



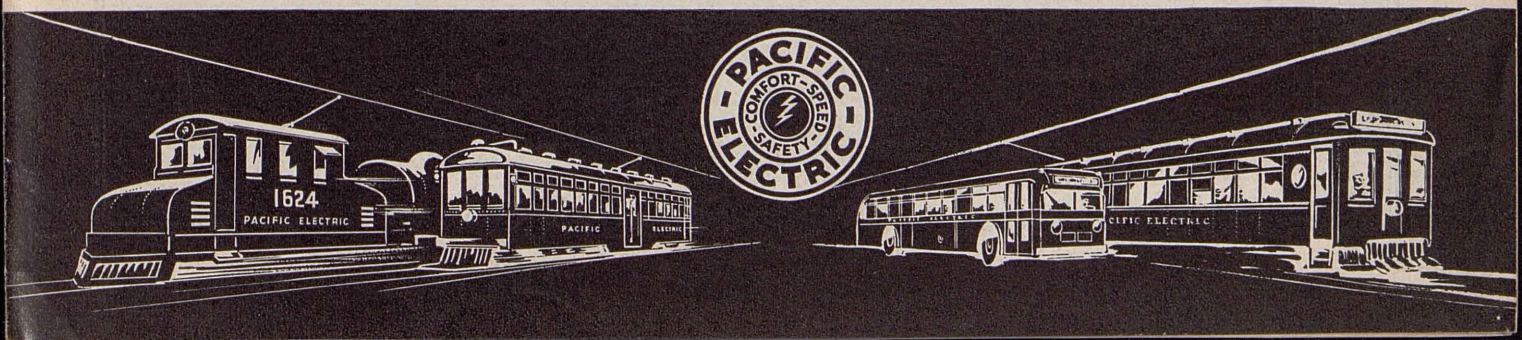
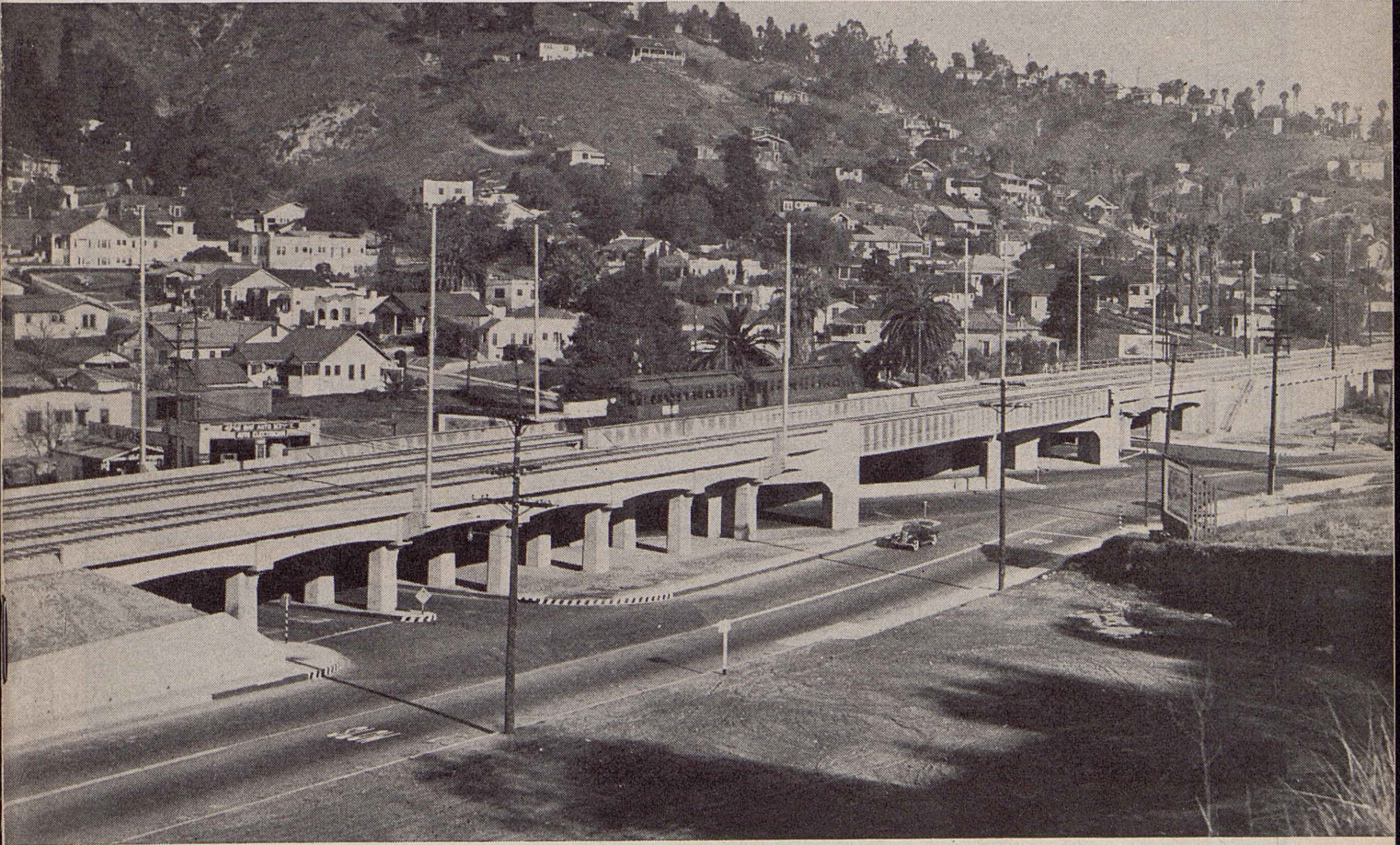
PACIFIC ELECTRIC

Magazine

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March 10, 1937



Membership Campaign For P. E. Club and Mortuary Funds

WITH better times here, and indications for still brighter days ahead, it is considered timely to make an intensive drive for new P. E. Club members in order to maintain and add to benefits and pleasures.

Also, that all may avail themselves of the cheap life insurance protection afforded through the two Mortuary Fund plans enrollment of new members will be encouraged.

Every employee of this Company should know, and those who have been employed any length of time, do know, what the P. E. Club has meant in the way of friendliness, pleasure, co-operation and loyalty to each other.

It can be truthfully said that there is no utility in the United States that has done more in the way of providing benefits and privileges for employees than the Pacific Electric Railway. Witness and consider the P. E. Club, Emergency Fund, Vacation Camp, Mortuary Funds, Annual Picnics as outstanding examples. The 35c monthly family membership dues for membership to a Club so pretentious is a bargain unequalled, and does not begin to pay the cost of operation.

The Mortuary Funds are novel insurance plans that give every cent paid in by member-contributors direct to families saddened by death. Due to the Company paying costs of operation, last year the male members paid only an average of 75c a month for about \$700 insurance. Every contributor, in addition to getting insurance at less than cost, had the pleasurable gratification of knowing that their entire membership-contribution went fully and direct (frequently within four hours after death) to grief stricken families in their hours of greatest sorrow and need.

Common regard for each other and a desire to express an appreciation for the privileges extended would indicate that every eligible employee should be a member of the P. E. Club and Mortuary Funds.

Your Club Committeeman will soon approach you, if a non-member, to join the Club. We earnestly bespeak your serious and favorable consideration.

Geo. F. Squires,
President, P. E. Club.

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

Excellent Service Is Rendered to Citrus Growers On Lines

Total of 2,526 Carloads of Heating Oil Rushed Under Speed Orders to Growers in Recent Battle to Save Crops

BELATED, but still interesting, is our Company's contribution in the way of handling heating oil incident to the frost fight of citrus growers located adjacent to Pacific Electric lines in the two epochal January cold waves.

In response to the demand and recognizing the severity of the cold waves, which occurred from Jan. 7th to 11th, and again from Jan. 19th to 23rd inclusive, this railway handled a total of 2,526 carloads of heating oil with the greatest of dispatch. This carload quantity far exceeded the demand for movement over our lines during any previous freeze and the service afforded was a matter of complimentary comment both by the several fruit exchanges and many individual growers. About 500 cars was the limit we have been called upon to move under rush orders during any previous freeze period.

During the two January emergency periods there was a total of 135 special trains operated to move these shipments from refineries on our lines, (El Segundo, Los Angeles Harbor and Watson being the principal loading points) to Los Angeles. There were 65 special trains operated out of Los Angeles for handling shipments destined to points served by our rails. Necessarily, these shipments were given preferred attention over all other merchandise and it was necessary to use every available

freight Trainman to handle connections from Los Angeles to billed destinations on P. E. lines.

Value of Crop

Of statistical interest is the fact that California's citrus products annual value approximate a figure of \$112,000,000, according to the California Fruit Growers Exchange. This same authority also estimates that the crop loss will be 40 per cent. The actual loss to growers will be considerably less than this figure, however, owing to (1) a better price will be obtained for the remainder of the present crop, and (2) a smaller proportion will be used in the manufacture of citrus by-products (rendering least revenue) than would otherwise have prevailed.

That the entire citrus crop was not a total loss was due to the now universal use of orchard heaters as a frost protective medium and the availability of crude oil to supply the needed orchard heat. During previous historical freezes, particularly during 1913 and 1922, the use of orchard heaters was not as prevalent

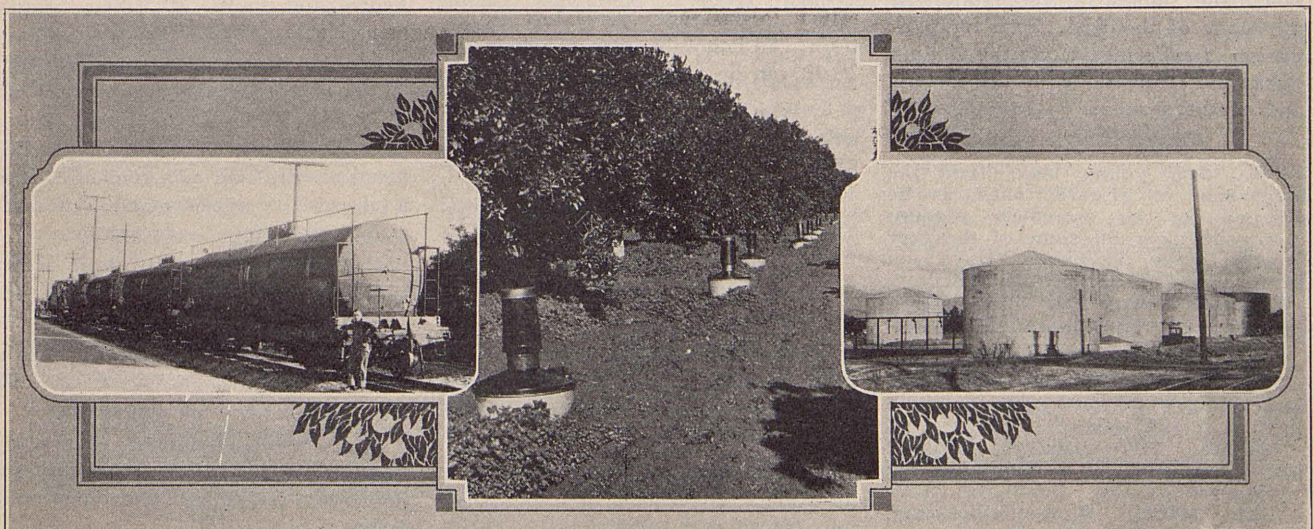
and universal as is the practice today. Both of these freezes, neither as severe as those of January last, resulted not only in a larger crop percentage loss, but rendered the trees non-productive for a period of years, and in many cases destroyed them entirely. Practically no tree loss was experienced this year, nor their productivity curtailed during the coming year.

Danger Points

The temperature at which a crop may be destroyed may be said to depend upon the age of the trees, their sturdiness, the maturity of the fruit, and the duration of threatening temperature. Generally speaking, at 28 degrees alarm may be felt for the ripe orange, and it is at this temperature that the grower lights his heaters. Damage in most instances does not occur at 28 degrees, but the precaution is taken should be thermometer drop several degrees lower. The lemon is considerably more susceptible to cold and at 30 degrees the orchardist is doomed to a hard night. Temperature recordings are registered by unsheltered instruments and in many instances the fruit is pierced and its juice temperature taken at frequent intervals during the cold spell.

This railway and others of the district feel that they may justly lay claim to a degree of credit in the success that has attended growers in re-

It costs a lot of money to heat "all outdoors," but that is what citrus growers must do to save crops during severe emergencies, such as were experienced in the recent cold spells. Photos show an assignment of oil enroute to distressed groves; typical method of placing heating pots; and oil storage tanks whose tanks it was ours to keep well supplied.



cent years when frost visits threatened the crops. Due to lack of sufficient storage capacity a crisis arises with each protracted cold spell. If of three or four days' duration the limited supply of oil on hand or in the district is quickly absorbed and S. O. S. calls are made for expeditious delivery for the crop's salvation.

As indicating the tremendous number of heating units in the various orchards of Southern California here, let us record this fact: It requires roughly 2000 carloads of oil to make one filling of the heaters employed in citrus groves of Southern California. The California Fruit Growers' Association is authority for the foregoing statement.

FINE GIFT TO FLOOD AREA SUFFERERS BY EMPLOYEES

Responding quite as liberally as is always the case when Pacific Electric and Motor Transit employees are called to aid a worthy charity, a total of \$1,977.87 was generously and quickly marshalled early last month in a call for contributions by the American Red Cross for relief of flood sufferers. The bulk of this large amount was turned over to Red Cross headquarters within a week after the call was made.

In acknowledgement of this fine contribution so quickly assembled Mr. Pontius received the following letter from D. C. McWatters, Chairman of the American Red Cross thus extended his appreciation.

"Please accept for yourself, the Pacific Electric Railway Company and convey to all your employees this expression of our deep appreciation and gratitude for this substantial, generous and thoughtful cooperation in the work of the Red Cross for alleviation of suffering among the victims of the disastrous floods in the eastern and northern states."

"My dear young lady," said the clergyman in grieved tones, as he listened to the extremely modern young girl tear off some of the very latest jazz on the piano, "Have you ever hear of the ten commandments?"
Modern Young Lady: "Whistle a few bars and I think I can follow you."

Little Mabel: "Mother, who was Mike Huntry? We were singing about him in school today."

Mother: "Mike Huntry? I don't know any such man. How did the song go?"

Little Mabel: "It went this way, 'Mike Huntry, 'tis of thee'."

Warm Praise Extended to Many Trainmen

Commendations Reflect That Many Are Outstanding and That
Courtesy of Trainmen Mass Excels Most Carriers

THE following paragraphs are another Exhibit A reflecting evidence of the courteous and efficient service being rendered by our Trainmen.

The names quoted below and the comments made are merely excerpts from letters, which space does not permit to quote in full.

In reading the various letters of recent weeks we were impressed with the frequency of such statements as: "All your Trainmen are splendid, but this particular . . ."; and again: "Your Conductors are the most courteous lot I ever rode with . . ." We mention the foregoing to show that not only the actions of Trainmen in succeeding paragraphs are being observed, but all others as well.

Trainmen are in the public eye more than any other group of railroad employees and upon their attitude and conduct depends public opinion and patronage to a very large extent.

R. C. Cole, Motorman, West: Patron made special call to compliment his "exceptional courtesy to passengers and making special effort to help in every way possible."

R. Wilson and I. I. Christie, Conductors, West: For aiding elderly woman who glowingly praised them and "all the other boys on the Venice Short line."

E. D. Cherry, Motorman, West: For return to passenger purse lost on his train; "an honorable man of whom the P. E. can be proud," concluded letter.

L. W. Capps, Conductor, West: Recovery by patron of a purse containing \$22.

J. H. Doherty, Conductor, West: "His attitude toward passengers is friendly and his behavior reflects credit to your Company," wrote patron to Mr. Pontius.

W. C. Alexander, Conductor, West: "He endeavors to give real service, and makes friends for your Company," cited patron.

A. W. Freas, Conductor, West: For directing stranger-passenger and assisting woman with parcels.

L. Fortner, Coach Operator, West: Always pleasant; starting and stopping smoothly warmly praised by woman patron.

C. I. Hood, Motorman, West: Courtesy to patrons, and "marvelous way he avoided a serious accident."

W. A. Peters, Conductor, West: "He is so genuinely kind," writes patron, "that he gives the feeling he is our genial, dignified host, rather than a conductor."

E. Jardell, Conductor, West: Courteous and kind alike to all his patrons.

G. R. Stevens, Conductor, West: For being pleasant and attentive to passengers.

F. C. Westphal, Motorman, North: "He couldn't have been more anxious to help if I had been young and charming, instead of an old woman—83 years of age," unsteadily wrote a grateful patron.

W. C. Richardson, Coach Operator, North: Cited for leaving coach to aid elderly man across the street.

E. H. Heydenreich, Conductor, North: "He is cheerful and unfailingly courteous to all passengers at all times," wrote regular rider.

F. W. Hall and J. McCullough, Conductors, North: Both cited as being "quiet and efficient, and yet have time to be concerned about comfort and safety of passengers."

A. M. Fisher, Conductor; B. L. Brown and J. W. McMillan, Motormen, North: "The P. E. has a lot of good men running out of Pomona," wrote this regular patron, "but these three are 100%."

W. R. Bloom, Operator, North: For being always kind and gracious. "It is a pleasure to spend money for fares riding on his bus," says patron.

C. A. Parr, Motorman, West: Extra service rendered in recovering for patron an important field note book.

W. V. Wahl, Conductor, South: Cited for being "very courteous; aiding his passengers on and off cars."

H. F. Wholf, Conductor, South: "He is so courteous and has such a pleasant personality that it is contagious," writes a regular rider.

"Some Day I'm Going to be a Motorman!"

He's waiting for a Big Red Car. Who? Bobby Breen of radio and movie fame. He commutes daily on our trains, and while it's unofficial yet, he thinks that "some day I'll be a Motorman."

REMEMBER Bobby Breen, the silver-voiced little boy who thrilled you on Eddie Cantor's Sunday night radio broadcasts? Or, maybe you forgot your troubles seeing him on the screen in his latest pictures "Let's Sing Again" and "Rainbow on the River", in both of which he further distinguished and endeared himself to the American public.

Bobby is one of our daily patrons, if you please. He rides regularly from his mansion home in Beverly Hills to Vineyard Station, where he transfers to a Venice Short Line train enroute to his daily toil at the R.K.O.-Pathe Studios.

And Bobby likes to ride on the Big Red Cars, and does so of his own choosing. Did he wish otherwise, he too could ride pompously like other picture stars in a Rolls Royce with swanky liveried attendants. But because he is a normal "he-boy" and like a lot of other regular little fellows of ten years, we'll bet he gets a big "kick" from watching the Motorman and that he has said many a time "heck with singin', I'm going to be a Motorman when I grow up".

Bobby travels with a guardian to and from his home. Not that he would not be safe if he traveled alone on the Big Red Cars, because Pacific Electric Trainmen are mighty watchful and careful with the little fellows whom parents entrust to their care. But, unfortunately, there are other good reasons why an alert guardian should accompany him.

Yes, Bobby goes to school. When he is not making a picture, he attends the Black Fox Military Academy. But school days won't last forever; sometime they will be over and "then I'll be a Motorman!"

Mother: "Now say your prayers, sonny, and go to sleep."
Little Charley (a new football fan): "God bless ma, God bless pa, God bless me— rah! rah! rah!"



FEDERAL DEPT. FORCES TO OCCUPY P. E. BUILDING

Bringing into the Pacific Electric Building as tenants Federal departments, including Federal Courts, United States Attorney, United States Marshall, Department of Labor and other governmental bodies, lease negotiations continued over a period of many months were brought to a successful conclusion last month.

The Governmental offices will be located on practically every floor of the building, centering on the fourth and fifth. When fully occupied the approximate 75,000 square foot of space contracted for will increase the building population by practically 700 persons, bringing the total number of persons engaged in various endeavors throughout the building to about 2,000. For the first time in several years the building will be 100% occupied.

Pledged to have the contracted space ready for occupancy within ninety days, H. D. Priest, Superintendent of the P. E. Building and his forces are actively engaged in remodeling the various offices, which includes new partitioning, plumbing, new linoleum, shades and various other office appurtenances. About \$75,000 is being spent on the promised building improvements.

The need of new Federal office quarters comes due to the early scheduled demolition of the Federal Office building at Temple and Main Streets, on which site an enlarged fifteen story structure will be started following completion of the razing of the present building. The lease terms cover a period of two years following occupancy, after which date the contracts reverts to a month to month basis. It is expected that the Federal office occupancy will approximate a three-year period.

Form Conscious or Unconscious?

By George Perry, Accounting Dept.

● No, you are wrong. The word "form" in the heading has no reference to the feminine figure divine. Rather, we refer to those blankety blanks (or forms) which we are almost daily required to "fill out."

Seems life is just one form after another. Your birth certificate, marriage certificate, and death certificate, with traffic tags, easy payment purchases, etc. for good measure in between.

One of these "inbetweeners" we all remember is the Social Security form, now being checked for errors before being sent to the Government. The check reveals some very startling answers and results about the way some 4,600 of us fill in data on a questionnaire. For instance:

Some failed to show the date signed. Others used pencil, although form specifically insisted that pen and ink or typewriter be used. One card bore the notation as to birth "not positive when born." And of course, there were a few who forgot to sign the darn thing.

Then again, there were many who unwittingly made humorous situations such as putting a check mark opposite all the races—a man actually claimed to be "white, yellow, negro and others."

It should be remembered when filling in forms of the questionnaire type that a great deal of thought and time has been spent in preparing such forms, with particular care being exercised as to the wording of each question so there will be no misunderstanding as to information required to be inserted in the space provided. Therefore, if you do not understand what is required from the first reading, read it again.

Do not strain to place a difficult interpretation on the question, but follow the line of least resistance and insert the answer which you would most naturally give to such a question in an ordinary conversation.

But cheer up! We certainly are not without company when it comes to humorously filling in forms. At least it wasn't a P. E. man who, on his application for a job went haywire when he came to the question "State length of residence in Los Angeles?" His hole in one answer was:

"28 by 42 feet!"

TEN TRAFFIC SAFETY RULES

The average American motorist can venture forth on the highway with confidence of almost certain safety by merely observing ten simple driving rules, Paul G. Hoffman, president of the Studebaker Corporation, said at the banquet session of the recent Mid-West Safety Conference in Chicago. They are:

Never overtake a car unless you are positive there is ample space ahead; that means, of course, never on a curve or a hill.

Slow down when approaching all intersections, including private driveways, and thus have your car under complete control and prepared to stop.

Slow down when approaching any child or pedestrian and thus be prepared for any unexpected movement.

Keep your brakes and lights, in

fact, your entire car in good condition, as safe a condition as when it was new.

Stop on red traffic signals and stay stopped until the light has turned green. Rushing signals invites disaster.

Come to a dead stop at stop signs because the other fellow has the right of way.

If you have been drinking, don't drive. Of course, you believe you are sober, but the evidence is all against sober drivers who have been drinking.

Slow down to compensate for slippery streets caused by rain, snow, or ice.

Slow down when driving at night. There is no substitute for daylight when it comes to visibility.

Always drive at a speed which will permit you to stop within the assured clear distance ahead. If you don't get in a jam, you won't have to get out of one.

March in the Home Garden

By Earle Moyer

MARCH usually means warmer days, so anything from trees to small plants can be set out. However, due to possible rains the ground should be kept well cultivated.

The plants which still show life after the freeze may be trimmed this month, provided new growth has started to enable you to know where to cut. But if the new leaves have not shown, do not attempt to trim, as you may cut the very branch that will give you new growth.

All trees, shrubs and established vines should be fertilized this month. Never fertilize seedlings, or put fertilizer in ground where you plan to sow seed or very young plants.

All dahlias should be taken up by now and re-set, if early blooms are desired. However, the best results will be obtained by waiting until May to plant them.

Do not take cuttings from old Chrysanthemum plant until April.

Plant any hardy seeds in the flower garden. It is a good plan to spray roses this month with nicotine for aphid, and with arsenate of lead for leaf eating insects. Tobacco dust around base of plants keep off many pests. Dusting sulphur is good for mildew. Sulphur should be applied early in the morning, so the sun will liberate the fumes.

If you have sweet peas, be sure to pick as many flowers as possible. Do not let old flowers go to seed, as to do so will reduce the quality of new blooms coming on and vines will not last as long.

March is a good month to add commercial fertilizer to the lawn when the new grass is growing.

It is best during the next two months to do all watering in the morning, as the cool nights may damp off young plants. In some cases cool nights will cause mildew. Also the temperature should be watched and some young plants covered if it gets too cold.

It is a good plan to put paper covers over young plants for about a week after planting. This will help to give stronger growth and will keep dampness and pests away until plants are well established.

"Mummy, what becomes of a car when it gets too old to run?"
"Somebody sells it to your father!"

P. E. CLUB BULLETIN

Monday, Mar. 1st:

The Educational Division of the P. E. Club announces the first of a series of Educational Talking Pictures to be shown in Club Theatre at 7:30 p.m. These pictures deal with the various phases of automotive construction, operation, laboratory and field research.

Thursday, Mar. 4th:

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

Friday, Mar. 5th:

P. E. Bowling League games at Jensen's Recreation Center on Sunset Blvd. Games at 8:00 p.m.

Wednesday, Mar. 10th:

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

Thursday, Mar. 11th:

P. E. Women's Club Birthday Party in Club Ballroom. Special program and refreshments. Meeting called at 1:30 p.m.

Friday, Mar. 12th:

P. E. Bowling League games at Jensen's Recreation Center on Sunset Blvd. Games at 8:00 p.m.

Saturday, Mar. 13th:

P. E. Agents Association regular monthly meeting. Meeting called 8:00 p. m.

Wednesday, Mar. 17th:

P. E. Masonic regular monthly meeting. Meeting called 7:30.

Thursday, Mar. 18th:

P. E. Women's -Club Afternoon Card Party—1:30 p.m. Prizes to the winners. 15c playing fee.
REGULAR MONTHLY DANCE OF THE P. E. CLUB IN BALLROOM—8:30 p. m. MUSIC BY FLO KENDRICK'S SWING ORCHESTRA.

Friday, Mar. 19:

P. E. Bowling League games at Jensen's Recreation Center on Sunset Blvd. Games at 8:00 p.m.

Thursday, Mar. 25th:

Regular meeting of the P. E. Women's Club in Club Ballroom. Special entertainment and refreshments. Meeting called at 1:30 p.m.

Friday, Mar. 26th:

Trainmen's Safety Advisory Committee meets at 10 a. m.
P. E. Bowling League at Jensen's Recreation Center on Sunset Blvd. Games at 8:00 p.m.

Our Post Office Car Service

**By T. L. Wagenbach,
Assistant Superintendent**

FAST and dependable U. S. Mail service between Los Angeles and communities on Pacific Electric lines is provided for on passenger and express cars as the U. S. Railway Mail Service directs. In addition the Long Beach-San Pedro and west Beach areas, being the most densely populated territories contiguous to Los Angeles, are served with Railway Post Office service.

The Railway Post Office compartments are according to U. S. Railway Mail Service specifications. There are three cars assigned to this special service—1404, 1405 and 1406; two in regular service and one for relief or emergency.

The operations are commonly known to many of us as the west R.P.O. and the south R.P.O. Each makes three round trips daily, except Sunday, on schedules as required by District No. 2, Railway Mail Service, F. I. R. Moore, Chief Clerk. Mr. Moore and his splendid organization co-ordinate, on a minute basis, these operations with good service needs of the respective communities and air line, as well as steam line arrivals and departures in Los Angeles.

Mail coming into Los Angeles for communities served by these R.P.O. cars is segregated by the Railway Mail Clerks direct to these cars. The Postal Mail Clerks who are assigned to these cars segregate mail en route and effect and speed delivery, thus avoiding delay in Los Angeles.

Mail from communities served by these R.P.O. cars is segregated by

Clerks direct to air lines and the individual steam line trains outbound from Los Angeles.

This service is significant in several respects: (a) Excellent U. S. Mail Service to Beverly Hills, West Los Angeles, Santa Monica, Ocean Park, Venice, Culver City, El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach and Palms on the Western District, and to Watts, Willowbrook, Compton, Long Beach, Wilmington, San Pedro, Harbor City, Torrance and Gardena on the Southern District.

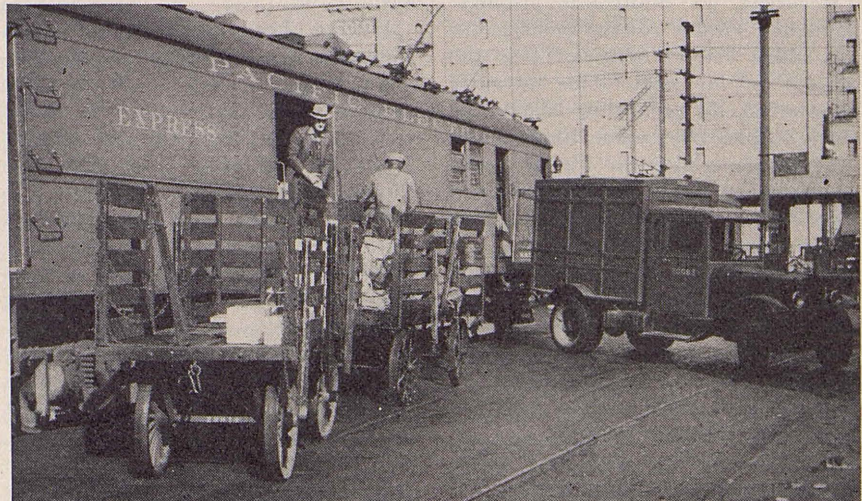
(b) Jobs: Mail Clerks, Clarence E. McConley, Arthur T. Porter, Floyd A. Henney, F. E. Lundgren and one relief man. Conductors: C. W. Copeland, F. L. Newton, G. E. Stewart and H. G. Whitney. Motormen: J. Preslar, R. C. Clotiaux, A. E. Welbourne and H. Gerlach.

(c) SAFETY: An outstanding record by the men in this service. These cars operated more than 93,000 miles in 1936 without an accident of consequence. The Western District 42,154 miles, and the Southern District 50,916 miles, making a total of 93,070 miles, almost four times around the world, with every life and limb safe in port.

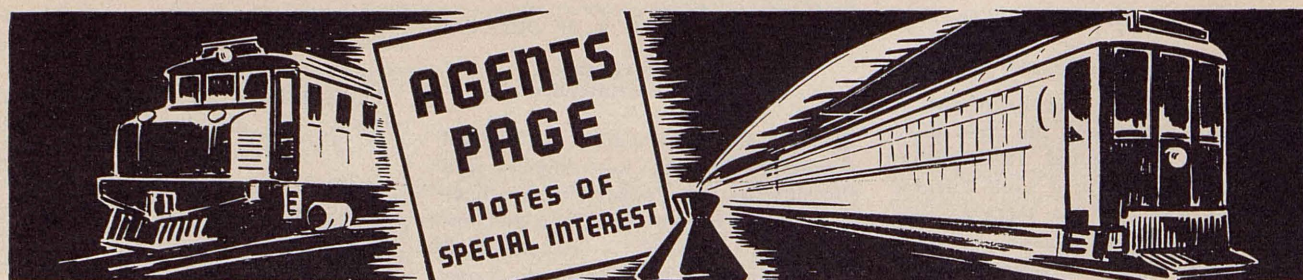
The sum total of this service for 1936 is a real achievement. Good mail service, good jobs, and a safety record made possible by the pleasant and willing co-operation of the human element. Fundamentally, the safety record which precluded the destruction of a life or a limb, is the part close to our hearts.

"Miss Uppity thinks no man good enough for her; she may be right."

"And she may be left."



Three U. S. mail service cars, as above, make three trips daily to various points on P. E. lines. Post Office mail clerks handle and segregate enroute as in steam line mail service.



15th Annual Agent's Assn. Splendid Despite Rain

THE 15th Annual Banquet of the Agents' Association was held at the Rosslyn Hotel, Saturday evening, February 13th. In spite of a steady downpour of rain it was attended by about 160 members and guests.

The festivities were started by President A. R. Stevans, who, after bidding welcome to all, introduced genial V. F. "Fuzzy" Frizell as Toastmaster for the evening. Regrets were heard from a number of the official family, both P. E. and S. P. who because of severe storms and other unavoidable absences from the city, could not be present. Guests numbered many traffic representatives of fruit packing, oil refining, manufacturing and wholesaling industries and our own honor list of retired employees, including T. J. Day, former Freight Traffic Manager, A. Z. Clark, former Agent, Rubio, and J. W. Smith, former Agent, Palms.

Following the custom of previous years, Agents and Assistants with perfect attendance records at meetings throughout the year were guests of the Company and rewarded with free tickets.

Reverend J. Whitcomb "Jimmy" Brounger, speaker for the event, chose the adage "Don't drift-row," as the subject for his talk. This he aptly exemplified by reviewing briefly the story of Ben Hur, who although unjustly sentenced to the life of a galley slave, never allowed his faith and courage to falter and because of this he eventually was liberated when his fellow convicts went down with the ship. Later, he defeated his adversary and won the chariot race of immortal fame because the great strength of his forearms developed while a galley slave gave him the control that Messala lacked.

Dr. Brounger left with his hearers the thought that in times when business is bad and efforts seem wasted, we should not drift idly down stream

but use that time as an opportunity to prepare for greater usefulness.

Music for the occasion was furnished by Bob Consell's orchestra, together with several numbers by Sydney Lacar, a talented 7 year old Boy Scout trumpeter and a novelty act by the Playful Plumber, who played tunes on everything a plumber uses or fixes. An impromptu comedy skit by Curly Kroninger of the Fruit Exchange, and our own Tom Wagenbach brought down the house.

These annual banquets have for years accomplished their purpose in bringing employees, officials and patrons into closer and more congenial relationship and this year's event was no exception. Arrangements were in the hands of H. E. Foskett, Committee Chairman assisted by A. R. Stevan, T. L. Wagenbach, Fred F. Willey, E. S. Donaldson and G. W. Orr.

Officers of the Agents' Association for 1937 are A. R. Stevan, President, W. H. Bratton, Vice President and G. W. Orr, Secretary.

—G. W. Orr.

Largest Race Crowd Safely and Effectively Handled

HANDICAP Day at Santa Anita Park! What an outstanding event it was!

Having been held on Saturday, February 27, this horse racing program, paying the richest purses of the American turf, attracted the attention of the entire world and drew to Southern California hundreds, yes thousands, of racing enthusiasts.

With a total paid attendance of some 60,000 persons, the event attracted approximately 10,000 more patrons than any previous Santa Anita racing program.

Pacific Electric Railway, with its rail lines direct service to and from the Park, had a major part to enact in connection with the day's program. The success of the event as a whole reflects creditably upon the efficiency of our transportation service.

Called upon this year to handle 32%

Broader Knowledge Required Under New Trucking Laws

FOR several years past the railroads of the United States, particularly in California, have been faced with truck competition which was difficult to meet due to the fact that the rates of the truck operator was not regulated nor was there a great deal of regulation on his opera-

more passengers than used our service for the same event last year, and 50% more than went via the "Big Red Cars" two years ago, the transportation of the large number of passengers was handled without mishap or major delay. To Northern Division Trainers and supervisory is due commendation for their alert, careful and effective operations.

The crowd started travelling early and from 9:30 a.m. until well after 2:00 p.m. there was a steady flow of travellers headed toward Santa Anita Park moving through the Main Street Station, the peak hours for outbound travel having been between 10:30 and 12:30 p. m. The real test of railway operating skill occurred, however, at the conclusion of the races when 109 cars were loaded and dispatched for Los Angeles in less than one hour. During the peak of this mass movement, three-car trains were being loaded at the rate of a train a minute, or a single car every 20 seconds.

In addition to passengers handled via rail, some 300 members of two organized parties were furnished transportation in ten chartered motor coaches from Los Angeles to Santa Anita Park and return.

When bigger and better Handicap events are held they will probably be at Santa Anita Park and Pacific Electric Railway will continue to provide a direct, convenient and economical transportation service for the ever increasing number of racing fans.

Reed Christiansen.

tion. However, both the Federal statutes and the California statutes have been amended by legislative actions placing the trucks in California directly under a division of the California Railroad Commission, and have been placed under the Motor Carrier Bureau of the Interstate Commerce Commission.

Trucks come in three classes. The highway common carrier is one which has been more or less under regulations since 1917. The radial highway carrier does not operate between fixed termini and over a regular route, and therefore was not subject to regulation of the Commission prior to 1935. A highway contract carrier is a carrier which does not come under either of the headings shown previously.

Under the present regulations highway carriers are required to compile and file tariffs somewhat along the same line as is required of railroads. It now becomes necessary that a technical knowledge is required in the administration of transportation problems, and such requirements has created an increased demand for men especially trained in administration and legal requirements surrounding transportation.

The Los Angeles public schools some time ago recognized this necessity and adult classes are conducted in the evening in transportation and traffic management, one of such classes being under the direction of A. E. Norrbom, of this office, at the Belmont Evening High School. These classes offer excellent opportunity for those directly or indirectly engaged in the handling of traffic, either with a carrier or with a commercial concern. The course of instruction is based on railroad operation to a large extent. However, it is gradually broadening out into instructions concerning highway carrier operation.

—F. F. Willey.

"Good heavens! Who gave you the black eye?"

"A bridegroom—for kissing the bride after the ceremony."

"But surely he didn't object to that ancient custom?"

"No—but it was two years after the ceremony."

Smoking a cigarette, the small boy advanced upon the ticket office and demanded a half-fare ticket to Binghamton.

"What!" cried the booking clerk, "a kid like you smoking a cigarette?"

"Kid he blowed!" was the indignant reply. "I'm fourteen."

"Full fare, please."

His Hobby a Homey Home in the Hills



"The house that . . . (Tom Andrew) . . . built" in the mountains near the sea.

WHAT is your hobby? Is it collection of coins? Or do you make model airplanes? Maybe you pounce on used stamps with fendish glee? Perhaps you thrill with bated breath as a tulip pokes its head from Mother Earth?

I know a man who says such are "petty doings for petty minds." He has the only hobby (he says). Collects paper covers over paper matches.

But however foolish we may think the other fellow is, I believe we can agree that the hobby of T. Y. Andrew, Treasury Department, is really a worthwhile one. He built a home in the mountains near the sea!

Utilizing his vacations, week-ends and holidays. Tom patiently built upon a bare hillside lot as cozy a little mountain home as you would ever care to see. He had just lots of fun seeing it progress into his dream house, and now that it's finished it will be a comfort and joy for years to come. The lot is located in Blue-bird Canyon, one-half mile from the ocean at Laguna Beach, fifty miles from Los Angeles. It is surrounded on three sides by lofty mountains, but the front veranda unfolds a colorful vista of the ocean, with Catalina Island in the distance suggesting lands across the sea.

Following the birth of the idea to build this cabin home, Tom completed his foundation and then started taking material to the site on a trailer over the week-ends in happy anticipation of his coming two weeks vacation. We can easily imagine his joy with all the material on hand and va-

cation time finally arrived.

A far cry from the pay-rolls, statistical reports, vouchers, etc., the labor of putting up the cabin was indeed a real treat. Working from daylight to dark with all the enthusiasm of a boy on a picnic, the end of the vacation found Tom with the walls, floors and roof finished and the cabin semi-ready for occupancy. It was built with tongue and grooved, knotty Pine. The combination living room is 16' x 24', and there is a kitchen, bath, patio and veranda.

Thus, with such a fine start, the succeeding week-ends saw the addition of the window frames, pipes, (which were threaded by himself), shingles, and the construction of fire-places, both inside and out, along with a 20' x 22' brick-paved patio on the side of the house. The use of 7000 bricks for the fire-places and patio entailed quite a problem itself, in so far as his car could only pull 250 at a time, as the grades are steep and long up to the cabin site.

Tom had to be a jack-of-all-trades, indeed, pinch hitting for a plumber, carpenter, bricklayer and roofer. The only work he did not do himself was the electrical wiring, which legally required the services of a licensed electrician.

With the completion of the cabin and fixtures, attractive with its gay awnings, combination shingle roof and large spacious windows, Tom will be able to sit back in an easy chair and stare out over the blue ocean and dream of far away lands and strange people.

He will day dream, that is—until

he happens to notice that perhaps a stone wall is needed. Or a railing would look nice around the patio. And why hadn't he thought to glass in the front porch?

Soon will be heard the hum of the saw and the clunk of the hammer until long after the sun has gone down. And even though to the visitor the cabin looks as complete as it ever could be, to Tom Andrew it will never look just like that.

It is his hobby, and as such will never be completely finished!

WOMEN CLUB CHARITY WORK

Continuing its good work among needy and unfortunate employees, the P. E. Women's Club report for January and February shows as follows:

Fourteen boxes of food, family sufficiency for a week, \$7.24 for milk and groceries, one hundred pieces of clothing and twenty pair of shoes were the Club's response for a helping hand.

This feature of the work done by the Club is under supervision of Chairwoman Mrs. J. B. Green. She and her staff have been most loyal and conscientious in this splendid work and are due the deep appreciation of all of us.

PICTURES SHOWN IN CLUB

Shown before a good attendance in the Club theater on the evening of March 1st was the first of a series of motion picture programs dealing with various phases of automobile construction, laboratory and field research.

Sponsored by the Public Relations Bureau of the General Motor Corporation, the pictures, both silent and sound were highly entertaining and instructive. In addition to showing the operations and tests of automotive equipment incident to manufacture, hazards of the highways and means of avoiding accidents were lucidly presented. While of an educational nature the pictures were novel in that they were entertainingly told in regular story movie fashion.

This series of pictures are being shown under the direction of the Educational Division of the P. E. Club and a special bulletin will announce the date of the next one.

"I insured my voice," stated the famous singer, "for \$50,000."

"And what," asked his rival, "have you done with the money?"

**EDUCATION
RECREATION
FELLOWSHIP**

**CLUB
AFFAIRS**

PACIFIC ELECTRIC



ENTERTAINMENT

Where "Haven't Anything to Wear" Meets Waterloo

THERE is one group of husbands in the P. E. family that owe the P.E. Club a vote of thanks. They are spared hearing the painful wail that has long been the theme song of wives—"I just haven't a thing to wear."

The good reason for their good luck is that their wives attend the Sewing Classes conducted by the Educational Department of the P. E. Club, and particularly because this class is under the direction of Miss Bernice Jurdan.

These classes are held twice weekly—10:00 a.m. to 12:00 noon, on Tuesday and Thursday of each week. Dress-making, millinery, knitting and crocheting are taught and classes are free and they can be profitably attended by either beginners or advanced students of whom there are thirty-three now enrolled.

Besides treating the fundamentals and advanced art of needle work, Miss Jurdan makes it a point to stress the practicability feature and usefulness of

sewing in the home. She is happy and ever willing to discuss with students the problems that come up in the home and apply her knowledge to their solution.

The art of re-modeling dresses and hats is really a science that even the most needle adept can with profit broaden their knowledge and capability by attending Miss Jurdan's classes. She knows how to do it most economically, and of even dearer to the feminine heart, right in keeping with style changes and current trends of women's apparel.

Miss Jurdan is a teacher of six years' experience with the Los Angeles Evening High School, and incidentally, is a bona fide member of the P. E. family. Our privilege in so classing her comes due to the fact that she is the daughter of our esteemed fellow worker, Ben Jurdan, Asst. Foreman, Mechanical Department, West Hollywood, who for twenty-five years has been another of the faithfuls.

Auntie: "You shouldn't keep your eyes open during prayers."
Bobby: "How do you know I do?"



Thirty-three P. E. women folk regularly attend the P. E. Club classes in the needle arts, of which the above group is a typical gathering.

P. E. WOMEN'S CLUB DOINGS

With everybody else in the country flocking to California, we suppose it was but natural for "old man winter" to pack up and come along—but He's one visitor our Chamber of Commerce would gladly give to Florida. He has tried very hard, both with extreme cold weather and sickness to make the Women's Club close down for awhile, but we bested him by holding the meetings in the Ladies Lounge.

The Club's visitor on January 28th was Mrs. Lucas from the California Dairy Council. Her subject was "Food Fancies and Fallacies" and before her hour was up we were made to realize that foods have style changes as does everything else. Some of these food combinations that were positively taboo several years ago, are back again living happily together.

The program for the February 11th meeting was to have been in charge of the San Bernardino Auxiliary of the Women's Club, but this "old debbil" Flu put on a preview of his own up there in the hills and selected six or seven of the stellar lights to play leads. So an S. O. S. had to be sent out and a very nice Doctor graciously responded to the call for help. Dr. Patton of the Pacific Electric Dental Department gave a very friendly and helpful little talk, answering questions etc. and we know made many new friends for his Department.

February 25th the Club's guest was Mrs. Elaine Anderson Dudley of Good Will Industries.

March 11th celebrates the ninth anniversary of the organization and plans are being made for a delightful afternoon.

March 25th the program will be in charge of the Torrance Auxiliary and we predict in advance "a good time will be had by all."

Card Party hostess, Mrs. Smart, announces a night card party Saturday, March 27th, at 8 o'clock. Each table will be given a prize so you can make it a foursome, progress with others. In fact, you can make your own rules and play any game you like, (even poker). Mrs. Smart insists only one rule be observed. Everybody must be happy. A big attendance is desired. How about calling it a date?

—Mrs. Lon Bishop.

1st Hunter: "Hey Bill."
 2nd Hunter: "Yeah."
 1st Hunter: "Are you all right?"
 2nd Hunter: "Yeah."
 1st Hunter: "Then I've shot a bear."



ROD & GUN CLUB NEWS ITEMS

Our latest meeting of the Rod and Gun Club was very well attended. There were many new faces among the crowd. Remember to come to these meetings and see and hear what is going on. Our new Stream Line—Air Conditioned President promises us some big doings this season. So don't miss any of the meetings from now on as this is where you will get the lowdown on fishing.

Our old friend Steel-head Porter, is going to give us a talk on Steel-head Fishing. He is also writing a book entitled "From Perch Fishing to Steelhead Fishing and back again." I hope this goes over big,—meaning the "back again".

Mr. Manley lost one day carpentering account the last big rain. We suggest this can be made up by working nights.

Our Smelt fishing friend, George Brown, tells me he has laid away the old wood side wheeler reel and is going to try modern fishing this season. More power to you, Bonnie.

Long-line Smith spent last week at home sick, but while home he made up his annual supply of self sinkers.

Our Los Patos Camp looks clean after the last rain; smudge all washed away and things look good. Come down and look the Camp over. There are plenty of Bean Clams at low tide.

Still looking forward to our Surf Fishing Party and if the weather permits anticipate a large crowd Saturday and Sunday, March 13 and 14.

Our old friend Dumoulin has a new Capital Reel and is in a big sweat to get out and try it. He also wants to know if anyone has three second-hand trick heads he can get for his pole.

Jack Quinn and Leapink Lloyd are staying up nights trying to figure out some way to catch all the trout in Lake Arrowhead the opening day.

We learn Andy Devine and George Brown were halibut fishing off Redondo Beach last Sunday during the big storm.

Turn in your registration cards early this season, please.

Let each member get a new member, and one advertisement for our new year book.

RIVALRY IS MORE KEEN WITH BETTER BOWLING SCORES

The month of February saw the Claim Department team strengthen their hold on first place, and a regular dog fight for second place between the Engineers, Southern District and P. E. Club team.

A movement is on foot to bar the Claim team on the grounds of professionalism. The rest of the teams seems to think that something should and must be done.

With Steve Adams back in form after an injured shoulder, the Champs are going stronger every week. The Engineers, after a temporary slump, are in the running and it looks like quite a battle for second place honors.

Among the individuals there have been many sparkling performances. The most notable of these was a mass exhibition of "600" series on the night of February 12th, when Snee rolled 641, Lattimer 634, Potter 609, Barnes 608 and Gowanlock 601. Potter had a 247 game and Barnes shot 245.

On February 19th Pont of the L. A. Freight team rolled 583, with a high game of 217, which is mighty fine bowling on a 148 average. DuBose of the P. E. Club team ran up a 189 game on a 116 average, which is a record to be proud of.

Snee continues to lead the individuals, with Covell and Gowanlock following, all well over the 180 class in average.

As the season advances all of the bowlers are improving and our sessions are more competitive and enjoyable as a result. A cordial invitation is extended to all spectators who care to join us on Friday nights, games being bowled at the Jensen Recreation Alleys on Sunset Blvd.

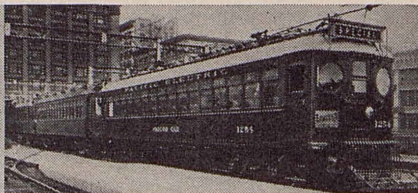
Following are standings of team at the close of February.

Team	Won	Lost
Claim	50	22
Engineers	41	31
P. E. Club	41	31
Southern District	40	32
Macy Street	32	40
W. Hollywood	31	41
L. A. Yards	29	43
L. A. Freight	24	48

R. M. Cobb.



SAFETY NEWS



Motormen, How Do Your Reactions Act?

Good Motormen and Operators Must be Primed to Meet NOW Every Arising Emergency. Various Problems are Cited

Driving your automobile, have you ever considered what your reaction has been when an emergency required a quick stop to avoid an accident. Did you ever compute the distance your automobile traveled before brakes were applied and distance automobile traveled from the point where you first observed the necessity to stop to avoid an accident?

If you have not done so, the following table will be of interest:

One point to note is that a fraction of a second is lost before any reaction takes place, and another fraction of a second elapses before brakes take effect. During that short period of time your vehicle or train is advancing a number of feet per second depending upon operating speed. This brings to mind the necessity for careful operation approaching all blind crossings and points where there is

Miles Per Hour	Average Stopping Distance	Reaction Distance	Average Braking Distance	Feet per Second
10	18 Feet	11 Feet	7 Feet	14.7
15	31	16	15	22
20	50	22	28	29
25	71	28	43	37
30	95	33	62	44
35	123	39	84	51
40	154	45	109	59
45	184	49	135	66
50	228	56	172	73
55	271	61	210	81
60	314	66	248	88

This table does not reflect the average stopping distance or braking distance of motor coaches, street cars or interurban trains, but does show the number of feet per second such vehicles travel when operated at the various speeds. The reaction of the average Motorman and Operator should be somewhat better than that of the average automobile driver, due to the fact that you have learned through experience and training to react quickly and be alert at all times, to expect an emergency.

Careful study of this chart shows the necessity for instant action in case of emergency. Do not wait to see what the other fellow is going to do. Trainmen who act quickly in emergencies are those who avoid accidents.

an obstruction that cuts off clear vision of crossings, crosswalks and passenger landings. The careful Motorman and Operator are those who approach such points under control, ready to avoid an accident should the occasion arise.

Consider the fact that when traveling at a speed of 40 miles per hour, 59 feet per second is covered, 45 feet is covered before the average driver reacts and the average braking distance of an automobile is 109 feet and average stopping distance 154 feet. Approach blind obstructed crossings with these facts in mind and be prepared to avoid an accident at such points at all times.

Motormen should consider these facts when approaching all highway

crossings, whether or not a speed restriction has been established. Should a vehicle or vehicles be approaching the crossing from either direction on the highway at such a speed that it is questionable as to whether or not driver will be able to stop before reaching crossing, reduce the speed of your train to such an extent that an accident may be avoided. Do not increase speed until such time as you are reasonably sure that the drivers of vehicles have slowed their vehicles sufficiently to permit a stop before reaching the crossing.

Approaching highway crossings where a speed restriction has been placed, a careful Motorman will not wait until the last second to reduce the speed of his train to bring it down to the required restriction at the crossing, instead he will take into consideration all the physical characteristics at the crossing relative to blindness of the crossing and approach of vehicles, etc., and operate accordingly.

Good Approaching Crossing Practices

It is suggested that consideration be given to the following table when approaching highway crossings where a speed restriction has been placed and approach at the restricted speed, with power off and brakes released, from a point distant from the near side of the crossing until head end of train reaches the crossing, unless conditions are such that a further reduction of speed should be necessary. When front of train reaches the near side of crossing, and crossing is seen to be clear, power may be applied.

Restriction	Distance
10 miles per hour or less	100 Feet
11 to 15 miles per hour	150 "
16 to 20 miles per hour	200 "
21 to 25 miles per hour	250 "
26 to 35 miles per hour	350 "
36 to 45 miles per hour	450 "
46 to 60 miles per hour	600 "

To quickly determine the number of feet train should be brought to the restricted speed before reaching crossing, multiply the restricted speed by

ten, which will indicate the distance.

We all realize that uniform rules cannot be applied in all cases due to the difficult operating conditions, such as heavy grades, length and weight of trains, etc. Consequently, no definite instructions of this nature are possible. It is hoped, however, that you may realize some benefit from the foregoing and take the necessary precautions to avoid accidents.

Safety Advisory Committee Meet in All-Day Session

DEVOTING practically an entire day to various discussions of safety of operation, the first gathering of the Trainmen's Safety Advisory Committee was held in the P. E. Club quarters on Friday, February 26th. Geo. F. Squires, General Superintendent, presided and present were other members of his immediate staff and Trainmen and Coach Operators representing the several districts.

We will use Mr. Squires words to sum up the success of this meeting, the aims and purposes of it and future monthly safety gatherings:

"Last month's Committee meeting was a real success. Members appointed came with memos and many very constructive suggestions were made and intelligent questions asked. Many specific accidents were analyzed and

causes explained. I feel that we all profited by our attendance.

"I am hopeful that future Committees appointed will similarly take their assignment seriously and come prepared to point out any unsafe or questionable operations or conditions. In dealing with safety we deal with the most precious of all earthly things, human life."

In addition to a break in the daily routine and interesting discussions heard, all members of the committee were the guests of Mr. Squires at a special luncheon served in an adjoining room in the P. E. Club quarters.

SOME NEEDLESS RISKS GOOD FREIGHT TRAINMEN AVOID

This appeal is made to Trainmen engaged in freight service to carefully study their work with objectives in view of avoiding unnecessary risks which all too frequently result in serious consequences.

A fatal accident recently occurred as a result of motor truck colliding with locomotive moving over a road crossing. Engine Foreman and two Yardmen were riding on leading footboard of yard engine and as the engine entered intersection, a loaded motor truck drove around two automobiles which had slowed down at the crossing and struck the footboard and tender of the locomotive. The Engineer applied the emergency brakes when he observed

motor truck was about to strike the engine. Bell of locomotive was ringing and whistle signal had been sounded, the speed of locomotive entering intersection being approximately four miles per hour.

Two Yardmen were standing on one footboard of the tender and Engine Foreman on the footboard opposite to the coupler. When they observed the approaching truck, Yardman next to coupler was unable to alight from the engine and was unable to get in the clear before being struck by motor truck. The two Yardmen riding outside on footboard dropped off from engine before impact occurred.

While the responsibility for the accident rested with the driver of the motor truck, the unfortunate fact remains that one Yardman was unable to get to a place of safety before the collision occurred, resulting in fatal injury.

Trainmen in freight service should constantly strive to avoid unnecessary risks in the performance of their work. Insofar as practicable, employees must avoid riding on the leading footboard of yard engines when operating over streets or highways. Not more than two employees should ever be permitted to ride on leading footboard of a yard engine at any time. In such cases each should take a position on outer end of footboard on opposite sides of drawbar. Employees are not permitted to ride on drawbars or hand



"May we interrupt you gentlemen while we get a picture for the magazine?" "Yes, but make it snappy; we're busy," we were given to understand. The group is the February Safety Committee, attending, as will a similar gathering each month, an all-day session in good safety practices. "Safety and Courtesy" are the by-words of G. F. Squires, General Superintendent. Standing (left to right): G. F. Squires; J. E. Wagner; S. H. Cox; L. H. Newport; Oscar Vleerick; R. M. Hightower; M. F. Guinn; P. R. Hanna and J. B. Thompson. Seated: C. W. Knight; S. E. Matheny; A. C. Bowles; H. C. Hampton; D. W. Brown; F. M. Willard and J. A. Howard.

railings over drawbars. No member of the crew should cross the footboard from one side to the other around the coupler while motor or engine is in motion. No member of crew should board footboard of engine or motor while it is in motion.

These practices are hazardous and in the interest of your own personal safety such unnecessary risks should be avoided.

SWITCHING AT INDUSTRIAL TRACKS, CARE ESSENTIAL

The attention of all Freight Trainmen was directed last month to the necessity of exercising greater care in performing switching operations at team and industry tracks where cars are in process of loading and unloading, and particularly when men are working in or around such cars.

Such an unfortunate and serious accident was experienced last month where a freight crew kicked or dropped some cars against another car on a team track while men were inside the car in process of unloading same, resulting in personal injury to the men.

Not only is there the hazard of personal injury, but also damage to partial loads exists in such cases. It is very important that proper precaution be taken before any such operations are undertaken.

Accidents of this kind can be avoided by proper performance of work, and the cooperation of all Freight Trainmen is requested to protect against recurrences of this nature.

38,500 KILLED IN MISHAPS

Revised figures of the National Safety Council for the year 1936 reveal that a total of 38,500 persons were killed in traffic accidents in the United States. This is more than 1,000 above estimated and is an all-time high. The increase was 4 per cent over 1935.

This is appalling, even though the impact of the figures is softened somewhat by the additional considerations that automobile registration jumped 8 per cent and the number of miles traveled by motor vehicles during the year more than 9 per cent. Auto registrations reached 28,270,000 and highway mileage 225,000,000.

You can't tell. Maybe a fish goes home and lies about the size of the bait he stole.

An Observant Bus Driver Recites Good Don'ts

*Submitted by P. R. Hanna,
Western District Coach Operator*

Don't pass a vehicle just before approaching a popular bus stop. You may have to stop, and if you do you will stop the vehicle you have just passed, or create a dangerous hazard of accident.

Don't stop suddenly, unless absolutely necessary to avoid an accident.

Don't stop suddenly for a prospective passenger. There may be a vehicle directly behind, or such stop may result in injury to passengers on your bus.

Form a habit of glancing into the rear view mirror just before every stop.

When you see that traffic ahead has stopped suddenly, immediately and quickly slow down, then gradually coast up to the vehicle ahead. This action can only be accomplished by not following closely. Following closely is extremely hazardous at all times. If you follow a safe distance behind the vehicle ahead and a car fills up that space you have allowed for your own safety, you must drop back immediately. It is the only safe thing for a bus driver to do. Bear

in mind that following too closely is the cause of the most common accident, "rear end collision".

The normal human eye resembles a good lens in an ordinary camera. If you take two objects and place them in line with your eyes, one object about 200 feet away—two automobiles, for instance; then focus your eyes on the one that is about 200 feet away, you will still be able to distinguish considerable detail in the object which is only 50 feet away, even if you are not looking directly at it, you are looking past it. If you focus your eyes on the automobile which is only 50 feet away from you, you will notice that the automobile which is 200 feet away is an indistinguishable blur. This is an optical phenomenon that is worthy of your attention, as it plays an important part in your driving. When you are following in a line of heavy traffic where you are forced to close up behind the car ahead, don't concentrate your eyes on the automobile directly ahead of you. Look ahead at the second or third car. The actions of the automobile directly in front of you greatly depends on the actions of the second and third cars ahead, and if you see that either one of these cars have stopped suddenly, (often times you will be the first one to see it although you are

Classification of January, 1937 Accidents

TRAIN SERVICE ACCIDENTS DURING JAN., 1937 COMPARED WITH JAN., 1936

CLASSIFICATION	Northern District		Southern District		Western District		System		Increase or Decrease	Percentage
	1937	1936	1937	1936	1937	1936	1937	1936		
Collisions										
With pedestrians	5	0	4	1	4	4	13	5	8 Inc.	160.0%
At railroad crossings										
other than Company's	0	1	0	0	1	0	1	1	Same
Between cars of Company	0	2	0	1	1	1	1	4	3 Dec.	75.0%
With vehicles and animals	47	43	25	27	84	79	156	149	7 Inc.	4.6%
Derailments	3	0	2	0	1	2	6	2	4 Inc.	200.0%
Equipment	0	0	0	0	0	0	0	0	Same
Boarding cars	2	4	3	2	6	7	11	13	2 Dec.	15.3%
Injuries on cars (not in collision)	5	2	5	5	9	8	19	15	4 Inc.	26.6%
Alighting from cars	3	7	0	4	8	21	11	32	21 Dec.	65.6%
Falling from cars (not purposely alighting)	0	0	0	0	1	0	1	0	1 Inc.	100.0%
Doors, gates and guard-rails	0	1	3	0	2	6	5	7	2 Dec.	28.5%
Ejectments and Disturbances	0	0	1	2	0	2	1	4	3 Dec.	75.0%
Miscellaneous	1	2	0	0	1	0	2	2	Same
Total	66	62	43	42	118	130	227	234	7 Dec.	2.9%
Employees	3	1	1	0	0	0	4	1	3 Inc.	300.0%
Total car accidents	69	63	44	42	118	130	231	235	4 Dec.	1.7%
Motor Coach accidents	5	8	2	0	15	6	22	14	8 Inc.	57.1%
Total passenger accidents	74	71	46	42	133	136	253	249	4 Inc.	1.6%
Freight accidents	3	5	19	6	3	4	25	15	10 Inc.	66.6%
Total all accidents	77	76	65	48	136	140	278	264	14 Inc.	5.0%
	1 Inc.	17 Inc.	4 Dec.	14 Inc.						
	1.3%	35.4%	2.8%	5.0%						

much farther back) it will be a very simple matter for you to come to an easy stop when the car directly ahead of you "stands on it's nose."

Don't lose your temper under any circumstances. The instant you do you put yourself on the spot. The body that controls your bus must be governed by a level head.

Don't start your bus suddenly. There is nothing gained by doing so, and often times, much to lose. A sudden start is unexpected, even to those who know you are about to start.

Don't finish your business of making change or answering questions at the time of starting. This is the critical time and requires your complete attention.

Don't enter an intersection thoughtlessly, particularly where there are no traffic signals. This is one of the common actions of most drivers. Form the habit of looking first to the left and then to the right, as your immediate danger of accident always approaches from your left first.

When you are in heavy traffic, bear in mind that you are probably the best driver in the immediate vicinity and a great deal depends on you.

If you work a line in the outlying districts and you carry a passenger beyond his destination and you know you will meet a bus from the opposite direction which will take your passenger back to his exact destination, stop that bus with an arm signal by day and a flashing of headlights by night and personally escort your passenger across the highway at a regular crosswalk or pedestrian crossing. It is reasonable to believe that if your passenger has been carried by he is unfamiliar with the district and conditions. Under no conditions allow your passenger to cross the highway alone. He is just as apt to step in front of a speeding automobile as not. You are responsible for your passengers' safety, and it is your obligation to see that they reach their destination safely. If you carry your passenger too far, then it is your obligation to see that they return to their destination safely.

Don't abuse your brakes. They are your best friend. A careful and thoughtful driver is the best safety device.

Don't go down hills at excessive speeds. It is always much safer to go slower down hill than up hill. When you try to stop your bus going

Cover Picture

RECENTLY completed Mission Road grade separation on four track Pasadena line.

Forever removing hazard of grade accidents, this separation is one of the most pretentious on P. E. lines; it also ranks high in travel volume, 40,000 automobiles and 650 trains daily traversing the location.

Mission Road proper passes through the grade separation structure with two 32-foot highways on either side of central pier. Other vehicular roads are provided by archways through the fill, permitting traffic between Mission Road and Soto Street; also the two branches of Huntington Drive.

The structure cost \$360,000; was jointly designed by state, city and our engineers. The work was financed with Federal funds allocated to the Bureau of Public Roads.

SIX DEATHS IN FEBRUARY

Roll call for February of those gone to their reward show that six of our fellow employees were taken by death, while the wives of two are also mourned. Those who passed beyond were:

J. A. Mullen, Tool Rm. Foreman; Jas. Shearn, Roadmaster; J. A. Moreno, Motorman; Frank Walker, Retired Cab. Maker; Burt T. Wells, Engineer, P. E. Bldg.; and Geo. L. Frankenfield, Substation operator; Zelma M. McPherson, wife of Robt. C. McPherson and Bessie O. Hodge, wife of W. J. Hodge.

All were members of the two Mortuary Fund plans—the employee fund paying \$690.91, and wives' fund \$153.92 to beneficiaries named.

down a hill that you know is steep enough to require all the power of your motor to pull your bus up hill, you are stopping not only the weight of your bus, but in addition you are stopping all the power your motor can develop. The steeper the down grade the slower you must go to be safe. It is always best to go down hills never in excess of the speed of your next lower gear.

SAFETY ADVISORY COMMITTEE APPOINTED FOR MARCH

The second meeting of the Trainmen's Safety Advisory Committee will be held on March 26, in the Pacific Electric Club Rooms, beginning at 10.00 A. M.

Following are members selected to serve on this Committee for the month:

Western District	Terminal
V. H. Morgan.....	West Hollywood
L. W. Capps	West Hollywood
A. E. Stowe	Subway
M. L. Eaton.....	Ocean Park
E. Wolfe.....	Glendale
G. F. Usher.....	Glendale
Northern District	
C. L. Webb.....	Macy Street
A. P. Baker	Macy Street
E. C. Fox.....	Pasadena
L. E. Neal.....	Pasadena
G. W. Woodbury....	San Bernardino
Southern District	
L. E. Goodman, 6th and Los Angeles	
L. C. Shull.....	Long Beach
D. B. Graham.....	South-Freight

SAFETY—A VITAL NEED

Accident costs are not affected by commodity prices. Nor are they subject to the fluctuations of the securities market. Their costs are felt more acutely in times like these, perhaps, but their measurement in human suffering never varies.

Accident prevention is a physical problem with mental characteristics. While life continues—the protecting influence of safety is needed.

The safety movement must continue as a bulwark against accidents. It is the one great constructive force available, essential to human welfare.

It must not falter, nor lose its grip. It must not break its lines of defense. It must never be put on the bargain counter of non-essentials.

The Safety Movement is a vital and a very practical aid to you and to every other human being. It deserves the personal, tangible support of each one of us. It cannot survive; it cannot broaden its activities, on good wishes alone. It depends upon doers—believers — and the men in the transportation game operating the trains to avoid carelessness and the taking of undue chances that result in accidents.

Wife: "The new maid has burned the bacon and eggs, darling. Wouldn't you be satisfied with a couple of kisses for breakfast?"

Husband: "Sure. Bring her in."



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

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

WITH increasing prosperity invariably comes an increasing number of persons willing and anxious to speculate. The professional promoters already are in evidence and more are preparing to reap a harvest from the multitudes who have an in-born desire to "get something for nothing," through speculation.

Few of us are there indeed who can afford to speculate, or intelligently do so, even if we could afford to.

It is well to remember that luck in speculation seldom smiles upon the inexperienced.

Every community is filled with persons having had bitter experiences from speculative investments.

The losers don't talk; they are humiliated and ashamed of their gullibility. The one who profits (about one in a thousand) shouts it from the house tops.

There are but a few persons who are trained speculators. They are shrewd; they have the time, opportunity, contacts and training which gives them a broad knowledge only accumulated over a long period of years. Few of us who work for a livelihood ever acquire the knowledge or become capable of really making intelligent speculations.

Invest? Yes.
But beware of the glib words of the promoter who seeks to "let you in on the ground floor."

"Something for nothing" is a dream seldom realized.

In recent weeks some very desirable business has been secured both

by this Company, and for the Southern Pacific, through the thoughtful and commendable action of employees in furnishing traffic tips that came to their attention.

Singly, such traffic tips have little bearing upon our revenues. But when we consider there are more than 5,000 of us who received pay checks from this Company, it is not difficult to visualize the tremendous bearing upon revenue production in the course of a year tips can effect.

Let us not lose sight of the fact that our own Company has much to offer in the way of service and territory reached for both passenger and freight movement.

During the period of one year we all have an opportunity to turn in at least one passenger or freight movement. Our church, lodge or other social connection doubtless will have an enmasse outing sometime during the coming summer. These occasions mean travel, and travel over our lines means dollars to our Company. Information to our Passenger Traffic Department and a little assistance from you may obtain the movement of a large group. Special reduced rates prevail in such instances.

Similarly, too, a tip to our Freight Traffic Department may secure valuable freight business, with the possibility and probability of establishing ourselves as the permanent routing of such future business.

Greater interest in producing a

STAMP COLLECTORS

For you who follow or indulge in the auctions there will be a sale of what promises to be a fine list at the L. A. Philatelic Club on March 17th. Some of us will be there and sale is open to general public.

Canadian Post Office announces a new short set of six values to the eight cent for regular service. These will probably picture the new King.

It will be well to note that the new U. S. 14-C over-printed Canal Zone will soon be off the counter. A portrait of General Sibert will be shown on the new 14 cent, thanks to W. P. G.

We should now see a real adjustment in the English Edwards, the supply of the 2½-D having been exhausted. Remember, there are three postage dues issued on Edward 8 water-marked paper.

The new Coronation issue we see priced at from \$6.25 up. If there is enough interest your Club will secure official rates on sets of this issue, but we must have your inquiry at once.

Be with us at the P. E. Club on Monday evening, April 5th.

—F. N. Compton.

greater volume of business will result in more work and greater opportunities for advancement.

We help ourselves when we help our Company!

You're "Out" and Lender is "In" on Interest

LAST month we editorially commented upon the extravagant and absurd interest rates unwittingly paid by borrowers of relatively small funds to advertising loan agencies.

Comments made and interest manifested suggested furnishing a table showing just what the borrower repays and terrific interest rates actually charged by these wily lenders who

snare the unwary by salesmanship of their "easy payment" plan.

The information below in the left three columns were offers of lenders randomly picked from two daily newspapers; the two right hand columns show the total amount to be repaid and the annual interest rate that results in each instance:

Amount Borrowed	Weekly Payments	Number Payments	Total Repaid	Rate of Interest
\$ 25.00	\$2.14	16	\$ 34.24	226
30.00	1.75	26	45.50	198
35.00	2.05	26	53.30	201
45.00	1.41	43	60.63	82
50.00	1.94	33	64.02	86
60.00	2.52	33	83.16	101
70.00	3.50	26	91.00	116
75.00	1.98	52	102.96	73
100.00	2.68	52	139.36	77

A MOST WORTHY CHARITY

During 1936, out of the discards collected by the Goodwill trucks, over 2600 different people were given work, a daily average throughout the year of 568. These people labored over 1¼ million hours and were paid nearly \$350,000 in wages. All of them were handicapped or beyond the age when they could get a job, were in desperate need.

Other thousands (who made over 600,000 purchases during 1936), thrifty people of limited means, were benefitted by being able to buy in the Goodwill Stores cleaned and reconditioned clothing and home furnishings of all kinds for a fraction of the cost of new things. Many a business woman with meagre income dresses well only because she is able to shop in the Goodwill Stores.

Goodwill welcomes visitors at its headquarters, 342 North Main Street, Los Angeles. Also your discards will be welcome. Telephone MUtual 5331 or drop a postal in the mail and a truck will call for those things you no longer need and wish to be rid of.

Help someone to help himself—give "not Charity but a Chance."

1936 A VERY BUSY YEAR FOR MEDICAL DEPARTMENT

One of the busiest years in its history, the treatment of 6700 employees, (not the number of treatments; some received 50 treatments or more) was the summary of our Medical Department for its activities during the year 1936. The number treated exceed by 1,663 the number of employees receiving medical care in 1935.

The following are some interesting highlights from the department's records for 1936:

Number of employees treated account of sickness	5319
Number of employees treated account of industrial accident	1040
Number of employees treated account of non-industrial accident	341
	6700

Average time consumed in recovery on account of sickness	5.0 days
Average time consumed in recovery on account of industrial accident	6.5 days
Average time consumed in recovery on account of non-industrial accident	3.2 days

On a crowded car:
 "Madam, would you like me to get you a strap?"
 "No, thank you, I have one."
 "Then would you mind letting go of my necktie?"

Red: "Do you have any trouble with 'shall' and 'will'?"
 Doc: "No, my wife says, 'You shall,' and I say, 'I will'."

March News of Years Ago

THE first electric railway in Los Angeles? We are told all about it in the March, 1917 issue of the P. E. Magazine. Let's digest it, and follow through the subsequent months of March to recall a lot of other interesting events of history as recorded in the Magazine.

The company was incorporated Sept. 14, 1886 and was known as the Los Angeles Electric Railway Co. Its narrow gauge, single track extended from the Plaza south on Los Angeles to Third, east to San Julian, south to Seventh, west to Maple and south to Pico and then west to what is now Harvard Blvd. Its real object was to promote real estate sales in the outlying Pico St. district. It proved a financial dud and ceased to function on Jan. 20, 1891.

Twenty small passenger units, known as "safety cars" were delivered in March, 1919. They weighed only 15000 lbs. and were used in local service in Redlands, Riverside, Pomona and other light traveled lines.

From the personnel columns of the March, 1920 we learn: E. C. Thomas ceased being Manager of the P. E. Club and Camp to devote full time to Passenger Traffic Dept. duties; Roy Cheever of Mr. Titcomb's office was transferred to position of Secretary to the then President of the Southern Pacific Company, Wm. Sproule; Mike Levin has just chosen a life mate; Herman Grenke returned from the World War, resumed duties in the Acct. Dept.

Completion of the Passenger station at Canal Street, Wilmington; was recorded in the March, 1921 magazine.

Remember the picture the "Land of Golden Dreams?" It was the brainchild of lovable Ed. Sharpe, deceased, and gave national publicity to scenic points on the P. E. lines. It began a national showing tour in March, 1922.

Our Company really began to become motor coach minded when in March 1923 it ordered 70 units. They seated 19 passengers and cost \$8,000 each.

Prospective contractors were given until March to submit their bids on construction of Hill street subway, according to March 1924 issue of the Magazine. Delay was caused by consideration given the Pershing Square as an underground Terminal site. Specifications called for the project to be completed by August 21st,

1925. Incidentally the length of this tube is 4224 feet and the project cost approximately \$3,500,000.

Progress picture showing installation of a new double track curve connection at Ninth and San Pedro Streets costing \$32,000; announcement of a Dental sevice under Dr. Samuel Kaufman; pictures of the temporary Club quarters at 8th and Wall Streets; the passing of Jas. A. Donahue, Transportation Dept. were among the highlights of the March, 1925 Magazine.

How long has the Agent's Association been functioning? Mr. Annable (ex-General Superintendent) in the March, 1926 Magazine told that it was formed at a meeting in his office on the evening of June 3, 1915, with Joe Bennett serving as President during 1915 and 1916. Subsequent Presidents, elected for one year each were: C. L. Smith; J. R. Johnson; O. D. Ashton; P. H. Mann; J. W. Mee; C. E. Moser; T. F. Mason; H. C. Badwell; P. H. Mann; H. L. LeGrand; H. P. Clark; J. M. McQuigg; B. L. Livingston; E. A. Donaldson; C. Whitley; R. E. Kidd; G. A. Schmitt; H. E. Foskett; A. E. Dorrell; C. J. Hileman and H. R. Stevan.

Destruction, by a fifty-mile gale, of the famous Mt. Lowe Observatory on Feb. 9th, 1928 was told in the March issue of the Magazine of that year. This observatory was located a short walk from Echo Mountain, 3500 feet elevation and was founded in 1894 by Prof. Thaddeus S. C. Lowe. For many years it was presided over by the now deceased scientist, Edgar Lucien Larkin.

Ground-breaking ceremonies, Feb. 15th, 1929, for the present P. E. Club quarters, representing an investment of \$432,000; and inauguration of service by the Pacific Electric Motor Transport Company, (now merged with Pacific Motor Transport) on March 11th, 1929 were the outstanding interest items in the March issue of that year.

The man who had been held up by bandits was very bitter about it.
 "For a moment," he said, "my heart leaped for joy. I thought they said, 'Your money or your wife'."

Dean's Wife: "I hope you enjoyed the service, Binstead."

Butler: "Very much indeed, thank you, madam, but unfortunately I was obliged to leave before the benediction."



Only Place

Bertha: "Well, I know one woman who thinks her husband is perfectly wonderful."

Beatrice: "So you've just come from a wedding?"

"John!"

"Yes, my dear."

"There's a corner torn off from your pay check. What did you spend it for?"

Once upon a time there was a little school-girl who signed her arithmetic paper "Mae West"—because she knew she done 'em wrong.

He: "You know last year the doctor told me that if I didn't stop smoking I'd become feeble-minded."

She: "Why didn't you stop?"

Wife (to husband who turned to look at a pretty girl): "Henry, dear, you would make a wonderful fire-man."

"Why?"

"You've always got your eye on the hose."

"You loved her very much?"

"So much that when her first husband died I married her so that I might share her grief and so lessen it."

"How did it work out?"

"Fine! I'm sorrier for his death now than she is."

"Say, Bob, can I borrow your pen?"

"Sure thing."

"Got a sheet of writing paper I can use?"

"Reckon so."

"Going past the mail box when you go out?"

"Uh-huh."

"Wait a minute till I finish this letter, will you?"

"All right."

"Want to lend me a stamp?"

"Yeh."

"Much obliged. Say, what's your girl's address?"

"What would I have to give you for just one little kiss?"

"Chloroform."

Judge: "Mrs. Murphy, why did you assault the Gas Man?"

Mrs. Murphy: "Sure, yer honor, he called me an occupant."

He: "I suppose you dance."

She: "Oh yes, I love to."

He: "Great. That's better'n dancing."

"Goodbye, my dear. If I can't get home to dinner, I'll send you a note by messenger."

"Don't trouble, John. I've got it. It fell out of your pocket last night."

"Has you made all arrangements for your marriage, Mandy?"

"Well, not quite all, Dinah, I've got to buy a trooso, an' rent a house, an' get mah husband a job, an' buy him a good suit o' close an' get some regular washin' work to do. An' when them's done ah kin name the happy day."

He was poor and honest; she was rich and a beauty. He had just proposed and been refused.

"Why, you couldn't even dress me," said she.

"Well, what of that?" said he. "I could learn."

"I'll be frank with you," said the young man when the embrace was over, "You're not the first girl I ever kissed."

"And I'll be frank with you," she answered, "You have a lot to learn."

A printer is usually the first one to catch a typographical or other error in a newspaper and one of them compiled the following freaks in advertising, which shows what the misplacing of a word, phrase or comma does for a sentence.

Wanted—A furnished room by an old lady with electric lights.

Wanted—A man to take care of horses who can speak German.

Wanted—A room by a young man with double doors.

Wanted—A saleslady to sew buttons on the second story of Smith and Brown building.

Wanted—A boy who can open oysters with a reference.

Wanted—Experienced nurse for bottled baby.

Wanted—A room for two young gentlemen about thirty feet long and twenty broad.

Wanted—A boy to be inside and partly outside the counter.

Wanted—By a respectable girl, her passage to New York, willing to take care of children and a sailor.

Wanted—A furnished room by a young lady about sixteen feet square.

Wanted—A cow by an old lady with crumpled horns.

For Sale—A farm by an old gentleman with outbuildings.

GLASSES

Satisfaction Guaranteed or Money Refunded
Quality Glasses at Lowest Prices

WALTER F. MORRISON

and Associate Optometrists at the
FAMOUS DEPARTMENT STORES

Now FOUR Locations:

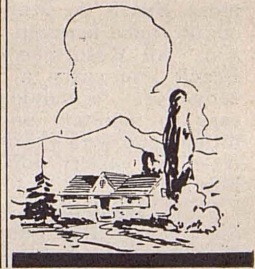
530 So. Main - Los Angeles

Pine at Sixth, Long Beach - Brand at Howard, Glendale - 263 Colorado St., Pasadena



BY OUR
CORRESPONDENTS

OF THE
PACIFIC ELECTRIC
AND MOTOR TRANSIT
FAMILY



6th & MAIN TERMINAL
Leo Goodman

Roy M. Crist was one mighty proud papa Feb. 1st, when he happily announced the arrival of a fine 6 pound 5 ounce boy at his home. He stated that mother and baby are doing splendidly. Congratulations, Mr. and Mrs. Crist.

Going Crist one better on Feb. 25, Guy V. Brown was a doubly proud papa, announcing the arrival of twin boys. One 6 pounds and 10 oz., the other 5 pounds and 14 oz. Mother and sons progressing nicely, but dad is so happy there's doubts of his being able to stand it. Congratulations to the proud parents.

Roy DeFrank has gone to 8th street yards to break in freight. Good luck, Roy.

Clinton J. Cody has transferred from the West District to 6th and Main. He is breaking in firing on the Harbor Belt Line.

James W. McCowan has bid in Run 4. Says Long Beach Line "ain't what it used to be."

Thomas W. Lee, after being on sick leave one year, returns in good health and is working the Edendale Line.

George Bauer had a narrow escape when his train collided with a meat truck at Atlantic Blyd., Santa Ana Line. After the accident, found he had a sprained wrist and a few cuts.

After having his auto stolen two or three times F. W. Willard is sure not going to have it happen again. He ties his auto down with a log chain.

ACCOUNTING DEPARTMENT
Geo. Perry

Outside Operative No. X-13 (Mr. Sherlock) has given us a good report regarding Mr. Loucks. States his health is improving rapidly and he is well on to recovery after his long siege of illness.

Vacation news is making its initial bow for 1937 for this department with the following ladies leading the parade!

Kathryn Fox took advantage of the first beautiful spring days to view the sport of kings in all its glory at Santa Anita.

Ruby Sodowsky wrote finis to her 1936 vacation with 2 days off, nursing her mother, who was painfully but not seriously, injured in an automobile accident.—Don't you wish you had saved a couple of days from that '36 vacation huh?

It is a pleasure to bring you the news that our co-worker Rufus Handy is soon to be released from the hospital. The sudden vicious attack of illness and the speedy trip to the hospital was rather alarming, but this pleasant assurance of his improved condition set any fears at rest.

Two new Clerks joined our ranks during February being added to the roster of the Conductors and Car Service Accounts Bureau. They were Floris Appel and Selma Le Melle. We extend to them both, a warm and hearty welcome.

Word comes to us through Florence Haldeman that Miss Templeton in a recent telephone conversation expressed the desire that she be remembered to her many friends throughout the Company and that she "misses you all."

Starting her duties with the original Pacific Electric Ry. in May, 1904, and bringing them to conclusion Jan. 1, 1937, completed for Mrs. Rosamund B. Marley, nearly 33 years of faithful service for our Company. Her retirement Jan. 1st on pension was no doubt a welcome rest after a lifetime devoted to office routine. We are hopeful that retirement brings happiness and pleasure in the doing of many things which are denied we office folk wedded to our work during the daylight hours.

SHORTS

Allen Hanna—moved from Alhambra to Wilmar—so long neighbor.

Jack Waite paid us a visit recently, feeling much better, but looking a trifle thin as a consequence of his stay in the hospital following an auto accident.

Newspring and Easter outfits are starting to show in the office.

As a result of the vacancy occasioned by Mrs. Marley's retirement the following clerks bid and were awarded new positions:

- Thomas Hinkle.
- Irene Hurlbut.
- Amelia Grenke.
- Kenneth Pomeroy.

Lest our Correspondent forget to record a real news event of last month, we hereby pinch-hit for him:

George couldn't find his Depreciation Ledger. He moaned, raved, mumbled suspicious words; even threatened bodily harm to the guilty one. We all took to the cyclone cellar hoping for the best. Suddenly he remembered—he had given the ledger to Miss Bettis to comptometer.

George was so humiliated and chastened that we didn't laugh—MUCH!
—Operator XX-13.

SUBWAY TERMINAL NOTES
By W. F. Servranckx

Everyone has been wondering why the McCoy brothers have appeared so happy and putting on weight, especially E. D. "Flash". Eddie says: "Keep it quiet, but we are getting some home cooking, due to the fact that Mrs. C. A. McCoy has returned home after a serious illness of several years. Mac says the only problem now is to find a suitable home so he can have his children with him. Keep up the good work Mrs. McCoy; we are glad to hear of your recovery and the boys are happy over your return."

A very popular man is A. C. Turner. Everyone is glad to see him on the 25th of the month.

Motorman C. A. Thomas of Glendale claims to be a veteran in the game. Tommy says he was operating trains when most of us were eating lolly-pops.

What has become of one of the champion pinochle players, "Bismark" Usher? The boys at the Subway miss him.

"Small fee" B. V. Williams wishes to announce to the world that "the bird what gums up the works" has occupied the place of honor on the board long enough. So one glorious day a very fine picture of Williams and Williams, Inc., appeared on the board, a remarkable piece of art, worthy of a niche in the hall of fame. We understand they are inseparable friends. Keep up the good work boys and maybe some day the candid camera may produce a picture of B. V. tapping W. E. Sames affectionately on the shoulder asking him the very popular question around the Subway "Have you a match my friend?"

And speaking of veterans in the Railroad game, how about Mr. Doug Webb of Redondo Beach? He can teach some of us a few tricks.

Received a report the other day from a patron 95 years old that was out for a good time the first time in 60 years. Pressed for further information, said he had just visited a first class Chiropractor, none other than one of our fellow workers, Dr. F. M. Woods of Santa Monica. Congratulations Frank and the best of luck. Do you remember several years ago, riding on a white horse going west on 9th street? The writer has not changed his opinion Frank. He still thinks you would look swell riding behind on a? Oh well, you know.

Another popular man is the Substation Operator who comes to Her-

mosa Beach on Mondays, and turns off the juice between 8 a.m. and 11:30 a.m. All Motormen on the Redondo Beach line carry a broad smile on Mondays. Schedule on this line is easy to maintain under normal conditions and with the juice off it makes it much easier, don't it boys? and how!

T. H. Heidelbach is accused of being the bird that gums up the works. He says the picture does not look like him but he takes pride in being tough. Says he was born that way where he comes from. They actually chain the kids to keep them from biting the dogs.

Has anyone ever noticed the striking resemblance of A. C. Turner and Motorman Baugh says feeling is mutual, only more so.

On February 8th our co-worker, Julio A. Moreno, better known as "Tony", passed away after a brief illness. Tony had been on the sick list for several years and had returned to work only a few months ago feeling as he said then, "splendid." He was the best natured sick man any one could ever hope to meet. Our heartfelt sympathy to Tony's family and we are sure he will be missed by all of us.

We had a visit from brother M. A. Miner the other day; understand he is on the official welcome committee at West Hollywood. Call again, Mr. Miner, the boys at the Subway are always glad to see you.

Another mystery: Jack Cody has disappeared and no one seems to know where. He was last seen entering a restaurant at 7th and Central. The boys are still wondering what the main attraction is. Jack Church says he knows, but doesn't say anything.

And speaking of missing persons around the Subway, several inquiries have been made regarding O. H. Tuck, "Gentleman Motorman." After careful investigation we found him running one of our big red locomotives out of West Hollywood.

Attention Motormen: If you want your headlight fixed real good, see Charlie "the night mechanic" in the Subway. A good headlight is appreciated by all Motormen, especially early in the morning out in the country when it is sometimes necessary to stop and wake up a prospective customer asleep on the bench who unfortunately missed the last car. Charlie is a real "fix this, and fix that" man. And he always does it cheerfully.

The men on the Echo Park Avenue Line wish to take this opportunity to thank Mr. Squires and Mr. Vickrey for their help in securing a drinking fountain at the end of the line. For the information to Club members, remember that the Club is a clearing house and will do much to secure for you a lot of things. Don't always blame your committeeman. Thanks.

Motorman M. D. Swerdfeger was suddenly called to Denver, Colo., due to the illness and death of his father. We wish to convey our sincere sympathy to Mr. Swerdfeger and family.

And our own "Georgia Peach," W. C. Kennedy also returned to work after spending a month in the hospital. A little pale but feeling fine now.

Charter members of the Subway Gravy Club: W. E. Craig, L. C. Leubbe, Tom Bruner, B. B. Brinker, O. L. Medlin, O. E. Clutterham.

PASADENA TERMINAL NOTES

By L. (Tony) Tonopolsky

After much persuasion, Ed Thorne convinced the charming Helen Sylvester of Pasadena that she needed his manly protection for the rest of her life. Saturday night, February 20th they journeyed to Fullerton and went through the ceremony of "I do" for better or worse, after which a delightful wedding dinner was enjoyed by relatives and close friends. We are happy to congratulate Ed; and wish for the happy couple everything they wish for themselves.

Dick Nywening, who has been on an extended leave of absence, paid us a visit the early part of February. His associates of the past six months have been known at different times as Public Enemies No. 1, such as Al Capone and other famous racketeers and kidnapers, who learned that crime does not pay. Dick is a guard at Alcatraz Island Penitentiary. He evidently doesn't care for his present company, as he plans to return to the train service about April 1st.

Conductor and Mrs. Horne were guests of honor at a delightful surprise party at the home of Conductor and Mrs. J. E. Newman, Tuesday night, February 23rd. Mrs. Newman

and her aides, Mrs. Connors, Miss McAtee, Mrs. Hosford and Mrs. Damon cleverly entertained the forty guests with bridge, pinochle, 500, cribbage and monopoly. After which the above named ladies served a delicious buffet dinner which was a grand climax to an evening of perfect pleasure.

On the afternoon of the same day Mrs. Horne was pleasantly surprised when presented with a handsome patent leather hand bag by President Mrs. Huddleton on behalf of Zinia Lodge No. 880. During the course of the evening the forty guests sent a chain letter of cheer to our brother Trainman Dean Gardner who is confined in the Veterans Hospital in San Fernando.

I would like to take this opportunity to extend to Dean the best wishes of Pasadena Terminal and the earnest hope for his rapid recovery and early return to the job. As stated in the last issue of the Magazine, Conductor Horne figures mixing railroad-ing in California with farming in Oregon. He plans to leave for the northern state shortly after March 1st. We will all miss Horne and our good wishes for a huge success go with him.

Carl Nyswander recently suffered a great loss, his mother passed away early in February, at the home of a daughter in Pasadena. Burial in Forest Lawn Cemetery. Pasadena Terminal extends our deepest sympathy to the bereaved family.

During the month of February the sick list in Pasadena claimed too many to mention. The most serious was Conductor Hull who was confined in the Pasadena Hospital and his home for four weeks. Glad to report all fully recovered and back on the job.

GRAHAM & ISBELL

FUNERAL DIRECTORS

915 WEST WASHINGTON STREET

PRospect 5590

PRospect 5501

Our prices to P. E. Employees and their dependents always assures them of a better Service for less money than they can obtain elsewhere.

LONG BEACH TERMINAL
C. L. Cottingham

We note with interest that our parent company, the Southern Pacific, has taken over all holdings of the Interstate in our Depot, and is now known as the Pacific Electric News Service. We are pleased to know that the former Manager, Mr. and Mrs. Bowers, are still to be in charge.

Another "Leap for Life" was taken by our early morning coffee girl Miss Alta Mae Elder, known to the boys as Blondie, who on Tuesday night at 8 p.m., January 21st, became the bride of M. R. Jones, who is a sailor on the North Hampton. We are in hopes that Mr. Jones will let us have her for eight hours a day that she may continue to be on hand in the early morning.

Conductor O. R. Newhouse has taken one year leave of absence and he and Mrs. Newhouse have moved to Walker Lake, Nevada, where he has mining interests. We miss Ray, but hope this move is for the better and wish him the best of luck.

Mrs. F. O. Hinshaw, wife of Motorman Hinshaw, was called to Omaha, Neb., where her mother passed away.

On February 11th, 1937, Pacific Electric officials in car 1299 were in town, but I understand the car was delayed at 6th and Main for some time due to one of the officials misplacing his pipe, which was later found in another's pocket.

On February 18th Mrs. Sarah A. Butcher, mother of Motorman A. M. Butcher passed away at Sierra Madre. To Mr. Butcher and all who have lost dear ones during the past month, employees of this Terminal extend sympathy.

Motorman Frank Vidano, and wife, have just returned from a trip to Bisbee, Ariz., and Frank reports the town on the boom. The mines have all opened up and copper is 15c a pound. Everybody is prospering and happy.

H. A. Wilkinson, while driving home from Fairbanks Yards, had the misfortune to be run into on American Avenue and has been laid up since with a back injury. We hope to see him back on the job very soon. Maybe Wilkie forgot that he could turn out, due to driving a one man car so much.

Conductor Giffin was off duty a few days. His step-mother, Mrs. M. Daniels of Los Angeles, passed away on February 9th.

We note our Pacific Electric Safety Meetings have sprung to life again and Motorman S. E. Matheny has the honor of being the first Committeeman from Long Beach to be appointed. Boys' let's take some interest in this, as it will help all of us.

Conductor Bill Hinton was off from February 1st to 17th with the Flu, but is back on the job feeling fine.

Joe Engomar, our genial Passenger Director, made a flying trip to Mexi-

cali on his day off. Joe is one man who does more for the boys outside his line of duty than anyone on the job and we miss him when he is gone.

We have so many boys off a few days due to sickness that I am unable to keep up with my sick list, but to all we hope to see you back on the job feeling fine.

Our heavy rains the past two weeks have made lots of extra work around Long Beach. We have had wash-outs and had to cancel runs and it has been an extra expense to the Company, but we hope from now on we will get back to normal.

MOTOR TRANSIT COMPANY
By Ivan Erhardt

At this writing Agent Almon J. Burns of Santa Ana is a patient in the California Lutheran Hospital. Am sure that a visit from employees would be very much appreciated by Al.

W. J. Simpson has been transferred from Long Beach to Santa Ana, acting Agent. Robert B. Beck, new employee at Long Beach is in place of Mr. Simpson.

We were visited by Truman Reese of the San Bernardino ticket office recently.

Operator Alex Peterson states that cash fares on his run have picked up in a big way and that the new equipment has done much toward creating and holding new business. This not only holds true of the Los Angeles-Redlands Line, but the Los Angeles-Santa Ana Line as well.

Agent Simpson at Santa Ana reports that the relief run is getting "Benny" Kimball down—by the time Thursday rolls around he cannot drag out that old Gillette.

Assistant Superintendent Netzley was sprayed with oil at Santa Ana when a piston let loose in one of the 1800 type buses and shortly thereafter an explosion blew off the case and oil went in the general direction of Mr. Netzley's clothing.

From J. Dickinson of San Bernardino ticket office comes the following: Operator Y. B. Jeffery spent several days in bed with the flu, but has resumed work and remarks that there are two things difficult to kill, one being a Mississippi cotton picker, and the other a Missouri mule. Loren Wilcox of the Garage has turned prospector and according to the assay his findings contain gold; others contend the find is simply an optical illusion. Our friend and co-worker, Mr. Truman Reese seems to be in sort of a trance of late. Our guess is that he has lost his heart in Riverside—anyone having for sale a Model T Ford please communicate with Reese. Relief Agent, M. J. Freeman has moved into a bungalow in San Bernardino, moving here from Riverside where he has resided for the past several months. Ellis B. Dunson, formerly of El Monte, is a full fledged member of the San Bernardino staff (having received his initiation at the Orange Show.)

Following from M. J. Creamer of Fifth Street Depot: Everyone seems to be hiding out as far as snooping around for news items goes; even conversations end when a news reporter tries to pick up the air wave. Dock Beckett seems to have ended

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of the rain we have been able to re-sume our regular baseball schedule.

At Santa Monica Station, where Agent, Mrs. Cowie, so ably looks after the wants of the Trainmen, the chap in charge of the night shift, Mr. Jim Cowie, really deserves special mention. Here is a living example of the motto "energy, industry and enterprize." That boy never stops working and can anticipate your every want. Mrs. Cowie is certainly to be congratulated in having such an industrious and conscientious helper.

SAN BERNARDINO DISTRICT
By B. G. Jones

Freight Motorman Benjamin W. McCullough, after thirteen years in freight service, bid in passenger Run No. 550. After unloading moth balls and shoveling the dust from his uniform he found one star on his left sleeve. Mack isn't as young as he used to be, and the one star didn't match his hair. He is now sporting

three stars and four stripes, which is more in harmony with his gray mane.

There has been considerable bumping going on at this Terminal recently, due to Run 53 being moved to Pomona. If there is anyone who doesn't know just how it feels to be bumped, your's truly can very efficiently give many pointers on this subject, having been bumped more times in the past two weeks than most Trainmen are bumped in a life time. However, after listening to arguments pro and con in the Trainmen's room, find there are drawbacks to having too much seniority also, for as Conductor Hatch, who tops the Northern Division puts it, re debates for five days before placing his bid as he knows when he bids on a run he will get it.

During the 27th National Orange Show, Motor Transit buses operated by P. E. men handled thousands of patrons to and from California's Greatest Mid-Winter event. Patrons, particularly in this locality, found this frequent service most accommodating. Although most people have their own automobiles many found it much more convenient and economical to use the street cars and busses. Also, patrons arriving from Los Angeles were pleased with immediate connections to the Orange Show.

The Pride of the P. E., The Mighty Mite, "Moses" (G. F.) Miller, has a hold down on the Crestmore Line signing on the 3:45 A. M. As this run is open for bid and Mr. Miller is the only Motorman on the extra board and this being a Motorman's job it sorta looks like our friend is elected. However, these mere facts mean nothing to Mr. Miller. As regular as P. E. trains, Mr. Miller shows up each day with this query, "What am I doing tomorrow." If someone doesn't hurry up an bid this run in, the poor guy that makes the board at this terminal is due for a one way to Patton, on the Motor Transit, the ride on the Motor Transit being dreaded far more than incarceration at Patton.

"If you are tired of dancing, let us sit down and have a little tete-a-tete."
"No thank you. After such a big supper I really couldn't eat a thing."

"Dear, I've got something that I want to talk to you about."
"Good! Usually you want to talk to me about something you haven't got."

Professor: "I forgot my umbrella this morning."

King Arthur: "How did you remember you forgot it?"

Professor: "Well I missed it when I raised my hand to close it after it had stopped raining."

A meek little man was in court for a minor offense.

"Were you ever in trouble before?" asked the judge.

"Well—er—er," was the hesitating response, "I kept a library book too long once, and was fined 6 cents."

Meek voice over the telephone—"Doctor, this is Mr. Henpeck. My wife just dislocated her jaw. If you're out this way next week or the week after, you might drop in and see her."

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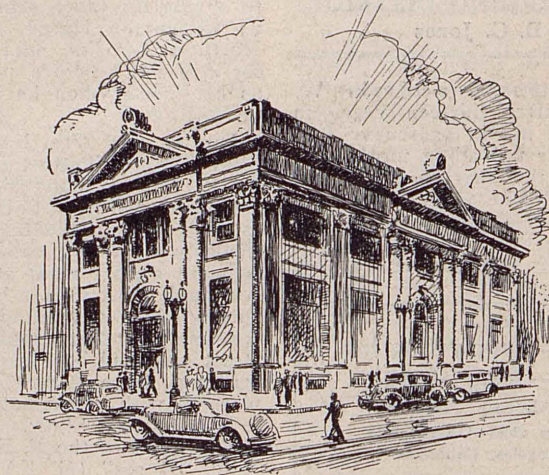


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