

PACIFIC ELECTRIC *Magazine*

Vol. 17—No. 12



June 10, 1937





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

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

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

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

THIS issue of the Magazine completes the first year after its publication was resumed in July, 1936.

Looking back, we are deeply grateful for the fine helpfulness received from loyal regular contributors and all others whom were called upon to aid in giving information and supplying contributions. There are directly responsible to the Editor. He aims and hopes to make each future issue more worthy of your indulgence.

Somewhat disappointing has been the volume of advertising obtained, another of our sole responsibilities. It is not the command of the management that the Magazine be entirely self supporting, but it is desirable and reasonable that advertising returns bear a considerable and larger portion of the cost of monthly production than thus far achieved.

Toward this end, and seeking the suggestions and support of employees, we would ask your aid in obtaining a somewhat greater volume of advertising. As to the merits of the Magazine's advertising value we would cite the following:

The advertising appeal of any publication is based upon the number of copies issued and the degree of interest manifested by its readers.

(1) Because a house-organ, (such as

ours) deals largely in the personal doings of its readers, it is reasonable to suppose that it is more intensely read (we hope) than the usual run of unrelated publications.

(2) Its readers are wage earners who are steadily employed.

The above two fundamentals are the most outstanding reasons why advertising in the P. E. Magazine will appeal to intelligent advertisers. There are other good reasons, too, that Ye Editor will be glad to call upon and explain to any prospective advertiser that may be brought to his attention.

In addition to the splendid editorial support given, we will be happy to receive your further support—advertising prospects.

Foundations

FROM my office window I have been watching a steam shovel at work. It is digging a great hole in the ground. Already the hole is deep, but each day the shovel scoops out more truckloads of earth, and sinks deeper.

At various points workmen are digging rectangular pits that go down still further. These pits are for steel and concrete piers.

Very soon—for the work proceeds so smoothly and swiftly—a fine building will rise over this excavation.

I shall always have faith in that building, for I saw the foundations

Prospective Change in Gratuity Payments

RETIRED employees receiving gratuity were notified late last month of prospective change in the source of such payments.

For the second period of May, 1937, checks were to be delivered in the early part of June in the usual manner. If the proposed new Railroad Retirement Act now before Congress becomes a law, check for June, 1937, and all future payments are to be sent direct to the home address of the retired from the United States Treasury at Washington, D. C.

Gratuitants retired prior to August 29th, 1935, will receive the same amount they have heretofore been receiving from the Company. Employees retired or having an employee relationship on or after August 29th, 1935, should make application to the Railroad Retirement Board for annuities.

Retired employees were told that no deductions will be permitted from the Government checks and in order to keep life insurance in effect it will be necessary to pay premiums direct to the Auditor's office in advance by cash, check, or post office money order made payable to the Pacific Electric Railway Company.

Names are to be carried on an Honorary Record Roll of this Company, and retired employees should take up with the Auditor's office all matters pertaining to group insurance, mortuary or other deductions.

dug and I know they went down deep.

A building is like a life. People do not pay much attention to a man until he begins to get up in the world. Then they appreciate his strength, admire his inflexibility of purpose, and appraise his character and achievements.

What a man is, however, depends upon his foundations. Sometimes it takes fifty years of preparation to fit a man for his real work.

No amount of pains, study and experience is wasted, if it qualifies us to meet our great opportunity.

Reputation may be attained in a single day, but character is forged by the Hammer of Events upon the Anvil of Time.

While you make history, your history is making you.

Today may be a day of drudgery, of a round of tasks apparently meaningless and without importance. And yet today we are digging the foundation.

And if we work with care and conscience, some future day our own fine building will rise upon this spot and tower to the encouraging skies.

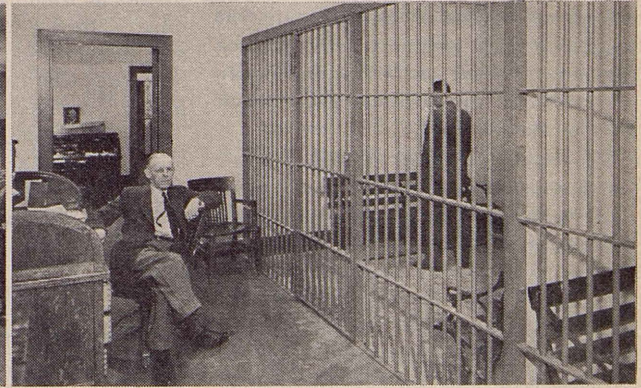
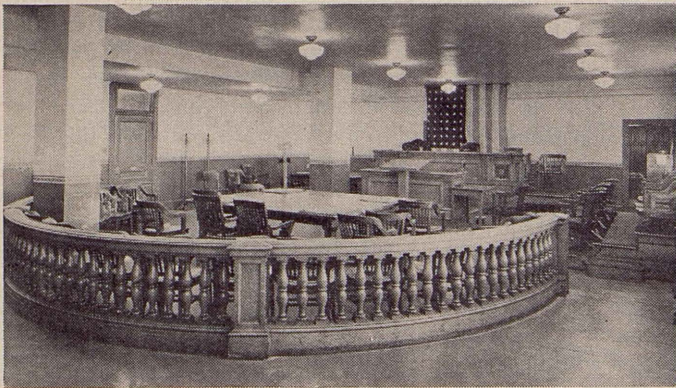
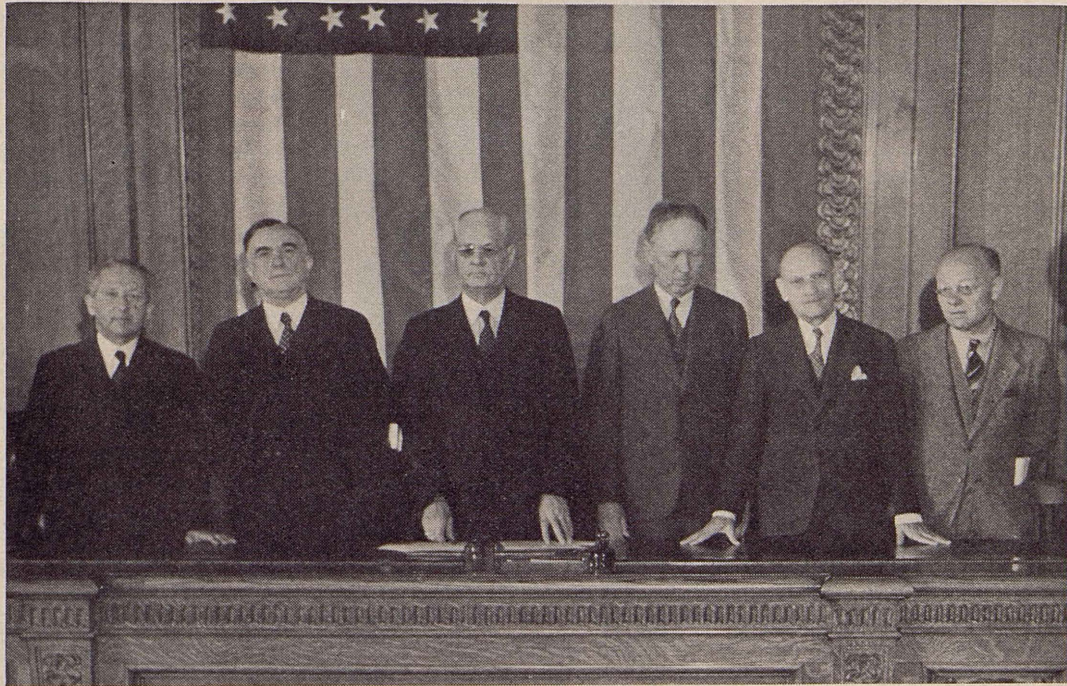
—Harry A. Earnshaw.

Mr. Smith was deeply shocked when neighbors sent over on a Sunday to borrow his lawn mower.

"What," he exclaimed to his wife, "mowing a lawn on Sunday! Not with my mower! Tell them we haven't any!"

Federal Departments Now Our Neighbors in P E Building

Many Important Agencies Establish Themselves Pending Completion of New Federal Building to be Erected at Post Office Site



Included in the some twenty governmental agencies now quartered in the Pacific Electric Building are six distinguished Judges of the U. S. District Court, Southern District, pictured left to right: Honorables Harry Hollaer; Paul McCormick; Wm. P. James (Senior Judge); George Cosgrave; Albert Lee Stephens and Leon R. Yankwich. Below, one of the six court rooms and, of all things, a jail where prisoners are arraigned and detained during progress of court trials.

ENJOYING a condition that has not prevailed for many years past, the Pacific Electric Building can today boast of a distinction, rare, if not exclusive, among other office buildings of the city—it is filled to capacity.

The complete occupancy of our building was brought about through the leasing, several months ago, of some 77,000 square feet of floor space to the Federal government for housing of practically the entire agencies of Uncle Sam for the Southern District of California. Leased for a period of two and a half years, or longer if required, our new tenants will remain

until the completion of the new Federal building to be erected at the present post office site, where a fifteen-story structure, costing some \$7,000,000, is scheduled shortly to be started.

Extensive Remodeling

The leasing of space to the Government required negotiations with powers in Washington over a period of many months and in competition with several other building owners. To comply with lease specifications, it was necessary to expend approximately \$75,000 in re-designing office space, plumbing, for linoleum and various other office appurtenances.

From a heretofore somewhat staid atmosphere, with the coming of some twenty odd Federal agencies our building has taken on new life. It fairly hums with activity and gazing into tense, crowded court rooms, glimpsing the Marshall's jail, or perhaps the Secret Service, Naturalization, Narcotic Bureau, Passport Bureau, Probation headquarters, the widespread functions of the Government become better understood. But here we have only a comparatively few; hundreds of other branches are daily carrying on and to them all we are indebted to the fulfillment of traditions and the mak-

ing of our country a land of peace, opportunity and justice.

A tour of our building will find the various offices and floors occupied as follows:

Six distinguished Judges are now treading with judicial mein on three floors of our building. They are U. S. District Court Judges for the Southern District (17 counties) of California. These judgeships are Presidential appointive posts for life, with retirement privilege at 70 or thereafter when desired. They will be found: Wm. P. James (Senior Judge) and Paul McCormick on the fifth floor; Judges Leon R. Yankwich, George Cosgrave and Harry Hollzer on the fourth floor, and Judge Albert Lee Stephens on sixth floor.

Occupying a wing on the third story is the genial United States Attorney, Peirson M. Hall, who, with his staff of twenty efficient assistant prosecutors and a secretariat of as many, is charged with the responsible task of prosecuting offenders of Federal laws.

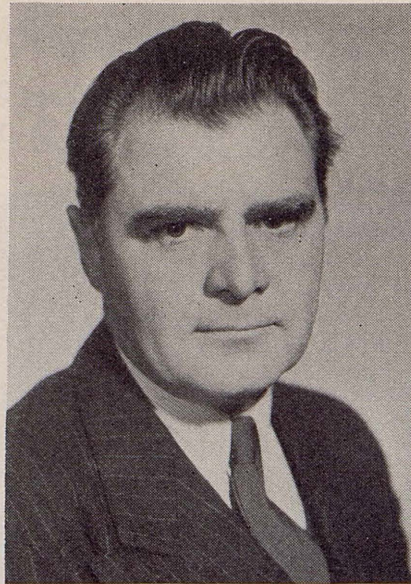
On the floor above this lawyer-official is the veteran U. S. Marshall Robert Clark and his coterie of man-hunters. On rainy days, it is reported by members of the press room (about whom we will tell you later), that at least two girls, particularly if they are winsome lasses, can keep dry under the eaves of the Marshall's big black Stetson hat.

The United States District Clerk's office, Passport Bureau, Naturalization and Bankruptcy agencies are grouped together on the fifth floor. Exclusive of the Hollywood Legion, the Trocadero and Brown Derby, one may see more movie stars than any other dozen places in town. If you don't believe us, have a look as you pass there some time.

The Secret Service, G-men to you, those efficient protectors of our President and detectors of counterfeit money and what not, are esconsed on the second floor, as do also the Narcotic forces hold forth near by.

The Probation-Parole department for Federal prisoners, with the esteemed Thaddeus A. Davis as ranking chief, are on the fifth floor, but it might as well be the fifty-fifth, so far as "reaching" them is concerned. Sobbery doesn't click here; federal offenders generally take their full "rap."

Also on the fifth floor will be found the hard-pressed National Labor Relations Board, the Immigration Department, Civil Service, and lest we



Peirson M. Hall, United States Attorney, who with a staff of twenty assistant prosecutors, now hold forth in our building. Mr. Hall has long been an eminent member of local and national legal circles.

forget, another important personage in this Republican or Democratic government of ours, no less than David B. Head, the United States Commissioner.

See 'em Sometime

And in room 401 take a peak some time. There you will see "the gentlemen of the local press." Your see, and hear too, will be particularly interesting if you chance to drop in about "dead-line" time, or immediately following an important court decision or any of the many other of their stories that make you gasp at headlines. When in action these boys really go to town!

Our new tenants are already making themselves very much at home and are favorably impressed with their new quarters. In our rounds of the new offices we were frequently told to express appreciation for the courtesies extended them by the building management and to say that everything has been done by the management to make their move and stay a happy one.

To which we may add: see Mr. H. D. Priest, Manager of the P. E. Building or any member of his willing staff; it will be their pleasure and desire to serve you, well.

A fat lady stepped on the scales, not knowing it was out of order, and put in her penny. The needle went up to 75 pounds—and stopped.

An inebriated gentleman who was watching intently, staggered.

"My God!" he said. "She's hollow."

P. E. LEGION POST REPORTS

With a considerable gathering of P. E. employee World War veterans present, aided and abetted by District Commander Defty and Commander Dick Kennedy of the Florence Post, the Pacific Electric American Legion Post No. 321, is now a functioning organization. This new Legion unit was completed on the evening of May 11th at the P. E. Club quarters when the following officers, whom we salute, were elected and installed in their respective ranks:

Harry H. Brainard Commander
Ira R. Williams...1st Vice Commander
Ray Buford2nd Vice Commander
William E. SamesAdjutant
W. G. KnocheFinance Officer
William StaudigelChaplin
Bill BaxterSergeant-at-arms
Robert HousemanHistorian
A. M. CrossService Officer

Comrades Tucker, Humes and Nichols were elected to serve on the Executive Committee.

There are many good reasons why every P. E. man who is a veteran of the World War should come to our meetings and bring his discharge, in which case we will show you why you should join this new, active organization. We must see the discharge and receive your entry fee of \$2.50, whereupon you will learn our objectives and plans to make this Post an outstanding one. We are receiving the hearty co-operation of the P. E. Club and plan some entertainment events and activities that will make our Post an outstanding one.

Don't delay your joining. If your wife objects, tell her you will be big-hearted and let her join the Ladies' Auxiliary.

The Post meets on the second and fourth Tuesday of each month.

Our June meetings are scheduled for June 8th and 22nd.

—W. E. Sames, Adjutant.

Rastus: "Say, Sambo, what time in yoah life does yo' think yo' wuz scared de worst?"

Sambo: "Once when Ah wuz callin' on a married gal an' her husbum come in and caught me. Boy, wuz Ah scared?"

Rastus: "How are yo' shuah dat wuz de worstest yo' evah been scared?"

Sambo: "Cause her husbum turned to dat wife ob his an's he say: 'Mandy, whut's dis white man doin' here?'"

Grateful Patrons Laud Worthy Service

Many Trainmen Commended for Exceptional Courtesy and Outstanding Qualities in Line of Duty

THE Magazine is happy to "give credit where due," and the worthies noted in succeeding paragraphs are to be complimented for having so conducted themselves as to elicit written words of praise. Our management is duly appreciative, and in addition to each Trainman receiving a letter commending them for worthy service, commendations are filed with and made a permanent part of personnel records.

The following excerpts or comments were received from patrons in recent weeks:

Conductor J. H. Doherty "is one of the most courteous and gentlemanly Conductors I have encountered in 30 years of riding on P. E. lines, and I have heard many other patrons compliment him," writes a veteran rider.

Motorman J. F. Hatton, Western District commended for "alertness and fine judgment used in avoiding serious collision with auto."

R. Hixon, Conductor, Western District, for honesty and diligence in recovery of purse and important papers.

R. B. McDougal, Conductor, Western District, for "his untiring efforts in directing passengers and giving them full and complete information."

G. H. Meek, Conductor, Western District, says a patron "is very courteous, helpful and attentive. His enunciation of streets is very clear and not too loud."

J. A. Jewett, Motorman, Western District, complimented because "he was patient and kind to a very elderly man boarding his car."

H. W. Wilkins, Conductor, Western District, commended for "his vigilance, honesty and kindness in the recovery of my watch."

L. A. Snyder, Motorman, Western District, for averting a collision "when a . . . fool motorist cut directly in front of his car."

H. E. Henderson, Conductor, South District "for holding train a few seconds."

J. R. Benson, Conductor, South District "for stopping train, picking up lost bag and turning over to inbound crew."

W. J. Bisson, Conductor, South., commended for "courteous and efficient manner of performing duties, particularly for holding Watts car for

connection with Sierra Vista car following inbound on Aliso St."

E. E. Payton, Conductor, South, calls streets very clearly. Says patron: "I have traveled from Canada to Florida and many cities throughout the west and he is the only one I could understand."

P. L. Chapman, Conductor, South, praised for "the recovery of my purse which contained every cent I had in the world. I have ridden with him many times and he has always been very courteous to me and other passengers."

M. E. Aduddell, Conductor, South, of whom a regular rider on his car writes: "he provided me a seat when I thought I would have to stand, and even handed me an evening paper to read. You are to be commended for having a man of this character."

G. H. Powell, Conductor, North: complimented for "exceptional and splendid efficiency in performing his duties."

Motorman J. A. Morgan and Conductor A. L. Norris: Wrote patron: "Can't we have more crews like Motorman 631 and Conductor 54? It's a keen pleasure to ride their cars."

O. C. Angle, Operator: "I wish to compliment you on having very courteous drivers on the No. Los Robles line. Mr. Angle took a great deal of trouble to explain the rather complicated schedule on this line," wrote an appreciative rider.

P. J. Bever, Operator, North.: Commended by Pasadena school superintendent for "excellent work; skilfulness, resourcefulness, genuine fondness for children, and went to considerable trouble to give teachers a wonderful day."

E. O. Holt, Conductor, North.: Complimented by H. P. Monahan, General Passenger Agent, S. P. Co. for aid in selling passenger round trip ticket to Kansas City and return.

G. H. Powell, Conductor, North.: "Men of the type of Conductor Powell make traveling enjoyable. He is very alert, kind and always wears a smile."

P. N. McCafferty, Conductor, North: Commended for courtesy and giving information in proper method to transfer from Sierra Vista line to Car No. 2 of L. A. Railway.

J. W. Crouch, Conductor, North:

MILLION VISITORS EXPECTED TO SO. CAL. THIS SUMMER

The All-Year Club of Southern California, which has worked 16 years in developing travel to this area, reports we may expect one million tourists here this summer, informs H. O. Marler, Passenger Traffic Manager, who appeals to employees to show every consideration in our contacts with this vast army of visitors to the end that they will be favorably impressed, both with our transportation service and Southern California generally.

"Tourists contribute an important part of our passenger revenues," says Mr. Marler, "and it is to the interest of all that we cultivate this traffic. The impression visitors gain of our system is dependent on the quality of service and courtesy we exercise in handling them.

Trainmen, Agents, Ticket Clerks, information bureau personnel and all other employees who come in contact with the public should do everything in their power to be unusually courteous to these visitors.

"The entire business interests of the city are organizing to render special courtesies to visitors and I am hopeful that the favorable reports which will come back from visitors with respect to treatment received while on our system will set a pattern other public agencies will wish to follow.

"Let's all have a part in making Southern California nationally known as the 'Friendly Vacationland,'" Mr. Marler concluded.

Once I heard a mother utter:
"Daughter, go and shut the shutter."
"Shutter's shut," the daughter uttered;
"I can't shut it any shutter."

Two men were seated in a crowded car. One, noticing that the other had his eyes closed, said: "Bill, are yer feelin' well?"

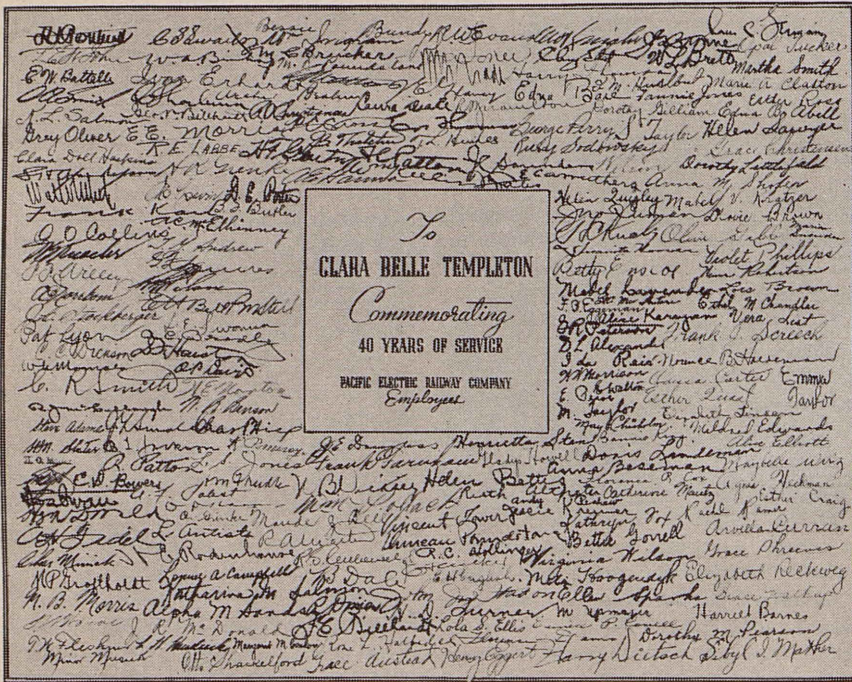
"I'm all right," said Bill, "but I do 'ate to see ladies standing."

Then there was the lady who swore that she had baked over a thousand pies during her married life, and could have proved it if her husband had lived.

Plan to Vacation at P. E. Camp.

"Conductor No. 580 has been most thoughtful, not only toward myself, but to all other passengers."

Memento To a "Good and Faithful"



Bearing the signatures of some 208 of her loyal, good friends, the plaque above, artistically arranged and framed, was a testimonial of high esteem last month tendered to Clara Bell Templeton, former Head of the Conductors Accounts Bureau, who retired recently with forty years of valiant service.

IT WAS a wonderful thought, beautifully expressed, and will be loved and cherished by me to the end of my days."

Tinged with a heart full of gratitude, as above in part, writes Clara Bell Templeton, Head of the Conductors' Accounts Bureau, who retired early this year with nearly forty years of valiant and worthy service to her lasting credit. The occasion was a grateful expression of her thankfulness to some 208 contributors for a very substantial group gift which just a comparatively few of her friends had the opportunity of subscribing to.

Wishing to perpetuate the memento, Marion Snowden of the Conductor Accounts Bureau, conceived the splendid idea of clipping each signature of those who had the opportunity of subscribing and pasting upon a framed plaque, a task she artistically performed with every signature readily legible. Testifying to the universal esteem and regard with which the recipient is held it will be seen the plaque bears signatures of our highest ranking executive, Mr. Pontius, Chairman of the Board, and a host of others with whom she had endeared herself.

We are happy to quote the full text

of the grateful message Miss Templeton penned:

"Because it is a physical impossibility for me to reach in any other way the friends in all Departments who so generously subscribed to the wonderful tribute paid me by the Officers and Employees of the Company in commemoration of my forty years of service, I take this means of extending my thanks to every one. It was a wonderful thought, beautifully expressed, and will be loved and cherished by me to the end of my days.

"My sincere thanks to you all."

Not in the best of health immediately prior and since her retirement, the hope and prayer of all who had the good fortune to know Miss Templeton is that she will quickly regain to robust health and thoroughly enjoy the rest and peace she so richly deserves in the years to come.

June, Busy Month in Garden

By Earle Moyer

The month of June should be an active one for planting seeds and seedlings.

Set out zinnias, asters and cosmo seedlings if you sowed seeds in boxes. If you prefer young plants, the nur-

series still have plenty. A good plan is to cover each young plant with a pot or paper for two or three days, especially if it is hot. This gives the young roots a chance to get established.

You may still set out young chrysanthemum plants. If you already have growing plants, pinch off tips of these plants and you will have more flowers this fall. If your dahlia plants are up and growing, be sure to pinch out the center of each plant after the third or fourth set of leaves come out.

Too much cannot be said about spraying and watching for snails and slugs. Even if you don't see any it is better to prevent than try to cure, once they get a start on your garden. Especially is it necessary now to watch for red spiders on your dahlia and chrysanthemum plants.

Fertilize Now

This month you should apply fertilizer to plants and shrubs growing vigorously. Commercial plant food is recommended because it reacts more quickly. Be sure your shady garden, where begonias, ferns, etc., are growing, has plenty of peat and leaf mold, as the warm summer weather dries out the ground, whereas if plenty of peat is used your beds will remain moist.

Do not water your flower garden by sprinkling. Flood your plants. Make a basin around shrubs, plants, trees. For trench plants in rows allow water from hose to flow slowly for about one hour or until soil will take no more moisture. Keep ground well cultivated, always leaving rough surface.

Now is a good time to plan your winter garden. Prepare flats now by mixing peat, sand, leaf mold and good garden loam. Next month is planting time for seeds for winter blooming.

You should plant all dahlias this month. If you plant them in rows, dig ground up to depth of 18 inches, taking dirt out of trench. Place about one-half inch of bone meal mixed with a little dirt in the bottom; on top of this about two inches of well mixed sand and loam. Now set your bulb in a slanting position and drive a stake just in back of your bulb; this is for holding the plant up as it grows tall. The balance of the trench should be filled with the dirt removed after it has been mixed with sand, peat and loam. Firm the soil around bulbs, but do not pack. The trench should then be flooded, after which very little water should be given until plants are

up six to eight inches. If you plant bulbs one or two in a place the same procedure should be followed, except that hole should be about 18 inches wide.

To those who have dahlias showing buds. If you want quality, and not quantity, be sure to leave only one or two buds on a branch. This will give you large and beautiful flowers. But, if you want some real blooms only, leave one or two branches on one plant with one bud no each branch.

Your potted plants should be watched very carefully from now on as they dry out quickly during the dry or summer weather.

If you wish cut flowers to last longer always carry to the garden a container of cold water. As soon as you cut the blooms, place them immediately in container and leave them there 15 minutes before changing. If it is dahlias you are cutting, the water should be boiling and only leave them there about five minutes and change immediately to as cold water as you can use. You will be surprised how much longer blooms will last if you will set cut flowers outside at night.

NAME NEW OFFICERS; OTHER EVENTS OF WOMEN'S CLUB

We wish more members of the big family could have visited the Club rooms on May 13th for the Women's organization was privileged to play host to Mr. Courtney Miles, a noted artist of Western pictures.

He had simply transformed the rooms into an Art Gallery of rare beauty with his beautiful paintings and pastels. So many of the scenes were typical California ones, places we have all motored to some time or other, desert scenes with golden poppies, joshua trees, gorgeous ocean views and those never to be forgotten sea green, blue lakes and sky in the High Sierra, where we know John Blanding must have been inspired to write a number of his verses in "A Dream in Blue".

We're sorry we didn't have advance information on this rare treat, but are doing the next best thing. Mrs. Pauline Shepherd, who has charge of the exhibit, can be reached at 25611 President Avenue, Harbor City, or Mr. Cortney Miles at 833 Skyland Drive, Sierra Madre. He had exquisite paintings priced at \$800 but he also had pastels, gems of beauty, for \$2. Mrs. Shepherd, with Mr. and Mrs. Miles,

Comparative Data on San Francisco Bay Bridges

Below are some interesting comparative statistics on San Francisco's two new bay bridges, unequalled in world construction:

	<i>Golden Gate</i>	<i>S. F. - Oakland</i>
Authorization	Popular vote	Legislative Act
Control	District Board	State Commission
Financing	District bonds	Federal Loan
Total Cost	\$35,000,000	\$77,200,000
Length with approaches .	7 miles	12 miles
Bridge structure	8,981 feet	23,000 feet
Longest single span	4,200 feet	2,310 feet (two)
Cantilever span	None	1,400 feet
Height of towers	746 feet	518 feet (average)
Deepest pier (below water)	118 feet	242 feet
Largest pier	155 x 300 feet	92 x 197 feet
Number of piers	Two main, 29 others	51, all types
Vertical clearance(min.)	220 feet	200 feet
Vertical clearance(max.)	246 feet	220 feet
Cable length (max.)	7,760 feet	5,732 feet
Diameter of cables	36 inches	28¾ inches
Weight of cables	22,00 tons	18,500 tons
Wires per cable	27,572	17,464
Cable wire length, total .	80,000 miles	70,815 miles
Tension per cable	63,000,000 pounds	42,000,000 pounds
Structural steel used	80,000 tons	152,000 tons
Concrete used	330,000 cubic yards	1,000,000 cubic yards
Paint	60,000 gallons	200,000 gallons
Excavation	511,000 cubic yards	6,038,000 cubic yards
Employment, man hours	25,000,000	54,250,000
Vehicle facilities	Motor vehicles only	Autos and trains
Width of roadway	60 feet	58 feet
Sidewalks	10½ feet	None
Travel lanes	Six	Nine (two car tracks)
Work started	January 5, 1933	July 9, 1933
Bridge opened	May 27, 1937	November 12, 1936

were guests of the afternoon and at tea later.

At this meeting the annual election of officers was held. The following elected for the coming year:

Mrs. L. Murphy, President; Mrs. F. M. Hart, First Vice President; Mrs. W. E. Smart, Second Vice President; Mrs. R. R. Crunk, Third Vice President, and Mrs. H. Bell, Treasurer. Mrs. H. W. Fuller was chosen Recording Secretary; Mrs. Charron, Correspondence Secretary; Mrs. D. A. Barnard, Mrs. V. Viellenave, Mrs. H. Thomas, Mrs. Hankin and Mrs. W. Baglin, Directors.

Beloved Mother Spencer, a shut-in for some time, was present and made very happy with a beautiful old-fashioned bouquet of posies for Mother's Day.

May 18th a carload of members attended the Coronation Ceremonies at Torrance, where the annual May event or crowning the President of

the Mother Club as Queen, takes place. Not a crown of gold, studded with rubies and diamonds; just a circlet of pansies placed on the pretty head of our First Lady, Winnie Barnard.

A delicious luncheon was served and tables cleverly decorated with May Pole butterflies and flowers. It was a festive day as guests of the Pacific Electric Auxiliary of Torrance.

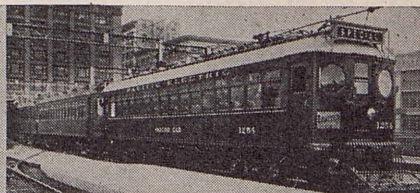
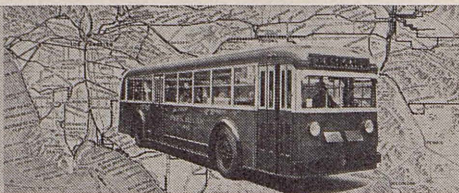
May 24th the group visited the Helms Bakery and after being shown through the plant, spent a very worthwhile hour with Miss Jane Sterling, Director of the Home Economics Department.

This report goes in before the last meeting on May 27th but that will give us something to write about next month and we will be able to give you any plans for the summer made by the new officers.

So here's to happy vacation days.
—Mrs. Lon Bishop.



SAFETY NEWS



Cause and Cure of Rear-End Interferences

Company Pays Heavily in Claims Because of Lack of Care and Judgment Causing These Mishaps

REVIEW of reports covering accidents for the past several months reveals a too-frequent occurrence of an avoidable type of accident. It is a type which costs the Company heavily because we have no legal defense against claims in such accidents—interferences with the rear end of vehicles which stop ahead of cars or coaches.

The majority of the automobiles operated over our streets and highways today are equipped with powerful four-wheel brakes. They are capable of stopping in a much shorter distance than is required to stop a street car, interurban train, or even our newest type of motor coach. But, when an automobile is running ahead of a car or coach, stops and is struck by that car or coach, no matter how suddenly or for what reason that automobile stops, the Company is held responsible and must pay damage claims arising as a result of such accident.

Where Experience Counts

It requires extreme good judgment and the utmost alertness to avoid accidents of this type, particularly when operating over crowded city streets in peak load periods. Every Motorman and Operator knows that if he follows an automobile too closely, he cannot avoid an interference if that automobile should stop suddenly for any reason. On the other hand, he realizes that if he runs too far behind the car ahead, other vehicles will cut into the space thus created, with the result that the car or coach is forced farther back and schedules become difficult to maintain. But of the two alternatives it is better to operate at such distance behind the vehicle ahead as will enable you to avoid an interference when that vehicle stops suddenly. The ideal to strive for is the ability to operate your car or coach

far enough behind the vehicle ahead to enable you to stop in time to avoid interference, but close enough to avoid excessive cutting in by other vehicles. As stated before, this requires good judgment and the utmost alertness on the part of the Motorman or Operator.

There are numerous reasons that will cause the driver of a vehicle to make a sudden stop, so when you are following a vehicle you should always operate with the expectation that it is going to stop at any moment and be able to make a quick stop yourself when that moment comes.

Quite a number of such accidents are occurring at intersections governed by traffic signals. When you are approaching a green light, follow-

ing closely behind an automobile, expect that light to turn red just about the time the automobile gets opposite it. Many autoists practically stand their machines on end when a light changes to red in front of them, and the Motorman or Operator who is following must be extremely alert in order to avoid an interference at such times.

Extreme alertness is also necessary in order to avoid interferences when crossing intersections governed by traffic signals. If you enter the intersection just as the light turns against you, it is well to contemplate that some driver on the intersecting street is going to start on the first bell. With the quick get-away of the modern automobile, such drivers will get into the intersection just in time for you to hit him, instead of having his vehicle run into the side of your car or coach.

When you are entering the intersection just as the signal changes in your

Classification of April, 1937 Accidents

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

CLASSIFICATION:	SYSTEM		Increase or Decrease	Percentage
	1937	1936		
Collisions:				
1. With Pedestrians	12	17	5 Dec.	29.4%
2. At Railroad Crossings (Other than Company's)	0	1	1 Dec.	100.0%
3. Between cars of Company	0	1	1 Dec.	100.0%
4. With Vehicles and Animals	129	121	8 Inc.	6.6%
5. Derailments	4	5	1 Dec.	20.0%
6. Equipment	0	0	Same
7. Boarding Cars	13	8	5 Inc.	62.5%
8. Injuries on Cars (Not in collision)	26	15	11 Inc.	73.3%
9. Alighting from Cars	12	14	2 Dec.	14.3%
10. Falling from Cars (Nor purposely alighting)	1	0	1 Dec.	100.0%
11. Doors, Gates and Guard-Rails	4	11	7 Dec.	63.6%
12. Ejectments and Disturbances	1	2	1 Dec.	50.0%
13. Miscellaneous	3	2	1 Inc.	50.0%
14. Total	204	198	6 Inc.	3.0%
15. Employees	2	2	Same
16. Total Car Accidents	206	200	6 Inc.	3.0%
17. Motor Coach Accidents	15	21	6 Dec.	28.6%
18. Total Passenger Accidents	221	221	Same
19. Freight Accidents	11	10	1 Inc.	10.0%
20. Total All Accidents	232	231	1 Inc.	0.4%
			1 Inc.	.4%

favor, particularly when the signal changes as you approach it and you do not have to make a stop, a real hazard arises. You got into the intersection much sooner than if you had started from a standstill, so watch out for that driver on the intersecting street who was approaching a green light at fast speed and who frequently decides to go on across in spite of the fact that the light turned red against him when he was still a good distance from it. We have had numerous accidents occur under the two latter conditions described, several of them with Los Angeles Railway cars.

So, when you enter an intersection governed by a traffic signal, even when the signal is in your favor at the time you go into the intersection, watch out for the "signal-cutters" and be prepared to avoid interfering with them. And never be a "signal-cutter" yourself!

The accidents referred to herein are avoidable and should be avoided. But it takes the utmost alertness to avoid them, so, ALWAYS BE ALERT.

Value of Smooth Operation

THERE is safety in smooth train and motor coach operation. And smooth handling means pleased patrons and avoidance of possible lawsuits resulting from injuries to passengers that might cost a fortune in damages payable to the injured ones.

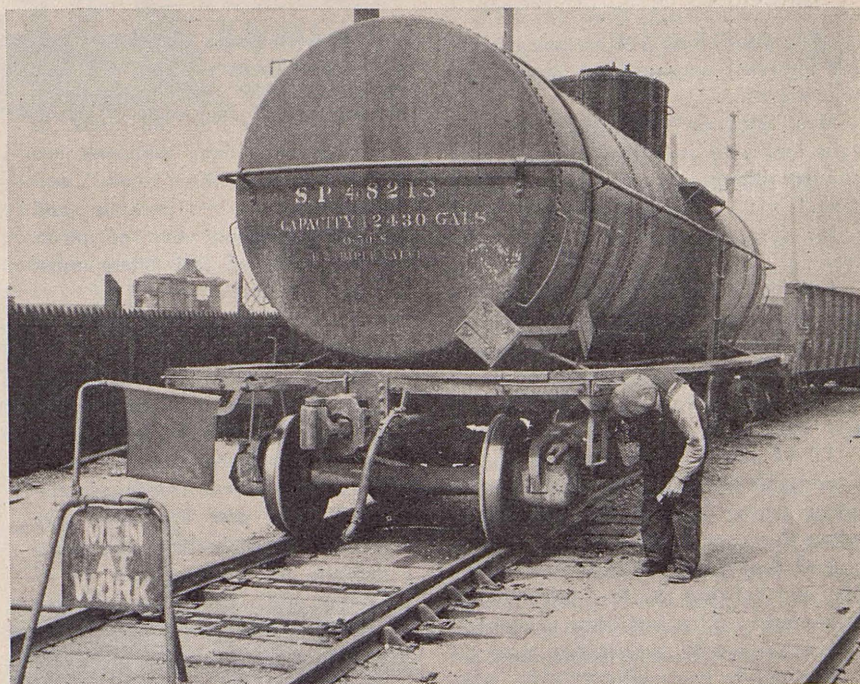
It is well to remember that a rough start or stop may easily result in an accident, hence the need to manipulate the control devices in the prescribed manner.

Avoid rounding sharp curves at a speed which will cause disturbances to passengers and remember special attention is necessary when handling trains of two or more cars to avoid setting up a hazard by increasing speed before the entire train has rounded sharp curves with equipment having automatic acceleration, instead of frequently shutting off and re-applying the controller, "hand-feed", maintaining a proper and uniform speed, thereby eliminating unnecessary surging and bumping of cars.

Motor coach drivers, when you took your driver's examination, (remember?), you were careful with your starts and stops. Let's keep it up.

Mr. Motorman, when you have stopped your train and are waiting for proceed signal, "are you ready to use it?" Holding more brake cylinder

Co-operate in the Blue Signal Rule



WHEN the eyes see and read words, either in describing an accident, or in a Rule setting forth the proper procedure, the mind must translate those words into a picture, which is then projected upon the brain as upon a movie screen before the words can become thought.

Much imagination and mental effort is consumed in the process of trans-

lating words into thought and understanding. When, however, the eyes see a Picture, that picture is projected directly upon the brain and immediately becomes thought.

So the above picture, together with the proper translating of the words contained in Rule 99 should impress us with the importance of obeying the Blue Signal Rule.

WHY THE STARTING SIGNAL?

An express car was started without proper signal (the Motorman heard someone say, "Pull ahead") with the result of injury to a man unloading mail from opposite side of car.

Let's remember, where a signal is required, a train or motor must not be moved without the proper signal. Those whose duty it is to give the signal must know that the condition for which the signal is to be given is right.

Two taps of the gong must be sounded, or motor bell rung when car or motor is about to move.

In connection with communicating signals, the Motorman must not start train without receiving proper signal from all Conductors, and such signal should begin at the rear car.

Small Son: "What are diplomatic relations, father?"

Father: "There are no such people, my boy."

pressure than necessary to keep train from drifting and then applying controller before brakes release results in surging and bumping of cars as the brakes on some cars in the train may release sooner than others.

The secret of smooth train handling lies in willingness to obey the instructions setting forth the procedure.

Don't condemn any of the instructions on the grounds that they are theoretical. If you are having difficulty in putting into practice any of the instructions, take the matter up with the Instruction Department.

In our campaign against accidents, IT IS IMPERATIVE THAT TRAINS AND MOTOR COACHES BE HANDLED SMOOTHLY.

—J. E. Wagner.

"She: "This dining room goes back to Louis the Fourteenth."

He: "That's nothing. My whole living room set goes back to Sears Roebuck the fifteenth."

Importance of Maintaining Schedules of Our Trains

MR. BUSINESS Man has an important engagement downtown this morning.

Mrs. Shopper has noted a bargain sale and she just must be at that counter before everything is "picked over."

Mr. Traveler is going away on a train.

And there are just lots of Miss and Mr. Workers whose bosses have peculiar, but insistent ideas that they should be at work at a specified time, or they lose their jobs. And jobs, lest we forget, are bread and butter.

All of these riders have consulted a timetable more than likely and noted when trains leave, and particularly when they arrive.

And that's just what we are humbly endeavoring to lead up to—the importance of maintaining schedules,—in other words, arriving on time.

The public has nothing to do with making of running schedules. The railway makes them. The public accepts them. And it becomes our obligation to live up to them.

There are occasions when it is humanly impossible to arrive on time. Conditions beyond the control of Trainmen assert themselves. Such instances are pardonable, and are generally accepted by riders as being no fault of Trainmen.

BUT, late arrivals at termini, more often than otherwise, rests entirely within the control and is dependent upon the teamwork between Motorman and Conductor.

And, lest we forget, a train crew running habitually late is one of the greatest reasons why regular patrons become former patrons.

Running schedules don't call for miracles to accomplish them. They are based upon experience, and made by experts who know and take into consideration all the conditions that prevail.

It is only by Trainmen working together that schedules can be maintained with safety and "on time" records. Many times when too frequent delays are run down, brought to light by passenger complaint and revenue shrinkage, it is found that Conductors, and not Motormen, are at fault. Slow bells, leisurely return after flagging, lack of snap in routine train work, all contribute to lethargic train operation, and result in late arrivals and dissatis-

Greet and Aid New Worker

THERE are a lot of new fellow Trainmen on the job now days.

They come into the ranks, as you did one day, unknown, unfamiliar with the "ropes," embarrassed a bit perhaps and looking entirely out of place. They sort of feel "they must sink or swim."

Too few of us are kindly to newcomers.

Most of us will never forget some good soul who came to us in our toddling days, bid us welcome and poured into our anxious ears a few words of wisdom. Sure, new Trainmen have been schooled in rules and regulations, but there are a lot of things that experience teaches that can easily be brought up in a conversation that they will be happy to know and which may avoid a serious accident.

You may be the one to save a life or prevent a serious accident by acquainting these newcomers with "the tricks of the trade." Tell them a few unsafe conditions and how to prevent certain accidents.

You are not being a "softy" by greeting, welcoming and aiding a new fellow Trainman. Rather, by so doing you will make a true and lasting friend!

fied patrons.

A good train crew, and the very great majority of ours are such, will work together in harmony, taking every advantage of every opportunity to make their schedule, safely.

MODERN LIGHTING PRACTICES TOLD TO EMPLOYEE GROUP

Giving a practical demonstration of modern illumination, some sixty odd engineering minded employees on May 13th enjoyed a lecture at the P. E. Club quarters by Mr. Burdette Moody, Illumination Engineer of the Bureau of Power & Light. The evening was sponsored by the Club's educational department.

Mr. Moody contrasted the haphazard methods of illumination of only a few years ago with the increased effectiveness and value as advocated by progressive utilities today. He dem-

SAFETY ADVISORY COMMITTEE APPOINTED FOR JUNE

The next meeting of the Trainmen's Safety Advisory Committee, will be held on June 25, 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 June, 1937:

Western District	Terminal
E. Barnes	West Hollywood
E. N. Denton	Subway
A. E. Brown	Ocean Park
B. J. McCamy	Glendale
Northern District	
L. H. Keene	Macy Street
C. N. Van Sickle	Pasadena
N. S. Davis	San Bernardino
Southern District	
H. T. Bennett	Los Angeles Street
J. H. Shelton	Long Beach
L. W. Buchanan	South Freight

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 be both of interest to you and of educational value.

I — You — He!

Sounds crazy, doesn't it? But aren't we all in the same boat? And isn't it a fact if I, you or he had not failed to do something we should have done, you, he or I would not have been injured, or responsible for injury or damage to property?

Two of us in this case might ask, "Am I my brother's keeper?"

If the answer is "No," that leaves one of us holding the bag. But this combination works three ways, for sooner or later each of us is going to be the "bag holder" and we certainly are lacking if we don't make the answer "Yes" and realize that a knowledge of and compliance with safety rules insures a longer life and an easier conscience.

onstrated how maximum illumination is being obtained today in the home, office, factory and street car; also proving how destructive upon eyesight poor illumination can be.

During the course of the evening the speaker gave sight tests under varying conditions; methods of measuring light and the most effective way of projecting it. All present voiced the opinion they had spent a most profitable and well worthwhile evening.

**GOLF
TENNIS
FISHING
HUNTING**

SPORTS



**BASKETBALL
BASEBALL
BOWLING**

"REEL" FISHERMEN NEWS

Mr. Porter, who responds best to "Dashing Dave," has some explaining to do. First we saw him still fishing near shore of Lake Arrowhead on May 1st. Also had to be helped to get his Dodge started. High road and low road for him.

Our Grey Goose trip Sunday, May 16th, was not so good; only a few fish caught. For instance, my score-card read: two baracuda, one pelican, one seal, one broken pole. Not so bad, but our old Cap. Bill Bisson tried hard to give the boys a good trip. Just couldn't raise the fish. But other boats did no better; some worse.

Our bosom friend and fishing partner, "Mumbling Manley" did one of the neatest jobs of shaking a mackerel off his line we ever saw. So quick and quiet about it, too. He still thinks some day he will land a real fish.

"Man-mountain" Smith had a boil on the back of his neck so he was out most of the week; postponed building a house.

Coonie was down Los Patos way over week end. Some fishing, lots of talking, some washing. Felt sorry and gave him a fish to take home.

Dashing Dave also was a man about L. P. and caught his 17 corbina, all pan size. He called them 7 to 9 inches. Also he actually caught three perch.

Pretty Pants Braley down, but no fishing; too tired after shaking up box cars at Butte Street.

Our big tackle buster went out on Grey Goose to show us how to land the big ones. One of his favorite baits is the female sardine, size doesn't count. Carl is a member of the Calif. Rod and Reel Club, where they do big things in a big way.

Mr. and Mrs. Radcliff left Sunday, May 16th, for a week's vacation, north bound via all good fishing streams. Dad and Mother Manley left on the 19th of May for a three months' trip. We all wish them well and a pleasant and enjoyable trip.

"Bill" Knoche was down to Los Patos last week-end. He actually throws a mean sinker. Caught some fish and would have caught more, but D. Dave held him back. Dashing

Dave sneaked in on me and wanted to date me up for one of his famous walking trips. He caught a little four-pound spottie there three years ago and thinks there might be another one there. So we will see.

June 20th a charter party of fifteen to Catalina on Grey Goose. 2:00 a. m. leaving time. First with \$2.00 sure to go. No reservations, unless money is on the line. \$2.90 please.

—Scott Braley.

"The Big One Got Away"



Count 'em; nineteen trout, measuring from 12 to 16½ inches (without the aid of a rubber ruler) landed at Lake Arrowhead in about 12 hours of fishing by J. W. Clay on May 1st and 2nd.

NO, THE above string of beauties were not landed in the High Sierras, or any other distant trout fishing haunt unavailable to the average vacationist. Rather, they were the victims of J. W. Clay, Motorman, Western District, in about 12 hours of fishing at Lake Arrowhead on May 1st and 2nd.

Mr. Clay, who claims to be "only an average fisherman," landed nine of his fine catch up to noon of May 1st,

CHARTERED BOATS & SHOOT EVENTS FOR SPORTSMEN

Well, we have done it—opened the trout season. We now have charter parties and shooting meets to look forward to.

The P. E. Rod & Gun Club is alive with them. There were fifty-one members who answered roll call at the P. E. Camp on May 1st. Everyone full of vigor and vitality and raring to go fishing. By noon there were 128 fish registered in at the Camp.

While the number of fish was somewhat less than last year, the size of fish was greater and after all, the size is really what counts. One prize winner is worth more than a creel full of pan fry.

It seems that every year some one of the boys stand out like a sore thumb with a new and unique way of luring fish to their creels. Last year it was Koonie Oefinger with some gadget that caused the big ones to jump right into the boat. This year it was Al Smith who made 'em perform the acrobatic stunt. 'Tis said that Al would step on his rod, break it, tangle the line around his feet, drop the whole mess overboard and by the time his partner found it with grappling hooks Al had his fish. This might happen once to any man and be classed as an accident, but when it happens twice with the same results, we believe it a system. Then, there was L. E. Murphy, who

at which hour the annual trout season opening contest of the P. E. Rod & Gun Club closes. When results were tabulated it was found that Mr. Clay's catch of nine, measuring from 12 to 16½ inches, won him fourth prize. The string of fish pictured, totaling 19, were landed with spinner as a lure in the north end of the lake.

As stated in last month's issue, the largest catch of the day, in fact, the largest ever landed by a P. E. Rod & Gun Club member in Lake Arrowhead, was the victim of Elmer Malmberg, of the Line Department, Long Beach, whose prize catch measured 26 inches.

Veteran fishermen who yearly visit P. E. Camp on fishing jaunts are unanimous in the opinion that this year will be the best of many at Lake Arrowhead, not only in number, but in size. Fishing conditions are improving rapidly and within a few days all snow will have melted, and with less natural food available limit catches will occur with greater frequency.

was not to be outdone. He beat Scott Braley to the boat with the X marked on the side, went right back to where he was so successful last year and landed another one of the jumbo type trout.

All in all, everyone had a whale of a good time. We only wish there were two trout seasons per year, so that we could repeat this outing.

Our next main event will be the "Rifle Meet" to be held at Santiago Revolver and Rifle Club, near Irving Park. It was formerly known as Orange County Park. There will be two meets, first to be held Sunday, June 27th, and second on Sunday, July 25th. Bring the family to these events and make a day's outing of it. Plenty of places to picnic near the shooting ranges.

—Arlie Skelton.

BARBECUE CAMP FEATURE

There was mid-season activity at the P. E. Camp over the week-end of May 22-23, more than 100 persons participating in the real old-fashioned barbecue at noon on Sunday, informs H. E. De Nyse, Camp Manager. The weather was ideal and the crowd enjoyed the many diversions in the Camp to the fullest extent.

The swimming pool was very popular and the badminton and tennis courts were in continuous use. Dancing was enjoyed during the evening and the whole affair was a big success.

On Sunday, June 13th, there will be another barbecue and a large crowd is expected. Young steer beef is to be the piece de resistance, barbecued in real old Mexican style. The charge will be 50c for adults and 25c for children.

A lively time is in store for you, and you are urged to make your reservations early. If you cannot visit over the week-end, come up on Sunday and enjoy a real outing and barbecue lunch. Make a note of the date, June 13th.

May and June are delightful months in the mountains and if you want to enjoy a restful, invigorating week-end, don't delay. Arrange now to go up during June.

If it weren't for the "party of the first part" and "the party of the second part" a lot of lawyers would be unemployed.

Greetings! P. E. Bowling League Champs!



Claim Department team of the P. E. Bowling League led all rivals in the season just ended. The champions, from left to right are: Art Pabst; Steve Adams; Archie Brahm; "Burt" Norton and Jay Gowanlock.

STEP UP gents, and take your bow. We hereby crown you "Champs of the P. E. Bowling League."

Not because they had "the breaks;" nor because they individually were far superior to competitors, but for the reason that week after week they were more consistent, the Claim Dept. quintet are basking in the pleasurable aftermath that comes with victory. In addition to the glory the members won substantially of cash prizes, and also beautiful silver belts donated by the Jensen Recreational alleys' management.

It is no longer an easy task to excel in the P. E. Bowling League. Competition is stiff; handicaps to the less proficient are liberal; and about 40 per cent of them have been at it for years and years. It required a season average, over a period of 28 weeks, of 166.8 per game for the Claim Department, five to win this year's honors. That's real team bowling in a lot of circles.

Finishing with 74 points won and 28 lost, the Claim Dept. was followed by the Engineering squad, who registered 67 points won and 45 lost. Individual season averages of the winning Claim Dept. team were: Art Pabst 158.6; Steve Adams 174.2; Archie Brahm 168.3; "Burt" Norton 151.1 and Jay Gowanlock 183.9.

There were ten bowlers in the league who bowled over an average of 170 for the season as follows:

V. Snee, So. Dist.	187.3
L. H. Covell, P. E. Club	185.2
J. Gowanlock, Claim	183.9
R. M. Cobb, P. E. Club	177.4
C. S. Thompson, Engineering....	174.4
Steve Adams, Claim	174.2

J. Mattison, L. A. Yards	173.8
J. G. Lattimer, W. Holly.	173.4
H. Welch, W. Holly.	172.6
E. R. Smith, Macy St.	171.2

Here are some other interesting highlights of the season's play:

The high series for the season was registered by the West Hollywood five with the creditable mark of 2,595, which team also won high game honors with a total of 938 pins.

The high individual series was scored by the veteran, L. H. Covell, with a mark of 642, while high individual game was rolled by J. Mattison to the tune of 264 pins.

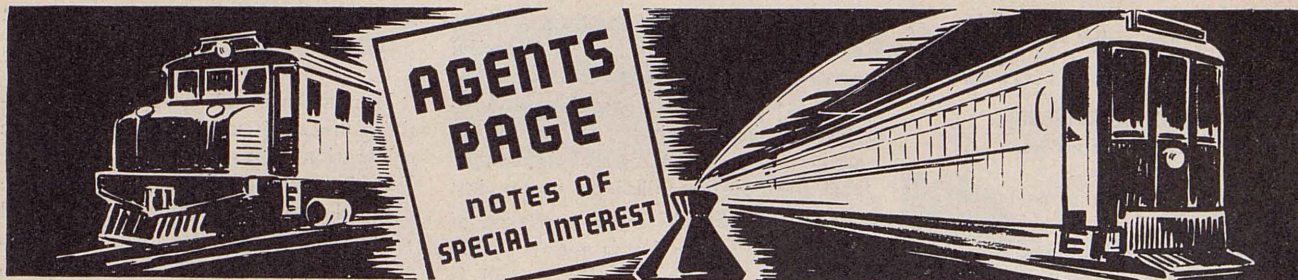
The two bowling balls donated by the P. E. Club were won by W. H. Potter of the Macy team and J. Mattison of the L. A. Yards.

On the evening of May 14th the annual awarding of the season's prizes and the sweepstakes series was held at the Jensen's Recreational alleys. The Southern Division team were primed for the event and won the first place sweepstake prize of \$20 with a fine series of 2535; Claim Dept. had to be content with second honors, \$10, with mark of 2461, while the L. A. Yards closely followed with a score of 2445 and \$5 consolation.

With the foregoing the P. E. Bowling League "signs off." The same "program" next October will be staged again and you can bet all the waves in the ocean they'll all be "tuned in."

Wife: "The doctor asked to see my tongue. Then he said right away that I needed a stimulant."

Hub: "Heavens! I hope he didn't give you a stimulant for your tongue!"



MEETING OF AGENTS' ASSN.

Following are some highlights from the Agents' Association meeting held on May 8th as recorded by George W. Orr, Secretary:

Chairman Foskett of Special Committee read draft of by-laws submitted for adoption. Motion to have copies sent to all agents for further study to be voted on at the next meeting carried.

Suggestion by the Secretary to change date of Annual Banquet so it would occur in last month of President's year in office. Further suggestion by C. L. Hileman to hold the annual election of officers in January, the newly elected President to be installed at close of banquet. This change would be for the purpose of allowing the President, who has been in office throughout the year, to arrange the banquet, rather than the incoming officer.

Mr. Darnell of S. P. Rate Staff introduced to talk on application of rates as carried in latest issue of Pacific Motor Transport No. 9 Series Tariff. Mr. Darnell answered a number of inquiries and explained that Section 5 is already in process of re-issue and that the Accounting Department is protecting Section 1 charges, Harbor waterbourne rates to remain the same.

Agent Johnson of Watson whose station is intermediate to both L. A. Harbor and Long Beach, was informed that he could apply Long Beach rates.

Mr. Worthington reported Mr. Wagenbach unable to attend and expressed for him his appreciation of the way the extra load caused by Pacific Freight Lines' disability is being handled and at the same time sounded a word of caution against the growth of overtime claims.

Mr. Bratton introduced Mr. Chase Sweetser of the Coca Cola Co., who presented a picture serial entitled, "Along Main Street," the message of which arises from the problem of making a living. In the building of Custo-

Selling By Agency Forces

THERE has been a number of meetings with the various Agents during the past 12 months regarding solicitation of freight traffic for the Pacific Electric and for the Pacific Motor Transport. Often a station representative has remarked to me that it was impossible for him to solicit to any great extent, due to his inability to contact the shipper or consignee in his community.

However, after discussing the matter, it generally developed that the rail employee had sufficient contacts with the people he desires to solicit, due to the fact that during the lunch hour certain receivers of freight patronized the same restaurant for lunch, and in that way contact could be made. There are certain clubs and social functions in the smaller communities where the Agent comes in contact with the merchants. Often on the daily trip to the bank merchants would be met en route and numerous other opportunities of speaking a good word in soliciting traffic were available.

Am very glad to say that after these discussions with the different agency forces I have been able to get some very valuable pointers which have been passed on to others and am sure it has resulted in additional traffic for the Pacific Electric and Pacific Motor Transport.

The Station Clerk at one of our smaller stations recently forwarded a number of routing orders from merchants in his city requesting Pacific

mer Goodwill the sets show by striking contrast the wrong and the right in the cardinal points reflected in the Goodwill Mirror — Personal Appearance, Facial Expression, Friendly Voice, Interest in Customer, and Enthusiasm.

The story ends with a final reminder that Sincerity seasons all the other habits and with the terse admonition to treat your customer as you would a guest in your own home.

WITH AGENTS OVER SYSTEM

Frank Bradley has been assigned temporarily the Assistant Yard and Bill Clerk job at El Segundo. Agent Donaldson says Frank is getting plenty of experience. In April 1635 cars of oil and other petroleum products were handled.

Gale Hudkins, Clerk, Claremont, has taken leave of absence and is in the Pullman Chart Room in Los Angeles. J. C. Sams is holding down Gale's job. Sammy says the sight of so many pretty girls compensates for the hard work and overtime.

Eddie Burke is relieving Mr. Johnson at Watson for a period of six weeks or two months.

Mel Soper is at Azusa relieving Agent Smith.

Ernie Donaldson, Agent, El Segundo says, "Let's thank T. L. Wagenbach for the deduction slips now being sent out with pay checks. It sure is swell. I took my check home a short time ago with a small corner torn off and my wife accused me of holding out on her.

Henry Le Grande, Agent, Ocean Park, has returned to work after being on sick leave for two weeks.

A. R. Stevan, President Agents' Association, was unable to preside at the meeting held May 8th. Vice-President W. H. Bratton had charge.

Dick Sandell has been assigned to the temporary ticket job in San Bernardino.

Motor Transport routing, and in discussion with him regarding the orders I find that the merchants were contacted at the time the Clerk was making purchases for his home or of a personal nature.

We are anxious at all times to have station forces, or in fact anyone interested in the welfare of the Pacific Electric or Pacific Motor Transport, discuss with us problems where they think we may be in a position to assist, and anyone will find us ready and willing to give any help possible.

—F. F. Willey.

Monrovia: City of Homes, Sunshine and Flowers

By Clyde Whiteley,
Agent, Monrovia

WHAT will the prospective resident find in Monrovia?

It is not a metropolitan city, nor an industrial center; and neither are there oil wells or skyscrapers. There are no traffic peaks or bluster of large city life.

Rather, Monrovia is a city of fine homes, charming gardens and luxurious shrubbery. It is a city of flowers, sunshine and health. It nestles close to the towering Sierra Madre mountains, shielded from desert heat, yet fanned by ocean breezes.

Monrovia, founded by the late W. N. Monroe on May 17, 1886, has just finished celebrating its fifty-first anniversary, and is now settling down to the pleasant task of proving that the "first fifty-years are the hardest."

Founded in '86

Our city has grown from a tiny hamlet of a few hundred souls in 1886 to its present comfortable size of 14,500. It dominates the north side of the San Gabriel Valley as the most important shopping center between Pasadena on the west and Pomona on the east.

Monrovians consider that their climate is a little bit nearer perfection than elsewhere in the Southland, with January temperatures averaging 56 and July only 72 degrees. Our elevation ranges from 450 to 1450 feet.

Here are some highlights of Monrovia: Everywhere are beautiful homes, flower bedecked, comfortable and attractive. Its public buildings, its schools, library and business houses are in keeping with the high standard

set in its residential sections. Even in Southern California, where beautiful gardens and planting are commonplace, Monrovia is considered outstanding in the charm of its setting against the natural and picturesque backdrop of the mile-high mountains.

Monrovia lies 17 miles northeast of Los Angeles, on the famous Foothill Boulevard, Huntington Drive, and is served by the Pacific Electric, main line of the Santa Fe, and a branch of the Southern Pacific. Monrovia is an important trade center for the rich farming lands and small ranches around and has a trading area of more than 35,000 population. It is in the "heart of the San Gabriel Valley," and lies close to the ancient San Gabriel Mission, to Pasadena, to the famed Santa Anita race track, and is almost equi-distant from the seashore and well known mountain resorts.

The city is surrounded by citrus groves on the east and south and by rich garden lands as well. While not primarily a manufacturing center, it has several industrial plants of considerable importance, notably the Day & Night Water Heater Company, which is coming to be one of the leaders in the manufacture of water heaters on the Pacific Coast.

Fruit crops that have proved most profitable here are oranges, lemons and avocados. Conditions are ideal for winter gardening and for flower and bulb growing. Poultry raising is also profitable.

Monrovia has a well equipped school system, headed by a \$700,000 high school plant, and is this year building three new grammar schools. There are 14 churches, many of outstanding architectural beauty. The city also boasts organization of all the better known lodges and fraternal as well as service groups.

MANHATTAN BEACH TO STAGE HUGE FIREWORKS DISPLAY

Manhattan Beach is buzzing with activity and excitement over the gigantic celebration planned for the July Fourth week-end. Special events are planned for Saturday, Sunday and Monday, July 3rd, 4th and 5th, to be climaxed by a spectacular Fireworks Display from the end of the Pier, on Monday night, at 8:00 p.m.

It is stated that because of the peculiar contour of the Crescent Bay, the beautiful fireworks can be viewed from any point in Manhattan Beach.

Manhattan Beach has long been one of the most popular all-year seaside residential spots and in recent months its building and civic improvement program has continued at a splendid pace.

Thank You All, P. E. Folks

"I am blessed daily by the floral pieces, telephone calls, telegrams and lovely cards from my many friends in the P. E. organization. Won't you please find a small corner in the P. E. Magazine to tell them all how grateful I am?"

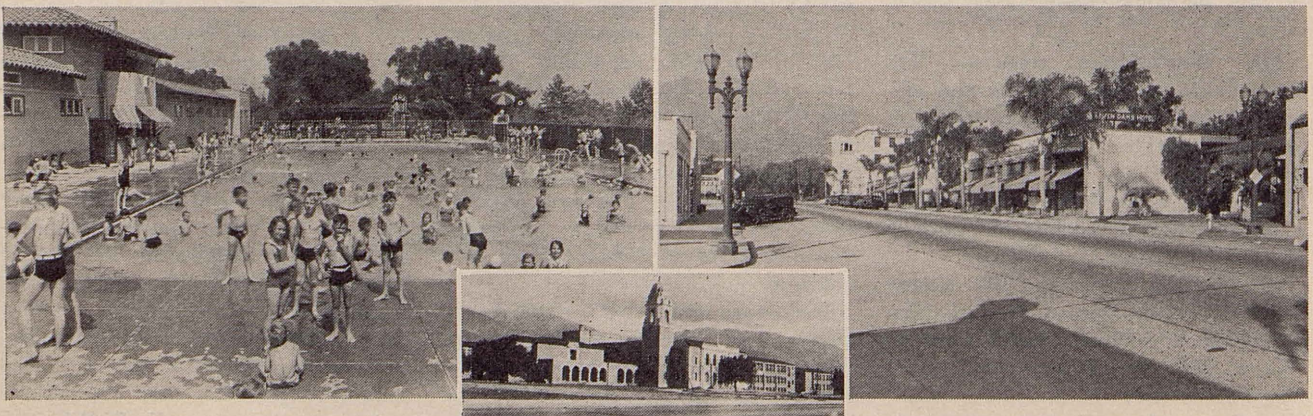
As above in part writes Ruth Wilton, popular young lady of the Duplicating Bureau, who for some time has been seriously ill, undergoing a major operation and now convalescing at her home.

The Magazine is happy to comply, and to wish sincerely what we know the hope to be of her many friends—a complete and quick recovery to robust health and happiness.

Cheerio, and we'll be seeing you!

"My friend," said the physician "you suffering from a chronic complaint."

"Sh-h-h, Doc, she's in the next room."



Civic pride of Monrovia is expressed in its fine schools, recreational facilities and tree-lined streets of which above are just a few.

CLUB GYMNASIUM AT SUBWAY TERMINAL AIDING MANY

With some thirty odd employee-student body building aspirants in frequent attendance at classes conducted thrice weekly under the direction of "Bill" Gillespie, our gymnasium class continues to grow in popularity. This course is available at no cost to employees who wish to take advantage of an opportunity to enhance and prolong their physical well-being.

We asked Mr. Gillespie to outline the procedure he advocates and teaches to physical culture students, which he does, as follows:

Exercise is nature's greatest rejuvenator. Regularity in physical training, combined with a sensible diet will not only reduce the over weight, and also will build up those of under weight.

Under the sponsorship of our Club, our Gym is progressing from month to month owing to the steady progress and development many have received in taking up the Milo method of rejuvenation.

A short outline of this method follows: The beginner's course consists of fifteen different exercises, very scientifically arranged to give a uniform development. One begins with a certain number of pounds weight, with a certain number of repetitions for each exercise. Upon reaching the required number of repetitions an increase in weight is then made, and the repetitions are reduced. When the required number of repetitions have been attained, this same cycle is repeated. This is known as the progressive system, and will give you more strength and development than any other system known.

The secret of this success is that one only exercises three times a week, giving Nature time enough to rebuild all that has been "torn down" and adding a little more as you have demanded.

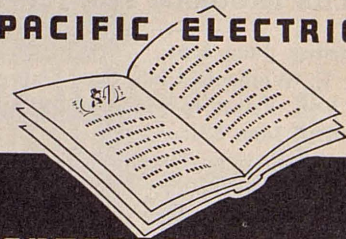
The workout takes about forty-five to fifty minutes for the beginner, followed by a shower. It gives you a "buoyancy" that cannot be duplicated by pills or a "shot of coffee."

Instructor is at the Gymnasium (Subway Terminal) each Tuesday, Thursday and Saturday evening from 5 to 7 p. m. to give you the correct start. After your start has been made, one can come in anytime during the day, if more convenient, for his training, as the gym is open at all times.

**EDUCATION
RECREATION
FELLOWSHIP**

**CLUB
AFFAIRS**

PACIFIC ELECTRIC



ENTERTAINMENT

P. E. MASONIC CLUB ENJOY ANNUAL FAMILY EVENT

Rivalling any of its many predecessors, the Pacific Electric Masonic Club held its annual family event on the evening of Wednesday, May 26th. The scene of festivities was the beautiful Altadena Recreational Hall.

The first and probably most important event of the evening began at 7:00 p. m., when about 130 appetite-whetted members and their families sat down to a steak dinner, beautifully and tastefully served with trimmings galore. Following this, Masonic President B. F. Manley presented the present and past officers, and a short talk by President O. A. Smith, who spoke only of pleasantries, refraining from business.

Came next dancing to the rhythmic music of Hank Evans and his eight-piece swing orchestra, and then an entertaining floor show, which included a stellar accordionist, Tony Antista, a fine voiced lady radio singer, and a sparkling Spanish dancer. A guest of the evening, Miss Marie Jeannerette, a professional whistler, rendered several numbers that pleased all and rounded out a program of rare entertainment.

Art Pabst of Claim Department and radio fame, as toastmaster and master of ceremonies, was in his usual good form, which is saying a-plenty. At the conclusion of the evening just one regret was voiced—that it will be a whole year before another one is held.

RECORD OF DEATHS FOR MAY

Death of four of our fellow workers is revealed in the report of vital statistics for the month of May, three of whom were members of the Mortuary Fund. No deaths occurred among members of the Wives Mortuary Fund.

Those whom death called and to whose families we extend the sincere

ADULT SCHOOL AIMS LAUDED

Fifteen thousand persons were present, including a large number of P. E. Club educational night school class members at the fiftieth anniversary of the Adult Educational Assembly in the Hollywood Bowl on the night of Thursday, May 28th.

The keynote of speakers of the evening was to broadcast the splendid work being done by night schools whose theme is "you're never too old to learn" and to point out their value in combatting the ever-rising tide of propagandists who would undermine American democracy.

"These people represent good, solid planning that will clarify American politics by intelligence, not spoils," said Superintendent of Schools Kersey, principal speaker.

"They will substitute thinking through for muddling through, cemented into a tolerant and united people and develop a new device to make American democracy really work."

He extolled adult education as an aid in keeping America from the "dawn of decline" by defeating the rising tide of propaganda.

Joseph Scott also voiced a warning to those who lack respect for American government and institutions.

"In facing the danger of foreign propaganda we can give thanks for a loyalty and devotion of our student population," he said.

condolence of the employee mass, were:

Andrew Olson, Janitor; Wesley Z. Shaw, Retired Clerk; Wm. E. Davis, Retired Carpenter, and Sumner H. Cox, Asst. Superintendent.

The employee mortuary fund pays \$678.84, and Employees Wives Fund (last) \$157.46.

"He is very thoughtful of his wife."
"Yes. Last winter he bought coke instead of coal so it wouldn't be so heavy for her to shovel into the furnace."

CLUB PROGRAM FOR JUNE

Thursday, June 3rd:

P. E. Women's Club Card Party—
1:30 p.m. Prizes to winners.

Tuesday, June 8th:

P. E. American Legion semi-monthly meeting—8:00 p.m.

Wednesday, June 9th:

Regular monthly meeting P. E. Rod & Gun Club—7:30 p.m.

Saturday, June 12th:

Regular monthly meeting P. E. Agent's Association—7:30 p.m.

Wednesday, June 16th:

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

Thursday, June 17th:

REGULAR MONTHLY P. E. CLUB DANCE. Flo Kendricks and her seven-piece Swing Orchestra—8:30 p.m. Last dance of the season.

P. E. Women's Club Card Party—
1:30 p.m. Prizes to winners.

Tuesday, June 22nd:

P. E. American Legion semi-monthly meeting in P. E. Club—8:00 p.m.

Friday, June 25th:

Trainmen's Safety Advisory Committee meeting at P. E. Club—10:00 a.m.

P. E. Rod & Gun Club monthly Pistol Team meeting—7:30 p.m.

Monday, July 4th:

Holiday. Club closed all day.

TIME SERVICE GROUP MEET

Time service and watch inspection, ever an important factor in railroad operation, was the topic of conversation when a group of western jewelers, authorized watch inspectors for several western railroads, met in Oakland May 24-25, to interchange thoughts and suggestions. Stanley A. Pope, Manager of time service for Southern Pacific Company, was general chairman of the convention, which was attended by approximately 100 persons including families of the delegates.

Other features of the meeting included addresses by representatives of both the railroad and horological fields, an excursion on San Francisco Bay, and an exhibition of famous watches and clocks.

Besides Southern Pacific Company, other transportation companies represented were: Harbor Belt Line, Northern Pacific Terminal, Northwestern Pacific, Pacific Electric, Sacramento Northern, San Diego & Arizona Eastern, Tidewater Southern, Visalia Electric and Western Pacific.

Plan to Vacation at P. E. Camp.

WATCHALL SEES ALL AGAIN

Earl Moyer wants to know if it is too early to plant glads.

Irene Faulkner and Floyd Gill are frequently seen discussing "forms."

From Miss Bettis' window, we could see Ray Knowlton passing through Westwood with a cow leading him by the head.

May Chisholm is busy these days getting her trousseau ready and taking cod liver oil pills.

Ernie Stevens says no Sunday School class this week.

Found: Contents of Dorner's brief case—a February newspaper, a dried up cheese sandwich, out of date driver's license, 1927 tax bill, two buttons and four safety pins.

Ray Cragin spent Decoration Day near Strawberry Park with El Portal plowing under cabbage.

Monte Brucker had to give up smoking; seems his moustache requires all of his strength.

Grey Oliver won a blue ribbon at the Pasadena Dog Show. Nice going, Grey!

Twenty-five bucks for (?)! Oh, boy! What a fishing pole that would buy and you get to go to night school, too! Lucky Dave Porter.

Did you see Roy Swanson's picture in the May issue of a Swedish Matrimonial Paper published in Salt Lake City? Why doesn't our Robert Taylor give the local Hildas a break?

SAN BERNARDINO DISTRICT

By B. G. Jones

F. E. Peachey, Asst. Superintendent, was confined to his home for a full week with a severe cold. During Mr. Peachey's illness, C. H. Jones, General Agent, took over the duties of Asst. Superintendent.

Cond. E. E. Greene, now operating on the Brockton Line, met with a very painful injury recently when a tire on a Motor Transit Motor Coach blew out on 14th street, Riverside, causing Coach to crash into a brick retaining wall. Operator Greene received severe head and face lacerations. Last reports find Mr. Greene recovering rapidly at his home in Corona.

Brakeman G. Osman and wife have just returned from an extended trip throughout the east visiting relatives and friends. Much of their time was spent at Cleveland, Ohio, where Mr. Osman had the pleasure of meeting many officials of the Brotherhood of Railroad Trainmen of which organization Mr. Osman is a prominent member. Their tour of the city of Cleveland included an inspection of the B. of R. T. Building and the Osmans were very pleased with the warm and cordial reception given them by this organization. On the return trip Mrs. Osman stopped off at Reno, Nevada, to visit her mother??? No indeed, nothing of the kind.

Richard Sandell, formerly with Freight Traffic Department in Los Angeles, has been assigned the position of Ticket Clerk at the San Bernardino

office. Welcome to San Berdoo, Mr. Sandell; we all hope you will find your new position to your liking.

Now that the speckled beauties are in season all the boys are wanting extra days off, and many are reporting good catches of trout in the mountain areas. The outstanding catch of the season to date was made by W. O. Johnson. On the first day of the season Bill took off with a new pole that set him back in the neighborhood of \$18.00 and after exploring the entire San Bernardino Mountain Range returned home laden with trout fully two inches in length. Trout may be delicious but for eighteen bucks worth yours truly will take caviar.

MOTOR TRANSIT COMPANY

By Ivan Erhardt

Fifteen new Twin Coaches and ten new Macks have been ordered for delivery in the near future. With the fifteen Macks placed in service during September last year, our lines will take on the appearance of a streamline transportation service. A number of the old and obsolete units will be retired. This should be good news to the operators and the public as well.

Additional service was made effective on May 4th on the Los Angeles-Whittier-Santa Ana Line. Patronage has steadily increased and with the new equipment our company should continue to keep abreast with the march of progress.

Assistant Agent Newton E. Potter of Pomona took three weeks' leave of absence and a trip to Portland and other northern points. "Newt" is still talking about his travels and reports a most wonderful trip. O. L. Knief, a new employee, did the relieving during Mr. Potter's absence.

George Jehl, genial Agent at the Fifth and Los Angeles Streets Station, has begun his seasonal visits to the medical department; this time, a sty. You shouldn't do those things, George.

Joe M. Hernandez, who was in the Company's employ five years ago, has returned to the fold, now handling temporary work in the baggage and express office at Fifth Street.

Hearty congratulations to "Pat" Burns and Mrs. Pat, who are now vacationing in form of a honeymoon. Mr. Burns expects to return to the Fifth Street Express Office the latter part of July.

New Operators: H. B. Goss, C. R. Burk, A. F. Zmoos, F. X. Goeschl and T. P. Sullivan. Welcome!

Operator E. W. Barnett transferred to San Bernardino Garage as mechanic, taking the place of J. D. Hall, resigned.

Police Officer Finis A. Brown, ex-Operator, recently observed at the corner of Fifth and Los Angeles Streets helping the boys through the intersection.

We would like to have news items from outlying points, also any pictures of general interest. Through lack of time and lateness this column suffers a relapse, but we promise a full page for next issue.

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

BY OUR **CORRESPONDENTS**



ENGINEERING DEPARTMENT
By V. P. Labbe

Spring certainly has arrived in the form of two ensembles, brown and blue, worn by our Chief Clerk, L. A. Biehler. We have yet to see the third, a creation in white which is forthcoming.

C. K. Bowen spent his vacation in Texas.

Note in the last month's Magazine, Bill of Sale, S. R. Florence to Milo C. Halsey regarding certain antique clock: Said clock now rests in Milo C. Halsey's office, to have and to hold.

"Skipper" Harvey Smith worked for a long time building a boat and finally after several months, completed the job. Last Sunday, May 23rd, to be exact, the skipper and a few of his friends took the boat to Alamitos Bay for the launching ceremonies. It seems the boat took off okeh and skipper had full speed ahead, feeling proud as a new papa, when all of sudden skipper saw a dog walking on the water about a quarter of a mile in front of him. Naturally one would think the dog would move by the time the boat caught up to the dog, but lo and behold, instead of the dog walking on the water, the dog was on a sand bar in the middle of the channel and skipper grounded the boat, throwing his friends out in the water and not doing the boat any good. We suggest the skipper take a maritime course.

L. W. Perry is engaged in polishing up Hugo Meneghelli's Spanish. Once Hugo acquires the Perry accent, his relatives in San Salvador will be able to understand him perfectly—we hope.

Perry is also teaching golf, which he plays quite well. The larger the gallery the farther he socks the ball. Ask Loveys? He is a great stylist, with respect to both his golf form and his golf raiment. Slightly bulgy in the middle, however.

No one will ever forget the round of golf that he played with the mysterious Montague, who is so good that even the pros refuse to enter a contest with him, and the ordinary club members regard him with awe.

On this eventful day Perry, who happened to be at the Wilshire Country Club, heard that Montague was there and had offered to give any player a 6-hole handicap for an 18-hole match at ten dollars a hole. Perry immediately hunted up Montague and said: "Sir, I'll give you a handicap of 8 holes, at one hundred dollars a hole, for an eighteen hole match, and I'll

let you whistle every time that I make a shot." The match was on!

At the first tee Montague selected a driver from his bag of 22 matched clubs ("sticks," Perry calls them) and drove off a beauty 350 yards down the fairway—a good start on a 550-yard par five hole.

Perry, who carried a bag with two clubs, a putter and a hockey stick, grasped the latter and wham!—the ball landed in a sand trap just to the right of the green, 550 yards down the fairway. Some drive! Or is drive the word? From the trap, he putted the ball to within two feet of the cup and sank it with the toe of his shoe for an eagle three.

To make a long story short, Perry won the match two up. And he's so modest, too! We of 660 never dreamed that we had such a prodigy in our midst.

The Hibbards have had an addition to their family in the person of a kitten. "Nize Kitty!" Ask Hib.

Since Greer "String" Ferver has a switch key, it is next to impossible for him to pass up a dispatcher's phone to call up Hayward.

On the 20th of May, wedding bells pealed for Chet Davis and his "one and only." It is alleged that the honeymoon trip consisted of a motoring trip to see the San Francisco bridges and look into each other's eyes.

E. "Divot" Hayward is running a travel bureau, and information is cheerfully given on any contemplated trip. He specializes on the Pacific Coast from Mexico to Alaska. "Ask Mr. Hayward."

The mystery of the contents of Bob Dorner's brief case has been solved. The three compartments contain: 1—lunch; 2—second hand newspapers; 3—factory information on how to keep his new Nash running.

SOUTHERN DISTRICT FREIGHT
By J. E. Neville

Your contributor is back on the job after a short illness in the hospital, which is the reason for not having any items in last month's Magazine.

J. G. Blake, Trainmaster South Freight, is confined at his home on account of illness, but the last report received was that he is recovering. We all wish him a speedy return to his former sound self.

D. A. Martin, Conductor, after a long illness, is convalescing at home and expects to be back among us in the next few weeks. The boys all wish him the best of luck.

Motorman Joe Cote is working as Fireman on the Belt Line, and wishes to thank all who were concerned in making it possible for him to qualify for the work. Says he is glad to be one of us again and hopes some day he will be assigned at the L. A. Yard.

At this time we are glad to give a welcome to all the new Trainmen who have qualified on Freight. Hope soon to meet them all. Introduce yourselves, boys, and bid them a personal welcome. We were all new on the job once.

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PURCHASING DEPARTMENT
By Ray Cragin

Staging a counter attack that would bring joy to the heart of his name-sake, G. Washington Quesenberry, with the aid of the Camp Fire Girls singing, "Fight On," came back fighting. With the Old Yankee spirit aroused in him he said, "I'll yank that Southerner from the Dixie Line to the Canadian Border."

John VanDerZee, accompanied by his brothers, Hess and Grover, spent May 30 and 31st at Lake Henshaw. The family trailer was pressed into service and performed 100 per cent. John wants it known that the VanDerZee boys are no relation to the Beeler boys.

Ralph "Red" Long, that bright young man about the office, up and took unto himself a wife. We understand that she is from back home in Arkansas, but outside of that Ralph won't talk.

Miss Ruth Batsch says she had a hard time making up her mind to be a Steno. She was not so sure she would be a good one, but her mother thought she was just the type.

Roy Ewing filled in for Miss Fowler, who was away on a thirty-day leave of absence. Roy says being a steno is like being a prize fighter, both punch for a living.

Clarence Swartz is back on the job after a short illness.

James Livermore has been trying to interest G. Quesenberry in a course of canning strawberries. Jimmy has had the experience and George will need it soon.

The Fenimore family on South Vermont Avenue have been heard lately singing, "My Old Indiana Home" and finding time-tables on the desk of the head of the house it looks like the vacation bug has bit him and he is itching to get going.

Ted Sorenson put his spurs on and came to town to drive the Ford pick-up in Roy Ewing's place.

Miss Dorothea Baranek spends her evenings bowling, and now is past the stage where she no longer is an amateur, so be careful boys you might get "bowled over."

Following news from Torrance:

Ward McCall is the very proud owner of a new Studebaker and is often seen taking his friends for a ride.

William Kitto is the proud father of a 8½-pound baby daughter, born on May 2nd. Bill comes in with sleepy looks in his eyes these mornings and says that the young lady likes to hear him sing so well she will not go to sleen.

Fred Hopkins has returned after a vacation up North. Fred went to Marysville to ride in the big Rodeo, but the horses heard of him coming and all left. His journey then took him to San Francisco, where he spent his time riding out to sea to see his sea-going sailor sightseer friends.

Fred Dilthey has been off sick for several days, but latest reports are that

he is much better and we hope that he will soon be back on the job.

Chas. Stock took a week of his vacation and painted the family home. He would have taken the second week, but he was afraid some stray dog might come in to the yard and get Bone.

Miss Alpha Barrett, that charming young lady of the Torrance Store, surprised the boys the other morning by riding to work on a horse in place of the "Cheve." She says from now on she wants to be known as "Buck Barrett."

William Locke spent the last two days of May entertaining his friends in celebration of the mortgage being used to heat the house and his friends say they had a hot old time. Must have been some mortgage.

From West Hollywood we learn that Charles Wakefield, that man who has a way with the women, has one nice cellar under his house. Chas. would not say what was in it, but he does say that if we had a war tomorrow his cellar would be full of pre-war stuff.

SUBWAY TERMINAL NOTES
By W. F. Servranckx

Everybody is wondering why our good friend Axel Malmberg has shown so much pep lately. We learn that Mrs. Malmberg has returned home well on the road to recovery after an absence of several months due to a serious illness. Ernie Pont says he can get along with Axel now.

Conductor Burdsall invited Jack Church to another fishing trip. Jack refused; said he might just as well sit on the beach. Don't blame the pole, Jack. J. L. has a brand new stream-lined reel and claims he can even catch a shark now.

We wish to congratulate Jim Douglass on his promotion to Asst. Supt. We all know that he will be fair in his dealings.

Talking about the "Magic Alarm Clock," how about a collection for John Eastwood. He can give more information about missing out than anyone. What John needs is a car; yet he claims his runs without a fan.

Four great men get together once in a while at the Subway. A. C. Tanner, A. E. (Red) Brown, E. L. Griffin, and last but not least, Ray Hightower. They usually shake hands and when they do, call each other sweet names and we give them all the room they need.

What has become of the book, "Dreaming on a Street Car," by James E. Davis? Thaddeus Marren would like a copy.

Motorman H. Greenfield has left the Glendale Line after about fourteen

years. He will be missed by his many good friends.

Conductor Tom Croteau returned to work after an absence of four months due to a badly infected leg. Tom said that a "sit down strike" may be all right in some cases, but not in his case.

Another speed champion well liked by every Motorman going out of Hill Street Station is our good friend Jerry,



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the Gateman. He's there a million!

James Tolbert, our genial champion, was seen giving instructions to L. C. Leubbe regarding the building of cattle cars. Correct dimensions, weight and the color. Whoever heard of a snow white cattle car?

"Bismark" Usher is a regular Subway visitor again since the great change of runs on the Glendale Motor Coach. Welcome.

B. V. Williams has returned from England, where he attended the Coronation Ceremony, as a good-will ambassador. Expenses were financed by his many friends at the Subway. We learn he appeared at every unusual function, in full regalia uniform and decoration. He even wore knee breeches. The only thing he forgot was his loud bow tie. That will take more than a small fee to explain, B. V.

E. L. Griffin claims to be the smartest guy at the Subway. W. E. Craig, H. Beckman, L. Chamberlain, Axel Malmberg, R. C. Milnes, B. B. Brinker, and even Tom Croteau, did not agree with him and made him prove it. Will wonders ever cease?

Conductor H. R. Heidelberg bid in a run out of W. Hollywood. Now what are we going to do without the strong man in the Subway? Looks as if John Eastwood will be in charge again.

L. L. Lanning was suddenly called east last month due to the death of his sister. Our sincere sympathy to the bereaved family.

And talking about signals, "what don't talk" but act swiftly, how about a de-rail, the well-known "bug" which happens to be nearly out of sight by weeds and you fail to notice the DE-RAIL sign? They always work. Ask M. E. Shay.

Mr. and Mrs. W. C. Maas are on their annual vacation visiting friends and relatives in Oklahoma and points east.

Conductor Taylor would like to have some one straighten out the curves on the Redondo line, especially along Del Rey. Can't take it, eh?

Subway Terminal is one place where the boys don't miss out, especially on Mondays, and when they do, they usually walk in the office backwards to get a talking to by Clarence Snodgrass.

MACY STREET TERMINAL
By Chet Collins

Terminal Foreman E. B. Griffin became the proud "Grandpa" of a baby boy born to his daughter May 3rd. Both mother and child came through safely, also "Grif." Congratulations are extended to all.

Conductor H. F. Tieman is now breaking-in as Dispatcher on the afternoon trick for the Northern District, aspiring to fill the shoes of former Dispatcher McGrath. He has picked a busy shift, but we all feel that he will come through, and wish him lots of success in his new work.

Conductor Wisner returned from attending a convention in Sacramento

and reports that a "fine time was had by all."

We welcome four new arrivals to Macy Street who are now finishing breaking-in. All are Conductors and fellows, remember, we will all be of assistance in any manner possible. The new men are J. E. Cooksie, E. L. Evans, D. P. Jensen, and E. A. Stiles.

Several leaves have recently been granted; among those gone are: L. L. Garrison, F. G. Campbell, and L. A. Polk. Garrison is now doing some work for the Southern Calif. Automobile Club, and Campbell and Polk are vacationing.

Conductor E. H. Bowles has transferred to Macy from Pasadena, which is Pasadena's loss and our gain.

Recently over heard on one of the cars was a passenger reading a sign down on a San Pedro advertising board there: "Beer, Sake, Sandwiches." This passenger thought it was a terrible way to spell steak sandwiches!

Conductor E. O. Holt recently visited his mother in San Francisco, being gone from May 27th to June 1st.

Motorman O. B. Briggs took a five-day leave during which he completed breaking in on the system.

Bert Perry and H. F. Schiffler recently took three days off to do some

fishing. There has been no complaint of ocean fish shortage since their return.

Motorman F. E. Baker is taking thirty days off during June, but refuses to be quoted by this correspondent.

We hope that W. C. Roberts and Z. P. Myers, who are on our sick list, will speedily be back at work and in the best of health. Myers is up and about, but is not yet ready to return to work.

Conductor L. B. Bower's father recently passed away in Nebraska, where he has traveled to attend the funeral services. Sincere sympathy is extended to him and his family in their sorrow.

LONG BEACH TERMINAL
C. L. Cottingham

Mrs. H. W. Wills is home after spending two months at Palm Springs.

Conductor D. W. Smith, wife and family spent several days at Hemet visiting Mrs. Smith's sister.

Conductor E. C. Giffin has finished breaking in on Freight and is waiting a call.

We were all pleased to hear of the promotion of our President, Mr. D. W.



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Pontius, also Mr. O. A. Smith. They have been with us a long time and we are glad they are not deserting the Pacific Electric family, and we join with others in wishing them success in their new positions.

We were glad to see our night Trainmaster, Henry Packer, back on the job after a long siege of sickness.

Conductor Al Sisk is back after a 30-day vacation spent in Oklahoma and other points.

Conductor W. E. Wicks was off a week due to being severely bit by an insect, which gave him a great deal of trouble.

One member of the Pacific Electric family who has never been mentioned in our columns and is known by only a few, is our Ticket Agent at Huntington Park. It would be well if some of our Ticket Agents could stand by and hear Mabel Sheridan put out the information and the manner in which she does it. Around Huntington Park she is commonly known as "Straight Shooting Kate from Montana," and if she can shoot as straight as she puts out information she is one person to be feared. We who know Mabel personally would like to see her behind some real busy ticket window. She would make good.

Here is one that happened at our ticket window in Long Beach on May 23rd, which should be in the funny column: A gentleman walked up to the Ticket Clerk Bob Haynes and asked 32 questions, doubted 28 of Bob's answers, and then bought a round trip to Los Angeles. He was real indignant because Bob would not or could not give him Green Trading Stamps for the 55c purchase.

Our old heads on our local lines, also the main lines, are some busy breaking in new recruits. I have been unable to catch up with them so am unable at this time to give our readers the names of the boys, but they are welcome to our ranks.

Conductor D. W. Smith and wife; Conductor H. W. Willis and wife; Conductor F. D. Wheeler and wife; Conductor C. L. Cottingham and wife, and Motorman S. E. Matheny and wife motored to Doheny Palisades, Wednesday night to call on our ex-Pacific Electric Service Managers, Mr. and Mrs. Bill Bowers, who have taken over the managership of the Palisades Cafe for the Interstate people, which is the Greyhound Bus Depot between San Diego and Los Angeles.

Our new Managers of the Pacific Electric Service are P. A. Bidwell and wife in the Lunch Counter, and Mel Myers in the cigar and magazine stand. We welcome them to Long Beach and wish them success.

WEST HOLLYWOOD By G. R. Stevens

Motorman J. E. Kendal knows his sea fishing. Caught thirteen barracuda on a trip last month.

Motorman M. C. Rhode and Motorman R. F. Fehn chartered a boat one recent Sunday and went out deep sea

fishing. Evidently they have lost either the "knack" or their "luck." All they landed was a Calico bass.

We are happy to report that Motorman W. R. Farmer is back on the job after a hard siege in the hospital.

Conductor A. R. Klope is having more than his share of ill luck. He is on the sick list again. Also, on sick leave are Conductors A. F. Carstens, H. M. Christian and R. M. Chaffin. We hope for a speedy, complete recovery.

Conductor C. S. Brooks is on a mystery leave of absence. Did not say where he was going. The boys are speculating.

Did you know Cashier W. A. Gibbons, on his last day off, took a ride over to San Bernardino. Reports that he met "an old friend" there and enjoyed the day very much. Careful Gibby.

Our good friend, Chas. Auch (Terminal Foreman at Ocean Park) made a short visit to West Hollywood last week. Welcome Charlie, we are glad to see you any time.

Mr. and Mrs. J. Manfroy of West Hollywood, became the proud parents on the 17th day of May of an eight-pound baby boy. Our very sincere congratulations to the happy parents.

TORRANCE SHOPS Willis M. Brooks

For greater riding comfort in the smoking section of 1000 Class cars, two seats are being removed and the balance of the seats re-spaced to take up the extra area provided and leaving 12 instead of 14 seats in the smoking section. Work is progressing at the rate of about a car a day with approximately half of the 1000 cars completed.

Henry Pingel, Clayton Ramsey, Henry Bell, J. G. Hansen, Fred Grant, Arthur Hiatt, Andrew Osgoodby, Ben Strobe, John Friend, Sidney Smith and Jack De Yager have all been transferred to Torrance Shops to speed up the work on freight equipment.

Bernard Huguet is also a new face at the Shops, having been transferred from Macy Street to operate one of the big shop cranes, and Antonio Pautasso, also from Macy Street, has been assigned to the Carpenter Shop.

The ladies in the Winding Shop have all received a card from George Gilks, posted at Carlsbad, where George is vacationing and viewing the wonders of the Carlsbad Caves.

The Air Repair Shop has equipped each work bench with a compressed air outlet for testing, cleaning, etc., but every time we enter this shop, seems as though most of them immediately have to use the air, with the result that we are greeted on all sides by hisses. Wonder if there is anything in that? One bench was quiet on the last visit. Tom Hislop is on a 30 days leave to visit relatives in Minnesota.

Our sympathy is expressed to Murray A. Brice, whose father passed away on April 20, 1937, at the age of 80 years.

The Torrance band, under the able leadership of John T. Watson of the Winding Shop, has been engaged to play at Gardena on June 12th on the occasion of the Gardena Industrial Exposition.

Immediately after winning the Irish Sweep Stakes, Bud Edwards of the Machine Shop informs us he will retire and be his own boss. He apparently forgets that he is a married man.

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Incidentally he invited Foreman Shultz down to witness his soft ball team mop up—but, alas! He got mopped up to the tune of about 14 to 1.

We are informed that Dirk Mol is still residing in Torrance and eating regularly.

We are glad to report Albert T. Smith and Chas. Stewart entirely recovered from their recent illness and are once again at their usual haunts in the Cabinet Shop.

Augustus J. Fitzgerald, of the Machine Shop, and family, plan to spend the Decoration Day week-end at the P. E. Camp.

Wilfred Tresise, painter, plans a trip to his birth-place in Cornwall, England. He expects to sail on the President Roosevelt about June 4th.

ACCOUNTING DEPARTMENT Geo. Perry

You are invited on a jaunt around the Accounting Department on a news gathering tour with your Correspondent, so grab your hat, we're off. Our first call is on Helen Bettis, who says she has no news for May, but next month there will be plenty with Catherine Fox's wedding (June 7th), and the various position changes occasioned by her departure.

So to see Mrs. Dale, who is brimming with news of her trip to Laguna with Miss Richey (who used to work in our office). They had a delightful time at the beach together, although the weather was not as balmy for this time of year as it might have been. We hear that Doris Lindeman has been to Portland on her vacation visiting relatives, also that she spent some time at Agate Beach, which is about 100 miles from Portland. Betty Enscoe, we are told, is visiting in Norfolk, Va., where her brother is now stationed with the Navy. Ellen Sparks is a little bashful about telling where she went on Decoration Day, but finally says that she went to Ensenada, Mexico, with the Sierra Club.

Our next port of call is the desk of C. W. Knight to learn of the goings-on in the Miscl. Accts. Bureau and he tells us Lester B. McNelly has moved into his new home. (P.S., for those of you who are interested, the address is 10518 Wilkins Ave., West Los Angeles). Also that George Chrystal is visiting a brother in New Westminster, Canada. Earl Dickey is on vacation, but we could not learn whether he was taking a trip or not; the general impression was, however, that he was staying at home. Clarence has something up his sleeve in the way of news for the next issue, but won't say just what it is, (confidentially, we think it's a new car, but time will tell).

We now hop back to the Freight Accts. Bureau to see Ray Knowlton, but he is out, so Leo Becker gives us the news as follows: Paul Fancler drove to Reno, Nevada, on his vacation and he (Leo) went to Lake Elsinore and San Diego for a week.

Now we leave the Accounting Dept. proper and go over to Room 266 to see Special Accountants Grenke and Labbe

with high hopes for some interesting item, which we generally get, but which sometimes does not find its way into these columns, although we are sure it would make very spicy reading. Upon arrival we find only Mr. Grenke is in and are informed that Mr. Labbe is spending quite a bit of time in the Purchasing Dept. at present checking Store Accounting; also that there is no news; but incidentally we discuss Mr. Grenke's barbecue at his home which has the bad habit of wafting smoke in his face when he is frying a steak. We suggest a remedy for this and wangle out an invitation to steak dinner which is accepted immediately, although no date is set (doggone it) and—

Now over to the Conductors Ac-

counts, Room 267, where John Suman has delegated Florence Haldeman to furnish us the news of the month. To start with we are told of the following vacations: Edna Abell went to San Francisco to see the new Golden Gate Bridge, also to Las Vegas to see Boulder Dam (or maybe it's Hoover Dam, take your choice); Vera Listz enjoyed a good rest at home; Dorothy Littlefield went to Phoenix, Arizona, and reports very hot weather; Catherine Mautz stayed at her new home in Covina preparing a house warming for the girls; Marion Snowden visited Boulder Dam and Martha Smith took a trip to Yosemite in her new trailer.

As that winds up the report, we return to the main office and call on Harold Kuck, who advises that wed-

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ding bells ran gout for Kenneth Pomeroy, Friday evening, May 28th, and that he and his bride will spend their honeymoon at Yosemite, returning home by way of San Francisco; Gladys Howell spent her vacation at home resting. J. P. Hoaglund took several automobile trips in and about Southern California while on vacation. We should like to mention here that Mr. Hoaglund's attractive and talented daughter, Claire, may be heard over Radio Station KGER playing first violin with the Pacific String Quartet. Nobel Cates drove to Boulder Dam over the holiday and we have a new Junior Clerk whose name is Bernard J. Slater. Harold Kuck also described to us a swell bridge hand in which he and his partner made six diamonds, doubled and redoubled, vulnerable against Edward Campbell (Freight Bureau) and his partner, much to their chagrin.

Now to see Anna Beseman, who by the way, is our most dependable little information getter and we find she visited Boulder Dam (this seems to be a very popular place) over the holiday and saw Nobel Cates and Ben Butler there, also Marjorie Stringfellow, who many of you will remember. She mentioned the untimely death of our friend, Ernest Ater, who at one time was employed in the Misc. Accts. Bureau. She also brought to our attention that Mrs. Anna Smith was in the office on her first day out since her recent illness. A call on the Treasurer's office brings the accusation that we are Walter Watchall, which we deny (the truth, so help us). We then discuss and speculate on just who W. W. is, but are baffled; he sure has us guessing. Joe Smale has been very busy telling the cash customers that he is not giving cigars nor candy on pay day and believes he is the one who should be on the receiving end.

An elevator trip to the 7th floor brings us to the Timekeeping Bureau (the farthest flung outpost of the Accounting Dept., and the last leg of our trip). Margaret Taylor tells of the following vacationers: Madelyn Mathews—San Francisco and Yosemite; Lon and Gail McIntire—P. E. Camp; Hessel Vandezee—fishing; C. J. Williams—Cambria Pines; and G. R. Peterson—Gilman's Hot Springs.

We enjoyed having you with us and will see you next month—so long.

PASADENA TERMINAL NOTES

By L. (Tony) Tonopolsky

The leave of absence list at Pasadena Terminal during the month of May looked like the sick list during the recent flu epidemic, and we were happy for the reverse of conditions, as most leaves were taken for vacations.

Conductor Angle is back on the job after a visit with relatives in Kansas City. He was accompanied by his family and reports a happy, restful vacation.

Conductor Penney spent two weeks in the southern part of the state, but is back in the harness and ready for two weeks more.

Mose Flint is visiting in Berkeley with his daughter, who is a student at U. C. They will return at the end of the school term and Miss Flint will spend the summer vacation at home.

Conductor C. R. Smith was stricken with appendicitis on May 22nd while on the job and was rushed to the California Lutheran Hospital where an operation was performed the following morning. He is doing nicely and we all hope for a speedy recovery.

Dame rumor says Conductor Butler has gone back to Missouri and is bringing back a bride. If true, will give more details in next issue. Butler evidently believes in the old slogan—"anything worth having is worth going after."

Congratulations of the month go to Motorman and Mrs. Arko. They are the proud parents of a new baby for the sixth time. Mother and baby are doing fine. We all extend our best wishes for their good health. (Attention, Mr. Dionne).

A brain teaser originating on the Pasadena Short Line: What is the difference between a commutation book with a 30-day limit and one good for 30 days? The following dialogue between Conductor Richards and a colored woman passenger will explain: Passenger hands Richards the last coupon of a 10-ride book, saying, "dats de las ride in dis book, what am I goin' do the rest of the month?" Richards, thinking the woman kidding, replied: "Oh, you have plenty of money, you can buy another book." The passenger very indignantly replied: "I ain't goin' to buy nothing; when I bought that book the Conductor say it was good for 30 days and here I've used it up in a week. I've goin' over to de head office and make 'em give me a book for the rest of de month." (Which proves something or other. Your guess.)

6th & MAIN TERMINAL
Leo Goodman

E. B. Jackson is away on a 60 days' leave in the south. While in Dixieland he attended the "Kentucky Derby." He writes it's all true that "they say about Dixie."

W. S. J. Fenwick and wife also made a vacation trip to the sunny south. They are visiting with the Mrs. folks at Galveston.

Chas. Hoppenrath, our Switchtender at 9th and Hooper, says he feels he is getting old since he is grandpa. A 7-pound girl was born to the wife of his son, Robert, Tuesday, May 18th. Mother and daughter are doing nicely.

J. W. McCowan, Long Beach line, was operated upon for appendicitis at California Lutheran Hospital last month. He is out of the hospital now and is reported progressing nicely, we are happy to report.

Michael R. Yeager, La Habra Line, who was off sick for several weeks, is back to work again, feeling fit as ever.

Ben Hammack reported for work after being on sick leave for about two weeks.

A. B. Cartwright was called to his home in Southern Missouri late last month when his mother passed away. We extend our sympathy to him in his loss.

We just learned of the accidental death of Arthur Hader, a well known So. District employee, who left the service several years ago. He was struck and almost instantly killed by an auto as he crossed Grand Avenue. Hader was highly esteemed by all who knew him.

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"Sam, did that Judge man say I got to spend all mah life in dis yar jail-house?"

"Oh no, Henry; jes' de remainder."

Here lies Mr. Murphy
 He died the other day
 He lived the life of Reilly
 While Reilly was away.

Rich: "I wonder if I could make you melt in my arms?"

Kitty: "No; I'm not that soft and you're not that hot."

Boss: "You ask high wages for a man with no experience."

Applicant: "Yeah, but it's harder to work when you don't know anything about it."

Mary: "John, dear, I'm to be in amateur theatricals. What will people say when they see me in tights?"

John Jones: "They'll say I married you for your money."

"I'll bet you old bachelors would give anything to hear a little baby talk," enthused the proud father. And his bachelor friend replied, "Oh, yeah? I just paid mine ten thousand not to!"

A proud parent called the newspaper and reported the birth of twins. The girl at the news desk didn't quite catch the message over the phone. "Will you repeat that" she asked.

"Not if I can help it," he said.

Boss (to office boy, who is half an hour late): "You should have been in here at eight o'clock."

Office Boy: "Why, what happened?"

Teacher: "If I lay three eggs here and five eggs there, how many eggs will I have?"

Skeptical Pupil: "I don't think you can do it."

Witty Boarder: "Ah, your steak is like the weather this evening, madam—rather raw."

Witty Landlady: "Indeed! By the way, your board bill is like the weather too—unsettled."

Wife (whispering excitedly): "John, there's a mouse in the room; I hear him squeaking."

Husband (growling): "Well, what do you expect me to do; get up and oil him?"

"Are you a clock watcher?" asked the employer of the candidate for the job.

"No, I don't like inside work," replied the applicant, without heat, "I'm a whistle listener."

"I turned the way I signaled," said the lady, indignantly, after the crash. "I know it," retorted the man, "that's what fooled me."

Wife: "Here's a riddle. What makes my life so miserable?"

The colonel: "You've got me."

Wife: "That's right!"

Mr. Newlywed: "I wonder why it is we can't save anything."

Mrs. Newlywed: "It's the neighbors, dear; they are always doing something we can't afford."

The treasurer of the Ladies' Aid Society of a church was making a deposit for her organization at a bank. She was acquainted with the teller, and as she thrust the money through the window she said, "Here's the aid money."

But the teller, who understood her to say, "Here's the egg money," replied: "Well, it looks as if the old hens have been laying pretty well lately."

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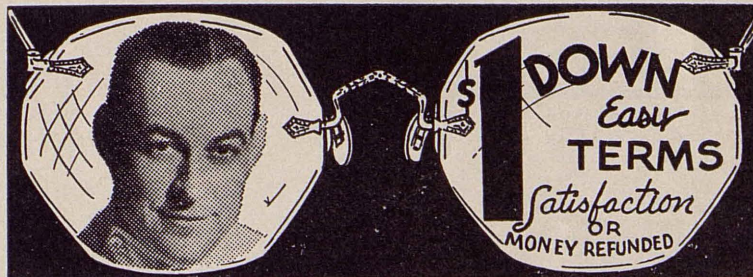
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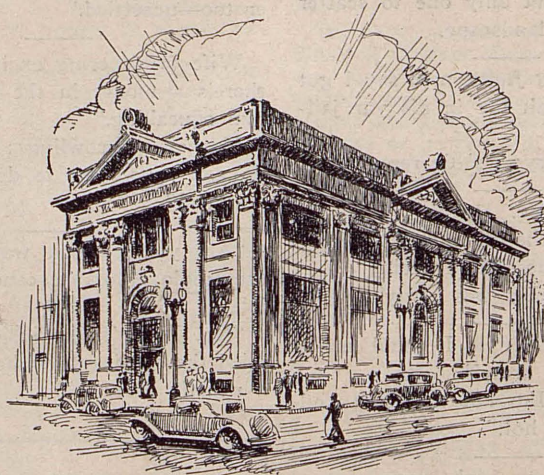
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