in common with pulling in such a fish as this, vows Seth Van Wickle, Conductor of the Northern District.

This beauty, or is it, was landed after a 45 minute struggle last month by Van Sickle while launch fishing off Long Beach, using live bait. It is a Jew fish and its 142 pounds of weight was sufficient, when finally landed, to cause its master to call it a day.

CALL FOR BASKETBALLERS

Do you play basket-ball?

If you do, or have, and wish to play again, here's the opportunity. A team is now being formed among Pacific Electric and Motor Transit employees, to be sponsored by the P. E. Club.

A number of the boys have already engaged in several practice tilts and there is every indication that a worthy team can be formed, and if so, entered in one of the commercial leagues now forming.

Several additional players are needed, however, and anyone who has played and wishes again to play, should register at the P. E. Club office.

R. & G. CLUB ELECT OFFICERS

Who is to be who during the forthcoming year in the P. E. Rod & Gun Club, in short, election of officers for the year beginning Jan., 1938, was in progress at the regular monthly meeting of the club as the Magazine went to press on Dec. 8th. To be chosen to elective posts were a President, Recording Secretary, Financial Secretary, Treasurer and Executive Committee, details of which will be announced in the next issue of the Magazine.

Having topped previous membership totals for a number of years past, the year 1937 saw a revival of both interest and attendance throughout the year in various events staged. With an increasing number of employees seeing the pleasure and advantages of P. E. Rod & Gun Club membership the coming year is destined to be an outstanding one for the many hundreds of members who participate in sports through the auspices of the club.

The worst bankrupt in the world is the man who has lost his enthusiasm.

The more extensive a man's knowledge of what has been done, the greater will be his power of knowing what to do.—Disraeli.

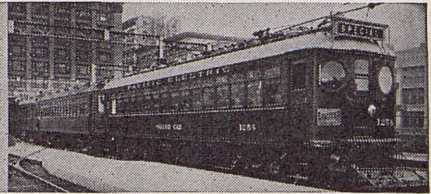
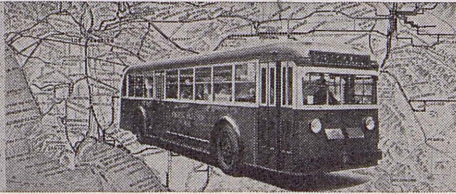
The man who tries to do something and fails is infinitely better off than the one who tries to do nothing and succeeds.—Louis Allis Messenger.

For every hazard there is one preventive—CAUTION.

When you are right you can afford to keep your temper; when you are wrong you can't afford to lose it.



SAFETY NEWS



Three Trainmen's Answer To Same Query

Passengers are Entitled to a Complete Answer. You Can Make a Friend or an Enemy by Every Answer You Give!

WHAT IS TACT? Webster says it is "the ability to deal with others without offending;" or, "the nice discernment of the best course of action under given conditions."

The fact you have your job indicates you have the ability to deal with your passengers without offending them. But do you always follow the best course of action under a given condition? You may be courteous, but under some conditions, this is not enough, as illustrated by three answers given by Trainmen to passengers desiring to board cars along Sunset Boulevard, outbound. In each instance a Santa Monica Boulevard car was involved, and the question asked was: "Does this car go to Warner Brothers Theatre?"

The first Trainman snapped, "No," and quickly closed the door, almost striking the passenger, who had started to board the car as he asked the question.

The second smiled cheerfully and said: "No, it doesn't," and closed the door carefully after making sure the man was in the clear.

The third smiled and said: "No, take a car marked 'Hollywood Boulevard.' One will be along in a minute or two."

All three correctly answered the question asked, but the first was neither courteous, nor tactful.

The second was courteous, but his answer did not tell the questioner all he wanted or was entitled to know.

The third Trainman courteously answered the question asked, and tactfully added the information which told the intending passenger which car to take, and about how long he would have to wait for it. We received a complaint concerning the first

man and a commendation concerning the third. It pays to go just a little further than courtesy demands, and give the questioner the information which he obviously desires, even though he does not ask for it in so many words.

The three Trainmen used as examples herein all knew that the questioner should take a Hollywood Boulevard car. Each of them knew that such a car would be along within two or three minutes, but only one of them felt called upon to fully inform the waiting passenger—and this instance was so outstanding that the passenger felt called upon to take the time to write a letter of commendation about it.

The first man made an enemy; the second performed his duty, but in such a manner that he was forgotten before his car was out of sight.

Holidays Demand Extra Care to Avoid Many Mishaps

In going over our statement of accidents in train and motor coach service for the month of October, 1937, which covers the latest figures available at this time, we find that there was a total of 264 accidents, a decrease of 19 under the same month of 1936. This performance is splendid and is indicative that the effort put forth by the platform men have accomplished something really worth while. It offers encouragement to the management in the furtherance of its program in the cause of safety.

There is no doubt, but that constant alertness on the part of each individual employee will avoid many an accident. Safety-minded individuals are

alert every minute and such individuals will not have accidents for which they will be held responsible. They will prevent many mishaps for which there would possibly be no responsibility involving them in their operation.

Each accident is directly caused through the carelessness of someone. If we men, while in the performance of our duties, can through our own alertness foresee the impending danger of the thoughtlessness or carelessness of a pedestrian, passenger or automobile driver, and take such action as will avoid the accident which might result in human suffering or property damage, we should feel that we have accomplished something worth while.

Returning to the accident report statistics, during the entire year of 1936 we had a total of 3,052 reportable accidents, while during the first ten months of 1937 there have been reported 2,574 accidents, representing an increase of 132, or 5.4% over the first ten months of 1936. So you will see that we must hold our accidents down to a minimum during the remainder of this year, and if we can continue the performance of October 1937, as related above, we will have accomplished a fair record.

We are now approaching the time of the year when travel will be heavy on the streets, as well as on the cars. Many of our passengers will be overburdened with Christmas packages and everything possible should be done by Trainmen in looking out for these passengers, particularly the women and the infirm. Let's keep an eye on the steps and avoid boarding and alighting accidents.

A moment of listlessness or diversion of mind may result in an accident which might bring grief to an entire family during the holidays.

Undoubtedly there will be a large number of automobiles in the streets, many of which will be operated by reckless drivers and Motormen should be on the alert and exercise

special care in order to avoid interferences with vehicles.

Then, immediately following Christmas, we will have the usual New Year's Eve traffic on the streets, as well as pedestrians, and both Conductors and Motormen should be on the alert to prevent vehicular, as well as step accidents, in view of the recklessness and hilarity which usually characterizes such occasions.

ACCIDENTS ARE AND CAN BE CONTROLLED—HERE IS HOW.

The United States is the most dangerous place in the civilized world to live. Accident records prove it.

Here, about 80 out of each 100,000 people are killed in accidents during the year while 12 other countries run below 40. When such figures are shown the average person says, "well, see how many autos we have," and then gives no further thought.

While it is true that autos killed 37,800 people last year, an even greater number lost their lives by accidents while at home.

The American citizens are proud of their intelligence and their ability to overcome obstacles. If this death, injury and property loss was being caused by flood, fire or disease they would rise to the emergency and overcome it in short order.

There is nothing mysterious, nor drastic about preventing accidents, as has been shown in a number of cases where it has been accomplished.

The Du Pont Rayon plant in Tennessee, worked a total of 11,361,800 man-hours without a single disabling accident to any employee. The South Eastern Greyhound Line in Alabama operated 1,249,143 miles without an accident resulting in death, injury or property damage.

These two case are sufficient in themselves to prove that accidents can be controlled.

The large industrial plants are making the best showing in this war against death largely because all the parties and elements entering into the accident are under the control of one or a few men.

The first and most difficult thing is to get the great mass of our people to realize that they are responsible. Safety is a habit and must be formed or acquired as are other habits. If we are only cautious while we are thinking about it or making an

Classification of October, 1937, Accidents

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

CLASSIFICATION:	SYSTEM		Increase or Decrease	Percentage
	1936	1937		
Collisions:				
1. With Pedestrians.....	7	11	4 Dec.	36.4%
2. At Railroad Crossings (Other than Company's)....	0	0	Same
3. Between Cars of Company.....	3	3	Same
4. With Vehicles and Animals.....	142	151	9 Dec.	6.0%
5. Derailments.....	1	2	1 Dec.	50.0%
6. Equipment.....	1	1	Same
7. Boarding Cars.....	8	12	4 Dec.	33.3%
8. Injuries on Cars (Not in Collision).....	20	19	1 Inc.	5.3%
9. Alighting from Cars.....	22	12	10 Inc.	83.3%
10. Falling from Cars (Not purposely alighting).....	0	0	Same
11. Doors, Gates and Guard Rails.....	6	8	2 Dec.	25.0%
12. Ejectments and Disturbances.....	3	2	1 Inc.	33.3%
13. Miscellaneous.....	1	6	5 Dec.	83.3%
14. Total.....	214	227	13 Dec.	5.7%
15. Employees.....	6	4	2 Inc.	50.0%
16. Total Car Accidents.....	220	231	11 Dec.	4.8%
17. Motor Coach Accidents.....	32	37	5 Dec.	13.5%
18. Total Passenger Accidents.....	252	268	16 Dec.	6.0%
19. Freight Accidents.....	12	15	3 Dec.	20.0%
20. Total All Accidents.....	264	283	19 Dec.	6.7%
			19 Dec.	6.7%

effort to be, the moment our attention is diverted, the accident happens.

For illustration, you see a man walking on the street. He sees where some careless person has dropped a banana peeling or piece of fruit on the sidewalk and stops to kick it off into the street. It is a small matter, yet it means so much for that man has the "safety habit."

Last year the United States had one injury every three seconds and one accidental death every five minutes.

What are YOU going to do about it?

COMMERCE COMMISSION CITE CAUSES OF ACCIDENTS

The Bureau of Safety of the Interstate Commerce Commission issues quarterly reports covering a summary of accident investigations made throughout the United States. These

reports are of public interest and should be of special concern to all railroad employees engaged in train operations.

Among the serious accidents involving fatalities of employees and others investigated for period ending June 30, 1937, appear the following avoidable accident causes:

Accident was caused by failure to provide adequate flag protection.

Accident was caused by excessive speed on a sharp curve.

Accident was caused by a freight train fouling the clearance point of a main track switch directly in front of an approaching superior train.

Accident was caused by failure of a brakeman to know that a switch was properly lined for an intended movement before a proceed signal indication was given.

Accident was caused by failure to apply a sufficient number of hand brakes on cars left standing at the lower end of a gravity yard.

Accident was caused by failure properly to protect switch engine by flag, and by failure to operate train under proper control within yard limits.

Accident was caused by failure to control the speed of a train as required by signal indications, resulting in the train entering a short turnout at excessive speed.

Accident was caused by failure to

THE NEW MAN TAKES HIS CUE FROM YOU SHOW HIM THE SAFE AND EFFICIENT WAY!



operate extra train under control within yard limits.

All Trainmen should give careful thought and consideration to the above causes which have resulted during recent months in serious accidents involving loss of life and again resolve to carefully observe the operating rules as the best insurance against becoming involved in such occurrences and to avoid the unfortunate mistakes of others in every day practice of train operation.

The best safety device is a careful man.

SAFETY ADVISORY COMMITTEE APPOINTED FOR DECEMBER

Meeting the last Thursday (instead of the last Friday), December 30th, the next meeting of the Trainmen's Advisory Committee will be held in the Pacific Electric Club rooms, commencing at 10:00 a. m.

Many splendid safety suggestions have recently been made by Trainmen selected to serve from month to month, and those appointed are asked to come to the meeting with at least one suggestion for increasing safety of operation. All are asked to participate in discussions and point out any hazards observed, both to passengers and employees:

Western District: Terminal:
 J. W. Lanning W. Hwd.
 H. G. Edwards Subway
 T. E. Boswell Ocean Park
 G. E. Franklin Glendale

Northern District:
 B. L. Copeland Macy
 G. S. Blaine Pasadena
 D. Downs San Bernardino

Southern District:
 C. L. Cottingham Long Beach
 C. A. White Los Angeles
 E. D. Foore Butte Street

DOOR AND STEP ACCIDENTS

Several accidents have recently occurred, the causes of which can be immediately attributed to failure of Trainmen to exercise sufficient alertness to know that passengers are clear from exit doors before the doors are closed.

One case in particular recently took place as a result of front exit door of a 600-class car being closed on the bottom of a woman's coat, which was dragging on the step. This case could have been avoided by a greater degree of alertness and observation on the part of the Motorman.

This instance is being brought to attention of all Trainmen to emphasize the necessity of carefully observing conditions in the operation of the service and to benefit by previous experiences in the hope that future cases of a similar nature may be avoided.

Employee's Lass Makes Fine Movie Success

DID you know we have a real movie queen within the family circle? We have, and a real one, too. Plays leads opposite outstanding male stars, despite her tender age and brief, but meteoric career.

The young lady to whom we refer is Dorothea Dick Moore, real name, and Dorothy Moore, reel name, the charming and talented young daughter of S. W. Moore, for the past ten years a worthy member of our Engineering Department.

Imagine, if you can, the joy, thrill and bewilderment of a lass still in her "teens", playing in a small Los Angeles theater, being "discovered" by three major movie producer scouts and all seeking to sign her to long-term contracts that meant fame and fortune! Such was Dorothy's and her parent's dilemma.

Nineteen Summers

Born in Matton, Illinois, some 19 years ago, the Moore family came to Los Angeles in 1927, and Dorothy attended local and Manual Arts High School. It was during her high school days that she received her first



Dorothy Moore, daughter of S. W. Moore, Engineering Dept., who at nineteen has made splendid movie success.

actual taste of the theatre, although a desire to become an actress had asserted itself since her childhood. A friend of hers received a job in the chorus of the Chinese Theater when that famed playhouse put on elaborate prologues to their pictures. The friend asked Dorothy to accompany

her as a lark. She did and was chosen for a dancing berth.

Her first introduction to a picture studio came with dramatic suddenness when one of the companies called for high school drama students for certain scenes in a production. As one of Dorothy's self-admitted faults is always being late for appointments, she got there after everybody else. She was running breathlessly around a corner of studio buildings, and ran smack dab, pell mell into the man who was picking the students for the picture. He took one look at Dorothy and chose her pronto.

When she was graduated from high school she entered Ben Bard's Dramatic School, where she spent seven months. At the end of this time she was given the lead in a play titled "Suzanne," and that was when movie scouts took one look at her and began waving contracts. RKO Radio came out the victor in the scramble.

Dorothy has light brown natural wavy hair, blue eyes and a powdering of gold freckles on her pert little nose. She stands five feet, three and three-quarter inches high and weighs 116 pounds. She comes from Irish, Dutch and English ancestry, although where her facial features are concerned, the Irish blood wins in a walk. She comes from a background of professional men and stock breeders, the latter being the reason, undoubtedly, that riding is her favorite form of exercise. She also likes to ice skate and she's adept at archery and rifle shooting. Her favorite ways of keeping fit are dancing, riding and jumping rope.

Dorothy has already appeared in featured roles in such pictures as "Quick Money," "Taking the Town," "Big Shot," and in recent colored shorts, so-called. In each she has vindicated the promise of her discoverers, and the future looms even brighter.

Mr. Moore assures us that Dorothy hasn't "gone temperamental," but is the same unaffected, lovable girl of her youth. We extend congratulations and hope success will come even more and more to Miss Moore.

"Mother, have I been a good boy lately?"

"Yes, Bobby, you have been a very good boy."

"And do you trust me, mother?"

"Why, of course, I trust you, son."

"Then why do you go on hiding the jam?"

Freight Rates Increase

(Continued from page 4)

This is the largest percentage of mileage ever in the hands of the courts at any one time in the history of American railroads—and stands to be increased unless there is an improvement in the level of railroad revenues, since many railroads not yet in the hands of receivers or trustees are not currently earning their fixed charges.

What the Railroads Propose

The railroads propose an increase of 15 per cent in all freight rates and charges except charges for protective service to perishable freight, and except on coal and coke, lumber, sugar, and fruits and vegetables the maximum increases will be as follows:

On bituminous coal and coke, the maximum increase will be 15 cents per net ton, except that where an increase of 15 cents was made in Ex Parte 115, the maximum will be 10 cents. On anthracite coal the maximum will be 25 cents per net ton. In connection with the increases on both bituminous and anthracite coal and on coke, recognized origin group differential relationships will be maintained, the proposed increase to be applied to the base group in each instance, and rates from other groups made by adding or subtracting established differentials. Rates to short-haul or non-differential territory (generally intermediate to differential territory) are to be treated individually.

On lumber, the maximum increase will be 6 cents per hundred pounds, and on sugar 6 cents per hundred pounds, but in the case of the latter the increase is to be applied to the rates which are to become effective December 15, 1937.

On fruits and vegetables the maximum increase is to be 15 cents per hundred pounds. On citrus fruits from Florida to North Atlantic ports, increased rates by all rail routes will be made to conform to I. C. C. Fourth Section Order 12129, as amended, and corresponding increases in rates on citrus fruits to destinations covered by that order will be made from California, Arizona and Texas, under Fourth Section relief.

The railroads operating in eastern territory propose to increase one-way and round-trip passenger fares in coaches from 2 cents to 2.5 cents per mile. Railroads operating in southern and western territory have recently made certain increases in their passenger fares and are contemplating

revisions, but do not contemplate any increases above the basis recently established by the Interstate Commerce Commission of 2 cents per mile for coach travel and 3 cents per mile for passengers in sleeping and parlor cars.

A Business Crisis—and Its Remedy

The prevailing inadequacy of railroad revenues adversely affects every shipper, all business, the whole American public. If long continued, it cannot fail to have most unfortunate effects not only upon our railroads, but upon the whole structure of business.

The money paid to railroads for their services promptly goes into general circulation in every state and almost every county in the nation. Its effect on employment is cumulative and not confined to the railroad industry itself. It reaches into practically all branches of agriculture and industry throughout the country.

The proposed rates and fares will not be a burden upon general commerce, but will help to insure the adequate and efficient transportation, the prosperous and progressive railroads, without which we cannot have a prosperous nation.

REDONDO PLUNGE-PAVILION OPERATION CHANGES TOLD

A slight revision in the plan of operation of the Redondo Beach Plunge and Bath House was placed in effect December 1, according to announcement of H. O. Marler, Passenger Traffic Manager.

The new schedule provides that the Plunge and Bath House will be open daily except Wednesday, on which day each week it will be closed to permit the handling of repairs and maintenance work without interference with plunge patrons.

The Bath House is open Mondays, Tuesdays, Thursday, Fridays and Saturdays from 10 a. m. to 10 p. m., and on Sundays from 8 a. m. to 6 p. m.

Employees and their family members are entitled to considerably reduced rates for use of plunge upon showing pass or P. E. Club card.

The Redondo Beach Ball Room has recently been leased to private interests, under which new management it will be operated until further notice. Dancing will be continued on Friday, Saturday and Sunday nights, Sunday afternoons, and on special occasions.

WATCHALL PICKS ALL "P. E."

Earl Moyer is not a Rate Clerk, but he sure "rates" at the Majestic Malt shop. In hops Earl and presto, service right now.

The one answering the following questions correctly will receive two tickets to the L. A. Ry. vs P. E. football game in the Wilmington Bowl:

What well-known Freight Solicitor went in a men's furnishing store and said, "Give me a size 16" When the clerk brought out a shirt he replied, "Heck no, I want shoes."

What well-known lady in Auditors office recently purchased a new car, and when taking test for driving license gave examiner several new gray hairs?

What certain lady on the sixth floor was seen doing the "Big Apple" at recent P. E. dance with well known apple polisher?

What well-known Brief Case Conveyor fishes twenty-four hours a day, on the cars, on the pier and in his dreams?

What handsome Freight Solicitor was seen at Westlake Park rowing a boat, getting ready for May 1st, 1938?

What well-known man in Engineering Department, named after a town on the Long Beach Line, now carries his lunch in a brief case as Dorner does? Enclose a dollar bill with answer in self-addressed envelope and mail.

And now for Walter Watchalls All-American Football team:

End—L. Tighe. Good ending, if you cannot win.

Tackle—Chas. Hill. Hard to get over.

Guard—C. R. Smith. Our G-man.

Center—R. Swanson. In the middle of everything.

Guard—C. English. Reverses are music to his ears.

Tackle—F. Gill. Stationery. Hard to move.

End—E. Battelle. Good on passes.

Q. B.—G. Chrystal. Can see the future.

H. B.—Pop Knight. Keeps the enemy in the dark.

H. B.—Vic Labbe. Natural born kicker.

F. B.—J. Baggett. Carries the mail.

Colors—Gray and Olive-R.

Coach—N. Vickrey, knows his formations.



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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

YOUR Magazine repeats with emphasis and sincerity: Merry Christmas and Happy New Year!

The year drawing to a close has had its trials and tribulations, sorrows and disappointments. On the other hand, we have much for which to be thankful and grateful. Great masses have been unemployed; the spectre of want and doubt of the morrow has been the lot of millions of worthy people.

As a whole we have enjoyed good health, steady employment and not least, a glorious peace of mind. We have loved ones whom we cherish more with the passing of years.

Happiness is largely a state of mind. We are prone to dwell upon and stress our heartaches, and pass too lightly the things that bring joy in life. If we count all, the rainbows far out-number the shadows.

Life to-day can be a glorious thrill if we will only count our blessings.

We'll be happier this coming year if instead of "wishing" happiness for others we resolve to do our part in making it a reality. How? Forgetting self a bit, and extending little courtesies to the other fellow, lending a helping hand, showing consideration, judging unharshly — in short, "the golden rule."

"Old-fashioned?" Sure, but if you seek a better recipe for happiness, you'll look for a long, long time—and still not find it!

ORIGIN OF CHRISTMAS SEALS

An enterprising woman conceived and promoted the idea of Christmas seals in the United States back in 1907. She will again be joined by

Greetings!

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

—Editor.

millions of women throughout the country in an effort that will bring forth additional means with which to carry on the successful war being waged against tuberculosis.

Women are the sellers of the seals; they are the chief buyers of them, and in protecting their families against tuberculosis they employ the methods financed from the income of Christmas seals. Through them, use of Christmas seals on holiday letters, cards and parcels has become a national practice.

The practice of raising money by this penny device was originated in Denmark by a postal clerk in 1904. Miss Emily P. Bissell in 1907, concerned because a little open-air cottage on the Brandywine near Wilmington, Del., for lack of funds, was going to close its doors to poor victims of tuberculosis, became impressed by an article by Jacob A. Riis describing a stamp he had received on a letter from his native Denmark and the success that country had been having with the sticker. He asked why the idea could not be adopted here, adding—"Nothing in the world is better proven today than that tuberculosis is a preventable disease and therefore needless."

It is really a worthy deed to buy Christmas seals.

HISTORY OF "SILENT NIGHT"

Undoubtedly the most beautiful and inspiring, and certainly the most universally sung of all Yuletide carols, "Silent Night" this Christmas becomes 119 years of age.

Contrary to popular belief, the song was not handed down from the Middle Ages, but the verse composed by Joseph Mohr, a young parish priest, and music by Franz Gruber, in December, 1818. It was first sung in the St. Nicholas Church at Oberndorf, Austria. Throughout every city and hamlet in the civilized world

this age-old musical will be reverently sung this Yuletide.

The verse follows: Silent night, Holy night! All is calm, all is bright 'Round yon Virgin Mother and Child, Holy Infant so tender and mild, Sleep in heavenly peace, Sleep in heavenly peace.

Silent night, Holy night! Shepherds quake at the sight! Glories stream from heaven afar, Heavenly hosts sing Alleluia. Christ the Saviour is born, Christ the Saviour is born!

Silent night, Holy night! Son of God, love's pure light Radiant beams from Thy holy face, With the dawn of redeeming grace, Jesus, Lord, at Thy birth, Jesus, Lord, at Thy birth.

YOU NEVER KNOW

You never know how great life is Until you think you're dying. You never value smiles of joy Until you feel like crying. You never know what friendships mean Until you haven't any. You never think you're rich enough Until you've not a penny. You never really like your work Until you've no position. You never know what hope can do Until you've lost ambition. You don't appreciate your faith Until you start to doubt it. You never think you need your church Till you must do without it. You never know the beauty of a song Till hearing fails you. You never know the freedom of your soul Till conscience jails you. Could we but look ahead and see the sorrow, The loss of all these things may bring tomorrow, Perhaps today we'd cease our endless grasping, And be content with what's ours for the asking!

—Elizabeth Sutton Gray.

She: "Can you drive with one arm?" He: "You bet I can." She: "Have an apple."

The biggest mystery to a married man is what a bachelor does with his money.



OF THE
PACIFIC ELECTRIC
AND MOTOR TRANSIT
FAMILY



PURCHASING DEPARTMENT
By Ray Cragin

Thanksgiving dinner at home with Mother. This was the good fortune of Mr. Fenimore. Accompanied by his wife and youngest daughter, Muriel, these folks invaded the old home state of Indiana and the town of Muncie for the much delayed yearly vacation.

Sunday morning quarterback turns professional. That loyal and ardent follower of the Trojans, George Quesenbery, has lost heart and dismounted from the mighty war horse, and now spends his Sundays watching the "Paid to play boys". George says it is hard to second-guess these professionals, but they really do not need it.

Toronto couple take trip to the altar. That was news fifteen years ago, but the two people who participated in this event did not forget it, for on November 18th Mr. and Mrs. James E. Livermore celebrated. And while speaking of these people they have one eye on the calendar and the other on the timetable for they are going back to their home town for Christmas. It has been rumored that a certain lady in Torrance said "I have had him for fifteen years and now I am taking him back to mother." We could not confirm this report.

Perforators are no longer issued by the Stationery Store. This was the statement issued by F. E. Gill the other day on the return of "Two Gun" Cain from Torrance. Floyd says any one wanting holes punched in anything to come down and "Two Gun" will shoot the holes in. And speaking of the Stationer I would say he is able, so with Cain and Able the Stationery Store is like the Garden of Eden until "Two Gun" begins to "see them serpents crawling around."

"Page Miss Ruth Batsch," and page is right, because you can find her on most any page in the magazine. Now she has Vic Labbe making it a habit to write about her. Say Vic, how about trading columns and you could write about Ruth, and I could tell about the Engineers.

Young man about town takes to the air, and that young man is Roy Ewing. Do not get me wrong, the young man is not an aviator but recent changes finds him the man about town on the pick-up truck and he gets plenty of air. Roy says it looks like a hard, wet winter.

The following news comes from Torrance.

Suddenly the other day the whole Torrance Store was lit up and it was

all brought about by that big beaming smile of Fred Dilthey who returned to work after being away several months due to sickness. Welcome back Fred, glad to see you.

Mrs. Thomas Wilkes recently underwent a serious operation at the Torrance Hospital. Latest reports were very good and that happy smile is again back on Tom's face.

Bill Nicolay says it is nice to be a man about town and have authority, but when the authorities around town are after you this is something else. Bill took the muffler off his car to fix it and forgot to put it back. He was apprehended by the law and told that Redondo Beach was a nice quiet town and to let it sleep.

Frank Winterburg has been walking around the Torrance yards with a big sign on his back "Kick Me" and this is how it happened. A. Nichols offered Frank a chance he had taken on a turkey, but Frank turned it down. John Jackson graciously accepted it and walked off with the turkey. Frank had a hard time trying to make lamb chops taste like turkey.

Young John VanderZee, the pride and joy of one John VanderZee of the Torrance store, performed on radio station KGER of Long Beach a few days ago. The young man has an excellent voice and we understand he is to sing another solo on the same

station in the near future.

"Cap Pistol Kitto" is now living at Los Patos. Thanksgiving morning he told his wife he would take his trusty pistol and go out and get birds for the big dinner. A few hours later Bill returned, but when the good wife was preparing them she questioned Bill how he got them without any bullet holes. Bill says, "I hit 'em so hard they do not show the marks, but the next day the family butcher had occasion to ask if the ducks Bill bought were all right.

Word comes to us that one horse often seen around Torrance had found his way to the glue works. Calling in our best Torrance detective, "Peek a Boo," we learn that the animal is still in the Torrance Mountains and being trained by one former Texan, B. Ordway. According to present plans the animal is to be entered in the Big Santa Anita Handicap. The jockey is to be Fred Hopkins (if he does a little road work) and the owner, well, a well known stenographer of the big industrial city.

From West Hollywood we learn that the man who has two-thirds of the name of a well known composer of Indian music is still breaking hearts. We learn that he is seen daily riding on the Red cars with a sweet young lady weighing about 250, and Charlie has to sit on the edge of the seat.

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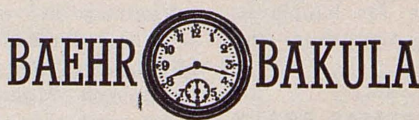
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ENGINEERING DEPARTMENT

By V. P. Labbe

Continuing where we ceased last month's patter of peerless Perry, the most picturesque, perfect and potent golfer from Pittsburg to Portland:

This feat was considered to be all the more remarkable when it was discovered that, just as he was about to putt, a bee had stung him over the eye, and that in spite of the shock, his iron nerves had remained calm, thus enabling him to sink the putt. He firmly refused to borrow a club to replace his broken hockey stick, the splinters of which had been gathered up by the gallery as souvenirs.

On the very next fairway, his putter shaft parted in the middle, leaving a twelve inch handle with which to carry on. Yet he refused to give up or to borrow a club, and immediately proceeded to drive the ball 275 yards down the fairway with the broken putter.

Fate was certainly against him, for trouble continued to dog his footsteps all through the round. He hadn't walked a hundred steps farther before he slipped in a patch of mud caused by a leaky sprayer and sat down on a pocketful of sharp tees, spraining his ankle.

Surely this must be the end of his ill luck. But no! Misfortune continued to dog him.

On the fourth fairway his sprained ankle gave way at the water hazard and in he went. They fished him out, wet to the skin. The mishap broke off another piece of his putter shaft which he bound together again with adhesive tape and proceeded onward.

At the eleventh hole he stumbled over a rattlesnake, which bit his right calf. Nothing daunted, he grabbed a pint of whiskey and a knife. Slicing open the wound, he poured a jigger of the liquor in the wound, drank the remainder, then resumed play as if nothing had happened.

At the thirteenth green a stray bullet passed through his right arm. He bound up the wound with his handkerchief and then proceeded to sink a twenty-five-foot putt. And this with both eyes swollen tightly shut from the bee sting!

We may be thankful that nothing further happened to him during the remainder of the match. Just picture this marvel of a man, with his clothes sopping wet, his anatomy perforated by golf tees, a sprained left ankle, a snake-bitten right leg, a sprained left wrist, a bullet hole in his right arm, practically blind because of his swollen eyes, and playing with nothing but a broken shafted putter—winning the match 3 up!

Well, that is the kind of a golfer Perry is—if you know what I mean.

The End

Al de Pfyffer returned to work after traveling through Europe for the last six months. Some vacation.

Jean Fogarty is certainly lucky at picking the right football team. One win and a score of losses.

Thanks to M. C. H. for the grapes.

They were certainly good and everyone enjoyed them.

Chester Davis says his word is law in his house. We have only his word for it.

Did you get your promised dinner yet, Yogi-Super-Snooper Boyle, or was it just another promise, Dave?

The height of something when a football fan is so enthused over his favorite team that he buys the head coach's automobile. Ask E. Rollo Hayward.

Shown with 19 other pure-bred collies, Bewitching Captain Kidd, owned by Howard Dulling, art student, upheld the tradition of his kennels and walked off with 6 blue ribbons and two gold plates the final day of the Pomona Fair where the dog was entered in the dog show. Dulling, who has been a breeder of collies for four years, operates the Bewitching Kennels in Baldwin Park.

What was that crash in Room 662? Whoever was the sponsor of the dance held Saturday evening, November 20th, certainly deserves a gold medal.

Emma Smith went to Arizona on her vacation.

George H. Brown, Field Department, claims the distinction of receiving the longest splinter on record. How about it, George.

E. Hayward has not offered to teach anyone golf since the last issue of the magazine.

Bob Dornor claimed he was shopping bent not so long ago. Well, from what I heard—Los Angeles Street was not the right location. Ask Gus Guercio.

What was Bill Moesby trying to do in front of the P. E. building Friday afternoon?

We all join C. K. Bowen's well-voiced sentiments addressed to our good friend, I. A. Hubon, retired last month. Wrote Mr. Bowen:

And, as used, the word, "retiring" assumes a two-fold meaning; not only does it convey the thought of your retirement from active service with the Pacific Electric, but, adjectively, it rather fully describes one of the chief characteristics of the man

whom we, who sign our names below, have come to love as a friend.

Long ago we learned to respect and to depend upon the sure and accurate knowledge of your profession which your modest self-effacement tended to belie, and rare indeed was the occasion when subsequent events did not prove the soundness of your advice and counsel.

Some of us have worked side by side with you across the bridge of time that spans two generations; from such as these, little of what you are has escaped minute scrutiny. We know you from here to yonder—and we still call you friend. Rest secure in the knowledge that you have borne

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fruit, and so enjoy the leisure you have so well earned.

Neither to such as you can come any thought that retirement means the shelving of one who has outlived his usefulness rather it is the reward due one who for the best years of his life has given his best effort to advance and to safeguard the best interests of his employer.

Best of luck to you, Amigo, Vaya con Dios!

Your friends, whose names are legion.

ACCOUNTING DEPARTMENT

Geo. Perry

November finds the vacation list at its lowest ebb thus far but there is no doubt that a lot of us would like to see our names on the list again.

Albert Manhart, Rufus Handy and William Keelin—Home.

Allan Hanna—Iowa, Oklahoma and other points by train.

Harriet Barnes—P. E. Camp.

Florence Sanders—Bethany, Mo.

Dovie Brown—Motor trip to Portland, Seattle and way points.

Meta Hoogendyk—Monterey, and Grace Walkup—Home.

Olive Rohde—San Diego.

A new department was suggested for our column: a question and answer department, so here it is:

1. What vivacious, titian-haired File Clerk was seen purchasing outing-flannel pajamas in anticipation of a cold winter?

2. What carefully groomed young Special Accountant has recently taken up the habit of wearing a boutonniere in his lapel, and WHY?

3. What ardent horticulturist has been going around with that strained back expression after spending the week-end taking out a boxwood and re-planting a cypress hedge?

4. Who was the Jr. Freight and Payroll Clerk who went to the hospital for a tonsilectomy, was prepared for the operating room and then was told to dress and go home? Was he embarrassed or disappointed?

For the answer to these and other vital questions, see your local psychiatrist.

Elizabeth Bracket, nee Lowe, was the recipient of a lovely red corduroy robe with slippers to match, at a party recently given in her honor by the girls of the Western Division. The last issue of the magazine carried the notice of Mrs. Bracket's wedding, so we find the title of a current movie is appropriately descriptive "The Bride Wore Red."

To those early getter-uppers who wish to start the day with a smile (and sometimes a laugh) drop into the P. E. Club lunch room about a quarter to eight any morning and have a cup of java or what you like and join in the good natured banter that goes on around the big circular table. One of our regulars is Lon R. McIntire, who, though generally not so talkative, will over a steaming cup of fragrant coffee, let down his

hair (figuratively speaking) and tell some of the most gosh awful yarns you ever heard. The following was voted the prize and is used as a basis of comparison for all others:

It seems, said Mac, in describing the extremely high temperatures in which workers along the new aqueduct, especially in the vicinity of Indio, are required to work that special care was accorded the health of the workers to the extent of requiring them to eat or suck saline tablets to avoid sunstroke. (Up to this point the story is O. K. but from here on, take it or leave it). So many tablets are consumed by each worker and the heat causes such profuse perspiration that an ordinary worker starting to work in blue shirt and pants would quit at the end of the day in a palm beach suit.

May I, as Chairman of the Dance Committee for the General Offices, express for the Committee and the P. E. Club management, our appreciation for the support given the dance held November 20th last in the P. E. Club Ballroom. The crowd, although not as large as was anticipated, was a happy and congenial one and it is a source of real pleasure to hear from so many that the evening was thoroughly enjoyed. The two lucky employees who each received a \$5.00 door prize were: Dorothy Littlefield and Arnold Northrup.

Shorts

Congratulations to Alfred Beaumont and Frank Hardesty, both of whom received an advancement in position during November.

We are pleased to report that Anna Smith has been released from the hospital and latest indications are that she will soon be well enough to return to work.

Thomas Andrews had better hurry the finishing of that new fireplace he is building or Santa Claus will picket his home as unfair to organized Santa Clauses.

To the happy family of John Kinney we offer our congratulations for there is now another Kinney. Her name, Patricia Ann, weight, 6 pounds,

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14 ozs., and she arrived November 9, 1937, the nicest Christmas present of them all.

SCOOP—Here's an item that can't wait for the December issue:

Friday, December 3rd, is a proud day for our heavy duty wrestling champion from the wide-open plains of Texas, Leo Trabnell Vidal—not because it was pay day, my friends, NO, but because it marks the day of Leo's career when he can say "I Yamma Man." Adel, his diminutive wife, presented him with a fine 9 pound, 2 ounce baby boy at home. When Ralph (we believe it is Ralph, or maybe Emil) was two hours old we heard that Leo had him in the parlor teaching him the strangle hold and the airplane spin. For your sake, Leo, we hope he doesn't grow up to be a hair-dresser.

So in closing, let me give you each a message:

Page 642, Column 3, Line 41

Page 182, Column 2, Line 12

(To translate, see your new telephone directory).

MOTOR TRANSIT COMPANY By M. J. Creamer

The outside correspondents sort of "let me down" this month, so will have to stir up the ash can to see what can be found. How about a little help fellows? The only news we gather from the outside Agents is that which sifts through now and then; and we would like to make the column something more than just a Los Angeles area news broadcast. Won't you help next month?

"Jim" Tucker was down in Vista, California with J. N. Johnson, Agent at Ontario, on what might be called a "big game expedition". He bagged twelve quail, but then there wasn't much chance of missing—with a double barrel shot-gun and using both barrels. Didn't see the quail so wonder if you found them intact. Great sport, eh?

Joe Hernandez in our Express Department is planning a flight into mid-air. No date has been set for the wedding, but "it won't be long." We also note that "Peters" alias the "Thin Man," is going through his daily paces but "narry a word."

Operator Owen Whitaker, better known as the "Grape Juggler," must have originated from Lodi. He's been eating tons of grapes in the past few months—always swinging a sack of 'em around. Says that they're healthy and judging from the looks of him—maybe so.

"Slim" Seifried has us guessing. Out of a clear sky fell the following inquiry: (We were speaking of football games. It seems as though he saw one at one time or another.)

"What happens in a football game if one of the halfbacks is badly injured? Do they substitute two quarter-backs? Bye, Bye, Blackbird. Wham!

Wonder what happened to Walt Deal's brainstorm invention? It was an attempt at a loud-speaker system. He

had a gadget (patent almost pending) hooked up from his "Throne" to the doghouse. A megaphone was attached to some rubber tubing, the megaphone being installed in the doghouse. With but a slight increase in lung-power he could tune in on "Calling All Operators." What a startle it must have been when he blasted. Pity the poor operator having his afternoon siesta. What's the matter, Walt, did you get the wrong number or was that before Manuel Rankin quit eating garlic?

FLASH!—Sympathies were extended to Belver Darden, our Red Cap, after he appeared at the depot one morning last week all banged up and scratched! Some say that he walked into the side of a moving train. Others remarked, "Well, I wonder what the other fellow looks like?" Maybe right—maybe wrong—but did you know that his girl friend has a black eye. Could it have been a lover's quarrel? Zam . . .

Ira Junkins can be seen busily engaged in phone conversation at one of our pay phones from time to time, costing him a whole "Buffalo" each time. Perhaps that's a secret worth keeping? In this connection, some say that Charlie Cooper is slippin'. We'll leave it up to you. In his confusion, he called Ira Junkins "SHIVELY". Ira produced George Shively, "Star" Operator, and asked "Coop" to distinguish as to "who was who."

We've often wondered what "Guy" Rhinard used on his hair to keep it soft and wavy and especially before retiring at night, to keep it from getting all messed up. T'was actually admitted by him that he wore a combination hair-net "night cap." Round and round the little wheel goes and where it stops—nobody knows.

Operator "J. D." Puffer was married quite recently. Details are lacking but it must have been a whirlwind courtship. Congratulations.

Did you eat too much turkey Operator Ewing? Must of had that big dinner before Thanksgiving as we noted you were "sick" on the actual day of celebration.

Doesn't it feel good when now and then one of our patrons steps to the counter and commends a driver and asks for his name? Most of the roads are bumpy ones and a good word now and then, no matter to whom it refers, is appreciated.

We've probably all heard of the old question, "How long is a string?" Dramatizing one sales talk at our information counter which went thus:

Psgr.: What time does the next bus leave for Whittier?

Clk.: 11:40.

Psgr.: What is the fare, one way?

Clk.: Thirty cents one way.

Psgr.: Where do I get my ticket?

Clk.: Down at the end of the counter, please.

Psgr.: WHERE IS THE END OF THE COUNTER? (much confused.)

Clk.: "Lead, kindly light!"

SUBWAY TERMINAL NOTES By W. F. Servranckx

H. Beckman and the Mrs. made an extensive trip to Sacramento, visiting the Governor, and most of the Senators, but what Mr. Beckman enjoyed more than anything else was riding around in a big auto and smoking daddy's 10c cigars. Smart, he says, eh, wot?

E. V. Stevens says he did not get a cigar at the last election; claims A. C. Tanner smoked them all.

We had a very pleasant visit from Al Silverman of 6th and Main the other day. He told all the boys what is what, and after showing most of them the ins and outs of pinochle, went away quite satisfied. Call again Al.

Another wide-awake boy, while deadheading on run 31, is C. L. Mor-

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rell, who is continually instructing the boys on the traffic violations, and yet gets a citation for double-parking.

W. Van Nice will contribute some news to the Magazine when he gets to it, say he, but we understand that he is too busy playing golf.

From a reliable source comes information that John Eastwood is a champion egg thrower. We have heard of dice throwers and pie throwers, but this is a new one.

Our ace detective, "Hitler," reports that the most frequent visitor to that certain doughnut shop is our good friend, James Goodman, who says he merely calls on Dolly, the waitress. We are further informed that Jim has quite a crush on her. Now we suppose the other half of the outdoor sports club will be visiting said place soon. Keeping an eye on Dan.

One day last week I boarded a Hollywood-bound car and could not help but notice a new conductor attending to his work 100 per cent, and was impressed by his very neat appearance. Asked who had taught him so effectively, he answered, "why, B. V. Williams, the best conductor west of the Rockies." To me it sounded as if this was smearing it on a bit. B. V. must have fixed him up for a "small fee." And by the way, we regret that we failed to mention in the last issue that B. V. had spent some time in the Veterans' Home at Sawtelle. Not in a straight jacket, we hope.

On November 12th, ye humble scribe and Mrs. Servranckx, celebrated their 25th wedding anniversary, and strange as it may seem, we are still the best of pals.

PASADENA TERMINAL NOTES

By L. (Tony) Tonopolsky

H. T. Hawley and wife spent the Thanksgiving holiday with friends and relatives in the east.

J. E. Newman and wife believe a wager worth winning is a wager worth collecting. They traveled to Grants Pass, Oregon, to collect a turkey dinner wager won from Conductor Horn, who is farming in the northern state. Incidentally, it is rumored Conductor Horn will soon return to spend the winter in Pasadena.

Those on the sick list at this writing are: I. W. Holm, recuperating from a stomach ailment which has kept him at home for the past two months. Foot trouble which made an operation necessary, confined J. W. Kelly to California Lutheran Hospital and home for a month. Conductors S. E. Collins and L. Whittemore have had colds and rundown conditions. All are doing nicely and expect to be on the job soon.

Conductor Tieman was recently promoted to permanent Relief Terminal Foreman and Dispatcher, relieving in Pasadena two days each week. Former relief-man Mosier bid in the day job at Macy Street, vacated by the retirement of Term-

inal Foreman Booth. Our best wishes for their continued success.

Tom Morgan and Fred Perkins are the latest names to appear on the retired list. Tom's retirement checks will probably be just small change for him, as he was recently seen displaying one thousand dollar bills. Our best wishes to both for a future of lasting joy.

Terminal Foreman Van Fleet's vast host of friends will be pleased to know Mrs. Van Fleet is slowly but surely recovering from illness which confined her to the home for the past six months. We extend our best wishes and hope for complete recovery.

Cross section of how retroactive pay will be used by Trainmen at Pasadena:

Cummings, buy new teeth; Jud Kelley, in the old sock; Thompson, need new tires; Bever, Xmas presents for family and 92-year-old grandmother; Neprasch, have one grand time; Burge, spend some, save some; Raatz, Xmas presents for the family; Lewis, pay bills; Kipp, pay doctor bill; Hall, pay bills; Thorne, a layette; Arko, pay taxes; Glines, presents and doctor bills; Rovai, fill-et mignon steaks; Yours Truly, my wife hasn't made up my mind yet.

GLENDALE DISTRICT

By C. L. Settle

Cond. C. B. Arnold proved himself to be a skilled woodworker by making two beautiful gavels, which were recently presented to two retiring officers of his fraternal organization.

Two dates which will always be remembered by Cond. J. W. Howard and family, the first, Jan. 10th, 1937, when Mrs. Howard was stricken with total blindness. After a series of treatments and operation, she was able to distinguish features from one eye on Nov. 12th, about two months hence she will undergo another operation and it is hoped that normal sight will be restored to both eyes.

Our most ardent nimrod in these parts is Cond. P. E. Stiller, but until he brings us some evidence we shall remain skeptical of his prowess with a gun.

One of the busiest of our Trainmen is Cond. T. L. Halverson, for he holds the office of Boy Scout Commissioner, and his districts comprise 500 troops of 32 boys to the troop.

Recently Cond. A. P. Habura sang before the Lions Club of this City,

and was immediately named the Tibbett of Glendale.

The reason for the squared shoulders and broad smile of our Asst. Trainmaster A. C. Moll is a big grandson, born Nov. 12th.

Cond. R. M. Hightower has exercised his seniority again, this time on run 641.

Here's something we can't understand. Why does Motorman C. A. Thomas always want to start a pinochle game when he only has ten minutes to play?

Ten Glendale Trainmen were accounted for at the P. E. Masonic Club Banquet on Nov. 13th, and all came away declaring it was the largest and best they had attended in recent years. All feel that the Committee did a real job.

We of this District extend our congratulations to (Chief) Servranckx on his re-election as President of B. R. T. Lodge 448.

Cond. T. H. Wolfe is all smiles again (the pearly teeth kind), which means we won't have to listen to the merits of soup as an all around food.

MACY STREET TERMINAL

By Chet Collins

W. E. Booth, on his retirement the first of November, was presented with an Elks' watch charm and chain carrying the best wishes of the many he has known and befriended in the years past. A committee composed of R. C. McPherson, Lee Pulliam, L. I. Mosier, H. F. Tieman, G. D. Jeremiah, and E. H. Trieschman selected the gift and presented it to him Nov. 6. May you enjoy it for many years W. E.

L. I. Mosier has taken over Booth's former duties and has changed the board so that it no longer looks familiar, but we have hopes of finding ourselves before long. We welcome him to Macy Street and hope he likes his new work.

H. F. Tieman has taken over Mosier's relief work and likes it very much.

W. W. Widdess, who was injured in an accident Nov. 17th, is around again and will be none the worse for

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his misfortune, for which we are all thankful.

For Exchange: One sun hat and kimona for fur overcoat. — See Pat Ryan for details, and possibly liberal terms.

The above puts me in mind of the cooler weather coming up and I believe the old red flannels should start in making their appearance very soon.

Christmas suggestions: For J. R. Krueger, H. B. Peterson, H. R. Metcalfe, G. W. Kinder and B. Cardella — nice, new, shiny and VERY LOUD alarm clocks.

It seems as tho' that anonymous gift quite some time ago of one of these super-streamlined alarm clocks to F. L. Grable, did the trick in his case, for we have'nt heard of any more missouts.

For Joe Bush and Joe Karalis I suggest an ultra-violet light so they can keep that tan which they worked so hard to get this summer.

L. L. Brown is now working as a sign painter in Alhambra. Lots of luck to you, Larry.

Clay Pearce is on leave again account of his health. We certainly hope he can lick his trouble and be back with us soon.

B. F. Way is now working in New York City and is getting along quite well. We wish him every success.

E. F. English has recently undergone an operation and progressing nicely.

The boys from Macy attending the show put on at the P. E. Club by Sheriff Biscailuz and his men report a fine evening's show and are already looking forward to the next one.

The opening date for Santa Anita is now very close and gives promise of being an outstanding year for the track. Many horses are now arriving and the place fairly hums with activity.

Christmas travel is now approaching its peak and we hope that the Holiday Season brings happiness and pleasure to all. A Merry Christmas and Happy New Year to all.

OCEAN PARK CAR HOUSE
By J. H. Robertson

Here we are folks, on the job so capably done heretofore by Bill Williams. Thanks Bill, for all your fine work of the past. How good, bad, or indifferent this column will be each month is up to you, and you, and you. If you, and you, and you, don't report the news there won't be much to write about, so lets get together once each month and make this column hum with breezy news and comment. WE can do it.

The wives of the Ocean Park Trainmen met at Mrs. Ruth Jackman's, Tuesday, November 16th, for the purpose of organizing a social club so that all may become acquainted and forget the kitchen duty for a few hours a month. The afternoon was spent by playing cards and bunco, after which refreshments were served. All who went were very much in favor of the idea.

Mrs. Laura French is back from a vacation spent in Oregon with relatives.

Mr. Charles Auch, our Night Terminal Foreman, has returned from a two weeks' vacation. He spent it all at home and worked in his garage, another cabinet-maker at heart. He will have to have his son, who is an air-conditioning expert at Sears Roebuck & Co., put in a system in his garage, because Charley caught quite a cold while away.

Motorman McLinden, who changed to conductor work, is on vacation. Guess the motormen are proving the fact that being a motorman is much easier than a conductor.

Motorman Jarvis, who has been off a few weeks with pneumonia, reported back to work, amid kind greetings from the many who missed him.

The Trainmen at Ocean Park Car House have started a soft-ball team. We will appreciate hearing from any other terminal, or department, that wish to challenge our huskies. Address your letter to J. E. Robertson, Motorman, Ocean Park Terminal. The boys played Ken Frazier's Plumbers and won one out of two; pretty good for a starter.

Our Manager, Conductor Stock, is quite worried; can't find a good pitcher. Plenty of the boys can throw the bull but not the ball.

A. W. Day, Terminal Foreman, has put in an appearance both Sundays so far and has issued a lot of orders. If he is as good at managing a baseball team as he is the men we will have to sign him up soon.

Our ace beauty Operator, Conductor Charland, has just come back from an inspection tour of the east. If he invites you over to his house now he will want to demonstrate the eastern fashions no doubt.

Motorman Comstock has returned from sick leave; he looks the picture

of health. We missed you, "Wimpy", and hope you will be able to dodge telephone poles a little better.

WEST HOLLYWOOD
By G. R. Stevens

From all we can hear the boys at West Hollywood celebrated a real old-fashioned Thanksgiving, with plenty of turkey and all the trimmings. Every place, and everywhere, everybody seemed to have caught the holiday spirit.

Conductor T. W. Hobson has taken two weeks' leave, and gone to Texas to visit his folks.

A. Hornbuckle is enjoying the holidays during a leave of absence, and won't be back till after the first of the year.

R. H. Betterworth has just re-

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turned from his two weeks' vacation, having made a most enjoyable trip to Imperial Valley, and Mexicali, Mexico. He took his little daughter with him, and reports a fine trip.

Motorman W. H. Lyons drove out to Mojave over the week-end.

A. G. Lutes, Passenger Director at Subway Terminal, took a 60-day leave and made a fine train trip back east to Massachusetts. He reports a grand trip, taking in New York, Chicago and points east.

L. E. Pearson is planning a trip to Detroit.

Motorman J. Manfroy is now on leave of absence, but was mum on where he was going.

J. E. Gerst and E. R. Banta, both out of West Hollywood, have left on a pleasure trip to Hot Springs, Arkansas.

On the sick list are W. C. Lambert, J. L. Colton, R. Honich and Motorman C. Green.

Motorman J. F. "Happy" Hatton and Conductor A. L. Klope are also reported on the sick list.

In case you haven't noticed it, things have been a little more quiet around West Hollywood car-barn lately.

Cashier Gibbons has been on the sick list again. "Gibby" is a wizard at swapping "tall" stories with the boys and playing pinochle. He rates West Hollywood's champion checker-board player also.

Stamp Collector's News

No less an authority than our friend Mr. Bloss, takes exception to the repeated criticisms of too many special issues to commemorate this and that. There is no question, but that these changes in postal paper do attract attention, develop interest and thereby lead to additional names on the rosters of philatelists. In turn, this new membership offers outlets for our duplicates, which to a large degree, will effect the expense of securing new issues, if investments therein are conservative.

It is difficult, however, to comprehend a condition of conservatism, when we are favored with a re-issue of the 10c Park Series stamp in pane form and find that the issue of five million copies is sold out in thirty days. This item is almost purely philatelic, as it is not well adapted on account of its size to postal usage.

A well-known authority recently released some most interesting figures covering commemoratives. This tabulation shows that of 977 stamps issued during the year 1901, 36 were special issues; that in 1926 there were 1655 new varieties issued of which approximately 200 were special issues, and that in 1936 there were 1900 new varieties issued, of which some 800

were special issues. This year will probably show more than fifty percent of the new varieties to be of the special classification.

Attention has been brought to the symbols on the Constitution Stamp. On the left side will be found the Roman faces which history tell us were an emblem of power. It is appropriate here and as a matter of interest can you find it on any other U. S. Stamp? The faces are balanced by the planning torch on the opposite side—the emblem of enlightenment.

The Alaskan commemorative will be available about the time this is distributed and it will be too late to remind the first day cover seekers.

The designs of the new Porto Rico and Virgin Island special issues have been selected, however, and first days of the issue will soon be made public.

—F. N. Compton.

He was applying for County Relief and the young lady official was filling out the customary form.

"Do you owe any back house rent?" she asked.

"We ain't had no back house for years," he replied with great dignity.

"Hey!" said Satan to the new arrival, "you act as if you owned this place."

"I do. My wife just gave it to me."

Proud Father: "Every time the baby looks up into my face he smiles."

Mother: "Well, it may not be so polite, but it shows he has a good sense of humor."

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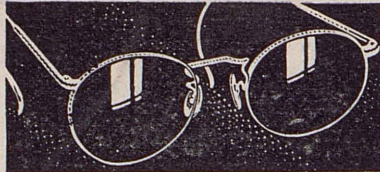
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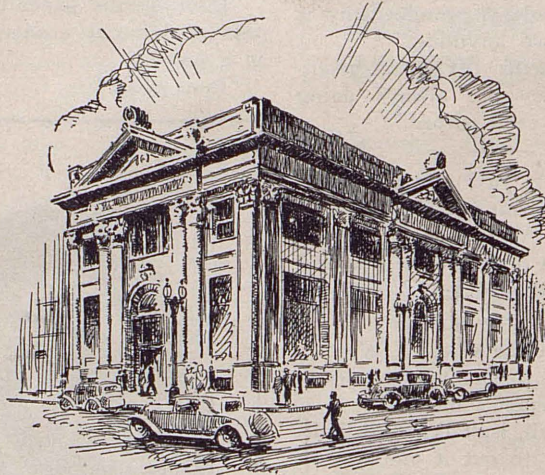
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