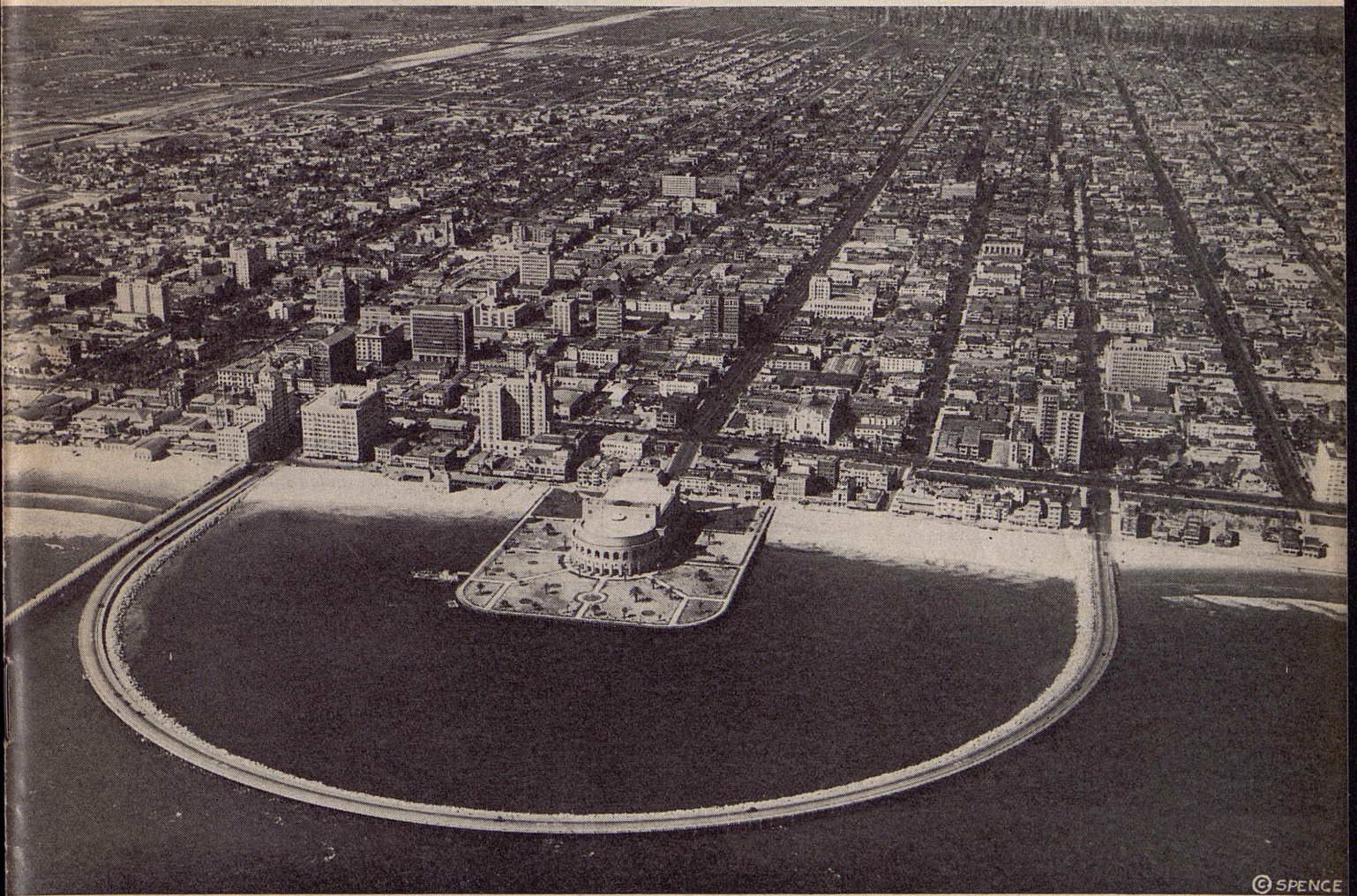
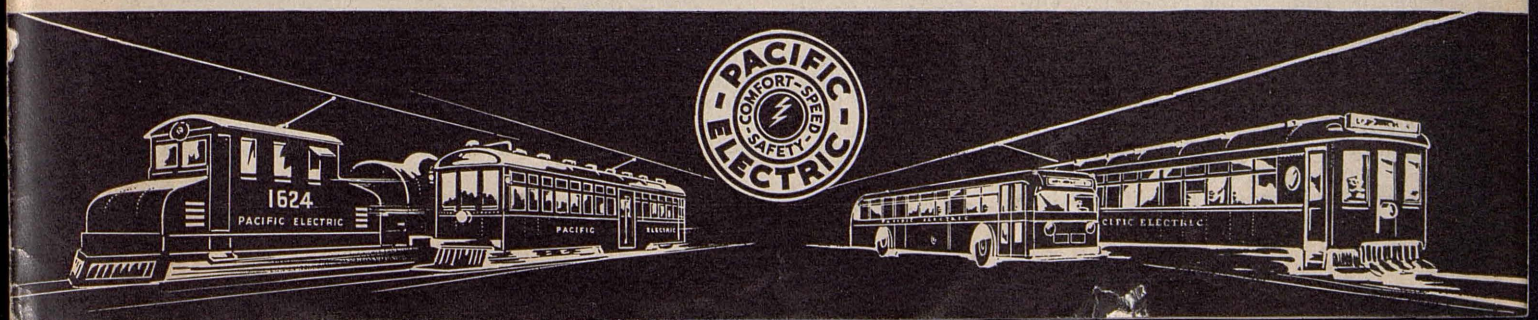


# PACIFIC ELECTRIC *Magazine*

Vol. 17 No. 8—February 10, 1937



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PACIFIC ELECTRIC  
Magazine

Volume 17; No. 8 Feb. 10, 1937

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

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

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

N. B. Vickrey .....Manager, P.E. Club

Paul T. Porter .....Editor

“CAVET emptor!”—which means in plain English “let the buyer beware.”

So frequently are there instances of employees becoming embroiled in borrowing transactions that are so manifestly unfair to them, and so evidently entered into hastily and without due consideration of the real obligation

they assumed when completing a loan arrangement, that the Magazine would ask all to “stop, look, and listen” before signing a loan document.

“Stop,  
Look,  
Listen!”

Admitting that there are direful and distressing emergencies

when the need warrants and justifies the paying of more than what is commonly accepted as a legal and reasonable rate of interest, many there are who pay too little regard to the final reckoning and conditions that they obligate themselves too. It was a sadder, if much wiser man who said: “the hardest thing I ever did was to make twelve EASY payments!”

Unwisely, and more unfortunately too, when an emergency arises there are many who turn to the “personal loan” columns of the newspapers for needed relief to tide them over to days of clearer skies. “Here it is,” they observe: (and we quote exactly)—

“You may borrow \$70 and repay it in 26 easy weekly payments of only \$3.50.” (And what a pretty emphasis the lender put on the word “easy” when he talks to the prospect). Only \$3.50 per week! But don’t sign yet. Let’s analyze this proposition.

At \$3.50 per week for 26 weeks, means that you are obligating yourself to pay (if there are not additional “catches” in the contract), or rather repay, a total of \$91.00 for that original \$70 you borrowed. Now this means \$21 interest. But—if you had

been permitted to retain the use of the total amount borrowed for one year, the \$21 interest would in itself have meant an interest rate of 30%—a rather good investment for the lender, don’t you think? But wait—

You had the entire use of the money for a period of but one-fourth of a year—thereby increasing the interest rate FOUR FOLD, or returning to the lender an interest rate of 116%. “Why, that so and so.” But let’s look further:

Here’s one, taken also from a Los Angeles daily newspaper. We quote:

“You can borrow \$75 and repay in eleven easy (there’s that word “easy” again) payments of only \$9.53 per month.” A mere trifle. But the “catch” is that at the end of 11 months you will have repaid \$104.83, including interest charge of \$29.83. Here again, you have only enjoyed the use of the total sum for six months, giving a return to the “big-hearted” lender of an annual interest rate of 79%. And to think that you signed the papers without the other fellow having a gun!

And so, far into the advertising columns of any metropolitan newspaper. And even worse. Employees have brought to the Club and we have personally seen contracts that, in addition to the interest rates forenamed, there is a proviso that mulets another 10% interest on the remaining balance each month.

The moral of the foregoing is to avoid as you would poison any loan transaction with anyone except banks

## FORWARD, MARCH RAILROADS

Within the past twenty years the tractive effort, or the capacity to pull, of the average steam locomotive has increased 44 per cent.

Claims resulting from loss and damage to freight shipments paid by the railroads have been reduced from \$119,833,127 in 1920 to \$17,946,049 in 1935.

The railroads of this country bought 81,427,000 tons of bituminous coal in 1935, or 22 per cent of the total bituminous coal output.

More than one million, six hundred thousand children are being educated in America each year with the taxes paid by the railroads.

Due to the speeding up of freight trains, many communities throughout the United States now enjoy overnight freight service from points 500 miles distant.

All the cars and locomotives owned by the railroads of the United States if coupled together would make a train nearly 20,000 miles in length.

Out of each dollar of operating revenues received by the Class I railroads in the first half of 1936, seven and nine-tenths cents went for taxes.

For each pound of coal consumed in freight service the railroads of the United States in 1935 hauled 8 1/3 tons a distance of one mile.

and reputable industrial loan companies, most of whom charge only \$6 to \$8 for a hundred dollar loan repaid over a period of a year.

## Lincoln — Of Blessed Memory!

*Time, rather than diminishing, increases the American people’s love and respect for Abraham Lincoln. No success ever came to man under greater handicaps or which required greater courage. Born (Feb. 12, 1809) and reared in the direst of poverty, he arose by sheer character and courage to a unique place in heats of men.*

*Lincoln’s memorable and heart-throbbing Gettysburg address, which so well typifies his high ideals, will abide throughout time.*

Four score and seven years ago our fathers brought forth on this Continent a new nation, conceived in liberty, and dedicated to the proposition that all men are created equal.

Now we are engaged in a great civil war testing whether that nation, or any nation, so conceived and so dedicated, can long endure. We are met on a great battlefield of that war. We have come to dedicate a portion of that field as a final resting place for those who gave their lives that that nation might live.

It is altogether fitting and proper that we should do this, but, in a larger sense, we cannot dedicate—we cannot consecrate—we cannot hallow this ground. The brave men, living and dead, who struggled here have consecrated it far beyond our power to add or detract. The world will little note, or long remember, what we say here, but it can never forget what they did here.

It is for us, the living, rather, to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us—that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion; that we here highly resolve that these dead shall not have died in vain; that this nation, under God, shall have a new birth of freedom and that Government of the people, by the people, for the people, shall not perish from the earth.

## LONG BEACH HARBOR---

## From Mud Slough to Seventh Pacific Coast Port

By D. W. LAYNE, General Agent

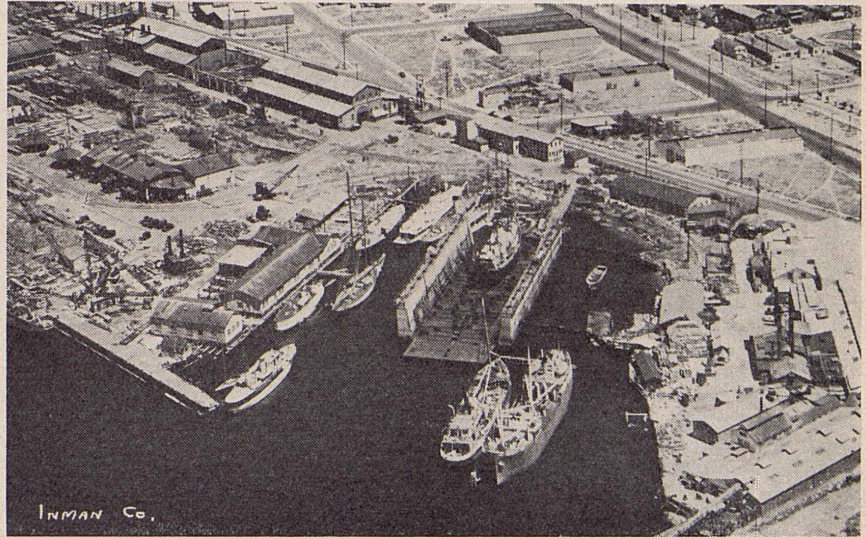
IF, IN the limited space allotted me I were to attempt to write all there is to tell about Long Beach the result would be only a mass of terse statements, chuck full of adjectives, and the story only half told when the Editor called "time is up."

All of us know the beauty and appeal of Long Beach. Most of us know that it is a sea-side city of 165,000 inhabitants. We are familiar with its famed Signal Hill and the seemingly inexhaustible source of "black gold." We have revelled on its ocean strand of which there are eight matchless miles. We have seen the picturesque setting of Uncle Sam's mighty fleet riding at anchor whose sole purpose and use we hope will never be other than to serve as warnings to foreign powers. That Long Beach has industries of national renown and that more are constantly locating here and adding further to our mammoth pay roll are other facts quite generally known.

Not so fully informed are many (but of no less importance to the certain greatness my city will achieve) regarding the harbor of Long Beach. It is of this far-visions water way, man-made, we point with pride, that I would dwell upon that more may know the story and do homage to those who had the vision to conceive and overcome the tremendous physical handicaps to bring it into reality.

#### Now Ranks Seventh

In the twelve years that have elapsed since Long Beach harbor was opened to commerce, Long Beach has become one of the great ports on the



Pacific Coast. In 1936 it ranked seventh among Pacific ports in the total volume of its water-borne commerce, being excelled only by Los Angeles, San Francisco, Portland, Seattle, Oakland (including Alameda and Richmond), and Tacoma. All of these, except Tacoma, are much larger cities and Long Beach's harbor is the youngest of all these. While first steps toward construction of a harbor here were taken 1906, it was not until 1924 that the project was launched when the people voted bonds. Prior to 1924, some preliminary work had been done by the Los Angeles Dock and Terminal Company in developing a harbor. But in 1917 this firm withdrew

and deeded all navigable channels in the inner harbor to the city of Long Beach. Since its opening in 1925 the harbor facilities have seen remarkable development, until today there stand a magnificent harbor, where only a few years ago was a river-mouth slough.

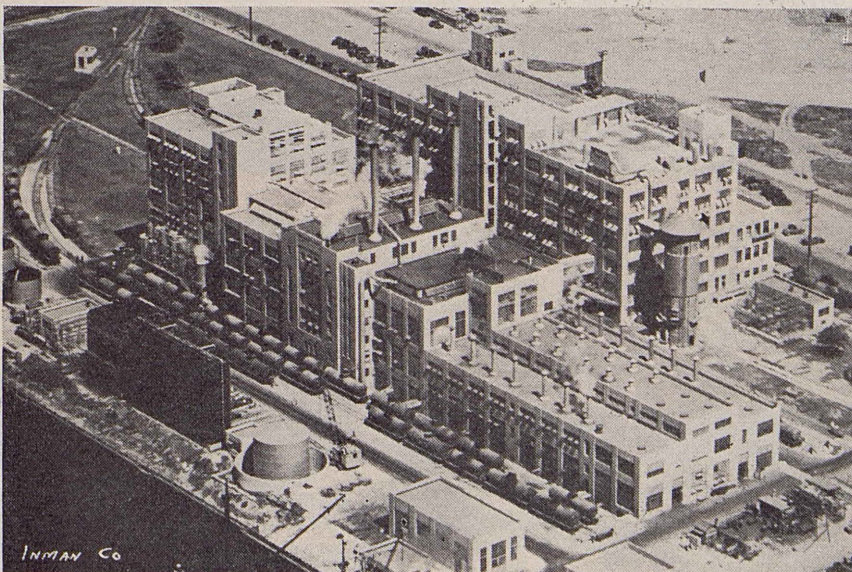
Splendid has been the progress since 1925, the year it was opened to ships of deep draft. In dockage alone, a total of \$3,036,000 has been invested, providing a total of 7,612 feet of available frontage for berthing ships during cargo movement. Present dock facilities make possible the accommodation of from fifteen to twenty-five ships simultaneously. When Long Beach harbor is completed, it will have twenty-eight miles of berthage, capable of receiving 400 average size vessels at one time.

Since 1925, work has been carried forward on the huge Long Beach-San Pedro breakwater, and in the early summer of 1935 it was practically completed, at a cost of \$6,500,000. Besides the breakwater, the channels have been widened and deepened to 32 and 40 feet at mean low tide giving miles of water frontage suitable for docks, accommodating 160 ships, and a concentration of rail and highway facilities.

Approximately 2,800 acres of land are available for industrial purposes, all lying within the city limits and within one mile of deep water.

In October, 1930, the inner harbor terminal was completed and opened to traffic. This provides dockage for three vessels of 32-foot draft, adjacent to 42,000 square feet of covered storage. For the outer harbor, two piers have been completed, providing 3,600 lineal feet of dockage for vessels of 35-foot draft.

The most significant fact of all attesting to the growth of Long Beach



Employing 6,300 workers, growth of industries within the Long Beach Harbor area have justified the tremendous sums expended, as witness the fact that pay roll of harbor industries is greater than all other Long Beach industries, including the oil fields. Pictured are (above) Craig Shipbuilding Company's facilities, and mammoth plant of Proctor & Gamble.

harbor is that the industrial area adjacent to the harbor represents an investment of nearly 100 million dollars. The chief units here are the Ford Motor Car Company; Procter and Gamble Company; Spencer & Kellogg; Pacific Oil & Meal; and Standard Gypsum Co. Long Beach's harbor area industries employ 6,300 men and have an annual payroll of \$7,000,000—greater than the payroll of all other Long Beach industries combined, including that of the oil fields.

The port is adequately served with excellent railroad, steamship and highway accommodations. These connect with the main rail and highway arteries leading to every part of the Nation. Four rail lines are in operation: the Union Pacific, Southern Pacific, Santa Fe and the Pacific Electric. The harbor is under the administration of a board of five commissioners, appointed by the City Manager; and a Port Manager, chosen by the Commissioners.

Included within the harbor department administration is the Navy Landing, completed in March, 1932 at a cost of \$100,000 for use of the thousands of enlisted men and officers in the United States Fleet. When the entire fleet is in port this splendid landing, with its facilities to handle hundreds of automobiles and busses and with its cafe and comfortable waiting and rest rooms, is a scene of ceaseless activity.

Back of Long Beach lies Los Angeles, with its million and a quarter inhabitants, and another million in the Los Angeles Metropolitan area. Adjacent to this lies the rest of Southern California, with its vast and rapidly growing population. Here, then, is one of the world's greatest trading centers, offering a market for the future destined to be the greatest in the United States. The era of the Pacific is just beginning to dawn.

*The Ford Motor Company's assembly plant which supplies cars for western states and entire coast area; and Navy Landing for use of United States Fleet personnel.*

## Six Study Classes Available to Employees

Register Now for Current Classes or Name Other Classes You Desire is Club's Urge

WITH six widely ranging study classes offered Pacific Electric and Motor Transit employees and family members, the second semester of the current school season of the P. E. Club Educational Classes began February 1st.

As is generally known, the classes are all held within the class rooms of the P. E. Club and have been well attended since the fall semester began last September, with a maximum enrollment and regular attendance in one class, Operating Automotive Engineering, of ninety students.

L. H. Appel, Educational Director, wishes it stated again that additional study classes can be arranged if fifteen or more employees will express a desire for other classes than those of-

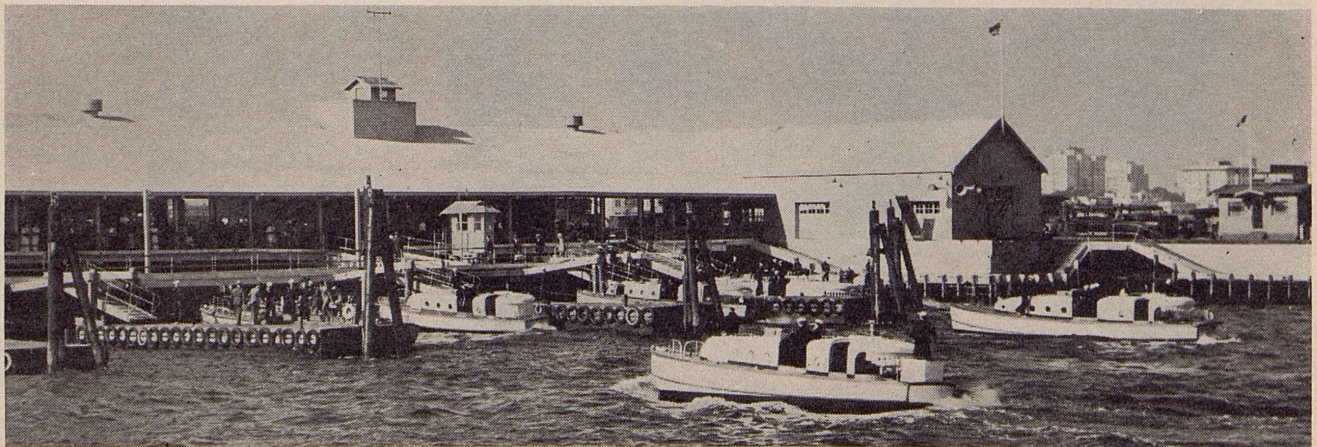
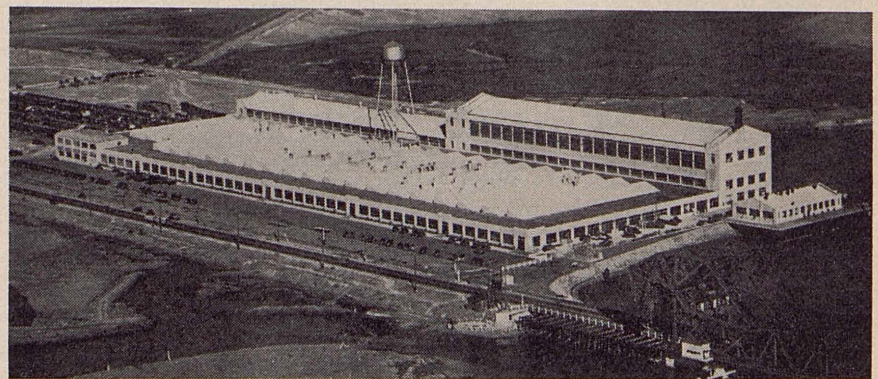
ferred. Well qualified instructors are both in charge of existing classes and will be delegated to other subjects where the required class quota is on record.

There is no fee of any kind in connection with attendance of any of the classes offered and in arranging new classes, the day of week and time of assembly is fixed by the wish of the majority of students.

Now is the opportune time to either attend any of the classes in progress, or to arrange additional classes. For any information desired in connection with school work sponsored by the Club, either phone, write or call the Club office.

Following are classes now being taught and details regarding their frequency and hours of assembly:

Operating Automotive Engineering .....	Monday	7:30 p.m.
Operating Automotive Engineering .....	Tuesday	7:30 p.m.
Operating Automotive Engineering .....	Wednesday	11:00 a.m.
Electrical Engineering .....	Thursday	7:00 p.m.
Commercial English .....	Friday	7:00 p.m.
Orchestra .....	Friday	7:00 p.m.
Glee Club .....	Tuesday	7:00 p.m.
Sewing and Millinery .....	Tuesday	10:00 a.m.
Sewing and Millinery .....	Thursday	10:00 a.m.



## February News of Long Ago

**A**FTER last month's Januarys of years gone by, comes now the events and personages featured in the P. E. Magazine in February of the years we can live again only in memory.

On the front page of February, 1917, who should greet us but our good friend, F. E. Peachey, Asst. Superintendent, whose headquarters were then in Los Angeles. We are informed that he entered the service Sept. 8, 1903, as Conductor; in 1906 became Dispatcher; Inspector in 1910, Trainmaster in 1911 and Asst. Superintendent in 1912.

"Pledge Yourself to Buy War Savings Stamps" was the banner headline in February, 1918, with Messrs. S. A. Bishop; Frank Mulks, C. H. Burnett and Ed. C. Thomas acting as the committee of four to see that all "did their bit."

R. E. Kelly, formerly General Agent at San Bernardino, was transferred to same position in Los Angeles.

The Trainman's Uniform Department was organized in February, 1919, with headquarters at 421 P. E. Bldg. L. C. Hart, then, as now, was in charge.

The passing of Dr. G. L. Hutchison, Chief Surgeon, was the highlight of Feb., 1921, issue of the Magazine. He had served in that capacity since 1913.

L. H. Appel, now Asst. Electrical Engineer, explained the "power load" in the February, 1922, issue. "The average daily maximum load is 38,000 kilowatt, excluding Sunday. The daily minimum load averages 25,000 kilowatt hours." Fifty-one substations were in operation.

The Los Cerritos Bridge over the Los Angeles River on the Long Beach line was completed in February, 1923, at an approximate cost of \$275,000, according to the Magazine issue of that month and year.

O. A. Smith, now Vice President and General Manager, was elected to the post of President of the Optimist Club in February, 1925. Mr. Smith has ever been a lover of youth and has inspired many progressive movements looking to the welfare of the younger generation, a commendable activity that has long been a hobby of the Optimist Clubs throughout America.

A two-page progress story in pictures of the Glendale-Burbank Hollywood line tunnel appeared in the February, 1925, issue of the Magazine. Of historical interest are the facts that work began on May 3, 1924, when President Pontius, operating the levers of a steam shovel, handled the first dirt load at the western portal of this \$3,500,000 project.

A trip of the Rod & Gun Club to Las Vegas, a quite frequent event some years ago, was told in the February, 1926, issue. More than 300 made the journey. In a blue rock shoot at the Fair Grounds K. L. Oefinger, 48x50, won first prize, followed by F. L. Manley 46x50; L. R. Spafford 45x50; J. L. Cowley 44x50; K. Thompson 42x50; then in order, E. M. Hill; W. J. Hodge; A. O. Williams; H. S. Ber-

## Bridge Tournaments

The many cases of "flu", combined with severely cold weather, made a last minute postponement of the scheduled Jan. 15th bridge tournament advisable. This feature will be held within a few weeks when we may have a full attendance.

In the meantime, we would like everyone interested to send in entries, with word as to which night of the week that they would prefer this event to take place.

These bridge evenings will be held just as often as you desire, and your expressions will be the Club's gauge and guide. Send those entries in.

If you care for an occasional practice rubber any evening, write in to the Club, giving ample notice and we will endeavor to provide you with an enjoyable evening.

The Club is yours for this and other group pleasures; enjoy its benefits.

nard; Helen Spafford; M. R. Ebersal and Joe Rovai.

The passing of Spaulding Cooper, Traveling Freight Agent, an esteemed veteran who began service with the old Los Angeles Pacific Co. in 1906, was recorded in our issue of February, 1928.

Remember the Los Angeles Pacific Company? Here are some of the highlights of that pioneer local railway as told by H. O. Marler, Passenger Traffic Manager, in the February, 1929, Magazine: The offices, prior to a fire in 1908, were located in the Sherman Hotel building on 4th St. Later they were moved to the old Masonic Bldg. on Hill St., former home of the P. E. Club. When station was on Fourth St. cars were operated from front of station between Broadway and Hill, all switching being done in the street. Hollywood and Colegrove (present Santa Monica Blvd. between Vermont and Highland) cars were routed east on Fourth St. to Spring, north on Spring to Sunset and thence west on Sunset. Among familiar names of those who were cutting their railway teeth in those early days were: D. W. Pontius, who was then Traffic Manager; T. J. Day; E. C. Johnson; F. A. Als-pagh was a Draftsman; Geo. L. Bug-bee, Auditor; H. O. Marler was Agent; W. G. Sherlock; R. E. Labbe and N. T. Sewell.

An Idaho man was fishing in Lake Crescent. He caught a big northern pike, the biggest he had ever landed in his long and busy life. He was so elated that he wired his wife "I've got one, weighs seven pounds, and it is a beauty."

The answer he got was: "So have I; weighs ten pounds. Not a beauty—looks like you. Come home."

## National Orange Show Again to Laud Citrus Industry

**G**AY Hollywood and its glamour furnishes the theme for the twenty-seventh National Orange Show to be held Feb. 18 to 28 in San Bernardino. This colorful citrus exposition which draws visitors from far and near entertains a quarter of a million people annually.

The large exposition building will again be transformed into a wonder-world of beauty, as sixteen Southern California counties, cities, chambers of commerce and communities vie for prizes in the various classifications and trophy awards.

In keeping with the "Gay Hollywood" theme the entertainment features for the National Orange Show this year will include hundreds of gorgeous girls in a dazzling chorus presentation, singers, a nationally-known band and other attractions and features with a typical Hollywood brilliance and color.

"The Board of Directors, and the management of the National Orange Show have spared no expense this year in planning for the twenty-seventh annual show," Arthur H. Brouse, who is serving his second term as president, said. "It will be a completely new show in every detail and will surpass in lavishness any of its predecessors."

The decorations will be more lavish than ever before. More than 70,000 square yards of velour, satins and expensive broadcloth have been used to decorate the entire Feature, Industrial and By-products divisions of the show. Against a background of neutral hangings, large sparkling stars, symbolic of personalities of Hollywood, will be fixed. Blending shades of rose, orchid, magenta and green drapes with long, black silk tassels complete the ornamentation of the dome.

Amid this array of color along the walls of the main show building will be the racks of prize citrus fruit entered in competition by orange growers, packing houses and shippers for prizes awarded for high quality fruit. Actual operation of an orange packing plant will be demonstrated daily. Arrangements have been made so that visitors can ship oranges to friends in various parts of the country.

The By-products display exhibits will be an important feature of the show this year. Entered by the various schools and women's clubs of the Orange Belt district, jellies, jams, cakes, pies, candies and other by-products of citrus fruits will be presented.

Work of renovating the entire exposition building is progressing rapidly. The Industrial division, as well as the Midway or "Fun Zone," are being rebuilt. The show's decoration scheme of "Gay Hollywood" is being carried on throughout the entire Industrial section.

The "fun zone" of the 27th National Orange Show will feature many new thrilling rides and side shows.

Buildings and grounds of the extensive forty-odd acre Orange Show

area are being landscaped and by February 18, the day of the show opening, the shrubbery and seasonal flowers are expected to be in full bloom.

The first formal Orange Show was held in March of 1911 in small circus tents set up on one of the main corners of the town. Before this time, San Bernardino had been holding many well-known festivals and annual celebrations, so its reputation as a hostess city was well established even by 1879 when the first "Citrus Fair" was held by San Bernardino county.

The idea of the National Orange Show was conceived in the mind of Harry Perkins, a San Bernardino man who presented his plan to the Chamber of Commerce. So on March 6, 1911, the first National Orange Show was held with W. W. Brison, President, and Ralph E. Swing, General Manager. From that time on the Orange Show has continuously increased in magnitude and quality until it has won by its merit an international reputation.

#### 25 YEARS AGO JAN. 14, 1911

Commencing Feb. 1 the Pacific Electric and the Los Angeles Pacific lines will be operated as one company, with one set of officials, comments an item from the Herald-Express of 25 years ago. The expected consolidation of management of the two roads was effected yesterday and the names of the officials who will have charge are announced as follows: Paul Shoup, vice president, in charge of all departments; J. McMillan, general manager, (deceased); in charge of operation; D. W. Pontius, traffic manager, in charge of freight and passenger traffic; George E. Pillsbury, chief engineer, in charge of construction, (deceased); E. C. Johnson, assistant chief engineer, in charge of maintenance of way; S. A. Bishop, general claim agent; S. H. Anderson, electrical engineer; Fred F. Small, mechanical engineer, (deceased); H. A. Culloden, (retired), auditor of all three companies; W. V. Hill, tax and contract agent; M. S. Wade, cashier; W. G. Sherlock, assistant cashier, (retired); George L. Bugbee, general land agent, (deceased). Only one official, Robert Sherman, (deceased), has retired, planning to devote his time to private interests.

#### AUTOMOBILE FUMES DEADLY

It is dangerous to run an automobile engine in a closed or partly closed garage. Carbon monoxide, a deadly though colorless and odorless gas, is exhausted by gasoline and internal combustion engines. The air in a closed garage or room may seem perfectly pure and yet may contain enough carbon monoxide to prove deadly.

This gas is formed by burning almost any kind of fuel without enough oxygen. A small percentage of the gas will cause headache, then unconsciousness and death. The blood has a great affinity for carbon monoxide and absorbs it from the lungs instead of the oxygen which is needed to sustain life.

## How Can Club be of Greater Benefit?

Committee and Management Ask for Suggestions of Pursuits and Pleasures That Will Enhance Value of Club to Employees

WITH the thought and desire of furnishing to the employee mass the kind of entertainment most desired, and to pursue other activities of most interest, benefit and pleasure, the Club Executive Committee and Club Manager Vickrey will appreciate written expressions and constructive suggestions regarding the broadening of the scope of Club events.

Most of us are more or less familiar with the program and activities regularly scheduled and sponsored within the Club's quarters, but that all may be currently informed, the following brief outline is in order that the suggestions requested will be of most benefit and not in duplication of existing events.

A dance in the Club's spacious ballroom is held each month.

There are seven school classes under the direction of qualified instructors, the nature and details of which appear elsewhere in this issue of the Magazine for the coming semester.

During the past year, and scheduled for the coming year in the Club theatre have been and will be silent motion pictures depicting educational and outdoor sporting events, as well as amateur theatricals and special event programs, such as those staged by the Club on the eve of Christmas, the Rod & Gun Club, the P. E. Women's Club and our Masonic organization.

Periodically bridge tournaments are programmed and it is intended to hold these with greater frequency in the future with prize awards for those proving most proficient.

A ping pong tournament is now in course of competition.

The Club acts as host, furnishes quarters, and lends its support to various meetings and events staged throughout the year by the P. E. Rod & Gun Club, the P. E. Masonic Club, P. E. Women's Club, P. E. Bowling League, the Agent's Association, several fraternity groups of employees and many occasional miscellaneous gatherings.

The foregoing accounts only for the events of pleasure and educational nature that it is the opportunity of the Club to sponsor and contribute to. Under the nature, or heading of what might be termed "service to employees," the Club sponsors and is happy to render its service in the following activities:

Loans to employees by reason of sickness, accident, death, hospitalization and such other extreme emergencies that occasionally befall.

Library service, or loan of books from its extensive library of some six thousand books of fiction, history and varied educational nature, including forty-five current magazines.

Following up death insurance papers and delivery of checks in payment of insurance policies, mortuary and group.

Checking of bundles, parcels and grips, delivery of telephone messages, etc.

Supervision of the P. E. Club Cafe and arrangements for banquets, luncheons and refreshments at group meetings.

Where and when requested, the Club management aids in hospitalization and funeral plans, legal and economic problems of employees.

The foregoing are the outstanding, but not complete activities of the Pacific Electric Club which it is always glad and happy to lend its support to the employee individual and group.

However, the Club is ever willing and anxious to expand its aid and helpfulness to the members who support the Club. The Executive Committee and the management of the Club at its last regular meeting went on record as expressing a desire to be of greater service in the way of pleasure and benefit, to analyze present activities and substitute or add those of greater appeal. We have the facilities, capable of carrying out almost any reasonable desire of the employee mass.

It is asked that the membership personnel analyze the foregoing and suggest to the Executive Committee and Club management any new and popular individual programme or events to the end that the ultimate of value and pleasure to the individual membership of the Club will be developed and forthcoming.

Please feel free to write Club Manager Vickrey fully as to what you think would appeal greatly to employees and their family members. Every letter received will be given due consideration by both the committee and Club management.

#### COMPANY WATCH INSPECTORS NOW SERVE S. P. FORCES

Further recognition of our official watch inspectors, A. Baehr and Matt Bakula came with their appointment last month as official inspectors of watches for the Southern Pacific R. R. Co. by S. A. Pope, Manager Time Service of that carrier.

Organized under the firm name of Baehr & Bakula, Incorporated, our official watch inspectors are now located in room 103 lobby entrance of the Pacific Electric Building and in addition to the service rendered operating forces, carry a complete line of watches and jewelry. Their former office in the O. T. Johnson Building has been discontinued.

Before they became watch inspectors for our railway both Mr. Baehr and Mr. Bakula had been connected for 18 years with firms who previously held the official appointment as watch inspectors.

## NEWS FROM P. E. STAMP CLUB

The next Philatelic Club meeting will be held at 6 p.m. Monday, March 1, advises F. N. Compton, Secretary. If you cannot attend you might send in your name and address, care P. E. Club.

"Most news this month is rumor," relates Mr. Compton, "but one item is rather certain, the 2½-d Edward is no longer available. We still see the sets at twenty cents, but with this information out such a price will not last long.

The Edward's surcharged for African Offices are now quite common in all eleven varieties. These will no doubt drop off the market in sympathy. The present local prices range from forty-five cents to over one dollar per set.

U. S. Army and Navy in the three cent is not yet a certainty for first day cover seekers. We also hear again of the Presidential issue and a single stamp to be issued for each of our colonies, Alaska included. This will at last give some recognition to our Virgin Islands.

If you have any questions, or if there is a stamp you desire, why not drop your stamp club a note, care of the P. E. Club, and every effort will be made to secure an answer to your request.

## ADDED SERVICE FOR VENTURA BLVD. MOTOR COACH LINE

With the increased service now in effect, the residents of the Ventura Boulevard district are provided with an hourly service during midday and a more frequent headway during the morning and evening hours. Four trips on the daily except Sunday schedule are operated through to North Los Angeles, Reseda Boulevard and Nordhoff Street.

No change has been made in the amount of service operated on the Sunday schedule, which provides for seven through round-trips between Hollywood and North Los Angeles; however, the last two trips have been set back ten minutes and are now departing from Hollywood Union Bus Terminal, 1625 Cahuenga Avenue, at 6:45 p.m. and 9:20 p.m.

## S. P. to Use Titanic Steam Locomotives on Coast Run

THE largest and most powerful streamlined steam locomotive in the world, built to pull Southern Pacific's new "Daylight" fliers when they enter service in April between Los Angeles and San Francisco via the Coast Line arrived in Los Angeles last month. The last syllable in all that modern science has produced, the new rail goliaths first became the wonder, and then the pride of every railroader who has had the privilege of viewing them.

Six in number, the engines were constructed at a total cost of approximately \$800,000 in the Lima Locomotive Works at Lima, Ohio. They were serviced in the Southern Pacific shops at Los Angeles and then placed in service on trial trips to fit them for their regular runs.

Embodying every modern development for speed, safety and efficiency, the Daylight locomotives are strikingly different, both in design and appearance, from previous conception of locomotive power units. Striped with red and orange, the engines introduce a color scheme that will extend the full length of the 12-car Daylight streamliners to accentuate their speed and sleekness.

A broad orange stripe starts at the pilot and curves up along the skirting of the running board to a straight line. On each side of the orange are stripes of red. The remainder of the locomotive, including the running gear, is black. All vertical handrails are cadmium plated on both the engine and tender.

Lines of the locomotives are smooth and continuous. The conventional smoke stack and domes do not protrude above the top but are covered by a "skyline" casing that completely shrouds the top of the boiler. The streamline effect is further accentuated by the skirting which continues the lines of the curved pilot back along the running board, but which does not interfere with accessibility.

The pilot is entirely new in design with long, graceful lines, it is of sturdier construction than heretofore and finished with bright ornamental metal bands that carry out the round-

ed effect of the front end. All accessories are modified to present a trim appearance.

In addition to the standard air-operated bell placed under the smoke box, a new type deep-toned steam whistle and an air horn of pleasing tone have been added to the warning signal equipment.

Many visual aids for the enginemen improve the efficiency and ease of operation. One of the most important is the "locomotive valve pilot", a device indicating the speed of the locomotive and which automatically regulates the admission of steam to cylinders.

The overall length of the engine and tender is 108 feet, 11 inches, and the weight, loaded, is 821,280 pounds. It develops 4500 horsepower, has top speed of 90 miles an hour and is capable of handling a train, without change, the full distance of 471 miles between San Francisco and Los Angeles, it is stated.

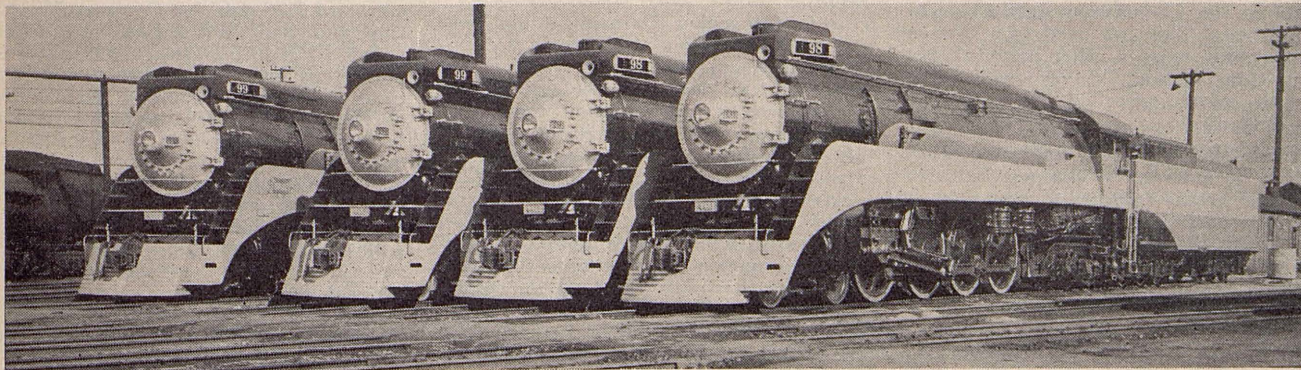
New style driving wheel centers are of disc type instead of the common spoke design, thereby saving weight and providing a better support for the driving tire. Rail stress is reduced to a minimum to permit higher speed.

The main frames of the engine bed consist of a single steel casting, and the cast steel engine truck frames have the latest constant resistance swing motion device which permits the locomotive to negotiate curves smoothly and safely at high speeds.

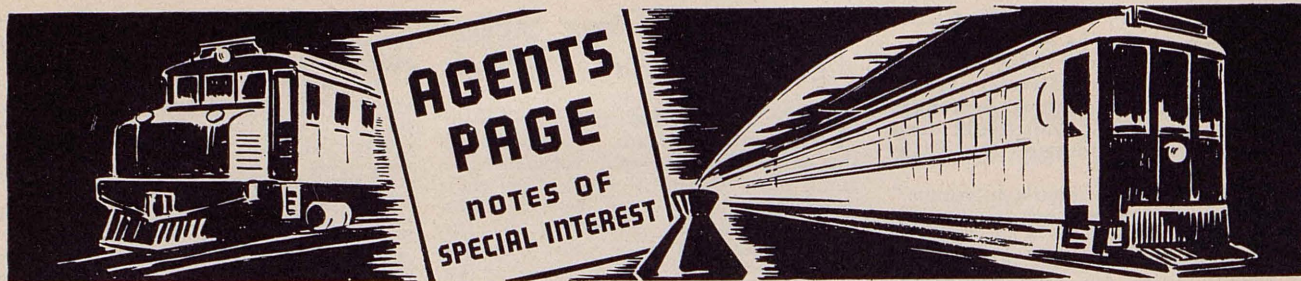
In addition to improved air brakes, the units have special electric pneumatic actuating equipment which supplies sufficient braking power to give shorter stops at higher speeds.

A smoke lifter of new design is made possible by the streamlined casing on the top of the boiler. Air flowing toward the front of the boiler is taken into a longitudinal channel at the front of the engine and forced up on an incline behind the stack, giving a lift to the steam or smoke so it will not descend on the engine or train.

The six streamlined locomotives for use on the new Daylight Limiteds are the first of 46 new passenger and freight locomotives, ordered by Southern Pacific within recent months at a total cost of about \$7,000,000. Fourteen streamlined passenger engines of even more powerful design are included in those under construction to be used on various coast trains.



Further evidence of the progressiveness of American railroads comes with the arrival last month of six mammoth streamlined steam locomotives of the type above for Southern Pacific's new "Daylight" Fliers between Los Angeles and San Francisco. Known to be the most powerful of all steam passenger locomotives, capable of 90 miles per hour, sleek, beautifully contoured, colored orange, black and red, the new power units bespeak a challenge to all other modes of transportation.



### ANNUAL AGENT'S BANQUET AND OTHER AGENCY NEWS

Although complete details were not available as this item was prepared, the Magazine was informed that the Annual Agent's Association banquet would be held at the New Rosslyn Hotel on Saturday evening, February 13th. This looked-for event will be in the capable hands of S. A. Bishop, who, as Toast Master, will see that law and order prevails. H. E. Foskett, Chairman, G. W. Orr, E. S. Donaldson and A. R. Stevan make up the Banquet Committee. An orchestra and several other musical numbers have been arranged, with promise that the event will measure up to the standard of its many predecessors. Complete details will be formally announced prior to the "large" evening.

Also it is timely to add here, for the benefit of Agency forces who may not have been present, that A. R. Stevan, Agent at Watts, will dignify the post of President of the Association, to which honor he was chosen for the coming year following a close vote over C. Johnson, succeeding the worthy C. J. Hileman of Claremont. W. H. Bratton was successful as Vice-President candidate for the ensuing year with only a narrow margin over G. C. Haase. As usual perennial Geo. W. Orr, was unopposed and unanimously named Secretary at the recent annual election of officers.

We quote some of the highlights from the Jan. 9th monthly meeting:

Agents requested to watch movement of oil cars and return empties as fast as possible.

Business reported very good, with December showing largest monthly increase on record. General Agent Jones stated the Chemawa aqueduct section finished. This job used over 900 cars steel pipe besides other material. Macco Construction Co. very well pleased with service afforded them by this Company.

Mr. Wiley called attention to expiration of emergency charges Jan. 1st—Coast Traffic resumes former rates but Transcontinental rates have been increased the amount of former emergency charge. Do not discard Emergency Tariffs because of possibility of changes from present status.

Mr. Knoche cited of cases of only one copy of blanket supplements being filed. One copy should be filed with each tariff shown; if any surplus received return them to Traffic Department.

### Agents Can Aid Shippers Via Freight Claim Dept.

**A**MONG the various departments of the Pacific Electric Railway, there is none perhaps that performs a more important function than the Freight Claim Department, insofar as maintaining continued pleasant patronage and relationship with the railroad patrons. It is always the desire of the management and of the employees of the Freight Claim Department that patrons and our Agents having a freight loss and damage claim feel free to use the Freight Claim Department in any way they desire relating to packing, stowing, etc., in an effort to minimize loss and damage claims.

There are numerous types of claims which can be classified under three general headings:

(1) Visible Damage: Easily detected upon arrival of shipment at destination or at point of origin. In other words, it is incumbent upon the Agency receiving or delivering shipments to observe if there is anything irregular with the containers, whether it be a carload or less-than-carload consignment.

(2) Unlocated Damage: Mostly confined to carload lots and found upon opening car door by consignees or Agents, disclosing evidence of disarrangement of the load, the cause of which is sometimes due to unlocated rough handling or improper loading and stowing in the car at point of origin. Destination Agents can greatly assist the Freight Claim Department in stating on their OS&D reports the result of their findings, and in their opinion, the cause. Receipt of such information is used in connection with our efforts of Freight Claim prevention.

(3) Concealed Damage: Only possible of detection after goods are unpacked from containers. Receiving Agents can be of considerable help when preparing inspection reports at consignees' places of business by closely observing if proper and sufficient packing was used by the shippers. This class of damage is receiving consideration by the Association of American Railroads, which has appointed a special committee to investigate this matter very thoroughly and advise results of their studies.

—F. F. Willey,

Asst. to Freight Traffic Manager.

What makes the Scotch so witty?  
I don't know, but it certainly must be a gift.

### FINE SERVICE BETTERMENT ON SAN BERNARDINO LINE

**A**FFORDING patrons of the San Bernardino - Riverside - Pomona Line major improvements in service through the scheduling of additional trips and the operation of several limited trains, a revised train schedule was made effective February 10th, informs H. O. Marler, Passenger Traffic Manager.

Speeding up two inbound trains so as to decrease the running time by eleven minutes, the schedules leaving San Bernardino at 6:30 a.m. and 9:55 a.m. will be run limited without stops to pick up or discharge passengers between El Monte and Valley Junction daily, except Sundays.

New local trains will simultaneously be placed in service, leaving El Monte at 7:52 a.m. and 11:20 a.m. daily except Sundays. The through schedules will perform local service between El Monte and Los Angeles on Sundays.

With the addition of the two inbound limited trains, there will be a total of three such operations, the 7:40 a.m. train from San Bernardino having been run limited between Covina and Valley Junction for several months past, and such operation having proven popular with commuters, will be continued.

An additional inbound trip is scheduled to leave San Bernardino at 7:10 p.m. and Riverside at 6:55 p.m., with connection via Motor Transit Lines from Redlands at 6:05 p.m., operating through to Los Angeles where arrival is scheduled for 9:02 p.m. Pomona also will be served with an additional inbound trip leaving that city at 9:01 p.m. for Los Angeles.

The rearrangement of service provides for limited trains to leave Los Angeles daily, except Sundays, at 1:20 p.m. and 3:20 p.m. for Pomona, Riverside and San Bernardino and other points El Monte and east, ten minutes being cut from the former running time. Present outbound trains departing from Los Angeles at 1:10 and 3:10 p.m. will be run to El Monte only, handling local traffic enroute. The above outbound trips are scheduled for daily except Sundays operation. On Sundays the through trips will leave Los Angeles at 1:10 p.m. and 3:10 p.m., handling local and through passengers.

Similarly, the present 7:15 p.m. departure from Los Angeles will be operated local to El Monte only, leaving Los Angeles at 7:10 p.m., with a limited through train leaving Los Angeles daily at 7:20 p.m. for Pomona, Riverside and San Bernardino and



intermediate stops east of El Monte. The train leaving Los Angeles at 8:30 p.m. for El Monte will be operated through to Baldwin Park and Covina, thus providing a new out-bound schedule to serve the two last named cities.

Other improvements in the service include addition of an extra trip daily between Upland and Ontario, and two extra daily trips between Claremont and Pomona.

Another improvement will be the handling of the bulk of mail and express shipments on a special box motor to be placed in service along with the above changes, instead of such shipments being handled on regular passenger schedules.

In several instances running time has been adjusted and other minor changes made to provide a more unified and convenient service. Pocket time tables showing the new and improved service are now available.

Improved travel on the San Bernardino Line during recent months and prospects of still further traffic increases have brought about these betterments in service, informs Mr. Marler, and more improvements will be made when traffic volume justifies.

#### BUSINESS GOOD; AND OTHER NEWS FROM L. A. TERMINAL

The general increase in business together with emergency handling of hundreds of carloads of smudge oil, has kept our yard forces working to capacity 24 hours a day to keep things moving, notes G. W. Orr, Asst. Agent at L. A. Freight Terminal. Freight car handlings through Los Angeles during recent months have, we believe, exceeded all previous records.

Illness caused the absence of many of our force during the month of January and two were unfortunate enough to meet with accidents. Miss Mary Fair slipped on a doorstep one rainy morning in December and is still laid up with a fractured ankle. Juan Martinez slipped and threw his hand under some steel that was being loaded and lost a finger. We hope they will both be able to return to work very soon.

Louis Davila and Alfred Gilbert spent recent vacations in Mexico City and report very pleasant trips. Mr. Gilbert visited his daughter who makes her home in the southern capital.

We have a number of new employes on our warehouse force who are working their way through college. Our best wishes to these boys who are trying to better equip themselves for the future.

Alvie Rhoads and Walter King, both on sick leave for some time, were recent callers at the station. We were very glad to see them and hope for their speedy recovery.

The boys in the routing office are very much pleased with the enlarging and improving of their quarters, which included better lighting and some new equipment.

We take this opportunity to greet all our former employes who are now on the retired list and will be glad to see them whenever they can call.

## What To Do About The "Flu"

“THERE is an epidemic of mild influenza going the rounds, and our employees have proven to be just as susceptible as are other individuals,” writes Dr. W. L. Weber, Chief Surgeon, to our request to tell us what to do about the Flu. Continues he:

“This has resulted in a vast increase in the house calls as well as in the office visits, and in order to take care of the extra work the Medical Department has employed additional Doctors to meet the emergency.

“General rules that might be followed as to what should be done when a person feels that he may be coming down with the grippe, are—

“Every person should bear in mind that in the vast majority of instances the disease itself is self limited, and no matter what is done the disease will run a certain course, despite all that we know about it.

“However, when a person feels that he is coming down with the “flu,” the most important thing that he can do is to go to bed immediately and stay there until he is seen by the Doctor. Pending the arrival of the Doctor, patient might take two 5-gr. Aspirin tablets and 4 gr. Quinine Sulphate, providing they do not have a idiosyncrasy for the latter drug. If necessary, take a little laxative, restrict all food, but take plenty of fluids, particularly grapefruit and orange juice, at least every hour.

“Occasionally pneumonia develops as a complication. In nearly every instance in which pneumonia does develop the victim has been the fellow who is reluctant to go to bed when he is taken ill, or does not follow the Doctor’s instructions and gets out of bed during the course of the influenza attack.

#### TRANSIT OFFICIAL REVIEWS PAST YEAR’S PROGRESS

A commitment of nearly \$52,000,000 in orders for new rolling stock and other equipment related to the carrying of passengers was an important phase in the recovery program of the transit industry of the United States during 1936, according to Charles Gordon, Managing Director of the American Transit Association. Other highlights from the summary of the past year’s developments and what the future holds as viewed by this authority follow:

“In round figures the transit industry,—which involves transportation of passengers upon street cars, motor busses, trolley coaches, interurban and rapid transit lines, carried twelve billion passengers in 1936. This means, roughly, that these lines carried two million more passengers each business day in 1936 than in 1935. It is one measure of the increase in employment and trade generally.

“Revenue passengers carried during 1936 reached a total between eight and nine per cent higher than in 1935. Every month showed a substantial increase over the similar month of last year. The improvement of 13 per cent in net operating was derived from two sources. The increase in riding resulted in an increase of gross revenue of approximately seven and a half per cent while operating expenses, due in part to economics sired by the depression were held to an increase of only six per cent, despite increased vehicle miles operated, i.e., more vehicles running more frequently.

“The financial outlook for the industry would be even better were it not for the fact that the tax burden it bears amounted to \$54,900,000 which was an increase of 9.4 per cent in 1936. There are many archaic paving and other charges still borne by transit companies which are not now war-

ranted by changing traffic conditions and which act as drag brakes upon these essential public carriers in making additional service improvements and purchases of new equipment.

“With the truly remarkable growth in the use of gasoline busses in many communities it is interesting to note that, approximately in the ratios of four or five to one, the bulk of passenger traffic is yet carried by vehicles propelled by electric power. Probably the greatest single advance in the industry during the year was the initial operation in regular passenger carrying service of the revolutionized trolley car evolved by the Electric Railway Presidents’ Conference Committee and the Transit Research Corporation after six years of research and a development cost of \$750,000,—a considerable sum to expend in the heart of the depression. But it has brought about a modern, streamlined, silent, swift, safe, well lighted and extremely comfortable vehicle, which along with many other improvements employs rubber in its wheels and as springs in a heretofore untried way to the lasting comfort of the travelling public.

“In a number of communities where light traffic or other conditions control, the gas driven bus has been substituted for the trolley car. This relatively new vehicle of public transportation along with the trolley cars is also undergoing rapid developments. The old conventional type with engine at the front is giving away to designs with engine at the rear or under the floor. Paralleling this trend in lighter busses of medium and large size is the rapid development of lighter and less expensive vehicles utilizing mass production engines and other parts and suitable for lighter traffic routes. The trolley coach, a bus in form but driven electrically by electric power taken from central station via trolley wires found increased use in a number of

cities where its size, speed and flexibility fit into local conditions.

"Improvement in the design of Diesel engines is leading to their consideration as motive power for buses with a regular installation already made in one city and experimental installations in others. This type of bus is popular with passengers and with managements abroad where the high cost of gasoline is a limiting factor in the use of gas driven busses. So called 'All Service Busses', which are equipped to operate either as self-propelled vehicles using gasoline power or from an overhead trolley system, have been successfully introduced to meet conditions in certain areas and are a new and interesting outcome in urban transit in America."

### P. E. WOMEN'S CLUB NEWS

There has been sort of a lull in the activities of the Women's Club, an after-the-holidays let down, as it were.

We are fearful, though, if our customary space isn't filled Ye Editor will say "So you won't talk eh! Well, watch me get someone that will."

Please, readers, don't get the impression that little lull will be of long standing: (Wait a minute, who ever heard of a lull in a Women's Club anyway).

Splendid things are in the offing for the next few months: Educational and musical programs, the big birthday party not far away that will celebrate the Club's ninth year of organization, day and night card parties, outings and interesting visits to several industrial plants planned by the Recreation Chairman, Mrs. Hasenyager.

"So oo ou Graham," as Ed Wynn would say, let's call this a special invitation to be with us February 11th. Come up, and have a cup of tea, meet the splendid President, Mrs. Barnard, and the Club's Ambassador of goodwill, Mrs. Lloyd Murphy, who has brought so many new members into the Club.

At the meeting on January 14th, Dr. Weber was to have been the guest speaker, but unfortunately could not be present. An urgent call has been placed on his appointment calendar, and we hope one of his helpful talks may be given in the near future.

January 14th was the afternoon of one of the coldest days and nights in California history, but the members decided it wouldn't be any colder in Alaska, so with Miss Sybil Mather as guide and lecturer they set sail for that far away country.

This correspondent always has to miss the good things, but we understand the guide in her fascinating entertaining manner gave the ladies one of the nicest "trips" they have ever taken.

The members were so happy to see dear Mother Spencer able to attend the meeting again. That cheery smile and little message which has become almost a ritual in the Club have been greatly missed.

And now may we reserve a seat for you at the tea table on February 11th and 25th and on March 11th and 25th?  
—Mrs. Lon Bishop, Official Scribe.

## Roads Open and P. E. Camp is Ready for Visitors

ANY doubt that one visiting the P. E. Camp within near future weeks will be unable to gratify a whim for "way down east" winter weather is doomed after viewing the glamorous winter scenes prevailing there a few days ago.

For the next several weeks, at least, winter sports will be at the season's height, both for those who wish to toboggan and skii and skate, or to the less hardy who "participate actively" on the sidelines watching the other fellow. And if you haven't viewed the beauty of our Camp and surrounding resorts when laden with a mantle of gleaming snow or watched youth as they thrill to it, there is a treat in store for you.

On the smooth hill slopes toboggans and sleds groaning with overloads of shouting, laughing, happy revelers race down hills and through the fast steel lined chutes built for the purpose at nearby resorts. Young men and girls, gayly clad in scarfs, sweaters, woolen trousers and boots slide gracefully (and some not so gracefully) down steep inclines on their skis. Molding grotesque snowmen, in which imagination run riot, is a temptation that few can resist.

Within the P. E. Camp grounds, and the roads are open into it and there is plenty of parking space, is a 500 foot slide that will remain a thrill to those who use it. The Camp has two toboggans and seven sleds of free use to visitors. Those who wish to rent any kind of snow equipment can do so at the nearby Camp Seeley, operated by the City Playground Department, and at which location every winter sport and facilities for enjoying them are at hand. We are informed that prices are most reasonable.

There was about four feet of snow on the level, hard packed, and in the

drifts it measured to ten feet early this month.

Also, we were informed that highways were being maintained free of snow. With skid chains and traveling at reasonable speeds, the journey can be made with entire safety. We are told that the best way of reaching the Camp is to follow the high-gear road into Lake Arrowhead and circle back via Blue Jay.

The weather and road conditions cited above were those prevailing early this month and if another storm occurs, which is still possible at this season, it will be advisable to consult the P. E. Club office for latest information.

Those desiring to visit the Camp should make their reservation through the Club, so as not to risk the possibility of finding all accommodations taken.

### MORE BOOKS GIVEN LIBRARY

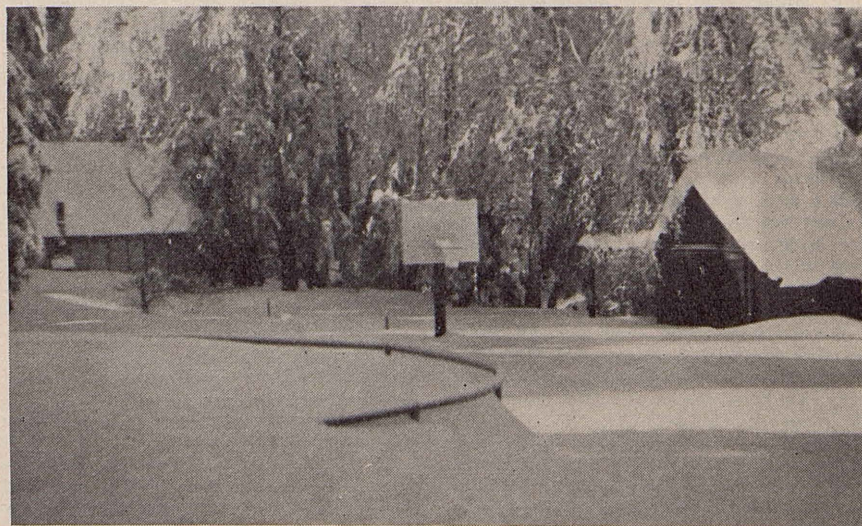
The P. E. Club is happy to acknowledge, and grateful too, a gift of seventeen splendid books donated by Charles Hunt of the Engineering Dept.

A splendid addition to our well-stocked library, the following editions were among the kind gift of Mr. Hunt:

Mad, under the Yoke, Guy de Maupassant; Undine, de La Motte Fouque; The Truth About Camilla, Gertrude Hall; T. Trembarom, Frances H. Burnett; The Gay Cockade, Temple Bailey; The Confessions of J. Jacques Rousseau, Ed. Hedouin; The Arabian Nights, Steele Savage; Nana, Emile Zola; Gulliver's Travels and Baron Munchausen, Leumel Gulliver; The Street called Straight, Orson Lowell; Here's to the Gods, Austin Parker; Deborah, James M. Ludlow; Tales from the Italians and Spanish and The Miseries of Paris, Eugene Sue; Humorists, Bancroft; Novelists, Bancroft and Authors, Bancroft.

"What caused the explosion at your house last night?"

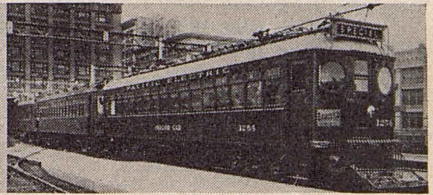
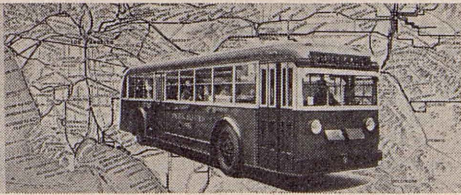
"Powder, on my coat sleeve."



Four feet of snow and the height of the winter sports season have combined to attract capacity throngs at P. E. Camp the past several weeks. There will be plenty of snow for some time to come. How about a departmental group outing? It would be lots of fun and the price most modest.



# SAFETY NEWS



## TRAINMEN, ALL DISTRICTS---IMPORTANT

Safety is of first importance in the discharge of your duty.

Eternal obedience of operating rules is vitally essential to safety.

It is earnestly urged that you carefully read this and every succeeding issue of "SAFETY NEWS" to the end that you may more thoroughly appreciate the importance of giving your fullest assistance and co-operation in the prevention of accidents.

ACCIDENT PREVENTION COMMITTEE.

### 1937 ACCIDENT PREVENTION COMMITTEE AND PLANS

The Accident Prevention Committee solicits the earnest co-operation of every employee in the important subject of accident prevention and the reduction of personal injuries and accidents of all kinds.

There remains much to be accomplished in this direction and only by your renewed efforts in the promotion of safety and renewed determination to make your jobs safe for yourselves and your fellow employees and others can unsafe practices be avoided.

Your individual interest and active assistance in accident prevention work will determine the measure of success that can be achieved during the coming year. Your submission of suggestions, comments and opinions in the promotion of accident prevention work will be appreciated and given careful consideration.

The Accident Prevention Committee for the current year is composed of the following members:

- S. H. COX, Chairman, Assistant Superintendent, Southern Dist.
- J. E. WAGNER, Vice Chairman, Chief Train Service Instructor.
- C. H. BELT, Asst. Supt., Northern District.
- J. E. DOUGLASS, Trainmaster, Western District.
- L. ANTISTA, Asst. Trainmaster, Southern District.
- L. S. JONES, Asst. Trainmaster, Western District.
- W. D. PINKSTON, Asst. Trainmaster, Northern District.
- J. G. BLAKE, Freight Trainmaster.
- C. M. ALLEN, Asst. Supt., Motor Coach Operations.
- A. C. MOLL, Asst. Trainmaster, Western District.
- C. K. BOWEN, Office Engineer, Executive Dept.
- W. D. BOYLE, Asst. Engineer, Engineering Dept.
- H. D. TURNER, Asst. General Claim Agent.
- W. A. BISHOP, Asst. Engineer, Mechanical Department.

### Program for Reduction of Accidents

To enlist the active support, interest and co-operation of all employees in the prevention of accidents.

To instruct each man as to proper way of doing each task.

To educate Supervisors to search for and observe their responsibility for turning out work free from personal injury to employees and others.

To encourage discussion and interest in Safety work.

For every employee to promptly report to his supervisor or some member of the Safety Committee all unsafe conditions or practices.

These pages of "SAFETY NEWS" are issued in the interest of accident prevention of train service accidents and is addressed to all employees of the Transportation Department with the hope that each and every Trainman and Motor Coach Operator will take an active interest in the prevention of accidents and strive to establish a new and improved record for the year 1937, of which we may all be proud.

Such a record can only be accomplished through the active co-operation of all concerned and by a sincere and determined personal endeavor to eliminate all avoidable accidents.

In the spirit of co-operation, the Accident Prevention Committee will issue "SAFETY NEWS" each month dealing with accident prevention work and strive to assist in your endeavor to avoid accidents by undertaking to acquaint you with facts in connection with accidents and give suggestions that should be helpful in pointing out our accident experiences and ways and

(Continued on Page 16)

### A GOOD RAILROADER ALWAYS PRACTICES "SAFETY FIRST"

The subject of "Safety First" is of sufficient importance to engage the interest of every man who works on a railroad.

Next to getting a job on a railroad is the importance of knowing how to do that job in such a manner as to insure Safety, not only to ourselves, but to others to whom we owe the same degree of Safety that we expect from them.

At a convention of astronomers, one member made this statement: "Find out nature's laws and obey them at whatever cost."

We may well paraphrase that statement insofar as railway transportation rules are concerned. Based on time existence, they are the nearest approach to nature's laws that mankind has devised in exactitude and certainty of fulfillment. We can say with certainty, "Learn Safety First Rules, Obey, and be Safe."

We should realize that unless a man knows his work and does it correctly he is not a safe railroader. Not being sure of his moves, he does not feel safe unto himself and depends upon "good luck" and more competent employees to help him hold his place inside the railroad circle.

Calm concentration marks the good railroader. A detachment from everything except his work is the result of good railroading habits. His mind, trained to correct practices, rebels at a wrong combination of circumstances and he instinctively applies the protective rules indicated in such circumstances and saves the situation and himself.

Among railroad men, the men who are recognized as "good men" by their fellow workers, are men who do not accept the phrase, "Get By" as a motto. These men do good work because they know how, and instinctively do the best that is in them.

To be a good railroader is the way to the solution of the problem of "Safety First."

## Trainmen, Attention!

Give Your Support to Improve This Accident Record

During year 1936, there were 3,052 accidents recorded on the System, an increase of 303 accidents or 11% compared with previous year.

COMPARATIVE ACCIDENT TOTALS BY PRIMARY CLASSES			
	Year 1936	Year 1935	Increases
Passenger Train Accidents .....	2,571	2,408	163 or 6.8%
Freight Service Accidents .....	178	151	27 or 17.9%
Motor Coach Accidents .....	303	190	113 or 59.5%
<b>Total All Accidents .....</b>	<b>3,052</b>	<b>2,749</b>	<b>11.0%</b>

**AVOID CARELESSNESS AND HELP ESTABLISH AN IMPROVED RECORD THIS YEAR**

### ADVISORY COMMITTEE ON SAFETY APPOINTED FOR FEBRUARY

There can be no question as to the paramount importance of safety in the conduct of operations of this Company, which include local street car service, interurban passenger service, motor coach service and extensive freight operations.

It is, however, both reasonable and proper for us to explore the question of whether we are making the fullest use of the best methods in the promotion of our accident prevention work.

To this end, and supplementing the activities of the Accident Prevention Committee, which functions largely in the capacity of a central safety council, will be established during the current year a TRAINMEN'S SAFETY ADVISORY COMMITTEE, which will consist of Trainmen selected from the respective terminals and classes of service operated.

Meetings of the Trainmen's Safety Advisory Committee will be held once each month and such meetings will be devoted to advancing our accident prevention work along constructive lines. Such meetings will be made of educational interest, consideration of our accident problems; discussion of suggestions and numerous other matters relating to this very important subject.

The first meeting of the Trainmen's Safety Advisory Committee will be held on February 26, 1937, in the Pacific Electric Club Rooms, commencing at 10:00 A. M.

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

- | Western District | Terminal       |
|------------------|----------------|
| H. G. Douglass   | West Hollywood |
| P. R. Hanna      | West Hollywood |
| L. H. Newport    | Subway         |
| J. A. Howard     | Ocean Park     |
| M. F. Guinn      | Glendale       |
| R. M. Hightower  | Glendale       |

- Northern Dist.**
- H. C. Hampton. Macy Street
  - J. B. Thompson. Macy Street
  - C. W. Knight...Pasadena
  - A. C. Bowles...Pasadena
  - D. W. Brown...San Bernardino

- Southern Dist.**
- F. M. Willard...Sixth & Los Angeles
  - S. E. Matheny...Long Beach
  - O. Vleerick....South-Freight

### A Few Avoidable Accidents

Below is a brief description of a few of the accidents that occurred during the month of December, 1936, which should have been avoided had the proper care and observance of operating rules been taken by the trainmen involved:

1. Motorman approached an intersection at too great a speed to permit a stop at the curb line when traffic signal changed to the stop position, and as a result entered the intersection against a stop signal and struck an automobile, the driver of which had started on the first traffic bell, failing to wait for the traffic signal to clear.

Both Motorman and driver of the automobile were responsible for the accident; however, the Motorman could and should have avoided the accident if he had been operating prepared to stop at the intersection in accordance with instructions. Motormen and operators must approach intersections controlled by traffic signals, expecting signals to take the stop position, and be prepared to stop at the intersection in case signals change before train reaches the near side of the crossing.

2. Motorman made a stop at an intersection and started his train without observing the position of diverging route switch, which was lined for the diverging route, and as a result train took the diverging route, striking an automobile that was being operated on the city street alongside of the train.

Motorman was responsible for the accident, due to careless operation in failing to observe the position of the switch.

3. Motorman on a local car traveling on a paved city street following automobile traffic, undertook to make a stop at an intersection behind two automobiles and in making the stop, wheels locked and car slid into the rear automobile, pushing it into the automobile ahead.

Motorman was responsible for the accident, account of following traffic too close.

4. Two-car train was brought to a stop at a passenger landing and conductor on rear car looked at the steps and landing close to the steps, and not seeing anyone, gave a proceed signal and went inside of the car, closing the door. As train started, conductor

looked through the rear window and saw what he thought was a man undertaking to board train. As train picked up speed, the intending passenger slipped from the step and fell to the ground. Conductor then observed that the person was a woman, and gave a stop signal.

Conductor on rear car was entirely responsible for this accident, which should not have occurred if conductor had properly observed the passenger landing, or if he had remained on rear platform at steps in a position to observe the approach of intending passengers and be ready to recall his signals, should the occasion be necessary. Conductor was also negligent in failing to recall his signal or use emergency at once when he observed that a passenger was undertaking to board, instead of waiting until train gained speed, at which time he observed passenger was a woman. If conductor had followed instructions relative to remaining on rear platform and had properly observed the passenger landing before giving proceed signal, this accident should have been avoided.

5. Motorman on box motor, after pulling in on a siding, coupled into a car and shoved it ahead before conductor had an opportunity to remove derail or observe as to whether or not it was safe to move the car. As a result, Motorman failed to observe derail and in moving ahead derailed front wheels of the box motor.

Motorman was responsible for moving the car without proper signal from conductor, who should first investigate to see that it was safe to move the car and then remove the derail and protect the movement before giving the signal to the motorman.

6. Crew on passenger car, while switching in yard, pulled out of one track over switch, intending to complete the movement over the spring switch, but before completing movement through switch it became necessary to back train. Movement was made without either Motorman or Conductor observing the position of the switch, and as a result switch was split and car derailed.

Both Conductor and Motorman were responsible for backing train without first observing the position of switch.

7. Conductor left car to throw switch, knowing that a woman passenger was intending to leave the train at that point. One passenger boarded the train and before the woman passenger had time to leave the train, Conductor gave a hand proceed signal to the Motorman from the ground, while standing at the switch, and as train was started the woman was thrown to the ground.

Conductor was responsible for this accident for failing to properly observe as to whether or not all passengers were safely on or off train before giving a proceed signal to Motorman and in no case should proceed signal be given until conductor was in a position to properly observe the rear platform and steps, and know that all passengers were safely on or off train.

8. Motorman operating a 600-class car with side view mirrors made a stop before rounding curve and looked

(Continued on Page 16)

**A FEW SAFETY REGULATIONS**

Motor coach operators will be interested in recent safety regulations issued by the Interstate Commerce Commission under authority of the Motor Carrier Act, 1935.

The regulations are regarded as an important contribution toward nationwide uniformity in highway safety rules for motor carriers of passengers and property. The regulations cover four main parts: qualifications of drivers, basic rules for the driving of motor vehicles, and requirements as to parts and accessories necessary for safe operation, all of which are made effective as of July 1, 1937.

Although the regulations are directed primarily to interstate busses and trucks, the following excerpts are of particular interest to all operators because of their common-sense logic and application to our operations in the interests of safety and accident prevention.

**Reckless Driving**

No motor vehicle shall be driven recklessly, or so as to endanger life, limb, or property. No motor vehicle shall be driven by any driver while his ability or alertness is so impaired through fatigue, illness, or any other cause as to make it unsafe for him to drive or to continue to drive a motor vehicle, nor shall he be required or knowingly be permitted to drive while in such condition except in case of grave emergency, where the hazard to passengers would be increased by observance of the foregoing provisions. No driver shall go on duty while under the influence of, nor drink while on duty, any alcoholic liquor or beverage; nor shall he knowingly be permitted to do so.

**Speed**

No motor vehicle shall be driven at a speed greater than is reasonable and prudent, having due regard to weather, traffic, intersections, width and character of the roadway, type of motor vehicle, and any other conditions then existing; but in no event shall a motor vehicle be driven at a speed greater than that permitted by such state or legal subdivision thereof.

**Driving**

No motor vehicle which is stopped, standing, or parked shall be set in motion until due caution has been taken to ascertain that the course is clear. Every motor vehicle shall be driven as far to the right side of the traveled portion of the highway as is practicable. Sufficient space shall be maintained, whenever conditions permit, between vehicles proceeding in the same direction so that an overtaking vehicle may enter and occupy such space without danger. Except in case of emergency, no motor vehicle shall be stopped, its speed suddenly decreased, nor its course or direction changed, unless the driver thereof shall have exercised due caution to ascertain that such acts can be performed without endangering other users of the highway. Upon all highways any right turn shall be made from a position which is as close as practicable to the extreme right side of the traveled portion of the highway. Upon two-way highways any left turn shall be made

from a position which is as close as practicable to the center of the traveled portion of the highway.

Upon one-way highways and upon highways on which the opposing streams of traffic are separated by a dividing strip or zone, any left turn shall be made from a position which is as close as practicable to the extreme left side of the traveled portion of such highways. In all cases turns shall be made with due caution, having regard to the length of the motor vehicle and any load thereon, the width of the roadway, and other traffic. Before making any turn the motor vehicle shall be driven into the proper lane well in advance of the intersection.

No motor vehicle shall be driven past a vehicle or vehicles proceeding in the same direction, unless there is ample visible space ahead to do so without endangering any other user of the highway; if necessary, an audible signal of intention to pass shall be sounded. After passing, the motor vehicle shall not be returned to the right side of the roadway until safely clear of the overtaken vehicle or vehicles.

**Stopping**

No motor vehicle shall be stopped, parked, or left standing, whether attended or unattended, upon the traveled portion of any highway outside of a business or residence district, when it is practicable to stop, park, or leave the motor vehicle off the traveled portion of such highway. When conditions make it impracticable to move the motor vehicle from the traveled portion of the highway, every effort shall be made to leave all possible width of the highway opposite such standing motor vehicle for the free passage of other vehicles, and care taken to provide a clear view of such stopped motor vehicle as far as possible to the front and rear. No motor vehicle shall be left unattended until

**COURTESY—IT PAYS ALWAYS**

In every large organization there are certain employees who come into direct contact with the public and it is largely by those employees that the organization is judged.

In this organization our Trainmen and Motor Coach Operators furnish the primary point of contact. They are our salesmen of service and goodwill, not only to our patrons, but to all who use the streets. As they succeed or fail in meriting approval the Company succeeds or fails.

Sincerity and honesty are twin virtues and the very foundation stones upon which you can build your personality. This means honesty with yourself, your Company and the customer.

Are you putting sufficient energy into your work? Are you working to the maximum ability and capacity of which you are capable? Are you treating the customer the way you would like to be treated if you were in his place?

The large majority of trainmen and motor coach operators in service of this Company are courteous and efficient. We are proud of these men—proud of their record of public service. We feel that they are imbued with the spirit of this organization—which places safe, efficient and courteous transportation service above all. A man who fails to live up to that spirit is not meeting the obligation of his employment and should promptly correct his shortcomings in this respect or seek other lines of endeavor where his indigestion will not interfere with the proper conduct of his duties.

after the parking (hand) brake has been securely set and all other reasonable precautions have been taken to prevent its movement while unattended.

**Classification of 1936 Accidents**

	System		Increase or Decrease
	1936	1935	
<b>Collisions:</b>			
1. With Pedestrians .....	103	92	11 Inc.
2. At railroad crossings other than Company's..	6	2	4 Inc.
3. Between cars of Company .....	30	25	5 Inc.
4. With vehicles and animals .....	1681	1583	98 Inc.
5. Derailments .....	52	44	8 Inc.
6. Equipment .....	5	2	3 Inc.
7. Boarding cars .....	106	117	11 Dec.
8. Injuries on cars (not in collision) .....	167	170	3 Dec.
9. Alighting from cars .....	219	211	8 Inc.
10. Falling from cars (not purposely alighting)...	3	5	2 Dec.
11. Doors, gates and guard-rails .....	93	59	34 Inc.
12. Ejectments and disturbances .....	22	21	1 Inc.
13. Miscellaneous .....	32	27	5 Inc.
14. Total .....	2519	2358	161 Inc.
15. Employees .....	52	50	2 Inc.
16. Total car accidents .....	2571	2408	163 Inc.
17. Motor Coach accidents .....	303	190	113 Inc.
18. Total Passenger Accidents .....	2874	2598	276 Inc.
19. Freight Accidents .....	178	151	27 Inc.
20. Total All Accidents .....	3052	2749	303 Inc.

**AN INCREASE OF 303 ACCIDENTS, OR 11%**

## SOME PRACTICAL REMINDERS FOR SAFETY PRACTICERS

All rules governing train operations embrace the principle of SAFETY FIRST.

These rules originate in experience and are designed primarily to give the employee the best possible protection in the performance of his duties.

To the extent that these rules are observed, accidents including personal injuries diminish, and vice versa. This shows clearly that accidents and injuries do not always belong in the mythical realm of chance, any more than does safety lie in so-called good luck.

On the contrary, in nearly every case involving an accident such occurrence can be attributed to some person who failed to observe safe practices in the circumstance involved.

Practical reminders based on our own experiences may prove helpful and a guide to safe practices. Send in your suggestions for reminders so that your fellow employees may have the benefits of your years of experience and knowledge gained from the unfortunate incidents which have been impressed upon you by the school of experience. Who can tell but what your suggestion may be the cause of avoiding an accident which would have resulted in serious injury. Why not contribute your best thought to this all important work?

The most important factors contributing to the safe performance of our duties are:

Observance of Rules and Instructions. Vigilance.

Mental alertness.

Out of the experience of years of railroading rules have been evolved. These rules are the guide-posts pointing out the way to be followed; when we wander from these paths we invite the unforeseen.

### 40 MOTORMEN REMINDERS AT EVERY INTERSECTION

1. Forethought will warn you what to look out for.
2. Your load, grade and hazards ahead will indicate a safe approach speed.
3. Be sure your speed is under control.
4. Speed is under control when you can stop before striking what is ahead.
5. Look for and be prepared for what the other driver **may** do.
6. You don't **know** it is safe to cross until you can see a safe distance both sides and ahead.
7. Passing other vehicles in the same direction in intersections is dangerous and is forbidden by traffic rules.
8. Passing large vehicles in opposite directions, leaves blind spots for left turn autos or pedestrians.
9. Use gong when passing in intersections, look out for and be prepared for hazards.
10. Keep a watch on what is going on in front of the vehicle ahead of you.
11. Study the five kinds of driver—

## 1937 ACCIDENT PREVENTION (Continued from Page 13)

means of avoiding certain classes of accidents that are avoidable in the conduct of our operations.

While the work and efforts of an Accident Prevention Committee is an important factor in any accident prevention campaign, the actual success of such a campaign rests with the individuals whose duty it is to perform the work safely, consequently the measure of our success incident to our 1937 campaign rests with each individual trainman to perform his work in accordance with safe practices and do all in his power to eliminate avoidable accidents.

be prepared for what they will do that is different from others.

12. Taxi drivers being more skillful, will take more chances.

13. Big truck drivers may not have arm fully extended before turning.

14. Women drivers may be uncertain what to do or when to turn.

15. Small delivery truck drivers often are irresponsible and take handy short cuts.

16. Sport drivers want to show how daring and quick and skillful they are.

17. Your gong will warn pedestrians of your approach.

18. Some pedestrians may be deaf or blind in one eye.

19. Absent-minded folks and those who are sightseeing, or busy with a companion are not looking for your cars.

20. You don't **know** it is safe to pass a pedestrian unless you get some movement to show he knows you are there.

21. White canes indicate blind persons.

22. Drunks can often be recognized by the way they stand or move; use gong, pass slowly, watch them.

23. Gongs to persons on platforms, remind them your car is coming.

24. Another car moving as your car moves, conceals the noise of your car.

25. A gong just before starting your car keeps a pedestrian from stepping in the way.

26. Stop signs don't **insure** the other vehicle will stop—watch it.

27. An auto ignoring a stop sign gives you no **right** to strike it.

28. Don't expect to start up and cross on an amber light—you can't.

29. Some of our worst accidents occur on amber lights.

30. When crossing near the end of any light—watch out for the fool who "crashes the light" at high speed.

31. The important fact is the light when you **entered** the intersection.

32. When any left turn starts, slow up, he may be stopped by traffic.

33. When you make left or right turns keep your gong busy.

34. Give traffic and pedestrians time to avoid you when turning.

35. When passing a loading zone, without stopping, watch traffic that may turn, expecting you to stop.

## Avoidable Accidents (Continued from Page 14)

into the mirror as car was started. He observed an automobile close to the car but failed to observe that the automobile was too close to permit the overhand of the car to clear, and as a result car struck the automobile.

Motorman was responsible for the accident for failing to properly observe the clearance and be assured that car had sufficient clearance before undertaking to round the curve.

9. Operator of one-man car was following another one-man car on a city street where paving of street between rails was in progress. Rails were slick due to emulsion on rails from paving materials. Leading car was stopped at intersection to discharge passengers and when operator of following car undertook to stop behind the car ahead, wheels locked and car slid into the car at the intersection. Operator of the following car was responsible for the interference between cars, due to his failure to bring car under control at a point where he should have realized the condition of the rails and should have taken extra precaution in closing up at the intersection, prepared to stop within half the distance track was seen to be clear.

10. Operator of a one-man car made a stop at an intersection to discharge passengers, and as passengers were leaving car an automobile approached the intersection and was stopped before crossing tracks in front of the standing car. Operator observed that the driver had made the stop and as soon as passengers were discharged from his car, he closed the door and looked in the opposite direction to see if any vehicles were approaching, but failed to again look in the direction of the automobile that had been stopped, before he entered the intersection. Driver of the automobile had started into the intersection before the car, and when operator of one-man car looked ahead the automobile was directly in front of his car, and as a result car struck the automobile. Operator of the one-man car was responsible for the accident, due to his failure to properly look in both directions just prior to starting car. If he had done so, he should have observed the automobile entering the intersection and avoided the accident.

36. At every stop, see that it is safe for alighting passengers.

37. If there is any uncertainty, help your passengers alight safely.

38. Mere warning to "watch your step" may only confuse some people.

39. Better get down and prove the landing safe, than to have some one fall.

40. It takes longer to write a report than to prevent an accident.

Accident Prevention Suggestions  
should be mailed to  
S. H. COX, Chairman,  
Accident Prevention Committee,  
224 P. E. Bldg., Los Angeles,  
or to office of  
General Superintendent

### Clara Bell Templeton Retires

**D**URING the past several years many well known old friends in the service have retired with honor and the good wishes of their fellows," writes E. C. Thomas, General Agent. Continues he: "In every case there has been a feeling of deep regret that constant association must give way to that of occasional frequency."

"At the same time our regret was felt, there was in all of us a hope that the one who was laying aside the active duties would find in every remaining day of their lives a contentment and joy of living, and an opportunity to enjoy more of earth's benefactions than they had been privileged to do because of their continual activity in business.

"Probably there has been no occasion during the past years when the feelings expressed above have been more sincerely deep, and with added respect and affection, than were felt by scores of Pacific Electric folks when announcement came that on January 16 Miss C. B. Templeton, Head of the Conductors' Accounts Bureau, was to retire after an unexcelled service of almost forty years.

"Efficient, effective, four-square in every respect, she had won a place in the thoughts of many, many more people than she can possibly realize. Behind the quiet reticence and modesty with which she cloaked herself was courage and fortitude seldom found, and beneath the cool and sometimes seemingly austere exterior, was a warmth of heart, a broad charity and a self-sacrificing helpful spirit known to scores.

"Clara Bell Templeton has been an inspiration to all who knew her. In the activity she has laid aside, she may be succeeded by an equal, but never by a superior personality or worker. Others may find more friends, numerically, but none they may win will ever give them more pure respect and esteem than those she possesses.

"The most hoped for and longed for wish she can possibly make for herself that will bring the greatest and ever-abiding happiness is beseeched for most earnestly in your behalf by hundreds of us yet remaining in the service.

"Miss Templeton has not left us; she is just on a furlough."

The police had photographs of the escaped convict in six positions and sent the pictures throughout the country asking the authorities to apprehend him. Promptly came a reply from the marshall of Hicksville Corners, which read as follows:

"Received the pictures of criminals. Have captured five of them and am on the trail of the sixth."

"Can you believe it," expostulated the rousty's wife, "that Mrs. Jones actually had the imprudence to ask me how much back money my husband got?" "Well, of all the nerve," said her solicitous neighbor, "how much did you tell her?"

## Sport Champs Receive Splendid Awards

Fine Array of Prizes Given Winners of Various Events for Excelling in Sports During 1936 Season

**W**ITH a large gathering of hopeful P. E. Rod & Gun Club sportsmen present, the annual awarding of prizes to winners of awards for excelling in various fishing and gun events during 1936 was the feature doings on the evening of Friday, January 8, in the Club theatre. Retiring President A. V. Miller officiated in naming and awarding the prizes to winners.

Of notable interest is the fact that this year's registrations, or rather the lack of registrations, broke many records in the way of falling much below those of many years in the past. Only 1567 registrations were made by 67 contestants, and 23 prizes remained unawarded owing to the failure of sportsmen to register their results. A lot of groans were heard and headaches resulted during the prize awarding when many in the audience realized they had made superior catches or bags, that, except for their failure to register would have made them, rather than the other fellow, the proud possessor of some fine equipment long desired. More resolutions (to register, no matter how questionable or worthwhile) were made during the evening than were made on the regular day of resolutions, Jan. 1st.

There was a fine array of awards

this year, rivaling almost in value and desirability, any previous year in the history of the Club. The approximate total value was \$600, of which the Club offered 75 per cent, and the balance being donated by the several manufacturers of sporting goods who year after year have contributed generously in valuable prize offerings.

Incoming President Bancroft urges that all, no matter how hopeless they deem their catches, or bags, of success in winning a prize, to register them without fail. The Club has no desire to hold over, for lack of registration, any of the awards of the various events, but has no alternative when registrations are lacking. He also pointed out that the Club's publicity staff for contributions to the Magazine was in capable hands and urged all to keep informed regarding some real outings and events the Club has in mind for the coming year.

The Club is indebted and appreciation expressed to the Union Oil Company for having so generously and entertainingly contributed to the evening's program through the showing of two splendid sportsmen films—"Wild Life in Canada" and "Big Fish in the South Seas."

The prizes and official winners are noted below:

		Corbina		
	Lbs.	Oz.		
1. J. W. May	5	9	Montague Spec. Surf Rod, 7½' tip.	
2. K. L. Oefinger	3	11	250 yd. Pflueger Reel No. 1988.	
3. A. F. Pabst	3	0	Light Weight Rubber Boots.	
4. V. Villanaeuve	2	9	150 yd. Pflueger Reel No. 1985.	
5. Grey Oliver	2	2	Coleman Lantern.	
		Croaker		
1. Wm. Hankins	7	6	Montague Spec. Surf Rod, 7½' tip.	
2. Scott Braley	7	3	250 yd. Pflueger Reel No. 1988.	
3. B. F. Manley	6	2	Light Weight Rubber Boots.	
4. Hal. Smith	5	12	150 yd. Pflueger Reel No. 1985.	
5. D. E. Porter	5	12	Coleman Lantern.	
6. L. E. Brown	4	12	Ideal Fishing Coat.	
		Yellowfin		
1. Carl Weatherly	4	3	Montague Spec. Surf Rod, 7½' tip.	
2. L. J. Bush	3	5	250 yd. Bronson Viking Reel.	
3. B. A. Collins	3	2	Ideal Fishing Coat.	
4. W. G. Knoche	3	0	300 yds. No. 9 Donegal Line.	
		Surf Perch		
1. F. L. Manley	3	3	Montague Spec. Surf Rod, 7½' tip.	
		Yellowtail (9 Thread Class)		
1. Wm. Minyard	22	10	South Bend Barge Rod No. 169.	
2. J. A. Dumoulin	22	4	300 yd. Pflueger Reel No. 1989.	
3. Roger Lemelle	10	5	300 yds. No. 9 Donegal Line.	
		Yellowtail (24 Thread Class)		
1. George Foster	20	0	Bronson Viking Reel No. 600, 300 yd.	
2. A. V. Miller	18	9	Montague Rod No. 11288, 9½'.	
3. Eldie Beets	18	4	Bob Weir Wooden Line Drier.	
		Barracuda (9 Thread Class)		
1. L. E. Murphy	48½	in.	South Bend No. 169 Barge Rod.	
2. R. R. Patzer	42	in.	250 yd. Pflueger Reel No. 1988.	
3. V. B. Radcliff	42	in.	300 yds. No. 9 Donegal Line.	
		Barracuda (24 Thread Class)		
1. Lewis Zezula	45	in.	300 yd. Bronson Viking Reel, No. 600.	
2. Wm. Tingler	43	in.	Montague Rod No. 11288, 9½'.	

**Salt Water Bass (9 Thread Class)**

	Lbs.	Oz.	
1. A. Partington .....	5	10	South Bend Barge Rod No. 169, 9 1/2'.
2. I. M. Cammack .....	5	3	250 yd. Pfeuger Reel No. 1988.
3. Arlie Skelton .....	4	12	300 yds. No. 9 Donegal Line.

**Salt Water Bass (24 Thread Class)**

1. L. O. Thurman .....	7	6	300 yd. Bronson Viking Reel, No. 600.
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**Largest Fish on 9 Thread Line**

1. F. B. Patterson—tuna .....	38	8	400 yd. Pfeuger Templar Reel, No. 1419 3/4.
2. J. J. Staddon—tuna .....	36	4	Montague Trail Lt. Tackle Rod.

**Largest Fish on 24 Thread Line**

1. George Lallich—white sea bass .....	37	4	So. Bend Med. Trolling Rod.
2. A. M. Cross—white sea bass .....	31	6	400 yd. Ocean City Reel.
3. J. B. Sinker—white sea bass .....	8	5	300 yd. No. 24 Thread Line.

**P. E. Camp Trout**

1. J. W. Clay .....	23 3/8 in.	Heddon No. 850 1 pc. 6' med. wt. Casting Rod.
2. L. E. Murphy .....	21 in.	Shakespeare Super Reel.
3. A. M. Cross .....	20 3/4 in.	Montague Flipline 5' Casting Rod.
4. B. A. Collins .....	18 3/4 in.	South Bend No. 550 Casting Reel.
5. D. E. Porter .....	17 1/2 in.	Ideal Fishing Coat.
6. W. H. Shoup .....	17 5/16 in.	Med. Green Wooden Tackle Box.
7. F. B. Patterson .....	13 1/8 in.	100 yds. No. 12 Magnificent Line.
8. C. A. Madill .....	13 in.	Lazy Rod Holder.

**Stream Trout—Bait or Lure**

1. L. A. Lovell .....	24 3/4 in.	True Temper De Luxe Trout Rod.
2. D. A. Deal .....	23 in.	Pfeuger Medalist Trout Reel, No. 1494.
3. B. F. Manley .....	18 3/4 in.	No. 3 De Luxe Leather Bound Creel.

**Stream Trout—Fly Only**

1. Ray Buford .....	18 1/2 in.	Shakespeare De Luxe Fly Rod, 9' 5 1/2 oz.
2. F. L. Manley .....	13 in.	Shakespeare Steelhead Trout Reel.
3. E. C. Johnson .....	12 1/2 in.	Shakespeare Tru Art H.D.H. Tapered Line.
4. M. P. Hendricks .....	11 3/4 in.	No. 3 De Luxe Leather Bound Creel.
5. Hal Smith .....	11 in.	Two Doz. Dry Flies (assorted).

**Lake Trout—All Lures**

1. J. F. Quinn .....	19 in.	Heddon No. 850, 1 pc. med. wt. Casting Rod.
2. L. L. Lloyd .....	18 1/4 in.	Shakespeare Marhoff Reel.
3. C. F. Albright .....	18 in.	No. 3 De Luxe Leather Bound Creel.
4. H. P. Bancroft .....	17 3/4 in.	100 yds. 12 lb. Magnificent Line.
5. Horace Standefer .....	16 3/4 in.	Lazy Rod Holder.

**Fresh Water Bass**

	Lbs.	Oz.	
1. J. W. May .....	3	14	Heddon No. 850 lt. wt. Casting Rod.

**Special Prize, Donated by Dave Davis for the Largest Trout Taken on a Davis Spinner**

1. J. W. May—trout .....	20 3/4 in.	Dave Davis Spinner Assortment.
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**Special Prize, Donated by the Ike Walton Barge for the Largest Yellowtail Taken on the Barge During the Season**

	Lbs.	Oz.	
1. A. M. Cross .....	15	2	300 yd. Pfeuger Capitol Reel.

**Associate Members**

Salt Water:	1. Scott Braley, Jr. ...	250 yd. Bay City Reel.
Fresh Water:	1. Gerald Lawrence ...	Diamond Flasher Spoon.
	1. Richard Oefinger ..	Heddon Baits.
	1. Arlie Skelton, Jr. ...	Heddon Baits.

**Deer Head Prize Winners, 1936**

1. R. H. Smith .....	De Luxe Camper's Tent, 9x12 ft.
2. B. F. Manley .....	X. L. Palmetto Tent, 9x11 ft.
3. Hal Smith .....	Waterproof Sleeping Bag, 34x80.
4. F. L. Manley .....	Waterproof Sleeping Bag.
5. W. L. Minyard .....	2 Chief Washougal Wool Blankets, 66x84.
6. K. L. Oefinger .....	Pendleton Wool Shirt.

**Bounties**

Walter T. Vestal—female coyote .....	\$2.50
J. B. Rogers—coyote .....	2.50
Clifford Lawrence—weasel .....	.50
Gerald Lawrence—weasel .....	.50

**ENGINEERS IN SECOND PLACE IN P. E. BOWLING LEAGUE**

The month of January saw several changes in standing among the teams in our league, notable among which was the climb of the Engineers into second place. This is a fine example of what team spirit can do.

Davis of the aforesaid Engineers, after trying in vain to better his high game of 160, suddenly went wild and turned in a fine score of 219, with a series total of 525. Nice work, and here's hoping for still higher scores.

Another notable point in the career of one of our veterans came when Lutes of the L. A. Yards team, after trying for many years to get himself a 200 game, finally achieved his ambition with a score of 205.

Covell and Snee still are playing tag with the leadership among the individual bowlers, with "old reliable" Jay Gowanlock coming up fast. The current epidemic of colds and flu has had quite an effect on the scores, but better weather will bring bigger and better games.

The Claim Department team is still way out in front, Engineers second, Southern District and P. E. Club tied for third place. West Hollywood, hard hit by sickness among its members, has slipped back temporarily but look out for them later on. They still hold the high team series and game records, 2595 and 938, respectively.

The L. A. Yards team has spurred to the head of the second division, and is going to keep on going up if Lutes can keep up his 200 average. The standings for the week of January 29, 1937, are as follows:

Team	Won	Lost
Claim .....	38	18
Engineers .....	35	21
Southern District .....	32	24
P. E. Club .....	32	24
L. A. Yards .....	25	31
West Hollywood .....	23	33
Macy Street .....	22	34
L. A. Freight .....	17	39

—R. M. Cobb,  
Bowling League Scribe.

**MORE DOINGS OF FISHERMEN**

Three tired, haggard anglers returned to Camp, Sunday the 17th. Worn out, but wiser, they sneaked in. These fishermen left at 4 a.m. on one of Steelhead Porter's hunches, who cried long and loud to them that "steelhead were running at Ventura." So that is why they sneaked out before anyone was up and if the weather had not been so cold they would have returned after dark. This party was our old friend Marlin Manley, Long Line Smith, Coonie Oefinger and Steelhead Porter. Of course no fish caught; not even a strike.

Moral: When Steelhead tells you where to fish, tell him where to go.

Dad and Mother Manley returned from Point Minguel Fish Camp. Dad tells us that mackerel and halibut are biting there now. This should be good news to some of our members as it is a good place to fish later on in the season.

Would like to see the surf fishermen



turn out March 13th and 14th. A prize will be offered for largest fish. Contest will start at 12 noon Saturday and end 12 noon Sunday, and we have a chowder party, too.

Want all deep sea anglers to turn out at the February meeting to work out our coming deep sea fishing. I want to find out what you want and then try and give it to you.

Contest will be held between 5th, Sunset Beach and Gate at Balsa Chica. Will see you at our February meeting.

Bean clams are plentiful now at Los Patos, and there's no chowder that beats them, so come on. Low tide Sunday, February 7th, 1:39 p.m.

Scott Braley

### NEWS FROM ROD & GUN CLUB

The 1936 Fishing Season closed and a fine array of prizes have been distributed.

Dave Porter moved up from 7th place to 4th on the prize list. Having graduated from the sand stick class, has now taken up perch fishing at Manhattan Beach. Looks bad to see a long line fisherman like Dave turn to perch fishing. Probably he is trying for third prize in this class.

Our new fresh water Assistant Fishing Captain, Leaping Lloyd wants the trout season moved up to February 1st, so he can try out his prize reel. He, also wants to be a winter time fisherman.

"Long Line" Smith drew a new lantern as his prize for beaching a big spot fin croaker. He will probably miss lots of sleep this season doing night fishing. The new sleeping bag he won on his deer head and tried so hard to give away has been taken over by Mrs. Smith, so that's that.

Our old friend Burley (hook'em and loose'm) Manley has been taken over by Mrs. Manley for the next ninety days. She will have him doing his fishing and hunting with saw, hammer and nails. Looks like the new tent and boots will have to wait a while before being used.

Scott Braley has one big ambition, and that is to beat Burley Manley as bad this year as he did last. Scott says to start moving when you mention tuna fishing around Burley.

Coonie Oefinger won his 97th reel

and 320th prize since he has been a member of the Club. Mr. Oefinger is a surf fisherman and one of the very best you ever heard. He can tell you all the details of every fish he has caught since 1911. That accounts for so many prizes.

Dad and Mom Manley returned to the Los Patos Camp January 1st. Dad is sporting a new rod he won as first prize in the perch class. That's the prize Dave Porter is trying so hard for this season. He claims the perch run larger during the winter months.

Mr. and Mrs. Radcliff returned to the Camp last week-end to rest and play pinochle. They are planning some improvements to their cabin and it looks like most all the boys around Los Patos are going to have to be hammer and nail fishermen for the next few months. But just try to get one of them to work May 1st.

Our new "stream lines and air-conditioned" president, Mr. Bancroft, is a busy man getting his program outlined to make 1937 one of the greatest years in the history of the Club.

For the convenience of those members living outside of Los Angeles it has been agreed to open our regular monthly meetings at 7:30 p.m. instead of 8 o'clock. We hope this will bring a lot more of the boys out to our meetings.

F. B. Patterson gave the boys a lesson in the importance of registering their fish. Pat drew a prize on a trout the size that good fishermen don't even show. Just goes to prove the fact that you never know whether your next fish will be a large or small one.

The boy friend (calling up his girl): "Hello, dear, would you like to have dinner with me tonight?"

She: "I'd love to."

He: "Well, tell your mother I'll be right over."

"Jones: "That was the unkindest cut of all."

James: "What was?"

Jones: "I showed her one of my boyhood pictures with my father holding me on his knee, and she said, 'My who is the ventriloquist?'"

### P. E. CLUB BULLETIN

#### Thurs., Feb. 4th:

P. E. Women's Club Card Party—1:30 p.m. Prizes to the winners. 15c playing fee.

#### Friday, Feb. 5th:

P. E. Bowling League games at Jensen's Recreation Center on Sunset Blvd. Games begin at 8:15 p.m.

#### Wednesday, Feb. 10th:

P. E. Rod & Gun Club regular monthly meeting. Special program of interest to every sportsman. Meeting called at 7:30 p.m.

#### Thursday, Feb. 11th:

Afternoon meeting of P. E. Women's Club. Fine entertainment program arranged. Meeting called at 1:30 p.m.

#### Friday, Feb. 12th:

P. E. Bowling League games at Jensen's Alleys on Sunset Blvd.

#### Saturday, Feb. 13th:

P. E. Agents' Association Annual Banquet at New Hotel Rosslyn, 5th and Main Sts. S. A. Bishop, General Claim Agent, as toastmaster and fine entertainment program. Complete details by special announcement.

#### Wednesday, Feb. 17th:

Regular monthly meeting P. E. Masonic Club—8:00 p.m.

#### Thursday, Feb. 18th:

P. E. Club monthly dance in ballroom, beginning at 8:30 p.m. Flo Kenrick's Superb Swing Orchestra is delighting dancers at these monthly dances with their splendid music. Card party staged by the P. E. Women's Club at 1:30 p.m.

#### Friday, Feb. 19th:

P. E. Bowling League games at Jensen's Alleys on Sunset Blvd.

#### Thursday, Feb. 25th:

Afternoon meeting of the P. E. Women's Club at 1:30 p.m. See Club bulletin board for details of program.

#### Friday, Feb. 26th:

P. E. Bowling League games at Jensen's Alleys on Sunset Blvd.

"Do I bore you?" enquired the mosquito. "Not at all," replied the guy who squashed him. "How do I strike you?"



Reels, rods, lines, lanterns, boots, coats, creels and other equipment dear to hearts of sportsmen last month were awarded to 1936 P. E. Rod & Gun Club winners



**OF THE  
PACIFIC ELECTRIC  
AND MOTOR TRANSIT  
FAMILY**

**BY OUR  
CORRESPONDENTS**



### W. HOLLYWOOD TERMINAL

By A. B. Marshall

It has been rather quiet around here since the holiday rush is over. We think it is due in part to H. G. Douglass, J. A. Colley and E. W. Daniger working freight on the Southern District temporarily.

We regret that so many are on the sick list at the present. Those off are: Conductors H. M. Christian, D. W. Dawson, N. P. Cooper, W. L. Webb, A. R. Klope. Motormen: I. R. Presley, P. E. Cowden, I. Brearly, Joe Walden and C. J. Geisigh. Brakeman: B. H. Gage. Cashier: W. A. Gibbons.

Cashier Gibbons wants to get the Bowl passes distributed early this year to avoid the last minute rush. M. A. Minor has already obtained his season Bowl pass.

Motormen: Harry Watson, Wm. McAllister, C. E. Schamp, R. Honich, C. B. Ogden and C. A. Parr and Conductors T. H. Coffman and A. E. Landers are back to work after being off recently on account of sickness.

Conductor J. E. Hawksworth has been called back to Colorado due to the death of his aunt.

M. F. Bidwell is off on a leave. His trip is somewhat of a mystery, but we think he will be in line for congratulations upon his return.

Conductor H. W. Bradbury is a new addition at West Hollywood. He works the Terminal Foreman job on Monday and Saturday.

Terminal Foreman H. R. Dearborn holds the all-time record between West Hollywood and Vineyard, making the trip in nothing flat on New Year's morning.

E. E. Cornelison had an unfortunate vacation in Texas where most of the time was spent in bed with the flu.

### SAN BERNARDINO DISTRICT

By R. G. Perry and B. G. Jones

Citrus growers in this district, as well as throughout Southern California, faced with the lowest temperatures in a quarter of a century, are carrying on gallantly in their fight to save their crops. So severe is the cold that, at this writing, growers are mostly concerned with saving the trees rather than the crops, which have suffered considerably.

In many instances the Pacific Electric has played a major part in assisting growers to preserve one of the largest industries in the country. Not

only has our railway handled thousands of cars of smudge oil on a fast and efficient schedule, but many other services have been rendered in this district for which growers are truly grateful. During the first days of the cold wave and at the present time many growers are handicapped by the shortage of men. On a number of occasions this acute condition was alleviated by crews from the Electrical Department under the supervision of H. E. DeNyse, Asst. Engineer, and Mr. Ralph Dayberry, Section Foreman. These men were of much assistance in filling smudge pots and unloading oil.

The harmony and cooperation, existing between Pacific Electric officials and those connected with the citrus industry in this district, is such that a large percentage of citrus fruits may still be saved.

Colds and influenza have caused many Trainmen to go on the sick list in the past two weeks. Those off duty account of sickness are: Cond. P. Heard, Cond. E. E. Greene, and Motorman F. C. Westphal and J. J. Cadd.

The many friends of Cond. V. A. Morgan wish to take this means of expressing their deep sympathy in his late bereavement. Cond. Morgan's father passed away suddenly in the city of Riverside on Thursday, January 21.

Cond. B. G. Jones is now working as Dispatcher on Northern District Board on Sundays.

### SOUTHERN DISTRICT FREIGHT

By J. E. Neville

We are now into the new year, 1937, and I hope that everyone is happy and has had many blessings in the past year and more the coming year for which to be thankful. Business has been better for sometime and let us hope its improvement will be permanent. If we will try to keep the business we have and secure more through good service we will aid not only ourselves but other fellow workers whose jobs depend on volume of freight handled. Let us keep to the old saying. "Soyez une maison d habitant".

We are all glad to see our old friend Sam Rigby back on the job again.

The Wingfoot assignment No. 916 for 1937 Conductor, Charles Stanley, Engineer, C. L. Smith, Fireman, H. R. Smith, Brakeman, Ray Thomas and J. E. Neville. No. 917; Conductor, Frank Girard, Fireman, C. L. Manny, Brakeman, Ventriss and Swartz. Other changes: Brakeman, L. A. Christy on No. 920; George Price on No. 903; Broberg on No. 913; Jensen on No.

905; Bob Deal on No. 902; Turner and Prim on No. 908; Duke Burnett on No. 921. Conductors: E. Altenberger on No. 902; Weston on No. 926; Blunt on No. 915; McLain on No. 924. Firemen: Norman on No. 911; Milburn on No. 918, and many more. For other changes, see the board at 8th Street Yards, and then we doubt if you are settled down and know who is who.

We have a few more promotions as Freight Conductors C. Coutts, Jack Lutes and M. Brock. We wish them the best of luck in their new and more responsible capacities.

We are informed that the new Bazooka orchestra, composed of Motorman P. O. Morse and Brakeman L. W. Buchanan of the Torrance freight run are inviting all the boys for their opening night, which date and place will be announced in a short time. We are told they are so very good they have been named "Hollywood Bazooka Symphony".

A new discovery: We have among us a great talent in tailoring and any of the boys who need a new fit in appearance in rain coats or hip boots should apply to our new Yardmaster, Charles Noonan, for full particulars.

A tip to our friend Brakeman Lester Christy that he has opposition to his registered record of 1936 in Brakeman Ray Thomas, C. S. Swartz, Gene Usher and H. Janssen. They are one move on him for 1937.

### MOTOR TRANSIT COMPANY

By I. W. Erhardt

Sunny California? Tropical winter weather? After some twenty days of bitter cold with the thermometer playing around in the twenty above bracket and the nearby mountains with a goodly spray of snow down, we wonder what became of California, the Sunkist State, now frost bitten. At this writing the cold weather has not broken and we regret that we threw away our red underclothing when we came west. Ah, well, it still is comforting to know that there is not six months of it and after all the summers are long and there are many days of sunshine and warmth.

The influenza epidemic has sent many of the employees, including officials, to bed for varying periods and as a result the different departments are working short handed with ten per cent of the workers off at a time. To name the individuals who have been ill would be impossible. However, Superintendent Wilson spent the greater part of one week confined to bed, as did Dispatcher Walter Deal. Mr.

Wakefield and Herbert Smith of the Superintendent's offices were others.

Items for this column have been contributed by various points on our lines this month and we appreciate the support, so we pass them on to you as follows: Take it away—

**Long Beach**

By A. H. Harrison: Eugene Wickham, who two issues ago was described as the pilot of the "Oriental Limited," brings us a real melodrama from the Anaheim Woods: Seems as if Orange County recently repealed its "No Frost Allowed" ordinance and the boys are buying smudge pots.

Al Kopsho was seen running around in his nightgown and a blow torch, opening up his frozen water pipes. He also had to drape up his pet avocado tree with a few pieces of burlap to scare neighbors away.

Wickham, incidentally, keeps the Long Beach boys supplied with free ice which seems to be bountiful in San Bernardino right now.

Ralph Wilhelm, up-and-up relief man, is putting on the dog with his new Chevrolet sedan. Ralph says that the wife drives 100 miles for his every ten.

Charlie Black, Long Beach porter, had to resort to his flashlight one morning to find the depot during the recent "unusual" weather.

**Whittier**

By E. R. Kahl: This being a first-class station, there is seldom anything of interest breaks except the diversions supplied by the heavenly twins. Of course, you know that the writer (Mr. Kahl) took a holiday to go galivanting. Tall and Handsome took over the reins, assisted, very ably, by Henry Stone.

There's a rumor around Whittier that wedding bells are being polished and held in readiness for early use. However, at this writing it seems that the object of the affections is in the dog-house and the bells tossed into the ocean. There should be a law against it. (Note: We believe Mr. Kahl is throwing this dig at one Robert Gibson, his Assistant Agent, so we won't take any blame for it).

**San Bernardino**

By John D. Puffer: Our Agent, J. A. Patterson, has been confined to his home for several days with the flu. During his absence Carl Williams has been doing a very capable job.

Our relief man, Marvin Freeman, took down with what appeared to be appendicitis. Rushed to his family physician in Los Angeles, to find that another ailment prevailed. (Wonder if Puffer knows whether Freeman is single?) Since Freeman has returned to duty and feels like writing poetry, the ailment most certainly was other than appendicitis.

Master Mechanic Walter Randig is doing very nicely with his menagerie consisting of two dogs and one cat, one "symbol" and striking hammer to be used for calling the menagerie to meals. I am sure Walt would appreciate a few cans of dog and cat food to help maintain the menagerie, also crutch for cat as he seems to be stiff

legged. (Say, J. D., Walt doesn't need all of that since he got himself the new Silvertone radio).

**Riverside**

By Harry F. Dostal: Wm. Goff has returned after a few days off due to acute bronchitis. Bill's wife says it is sure good to have him back to work.

We regret to learn that Charlie Davidson, skipper of the Hemet run, recently lost his father who passed away in Los Angeles. Our sincere sympathy. (For the benefit of the readers, Mr. Dostal also sent in a note about Mr. Freeman, mentioned in Mr. Puffer's notes in this column; however, Mr. Dostal explains that the ailment was the bride's biscuits. Riverside and San Bernardino seem "on", Mr. Freeman, good naturedly, however.)

Utility Man L. W. Reynolds is getting in some good practice at the broom pushing and mop slinging lately, due to Deacon Jones, the porter, being ill with the flu. (Pop lost the art fast).

Whereabouts of station ladder sent from Riverside to San Bernardino shop for repairs is known. Party holding same return at once. No questions asked.

Auditor Evans just gave the station the once over. The snow covered hills so near caused him to remain overnight to enjoy their crisp breezes.

**Fifth Street Terminal**

By M. J. Creamer: "For what it is worth," (says Marty). Pat Bruns in express office makes fatal jump marrying the lovely lady on May 12. Her picture was in the paper the other day. Had that certain ring since December, 1935, over a year ago.

Oscar Otero spent a holiday in Redlands. If he can stand it there, how come he can complain here of cold?

Lawrence Allen of the baggage room recently won a radio via the punchboard, said to have moved same to his girl's home and then remarked, "Let's have music."

Best of all—Madison Siefried, "Slim," remarking before lunch to everyone's disgust, "Boy, my wife surely had a swell meal last night; roast chicken, etc." Have a heart.

Fifth Street "Society" up and at it again—breaks window in barber shop in the wee morning hours. Never a dull moment.

Cold morning at the M. T. Depot reminded one of a fireside club—Whither art thou going? Oh, no place, just resting. Standing room only at times. In walks the law, and thence it's a lonesome club.

Famous first words of traveling public: "Where is information?" "Do you know anything?" "When does my bus leave?" "Where am I?" (Sometimes we guess with them. And too: Belvedere, the red-cap, remarking, "Oh, yes, lady, it's customary—whatever you want to give." "Oh, thank you." Same speech for every nicker.

Our boss, Head Agent Jehl, is quite adept at carrying on conversation with prospective patrons who inquire in the language of the French and the Spanish, but was recently floored when accosted in Hebrew.

And too: There's Doc Beckett in the Shop talking to a motor in none too polite terms. And again: There's Elmer Harper, the "handy man", doing his daily dozen of requests such as "fix this and fix that—please." Just a fixer.

**MACY STREET TERMINAL**

By Chet Collins

Terminal Foremen W. E. Booth and E. B. Griffin are going to file application for conjurer's license since the extra board has been short due to the recent sickness and cold weather. We have had several men held for freight duty due to smudging activities and several runs open due to sickness. By skillful juggling everything has been

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taken care of, but it is hoped that the crisis is past.

We are pleased to announce the marriage of Miss Gladys Comstock to Ralph T. Harmer, the ceremony being performed at the minister's residence on Sunday, Jan. 10th. We all wish the couple much happiness.

Another doorknob connected when Conductor A. C. Hughes appeared recently with a brand new "shiner." His explanation is that he alighted from a Sierra Vista car at Monterey Road one night and after the car had gone two drunks who wanted the car blamed him for letting it get away without them and proceeded to try and clean up on Mr. Hughes. That something connected is evident, but I didn't see the hostilities and don't know how the others fared, but expect they bore evidence of the struggle. Motorman L. L. Brown comments that a doubled fist hurts when it lands, which makes us wonder whether that had anything to do with his recent twin "shiners."

Conductor C. H. Miller recently served Conductor J. R. Krueger a duck dinner for which Krueger furnished the duck in true Wimpy style. He still has some ducks left, and we like duck dinner, too.

Recent smudging activities have certainly changed the complexions of our men. Conductor A. E. Spohn recently came in from working a Pomona run and had to present his credentials for identification. The same day W. H. Owen came from working freight and I had to look twice before knowing him.

Latest reports are that Motorman Z. P. Myers is getting along very well and we hope that we will have him back at work soon.

Sincere sympathy is extended to Mrs. C. H. Hardman in the loss of her husband, Jan. 24. Macy Street has lost one who was always willing to serve without complaint and I know we all share her loss.

#### ENGINEERING DEPARTMENT By V. P. Labbe

The personnel of the Field Department enjoyed a timely visit by the respective wives of Ernest Hayward and Charles Thompson. Matters concerning golf sticks, golf scores and slacks were discussed pro and con—mostly con. Mr. Thompson with his new bride, recently moved to Hollywood, declares that the younger generation is getting "slack" in their mode of dress.

Interest in short wave radio has been introduced into the Field Department since Robert Humphreys purchased a new receiver for his young son for Christmas. Mr. Humphreys states that he has been doing very well in foreign reception, considering the type of antenna he is using.

E. R. Hayward, new in the professional class with his new set of golf sticks, states with authority that the better type of golfer has been under great handicap during the recent cold wave. Elaborating further the fairways have been frozen and the neces-

sary back spin that can be applied to a golf ball with a set of matched irons has been almost impossible to accomplish.

Chester Davis, who we all remember as being a Caliban of the Field Department, has recently developed another accomplishment, namely, imitations, (Major Bowles please note). His interpretation of the domestic fowl is especially good.

A pinochle team consisting of Fred Periard and three of his cohorts have had the temerity to challenge the world's greatest foursome, consisting of Cromie, McNeill, Hargreaves and Moesby. This challenge has been ignored for the following reasons: We do not care to associate professionally with anyone with a lower rating than a bonder and welder. We play only with our own cards, and no mention was made of the proper refreshments.

Al Smith would like to know how to keep his hats from getting smoked up.

Dick Pinkerton of the Field Department has left the service to work for a flood control project in Orange County. Good luck, Pinkerton.

It seems that a fire burned Al Smith's apartment at 25 Westmont Drive, Alhambra, January 13, although it was not Friday the 13th. Al spent most of the day looking for new quarters and also new clothes.

Miss Jean Fogarty is taking her vacation starting January 25 and will spend a well earned rest, part of the time at her sister's home in San Luis Obispo, also visiting San Francisco. A good time and good luck, Jean.

Emma Smith picked a winner on the last football pot and several people have contacted Emma for a loan. We should have said "tried."

F. W. Spencer has been having his office modernized and brought up to

1937 standard. The new arrangement is ideal for an engineering office.

Among the absentees: L. B. Denton was laid up with the flu, but returned good as ever.

Johnnie Blackburn, to Oxnard on business. Back again on the job at Mission road.

M. C. Halsey, to San Francisco to attend conference, left night of January 12.

Harold Miller, California Hospital, now at home and hope to see him back on the job real soon.

George McClure at home with a cold but has returned to work.

E. Hayward and C. Thompson of the Field Department are both at home, also flu victims.

Leon Perry home account not feeling so good. But returned in few days looking chirper than usual.

We extend our sympathy to Ralph Pratt and his family over the death of his mother, Mrs. Clara T. Pratt of El Reno, Okla.

#### SUBWAY TERMINAL NOTES By W. F. Servranckx

Motorman R. Heick holds the record of having more Conductors on his run than any other Motorman. Dick says as soon as they are used to him, someone comes along and bumps him. Cheer up Dick.

The boys deadheading on run 31 during the awful cold snap we had were all wrapped up around the heater. Imagine the Motorman's thoughts.

Conductor W. C. Maas and Motorman R. M. Woolverton remember when there was a melon patch along side the track at Alameda Street on the Burbank line. W. C. says he could find his way in the patch even in a heavy fog.

Single track instructions for the past few days have put smiles on the faces

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of several Trainmen. Single track men are at a premium at the Subway. Our Depot-master, Jim Kincaid, used to send the brass band to welcome them when he was Foreman. Looks as if C. Snodgrass would have to advertise for a brass band again. Cheer up boys, the main thing to remember is a check of register, time table schedule, trainorders, if necessary, right of way, and above all, a clear head. Keep those things in mind and Jackie will always give you a nice friendly smile when you go to see him. There is no hurry at register stations and it is better to be safe than sorry.

Oliver Groom always has a smile no matter when or where you see him, on time or late—the same old Oliver all the time.

Start the new year right, smile and the world smiles with you, even if you don't mean it.

B. V. Williams, World's famous "small fee" artist, is desirous to hear from ex-service men regarding organizing a drum and bugle corps. For those who may not be interested in music he would have other entertainment such as dances, picnics and a banquet once in a while. Membership is open only to bona-fide veterans and ex-service men and their sons. If enough are interested, B. V. would like to see a unit composed of P. E. Veterans and ex-service men in the next Armistice Day Parade. Let us hear from all of you. (This item discussed with Mr. Vickrey and he says to state the Club will be glad to co-operate. Editor's note).

On December 14th B. B. Brinker became the proud father of a baby boy. Mother and baby are both doing nicely. Congratulations, Mr. and Mrs. Brinker.

Axel Malmberg made a two week's trip to Salt Lake City to visit Mrs. Malmberg who has been convalescing for several months. He reports her as improving, slowly but surely. The boys from the Subway wish you A Happy New Year and very speedy recovery, Mrs. Malmberg.

John Eastwood, "Sheriff of Abala", was just getting used to the Redondo Line when he got bumped much to the chargin of Conductor E. W. Frazee. John says Redondo is all right if you don't miss out. Even a Chevrolet will not run on its reputation, John.

The following men were off sick with the "flu", and we are happy that most of them are back. I. R. Williams; Tom Bruner; K. R. Pedder; L. C. Leubbe and J. W. Booth.

On January 9th Mrs. O. B. Glanden passed away after a long illness. Our heartfelt sympathies to Conductor Glanden and family.

Jack Church made a quick trip to San Francisco. It is reported he went there to test the safety net on the new bridge. What we want to know is why so many in the new car. Were they the body guard for the box you were seen stowing in your pocket just before you left?

Extra, Mystery: A report reached us that A. C. Tanner was seen on the Redondo Line during the big freeze with two shirts, ear muffs, overshoes and two overcoats and a reporter call-

ed it a bath mat around his neck. What's wrong, A. C., not enough exercise on No. 39?

Conductor De Moss says there is a great improvement on his head. Thanks for the information he received from B. V. Williams for a small fee.

**ACCOUNTING DEPARTMENT**

**Geo. Perry**

With the usual hustle and bustle the closing of the accounts for another year has been accomplished—with everyone involved working at top speed to contribute his or her share to the whole. Of course the sweep of the "Flu" through the office didn't help matters any and a list of those who were ill would read like the office roll call. Miss Bettis lays claim to the dubious distinction of having the greatest percentage of Clerks stricken at one time as 6 of her 7 staff failed to appear one morning. While most of us are back at work, (having only a light attack) there were some whose cases were quite severe, i.e.: Grace Shreeves, Catherine Fox, Earle Moyer and G. R. Peterson. With the "closing" and the "Flu" out of the way we are eagerly looking forward to the brighter prospects of 1937.

The appointment of John Suman as Head Clerk of the Conductors and Car Service Accounts Bureau (to succeed Miss Templeton whose retirement is covered elsewhere in the Magazine) and the assignment of J. R. McDonald as Junior Traveling Auditor, the bidding started in earnest for the various vacancies occasioned by the foregoing changes, with the following successful bidders being awarded new positions: Russell Hollinger, Ruby Sodowsky, Gladys Howell, Ethel Carruthers, Juanita Hoover and Henrietta Sten.

Congratulations, are in order and may the arduous task of assimilating a new job not be too heavy.

From a timekeeper's standpoint, it might well be pointed out to monthly rated employees in the offices, the inadvisability of taking time off on their own during the month of February. Owing to the shortness of the month there are only 23 working days, (28 days less 4 Sundays and 1 holiday) and time off for an employe earning \$125.00 per month would cost just \$5.43 per day, whereas time off during March (31 days less 4 Sundays) would mean only the loss of \$4.63 per day. Summing up, you will find the rate of pay per day increases or decreases in relation to the working days in the month. Therefore you receive an automatic raise in your daily pay for February, tch! tch! tch! Think nothing of it.

Two employees, Bonnie King, Calculating Machine Operator and Betty Ensko, Typist, transferred from the Conductors and Car Service Accts. Bureau into the "Big Office" and we extend to them both a friendly welcome.

Goodbye and good luck to our co-worker, Ethel May Showman, who left the employ of the Company dur-

ing JaJnuary. We regretted seeing her go, but we know that her new home and that new hubby need her most.

Maybe you knew it, but I didn't, that our good friend Lena Gill has been married these many months and is now Mrs. Lena Martz. Although late we all extend our best wishes for a happy marriage. P. S. Perhaps you didn't know that Mrs. Martz is back in the Accounting Department after having been away (in the Pur-

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chasing Department) for several years.

Another whose marriage your key-hole peeper failed to report was that of Bill Schaap, and for this oversight we apologize. We offer our sincere congratulations to the happy pair.

We welcome to the Accounting Dept., Eleanor Lee, Bertha Salisbury and Elizabeth Lowe, three new Clerks who joined our ranks during the month.

We are pleased to renew our acquaintance with Virginia Wilson, who has returned to fill a temporary appointment in the Stenographic Bureau.

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#### 6th & MAIN TERMINAL Leo Goodman

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On January 10, F. J. Oriva, Conductor, artist, mimic and fisherman, and wife celebrated the 30th anniversary of their marriage. About 45 of their friends gathered to congratulate them, as do also the many other good friends of Mr. Oriva.

Elza V. Stockton, Traffic Officer, suffered a broken leg and other injuries in an unfortunate accident, while working at Slauson Avenue last month. We hope for a speedy and complete recovery.

Wm. M. Siratt is away on a 60-day leave to Arkansas, where he is visiting his mother, whom he has not seen in many years.

Glen R. Wilson is spending his leave from L. A. St. Terminal to break in on freight. We have already lost several good men from this terminal on account of improved freight business.

Ray Saulters, Maintainer on the Santa Ana line, showed he was very humane when he rescued a black cat from a pole on the Santa Ana River bridge last month. Note: we say a "black cat." What a spot to be placed in for a superstitious man.

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#### OCEAN PARK CAR HOUSE By W. P. Williams

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The cold weather during the past month has put a stop to all sports at Ocean Park Car House and this is the first time that we have had to cancel baseball games on account of cold weather.

But the cold certainly created lots of humorous incidents. Motorman George Rice came to work the other evening looking about the size of a ten-ton truck. Upon investigating we discovered that he had on two suits of heavy underwear, three pairs of socks, rubbers, two sweaters, two overcoats and a rain coat, and still said he was cold.

Wish I had been able to make a picture of Motorman "Cupie" Coleman on the Brentwood line a few days ago. He had a large muffler wrapped under his chin and brought up over the top of his head and on top of this his P. E. cap looked like a cherry on top of a manhattan cocktail.

We are looking forward to receiving an invitation to the house warming at the new home of our Terminal Fore-

man. The house is being built under his own supervision and is sure to be a great success.

Quite a large number of the boys at Ocean Park Car House have been down with the flu, but we notice they are gradually drifting back and we are almost at full strength once more.

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#### TORRANCE SHOPS Willis M. Brooks

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Am not going to mention the flu, or the fact that half the shop has been off because of it. Everyone knows it. There has been a suggestion of frost in the air at Torrance during the past month which doubtless has been the cause of some severe colds.

On the whole though, don't you think we are pretty fortunate?

Albert Winkler got himself shot in the eye with a BB shot. Don't know the circumstances, but would you call it a Bullseye?

Fred Maisey, our eagle eyed special officer at the Main Gate, is in an excellent position to acquire a bundle of notes for the Magazine, but to date the only thing he offers is, "It's D—cold."

The sympathy of the entire Shops is extended to Mr. and Mrs. Frank Thompson in the tragic death of their son, Frank Thompson, Jr. Frank was a fine lad; a leader in school athletics and a star player on the Torrance High football eleven.

Struck down by another car while riding the fender of his own car to adjust the motor, death came as a kind messenger, to relieve a broken body of its agony.

Our Shop Meteorologist, Versal M. Bates, gives us the following interesting data:

In January, 1913, the year of the big freeze, we had but two days when the

temperature went to freezing or below, with 18 days in the present month with temperatures down to freezing. The lowest recorded were 20 degrees on January 22nd and 22 on January 6 and 7. This throws the average for the month considerably below normal.

John Van Vliet, after seven years of married life, has been presented with a very lovely baby girl, Anna Lynn Van Vliet, who arrived December 21, 1936.

Congratulations, John. Sorry we missed it in the January issue, but will try and get the next one on time.

News is scarce: In the Mill nothing of note was registered, but Harry Pierce, Mill Foreman, overlooked one important item. That is that he himself was installed as High Priest of the Redondo Chapter of Royal Arch. Congratulations, Harry.

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#### LONG BEACH TERMINAL C. L. Cottingham

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Am very sorry to say that we are very short on news items this month as most of our boys have been on their good behavior, but we have a few changes in our lineup which I will mention.

Four old-timers came down from 6th & Main and set some of our boys back, namely: F. J. Oriva on 87; J. W. McCowan on 86; J. H. LeClair on 81 and W. W. Pettit took 82. These three Conductors grabbed off three pretty stiff jobs and I understand will bid back to 6th & Main at the first opportunity.

Our Board has looked pretty spotted the last two weeks due to so many of our boys on the sick list.

Fred Rausch—P. L. Chapman—W. E. Renfrow—F. D. Steele and E. E. Bell have been ill and we lost Conductor Moorhead and Conductor

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Hodges, they bidding back to 6th & Main.

With rain and frost and cold, and last, but not least, SMOKE, it has kept a lot more of us guessing whether we could answer the alarm clocks in the early morning hours or not.

I may be out of order on this particular subject, but I want to say something about our Pacific Electric Club and the Ladies of the club and would like every Trainman on the System to read it and give it serious thought.

I have wondered many times in the last eleven years just what I was paying 35 cents to the P. E. Club for each month and what benefit I was deriving from it. In the last month I have found out, and it made me ashamed of myself to think that I had ever given a thought to cancelling my membership and support.

Have often heard talk around the bull pen or something like this: "Why don't we get new covers for our pool tables?" And why don't we get a drinking fountain in our club room?" And then I would hear talk about quitting the Club.

I can say to everyone who will take the trouble to investigate, as I did, that such talk is all wrong. I would like to have someone to show me where we could invest 35c a month and have more good come from it.

Not mentioning the hundreds and hundreds of Trainmen who were able to borrow from the Club (at no profit to the Club—the 50-cents and dollar charge goes back into the loan fund) it would do your heart good to see the large boxes of food that went out to thirty of our sick or injured fellow workers. To several a crisp bill went instead. And then there's a room chuck full of food for the needy during the coming year, and hundreds and hundreds of clothing articles, freshly laundered and mended by the members of the P. E. Woman's Club that will aid many a hard hit family in the months to come. Lots of children are completely outfitted with clothing where the circumstances justify.

It is my privilege to know that the Ladies of this club are doing wonderful work that most of us know nothing about and they have interesting meetings and why not more of the ladies join up with them and help all they can.

Now boys there is another Thanksgiving and Christmas coming and would it not be swell if by that time we could report that the Trainmen on the Pac. Elec. Ry, were one hundred percent Club Members?

#### PURCHASING DEPARTMENT By Ray Cragin

James Livermore, one of Torrance's most outstanding citizens, was seen on the main street of this big industrial city in a car, and it was not a Pontiac. Upon questioning the young man, he said, "I used to drink a certain brand of coffee, now I drive a certain make of car, but just because I am an apostle of the Major does not necessarily mean I am amateur minded."

Miss Dorothea Beranek came to

work the other morning with very rosy cheeks. Upon questioning the young lady as to how she acquired them, she said, "horse back riding." Wonder if she does trick riding.

Archiebald Sharp, the people's choice of South Los Angeles, was off a few days with the flu. It seems he insisted on wearing his kilts on those cold mornings against his wife's better judgment, his argument being the smudge would keep him warm. When asked why he lived at South Los Angeles, he said, "being Scotch I like to be CLOSE to the track."

Ruby Binkley has succeeded Peggy Martz as comptometer operator and can now be seen daily giving the 4218's and 4205's, etc., the going over.

Ruth Batsch, that young lady about the office that types, and types and types, has given the Spinster Club the go by. She says that after all these years she has found the type. It seems he is a man from the South who was named after a great Southern General.

Another victim of the flu was that big Pen Holder and Sponge man of the Stationery Store, F. E. Gill. After a few days by the fireside he was able to persuade the little flu bugs to travel on and he is again on the job per-FORM-ing.

Other victims of the flu were Mildred Fowler, Ual Drake and the boy who comes from that suburb of Maywood, Huntington Park, Jimmy Wage-ly. Bert Ordway, the man about the Torrance Mountains, is also a victim.

Hugh Cain, the pride of the Line and Track Store at Torrance, came to the rescue of Mr. Gill in the absence of Mr. Ordway and was seen in the Stationery Store dashing to and fro.

#### PASADENA TERMINAL NOTES By L. (Tony) Tonopolsky

That most unwelcome influenza germ didn't pass up the Pasadena Terminal during its recent rampage against humanity. During the early part of January victims of the flu were Asst. Trainmaster A. P. Smith; Terminal Foreman D. B. Van Fleet; Trainmen: T. H. Miles, Wm. Lovelace, E. A. Chute, R. A. Crabill, S. E. Collins and Fred Roberts. Glad to report all fully recovered and back on the job.

Mary Ann Hubbell is one of very few little girls that can boast of receiving a live doll for Christmas. Santa Claus in the guise of a stork left Mary Ann a baby sister at Velrick's Hospital in Pasadena. Mother and baby are doing nicely and Pasadena Terminal extends best wishes for their continued good health. Roy's difficulty now is finding a hat big enough to fit him.

Conductor L. G. Bowers suffered an irreparable loss with the passing of his father on January 10th. Interment in Mountain View Mausoleum January 13. Our deepest sympathy is extended to the bereaved family.

R. H. Horne, Bus Operator in Pasadena, recently took time off and drove to Oregon. Dame rumors say Horne plans to mix farming with railroading in the near future. If so, here's hoping for bigger and better crops in Oregon.

Conductor Schultz recently reported as going to the L. A. Motor Coach Company. Using the woman's prerogative, he changed his mind. Instead he transferred from Pasadena to Macy Street Terminal. Being very fond of gravy we will probably see him often on Race Track Specials.

Auctioneer: "What am I offered for this beautiful bust of Robert Burns?"  
Man in Crowd "That ain't Burns . . . that's Shakespeare."

Auctioneer: "Well, folks, the joke's on me. That shows what I know about the Bible."

Lady (to tramp who has been begging): "And are you married?"

Tramp: "Yep, ma'am, I am, but (confidentially lowering his voice) if ever I am a widower, I won't forget yer."

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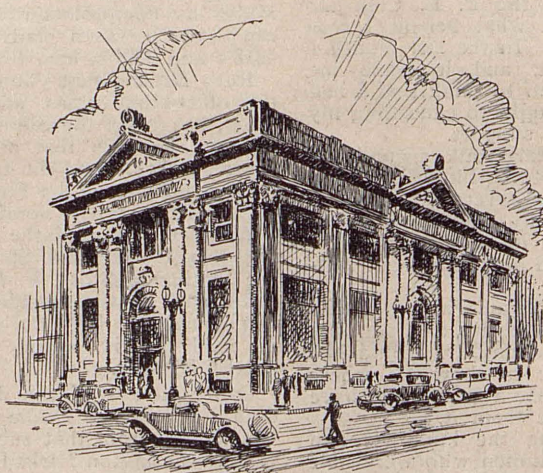
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