

PACIFIC ELECTRIC

Magazine

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

N. B. VickreyManager, P.E. Club
Paul T. PorterEditor

ELSEWHERE in these humble columns we have recorded the retirement of a number of veterans, who, having faithfully and honorably discharged their duties over a long period of years, henceforth will be relieved of the responsibilities their arduous endeavors demanded.

These faithfuls, over the years, have endeared themselves to us. They have been real, true friends. They have helped us over many a "hump" with maybe a smile, a pat on the back, or perhaps a whispered word of wisdom. We have looked frequently to them in time of trouble and they have never failed to respond to our appeal, nor we to profit by the willing helpfulness they always imparted.

And now our daily association is ended. Henceforth our paths part to a large extent. Other faces replace those who have endeared themselves to us.

The loss of pleasant association over the years is softened somewhat, and there is solace in the pleasing thoughts of what the future years hold for those whose leaving we now sincerely regret. Hereafter, as befits declining years, their daily struggle ceases. No longer the time-scheduled arising, the daily routine, nor the wearisome responsibility that in youthful years were a happy challenge.

Restful leisure will now be their lot. Time to play, to read, to travel, to

really relax—to do as fancy dictates. And what an interesting era is the present in which to have leisure.

When a man becomes 65 or so, a good friend who is experiencing it tells us, "he is beginning to really enjoy life to the full." Added our sunset-life friend: "Loved ones become dearer, friendships more sincere, blessings in early life we seldom gave a passing thought to become rich in pleasure and joyful comfort. The wonders of life and the beauty of Nature now thrill me as never before. Maybe I'm getting a bit sentimental, but there's a real joy in living now."

A long joyful life in the years to come we wish those who leave us. Always we will be happy to see them, and their looked to visits will ever recall pleasant recollections of days that used to be.

A small boy, leading a donkey, passed by an army camp. A couple of soldiers wanted to have some fun with the lad.

"What are you holding on to your brother so tight for, sonny?" said one of them.

"So he won't join the army," the youngster replied without blinking an eye.

CHAMPION DRIVERS EXPLAIN THEIR DAILY PRACTICES

A group of private chauffeurs who claim to have driven automobiles and coaches without accident for forty-three years recently set forth their safe driving rules for the public.

They issued a booklet in which this advice is prominently quoted:

"I always drive as though the other fellow is crazy."

Twelve rules were suggested as follows:

- Know your automobile.
- Be sure that tires, brakes and all mechanisms are "right."
- Let responsibility be your chief concern.
- Keep your mind on your driving.
- Keep your eyes on the road and the traffic.
- Obey traffic regulations.
- Between 5 and 6 p.m. is the most dangerous time for accidents.
- Double caution on curves.
- The worst accidents occur when many "step on it."
- Don't drive blind. Don't overlook your lights.
- Two drinks slow reaction time to twice normal.
- Remember that the other driver may have been drinking.

Now a "Get-together" for Veterans

HAVEN'T you, Mr. Retired, missed the pleasure of seeing your old comrades and friends of your active days? Hasn't there been times when you would have liked to lay aside your hobby and have a good chat with a lot of the boys now retired and with whom you spent many happy hours "in days that used to be"?

Sure you have, and so have a lot of your good friends. It's human to renew old friendships and refreshing to talk over old days. That's one of the good reasons why the annual picnic is looked forward to—the pleasure of seeing the old-timers again, and the obvious pleasure they have in getting together again.

But picnics don't come often enough, and to make possible more frequent getting-togethers, Club Manager Vickrey has arranged to set aside one day each month,—a "get-together day for veterans." It will be held the last Friday of each month at the P. E. Club, beginning at 1:00 p.m. It will be an informal gathering—no speeches, no formality, no dues. Sure, you can play cards and cribbage and chess, if you wish; or, just go over in some quiet corner and have a good talk and smoke.

The main thing is to be there! The first scheduled gathering is Friday, July 30th, and we suggest that right now you put a big red circle around this and all the last Fridays in the remaining months of 1937.

This is your day at the P. E. Club, one that you'll enjoy and one that will be more enjoyable to your old friends if YOU attend.

New Governmental R. R. Retirement Plan is Now in Effect

Details of the Plan Whereby Retiring Employees Will Receive Benefit of Liberal Pensions Under Newly Approved Federal Law

THE new Governmental retirement system for railroad employees became effective June 24, when the Railroad Retirement Act of 1937 received the signature of President Roosevelt and the Carriers Taxing Act of 1937, a companion measure, became a law on June 29.

These two measures resulted from the deliberations of a joint committee representing the railroads and their employees, who met in Washington last February to frame an acceptable retirement system to take the place of the one enacted in 1935 which was then in litigation in the Federal Courts.

The new Retirement Act, although complete in itself, was enacted in the form of an amendment to the Act of 1935, in order to cover the transactions that had occurred under the provisions of the earlier Act.

It is the purpose of this article to give Pacific Electric employees an explanation of the provisions of the two acts which are of immediate interest.

Who Entitled to Pension

The Act provides that the following described employees, if they shall have been in the service of a carrier on or after August 29, 1935, shall be eligible for pensions, which in the Act are called annuities, after they shall have ceased to render compensated service to any employer, whether or not a carrier:

1. Employees who on or after August 29, 1935, shall be 65 years of age or over;

2. Employees who on or after August 29, 1935, shall be 60 years of age or over, and have either

(a) completed 30 years of service, or

(b) become totally and permanently disabled for regular service; but the annuities of persons described in paragraphs (a) and (b) of this item 2 shall be reduced one one-hundred-and-eightieth for each calendar month that they are under age 65 when the annuities begin to accrue.

3. Employees, without regard to age, who on or after August 29, 1935, are totally and permanently disabled for regular service and shall have completed 30 years of service. It will be observed that a full an-

Retirement Plan Data

THE MAGAZINE is happy to present herewith at some length and scope a rather comprehensive outline of the new railroad employee retirement legislation now in effect.

Necessarily the issue is involved and embodies a voluminous text that makes every provision for all the exigencies that can possibly arise. The data herewith only deals with the highlights and fundamentals, but in subsequent issues more specific information will be given.

To employees in doubt as to certain of their rights under the new act, the Magazine will be glad to receive inquiries, the correct information to which will be supplied in the next issue if query is received prior to July 30th. In the meantime, our management will issue bulletin giving further information regarding procedure to those eligible and wishing to retire.

Regarding refund due owing to deductions made, as governmentally ordered, prior to the now official law beoming operative and which proved in excess of the final taxation deemed necessary to finance the approved measure:

These refund computations are now being assembled by our Accounting Department and checks will be issued at the earliest possible moment. Work of computing sums due to about 5,000 employees involves thousands of calculations and a total amount of money approximating some \$207,000.

nunity may be obtained by any employee at age 65 or over, and by a disabled employee who has completed 30 years of service. It will also be seen that an employee must retire from compensated

service in order to receive an annuity. He may not return to the service of a carrier or that of his last employer, on penalty of forfeiting his annuity for the month in which he performs such service. He will be at liberty, however, without penalty, to enter the service of any other employer.

How Computed

An employee's annuity shall be computed by multiplying his years of service by the following percentages of his average pay not in excess of \$300 in any month:

2.00% of the first \$50.

1.50% of the next \$100.

1.00% of the next \$150.

Credit is allowed for all service rendered to one or more carriers subject to the Act, whether or not continuously performed. Twelve calendar months, consecutive or otherwise, in each of which the employee rendered service for pay or received wages for time not worked, shall constitute a year of service.

An employee is considered as "in the service" if he is actively employed, on leave of absence, sick leave or furlough; and he is on furlough if laid off, subject to call for service and ready and willing to serve.

The years of service of an employee for use in computing his annuity shall be determined as follows:

In the case of an employee who was in the service on August 29, 1935, the years of service shall include all his service after December 31, 1936, and if the total number of such years of service shall be less than 30, then the years of service shall also include his service prior to January 1, 1937, but not so as to make his years of service exceed 30. In all other cases, the years of service shall include only the service after December 31, 1936.

In other words, an employee is entitled to credit for all his service rendered after December 31, 1936, and his annuity may exceed \$120; but if such service is less than 30 years and he is obliged to take credit for service rendered prior to Jan. 1, 1937, he is limited to a total of 30 years, which cannot produce an annuity in excess of \$120.

In no case shall the years of service include any service rendered after June 30, 1937, by an employee who is

65 years of age or over, except for the purpose of computing his average pay, and when so used, shall not have the effect of reducing the amount of his annuity.

Average Pay

An employee's average pay, for use in computing his annuity, shall be the average pay earned by him in calendar months included in his years of service, except that with respect to service prior to January 1, 1937, his average pay shall be the average earned by him in the calendar months included in his years of service in the eight-year period from 1924 to 1931.

The Act is especially favorable to an employee whose average pay is very low. If such an employee is in the service at age 65 and has completed 20 years of service, the minimum annuity payable to him will be \$40 per month if his average monthly compensation is \$50 or more. If the average pay on which his annuity is based is less than \$50, his annuity shall be 80% of such average pay, except that if 80% is less than \$20, the annuity shall be \$20 or the same amount as the average pay, whichever is less.

The employee is assured of the return of more than the amount of taxes he shall have paid on his wages under the provisions of the Taxing Act, for the Retirement Act provides that upon the death of the employee, his widow or other beneficiary shall receive the amount, if any, by which 4% of the aggregate pay earned by him after December 31, 1936, not in excess of \$300 per month, exceeds the sum of the annuity payments received by him before his death.

Provision is also made in the Act whereby an employee may elect to accept during his lifetime a smaller annuity than that to which he is entitled, and have the same or a smaller annuity, paid to his widow during her lifetime.

Pay Deductions

The Taxing Act levies an income tax on employees equal to the following percentages of their monthly pay not in excess of \$300:

1937 to 1939.....	2.75%
1940 to 1942.....	3.00%
1943 to 1945.....	3.25%
1946 to 1948.....	3.50%
After 1948.....	3.75%

The Act also levies an excise tax upon the carriers in like percentages of employees' pay.

The amount of the employee income tax is collected by the carriers by deductions from employees' pay, and

remitted to the United States Collector of Internal Revenue, along with the amount of the excise tax levied upon the carriers.

Refunds to be Made

The Taxing Act also provides for refund to the employees of the amounts deducted from their wages at the rate of 3.50% under the 1935 Act for the period March 1, 1936 to December 31, 1936, and also for refund of the difference between the amounts of such deductions made at 3½% since December 31, 1936, and the amount of the new tax at rate of 2.75% which is levied by the new Act.

The preparation of rolls and vouchers for making these refunds will entail a vast amount of detail work, as the number of employees and former

Accommodations at P.E. Camp Being Reserved Rapidly

THE Fourth of July week-end at P. E. Camp again resulted in every available accommodation being occupied. In fact, all accommodations were reserved fully ten days in advance.

Reservations for the months of July and August are coming in rapidly and indications again point to a capacity attendance during these months, with many disappointed because of their failure to book their reservations well in advance.

Fishing conditions, as predicted early in the season, are improving rapidly, many splendid catches are already being made and indications point to good catches throughout the season.

Several inquiries have been received at the P. E. Club offices recently regarding use of row-boats for fishing. There is no charge for using the row-boats belonging to the Camp. The rule is first come, first served. The reservation is made, however, that those desiring to use them must be registered at the Camp.

All of the past privileges and recreational pastimes are again being offered to Camp visitors, and a pleasant success has been the new Barbecue, featuring a full course Spanish dinner for 50 cents.

employees to whom refunds will be due is estimated at about 5,000. Every effort will be made to expedite this work and get the checks into the hands of employees as soon as possible.

The Retirement Act will be administered by the Railroad Retirement Board at Washington, D. C., which will consider applications for annuities under such regulations as it may establish. At an early date full information will be given regarding procedure and all other detail incident to filing of retirement applications.

Examples

The following examples illustrate the manner in which the annuities of employees described in items 1, 2, and 3, will be calculated:

Item 1. Assume the employee had completed 30 years of service and was 60 years of age on December 31, 1936. At the age of 65 he will have rendered only 5 years of service after December 31, 1936, so that upon retirement he may take credit for 25 years of his service prior to January 1, 1937, or only enough to give him a total of 30 years. His average pay during the 8 years from 1924 to 1931 was \$149, which will be applied to the 25 years of service prior to January 1, 1937, and an increase in his pay on January 1, 1937 will raise his average pay for the 30 years to \$150.

2.00% of the first \$50 is	
\$1.00; multiply 30 year	
by \$1.00 equals.....	\$30.00
1.50% of the next \$100 is	
\$1.50; multiply 30 years	
by \$1.50 equals.....	45.00
Total	\$75.00

If the employee had completed only 20 years of service on December 31, 1936, his five years subsequent to that date would have made a total of only 25 years of service. In that event the 25 years, instead of 30, would have been used in the calculation.

Item 2 (a) The employee is 60 years of age, has completed 30 years of service, and his average rate of pay during the 30 years, calculated as in the preceding example, is \$150.

2.00% of the first \$50 is	
\$1.00; multiply 30 years	
by \$1.00 equals	\$30.00
1.50% of the next \$100 is	
\$1.50; multiply 30 years	
by \$1.50 equals	45.00
Total	\$75.00

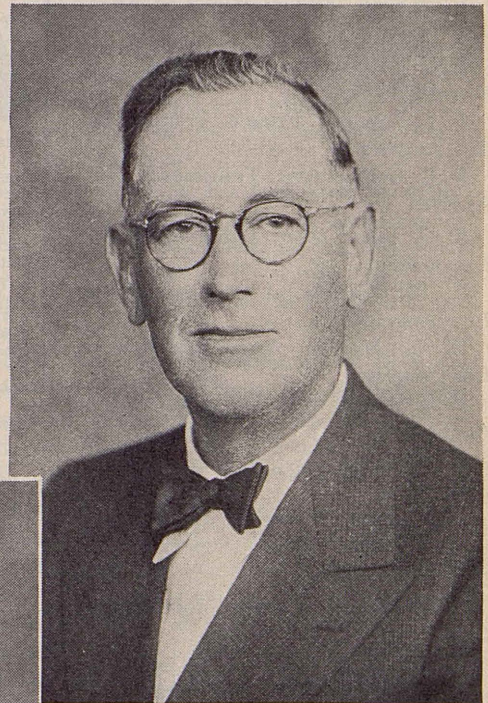
(Continued on Page 13)

Widespread Advancements in Transportation Dept. Forces

Many Changes in Supervisory Forces Follow Retirements of Officials After Long Years of Service. Changes Most in Many Years



Advanced to four important posts in our Transportation Dept. Left: T. L. Wagenbach, now Superintendent in charge of freight, mail, express, baggage, and stations. Right: C. H. Belt, now Superintendent, system rail passenger service. Above center: J. E. Douglas and (below) W. C. Monroe, Assistant Superintendents, system rail passenger service.



BRINGING to many worthies of our Transportation Department advancements to posts of greater responsibilities, the retirement of a number of the members of that staff, effective July 1st, occasioned the largest shift of positions experienced in a single department in many years.

The new set-up involved a studious survey of the capabilities and fitness of the various ranking candidates for both the vacated and newly created posts. Following the rule of the Company to reward those within its ranks, the changes made and announced June 28th by Geo. F. Squires, General Superintendent, involved only those previously in service and whose past records, capabilities and fitness for carrying on in advanced posts has been demonstrated over the years.

In New Posts

Outstanding among the promotions announced by Mr. Squires were the following:

C. H. Belt, Asst. Superintendent, Northern District, to Superintendent in charge of system rail passenger service.

T. L. Wagenbach, Asst. Superintendent to Superintendent in charge Freight, Express, Mail, Baggage and

stations operations, in addition to duties as Car Service Agent.

J. E. Douglas, formerly Trainmaster of the Western District, and more recently Acting Asst. Superintendent, to Asst. Superintendent, system rail passenger service.

W. C. Monroe, Asst. Trainmaster,

Northern District, to Asst. Superintendent, system rail passenger service.

Each of the above have had long experience and background to make them the logical choices for the posts assigned them. Mr. Belt with 34 years; Mr. Douglas with 27; Mr. Wagenbach with 25, and Mr. Monroe with 24 years—all started their railroad careers in humble capacities. A recital of their records and advancements step by step to posts ahead would require too great space to record in the Magazine. Suffice to say they "arrived" in the manner that is open to all of us—by giving loyal, honest, conscientious service.

Other Advancements

No less worthy, and most pleasing to their many friends in the ranks, were a host of other advancements to members in the Transportation Department resulting from positions vacated in the new set-up. As in the case of those before related each of the following named to higher positions started lowly and by merit and perseverance in whatever the task assigned them proved their mettle to cope in higher rank. As a result the following named will hereafter serve as noted:

C. H. Jones, General Agent and Op-

erating Assistant, San Bernardino.

J. E. Wagner, Safety Supervisor and in charge of Train and Motor Coach Service Instruction Department.

A. P. Smith, Trainmaster, Pasadena.

H. L. Young, Trainmaster, Los Angeles.

L. Antista, Trainmaster, Los Angeles.

L. J. McGrath, Trainmaster, Los Angeles.

F. L. Lindner, Freight Trainmaster, Los Angeles.

E. B. Griffin, Asst. Trainmaster, Los Angeles.

B. G. Jones, Asst. Trainmaster, San Bernardino.

F. W. Nichols, Asst. Trainmaster, Los Angeles.

O. L. McKee, Asst. Trainmaster, Los Angeles.

E. E. Jarvis, Asst. Trainmaster, Los Angeles.

M. L. Eaton, Asst. Trainmaster, Los Angeles.

L. S. Jones, Supervisor of Schedules.

C. P. Hill, Asst. Supervisor of Schedules.

F. Farnham, Train and Motor Coach Service Instructor.

In behalf of what we know to be the thought and wish of their many good friends in the ranks, the Magazine extends sincere congratulations and good wishes to all the forenamed.

CAMP BARBECUE BIG SUCCESS

"The Barbecue at the Pacific Electric Camp was a success from every angle," writes H. E. De Nyse, Camp Manager.

"The whole affair was done in Mexican style. The menu consisted of barbecue beef, Mexicano; tamales, Caliente; frijoles, a la Lulu; cole slaw salad, coffee and ice cream.

"One hundred and thirty-five people were served promptly at noon. Picnic tables were placed in shady nooks and the Camp enjoyed a fiesta spirit until late in the evening.

"Many employees treated their families to a real outing. Some had never been to the Camp before and were most agreeably surprised to find such a delightful place, with everything it takes to provide a real vacation. Some made reservations for a stay this summer, and many others assured us that they would be back again during the summer season.

"Everyone expressed a desire to come to another barbecue real soon."

Its Thrifty — A Pass at a Dollar-fifty

L7

LOS ANGELES RAILWAY
PACIFIC ELECTRIC RAILWAY
LOS ANGELES MOTOR COACH CO.

Price \$1.50
Form JWP1

JOINT WEEKLY PASS

JULY 4 TO 10 INCLUSIVE

1937

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Pass the bearer from 12:01 A.M. Sunday to 3:20 A.M. the following Sunday on Los Angeles Railway, except in Zones 3 and 4 and west of Fairfax Ave. on Beverly Blvd. and Melrose Ave.; on Pacific Electric Railway in Los Angeles Zones 1, 2 and 3 on Local Cars and Coaches (not on Interurbans); and on Los Angeles Motor Coach Co., except — (1) West of Fairfax Ave. on Olympic Blvd., Wilshire Blvd., and West 3rd St., — (2) West of La Brea Ave. on Sunset Blvd., — (3) In Griffith Park north of Picnic Grounds (ZOO), — (4) North of Melrose Ave. on Fairfax Ave., and — (5) On Limited and Express Coaches on Wilshire Blvd. Line. Pass must be retained by passenger during entire trip for which honored.

Fascimile of new weekly \$1.50 pass good on cars and coaches of three local carriers within far-flung 10-cent fare zones. These new passes went into effect early this month.

UNDOUBTEDLY the biggest travel bargain yet offered Los Angeles city riders, what is known as the Joint Weekly Pass, made its debut on Sunday, July 4th. Good for an unlimited number of rides from and to far-flung points on the local line services of the three local carriers, the new pass, costing \$1.50 weekly, met with instant public approval, judging by the extensive first week sale.

To make possible the widespread travel scope available to purchasers of this weekly pass, the carriers—Pacific Electric Railway, Los Angeles Railway and L. A. Motor Coach Company—abolished all previous transfer denials. In issuing the new pass they concurrently say in effect:

"Ride when and as much as you please, for a period of one week, for \$1.50, on all our local lines and motor coaches from, to or through downtown Los Angeles between all points where the fare on any one line is now 10 cents or less.

"In other words, the purchaser of this pass may ride at his or her pleasure from any point to or between points as far distant as Hollywood, Inglewood, Watts, Walker, Sierra Vista, Highland Park and Eagle Rock."

Saves Money and Time

Not only is there a very material saving in money weekly to many patrons of local services, but also a considerable saving in travel time daily, by reason of advantageous transfers. In addition, the user of these passes avoids the sometimes troublesome matter of securing transfers.

Specifically, the plan provides that the Joint Weekly Pass will be valid for transportation on local street car and motor coach lines of the respective companies as follows:

(1) On all Pacific Electric Railway local rail and local motor coach lines within the limits of its Los Angeles Local Zones 1, 2 and 3. (Not to be honored on interurban trains or interurban motor coach lines.)

(2) On all Los Angeles Railway rail and motor coach lines, except those operating in that company's Zones 3 and 4, or west of Fairfax Avenue on Beverly Blvd. and Melrose Avenue Motor Coach Lines.

(3) On all Los Angeles Motor Coach Company lines, except west of Fairfax Avenue on Olympic Blvd., Wilshire Blvd. and West Third Street, or west of La Brea Avenue on Sunset Blvd. Line, or in Griffith Park north of Picnic Grounds, or north of Melrose Avenue on Fairfax Avenue, or on Limited and Express coaches on Wilshire Blvd. Line.

For the convenience of patrons, Joint Weekly Passes will be sold by Conductors and Operators on all lines where they may be valid for transportation, and by Ticket Agents at Main St. Station and Subway Terminal. Sales will be made on Fridays and Saturdays for the succeeding calendar week—Sunday to Saturday, inclusive. The exact time limits of the Joint Weekly Passes will be from 12:01 a.m. Sunday to the following Sunday at 3:20 a.m., thus providing liberal expiration limit on last day of validity.

Wished Happy Returns for Many Faithful and Worthy Years

WITH conflicting emotions, some sixty-five officials and others of their good friends gathered at a luncheon held at the Jonathan Club on Wednesday, June 30th, to pay homage and to wish well in their retirement years Messrs. Davis, Rodenhouse, Groftholdt, Peachey and Maison.

As is usually the case when friends give testimonial banquets to retiring comrades, beneath the feigned effort of smiles and gaiety we venture there was sadness in the hearts of all present. There was the realization that pleasant, friendly daily relations over many years was to cease with those whom we have come to esteem and revere.

Mr. Pontius, as Chairman, introduced each of the retiring five, read their long records of service and paid tribute to all of them for valiant, loyal and worthy service, as did also President Smith, Vice President and Chief Counsel Karr and General Superintendent Squires in short speeches.

Mr. Smith, sensing the pent emotion, emphasized that rather than be-

ing a sorrowful event he liked to look at these occasions from the happy side. "Retirement," said he in substance, "means the ending of every day association with friends, but on the other hand there are many other compensations. It most always means the end of worry and strife and makes possible the opportunity to relax and play, to follow hobbies and to do the things that bring us the most joy. Retirement years should be happy years and we should endeavor to cultivate the right mental outlook to make them so."

It is hardly necessary, so well known were the retiring quintet, to mention their service records in detail. Suffice to say that Mr. Groftholdt with 47 years; Mr. Davis and Mr. Rodenhouse with 35 years; Mr. Peachey with 34, and Mr. Maison with 27 years, all rose from humble posts in the ranks to their responsible trusts.

Speaking for the employee mass, the Magazine extends congratulations, the sincere wishes for many long years of happy life, and that their many friends will look forward to seeing them—often!

HONORS TO P. E. OFFICIAL

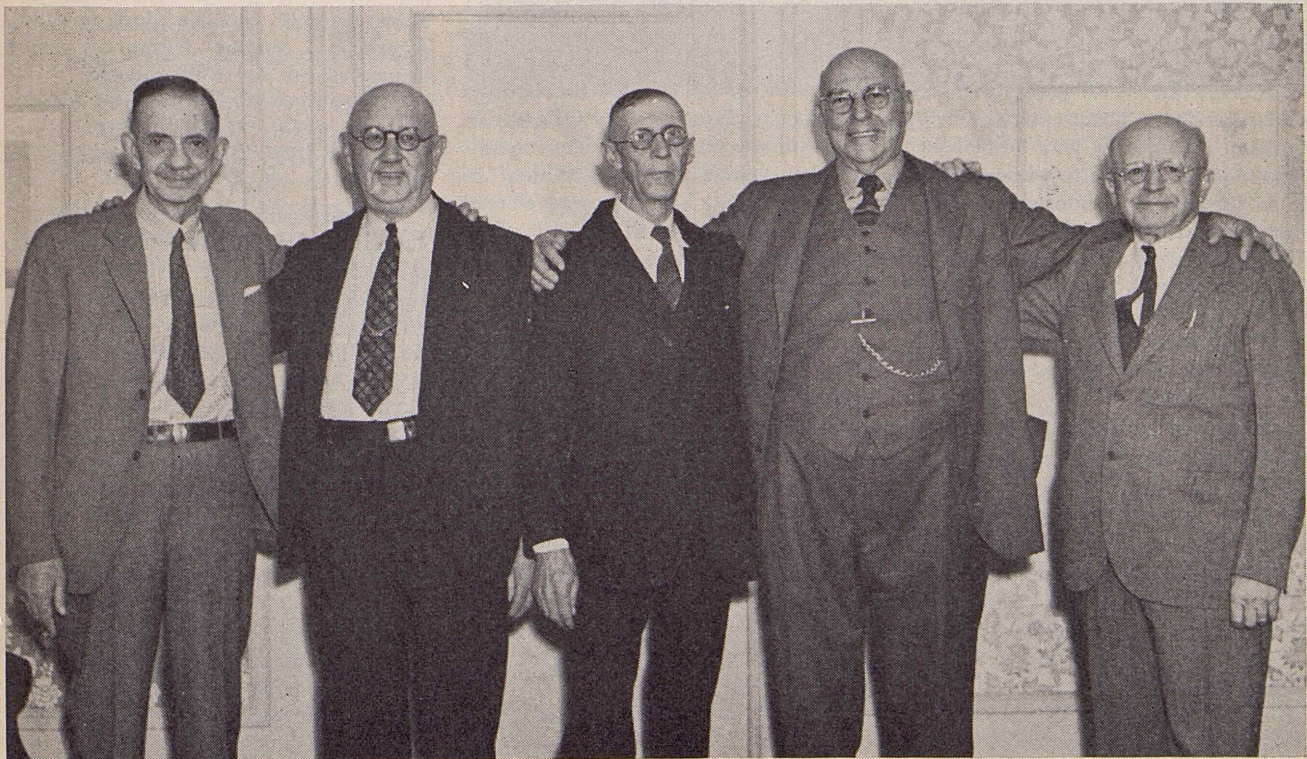
C. Thorburn, Purchasing Agent, last month received the distinctive honor of being elected as President of the Los Angeles Electric Club for the coming year, succeeding Mr. R. A. Hopkins of the Westinghouse Electric Company.

Our official has long been an active member of the Electric Club, having been Vice President last year, previously serving on the Executive Committee and as Chairman of the Program Committee.

One of the outstanding business men's organizations of the city, the local Electric Club has a large, active membership among most of the firms allied with the electrical industry.

Algernon—Of course I strenuously objected to my wife's going to work again, but she felt she must have something to do to occupy her time. So at last I consented.

Egbert—I had a tough time getting mine to hunt another job, too.



"Happy days are here . . ." forever, we hope, to these five veterans with valiant service records of which they may be proud, and the rest of us should envy. They retired July 1st. Need we name them? Left to right R. S. Matson; F. E. Peachey; M. P. Groftholdt; H. E. Rodenhouse and O. P. Davis.

Joint Transit Meet Results in Splendid Programs

THE annual Conference of the Pacific Regional Bus Division of the American Transit Assn., held at the Roosevelt Hotel on June 16-17, culminated in a joint banquet attended not only by delegates and others attending this conference, but also by visiting delegates to the conference of the California Transit Association, scheduled to be held the following day at the same place.

O. A. Smith, our President, officiated in his usual happy and efficient style, and introduced the speaker of the evening, J. Stuart Neary, Executive Assistant of the Los Angeles Railway, and other prominent men at the speakers table. Among these were Dr. Thomas Conway, and Messrs. S. W. Greenland and Chas. Gordon, respectively President, Chairman Membership Committee and Managing Director of the American Transit Association; A. J. Lundberg, President and W. P. St. Sure, Vice-President, Key System; C. E. Morgan, Manager of Operations, Los Angeles Railway; Ralph Dorsey, Traffic Engineer, City of Los Angeles; and our own Frank Karr, Vice President & Chief Counsel.

Mr. Neary not only proved himself to be an orator of rare attainments, but also showed a grasp of his subject, and a clarity of handling thereof that carried a sincere conviction to his listeners not only why he believed in the very real need to the community of the service rendered by transportation utilities, and how best to extend and develop this service, but also to leave with all a re-kindled enthusiasm to put his shoulder to the wheel and give of his best efforts to advance the cause of his own particular company.

Among the program highlights of the Friday, June 18th joint meetings and banquet were:

A most able address by Ralph T. Dorsey, City Traffic Engineer, who has been responsible for many aggressive and intelligent traffic improvement regulations since assuming his important post. Address on the "Presidents' Conference Committee Car" by S. E. Mason, Vice President of the San Diego Elec. Ry. and C. E. Morgan, Manager of Operations, L. A. Railway Company. Both of these gentlemen, through their company's

Picnic --- August 28th!

YES SIR! We're going to have another Picnic and Reunion. Saturday, August 28th!

Following the hearty approval of O. A. Smith, President, this looked-to outing will again be staged at Redondo Beach and plans to make it measure to the full standard of many similar happy events of the past are now under way by N. B. Vickrey, Manager, P. E. Club, who will be in charge of arrangements.

Last year's event was an outstanding one. A full program of sports for the children, merry-go-round rides; free dancing and bathing, wrestling, boxing, etc., for adults, will again be scheduled this year.

Your presence, and your response to the friendly, happy spirit of the day are as essential to the success of the holiday as the program arranged for your entertainment. Be there!

Complete details in the next issue of the Magazine.

acquirements of these cars, were able to speak authoritatively and were loud in their praise regarding their adaptability to present traffic conditions and fine operating results.

Election of officers for the California Transit Assn. were as follows: O. A. Smith was named President unanimously; Samuel Kahn, President of the Market St. Railway, was elected Vice President, and W. V. Hill again named as Manager.

Throughout the day there were group luncheons and meetings, headed by prominent railroaders, in which the various phases of electric and coach transportation were discussed with mutual benefit and pleasure.

Drug Store Clerk (excitedly): "Oh, sir, there's a Scotchman out there who wants to buy ten cents' worth of poison to commit suicide. How can I save him?"

The Boss: "Tell him it'll cost twenty cents."

"Daddy," said Bobby, "don't they ever give any showers for the groom?"

"No, son," replied his dad; "there will be plenty of storms after the bride begins to reign."

July in the Home Garden

By Earle Moyer

NOW that the hot weather has set in, be generous with watering and busy with your cultivator.

Dahlias should be watered very carefully this month and kept well watered. It is a very good plan to sprinkle dahlia on tops about once a week to keep away the red spider. If you want many flowers and a bushy plant, nip off growing tips; if you wish large flowers, keep extra buds pinched off, allowing only two or three to any one plant. When fertilizing dahlia, soak ground around the plants first, then apply fertilizer about eight to twelve inches away from the main stalk.

Water Them Well

Watch your chrysanthemums and cut off extra buds for large flower heads. If they are old plants cut back about July 15th. Keep plants well watered; feed judiciously—make a circle or trench about one foot away from plants and after soaking sprinkle half a trowel of commercial fertilizer in trench once every two weeks and you will be well paid in results.

Shrubs should have barn yard fertilizer this month. However, such fertilizer should not be dug in, but placed in a shallow trench or basin around plants and well watered.

This is a good month to start plants for the coming winter bloom. Sow stock, violets, pansies, calendarlos, etc.

Add peat and leaf mould to shady garden if you have begonias, azaleas, camellias, ferns, etc. For a large shady garden plant deciduous flowering shrubs, redbud, flowering dogwood, mock orange, bridal wreath, weigela, etc.

There are several evils which threaten your dahlias after they are partly grown. The recent hot weather has brought on infection with exceeding rapidity.

Here are some suggestions for the protection of dahlias and other bulb plants.

A pest which is now prevalent is the red spider, a small yellow, pale green or reddish mite often with two large, or six small black spots on the body. It feeds on the underside of leaves and often spins quite a web. These spiders multiply very rapidly and at first sign of attack you should

immediately sprinkle your dahlias with water, as it is commonly known that water will to a good degree combat this spider. However, a good commercial spray should be used according to instructions given, which will not only eliminate the red spider, but also the eggs as well. It is well to spray the immediate surface of the ground surrounding the stalks, because if your plants are infected, the ground around them will be infected as well.

Detail on other pests next month.

What Experience Taught

They say "live and learn." I have been growing and studying the life of flowers for eight years and for the past five years have been wondering why my gardenia plants would start to bloom and then all the buds fall off. I asked several florists if they knew the reason, and as usual got a dozen different stories. No matter what I did the blossoms still fell off.

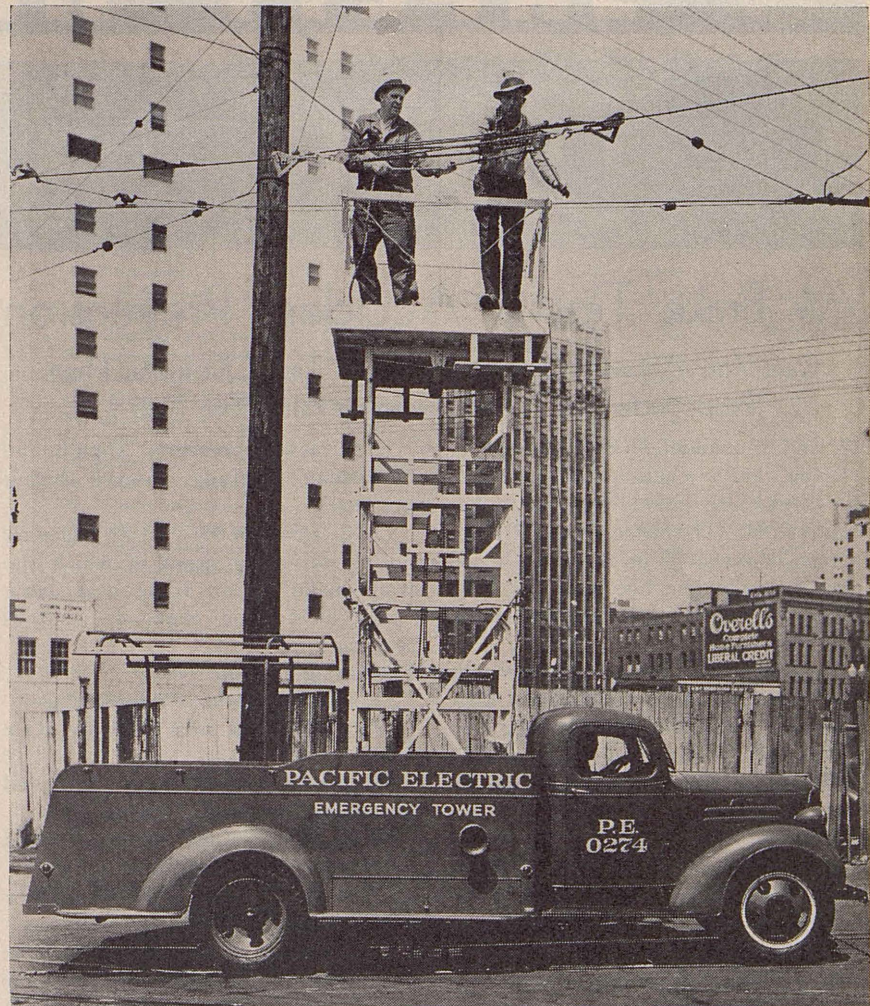
A friend of mine one morning said to me: "You should see my fine gardenias that bloomed last night." I asked him just what care he gave them and, "believe it or not" found the only reason I was not getting blooms was due to not watering the plants overhead. I immediately started to sprinkle about three times a week and boy, are they blooming!

SLEEK, colorful, fast and efficient. These four trite words well describe a fleet of new trucks, three of which were placed in service last month and already have proven their fitness to cope with the important task of repairs and maintaining overhead. One each has been assigned to Los Angeles, Pasadena and W. Hollywood, and the fourth to Long Beach.

The new jobs are mounted on new Chevrolet Truck Chassis, rated at 1½-2 tons. They have been re-inforced with heavy duty springs and have dual wheels in the rear and ten-ply tires. In addition, the frames have been re-inforced with heavy fish plates from spring hanger to spring hanger. These reinforcements increase the truck capacity to 9300 lbs.

The bodies are of entirely new box type, with streamline effect. They were designed by S. R. Florence, Engineer of Signals & Overhead Lines and his assistants, and built locally. The low bed expedites the loading of materials and the man serving the Linemen on

Fleet of New Line Trucks in Service



One of the four new emergency tower trucks now in service on our widespread lines. They are fast, fully equipped and prepared to meet any line emergency.

By R. M. Cobb,
General Line Foreman

the tower can do nearly all of his work inside the body, eliminating the possibility of being struck by passing traffic when working on the ground.

The towers raise to a height of about 18 feet from the ground level and are fully illuminated, with clearance and marker lights, together with a new type of flood light for working on the tower, or on the poles adjacent to the truck. Being low voltage lamps, the hazard to the men working on the trucks has been materially reduced. Rear view mirrors permit the driver to not only watch traffic, but also, the men on the tower.

The winch installations presented the most difficult problems, but the ingenuity of the designers overcame these obstacles. There is a large winch for pulling wire, poles, etc., with

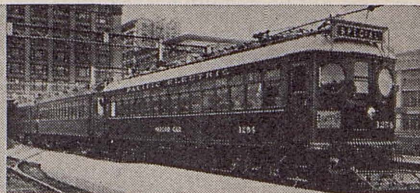
a detachable capstan which extends from the normally clear side of the truck. This winch is a Mead Morrison Type W-5-2, with a capacity of 15,000 lbs., operated from a power take-off and having two speeds forward and one reverse. Another smaller winch is used solely for raising and lowering the tower.

A special problem developed in arranging the controls for the winches, so that operations could be handled by the driver from his seat in the cab. The solution of this was the placing of three controls under the floor of the cab and, by using detachable handles on these controls, the floor space can be kept clear of everything but the gear shift and brake levers when winches are not in use.

The added speed and maneuverability of this new equipment will add greatly to the already good efficiency of our Line Department.



SAFETY NEWS



Air Brake Test in Accident Prevention

Can You Answer Correctly All the Test Questions Here Propounded on Rules Governing Air Brake Tests?

TESTS conducted by experts reveal that any action repeated three times at close intervals tends to become fixed. The more frequently the action is repeated in the same manner, the stronger becomes the inhibition against its performance in any other manner.

Accepting the foregoing as reasonable and logical, it would appear that the road to accident prevention is based upon a proper beginning with sufficient supervision to insure adherence to that initial training.

Remember, the Conductor in charge should supervise and enforce Rule 177 and Rule 194, as well as other safety rules.

It is suggested that you answer to yourself the following questions, but don't give up until you have done so correctly.

Pertaining to Rule 194

Q. 1. Is the full cooperation of all members of the crew required?

Q. 2. If time permits, how long before leaving initial station should brake test be made?

Q. 3. Name **four** conditions under which a standing air brake test is required.

Q. 4. Who gives the signal to indicate the test will be started?

Q. 5. What is the signal to indicate the test is about to start? With what is it given?

Q. 6. If the train consists of only one car, should this signal be given?

Q. 7. When the signal is given, what is the duty of Trailermen?

Q. 8. What is the least amount of break cylinder pressure indicating a successful test to Trailermen?

Q. 9. What is required of Trailermen if the test is not successful?

Q. 10. How should the brake valve be manipulated during the test?

Q. 11. What pressures should the Motorman carefully observe during the test?

Q. 12. Immediately after leaving initial station or point at which the train make up or brake pipe angle cocks have been changed, what is required?

Pertaining to Rule 177.

Q. 1. What kind of trains are subject to the test prescribed by Rule 177?

Q. 2. What must be properly lined up before the test is started?

Q. 3. What should be fully charged before the test is started?

Q. 4. What is the prescribed brake pipe pressure?

Q. 5. What is the signal to indicate brake test may be started? By whom is it given?

Q. 6. Unless train protection is required, where should the head and rear brakemen be located at the time the test is started?

Q. 7. Who is the first to give Signal 81 (e)? Who should repeat the signal to the Motorman?

Q. 8. Upon receiving signal 81(e) how should the Motorman manipulate the brake valve?

Q. 9. When the brakes apply, what is the duty of the Brakemen?

Q. 10. After the brake application has been inspected, who gives signal 81(f)?

Q. 11. What are the **three objectives** to be obtained by the application of Rule 155?

Q. 13. To whom are brakemen required to report improper brake action or defective conditions?

Q. 14. What conditions require an intermediate (plug) test?

Q. 15. What is the signal and by whom given, to indicate a plug test may be started?

Q. 16. How must the rear angle cock be **opened** during plug test?

Q. 17. What does a successful plug test indicate?

Q. 18. Must the brakes on all cars which are picked up enroute be inspected for applying, holding and releasing?

Pertaining to Motor Coach Rule 11.

Q. 1. When are motor coach Operators required to make a standing brake test?

Q. 2. Does the rule require both the hand and foot brake to be tested?

Q. 3. How are these tests made?

Q. 4. Does the rule also require a running test? If so, when?

Remember, the proper foundation for Accident Prevention includes an intimate knowledge of the work at hand, and a complete understanding of the rules and regulations pertaining to that work. It is impossible to protect a man against himself, and no system of safety appliances has yet been devised that can replace the human brain when it is properly functioning.

The difficulty arises in persuading men to use their minds and to be mentally alert.

Register Station Practices

REMEMBER the old saying, "what is worth doing at all is worth doing right."

No, the train register cannot talk, nor see,—but, Oh Boy! how it can give information when the rules pertaining thereto are correctly applied.

In answer to the frequent question, "Why not meet an extra by checking it on the Register?"

In meeting extras at register stations, the fact that an extra as specified in an order appears on the register is not sufficient, as the same motor may be run extra into the register station several time on the same day.

Trains receiving an order which requires them to remain at a regular sta-

tion until a specified extra arrives—whether it is a meet order, right order or time order (during the time existence) must either identify the extra, have the order annulled or superseded, or obtain an order stating that such extra has arrived at — on order — (the number of the order held requiring the meet).

In checking the register against superior trains, it is imperative that the contents in each of the six columns be carefully inspected, giving extra care to the date and signal column.

Checking the Register

Q. 1—What trains should an out-bound first-class train check against?

A.—Inbound first-class trains due within the past two hours, regular trains made superior, and such sections which may affect the movement.

Q. 2—What trains should an in-bound first class train check, and why?

A.—Ou*bound first-class trains due within the past two hours, so as to know, whether or not to approach siding and turnouts prepared to stop.

Q. 3—What trains should a second-class train check against in either direction?

A.—First-class trains in both directions, and opposing second-class trains due within the past two hours.

Q. 4—What trains should an extra train check against in either direction?

A.—Regular trains due within the the past two hours.

Q. 5—When a train is restricted for an extra, at a register station, how must the restricted train be governed?

A. Identify the extra or obtain train order annulling or superseding the order, or stating the extra has arrived.

Q. 6—Should extra trains ever be shown on a register check?

A. No.

Q. When an extra train holds restricting orders with another train at a Junction, where it is going to leave the main track, must it wait and identify itself to the other train, even though it is not going to enter the territory of the other train, unless the dispatcher gives different instructions?

A. Yes.

J. E. Wagner, Supervisor of Safety.

The old chiseler limped painfully up to the bar in an attitude of dejection. "What's the matter?" asked a friend. "Have an accident?"

"No," replied the chiseler, "I've just had an attack of the yooors."

"What's yooors?" he wanted to know.

"I'll take straight whiskey, thanks."

Classification of May, 1937 Accidents

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

CLASSIFICATION:	SYSTEM		Increase or Decrease		Percentage
	1937	1936			
Collisions:					
1. With Pedestrians.....	9	6	3 Inc.		50.0%
2. At Railroad Crossings (Other than Company's).....	0	0	Same	
3. Between cars of Company.....	1	4	3 Dec.		75.0%
4. With Vehicles and Animals.....	147	111	36 Inc.		32.4%
5. Derailments.....	2	5	3 Dec.		60.0%
6. Equipment.....	1	1	Same	
7. Boarding Cars.....	3	7	4 Dec.		57.1%
8. Injuries on Cars (Not in collision).....	14	15	1 Dec.		6.7%
9. Alighting from Cars.....	14	13	1 Inc.		7.7%
10. Falling from Cars (Not purposely alighting).....	0	0	Same	
11. Doors, Gates, Guard-Rails.....	7	5	2 Inc.		40.0%
12. Ejectments and Disturbances.....	3	1	2 Inc.		200.0%
13. Miscellaneous.....	5	0	5 Inc.		500.0%
14. Total.....	206	168	38 Inc.		22.6%
15. Employees.....	5	5	Same	
16. Total Car Accidents.....	211	173	38 Inc.		22.0%
17. Motor Coach Accidents.....	31	22	9 Inc.		40.9%
18. Total Passenger Accidents.....	242	195	47 Inc.		24.1%
19. Freight Accidents.....	12	19	7 Dec.		36.8%
20. Total All Accidents.....	254	214	40 Inc...		18.7%
			40 Inc.		18.7%

SAFETY ADVISORY COMMITTEE APPOINTED FOR JULY

The next meeting of the Trainmen's Safety Advisory Committee will be held July 30, 1937, in the Pacific Electric Club Rooms, commencing at 10:00 A. M.

Following are the members selected to serve on this committee for the month of July, 1937:

- | | |
|-------------------------|-----------------|
| Western District | Terminal |
| E. L. Converse..... | West Hollywood |
| J. H. Arnold | Subway |
| C. L. Sullivan | Ocean Park |
| C. A. McCoy | Glendale |

- Northern District:**
- | | |
|--------------------|----------------|
| E. L. Smith | Macy |
| S. Townsend | Pasadena |
| W. O. Johnson | San Bernardino |

- Southern District:**
- | | |
|---------------------|--------------|
| H. C. Ellis | Los Angeles |
| W. A. Blakely | Long Beach |
| C. F. Gates | Butte Street |

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

Remember, "Safety Thought Promotes Safety."

The best way for a man to escape the heat is to send her to the country.

CARE REQUIRED WHEN SHIFTS OF DISPATCHERS CHANGE

The time of greatest hazard in train dispatching is when changing shifts during busy hours, so don't bet the other fellow's life.

There are many and different ideas as to a rule governing the acts of men on train dispatching, but on one issue all must agree and follow the prescribed procedure.

The Dispatcher going off duty may call the relieving Dispatcher's attention to unfulfilled orders, the location of trains, their intended movements, etc., but it does not make the same impression upon him as if he himself had planned the movements and issued the orders.

Therefore, it is imperative that the prescribed written records be made and the Dispatcher going on duty must not take charge until he has inspected the transfer and checked the order numbers with those issued, and is familiar with their contents.

The Dispatches going off duty must not leave until the transfer, the orders contained therein are inspected and the transfer signed.

"Being Positive of Clear Understanding Promotes Safety."

Mrs. B. C.: "Does your husband talk in his sleep?"

Mrs. A. B.: "No, and it's awfully exasperating. He only smiles."

Los Patos - A Thriving, Happy, Seaside Village

By B. F. Manley

A THRIVING, happy seaside village. This term might well be applied to the modest, busy community populated by ardent members of the Pacific Electric Rod & Gun Club at the southerly limits of Sunset Beach, and better known as the Los Patos Recreation Center of the Pacific Electric Rod and Gun Club.

A total of thirty-four attractive summer cottages, most of which were built by the owners in their spare time, now adorn a landscape which was formerly an unsightly bog hole between the Coast Highway and ocean.

In 1934 the Company, through the goodwill of the management, granted the Club the use of this property for recreational purposes. To make the location suitable for building sites it was necessary to fill in a large bog hole, grade streets, install gas and water mains, string wire for electricity and provide sanitary toilet and bath-house facilities.

This has all been accomplished by a small yearly assessment, some financial aid from the Club and a great deal of work by a few members of the Club.

Future plans contemplate the erection of a Community Club House where dancing, banquets, card parties and other amusements may be staged

from time to time.

Here at Los Patos we enjoy the finest surf fishing along the coast, a wonderful beach for swimming, and also an inland bay where boating and bathing may be enjoyed by those who prefer or are not able to brave the ocean waves.

In order that our properties and investments may be protected a few members have elected to make the camp a year-round residence, but during the summer vacation months it is the mecca for great numbers of the Club members and their families who gather to enjoy the sea breeze, a dip in the ocean or perhaps just to rest or fish.

The number of building sites are limited, with very few remaining and it is only to be regretted that the restricted space will not permit of more of our members enjoying the privilege of a summer cottage at this delightful community.

It would be difficult indeed to find a more friendly, co-operative group of people anywhere and there is some keen competition among the expert fishermen with much banter to and fro and we have no place for the grouch or the disgruntled.

SEASON SPORTS AT HEIGHT

Within the next three months the P. E. Rod & Gun Club emblem may be seen worn all over the state of California as each member seeks out his secret spot where real fish and big game abound.

We are now enjoying the heaviest run of ocean game fish that has been our pleasure in recent years, yours truly having landed thirty barracuda and several bass in less than three hours fishing from the charter boat, Grey Goose last Thursday.

One of the most active groups of our Club is the newly formed Pistol Team headed by A. V. Miller and assisted by Ned Rich. These boys have organized a Pistol Team that is expected to soon compare favorably with the Los Angeles Police Team. In addition to the Club's regular meeting of the second Wednesday of each month, they hold another meeting on the last Friday night and both meetings are full of activity. Most all their spare daylight time is spent on the pistol range at Elysian Park. They are now contemplating the purchase of an ammunition re-loading machine, so as to reduce the cost of their most cherished sport. Any member of the



Thirty-four seaside cottages, from humble to rather pretentious proportions, now grace the Los Patos recreation center, pioneered and sponsored by the P. E. Rod & Gun Club. There's real fish in the fronting ocean and lots of fun for the hundreds of weekly participants who have established oceanside homes. Employees have invested some \$25,000, and still the colony grows.

P. E. Rod & Gun Club wishing to become a member of the Pistol Team should see Mr. Miller.

Attention is now being turned towards the fall hunting seasons. Field Captain A. M. Cross has made elaborate plans for target shooting meets to be held at the Santiago Rifle and Revolver Club range near Irvine Park in Orange County, June 27th and July 25th. A large attendance is expected at both of these meets as all members who can possibly go are asked to take their families and make a day's outing of it at the range and in near-by Irvine Park. Both the Pistol Team and Rifle Team will compete for high scores. The knowledge you gain at one of these meets might be the means of getting that big buck a little later on.

The Los Patos Camp seems to be filling up quite rapidly now as the seven-thirty a. m. Newport train is beginning to look more and more like a Rod & Gun Club Special.

Pan-fry fishermen Benoit and McNeill are now specializing in crawdad fishing. 'Tis said the boys have so many crawdads in the rain water barrel that they can no longer enjoy the roar of their out-board motor, which they have attached thereto.

Happy back-lashes will be with you again next month.

—Arlie Skelton.

LOS PATOS NEWS BULLETIN

Burley Manley and his good wife were "swept off their feet" on the night of June 22nd, it being the 25th anniversary of their happy wedded life.

The old-timers at Los Patos Camp ganged up on them, just when the happy event was being enjoyed by the immediate family.

The Manleys finally recovered from their surprise and the crowd was invited in and congratulations were in order. Later on a feast was prepared and all enjoyed themselves a plenty.

May you both survive the elements and be able to double this happy occasion.

"Pelican" Braley is about to have his moniker changed. While surf fishing at the Camp one recent evening Smith, Manley and others were pulling them in in good order, Braley was not doing so well. He tried and then tried a spot a little distance away from the others. Next time still a little farther away; finally he disappeared entirely. The boys found him at home in bed, he had sneaked off in the dark.



Natural vs. Artificial Bidding

MANY of the systems used by contract bridge players contain artificial bids, some of which are good, others bad. These are gradually being cast out in favor of more natural bidding, based on the strength of the bidder's hand.

One of the most widely used system advocates an opening bid of two to indicate that a game may be made from the strength the bidder holds. This technique is very informative, yet calls for a response that may be misleading.

Some of the leading players have adopted the more natural method of using opening bids of one to show about three honor tricks with a bid-dable suit. Bids of two to show about four honor tricks and a re-biddable suit; and on an opening bid of three should indicate about four or more honor tricks with a long solid suit.

The advantages of this more natural method are: (1) a more nearly exact count of the strength of hand given to partner; and (2) fairly exact information as to strength in suit bid.

Let us demonstrate:

Our partner opens with a bid of two Diamonds. Our hand is Clubs: A-10-6-4; Diamonds: 7-3-2; Hearts: Q-9-5-2; Spades: K-10.

We know that between us we hold at least six honor tricks, of which two are in Diamonds. We know that opening bidder's suit is at least five, or possibly more cards, thus making our three little Diamonds ample support to command trumps, or establish suit if hand be played at no-trump.

Let us see about the opening three bid,—say three Hearts. We know that our partner has at least four honor tricks—2 plus in Hearts and at least three playing tricks in that suit besides. Even if we are void in Hearts, we can still rest assured of complete command of that suit.

—M. R. Skemp.

Oefinger, Smith, Braley, Manley and their families have been knocking "em" dead down at San Onofre, but "Dapper Dave" Porter has had to be content

PENSION PLAN NOW IN EFFECT

(Continued from Page 4)

Deduct sixty one-hundred-and eightieths, or one-third, for the sixty months that the employee is under age 65 25.00

Amount of Annuity\$50.00

Item 2 (b) This employee, who is disabled, is 60 years of age, has completed 25 years of service and has an average rate of pay of \$200.

2.00% of the first \$50 is \$1.00; multiply 25 years by \$1.00 equals\$25.00

1.50% of the next \$100 is \$1.50; multiply 25 years by \$1.50 equals 37.50

1.00% of the next \$50 is 50 cents; multiply 25 years by 50 cents, equals 12.50

Total\$75.00

Deduct sixty one-hundred-and eightieths, or one-third, for the sixty months that the employee is under age 65 25.00

Amount of Annuity....\$50.00

Item 3. This employee, who is also disabled, is 50 years of age, has completed 30 years of service and has an average rate of pay of \$300.

2.00% of the first \$50 is \$1.00; multiply 30 years by \$1.00 equals\$30.00

1.50% of the next \$100 is \$1.50; multiply 30 years by \$1.50 equals 45.00

1.00% of the next \$150 is \$1.50; multiply 30 years by \$1.50 equals 45.00

Amount of Annuity....\$120.00

Nurse: "Do you want to see the cute little brother the stork brought you last night?"

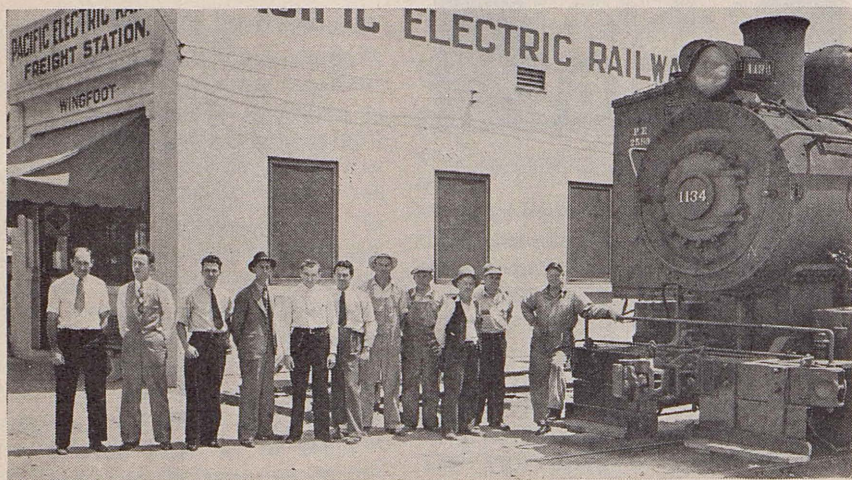
Bobby: "Heck, no! I wanta see the stork."

Bob: "Jane, dear, we have been going together for more than ten years. Don't you think it's time we were married?"

Jane: "Yes, you're right, but who will have us?"

with going only as far as Los Patos, account his wife having business elsewhere and Dave can't get away to go so far.

Wingfoot Agency Serves Growing Industrial Section



A busy center is Wingfoot freight station, handling as it does some 600 carloads monthly, a growth of about 1000% since its inception seventeen years ago. Group, left to right: J. D. Peeler, Clerk; E. L. Rea, Clerk; T. J. Diebolt, Cashier; G. P. Barkhurst, Agent; L. A. Vincent, Asst. Agent; Wm. Hernandez, Warehouseman; Wm. Spann, Brakeman; E. Burnett, Brakeman; W. C. Nolan, Conductor; R. H. Smith, Fireman and F. T. Downing, Engineer. Below, new crane recently installed to speed loading and unloading at this busy agency.

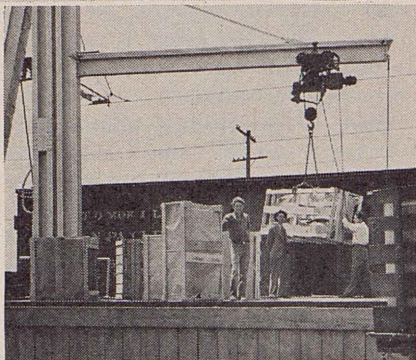
By G. P. Barkhurst,
Agent, Wingfoot

SEVENTEEN years ago this month, Wingfoot Station, in the Southwest Gateway Industrial Terminal district, was born.

Like a great many of our early rail lines, its existence came about owing to foresight and vision of our management of the eventual large tonnage that some day would originate from newly founded industries in the immediate territory. There were but three established shippers—the Good-year Tire & Rubber, the Austin Co., heavy contractors, and J. V. McNeil Company, contractors, when the station opened in July, 1920, under the capable direction of H. E. Foskett, now Agent at Compton. The first year's business totaled 693 carloads, an average of 57 carloads per month.

Growth Continuous

Today, we have a total of 225 industries, and the now 600 average monthly carloads of business almost approximates the total for the initial year's operation. And happily, the prospect for future growth and expansion is exceptionally good. There has been 18 new buildings erected within the confines of our district within the past



six months. Most of them have been completed and leased, and the balance have been leased even before completion. Inquiries continue regarding leasing and building.

Just a few highlights concerning our operations:

Wingfoot handles practically all kinds of freight, with the exception of live stock, fresh fruit and vegetables. Also we handle express and Western Union business outbound. The territory is served jointly with the Santa Fe R. R., alternating each year with the switching of the district. We handle carloads and less than carloads in connection with all transcontinental lines and steamship companies.

The station serves some 500 shippers and receivers of freight and we handle a total of about 2,500 shipping orders and freight bills per month, including both rail and motor coach. Our pick-up limits extend to Vernon Avenue on the north, Manchester on the south, Santa Fe on the east and St. Andrews place on the west, an area of some 24 square miles.

Wingfoot district requires the services of two switch engines that work in two eight-hour shifts. On Sunday night and Monday morning a th'rd en-

gine and crew are put on to care for the extra heavy movement over weekends.

The station personnel consists of L. A. Vincent, Asst. Agent; T. J. Diebolt, Cashier; J. D. Peeler and Elden L. Rea, Clerks; Wm. Hernandez, Warehouseman, and the writer.

Time-Saving Crane

The picture of the crane, completed last month, is an added feature to Wingfoot for speeding up service. The framework is set on three pillars fifteen feet deep, and is capable of holding some 30 tons. The hoist itself has a capacity of 6½ tons, and has a 14-inch I-beam boom with a radius of 21 feet and will complete a half circle, enabling us to load or unload a flat car on our house track and transfer it to a truck and vice versa.

The heaviest single piece handled to date was a crate of oil well machinery weighing 7400 pounds. We recently handled a shipment with the aid of the crane that weighed 14,600 pounds and consisted of 11 pieces. It required the truck driver and Warehouseman only 30 minutes to unload from the shipper's truck and re-load to our van. To handle the same shipment by man power would have required the help of the entire office force about two hours. This crane is a great saver of time and labor and will play an important part in the increasing of tonnage out of this station.

P. E. STAMP CLUB NOTES

Our postal authorities have been doing very well in keeping our change, spare and otherwise, flowing into Washington, but when we use it to secure copies of the beautiful new five-cent Army and Navy stamps there is a feeling of money well spent.

Now comes the long promised Coronation sets which, when added to the twenty-fifth anniversary series, form a collection sufficient to fill two volumes and entails an investment of over one hundred dollars. There is every indication that it will be an investment.

A plain case of competition occurred, however, when France took advantage of an exposition, few of us had heard about, to issue, just ahead of the coronation series, a set for each of her colonies to enrich the Paris postoffice to the amount of approximately five dollars per set. And you have no prospect of pulling your bank account out of the red. The proposed U. S. Presidential set, the pro-

posed U. S. Colonies sets and the other single items that may just edge their way in will certainly make a great climax to the most pretentious period in Philatelic history.

Speaking of the coronation, we received a cover bearing stamps depicting the father and the two king sons; a very interesting reminder of the memorable events of 1935 to 1937.

Another worthy exhibit was an advertising letter from one of the larger foreign stamp houses showing the postal fee had been paid by meter. Your grandmother used to say, "Shoemakers' children go barefooted."

The new volume listing the stamps of the United States is a book well worth having. It does not give the minor varieties, so we will still need the catalogue, but the pictures will be a great benefit. The book may be purchased locally (not at postoffice) for 30c or for 25c (not stamps) at Washington, D. C. These prices in linen backed paper cover. The cost is 75c in cloth binding at Washington.

We are not going to close down for the summer. Come to the P. E. Club Saturday, July 17th, and bring your duplicates.

—F. N. Compton.

IMPROVED SERVICE OFFERED ON SUNLAND COACH LINE

Improved service on the Los Angeles-Sunland Line of the Motor Transit Company is provided for in an application filed with the Railroad Commission early last month, informs H. O. Marler, Traffic Manager.

Providing for a consolidation of the present Los Angeles-Sunland Line and the Glendale-Montrose-Verdugo City local service, a new alternate route through Glendale, increased service, the purchase of new motor coach equipment and adjustment of certain fares, the proposal offers patrons of the territory served greatly improved service.

The proposed schedule provides for approximately 70 per cent increase in the daily, except Sunday, through service, a total of 34 trips being provided for with alternate trips to operate via present route over Glendale Avenue and over proposed new route via Brand Blvd. and Broadway in City of Glendale.

This rearrangement would provide direct service from Sunland and intermediate points to the business section of Glendale, and in addition would

DEATHS REGISTERED IN JUNE

Five deaths was the toll of the "grim reaper" among Pacific Electric employees during the month of June.

Those called to their rewards and to whose families we extend the sincerest sympathy of the employee mass were:

Hans Everson, Conductor; Kate Henderson, Matron; Marvin A. Day, Trolleyman; Albert J. Hodgetts, Machinist and Thos. J. Egan, Janitor.

Three of the above deceased were members of the Mortuary Fund, to whose beneficiaries were paid \$673.25. There were no deaths during June among members of the Wives Mortuary Fund Plan.

provide a service between the business district of Glendale and the Motor Transit Depot in Los Angeles via Brand Blvd. and San Fernando Road, as well as between intermediate points on that route.

It is proposed to extend fares between Los Angeles and Glendale to apply from or to the lower junction of Verdugo Road and Canada Blvd. Certain other tariff changes are proposed for the purpose of equalizing Motor Transit Company and Pacific Electric Railway fares in the Glendale district in order that more liberal optional route privileges may be extended to patrons of both services.

New motor coach equipment of 32-passenger capacity has been ordered from the manufacturer and will be placed in service concurrently with other changes proposed, Mr. Marler stated, if favorable consideration is given the pending application by the Railroad Commission.

LATEST FROM P. E. LEGION

Several new members joined our post at the June 8th meeting and more are planning to join soon. All veterans now working for the Pacific Electric Railway or Motor Transit Company are eligible to join this post.

District Commander Defty told us about coming Legion meetings and the State Convention at Stockton. First Vice District Commander Crother talked about general activities of the Legion. Chaplain Staudigal described the Memorial Services at Sawtelle.

Commander Brainard, Adjutant Sames, Vice Commander Buford and Comrades Nichols and Tucker were named as delegates to the Twenty-third District. The alternates are Com-

rades Bone, Pedder, Davis, Durr and Broberg.

As our post has only been organized a short time it was moved that the officers now in office would be continued for the ensuing year.

At our June 22nd meeting the motion to continue the present officers another year was carried with only one dissenting vote. Unfortunately, Finance Officer Knoche has so much business to attend to that he will be unable to attend all of our meetings; therefore, he tendered his resignation. This resignation was accepted with regret, to take effect when his successor is elected and installed.

Commander Brainard, Vice Commander Buford and Service Officer Cross were elected as delegates to the State Convention. The alternates elected were Comrades Baxter, Auld and Withee.

Florence Post will be our guests at the next meeting July 13th. Commander Kennedy and Past Commander Guthrie of Florence Post were with us and helped complete arrangements for our joint meeting. They assured that Florence Post will do all they can to make this joint meeting a success.

There will be a joint installation of officers. New members of Florence Post and all members of Pacific Electric Post will be initiated by a Ritual Drill Team. Of course, for this program to be carried out successfully, all members of this post must be here to be initiated.

All Legion members are invited to bring their families and friends for this big event. An entertainment is being arranged to follow the initiation. Come and have the good time we plan for you.

—By J. E. Davis.

WOMEN'S CLUB ACTIVITIES

May 27th was the last meeting of our Club year, what a lovely party it was. Mrs. Emma Bell, genial Chairman, with her committee had transformed the Ballroom into a colorful garden. The tables were beautiful with bowls of sweet peas in pastel shades, and fern. At each plate was a tiny basket favor filled with candy. A lovely luncheon was served at 1:30 o'clock with the retiring officers and their successors seated at the table of honor.

During the luncheon hour Mrs. Catherine Smith sang several selections. Mrs. Lon Bishop read her ever-

enjoyable paper; our esteemed Mother Spencer gave her sparkling tribute; Mrs. Lloyd Murphy presented our two 100 per cent members, Mrs. E. D. Rand and Mrs. R. R. Crunk, each with a gift.

After luncheon the new officers were installed by our Parliamentarian, Mrs. George Gilks, and our gracious stewardess, Mrs. Barnard, who had guided us through a pleasant and successful year, turned the gavel over to her successor, Mrs. Lloyd Murphy.

A delegation from the Florence Women's Club honored Mrs. Murphy with their presence and Mrs. C. Hackbart presented her with an orchid corsage and good wishes for the coming year.

We all wish you, Mrs. Murphy and your staff, "good luck."

June 1st Mrs. D. Barnard entertained twenty members of her board and committee at a lovely luncheon in the Club room. After luncheon a pleasant afternoon was spent playing bunco and bridge.

June 15th forty-six ladies gathered on the island at Echo Park for our annual picnic. Covered dishes were brought and a lovely lunch was served by Mrs. Frank Miller and committee, and enjoyed by all. But where were our Torrance ladies?

The summer parties are being held the 1st and 3rd Thursdays of the month. Mrs. Roy Confer urges all ladies interested to attend. She has special prizes, and remember, the money helps to cheer up our sick and unfortunate members and their families.

Mrs. Lloyd Murphy, our new President, is planning a board meeting in July to formulate her plans for fall, so more news later of our future activities.

—Mrs. W. A. Hasty,
Official Scribe.

SOUTH COAST BEACH SERVICE IMPROVEMENT EFFECTIVE

In anticipation of the largest summer travel in several years to Seal Beach, Newport Beach and Balboa districts, a revised passenger train schedule providing for a 30% increase in regular daily, except Sunday, service was made effective on July 1. In addition to this regular schedule, a special Club Car service was inaugurated on July 6 between Balboa, Newport Beach, Huntington Beach and Los Angeles, the public announcement of the augmented service having recently

been made by H. O. Marler, Passenger Traffic Manager.

The new schedule of regular service will remain in effect until Sept. 10, and provides for the operation of 12 round-trips each week day between Los Angeles and Balboa, an increase of three round trips.

The schedule also provides for a new inbound limited train leaving Balboa at 6:55 a.m. daily, except Saturday and Sunday. This trip will pick up passengers between Balboa and Huntington Beach, from where it will be operated at a "limited."

A new local train will also leave Huntington Beach at 7:00 a.m. daily except Saturday and Sunday, making all local stops to Willow Street, where it will be combined with limited car leaving Balboa at 6:55 a.m. and operated through to Los Angeles arriving at 8:07 a. m.

On Saturdays this trip will be operated as a local, leaving Balboa at 6:45 a. m. and arriving Los Angeles at 8:04 a. m.

The entire revised summer schedule has been so constructed as to provide a more frequent headway, an improved spacing between trains and an evening departure from Balboa at 9:05 p. m. for Los Angeles, which with the \$1.00 round-trip excursion fare now in effect from Los Angeles to Huntington Beach, Newport and Balboa, is expected to prove very popular with patrons.

The new Club Car to be placed in service on July 6 will be known as the "Commodore" and is scheduled to reduce by approximately 10 minutes the regular running time between Balboa and Los Angeles. The schedule provides leaving Balboa at 7:50 a.m., Newport Beach 7:55 a. m., Huntington Beach 8:05 a. m., Los Angeles at 9:03 a.m. The "Commodore" leaves Los Angeles at 5:00 p. m.

Equipped with club car conveniences, the "Commodore" will provide ample opportunity for relaxation, games, reading and other travel comforts, states Mr. Marler, and will be operated as a limited extra fare train, a 35c one-way seat charge being made in addition to other regular transportation.

The plan for the operation of the "Commodore" is similar to that which has been in effect during the past two summers, and by request and sponsorship of the Newport Harbor Chamber of Commerce will again be placed in service during the summer, operating daily, except Saturday and Sunday, up to September 10.

FISHING FILM TO BE SHOWN

In addition to a splendidly prepared program, members of the P. E. Rod & Gun Club are in for a special treat at their next regular meeting in the P. E. Club on Wednesday evening, July 14th.

Through the courtesy of the Union Oil Company, a sound film entitled "Finny Fighters" will be shown in the Club Theatre. Loudly praised for its thrilling episodes this picture has been much in demand. It was made by a group of wealthy sportsmen off the coast of Mexico, and easily proves why this section has been termed "the fishermen's paradise."

Among its tingling moments is an 800-pound tuna caught with a rod and reel; the harpooning of a giant manta, weighing several tons, from a row-boat; a 120-foot whale's combat with a 15-foot swordfish; the landing of a swordfish with rod and reel.

Altogether this film is said to be the most stirring fishing picture ever filmed.

"BOB" V. RACHFORD IS TWICE HONORED BY APPOINTMENTS

Following close to his elevation to the post of Commander of the R. L. Luy Post No. 397 of the American Legion at Monterey Park, "Bob" Rachford, Per Diem Clerk at Butte Street Yard, last month received another laudatory appointment. He was named Niteball Director for the city of Monterey Park.

Always a staunch, loyal Legionnaire, "Bob" can be depended upon to direct his Legion Post in an intelligent and capable manner. Being thoroughly experienced in baseball and a true sportsman, the same can be said regarding his selection by the city of Monterey Park. Congratulations.

The man at the theater was annoyed by conversation in the row behind.

"Excuse me," he said, turning, "but we can't hear a word."

"Is that so!" retorted the woman behind. "Well, what we are talking about isn't any of your business."

Mr. Bridemore: "Did you make that split-pea soup of dinner?"

Mrs. Bridemore: "I've started it, but we can't have it till tomorrow. It's taken me all day to split the peas."



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**BY OUR
CORRESPONDENTS**

**MOTOR TRANSIT COMPANY
By Ivan Erhardt**

We are pleased to learn of the recovery of Mrs. R. W. Griffith, wife of operator "Bob" Griffith, from a long and critical illness.

Operator Herbert L. Kuntz recently resigned and accepted other employment.

Our cheerful telephone Information Operator, Harriett Fisher, who has been in the service of Motor Transit Company a number of years, is at this writing spending her vacation in a circuitous trip by auto through various western states.

The sympathy of the entire personnel is extended to our Superintendent, whose brother unfortunately passed away in an accident on June 4, last.

The increased service and traffic has necessitated addition of one full-time Dispatcher and one full-time Baggage Express Clerk at the Los Angeles Terminal. It is expected that a portion of the twenty-five new buses will be in service in the near future, which will result in further increased patronage.

The writer enjoyed a recent trip to Santa Ana and return on one of our later model buses. The outstanding pleasure on this trip was the performance of the two drivers; their ability to maintain schedule time though cutting many cash fares, the ease in handling equipment and courteous treatment of passengers and above all, the strict attention and caution with respect to safety. It goes without saying that such service and cooperation has been an all important factor in pulling us through the long period of depression and present patronage. Each new patron can be a constant user of our service and our observation has been that the drivers, agents and other employees enjoy a host of friends who are our patrons simply through the continued courtesy. Unlike the interstate transportation companies, the majority of our patrons are daily commuters where it is possible to make the acquaintance of many of them and in so doing, we sell our service through the medium of courtesy and cultivated friendship. Possibly the Dispatchers of the Los Angeles Terminal come in contact with a greater number of patrons than do any other employees, which incidentally is contrary to the railroad Dispatcher whom the public never see or appreciate that such a man exists, a thing for which the latter can be thankful. While the bus Dispatcher may not have the lives of the public

in his hand, he has the comparable responsibility of pleasing thousands of patrons with whom he has daily contact and there are times when this requires diplomacy in the highest degree.

The agency at Santa Ana was transferred to the Pacific Electric Station in that city on June 15. Agents Simpson and Burgess are quite pleased with their new quarters.

Operator E. W. Barnett recently took over a position in the San Bernardino Garage.

Operator Henry Stone has taken over the duties of Relief Dispatcher and presents an altogether different 'model in uniform'. Charles Cooper promoted to full-time Dispatcher on new position established.

Operator Carl McCollum is on the sick list and George Shivley just returned from a week's illness, as have several others who also were afflicted with a light influenza.

Operator Lamb is picking out a box of cigars for the first time in his married life, "I betcha", and for this we probably won't get one.

Clyde Pearson, renowned Operator of Ted Clark fame, now has a case of "hot feet" just like the famous race horse. However, Clyde is said to have become afflicted at the beach where he fell asleep with his feet in the path of the sun.

New hill billies: Operators Larson, Daiker, Dunson and Doig, all transferred to the mountain division for summer operation. 'Tis said that Larson has developed into a whirl-wind, he will go 'round and 'round and come out where?

Now from Marty Creamer of the L. A. Terminal comes the following barrage: Guy Rhinard has been off for five days having his tonsils tossed out. Jimmy Tucker is welcoming home the Mrs. and son who have been visiting relatives near Drain, Oregon. We are glad they have returned as Jimmy began to look like a home cooked meal was needed. Pat Burns paid us a visit and looks like a "million bucks". To quote him "If I knew married life was so swell, I wouldn't have waited so long". He is in the market for a new car. Walter Rorick is planning a trip to Yosemite in the near future; lamenting though that he has no trailer. Hello to Almon Burns who is confined in the California Lutheran Hospital—we hope that he will be up and going soon. (Note: At this writing, Mr. Burns is at his home and we are pleased to report is doing nicely). Jennie Larson, star waitress at Denton's Fountain is vacationing for two months in Enderlin, N. D. (Its listed

on the map incidentally). We miss Jennie, for only she can take the digs thundered by the mongrels at lunch hour. Even if "Wally" didn't get her title of "H.R.H.", Doc Beckett, in the shop has a title we learn, furnished by genial George Jehl. E. W. Swanson,



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king-pin of the express department, is in the big time bowling averages. He is accomplished on the accordion as well. Henry Stone is now our Relief Dispatcher—quite the man for the job and some of his duties thus far have thrown him into the role of Chief Bouncer in the depot. Operator O. W. Brown is on the "gimme" committee. Noted him buying up magazines on Fifth Street; the wife is a popular writer of fiction and the old magazines furnish ideas.

From Riverside comes more news and Harry Dostal says: All schedules operating on regular route over new paved streets in Riverside. Operator Green fully recovered and back on his regular run on the Brockton Circle. (For the benefit of some readers, his accident was not the result of a blown out tire). Horace Jones, Riverside porter, praising the heat and keeping time with his mop in great joy until discovering a very interested audience. An unexpected display of massed transportation in Riverside, when due to Seventh Street being closed for repair, it became necessary to load and unload all service from the street; the following equipment was loading and unloading at one time:

L. A.—Redlands Motor Transit
Riverside-Brockton Ave. Motor Transit
El Centro Local—Greyhound
El Paso—Greyhound
Salt Lake City—Union Pacific Stages
Riverside-Arlington—P. E. Rail
and along comes a double header Pacific Electric special and unloaded in center passing tracks—we give up.

Best hit of the season, "Operator" Mason uses "Grows All" on his eye brows due to having lost them when a recent grass fire swept his Ranch.

SOUTHERN DISTRICT FREIGHT By J. E. Neville

James Antista, who recently transferred to Freight from 6th & Main as Brakeman, has met with a serious accident in Butte Street Yard, having received a broken leg and is now confined at the California Lutheran Hospital. He is progressing slowly. He would appreciate any calls from his comrades. We all sympathize with him in this unfortunate accident.

The recent death of M. A. Day, Trolleyman, was a severe loss. Familiarly known as "Mickie" to those who worked with him in freight service, his many friends bestow upon his family our sincere regrets and sympathy.

C. B. Allan, Conductor, who was home for a few days on account of sickness, has recently returned to work, we are happy to report.

D. A. Martin, Conductor, who has been ill for the past four months at his home is back among us again and all the boys wish him a full recovery.

E. H. Henney, Motorman, has left recently for his home town, Boston, Mass. Oh!, of course, with his family, and did you know about that brand new Oldsmobile? They will be visiting relatives and be gone for three

months, we wish them a joyable journey.

Motorman Roy Down recently took four days off to remodel his house in San Gabriel.

Chas. Hooper, Brakeman on the Torrance Freight, has recently returned from a short trip to see the Golden Gate and San Francisco Bridges and gives them his approval. On his return trip he stopped in Selma to visit some friends. Charles denies he made the trip with his old shoes.

Yours truly, Manager of the So. Frt. Soft Ball Club, predicts easy wins for the two games which our Club will play at their picnic on the 4th of July at the Riverside Breakfast Club.

ENGINEERING DEPARTMENT

By V. P. Labbe

Nancy Kelley motored to New York, her second long motor vacation the past few years. Reports she had a swell time.

Leonard Biehler is visiting Alaska and from his postal cards is certainly enjoying his vacation.

S. R. Florence is like a kid at Xmas time playing with his new Line Trucks. Is he proud of the latest in his new equipment? Ask Al Smith.

A new arrival in the Chief Engineer's office—Lorraine Garrison. Welcome.

Russell Schaeffe is about to blossom out in a new home. More details later. Perhaps a house warming when it is finished.

Skipper Smith is certainly not giving out any information about his boat,

after its launching. We will have some news in the next number.

Bert Carrington is wearing the latest in bow ties.

Glad to see Bill Clark back again in Mr. Halsey's office.

Roy Swanson, formerly of the Eng. Dept., is certainly a treat for the ladies these days. Grey ensemble, etc. Perhaps there is a heart flutter in the making.

Burley Manley is still wearing his beauty mark in the form of a bandage on his right cheek.

Mr. Watchall and this column gave a list of the contents of Bob Dorner's brief case in last month's issue. While we do not wish to question Mr. Watchall, we wish to state that our infallible investigator ascertained the contents as listed in our column. It comes to my mind, however, that it is just possible that Bob varies the contents in order to cloud the issue. It is alleged that when Bob, the Misses and the baby go on a tour in the new Nash, that a small canvas extension bag is carried along. What do you make of this, "Watchall"?

E. R. Hayward is gradually approaching to the rank of a professional in his golf. He was seen playing a match game with the son of a golfer and shot a par of 93. He says that the mental hazard involved by such competition caused the high score. However, 93 or over is his par when his score keeping is under observation.

L. W. Perry, from somewhere on the Gunnison River in Colorado, writes that there are a few drawbacks to his vacation. No picture shows; no ocean bathing or picnicking on the sands of

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Santa Monica beach; no horseback riding at Griffith Park; no chile beans and "coke" for lunch any more; just a monotonous diet of trout. No brides to kiss. (Lots of weddings in room 660 these days), and to top it off, he forgot his golf sticks. He informs that if it comes to the worst he may cut off a couple of tree branches and whittle out some golf sticks. Even with this handicap he will doubtless shoot better than par, although his usual score at home with his hockey stick and putter, averages about 18 strokes less than par.

He was fortunate to find an old discarded mashie niblic standing in a corner of his cabin which he has already put to use. On this occasion he took his fishing creel and the mashie niblic and headed towards a nearby trout stream. Following him were a dozen or so curious natives wondering what he was going to do with a golf club and a fishing creel, having brought no trout rod along. Upon arriving at the stream, Perry opened up the creel and set it on the ground about twenty yards from the edge of the water and waded out into the stream. He took his stance with mashie niblic, poised in readiness for one of his smooth graceful strokes. Suddenly he gracefully swung the club and plop! a ten-pound trout landed in the creel—a perfect 30-yard putt to the pin. The natives stared in open-mouth amazement. This was repeated several times with the result that he returned to camp with a dozen trout and one bull frog in his creel. Sam Florence had better look to his laurels.

It is alleged that Bob Humphreys experiences considerable difficulty in singing a song the way the tune is written. I find that he does quite well, however, with one of the late popular songs, at least when he gets to the part where the merry-go-round breaks down. One might even say that he sounds like a couple of merry-go-rounds breaking down. For the best effect, ask him to sing at a party after the cocktails have been served.

Chester Davis, current bridegroom of room 660 in his youthful ignorance prior to his marriage, took the trouble to prepare a set of rules for the guidance of his bride-to-be. But after the ceremony he found, to his consternation, that she also had a set of rules prepared, which she had not even designed to write down. Our operative reports Chester found his rules reposing in the garbage receptacle.

PURCHASING DEPARTMENT By Ray Cragin

The vacation season is in full sway in this department, and everyone is either on vacation, just back or making plans for one.

Archie Sharp took one week and left South Los Angeles and moved to Temple City. Understand that the sea breeze was too much for his muscular legs when he wears his kilts.

Mrs. Vander Zee took the family trailer, the children and John and went

down to Ensenada where she could make sure that John could get some good fishing. The only trouble is that you can not register fish caught out of the state, but John says you do not always win a prize when you get a fish.

Mr. Schwartz had his vacation last month. We did not learn where he went, but believe that he stayed in the big city.

Ual Drake departed for his vacation with the intentions of spending it at his mountain cabin, which is above Azusa.

Jimmy Livermore was at Torrance for two weeks taking Miss Barrett's place, but reports that he was rather disappointed that she did not let him have the use of her horse while she was away.

Miss Ruth Batsch, the master of the Underwood, is often seen reading detective stories. We do not know what she has in mind, but we understand that she is getting a few pointers so she can find those missing files, or is it the missing man?

Floyd Gill, Stationer, has left for the country around Sacramento and the tall timbers, where he is figuring on a study in the manufacture of paper. He intends to visit San Francisco and return by the coast route.

Hugh Cain, sometimes known as "Two Gun Terry," has returned to his native land, Torrance, where he is acting as Vice President of the oil house in the absence of Fred Dilthey.

Royce Robertson wiped the paint off of his hands and came to the big city to drive the store truck in place of Roy Ewing, who is taking the place of Hugh Cain.

The following news is from Torrance:

Frank Winterburg, with his wife and son, went to Seattle, made a hurried trip home and got the family car and went to Yosemite and San Francisco, and then returned home and sold the place and moved to Venice.

Chas. Stock and Bill Nicolay were seen at Lake Arrowhead a few Sundays ago, dashing to and fro about the P. E. Camp and Village. For some reason or other their interests seem to run together.

Miss Alpha Barrett went to Seattle and way points and writes that she has not seen any cowboys. She went on the train, and not by horseback, as first reported.

Arthur Zurberg went to Stockton, Ripon, and returned by way of San Francisco, where he made an official inspection of the new bridge and gave it his O.K.

Royce Robertson went to Yosemite Park and San Francisco and called on Fred Dilthey at Berres, where he found him in much better health and directing the picking of the blackberries on his estate in that city.

Yosemite Park seemed to be a very popular place for members of this department. We learn from West Hollywood that Charlie Wakefield, known as the "The Clark Gable of West Hollywood," was also a visitor to the Park. Charlie did not have much con-

fidence in the family Buick and took a Ford tow car all the way up and back, just in case.

SUBWAY TERMINAL NOTES By W. F. Servranckx

Our good friend, E. L. Griffin, has transferred to Ocean Park. Our loss, Ocean Park's gain. It is impossible to keep these smart boys in the big city.

Let us introduce to you the following to our extra board: E. M. Adams, J. W. Barber, H. Crandell, T. J. Day, J. T. Golden, J. R. Hollis, E. Jardell, D. J. Michael, L. R. Nachman, E. Cernin, R. E. Gilbert, W. Johnson, G. F. Michael, L. P. Bright and O. F. Casstel.

Conductor Burdsal wants to announce to the world that he, not Jack Church, has the new streamlined reel. Sorry we made the mistake Jiggs old boy. Hope you do catch a shark.

Another smart boy among our Subway talent is Conductor J. Hammack. He is seen studying quite a bit lately.

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We thought he was taking up law, but it turned out to be single track. Give him all the help you can, boys, and remember you had to learn it yourself once. Play safe, and then you won't have to be sorry.

Big "Ike" Handler sent us a postal card from New York City. Says that the old burg does not look the same since the green rattlers left the streets. "Ike" reports a good time and takes this means of saying hello to all.

Conductor Taylor was disappointed the other day while deadheading on No. 31 going over the Inglewood Line. Thought he was going through the residential section and was his face red when he passed a lot of cows, goats, cats, dogs and what not. Said he enjoyed the nice smooth roadbed.

A. C. Tanner is smiles from ear to ear, the reason being, C. O. Snodgrass gave some special orders to all Trainmen in the Subway, but that should not cause A. C. to acquire a quaint fancy.

Sweet strains of music travel through the hall at 3:30 a.m. and after careful investigation we find that "Adam" Dan Keeley plays the piano at this unholy hour. But then our good friend believes in being on the job early. He is also the proud owner of a good voice. Page Mr. Bowes.

Another old timer left West Hollywood to work out of the Subway—none other than C. I. Hood. Now the pinochle game is on again every day. We haven't heard anything from the new Ford lately. Let's have the low down Clinton.

B. V. was seen giving the Nazi salute the other day. Better be careful. They behead them for less than that and there's no bribing the man with the ax.

James Kincaid and Mrs. Kincaid went on their annual vacation visiting all the large cities like Chicago, Boston, and of course, New York. We understand that Jim wants to know the real dope on a modern subway. During his absence the job of Depot Master is being filled by smiling L. L. Leininger.

L. A. Finley and family are enjoying a trip to good old Kansas City. He reports that the well known "dust bowl" has no handles.

More than once we have heard the remark that this column could not be complete without B. V. Yours truly will say this much boys, B. V. always makes it his business to be in the news and just to show his popularity someone started a collection in anticipation of his retirement due any day now account of old age. Omar. Addis Abbaba. Oh L. Marr.

Conductor A. E. Stowe is just about to become a full fledged Dispatcher. "After I get by Jake, everything will be 'Jake,'" A. E. was heard to remark. Good luck and we hope to hear your voice with a smile sometime.

Now that W. E. Craig and L. C. Leubbe have been removed from the Gravy Club roster there seems to be a lot of competition among the boys at the Subway. As to just who could be permanent Chairman, H. R. Heidelberg rates very high, with C. L. Mor-

rell a very close second, "Slats" just came in and yelled very sweetly me too.

The boys at the Subway had a very pleasant surprise when Sylvester Dent, one of our old time Conductors and Gateman, dropped in to say hello. Mr. Dent has been on the retired list for some years and he looks the picture of health. Call again old boy, we are always glad to see the old timers.

6th & MAIN TERMINAL Leo Goodman

Roy M. Crist and family are back after a 30 day vacation. Roy visited his folks in Cincinnati, Ohio and his wife's kin in Chicago.

R. L. Eastman, (more familiarly known as "Sunshine") our Receiving Cashier at 6th & Main, with his wife, was away on a three weeks vacation last month. They went to San Francisco, to approve the new bridges, then to Salt Lake City and Denver, Colo., where they visited with his father.

Floyd D. Knox is away on a 30 day leave. He is visiting his son in Illinois. He is going on to Pennsylvania before returning.

Mr. and Mrs. James I Mullins had a new arrival at their home June 18th. A boy (Charles) weighing 8 pounds. Mother and son getting along nicely. Our sincerest good wishes.

James Anista suffered a broken leg when his foot slipped through a step on a freight car. He is in the California Lutheran Hospital, where he will be happy to greet his many friends.

Harry G. Brown is away for 90 days. He is going to Detroit and plans an extensive tour before returning.

Here's good news. George L. Carter, Conductor for many years on the Torrance Line received his Railroad Retirement Pension. He was granted a nice check for back pension and will receive about \$77 monthly hereafter. Mr. Carter has 38 years of service.

TORRANCE SHOPS Willis M. Brooks

The life of a telephone operator as reported by the Torrance Shops switchboard operator is just a continual round of plugs. You just plug along all day and get nowhere. "But I'll tell you what", she said, "I'll study up on Walter Winchell and have a lot to tell you next month." This from a switchboard operator ought to be good. Don't miss her news next month. We are informed that the former correspondent of the Magazine, that seldom a month passed that he (C. B. Bell) did not have a birth to report. Its a rare item now days. Believe a committee should be appointed to study this matter.

In this connection, Johnny Van Vliet promises to have a picture of his baby for next issue of the Magazine if they are still publishing them.

We welcome Clarence D. Strong back to Torrance and to the Wiring Shop. You should remember Clarence and his clever cartoons. Perhaps we

can get him to do a little sketching for us later on.

James Supple, who served his apprenticeship as a Machinist at the Shops, is also again with us, a full fledged Machinist.

Wm. B. Hughes, who also served his apprenticeship at Torrance, is again with us as a machinist—Glad to see you back.

It is reported that Versal Bates of the Winding Room, who is our Shop meteorologist, takes his sun baths at Elsinore Lake.

Claude H. Simmons' family are at the Santa Cruz Big Basin region vacationing.

Our Torrance Band, under the leadership of John T. Watson, of the Winding Room, has been engaged to furnish the Fourth of July Music at Torrance. John invites you all to come down and enjoy the music.

Jack McEwing has recovered from an accident that might have been serious. Stepping from the bright sunlight into his darkened garage he failed to note the open pit and stepped directly into it. Turning in the air quickly, to avoid striking his head on the cement, he wrenched his knee and suffered minor bruises that put him out of service for over a week. We're thankful it was no worse and Glad you're back, Jack.

It's interesting to those who are familiar with more or less ancient methods of shop work to watch pres-

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ent day practices and contrast them with the old way. In the Blacksmith Shop for instance, where Jack McEwing holds sway, we saw a pile of very dull picks on the ground near Robert Boyd. Bob is really an in-offensive chap who operates a bulldozer. This is a forging machine. He had 5 or 6 picks in his furnace heating while I watched him, he took one out and put it in the bulldozer and just one, two, three, and the pick was drawn down to size and just a tap or two of the hammer and its sharp pick ready for further use. In the old days it would have been all done by hand at ten times the expenditure of labor and time.

George Foster has returned to the job after a lay off due to an infected wound in his leg, which sent him to the hospital and the care of Dr. Weber.

Two new Westinghouse 300 Amp electric welding machines are in use by the welding shop and proving a very material help in the work of that department.

Walter Burgess of the Machine Shop is on a trip to his old home in England, going by way of Quebec and the St. Lawrence River to Liverpool.

James O'Connor, Leader of the Pipe Shop, is on an extended trip to Virginia and New York, and William Jensen of the same shop plans to go east for 30 days.

William Sarro is now in his home state of Texas refreshing his memory at the old swimming hole.

In the Wood Mill "High Priest" Pierce, had no news to report. Maybe he's afraid of getting in print, I don't know, but there never seems to be anything happening in the Mill. Wish they would start something for me to report. Haven't even reported a birth in that department this year.

Harry and Chief Draftsman Taylor were plating out a piece of work on a board, and were much too busy to stop. I wanted to get that in about Frank Taylor because he always cautions me not to put anything in the Magazine about him.

As we stood in the Mill, Dirk Moll passed by and greeted us with his justly famous smile. When Dirk smiles you just have to smile in return and there's no "men only" sign hung on the smile either.

If the Mill was only a little quieter, it would make an interesting place of observation, but when Pete Fernandez starts a plank through the planer, the noise beats anything the movies have produced in the noise line.

SAN BERNARDINO DISTRICT
By R. J. Perry

After completing thirty-four years of service with the Pacific Electric, F. E. Peachey, Asst. Superintendent, retired on July 1. June 22, this year, marked the completion of fifty years of railroading, Mr. Peachey having been connected with the New York Central and Southern Pacific roads before taking a position with the Pacific Electric in 1903.

In the retirement of Mr. Peachey,

the Pacific Electric loses one of its most able and efficient officials, who starting at the bottom, through hard work and perseverance rose to the top.

Mr. Peachey has held the executive position of Asst. Superintendent in this district for the past seventeen years and to those who have had the pleasure of serving under him will his leaving be most keenly felt. Although we shall all regret his departure from service we are glad he is to enjoy a long and muchly deserved rest. He leaves us all with highest esteem and admiration. He will always be "the boss" to all of us.

C. H. Jones has been promoted to General Agent, in charge of operations and B. G. Jones has been advanced to Asst. Trainmaster at this Terminal Our sincere congratulations.

Conductor V. A. Morgan has returned to work after a lay off of several months and is now operating on the Colton-San Bernardino line.

Conductor E. E. Greene, hurt in an accident, has recovered completely and is once more pleasing patrons on the Brockton Avenue line.

Conductors Hatch and Dusan have returned from a month's vacation in the east and report a fine trip with business conditions looking very good.

Those planning to retire under the Railroad Pension Act in the near future are Conductors D. J. Finley,

Percy Heard, C. E. Ives and Motorman E. F. White. To these men who have rendered valuable service for many years we wish a long and pleasant retirement.

Motorman A. V. Ringo has returned to service operating baggage car between San Bernardino and Riverside on Run 551.

OCEAN PARK CAR HOUSE
By W. P. Williams

Most of the news from the Terminals is about men on train service, but at Ocean Park Car House, Carl Wright of the Mechanical Dept., really deserves special mention.

Carl has seen many years service in the Mechanical Dept. He is a very dependable worker, popular with all the Trainmen at Ocean Park Car House and is never too busy to come to their assistance and help in every possible way.

Our baseball team has just returned

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from their annual trip to Catalina to meet the "Angels Juniors". The Trainmen won the game played on Saturday by a score of 4 to 0, but lost the Sunday game by the score of 6 to 5.

The tennis players are turning out regularly and in good numbers. Dake Boardman and "Slim" Martin invaded the Santa Monica courts a few days ago and played in the doubles. They really cleaned up on the best players that Santa Monica had to oppose them.

Mrs. Ludvigson held a well attended shower at her home for Mrs. Brodet, who is expecting a little visitor at her home in the very near future.

Now that the warm weather has really arrived, the extra boys at Ocean Park Car House wear big smiles, as business is picking up and work is plentiful.

The one and only B. V. Williams is now on the strength at Ocean Park Car House and almost any evening you can hear his "Hail Hitler" and see him give his special washout signals with his lanterns.

Last Sunday a large party of Trainmen, organized by John Leslie, chartered a special boat and had a splendid day's fishing with lots of sport.

We are glad to welcome John Daly back after a long siege of illness. John really looks good and says that he feels okeh again.

MACY STREET TERMINAL

By Chet Collins

The stork paid another visit to Macy when Conductor P. A. Enders became the happy father of an eight pound eleven and one-half ounce baby boy born June 11th. Mother and child came through splendidly and also "P.A.". Congratulations are extended and we know the new addition to their family will bring them much happiness. I understand that already the new arrival speaks Dutch and is not at all bashful about letting one know when he is hungry.

Genial Grandpa Griffin is a mighty proud man these days, recently stating that his new grandson has put on over three pounds weight since birth, which is doing mighty well.

Conductor C. H. Miller and his family are taking a vacation at this time, having gone to Chicago via train. He plans to return with his boy, leaving Mrs. Miller to stay for a longer visit. He recently surprised us all by purchasing a new Oldsmobile sedan, which will bring them much pleasure.

Conductor Andy Norris threatens to get a picture of some of those fish he's caught to prove to his many friends the truth of his statements. Sounds like an opportunity for L. L. Brown to do a lot of good with his new candid camera. Lots of luck Andy, and no fair taking any trick shots.

Macy has been quite busy the past few weeks with some men on vacation and several days when there were specials taking movie extras to Riverside. Motorman J. R. Houseman should be consulted for details of movie technique, as he spent several days out

there. The picture taking was a very interesting procedure to most of us, giving a chance to see shots taken of race horses in action, both from cameras mounted on special platforms on the sideline and from the movie truck which raced about 25 feet ahead of the running horses. The pictures were taken at Fairmount Park, near Riverside, and were to be for the as yet unfinished picture "Saratoga", which is now being reconstructed due to the recent death of Jean Harlow, the co-star with Clark Gable.

Not having heard of F. L. Grable's missing out recently we wonder if it could be possible that he got the alarm clock going which was the combined gift of the Macy extra men? Afore-said CLOCK was a Westclox chassis and several miscellaneous clock parts which were all wrapped up in a most thorough manner.

Motorman L. L. Brown recently acquired a candid camera which is seeing much active service wherever he goes. Don't be surprised at seeing that pet pose personified by a candid camera shot. With W. H. Owen developing

many of his shots we can expect to see some very fine pictures.

We understand Conductor H. C. Thornton has recently left to take up residence in San Francisco, where we extend him best wishes.

Motorman T. V. Hoyle has been breaking in as Dispatcher under the supervision of Dispatchers Young, Pulliam, and McPherson. We all wish him lots of success in his new post.

PASADENA TERMINAL NOTES

By L. (Tony) Tonopolsky

Charley Martin and wife are spending an extended vacation on their farm in the middle-west, which proves you can take the boy out of the country, but not the country out of the boy.

Walter Blythe and wife still believe in the old fashioned motto that the longest way round is the sweetest way home. Their vacation itinerary being New Orleans, Chicago, Detroit, San Francisco and down the coast to home.

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L. A. Strople and family are on a 60 day leave visiting friends and relatives in Boston and vicinity. Plan short stops at several of the principal cities enroute.

Dame rumor wasn't very reliable last month, which makes it necessary for two corrections in last month's issue. In the case of C. R. Smith, who was stricken with appendicitis and removed to California Hospital for operation, after being under observation for four days, the Doctors decided an operation unnecessary. Smithy says they had him down but couldn't put him out.

The case of E. Butler was really disappointing. It was rumored last month he was going to Missouri and bring back a bride. Butler's intentions were good, but old man gloom, in the form of a Doctor, ruining his plans. The young lady in question who was convalescing from an illness and postponement was deemed advisable. However, the young lady has shown great improvement and we wish for her complete recovery and hope it won't be long until we announce the wedding in this column.

Bill Carrier has been confined to his home for the past six weeks with a leg ailment. The result of being struck by a hit and run driver while boarding one of our trains about two years ago. Our best wishes for your speedy recovery Bill, and hope you will soon be back on the job.

The title of Prince of Romance goes to Motorman Lewis. Within the last six months he has been married twice and gone on two honeymoons with the same lady. Now that's really being married. To explain this novel circumstance, the happy couple were first married in Mexico and in order to eliminate future legal entanglements it was necessary to be re-married in this country. So they hid themselves to Fullerton where they spent their second honeymoon.

WEST HOLLYWOOD
By G. R. Stevens

Summer is here and with it comes the pleasant thoughts of restful and zestful vacations. The boys at West Hollywood are no exception and many are taking trips, hunting and fishing plans in the making. So far fishing seems to be the favorite pastime.

And speaking of fishing, Mtr. M. C. Rohde did better on his last fishing trip. He caught a 34 pound halibut. More power to you, Rohde.

Supervisor O. L. McKee also went deep sea fishing recently. Reports fishing good and brought home the evidence.

We are sorry to report that Condr. H. Everson passed away last week. Condr. Everson was an old timer around West Hollywood, highly esteemed by all. Our very kind sympathy to his bereaved family.

Mtr. Gummere is taking a sixty day leave of absence, and is headed for points north for a good rest.

Mtr. J. E. Garner recently returned from a trip to Oregon, but failed to

report to us the details. Conductor Louderback was terribly grieved while he was away.

A short trip to San Francisco was made by Mtr. Carl Ogden.

Conductor J. C. Hathaway and wife are headed north for a fishing trip.

Motorman G. P. Burkhart and Motorman R. Honich are on the sick list, as is also our friend W. A. Gibbons. Our Operative informs that Gibbons made another one of those mysterious trips to San Bernardino on his last day off.



Doctor—"I don't like to mention it but that check you gave me has come back."

Patient—"Well, that sure is funny, Doc, so did my lumbago."

Card Player—A good poker player can successfully run any business.

Merchant—What does a good poker player want with a business?

Here's to the chigger—the bug that's no bigger

Than the point of a good sized pin. But the point that he raises, itches like blazes

And that's where the rub comes in.

Flo: "I don't intend to be married until I'm thirty."

Rea: "I don't intend to be thirty until I'm married!"

"Frequent water-drinking," says the specialist, "prevents you from becoming stiff in the joints."

"Yes, but some of the joints don't serve water."

Dr. Slicem: "Now, don't worry about your wife. You'll have a different woman when she gets back from the hospital."

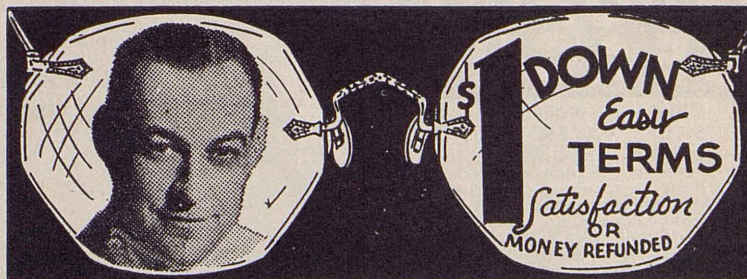
Chubbywitt: "But what if she finds it out, Doc?"

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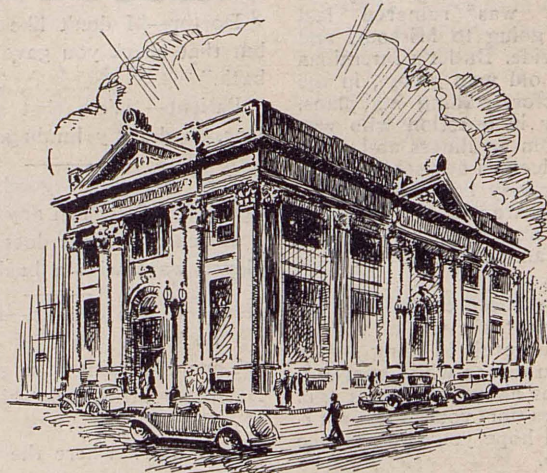


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