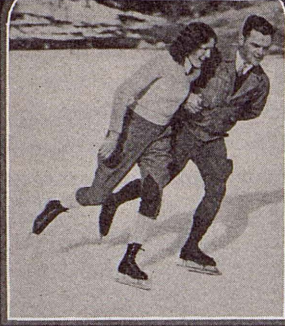


PACIFIC ELECTRIC *Magazine*

Vol. 17 No. 7—January 10, 1937



Resolved?

ANOTHER year behind us . . . and who hasn't wondered what the New Year holds in store?

If the beginning of a New Year served no other purpose than to make us ponder and "take inventory" of ourselves, it is well worth while.

Whether or not we ever possess what would appear to be our share of the material things, we can make life gloriously happy. Our failure to enjoy it to the full is often due to our own shortsightedness—the proneness we have of comparing our lot with that of another apparently more fortunate, or more greatly endowed with worldly goods.

A whole life spent in wishing and dreaming, or groaning and bemoaning, will never better the trend of our fortunes, nor add an iota to our happiness. Rather, it will make us morbid and sour, and unpleasant, and similarly influence or affect those who must endure us.

And just how well off is the "other fellow" we envy?

Riches alone have never brought real happiness. Position and rank often entail worry, and work, and obligations that are heart-breaking, and make their possessor question their worth. Many whom we envy as having every reason for being exuberantly happy, for some reason unknown to us, are miserably lacking in the real joys of life.

Happiness, lest we forget, is a state of mind!

Regardless of our position in life, whether we ever experience the real joys of living lies entirely with ourselves. And real success, and real happiness is not measured by the position we achieve, nor the dollars we leave. However we do it, the REAL measure of our worthiness, our happiness, our success is—did we add to the happiness and well-being of our fellow man? How?

A helping hand; a smile; a word of kindness, instead of gruffness whatever the circumstances. In short, all of us doing ". . . unto others . . ." is sufficient to change this old world into one in which life would be brimful with happiness for everyone.



Rose Tournament Fete Again Awes More Than a Million

History and Background of the Yearly Glamorous Spectacle Which Still Continues to Add Fame and Glory to Our Southland

WHEN a city, particularly one of some 70,000 population, year after year stages a pageant or spectacle that attracts what is conservatively estimated as an attendance of one million persons, it is well to know the background and history of such an epochal event. Pasadena is the city, the Tournament of Roses and its annual football game are the classics which we would do honor to extol in succeeding paragraphs.

Nowhere in this round world is there, nor has there ever been a combination of two events in a single day that have attracted as much favorable attention or held, year after year, the throbbing, exciting interest of a radio audience estimated at 25,000,000 persons.

Staged on January 1st of each year when the greater portion of the United States is deep in snow, or experiencing bitter winter blasts, one can well imagine the mental reactions that come

to those who learn via newspaper, radio or motion picture of roses and flower in bloom in JANUARY! What could better present the claims of California as being the favored and painstaking effort of the Creator.

Began in 1890

It was forty-seven years ago, New Year's of 1890, that the first Tournament of Roses was held under the direction of what was known as the Valley Hunt Club. It was then little more than a small village fiesta and was inspired by Dr. Chas. F. Holder, a writer and pioneer resident of Pasadena. His inspiration came from having viewed the Carnival of Flowers at Nice, France.

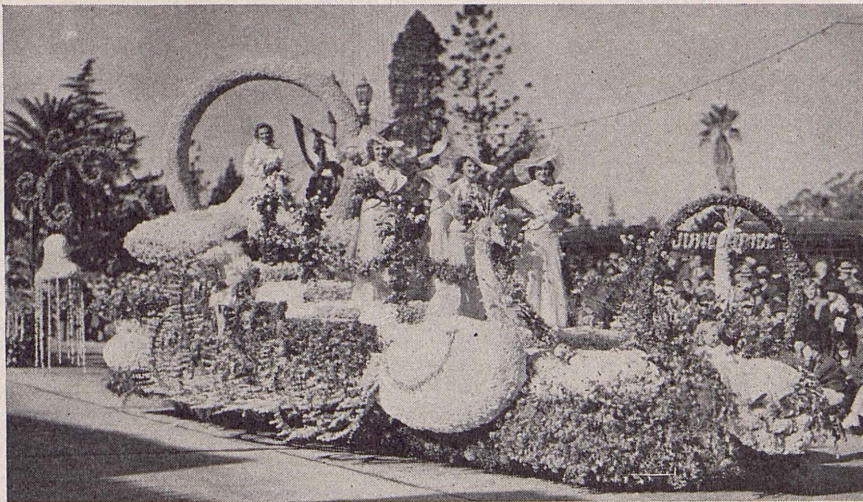
The first festival was called the "Battle of Flowers," but the succeeding year "The Tournament of Roses" was adopted as a more fitting non-deplume. A dozen or so of floral decorated horse-drawn vehicles, followed

by an afternoon of amateur sports at the baseball grounds, in which chariot races and athletics featured, rounded out the program.

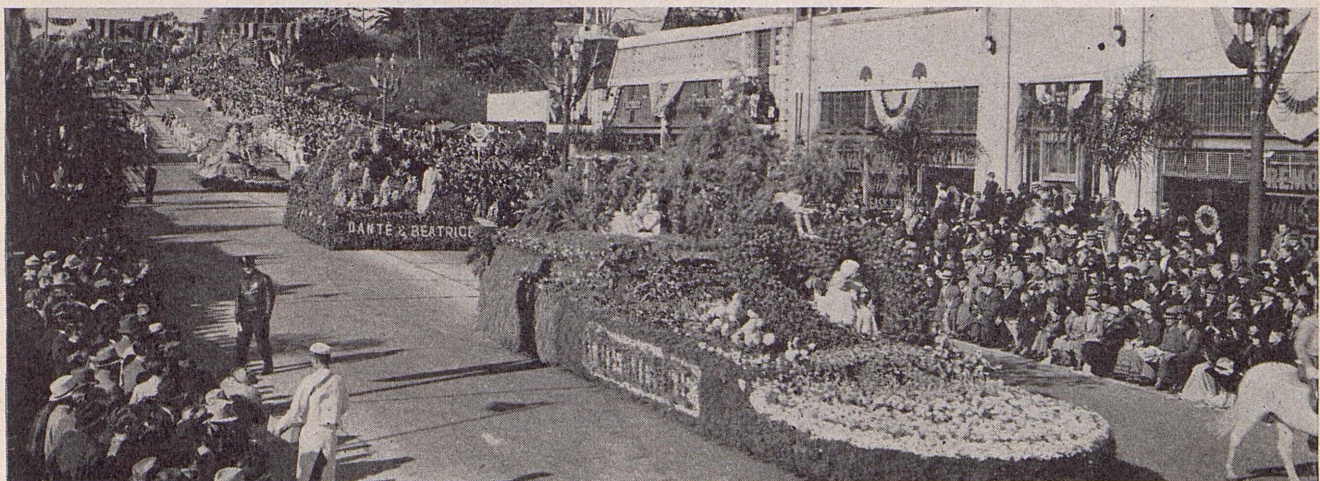
After having been sponsored by the Valley Hunt Club for eight years the Tournament of Roses grew to such proportions that a special organization was formed for the sole purpose of presenting the pageant each year—The Pasadena Tournament of Roses Association, Ltd. This then as now, is a non-profit organization, which aided by co-operation of sister cities, and having only one person steadily employed throughout the year, a Secretary, stages the event annually.

Millions upon millions of fresh natural flowers are used in fashioning the elaborate creations that appear in the parade of today. Since none other than natural flowers may be used, they must be picked not more than twelve hours before the parade and hundreds

Depicting the "June Bride," (right) the city of Long Beach was this year awarded the coveted theme prize. A huge halo and pillow of flowers emphasized life's greatest event with charming maidens and flower garnishments completing the fantastic picture.



Miles of floral floats, bedecked with every rainbow color and bloom paraded in the vision of more than two million eyes, furnish a fairyland memory that makes the Tournament of Roses the most outstanding of spectacular events.



of workers are employed the preceding night in fashioning them upon the floats.

The parade is divided into divisions, six plus the management section, into which the various entries of the parade are placed, each city according to its population and each club on similar entry into a classification covering that entry. Each year the parade has grown until in recent years approximately sixty-five to seventy floats are entered, a dozen decorated cars and twenty bands, which with aides and marshals, out walders and personnel represents from 1200 to 1500 people.

In 1927 the Tournament of Roses had its first definite motif or theme. That year it was "Songs in Flowers," followed in 1928 by "States and Nations in Flowers," 1929 "Poems in Flowers," 1930 "Festival Days in Flowers," 1931 "Dreams in Flowers," 1932 "Nations and Games in Flowers," 1933 "Fairytales in Flowers," 1934 "Tales of the Seven Seas," 1935 "Golden Legends in Flowers," 1936 "History in Flowers" and in 1937 "Romance in Flowers."

Growth Really Begins

In the ensuing years the afternoon of sports has changed as greatly as the Tournament of Roses Parade. The simple sports in which the whole community joined were changed to chariot races held at the old Tournament Park; these dust choking spectacles were thrilling in the extreme. Then in 1902 the first of the intersectional football games was held between Stanford and Michigan. However, since this venture was not a success these games were dropped until 1916 when the first of a series of East-West Football Games was held between Brown University and Washington State. The games have continued, with increasing popularity, and are now held in the world-famed Rose Bowl, whose seating capacity is 87,000. So popular have these games become that sportsmen rate them as the unofficial championship of the country.

The annual football game is a by-product of the Tournament of Roses and on New Year's day last the Pittsburgh-Washington game produced revenue in excess of \$280,000, \$95,000 of which went to each of the competing schools and the balance to the Asso-

Year's Insurance Payments Total Large Sum

Nearly \$78,000 Paid Through Group and Mortuary Insurance Plans. Forty-eight Deaths is 1936 Total

DEATH records are not pleasant reading, and except for the satisfaction it gives to recount the splendid relief our Group and Mortuary insurance plans brought to many bereaved families within our ranks during the past year, we would seek other subjects.

For the year 1936 there was a total of forty-eight of our fellow workers taken to their reward, all of whose families received death benefits at the hands of our Group insurance plan. Thirty-six were members of the Mortuary Fund.

A total of almost \$78,000, Group and Mortuary, was paid to beneficiaries named, an average per death of more than \$1600.

In the Wive's Mortuary Plan fifteen helpmates were taken.

There are now 3,210 Group policies in effect and 2,723 members in the Mortuary Fund, totaling \$4,993,000 insurance on the lives of Pacific Electric and Motor Transit employees.

The Mortuary Fund is now paying \$685, and based on the 36 deaths among members in 1936, made the av-

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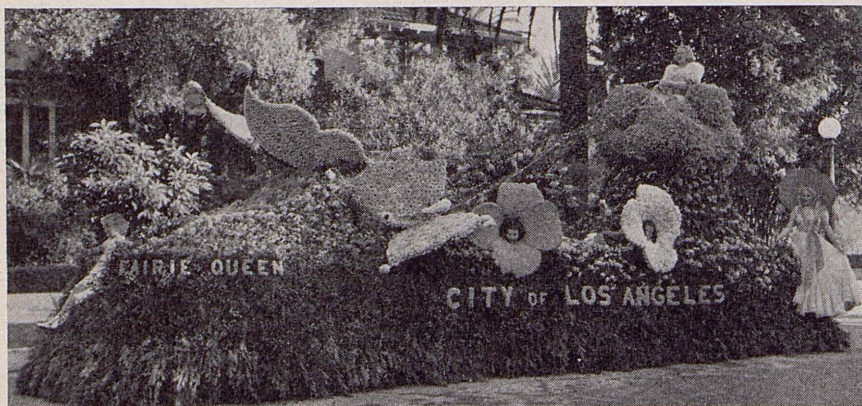
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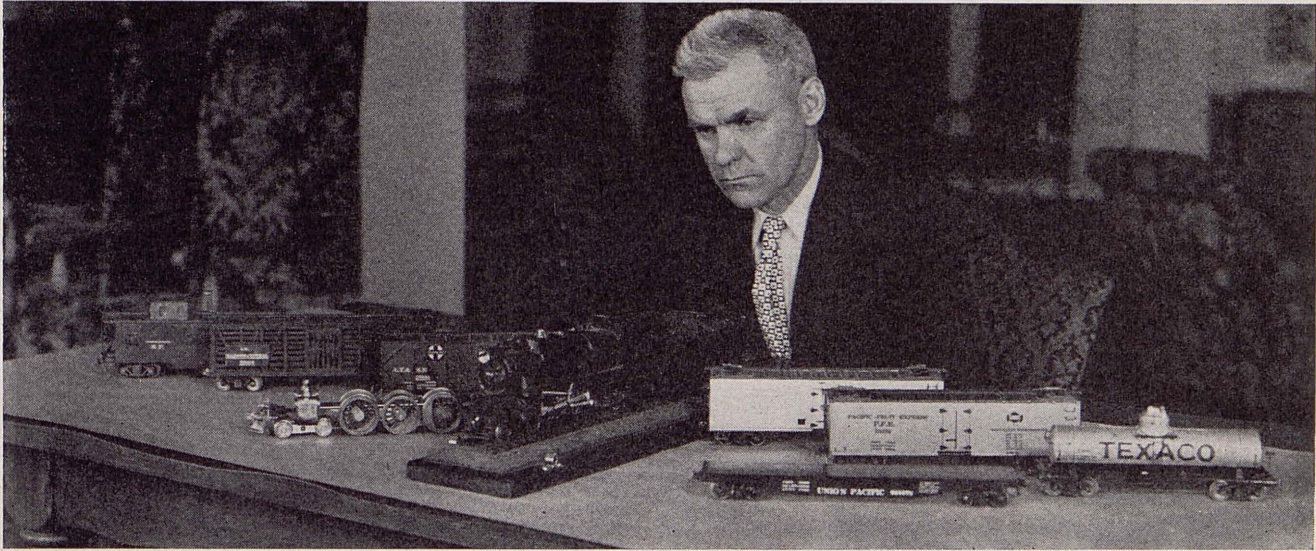
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Thrilling was Los Angeles' own contribution to the Tournament of Roses—a fairy queen in a fairy chariot dashing to, shall we say, Fairyland? Wherever bound, the entry was loudly acclaimed.

Model Railway Building Proves Popular Modern Pastime



Can you build a model freight train that can render "service" at a speed of 46 feet in five seconds? B. B. Starr, P. E. Freight Motorman, can and has. He has gained prominent recognition among the more than hundred and fifty thousand persons in the United States engaged and interested in this popular pastime-hobby.

TRAVEL TIPS GAIN BUSINESS

Business getters have been active in recent weeks judging by a considerable number of "thank you" letters from the Southern Pacific passengers department, copies of which come to the Magazine for further acknowledgement of this meritorious service to our parent company.

"We are happy to acknowledge the good work constantly being done by P. E. employees in giving us travel tips," commented H. P. Monahan, S. P. General Passenger Agent. "Never do we receive a travel tip but that one of our trained Passenger Agents calls upon the prospective traveler and courteously outlines the splendid service we are prepared and anxious to deliver. The source of our information as to the prospect planning a trip is not divulged if the one giving the tip so desires. Rather than annoying the prospective traveler, those whom our Agents call upon receive information, travel details, delivery of tickets and checking of baggage service that pleases them and make more S. P. friends."

Resulting from information furnished by employees named below Southern Pacific passenger revenue was increased to the extent noted through timely travel tips supplied:

Geo. T. Brown, (pensioned) one 1-way to St. Louis.

Frank Hardesty, Acct. Dept., one 1-way to El Paso.

M. R. Riggs, Coach Operator, No. Dist., two 1-way to Arkansas.

H. A. Ruyssers, Motorman, West. Dist., one 1-way to Lansing.

E. Scheetz, Motorman, No. Dist., one 1-way to Logansport, Iowa.

Alsa Sisk, Coach Operator, So. Dist., 2½ round trips to Oakland.

WE HAVE all heard the old wheeze about the "queer" mail carrier, who, on his day of recreation always took a nice, long hike.

Said mail carrier can move over and make room for Bert B. Starr, P. E. Freight Motorman. Starr even goes him one better—he works all day on our railway, and every night and every day off on his miniature railway at home.

Model railroading is the hobby that has captivated, not only Mr. Starr, but 150,000 boys and men throughout these United States, a testimonial to the fascination of railroading, and an explanation of the oft-repeated phrase "once a railroader, always a railroader."

If you have never attended a "convention" for the display of model railroad equipment, you have a treat in store. One shouldn't confuse the commonly known Christmas toy train with the equipment produced by these model builder-addicts. These miniature car units are built exactly to scale and every detail bespeaks tireless effort to reproduce equipment that the owning carrier would instantly recognize and possibly acclaim as its own. The common building scale is one quarter inch to the foot. Locomotives, too, are exact replicas of their parents, with the exception that they are powered with electricity, instead of steam. A third rail system supplies motive power.

Mr. Starr insists that there is a thrill to the hobby that is only appreciated after you see a locomotive and a string of cars whizzing down a right of way. In his own back yard Mr. Starr has a 46-foot oval track in a garage, with stations, signals, bridges and all the other appurtenances of a modern railway. In a recent speed test he demonstrated that his railway was equal to the modern demand for speed, having negotiated the 46-foot oval in five seconds, a speed mark not yet attained by any

of his local rivals in miniature railroading.

To those who may be interested in this hobby there is a local organization known as the Century Model Railroad Association, composed of many engaged in the pastime. Headquarters are at 1242 W. 99th Street where visitors are welcome to view the operation of various trains over a 600 foot railroad system.

Mr. Starr also personally extends an invitation to employees to visit his home at 10833 Charnock Road, Culver City, where he will demonstrate operations and lend assistance to anyone wishing advice and information on this fascinating hobby.

NEXT DANCE JANUARY 21st

Until a holiday interferes, mark the third Thursday of succeeding months as the regularly scheduled P. E. Club dance night. The next Club dance occurs on Thursday evening, Jan. 21st.

The monthly dances of November and December marked the appearances of Flo Kendrick's Swing Dance Orchestra. Also be it recorded that they resulted in a pronounced expression of approval of the quality of music furnished for Club members, their families and friends. Many departmental groups and capacity crowds were attracted by the excellent music.

This splendid orchestra, as a result of popular demand, will furnish the musical strains at forthcoming Club dances until further notice.

The dairy maid put on her coat
And went to milk the family goat.
She tried and tried,
And then she cried:
"Be still, Nanny, stand still!"
The poor goat sighed,
And then replied,
"This ain't Nanny, it's Bill."

Courtesy of Many Trainmen Commended

Letters From Public Indicate Fine Service Being
Rendered by Trainmen Throughout the System

FOR extraordinarily good service, the Magazine is happy to add its commendation to the following Trainmen whose attentiveness elicited praiseworthy letters from the riding public in recent weeks.

Space does not permit of full reproduction of all letters, but the text and excerpts quoted are sufficient to show that Trainmen concerned are doing their bit to satisfy and encourage patronage of our service:

P. R. Hanna, Motor Coach Operator, Castellamare Line, for alertness that prevented a serious accident when an auto driver suddenly stopped without giving signal.

H. H. Richardson, Operator, Glendale-Burbank Coach line, for exceptional conduct when a woman passenger "placed him in a very embarrassing position."

M. N. Woods, Operator, Glendale local lines, for patience, courtesy and fine conduct under trying circumstances.

A. E. Stowe, Conductor, San Fernando Line, is commended for his exceptional courtesy and willingness to direct eastern visitors to points of interest in Southern California.

H. L. Ophus, for courteous treatment when tendered a \$10 bill as fare.

W. J. Johnston, Conductor, West, for extra courtesy to patron laden with suitcase and package.

V. H. Morgan, Conductor, West, for stopping car when elderly persons had failed to push stop button in time.

N. B. Robertson, Conductor, West, commended for his clear enunciation of streets "so that all may understand."

E. T. Peterson, Conductor, West, for finding and returning a purse lost on his car.

C. E. Murray, Motorman, West, for assistance rendered a blind man in getting to curb.

F. J. Marion, Conductor, West, for the return of a pass wallet lost on his car.

F. L. Bruce, Motorman, West, for his helpfulness to strangers desiring information regarding a journey to the west coast beaches; also telling about Sunday passes.

W. A. Peters, Conductor, West, "whose ever good humor and pleasant manner is universally appreciated by we old time patrons of the line."

M. C. Baker, Motorman, West, commended for his quick, clear thinking in avoiding a serious accident.

J. H. Daly, Conductor, West, praised for his patience and good behavior under trying circumstances with a passenger evidently under the influence of drink.

H. A. Bates, Conductor, North, for extending himself "beyond the usual

limits expected" when asking Trainmen for information regarding points of interest to visit in Southern California.

H. M. Moser, Conductor, complimented for his fine attention to women and children. "Conductor Moser is an asset to your system," the letter concluded.

M. Reckinger, Conductor, South, commended for aiding woman patron who dropped wrong change in fare box.

F. E. Wheeler, Conductor, South, commended for furnishing writing paper for patron, buying a newspaper, and courteously informing passenger that he would have to smoke in the smoking section of car.

W. M. Wainwright, Conductor, South, as "being a good man and one that tries to help the other fellow."

The Devil: "What are you laughing at?"

His Assistant: "I just had a woman locked up in a room with a thousand hats and no mirrors."

Pass Holders Reminded of Their Obligation

WITH annual passes issued for the years 1937 and 1938, the Magazine again repeats one of the obligations of pass holders as regards occupying seats to the exclusion of pay passengers.

There are comparatively few offenders of this rule, and to the credit of the great majority, it is rigidly observed. Also to the credit of our management, and its fair appeal, the few who are delinquent should read and abide by the reasonable request made to male pass holders, as follows:

"In extending the courtesy of free transportation it is expected that employees riding on passes, particularly men, will reciprocate the courtesy by not occupying seats to the exclusion of pay passengers.

"While the majority of employees holding passes willingly give up their seats to pay passengers when sufficient seats are not available for all, there are some who thoughtlessly fail to extend this courtesy, resulting in adverse criticism of the employees and the Company.

"It is therefore desired that all employees keep this in mind with a view to promoting better relations with the public."

January News of Long Ago

WHO doesn't like to recall "the good old days," and just to bring back memories of the dim and distant, we selected an item or two that appeared in the January issues of P. E. Magazines almost back to its debut in June, 1916. Here are some incidents that were "big news" back in the Januarys of—

1917: Official opening of the P. E. Club at its first site location on Hill Street in the old Masonic Bldg.

1918. O. A. Smith named General Passenger Agent, and T. J. Day chosen General Freight Agent. Simultaneously I. L. Ward was made Purchasing Agent, succeeding F. W. Taylor.

1919: War news, and more war news. Word received of the arrival of H. O. Marler in Belgium with the 91st Division. E. A. Gilks, former Stationer, was at Camp Lewis, and F. E. Meine, L. A. Freight Terminal, wrote from "somewhere in France."

1921: P. E. Rod & Gun Club held their second rabbit drive near Palmdale; 600 rabbits "bit the dust."

Company staged a "no-accident week"; S. A. Bishop Chairman.

1924: Garage for busses at Pasadena completed.

Los Angeles Motor Coach Company begins service on Sunset Blvd.

Company announced planned expenditures of \$7,350,000, for improvements. \$3,000,000 for Subway tunnel.

1925: Announcement made that work would soon begin on the Subway Terminal Building.

G. F. Squires, then Asst. Frt. Traffic Manager, wrote article entitled "Wanted—5,000 Business Getters." Still can use them.

Automatic block signals placed in service on San Pedro line between Dominguez and San Pedro.

1927: Death takes the beloved W. C. White, former Superintendent of the Western Division.

1928: Steel span structure completed by the Bridge and Building forces over Fletcher Drive on the Glendale-Burbank line.

Geo. Bauer wins Carnegie medal and \$1,000 award.

1929: Six deluxe rail parlor coaches placed in service between Los Angeles and the Harbor district.

Group automobile insurance plan made effective.

Paul Shoup named President of the Southern Pacific R. R., Pacific System, succeeding Wm. Sproule.

1930: Joe S. Smale elected President of the P. E. Masonic Club, succeeding O. A. Smith.

Old 156-foot smoke stack at Vineyard torn down, or should we say "razed."

P. E. Ball team leads winter league; Hal Chamberlain star pitcher.

1931: Fred J. Leary elected President P. E. Masonic Club.

Three veteran employees succumb: A. J. Goulding, Chief Clerk, Mechanical Department; A. D. Tolle, Trolleyman and G. D. Campbell, Motorman, Southern District.

WOMEN'S CLUB BRINGS CHEER TO MANY OVER HOLIDAYS

The Women's Organization is deeply grateful to members and friends of the big family who so generously assisted in making the recent bazaar a success.

Mrs. Frank Hart, Ways and Means Chairman, reports over two hundred dollars realized to further the good work of the club.

The beautiful Afghan, made and donated to the club by Miss Sybil Mather was won by Miss Ruth Wilton. We want to take this opportunity to thank Miss Mather for her splendid gift to the Treasury and for the real heart interest she has always shown in the organization.

We were very happy to see several of the officials at the Christmas sale looking over the varied displays and felt quite flattered when Messrs. Lovell and Thorburn seemed to overstay the time limit for men at a bazaar, but we found out later some one had tipped them off about a floor show with a bubble dancer. In the meantime they were beguiled into buying pot holders, luncheon cloths and chances on everything in the hall. We regret they were misled about the dancers, but we do thank them for their visit.

The Christmas party held on Dec. 17th was a great success, ninety-five members and friends present. A number of them in costume.

Lenora Sinotte from San Bernardino carried off the prize for the most lovely costume.

Mrs. Smart, in charge of refreshments, had attractively appointed tables in red and green with clever Santa Claus favors for all, and served cake and coffee.

The Club was very happy to have had Mrs. McNeil from the Publicity Department of the Los Angeles Railway Co. as a guest that day. She is formulating plans for a Women's organization in her company and being a special guest of Mrs. J. B. Green, we know nothing was overlooked in telling her of our own club and its work and of the wonderful privileges we of the Pacific Electric Railway Co. enjoy.

The welfare Chairman reports that twenty substantial boxes were sent out at Christmas time and a number of employees fitted with good warm clothing.

Again we want to thank the friends who did a part of their Christmas shopping at the Club's bazaar, for you helped to fill those baskets and provide Christmas Cheer for a number of needy employees.

—Mrs. Lon Bishop

Boss: How is it that every time I drop around I never find you at work?

Boy: I guess it's them rubber heels you wear.

Doctor: "You must avoid all forms of excitement."

Male Patient: "But, doctor, can't I even look at them on the street?"

Old Man Winter Blankets P. E. Camp



Enough snow to suit an Eskimo and sufficient to last for the next several months now at P. E. Camp. "Five feet on the level and still snowing," was report from the Camp early this month.

"THERE'S lots of snow, but the roads are open to P. E. Camp," comes a distant, faint voice from J. S. Barton, Camp Superintendent.

Six hours later: "It's snowing harder than ever; there's five feet of snow on the level and twelve feet in many drifts. Cancel the report about roads being open."

For about a week early this month reports favorable and otherwise were received daily at the P. E. Club office regarding the possibility of winter snow enthusiasts being able to reach our mountain resort. With inclement weather continuing as the Magazine went to press the hundreds who called were being advised to withhold their visits until assured of favorable weather and roads.

Over the New Year's week-end and the one that followed, the Camp was sold to capacity, but none were able to reach it.

Whether or not another fall occurs, there is now ample snow to last for the next several months, during which time those who wish to make a visit, engage in winter sports or witness professional skiing at nearby resorts will not be disappointed.

The P. E. Club will keep in close touch with snow and road conditions en route to the Camp and those desiring to make the journey should make reservations through the Club and be fully informed as to weather and roads.

In applying for the position the girl had enclosed her photograph, and was naturally elated when she received word to report at the office on Monday. Imagine her surprise, however, when she was abruptly informed that she was too late.

"Is the position filled, then?" she enquired.

"No," replied the manager: "I mean you should have come at the time you had your photograph taken."

JANUARY P. E. CLUB PROGRAM

Friday, Jan. 1st:

New Years—Club open from 10:00 a. m. to 6:00 p. m.

Friday, Jan. 8th:

P. E. Bowling League games at Jensen's Alleys on Sunset Blvd. Games begin at 8:00 p. m. Spectators welcome.

Meeting of the P. E. Rod & Gun Club; distribution of prize awards to 1936 winners of various events.

Saturday, Jan. 9th:

Regular monthly meeting P. E. Agents' Association.

Wednesday, Jan. 13th:

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

Thursday, Jan. 14th:

Meeting of the P. E. Women's Club—1:30 p. m. Special entertainment program.

Friday, Jan. 15th:

Bowling league games at Jensen's Alleys—8:00 p. m.

Wednesday, Jan. 20th:

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

Thursday, Jan. 21st:

P. E. Women's Club card party—1:30 p. m.

Monthly dance of the P. E. Club in ballroom—8:30 p. m.

Music by Flo Kendrick's Swing Orchestra.

Friday, Jan. 22nd:

Bowling League games at Jensen's Alleys—8:15 p. m.

Thursday, Jan. 28th:

P. E. Women's Club Afternoon meeting—1:30 p. m.

Friday, Jan. 29th:

Bowling league games at Jensen's Alleys on Sunset Blvd.—8:15 p. m.

Reprove thy friend privately; commended him publicly.—Solon.



Volume 17; No. 7 Jan. 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. VickreyManager, P.E. Club
Paul T. PorterEditor

CHARLES DICKENS in one of his worthy books featured a character who continuously spent beyond his means and whose troubles as a result constantly kept him in a state of turmoil and mental misery.

Reduced to language we readily understand, the inference was that if a man has an annual income of \$100 and spends \$99.98, the result is happiness. If, however, he spends only a little more than his monthly income, the result is "misery." And he hit the nail squarely!

Our

Family

Budget

There's a good preventative for the mental anguish that comes from spending more than our income. If you used this \$99.98 method in 1936, you undoubtedly closed the year in happy class. If you didn't, try to do so in 1937. It's a good indoor sport, and will mean a happier 1937 for You Inc. throughout the coming year.

The preventative, we respectfully submit for consideration, is the family budget. It is as hopeless as trying to drive an auto without a steering gear, as to steer the family craft without some kind of a guiding budget. The auto would soon have you up a tree; so will the lack of a budget plan.

A budget isn't technical, nor difficult. It's easy to budget. You can't lose anything, and more than likely you will find yourself with extra funds to do the things you really would like and intended to do. A budget stops leaks!

The main purpose of a budget is to

get a broad picture of your spending, so that more satisfaction and benefit will come from the money you spend. The first step is to total your known income and assets. Next face squarely your liabilities.

Assets include income, cash on hand, insurance, money in the bank, real property, personal possessions, investment, etc. Liabilities include debts that must be paid.

Then you list bills and expenses that must be incurred and paid during the coming year. Include, taxes, insurance, food, heat, light, cloth, vacations, personal expenditures, probable clothing and household furnishings. Call a family counsel and profit by suggestions.

From what you learn you can work out estimates of the amounts that will be required for food, clothing shelter, taxes, operating expenses, advancement and savings.

If you have never worked on a budget, start one now. It's the smart thing to do.

"If you would know the value of money," Benjamin Franklin said, "try to borrow some."

There is a destiny that makes us brothers—none goes his way alone.—Edwin Markham.

When you think you've come to the end of your rope . . . tie a knot in it . . . and hang on!

FACTS ABOUT THE RAILROADS

Of every dollar paid in taxes by the railroads throughout the United States approximately 45 4/5 cents is utilized for school purposes.

Nearly eighty per cent of all claims resulting from loss and damage to freight shipments in transit are settled by the railroads of this country within 30 days after being received.

Highway-railroad grade crossings in existence on January 1, this year, totaled 234,231, reduction of 8,578 compared with the record number on January 1, 1930.

One hundred hotels, each with 310 rooms, would have been required to furnish sleeping accommodations for the passengers who nightly occupied berths in Pullman cars in 1935.

If all railway bridges in this country were placed end to end, they would extend 3,860 miles, a distance greater than from New York to San Francisco.

The point of contact between the track and the wheels of the modern locomotive or car is no more than the width of a chalk line.

The level of freight rates now charged by the railroads of the United States is 23 per cent below that in 1921.

Fire losses on American railroads in 1935 totaled \$3,273,927, a reduction of nearly 55 per cent compared with ten years ago.

Him: "Well, I suppose you're plenty angry because I came home with this black eye last night.

Her (sweetly): "Not at all, dear. You may not remember it, but when you came home you didn't have that black eye."

Decided: There's a Santa Claus!

YES sir! There is a Santa Claus!

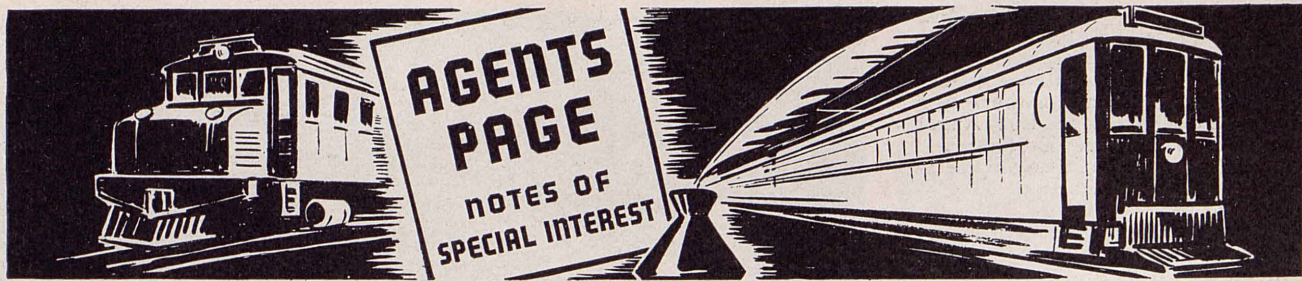
About 600 youngsters of the 1200 persons at the P. E. Club Christmas party last month, saw him, with their "very eyes." (And 600 lovely little kiddies just can't be wrong.)

Then too, didn't 19 families, known to have had a little extra hard luck during 1936, receive a nice large Christmas box just brimful with Christmas food and trimmings? We got a suspicion that the faithful ol' Santa that seems to hang around the P. E. Women's Club, not only at Christmas, but throughout the year, knows just a little bit he's not telling. And who was it, but Santa, 'round about Thanksgiving, that passed out a lot of clothes, and toys, and eleven boxes chuck full of food that we just know were on hand and suddenly disappeared?

Then again, there was about \$75 worth of food and good things that appeared in and then suddenly disappeared from the office of the General Superintendent! We're not telling, but our suspicion is that a wise ol' Santa turned all this over to the Women's Club just in case some of our fellows should need a helping hand before the next Christmas rolls around. That Santa in the General Superintendent's office has been mighty faithful, year after year.

And from the P. E. Club there were 274 boxes of fruits and smokes and nuts and candies that went to the homes of the sick and retired. Where did they come from, but a certain railway's Santa Claus?

Yes sir! Along with those 600 little fellers, we just KNOW there's a Santa Claus!



Reduce Furniture Claims is Appeal of Carriers

DURING the first ten months of 1936 the Freight Claims due to damage on shipments of new furniture have increased in number and amount over the country generally. Claims here reached a point where all carriers are taking concerted action in an effort to bring the question of handling furniture directly before those employes actually performing the handling. With that objective the following personal message from the Freight Claim Prevention Division of the Association of American Railroads has been placed in the hands of each furniture handling employe on the railroads of the United States which, we hope, will result in a considerable reduction in the amount of new furniture claims:

"In 1935 the railroads of the country paid out \$703,939 for damage to L.C.L. shipments of New Furniture. In the first six months of this year these payments increased 31 per cent and are now running at the rate of more than \$900,000 per annum. This presents a situation that is really serious and something must be done quickly to reduce this tremendous waste of railroad money.

"Each employe must realize that every dollar saved for the railroad he serves contributes toward greatly needed funds for improvements, purchasing of equipment, material and supplies, makes his job more secure and opens the field for the employment of others.

"We must likewise realize that any concerted action toward better handling will mean Improved Service and Satisfied Patrons.

"The responsibility for reducing this waste of money and improving the service rests with the freight handling forces, including foremen, supervisors, check clerks, stevedores, truckers and all others concerned in the handling of freight. It can be done by observing the following suggestions:

New Furniture Offered for Shipment

- (1) Examine carefully for breakage or marring.
- (2) Examine carefully for tearing or chafing of upholstery.
- (3) Make records of exceptions on bill of lading and shipping order unless the shipper replaces the damaged articles.
- (4) Make sure that requirements with regard to proper crating and/or wrapping are complied with.

- (5) Place on trucks in a manner that will insure safety in movement to car. Place dressers, etc., with mirrors attached or enclosed, on truck with back to truck bed.
- (6) Carefully unload in car from trucks. Ease crates all the way to floor or resting place in car. Undue shocks must be avoided.
- (7) Stow in one end of car away from rough or heavy freight and use care in stowing to minimize the possibility of damage by shocks in transit. Do not load heavy articles on light crates. Do not load packages on wrapped upholstered articles.

Handling at Transfer Stations

- (1) Use care in unloading and placing on trucks. Avoid shocks.
- (2) Load on trucks in a manner that will insure safety from damage in trucking. Watch where you are going!
- (3) Avoid undue shocks in unloading from trucks into car.
- (4) Stow in such a manner as will offer the greatest safety from damage by transit shocks. Carefully segregate to prevent contact with other freight liable to cause damage.
- (5) Examine each piece carefully for damage and accurately record in station record and on waybill all exceptions and render report if required.
- (6) Recover all crates or containers found broken or damaged. Do not allow shipments to go forward without these repairs.

Handling and Delivery at Destination

- (1) Use care in unloading and placement on trucks.
- (2) Make careful examination at time of unloading for evidence of damage and make proper and accurate record and report of all exceptions.
- (3) Recover all crates or containers found broken or damaged before delivery is made.
- (4) Avoid contact with furniture held in freight station when trucking through lanes adjacent thereto.
- (5) Examine each article carefully at time of delivery. If damage is noted at the time or later reported by consignee, make every effort to determine the cause and extent, showing full information in records and on exception reports, including therein your suggestions as to how it could have been pre-

vented, so that corrective action can be taken.

"This is a personal appeal to you to assist in the campaign for reduction of loss and damage in shipments of NEW FURNITURE. WILL YOU DO YOUR PART? Much can be accomplished through your cooperation.

You are the "KEY MAN" on whom depends the success of this effort."

This information, together with other data, has been placed in the hands of various agents on the Pacific Electric Railway, and we feel sure that with the cooperation of all our employes good results will be obtained.

NEW S. P. TRAIN ANNOUNCED

A new train, the "Californian", made up of the latest type air-conditioned reclining chair cars and tourist sleepers, was placed in daily service on Southern Pacific-Rock Island Lines' "Golden State Route" between Los Angeles and Chicago, beginning January 3.

Effective the same date, the "Golden State Limited", operating over the same route, became an all-Pullman train. The Californian now features a special car for women, low-price dining car meals, along with "off-the-tray" food service, and free pillows for passengers. Its running time approximating the fast through schedules of the Golden State Limited.

Leaving Los Angeles at 8:10 p.m., the Californian arrives in Chicago at 8:45 a.m. Departing Chicago at 8:20 p.m., it reaches Los Angeles at 7:15 a.m. These schedules, it was pointed out, make possible close connections with trains for all parts of the East and the Pacific Coast. Phoenix and Tucson are served by the new train, both east and westbound.

The dining cars on the Californian introduces "Economy" meal service, it was stated, with prices as follows: Breakfast, 25 cents; luncheon, 30 cents, and dinner, 35 cents. In addition there will be a la carte service at reduced rates. Light refreshments will be served from trays throughout the train.

The Golden State Limited, long famous in Los Angeles-Chicago service, cut 35 minutes from its westbound time, effective January 3.

The "Apache", also in daily service between Los Angeles and Chicago over the Golden State Route, reduces its eastbound running time 35 minutes and cut five minutes from its westbound run.

Faster train service between New

Orleans, Los Angeles and San Francisco over Southern Pacific's "Sunset Route" also were inaugurated. One hour and 25 minutes is now saved by the "Sunset Limited" on the Journey from New Orleans to Los Angeles and San Francisco. Eastbound, its time was cut 50 minutes on the Los Angeles-New Orleans run. The "Argonaut's" time from New Orleans to Los Angeles will be reduced 20 minutes.

MOTOR TRANSIT TO OPERATE SUNDAY SNOW SPECIALS

Inaugurating a new service as a part of the Southern California Winter Sports program, Motor Transit Lines will operate a special schedule each Sunday for a limited period only, from Los Angeles to Lake Arrowhead and return.

Leaving Los Angeles on Sundays at 8:15 a. m., the special motor coach will depart from Union Bus Depot, 5th and Los Angeles Streets and operate on limited schedule via El Monte, Pomona, Ontario and San Bernardino through to Lake Arrowhead. A special snow sports program is planned for each Sunday at Lake Arrowhead, snow conditions being favorable, otherwise the snow sports will be at Fish Camp Snow Fields, located approximately ten miles east of Lake Arrowhead Village.

The return is made same day, leaving Lake Arrowhead Village at 6:00 p. m. and operating through to Los Angeles, arriving at 9:30 p. m.

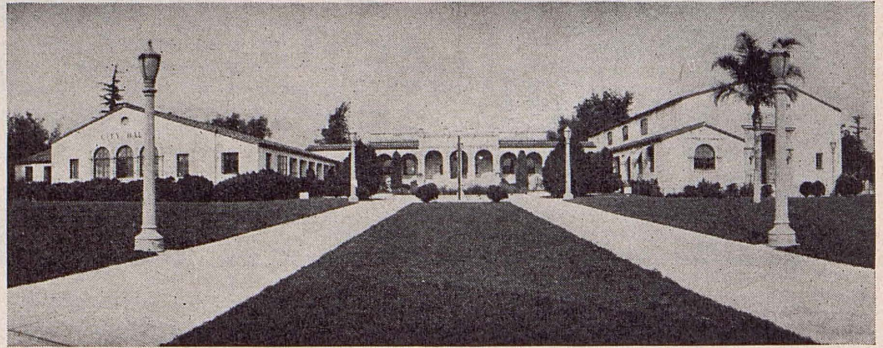
A special week-end excursion fare of \$3.50 from Los Angeles to Lake Arrowhead and return, including side trip to Fish Camp Snow Fields, when such trip is operated, is effective during the operation of the special Sunday mountain snow schedule. These special tickets are honored for transportation on Saturday or Sunday, with return trip on or before Monday following date of sale. Passengers going on Saturday or returning on Monday will use regular mountain motor coach service, schedule of which is below.

While weather conditions indicate there will be an abundance of snow at Lake Arrowhead during January and February, the "mountaineers" inform that there is snow at Fish Camp Snow Fields, adjacent to Keller Peak, each winter if it is to be found at any accessible location in Southern California. Winter sports enthusiasts will find an abundance of activity at one or the other of these locations.

The ten-day excursion fares now in effect provide for round-trip rates of \$4.00 between Los Angeles and Lake Arrowhead and \$6.20 between Los Angeles and Big Bear resorts.

Motor Transit Lines operate a regular schedule daily except Sundays, between Los Angeles and Lake Arrowhead and Big Bear Districts on the following schedule:

Read Down		Read Up	
6:15 a. m.	Leave Los Angeles	Arrive.....	4:59 p. m.
9:00 a. m.	" San Bernardino	"	2:30 p. m.
11:20 a. m.	Arrive Lake Arrowhead	Leave	1:00 p. m.
2:30 p. m.	" Big Bear City	"	10:15 a. m.
2:55 p. m.	" Pine Knot Depot	"	10:00 a. m.



My City---
Azusa!

By C. L. SMITH, Agent

SOUTHERN California may boast larger cities and busier cities, but none more beautiful, serene, or delightful, when you learn its many charms, than "my city"—Azusa.

We boast a population of but six thousand souls, but the resourcefulness and progressiveness of our people is reflected in the fine city planning, architecture and civic possessions of a quality, number and size equaled seldom by communities of far greater population and industrial scope. Witness our \$100,000 Civic Center building and landscaped plot.

Azusa is located 25 miles east of Los Angeles and served by our railway and the Santa Fe. The major industries, aside from citrus growing, are the American Cyanide & Chemical Company; Consolidated Rock Products; Azusa Rock & Sand; Southern Pipe & Casing Company; Universal Fruit Washer; Perky Jr. Garment Factory and many of lesser light, but all contributing to the mass well-being. The Azusa Citrus Growers packing plant handles 2,000 carloads of citrus crops annually with an estimated return to growers of the vicinity of \$2,000,000.

Nestled in the sloping foothills of the towering Sierra Madres, Azusa is the gateway to many charming scenic mountain retreats, not the least of which is Crystal Lake Park, the newest Los Angeles County Recreational Park reached via the San Gabriel Canyon Road, twenty-six miles from the center of the city. This Park contains the only natural mountain lake in Los Angeles County, stands at an elevation of 6500 feet in a heavily pine covered forest with table and stove accommodations for public use.

During the past 12 months in excess of a quarter of a million people visited Crystal Lake park and more than half a million people visited the San Gabriel Canyon.

At present, for some past and for some years to come, Azusa has been

Civic Center at Azusa, of raking Spanish architecture. Close to heart of the citrus belt, the city's two packing plants ship 2,000 carloads of California's golden fruit to an eager eastern market.

the gateway for various flood control activities in the San Gabriel Canyon. The city of Pasadena built the Morris Dam which is a very fine structure and the flood control has completed Dam No. 2 in the west fork of the San Gabriel River. At present Dam No. 1 is being built in the main channel about 10 miles from Azusa, at a cost of \$11,000,000.

The Metropolitan Water District which has taken over the Morris Dam, for water storage purposes, is boring a 10 ft. tunnel through the mountains, commencing east of Glendora and emerging just south of the Rose Bowl in Pasadena. This tunnel, which will be approximately 15 miles long, will carry the water from the Colorado River which is being brought to Southern California at a cost of some \$220,000,000. It is lined with reinforced steel in concrete and the section from Glendora to the Morris Dam is being rapidly completed. Our railway has handled an immense tonnage of this project.

I could continue at great length and tell you of our fine Civic Center, churches, schools, service clubs, libraries and other contributions to the moral and civic uplift. Suffice to say we have all in profuse quantity, and better yet, rare quality.

A Friend

A friend is a person who is "for you" always, under all circumstances.

He never investigates you.

He likes you just as you are, he does not alter you.

Whatever kind of coat you are wearing, whether you have on a dress suit or hickory shirt with no collar he thinks it's fine.

He is better than a lover, because he is never jealous.

He wants nothing from you except that you be yourself.

Anybody stands by you when you are right; a friend stands by you even when you are wrong.

It is he that keeps alive your faith in human nature; that makes you believe that it is a good universe.

When you are vigorous and spirited you like to take your pleasures with him; when you are sick you want to see him; when you are dying you want him near.—Selected.

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

SPORTSMEN ELECT OFFICERS AND PLAN FOR BUSY YEAR

The regular monthly meeting of the Pacific Electric Rod & Gun Club was held on Wed., Dec. 9th, at the Pacific Electric Club. The principal order of business was the election of officers to govern the Club for the year 1937.

After a spirited campaign we find the following officers selected to guide the destinies of the Club during the coming year: H. P. Bancroft, President; W. G. Knoche, First Vice President; L. J. Bush, second Vice President; F. B. Patterson, Financial Secretary; Arlie Skelton, Recording Secretary and C. G. Gonzales, Treasurer.

Executive Committee: B. F. Manley, Jack May, A. V. Miller, L. E. Murphy and A. M. Cross.

President Bancroft has announced that he will appoint Scott Braley as Fishing Captain and A. M. Cross as Captain of the Gun Section, a selection which will meet with general approval.

As the December meeting closes the tournament season of 1936 all that now remains is for the lucky prize winners to gather at the Club on Friday night, January 8th and receive their reward of being the best fisherman or a better prevaricator.

The present season brought a return of Yellowfin Tuna fishing in the Catalina waters, which developed some spirited competition among our deep sea enthusiasts. The light tackle fisherman who took these thirty to forty pound fighters is to be congratulated.

While the competition on surf specie of fish was very keen, many prizes will be carried over account no registrations on certain varieties.

Several fine sets of Deer horns were presented to the December meeting for checking as to size by the Prize Committee.

With the staff of officers as selected for 1937 there need by no fear for the well-being of the Rod & Gun Club, and with a promise of improved fishing and hunting conditions, with a general improvement in the business we can all look forward to a happy, prosperous year.

An old farmer was moodily regarding the ravages of the flood.

"Hiram," yelled a neighbor, "your pigs were all washed down the creek."

"How about Flaherty's pigs?" asked the farmer.

"They're gone, too."

"And Larsen's?"

"Yes."

"Humph!" ejaculated the farmer cheering up. "Tain't as bad as I thought."

A Prize Catch!



EVER catch a baby sun-fish? Neither has most anyone else. But imagine the surprise of F. J. Oriva, Conductor, Southern District, when he hauled out a baby four-pounder while fishing from a barge recently at Santa Monica. The youngster had other ideas than leaving home and mother and was only landed only after quite a little fight during which it showed a terrific burst of speed.

The average run of sun-fish in these waters is about 100-pounds and they are generally landed by harpooning, and then only rarely owing to their fleetness. Off the coast of New Zealand sun-fish run to tremendous sizes, and the sport of landing them attracts sportsmen from far and wide. Zane Grey, author and widely known fisherman, holds the record for the world's largest catch.

P. E. BOWLERS GETTING HOT

All members of the Bowling League will regret to learn that our good friend and bowler, Ralph Cobb, has been sojourning in the California Lutheran Hospital since December 19, writes H. E. Norton, who kindly "goes to bat" for Mr. Cobb during his convalescence, and who further reports:

Latest reports indicate he is well on the way to recovery and will probably leave the hospital within a few days.

In the December issue we referred to the Claim Dept. as the "pesky" team. These honors now go to the Southern District and West Hollywood.

The Southern District for having reached the top rung of the ladder

and sharing it with the Claim Department, and West Hollywood for trouncing the Claim Dept. to the score of 3 to 1, also grasping the Claim Dept.'s hold on high series and high game by scoring 2595 and 938 respectively.

The high series record of 629 was seriously threatened on December 18 when V. Snee bowled 620. Archie Brahm was again in the winners circle with a high game of 246.

Other weekly individual prize winners during the second round have been Ted Cuccia and Ed. Barnes for high series, C. Oliver and C. S. Thompson for high game, of these C. S. Thompson deserves special mention for having attained a score of 254, one point less than high individual game of season.

First position recently held by L. H. Covell is now in possession of V. Snee, with an average of 185.2, thus again placing L. H. Covell in the roll of challenger.

There is every reason to expect as the season progresses, in view of the consistent high scores, that the above records may be beaten more than once.

The standing of the teams at end of third week of second round is as follows:

Team	Won	Lost
Claim	25	15
Southern Dist.	25	15
West Hollywood	22	18
P. E. Club	22	18
Engineers	22	18
Macy Street	18	22
L. A. Yards	15	25
L. A. Freight	11	29

All having enjoyed a two weeks' rest and after recuperating from the effects of over eating, should be raring to go next Friday, January 8.

As the train pulled into the depot a traveling man stuck his head out of the window, and calling to a boy standing near, said: "Here, sonny, bring me a sandwich, and here's another dime, get one for yourself."

Just as the train started to pull out, the boy returned, munching a sandwich, handed the man a dime and shouted: "Here's your dime, Mister, they had only one."

Sports equipment is lower priced at Entz & Rucker's 3 stores

FULL LINE of D. & M. ATHLETIC GOODS

FREE PARKING - DELIVERIES - EVERY ARTICLE GUARANTEED

ENTZ & RUCKER
Economy Center of Los Angeles

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

NEWS FROM P. E. STAMP CLUB

You have now seen the long expected start of the Army-Navy series. The engraver seems to be a little partial to the Army, or there may be just too much water for the Navy.

One of the members has some duplicates of the 10 peso—1911 Philippine which are available for trade.

We regret to announce the closing of the local post office Philatelic window, and what is in store is even worse. We refer to the possibility that this department may abandon deferred sales of remainders of stamps following issues of new varieties. This sounds like some new commercialization and means we will have to develop some new postal clerk friends in order to secure good copies while each issue is available. Short issue information is hereby held by the P. O. Department and it becomes necessary to buy more money orders and pay more registration fees for service from Washington.

Next meeting 5:30 p.m., February 1st, 1937 at the P. E. Club.

HOW TO USE THE TELEPHONE

The telephone, as a means of creating friendly relations and good will through greeting, voice tone and evidence of desire to be helpful is one of the strongest and most effective mediums for making friends. The admonitions and procedures suggested in our inter-departmental telephone directory contains helpful instructions that are worthy to be repeated and put into daily practice.

Among the good advice in its most recent issue is the following.

The telephone and the use we make of it plays an important part in our efforts to make the Southern Pacific the Road of Service.

One of our very important contacts with the public is by telephone and we should make every improvement possible in our use of this valuable agency.

In these days, with the ever increasing tendency to transact more and more business by means of the telephone, a company's reputation for efficient business methods is often reflected in the way the telephone is used.

There are certain methods of using the telephone of demonstrated and proven value which are calculated to expedite the handling of your business in an efficient manner, and in a way which will cultivate a feeling of goodwill toward yourself and the Company on the part of those with whom you deal by telephone. The benefits to be gained by learning and following these methods are so well worth the modest efforts required that you should give serious thought to your telephone habits with a view to developing those of value, and eliminating any which may tend toward inefficiency and which may reflect against you and the Company.

When you are talking to a person face to face, you depend upon your general expression—a smile or a gesture—to help convey the meaning

Bridge Tournament

CALLING attention to the Bridge Tournament at the P. E. Club on the evening of Friday, Jan. 15th, under direction of Milton R. Skemp, our Bridge expert.

All P. E. and Motor Transit personnel, and L. A. Motor Coach Club members and their families are eligible to enter. There is no entry fee. Send your entry to the P. E. Club not later than Wednesday, Jan. 13th.

If you have no regular partner, Mr. Skemp will endeavor to provide a competent one for you.

Play will be at duplicate contract for teams of two. Prizes to winners at match points.

Don't forget the date—Friday evening, Jan. 15th, play beginning at 8:15 p.m.

of your words. In conversation over the telephone, the tone of your voice alone gives expression to your words.

Let your tone indicate a pleasant and eager-to-help attitude which will create a good impression of you and the Company, and people will enjoy talking to you and doing business with you. No matter how routine the subject of the call may appear to you, remember it is important to the person calling; otherwise he would not have taken the time and effort to make the call.

A cheerful voice aids in putting the other fellow in a good humor.

Clear and distinct enunciation is also very important, because the person to whom you are talking does not have the advantage of understanding indistinct speech by watching your face or reading your lips, as in face-to-face contact.

It is not necessary to speak in an unnaturally loud voice. The best results are obtained by using a natural talking tone. It is important, however, that you speak directly into the telephone, with the lips about one-half inch from the mouthpiece.

When you have finished talking, it is desirable to indicate this fact definitely to the other party on the line. A polite "Thank you" and "Good-bye," adding the name of the person to whom you have been speaking, will accomplish this. It is a cordial conclusion, and a formal notice that the conversation is ended.

In hanging up replace the receiver quietly. Slamming the receiver on the hook is likely to cause a sharp bang in the ear of the person with whom you have been talking.

"Ma, kin you come out an' play ball with me?"

"Why, I don't even know how to play ball."

"Aw, shucks, that's what a feller gets for having a woman fer a mother."

LONDON AD 100 YEARS AGO

Reading like a western frontier proclamation of the late nineties, things must have been equally wild and woolly in dear ol' London a hundred years ago, judging from the text of a command appearing in the London Times of January, 1837, which addressed the riding public as follows:

"Keep your feet off the seats.

"Do not impose on the conductor the necessity of finding your change; he is not a banker. Sit with your limbs straight and do not with your legs describe an angle of 45 degrees thereby occupying the room of two persons.

"Do not spit on the straw; you are not in a hogsty. Behave respectfully to females and put not an unprotected lass to the blush, because she cannot escape from your brutality.

"Reserve bickerings and disputes for the open field.

"Remember that you are riding a distance for sixpence, which, if made in a hackney coach, would cost you as many shillings and that should your pride elevate you above plebian accommodations, your purse should enable you to command aristocratic indulgences.

"Now, as in 1836, cooperation among passengers and a regard for the rights of all, will result in better transportation service."

THE ORIGIN OF FINNIGAN

All of us have heard some mention of the famous Finnigan, but few of us know how this Irish character became embroiled in poetry. Many years ago in Life S. W. Gilliland wrote the historical railroad poem that was destined to make the name of Finnigan ever known and associated in comic rhyme.

There are many verses to the poem, dealing with the troubles that Section Foreman Finnigan had with Superintendent Flannigan. The latter insisted that Finnigan make his reports short and snappy, and Finnigan in reporting a derailment, finally complied, as related in the last verse:

He wuz shantyin' thin, was Finnigan,

As miny a railroader's agin.
An' the shmoky ol' lamp wuz burnin, bright

In Finnigans' shanty all that night—

Bilin' down his report, wuz Finnigan!

An' he writed like this: "Muster Flannigan;

Off again. On agin.
Gone agin—Finnigin."

Agent: "Why do you want fire insurance on your husband? That won't be any help when your husband passes away."

Young Bride: "It's so much cheaper, and you see, I intend to have him cremated."

Boss: "You should have been here at eight o'clock."

New Employee: "Why, what happened?"

PING PONG PLAY BEGINS

Now that the New Year football game classic champion has been determined, the next momentous question to settle is who shall be crowned (and we mean only figuratively) champion ping pong baller among Pacific Electric, Motor Transit and L. A. Motor Coach ranks.

Invitations have been extended to all to participate by H. D. Turner, Referee in charge, following which the ping pong room in the P. E. Club has seen much activity among the determined champs-to-be.

Among those who have signified their intention to compete this year are the following:

Wm. Clark; Jack Birmingham; R. J. McCullough; Percy Cross; Dale Hyde; Roy Swanson; R. O. Christiansen; Lloyd Young; R. C. Hollinger; W. D. Boyle; C. A. Davis; Geo. Perry; Dr. B. A. Patton; Carl Belt; Chas. Minich; Frank Converse; Tom Hinkle; M. Melsheimer and H. D. Turner.

There is still time to register for this tournament and any additional Club members or their family dependents who wish to compete should register at once at the P. E. Club office.

WORDS

Words are very potent things,
used by commoners and kings;
Many varied roles they fill;
they can serve or slay at will.
Words may mitigate, inflame,
censure, stimulate, defame;
Stab, enchant, exasperate;
shackle, quench, extenuate;
Startle, soothe, antagonize,
cheer, depress, monopolize;
Blight, embellish, decapitate,
challenge, menace, separate.
Words were made for you and me.
Wordless, what would mortals
be?
But carefully choose the words
you seek.
It pays to think before you speak.
—Swift's Gold Leaflet.

An old negro, who for several years had conducted an illicit still among the mountains of Kentucky, fell a victim at last to the vigilance of the revenue officers, and was brought before the Court.

"What name?" inquired the Judge, when the frightened negro appeared before him.

"Joshua, Yo' Honah."

"Ah," returned the Judge, "I suppose, then, you are the Joshua who made the sun stand still?"

"No, sah," was the prompt reply. "I's not dat Joshua at all; I's de Joshua what made the moon shine."

It was "Home Work" hour at Smith's; the kids were "getting" their lessons.

"Robert," asked Mrs. Smith, "how much is six times four plus three?"

"Thirty-one," replied Robert, after a pause.

"Not bad for a little shaver," commented his dad proudly. "He only missed it by two."

Press Lauds a Worthy One



Under the caption of men who "keep the wheels moving" the Pasadena Independent recently paid tribute, and rightly so, to H. E. Rodenhouse, Asst. Superintendent, Northern District. From this worthy publication we learn some things that should be more generally known about our esteemed Asst. Superintendent. Listen while we quote:

BAREFOOTED, his hat pushed back on his rumpled hair, a little lad, away back east, on the Atlantic seaboard, many years ago watched horse cars moving along their leisurely way, and go out of existence; he watched the locomotives that seemed like gigantic monsters as they thundered along the rails, and the great boats as they came into port from far away and romantic places. "Some day I'm going to keep some of those wheels moving some place," said this little boy to himself.

He kept that promise to himself. Since reaching manhood he has kept the wheels moving so fast and for so many years that he has superintended the transportation of so many thousands of persons and so many tons of freight that it would be a difficult problem to compute them.

In High Position

This little lad grown to a fine, genial man is now on the best side of fifty and is known to hundreds of people today for his integrity and understanding. He is Harry E. Rodenhouse, assistant superintendent of the northern district, Pasadena, of the Pacific Electric railway, the system that was chiefly instrumental in assisting in the development of Southern California.

He rose from the ranks to his present important executive position and knows just about everything there is to be known about railroading. For 20 years he was with the Pennsylvania road. That was back in York, Pennsylvania. Then in 1901 California beckoned and he came west to assume a position with the Los Angeles Pacific Railway. This line is now part of

the Pacific Electric system, the western district including Hollywood, Santa Monica, Venice, Ocean Park and Redondo.

So good a job did Harry Rodenhouse do that the boss called him into the office and told him that he was being made station master at the Hill street station of the Pacific Electric. Before long he was promoted again; this time to Assistant Superintendent. He remained in this position for three years and in August, 1913, his work and efficiency again recognized and he was put in charge of the northern District, as Asst. Superintendent, the position he holds today. Mr. Rodenhouse has charge of 200 men here in Pasadena; they operate the street cars and busses.

The Rodenhouse family home is at 470 South Santa Anita avenue. Mr. Rodenhouse has a daughter, Mrs. Mary R. Wagner and a grand-daughter, Virginia Lee Wagner who attends Pasadena Junior College; and a son, Lloyd W. Rodenhouse who lives in Los Angeles. In his fraternal affiliations Mr. Rodenhouse is a member of the Masonic Lodge, being a 32nd Degree mason and a Knight Templar.

WORDS OF WISDOM

"It is good to have money and the things that money can buy, but it's good once in a while to check up and make sure that you haven't lost the things that money can't buy."—George Horace Lorimer.

A great deal of good can be done in the world if one is not too careful who gets the credit.—An old Jesuit motto.

"Men are valuable just in proportion as they are able and willing to work in harmony with other men."—Elbert Hubbard.

When you make your job important, it will almost invariably return the favor.—Anon.

All kinds of things will come to the other fellow if you will only sit down and wait.—Selected.

"Hello, is that the police station?"

"Yes, what's the matter?"

"I just wanted to tell you that you need not search for my husband. I found him myself. He had forgotten to take off his overcoat, and I hung him in the closet by mistake."

A couple of Iowans were discussing the drought.

"It sure made the wheat short," said one.

"Short?" countered the other, "Say, I had to lather mine to mow it."

"It says in the Bible that Lot's wife looked around and turned to salt."

"That's nothing. A girl got on the street car and six men turned to rubber."



BY OUR
CORRESPONDENTS

OF THE
PACIFIC ELECTRIC
AND MOTOR TRANSIT
FAMILY



LONG BEACH TERMINAL
C. L. Cottingham

Our Trainmaster, A. O. Williams, has just been elected to the high office of Associate Patron of the Eastern Star Lodge of Long Beach.

Motorman Mike Reckinger made a business trip to Bakersfield the past month. Mike says these trips are purely business, but we all have our ideas.

Our Terminal Foreman has had another 12 days off and says he spent same around home. We would like to know how George gets so many vacations.

Motorman B. C. Placeway made a flying trip in his V8 to Meridian, Miss. from Nov. 16 to Nov. 28th to bring his Son and Daughter to California.

A. W. Housley was called from the train service to Newport Beach to act as Agent temporarily.

Conductor Joe Navatil has just returned from a two month trip in the east visiting his folks at Pittsburg; also visited Boston and Minneapolis.

Joe's brother returned to California with him for a vacation.

Motorman C. O. Humphrey returned to work but found that he was not able to continue, so went on the Sick list again.

We are all very sorry to hear this as we miss Hump on the job.

Conductor H. A. Hoffman and wife on his day off made an enjoyable trip to San Diego.

L. Murry, Ticket Clerk from San Pedro has bumped into our ticket office at Long Beach. Welcome to our ranks.

Motorman G. Small has been on the sick list for several days, but we hope to see him back on the job very soon.

A Mystery Solved—We have mentioned in these columns before about one of our trainmen who professed to be one of the best fishermen on the Southwest coast. At times he would tell some most wonderful fish stories which may and may not have been true and we often wondered how a man could tell such stories and still think that they were being believed.

We are about to hear some (NUT) stories as at the present time Mr. Pat Pope is in Selma, Louisiana, where he has a Nut Ranch.

We just learned that Miss Evelyn Downey, daughter of Mr. and Mrs. L. W. Downey, was installed as Queen of Jobs Daughters, and Miss Aileen Shull, daughter of Mr. and Mrs. L. C. Shull, was installed Senior Princess.

Ginger, the young lady who puts out the hot coffee to the boys in the early morning at the Interstate Cafe located in the P. E. Depot, has left us for one of the best reasons in the world for on Jan. 5th, 1937 she was united in marriage to Mr. John Hofer of Los Angeles and they will make their home in Los Angeles.

We are all going to miss Ginger for she was always on the job and always had a smile or a joke for all of us. We all wish her the happiest of married life.

I saw in the Los Angeles Examiner where four of our Long Beach boys journeyed to Catalina Island Dec. 13th to play golf on the Catalina Country Club golf course and owing to the fact that three of these boys are more or less connected with our Pacific Electric family I think that the Pacific Electric in general should know just what we have in golf talent.

Dillard Lane, P. E. Gen. Agent; Jack Price, Catalina Agent; Bill Bowers, Interstate Agent; Chas. Winkler.

We are wondering just what it cost the boys to have the Examiner reporter give them the write up and why they dismissed him at the end of the 9th hole for I will give you the following scores and you can judge for yourself just what happened.

	True Score	Examiner Score
D. Lane	71	88
Jack Price	69	110
Bill Bowers	71	87
Chas. Winkler	70	138

PASADENA TERMINAL NOTES
By L. (Tony) Tonopolsky

We welcome to Pasadena three new Trainmen: R. E. Willis, Wm. E. Downard and J. C. Knapp. Good luck fellows, and don't be easily discouraged, only thirty more years and your Uncle Sam will give you a nice pension for the rest of your lives.

R. N. Penny evidently has walked around in a fog long enough. Like the proverbial penny he is back in Pasadena from Long Beach having traded seniority with Conductor Brock, who goes to the Beach City. Welcome back Penny, hope you stay from now on.

While bending over a switch recently Carl Nyswender was struck by a hit and run driver (who was apprehended) receiving painful abrasions on hands, face and knees. Happy to report Carl's recovery was rapid and expects to be back on the job soon. One way to make switch throwing safe for

Conductors Carl is to make the enemy pay and pay and pay.

To each of you I extend my best wishes for A Happy and Prosperous New Year.

TORRANCE SHOPS
Willis M. Brooks

Our janitor, William Payne, is a bachelor protem. His wife is away for an indefinite stay. Bill, has probably the most complete library of colored writers in the United States. His library has been written up several times in the Metropolitan papers and had considerable attention from book lovers generally. Bill himself is not only a collector but a lover of books. This brings a little close harmony with your correspondent who also is a lover of books.

Bud Edwards of the Machine Shop is off a few days on sick leave. Bud isn't really sick you understand, but just not feeling up to scratch and very wisely is staying quiet until the old pep returns. (If ever).

Met O. E. Straub, Shop Superintendent at the entrance to the Winding Shop, but he won't talk.

Burt Collins, Chairman of the Shop Safety Committee with his wife and daughter, report a very enjoyable week end at the P. E. Camp, and that the new manager at the Camp did everything in his power to make the stay of all guests as pleasant as possible.

Alfred Kelley of the Air-Craft Shop is also a temporary bachelor, his wife being on an extended visit east. Since she has been away Al has had a lot of trouble getting to work on time. She must have taken the old alarm clock with her.

If and when this Federal Retirement Act becomes effective, there are going to be a lot of missing faces around the Torrance Shops. Faces we are going to miss greatly. Virgil D. Hollister in the Air Shop stopped me the other day and asked if I would make out his "Death Certificate". For a moment he had me stumped but he clarified by adding, "I meant my Retirement Papers".

John A. Reese of the Winding Shop and Nora Rudy were married on December 12th, 1936.

John had been one of our most consistent bachelors for years successfully dodging the arrows of a certain small bow. This only goes to show that sooner or later you are bound to fall.

Our best wishes for a happy and congenial life together, is added to

those of the many friends John has throughout the Shops.

Claude H. Simmons with his wife and daughter plan a Holiday trip to Santa Cruz and the Bay region, particularly to see the new bridge.

John Watson, bandmaster of the Torrance band, reports a busy week for the band and the P. E. Shop boys who are members of this organization. The growing popularity of the band has created a very considerable demand for their music.

William Chapman of the Machine Shop is away on a visit to Atlanta, Georgia, where he will meet Mrs. Chapman and spend the holidays returning home to Los Angeles together.

"Hoss" Nielsen Fullback on the University of Arizona Football team, is the son of Walter Nielsen of the Carpenter Shop. Walter had an issue of "Arizona Wildcat" (published by the U. of A.) in which a front page picture of "Hoss" was displayed holding a co-ed curled up on each elbow. He's some boy and weighs about 220 on the hoof.

Charles Stewart of the Cabinet Shop is off on sick leave.

Harry Pierce of the Mill, will join the ranks of temporary bachelors tonight. Mrs. Pierce starting to Arizona and New Mexico for an indefinite visit.

That seems to be all the news. Torrance Shops join in wishing all others of the Pacific Electric Family a most prosperous and Happy New Year.

SAN BERNARDINO DISTRICT
By R. G. Perry and B. G. Jones

The holiday season will be one of sadness for the families of Conductor B. F. Moore and Trolleyman P. S. Corl who passed away during the month of December. Mr. Moore, stricken with pneumonia, passed away December 19 after an illness of one week. Mr. Corl was taken ill while on duty December 21 and passed away December 23 from a heart ailment. To those left behind may the thought that their dear ones enjoyed the honor and respect of all who knew them be of some small consolation.

San Bernardino is enjoying the greatest holiday season in its history. Merchants and business men in all lines report business to be even greater than in 1929. Incidentally, the 15-minute service inaugurated a short time ago is proving to be a necessity. Operators are showing nice increases in their turn-ins and patrons are commenting favorably on this frequent service.

New men on the extra board are, G. W. Siegler, G. W. McVey and A. F. Pohlman. All are experienced operators being formerly employed in Philadelphia, Kansas City and St. Louis.

Relatives of trainmen who have recently passed away are: Mrs. W. W. Cooper who died early in December at Loma Linda Hospital after an illness of several months. The father of C. O. Gardner passed away suddenly in Missouri at the age of 78 years.

You can't tell Brakeman Fred Sauerwein "there ain't no Santa Claus".

Fred went to a Christmas party the other night and was presented with a mechanical toy which was a replica of Pop-Eye The Sailor Man, doing a jig. Fred says he eats his spinach every day now and hopes to be a big strong man like Pop-Eye someday. The author of this column also received a nice present at the same party, and same is on exhibition to all males over 21.

With a "Merry Christmas and Happy Year" to all.

PURCHASING DEPARTMENT
By Ray Cragin

Dave Porter, after twenty years in the Purchasing and Stores Department, has broken camp and his wigwam can now be found pitched in the Freight Traffic Department. Dave can now be seen any time in the industrial District shooting and casting around for freight business. Good luck, Dave.

Mrs. Peggy Martz, our Comptometer Operator, who has been calculating around the Purchasing and Stores Department for fifteen years has up and left us. Peggy says that from now on she will do all the calculating on the dish pan and old range in the rose covered cottage by the side of the road.

Now that the football season is over our Monday Morning quarterback, George Quesenbery, has put his head gear away for the season. George says that he will be back next season bigger and better than ever, if that is possible.

C. C. Fenimore came in the other

morning with a nice sore thumb. He said that it was strictly a legitimate miscue with the hammer and that he did not get it stepped on picking up rice at a wedding, as first reported.

John Vanderzee, sometimes known as Van-Dee-Camp Trailer man, spent New Years at Palm Springs, using the family trailer as a hotel while there.

Miss Ruth Batsch came to work the other day with a long face. After much coaxing we finally found out just what the trouble was. Just when she had the P. E. Spinsters Cub going

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good the fleet came in and now she has to start all over.

Burt Ordway, the big point and scratch pad man, is taking the second week of his vacation. Burt did not say where he was going but we understand that he planned to play several rounds of golf at the Palo Verde course in the Torrance mountains. Burt says that he can Tee off and hit the twin peaks at Catlina with ease.

James Wageley, the young man from Huntington Park, now lights up our otherwise dark office with his big beaming smile. Welcome James.

Floyd Gill, the Ziegfeld of the Stationery Store, (the boy knows his forms) is planning a trip with his young daughter up in to the snow. Floyd says sleigh riding always reminds him of a few years ago when he was a mere boy back in dear old Kansas.

6th & MAIN TERMINAL
Leo Goodman

Motorman Duarte was called hurriedly to his home in North Dakota on account of death of his brother-in-law last month.

Motorman K. M. Brown took leave of absence to break in freight.

Motorman G. W. Jeffrey went to Long Beach to assist in the Railway Express office during the holidays. Reports a most busy Christmas season.

Thomas Croteau had a serious accident in Glendale and has been off duty for some time. The boys hope for a complete and rapid recovery.

After an illness of about two years, Motorman James Brunzell passed on December 18, 1936. Mr. Brunzell entered service with the Pacific Electric Company, May 1923. His fellow employees extend their deep sympathy to the family in their loss of a worthy and esteemed fellow worker.

We have a couple of new grandpas in the Los Angeles St. Terminal this month. W. W. Pettit and Chas. A. Rost are the proud and beaming new grand-dads.

H. E. Taylor is confined to his home on account of illness, details of which we do not know. A speedy recovery is hoped for by his many friends.

MACY STREET TERMINAL
By Chet Collins

Conductor James Brock has traded seniority with Conductor R. N. Penny of the Southern District, effective Dec. 15th. Good luck Jimmy.

In addition to Conductor R. N. Penny, So. Dist. transfer, we welcome seven other new men to Macy, entering service Dec. 11th. Conductors: H. T. Carter; A. N. Vega; G. W. Kinder; H. C. Haddock; W. W. Wherry; A. C. Hughes; and Motorman R. T. Galbraith. Just ask any of the older hands anything you want to know. (I won't guarantee they know it all, but I know they'll all help you when they can).

Conductor G. W. Kinder, entering service in Dec., has been unusually unfortunate. After just a few days work he caught the flu and was off sev-

eral days. After being back on the job but a few days again he and his roommate were struck by an automobile at 8th and Olive Sts. Kinder received a bruised hip and ankle and his roommate similar injuries. They are getting along nicely and Kinder expects to be back at work early in Jan. Not a very merry way to end 1936, but better luck to you in 1937. Kinder.

Terminal Foreman, W. E. Booth and wife spent the holidays in San Francisco, being away from Dec. 23rd to Dec. 27th.

Conductor C. E. Crumrine has returned after three months at home in Santa Ana. Welcome back Charlie, and season's greetings.

Motorman C. E. Young and wife have returned from a month's vacation with relatives in Kansas City. Welcome home and Yule greetings.

Joe Karalis is again with us after six months spent in Europe. He had a fine trip and reported it has made a new man of him. We expect great things from you, Joe.

Service to points on our lines was bettered by the completion of the overhead crossing at Mission Road and Huntington Drive, which was opened in time for Christmas Day travel.

The storm drain work at Mission Road and Anderson St., is now in service, though not completely finished. The drain outlet is large enough to admit an automobile and should handle a large volume of water.

Sincere sympathy is extended by all to Motorman G. E. Stevenson of Pomona, in the loss of his wife Dec. 22nd.

ACCOUNTING DEPARTMENT
Geo. Perry

Marion Snowden was hostess to a party of 21 girls from the Conductors Accts. Bureau on the Monday evening before Christmas. There was a tree and Santa Claus was played by Esther Quast, much to the delight of every-

one. Games were played and feast served which brought forth many compliments on the prowess of Grace Shreeves as a cook. Needless to say all enjoyed themselves thoroughly.

Although our friend Jack Waite was with us a comparatively short time, his pleasant attitude and willing spirit made it genuinely difficult to see him leave. However, we realize that the best of friends must part and so it is with sincere affection that we wish him the best of luck in his new position with the Southern California Telephone. We welcome Bill Schaap

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who returns to fill the vacancy left by Jack.

Due to the unfortunate illness of Mrs. Marley there have been several temporary changes made in positions in this office; the following Clerks having been moved forward pending Mrs. Marley's return:

Thomas Hinkle, Phillip Still, Allen Hanna and Kenneth Pomeroy. A new Clerk—Thomas Gentry, has been called in to fill the vacancy occasioned by the foregoing changes.

We are pleased to report that Mrs. Marley's condition is improved to the extent that she is able to be up and around her home at the present time.

Our very best wishes for future happiness to Mrs. William Davis (Flurence Barber) whose marriage to William Davis was performed in Las Vegas, Sunday, December 13, 1936.

The Holiday Season seems to be filled with the real meaning of good fellowship and friendship and always brings to mind friends who are absent or with whom one associates pleasant memories. In looking over the friendly faces of one's co-workers you note here and there a place filled by a new face, a place, however, which holds only one face for you, one that for years and years personified that particular position, or job, but which is now for faithful and meritorious service retired to receive a well-earned and needed rest.

Fittingly we all join in wishing the season's best to our absent friends: Miss L. M. Polhemus, W. G. Sherlock, C. H. Keller, R. G. Jones, F. E. Loucks and F. H. Gilbert.

VACATIONS

Edna Bare—at home.

Alice Elliott—San Francisco.

J. H. Goldsworthy—at home.

Gladys Howell—at home.

Louis Tighe—Chicago and visiting relatives in Iowa. Highlights of his impressions of Chicago—Streamlined noiseless street cars; street lights burning all day; women's goulashes with fur around the top; several parking devices built like a ferris wheel, which accommodate 64 cars each, parking fee 50c for 2 hours; his overcoat the ONLY grey one in the city, all others were black with small plush collars and the latest in men's styles run to derbies and spats; plenty of wind and snow and very cold.

Ruby Sodowsky—at home.

Frank Hardesty—Mexico City.

Jessie Kremer—Catalina and San Francisco.

Anna Beseman—Burlingame to visit her sister, Grace, whom many of you will remember worked in this office several years ago.

We extend a greeting to Miss Helen Sawyer, a new clerk in the Conductors Accts. Bureau.

We especially missed during the Christmas Season, our friend, Miss Templeton, whom we hope will make a speedy recovery from her illness.

OCEAN PARK CAR HOUSE

By W. P. Williams

As the year 1936 came to an end all of us at Ocean Park Car House realize that we have much to be thankful for. Business has been good; work has been plentiful; earnings have been above average, and we are looking forward to an even better year for 1937.

Our first resolution for the New Year was to do our work so well that patrons will find it an ever-increasing pleasure to use Pacific Electric service.

Tom Caldwell announces a new baby girl has arrived at his house; both mother and baby are doing nicely.

Took time out to have a good look at our tennis players a few days ago. It was very interesting, all of them take the game very seriously, but the method seems to be difficult. Dake Boardman, E. S. Fraser, Bob Maris, C. E. Roseen and a few others seem to get good results without over exertion, but Pat Garrison works like a horse and generally seems on the losing end after the set is over but no one works harder than he, for he actually looks like a human geyser when he takes a rest.

Our ball team has hit a rather unfortunate "losing streak," but old Tom Boswell never loses heart and has decided to take the team to pieces and rebuild. We are confident of a winning team in the near future.

There's truth in the saying "you can't keep a good man down." Carl Wright of the Mechanical Department, successfully closed the deal for the sale of his goat farm and informs us that he is not going to let the money lie idle, but is starting in a new business of "breeding bull dogs."

MOTOR TRANSIT COMPANY

By I. W. Erhardt

The sympathy of all employees is extended to Ticket Clerk M. H. Siefried of the Fifth Street Terminal, whose mother was killed when struck by an automobile while walking across Atlantic Avenue in Alhambra on December 6th. Mr. Siefried's wife was also injured.

From the latest reports the Big Bear Valley District of the San Bernardino mountains has received a fifty-four-inch snowfall, closing the highway to traffic and demoralizing telephone communications. Persons snowbound in the vicinity of Pine Knot communicated to the outside world through amateur radio telephone stations, through which source communication was had with our Agent W. A. Swain.

It is reported thae in some manner Stanley Moore, Cleaner at the Fifth Street Garage, crossed up the written instructions dispatched by his wife to the east and as a result Stanley's stepson, the noted Oscar Rankin, pugilist, was knocked out in a recent fight. We have always wondered why Oscar lost, but we are certain that Stan will be on the alert in the future.

Well, everyone seems to have received their Account Number from the Government under the provisions of the Social Security Act.

During the Holiday rush in the Los Angeles Express Department Lawrence Allen, Relief Clerk, filled in full time taking care of the many express shipments handled by our schedules.

At this writing Almon J. Burns, Agent at Santa Ana, remains on the sick list, having been obliged to again

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take sick leave after a previous illness.

Sincerely trust that all of you enjoyed the Christmas season while not occupied with your work. In the absence of news items, desire to wish all of you a Happy and Prosperous New Year.

SOUTHERN DISTRICT FREIGHT

By J. E. Neville

Another mystery: Brakeman E. F. Packer is on a two week's vacation and we are informed that G. P. Terry had his picture taken and forwarded one to every agent on the line to Portland, Oregon.

Motorman Ray Rothrock has gone in for chicken raising.

In the field of sports Brakeman G. P. Terry, "an active athlete" was seen lately sporting a new cap.

Brakeman Dick Nagle is back on the job after a two week's lay off due to an accident. Glad for such a speedy recovery.

Brakeman J. W. Anstrom and family just returned from a six week trip to Mexico and the "mid-west" as easterners call Detroit. He reports a most enjoyable trip.

Speaking of new cars, Conductor Welch has an attractive new Plymouth and it is said that there will be more details to come.

We are told that Motorman Frank Hughes had his wife worried by threatening to have his old car painted, but instead gave her the shock of her life by coming home in a new Plymouth.

Brakeman Lester Christy has left on a leave of absence visiting his mother and family for the Christmas holidays in Missouri. Our good wishes go with him.

Friends, don't forget to visit our friend Sam Rigby who is still at home on account of illness.

Wishing you all a Happy Christmas and Prosperous New Year.

ENGINEERING DEPARTMENT

By V. P. Labbe

Elected officers of the P. E. Masonic Club last month sound almost like an Engineering Dept. roll call. Whom we congratulate: B. F. Manley, President; E. J. A. Hasenyager, Secretary and L. J. Bush, re-elected to the Board of Directors. L. H. Appel was the retiring President.

Line forces are frequently called upon to rescue cats from the dizzy heights of P. E. poles. Someone has suggested the forced stream method of cleaning insulators could be used effectively. The old cat!

Ed. Hasenyager is a happy man these days having experienced the thrill of building and moving into a new home on Fonda Way in the Lincoln High district, just a few days before Christmas.

Late vacations were enjoyed last month in the persons of Maye Bredenstein, who spent the Christmas holidays with friends in San Francisco; L. H. Appel, who stayed closely to home

and stocked up a good rest; and Dave Boyle of the Field Dept., who alternately stayed home and journeyed to Catalina.

The Engineering Dept. bowling team, composed of Hasenyager, Gonzales, Thompson, Black and Davis are still in the fight for league honors. As this was written they were in fourth place. Ed. Hasenyager until recently had the high game of the season with a creditable 249, only to be ousted when Potter of the Macy St. team registered 255. Such is fate and fame.

P. E. Masonic Club Elects 1937 Governing Staff

ELECTION of B. F. Manley as President of the Pacific Electric Masonic Club resulted at the regular annual election of officers held at meeting in the P. E. Club on the evening of December 16th last. Mr. Manley has long been a member of our Masonic organization and is well fitted to carry on the work and traditions in the distinctive post which he will assume for the ensuing year. Mr. Manley succeeds Leslie H. Appel.

In addition, the following officers were elected to serve during the term of Mr. Manley:

1st Vice President, John Jackson; 2nd Vice President, J. E. Douglass; 3rd Vice President, O. B. Briggs; Treasurer H. G. McDonald and Secretary, E. J. A. Hasenyager.

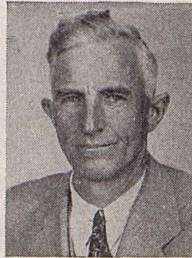
The Directors elected were: B. F. Manley; R. R. Wilson; E. H. Pierce; L. J. Bush and T. H. Ewers.

Installation of officers and presentation of tokens to the retiring President, officers and members of the Club who have served as Masters of their respective Lodges during 1936 will occur at the next regular meeting to be held Wednesday evening, January 20th. A special program and refreshments are also scheduled.

TODAY!

With every rising of the sun
Think of your life as just begun.
The past has cancelled and buried deep
All yesterdays—There let them sleep.
Concern yourself with but Today
Grasp it, and teach it to obey
Your will and plan. Since time began
Today has been the friend of man.
You and Today A soul sublime
And the great heritage of time.

—Selected.



B. F. Manley

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Patron: "Yes, but I'd be satisfied to find an oyster."

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Dahlia's Care in January

By Earl Moyer

JANUARY is the month for taking up your dahlia bulbs and storing them away for a three month rest period.

Special care must be exercised in digging the bulbs in order that they will not be injured when being removed from the ground. If the bulb neck is injured it is practically ruined. Unless you are thoroughly familiar with cutting dahlia bulbs do not attempt to separate the clumps without asking some one who knows.

In digging, be sure to spade about eight to twelve inches on all sides of the plant and carefully remove the clump of bulb with as much dirt as possible.

Bulbs should be properly labeled and placed in a cool, but not damp, or drafty, location. If placed in a location too warm the bulb may dry up before planting time. It is a good plan to place clumps of bulbs in sawdust, or shavings, if available. This tends to hold the moisture and keep bulbs from drying up or taking cold and rotting away.

Dahlia bulbs may be left in the ground another year if you do not particularly care about having large blooms next year. If this is done do not water them, as the moist ground from the rains provides plenty of water during the required rest period. Should the weather become unusually hot, a light sprinkling of the top soil once a week is sufficient. However, a better plan is to cover the ground with leaves, or peat moss. Do not water.

Bulbs left in the ground will, if the early spring becomes rather warm, begin to grow earlier than they should and you may have small blooms early in the year and have a poor crop of flowers during the dahlia season. It is better to remove the bulbs and cut and plant about May 1st. By doing this you will have real plants and beautiful blooms during the dahlia season.

If a few bulbs fall off, or are cut while digging, do not feel that you have lost a great deal, as to properly cut dahlias, four or five bulbs out of a large clump, properly cut, will be to you entire satisfaction.

CARRIER'S SPENDING AN AID TO BUSINESS RECOVERY

The expenditure of more than a million dollars for the improvement of plant and equipment by American railroads in the last five years has contributed much to the continued and profitable operation of all other business and has been an important factor in the country's economic recovery. Adds John M. Fitzgerald, Vice Chairman of the Committee of Public Relations:

"Compare the rail service of today with that of only ten years ago," he said, "and we find greatly increased speed in the movement of freight and passenger trains. Freight trains are now operating on dependable schedules,



"And," says Junior as he smeared the jam on his little sister's face, "I hate to do this, but I can't have the finger of suspicion pointed at me."

She was only a postman's daughter but how she could handle the males.

Willie's little sister came to the schoolroom door and handed the following note to the teacher:

"Teacher, please excuse Willie—he caught a skunk."

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

Jerry, too full of good cheer, leaned against a lamp post of concrete and walked around the post several times, then in tones of horror said: "Great Scott, I'm walled in."

with overnight service between many important centers. Sometimes with collection and delivery service for less than carload traffic. Ten years ago the railways operated about thirty passenger trains scheduled at a mile a minute or faster. They are now operating more than 400 such trains."

Mr. Fitzgerald said the 7,000 air-conditioned Pullman cars and coaches in operation represented an expenditure of \$50,000,000 in the last four years.

Mr. Fitzgerald pointed out the rapid strides made in developing lightweight equipment by the use of new metal alloys and outlined the development of the newer designs of locomotives and trains. More than forty units of advanced types of equipment are now in operation on various American railroads, he said.

MISTAKES

When you make a mistake, do not make it ten times worse by offering an alibi. Every man has a certain fixed responsibility, and it is impossible for him to get rid of it by shifting the blame for his errors upon the shoulders of another. Millions of men have tried it and failed. There is nothing so weak and foolish as an alibi.

Admit your mistakes frankly and at once, and you will find that your progress will be greater than it ever was before. When you once learn how valuable your mistakes are, you will never try to lay them at the other man's door again. There is nothing from which man can profit so much, as by accepting the responsibilities for his own mistakes.

Said a cheerful old bear at the zoo: "I never have time to feel blue.

If it bores me, you know, To walk to and fro, I reverse it and walk fro and to."

Wife: "Do you like my new outfit?"

Husband: "Very much. How much did it cost?"

Wife: "Oh, I never think of price when I'm trying to please you."

A young lady went into the drug store. "Have you any Lifebuoy?" she asked.

"Set the pace, lady," said the young drug clerk, "set the pace."

I was warning my little neighbor about being careful crossing streets.

"Oh, don't worry," the child assured me. "I always wait for the empty space to come by."

The tired looking man sat facing the solicitor.

"So you want a divorce from your wife," said the latter. "Aren't your relations pleasant?"

"Mine are," came the answer, "but hers are simply terrible."

Toastmaster, introducing the speaker:

"I am sure that Mr. Jones, of our state's Soils and Fertilizer Bureau, will give us a pungent half hour."

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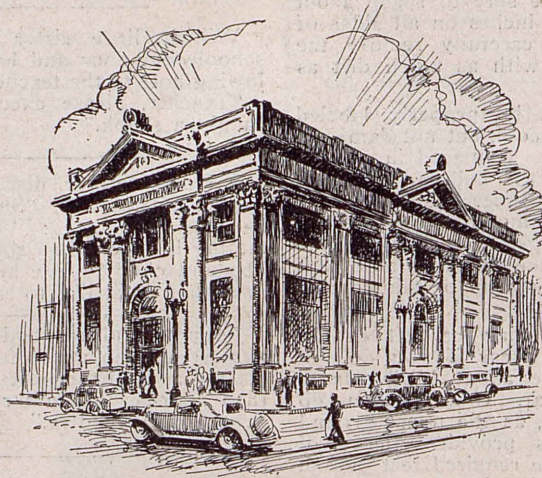


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