

PACIFIC ELECTRIC *Magazine*

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

N. B. VickreyManager, P.E. Club

Paul T. PorterEditor

CONGRATULATIONS, Mr. Pontius, and congratulations, Mr. Smith. We know that that is the sincere personal message that every employee, did the opportunity exist, would extend to both of you.

Our
Sincere
Good
Wishes

On the opposite page we have told of the fore-named executives' advancements to still higher posts. We resolved, and really endeavored, to write the story in a more or less terse manner, limiting our remarks to statements of fact. But we have a "sneaking hunch" that soon after the Magazine is off the press we will be called upon the well-known "carpet," chastised for not "limiting it to a more or less simple announcement."

Regardless, and again speaking for employees generally, it is with keen pleasure that we learn Mr. Pontius' duties will hereafter be somewhat less arduous, but that he still will be one of us.

Mr. Smith's tasks will be titanic ones in near future years. The outcropping problems of the depression, the attendant increasing needs for transportation that will come with the certain growth of Southern California, also, the age-old strife to make outgo meet income, all combine to make his job one of herculean proportions.

But after all, it isn't a one-man job. Rather, it is a combined responsibility for all of us so long as our names appear on the pay roll and we receive

a twice-monthly pay check. It's your job, and my job; OUR jobs, and with them goes the moral obligation to be fully loyal and to wholly co-operate, which in the end will contribute to our group betterment.

Mother's Day

What a blessed word—MOTHER! First to welcome us to this earth was Mother. Constantly watching over us through life; the very last to leave us in adversity; eternally loving us, even unto death—was Mother!

There is magic even in the word itself, and in the expression of it comes a reverence from all mankind.

The greatest treasure in life is a Mother.

Let's pay homage to her in love and devotion, as never before, this Mother's Day, and strive, by kindly thoughtfulness, to make her fast fading days more cheery. It takes so little to make a Mother rapturously happy!

Peace and lasting joy, this day, and every day, to all the Mothers of the earth!

THE WATCHER—MOTHER

She always leaned to watch for us,
Anxious if we were late,
In winter by the window,
In summer by the gate.

And though we mocked her tenderly,
Who had such foolish care,
The long way home would seem more safe
Because she waited there.

Her thoughts were all so full of us—
She never could forget!
And so I think that where she is
She must be watching yet.

Waiting till we come home to her,
Anxious if we are late—
Watching from heaven's window,
Leaning from heaven's gate.
—Margaret Widdemer.

"Poor old Bill, he's workin' hisself to death."

"How's that?"
"Well, e's that short-sighted, 'e can't see when the boss ain't lookin'."

Doctor—"You have acute appendicitis."

Sweet Young Thing—"Don't get fresh! I came here to be examined —not admired."

WHO PAYS TAXES

For downright common sense, it would be difficult to beat the comment made in a recent editorial in the Grand Rapids Press. The editorial dealt at considerable length with the subject of taxes as applied to the local transit system. The burden of the comment was that people who buy merchandise pay, in the purchase price, the sales taxes and rent and income taxes and property taxes of the sellers. Transit taxes are no different from other taxes and must be paid out of money collected from patrons of the service. The public is reminded that even if a new company did offer to assume the burden of back taxes, it would take them out of operating revenue just the same as the present company, which has proposed to liquidate the deferred tax debt gradually over a period of time. If the car and bus riders everywhere realized that they were the ones who pay the taxes imposed on the operating companies, the tendency to soak transit with excessive taxes would lose much of its present popularity.

—Transit Journal.

MOTHER'S DAY AND HOW IT ORIGINATED

In 1908 Miss Anna Jarvis, of Philadelphia, was asked by the Superintendent of a Sunday School in the Virginia town where she was staying, to arrange a Memorial Service. While engaged in this sacred work, there came to her mind a realization of the growing lack of consideration for absent mothers. It was then that she conceived the idea of Mother's Day to commemorate the Mother's of the land; a day that holds such a universal appeal.

The official flowers to be worn is the white carnation for the one who has been bereaved of his Mother, while the pink carnation is worn for the living Mother. The second Sunday in May is the day set aside to pay this tribute, and this year the day falls on May 9th.

"So you lost your job in the city because the weather didn't agree with you. What did the climate have to do with it?"

"I was the weather forecaster."

Doctor (Inquiring after a boy who had swallowed a half dollar):

"How is the boy today?"

Nurse: "No change yet."

Now, It Really and Truly "Won't Hurt a Bit!"



Dr. Ben A. Patton, Dental Surgeon, telling Nurse Barnes (patient) it won't hurt a bit, due to use of new Analgesor, latest dental advancement now available to all patients of our dental branch. Note the bulb which patients holds in hand. It controls the operation of the new device, which patient starts into action when the least sensation is felt.

REMEMBER the difficulty you had in persuading yourself to go to the Dentist? And how well we all recall the excruciating pain we suffered after having gotten into the Dentist's torture chair?

Despite the wonderful strides the dental profession has made in the past decade, the intensive pain, particularly incident to the drilling of teeth preparatory to filling, has not, until a few months ago, been fully alleviated. Today, in the hands of a modern Dentist, filling of teeth can, and is being performed, without the slightest of pain. In fact, it is said to be rather a pleasant experience.

The cause and means of this revolutionary improvement in dental science is the so-called Analgesor. In short, it is a process of administering a desensitizing gas, a mild anaesthetic, controlled by the patient on the receiving end of the Dentist's heretofore dreaded drill.

But just to really try it out, let's make a practical demonstration. It's positively exhilarating; something like, we're told, a trip through the stratosphere. And because it is really so pleasant, we'll just let you enjoy it as the patient.

We are now in Dr. Patton's office, official dentistry headquarters for this railway's employees. Incidentally, our

own dentists were among the first in Los Angeles to investigate the merits of this new process and procure it for patrons. Let's go:

You are in the heretofore well-known torture seat. Dr. Patton is smiling genially, but quivers are running down your spine. A rubber inhalor is placed on your nose and a rubber ball in your right hand. (You can still use the left you think.) "Doc" picks out and inserts a drill that looks like it really means business. But sit right still; this is going to be pleasant.

"When you feel any pain," our dental surgeon directs, "just squeeze the bulb. You can't give yourself enough of the gas to be even slightly harmful, because your hand will become inactive long before ill effects are even approached."

Comes the drill, but just as fast you squeeze the bulb. Instead of the pain you dreadfully expected, the drill turns out to be a pleasant drone. You still squeeze the bulb occasionally, and begin to admire the scenic clouds. You are perfectly conscious; there is no pain; and long before you expect it the drilling is done.

Instead of the twenty-minutes to half hour drilling that is usually required, it is actually done in ten minutes. After, there is no headache, or nausea, and while your limbs may

May in the Home Garden

By Earl Moyer

CHRYSANTHEMUMS should be planted this month. If you started slips in April they should have sufficient root by now. If you desire to put in plants, the nurseries should have most varieties ready by now. Above all do not fertilize. The new plants should be carefully watched for Aphis.

The roses are beginning to show plenty of Aphis and spraying should be done at least once a week. Roses should be watched at all times when blooming so that as soon as the blooms fall, the old centers should be cut off as these are the seed pods and if left on the bush tends to draw too much strength from the plant which will cause poor flowers if they are left on.

Plenty of gladioli should be planted this month for midsummer blooms. Especially is this flower good for the gardener who wants to plant something and then just sit back and watch it grow, as the gladioli requires very little care in most cases.

If you wish real color in your garden this summer, now is the time to plant Zinnias, Asters, Marigolds, Cosmos, Nasturtiums, Verbenas, Lantana and Petunias. And speaking of Nasturtiums, if you have ever seen a bed of the new double hybrid of scarlet, gold, and orange, known as the "New Gleam Hybrid" you will never be without a bed or border of these beautiful flowers.

If you have a shady patio, some good evergreen plants to put in now are: Pittosporum, English Laurel, Myrtus, Viburnum and above all, Ca-

feel just a wee bit shaky at the moment, within five minutes you feel perfectly normal of body and greatly relieved of mind.

Never more will you have any terrors of the dentist chair!

The analgesia promises to stimulate the improvement of health, since many people long delay, through fear, necessary dental work, frequently permitting poisons to enter the system and undermine health, often the cause of major bodily disablement.

Dr. Patton advises that there is a small charge, due to the costliness of the gas, but that it is very nominal. All who have experienced this new dental practice have been most liberal in their praise of it.

mellias should be in every patio.

For herbaceous flowers try Columbine, Daylily, Azaleas, Cyclamen, Cineraria, Agapanthus, etc.

Annual vines which may be planted now for flowers this summer are Bugle Vine, Ballon Vine, and the gourds.

Watering should be watched very carefully at this time of year due to the days being rather warm in the sun and the nights cool. Watering should be done if possible in the early morning, but should not under any circumstances be done after sun-down, as young plants, and even some of the older ones, may damp off or mildew may get started.

Keep your garden free from weeds especially when plants are young as the weeds take all the food away from your plants, thus retarding their growth and in some cases causing plenty of damage. Too much stress cannot be placed on this feature of your gardening.

If you have house ferns and want to see some real growing, when you water them do not use cold water; use the water just a little warm and every two or three weeks put about one or two tablespoons of canned milk in a quart of water, you will be surprised at the results.

Azaleas which were purchased in pots this spring should be planted in the ground when they have stopped blooming. These plants need quite a little shade and require an acid, well drained, moist garden loam free from lime. Plenty of peat or leaf mold should be added to maintain acidity, and a limited amount of fertilizer may be added. However, it is dangerous to use commercial fertilizers, such as ammonium sulphate, etc., and then only in solution form.

P. E. MASONIC CLUB TO HOLD ANNUAL FAMILY REUNION

Members of the P. E. Masonic Club may contemplate a most pleasant evening Wednesday, May 26, beginning at 7 p.m., when the Annual Family Reunion and Dinner will be held. The event, or rather events—dinner, dancing, cards, floor show, eight-piece orchestra—will be staged at the Altadena Recreational Building, 3385 No. Lake Avenue. It will be informal and tickets (\$1.15) are available through members of the ticket committee.

There will be no meeting on May 19.

Plan to Vacation at P. E. Camp.

All Aboard! Summer Camp Season Here

All Arrangements Complete for Another Banner Season at P. E. Camp. Trout Biting Splendidly

AS THE season is approaching for planning summer activities, may I remind you of the privileges and rare pleasures of a vacation at P. E. Camp.

High up in the San Bernardino Mountains, near scenic Lake Arrowhead, our Company maintains a modern vacation playground for employees, their families and friends. Prices are so reasonable that all may participate.

Cabins to accommodate one hundred and fifty persons are available. Everything in the way of equipment, amusement and entertainment has been provided that the budget will permit, and we are depending upon the response of our Company family to help us to make this a happy and successful adventure.

To make the Camp more attractive, many recreational features have been added during the past two years, and there need not be a dull moment during your stay.

Pleasures, Many

For the youngsters there is a well equipped playground, and for the grown-ups plenty of outdoors activity, such as tennis, badminton, volley ball, push-ball, basket-ball, swimming in

our own plunge, boating, fishing and hiking.

Speaking of fishing, elsewhere in the Magazine is recorded the fine catches made on trout season opening day, May 1st. All indications point to a banner fishing season, even better than last year when many enjoyed limit catches. Free use of Camp boats to employees is another feature that keeps vacation costs low at P. E. Camp.

For those who do not drive to the Camp, the same transportation arrangements as last year will again be in effect, that is, free transportation via Pacific Electric rail line to San Bernardino and from there via Motor Transit to our resort. As heretofore, transportation is only provided via Motor Transit from San Bernardino to those staying a week or longer at the Camp.

Indoors you will find pool and ping-pong tables, social activity, cards and music. All of these are free diversions.

Do you know of any other resort where such privileges are provided without cost?

Wouldn't you like to join us for your annual vacation or a week-end outing and help make merry with us. If you sing, or play an instrument, or

Pacific Electric Camp Rates Effective May 1st

Single Family Rates	Per Day	Per Week
Single Bungalow	1.50	7.00
Cottage	1.50	7.00
Cabins	1.50	6.00
Double Bungalow	2.50	10.00
Guests—per guest, same quarters	1.00	4.00
Dormitory—1 person	1.00	6.00
Dormitory—2 persons, each75	2.50
Guests in Dormitory, per guest	1.00	6.00
Two Family Rates	Per Day	Per Week
Single Bungalow	2.50	10.00 2 beds
Cottage	2.50	10.00 2 beds
Cabin	2.50	9.00 2 beds
Double Bungalow	3.00	13.00 4 beds
Guests—per guest, same quarters	1.00	4.00

The above rates do not include bedding. If bedding is to be furnished by the Camp, add 25 cents per day or 50 cents per week for each bed.

Rates for Guests occupying Separate Quarters	Per Day	Per Week
Single Bungalow	2.50	11.50 2 people
Cottage	2.50	11.50 2 people
Cabin	2.25	10.00 2 people
Double Bungalow	4.00	16.00 4 people
Dormitory—1 person	1.50	7.00
Dormitory—2 persons, each	1.00	4.50

For each additional person, add \$1.00 per day or \$4.00 per week.

The above rates do not include bedding. If bedding is to be furnished by the Camp, add 50 cents per bed per day or \$1.00 per week.

do stunts, bring your costumes and "bag of tricks" with you and join our daily program squad. This helps everyone to have a good time, know each other better, and makes for friendliness for the Camp family.

The Camp personnel this year, headed by Mr. and Mrs. J. S. Barton, is anxious to make your stay pleasant and satisfactory, and to this end you may depend upon their most earnest endeavors. While we welcome constructive suggestions, we cannot, of course, be all things to all people, but we are always willing to give our very best.

The Camp represents a big investment by the Company, not as a money making project, but as a good-will gesture to enable the Pacific Electric family to enjoy an unusual vacation at the least cost possible.

As Manager of the Camp, I hope, with the aid of the Camp personnel, the Camp Committees, and the active co-operation of the Company employees in promoting publicity for our project, to make the Camp self-sustaining, even with much lower rates than charged by any like resort. This depends, too, upon your interest and participation.

Send Your Friends

Guest cards are available for the asking, and you may, with a feeling of pride, send your friends to the Camp, when accommodations are available, at a slightly increased cost, (but still lower than commercial resorts) thus spread the goodwill policy of the Company.

During May and June many large party groups are planning to visit the Camp. Lunches and Dinners will be served and in some instances the whole party will remain over night. If you know of any church, school, lodge or other groups that might be interested in an outing at our Camp, we will be glad to quote rates and give them complete details.

The Camp is here for your entertainment, and we urge and hope for your continued interest and support. Your co-operation in this recreation field is your expression of loyalty and appreciation for the efforts of the Company to meet the family vacation needs of modern life.

"Come up and see me sometime" is no idle gesture here. It is an invitation and an opportunity for you to help this project live, and have a good time while you are doing it.

Our objective is to provide a vacation rendezvous where you will find

"Buck" Hawkins Rides Again



J. F. Hawkins, Transportation Dept., whose hobby is the making of miniature pony saddles.

YES SIR, it's been thirty-two years since, but Buck Hawkins rides again!

From the old adage that "once a railroader, always a railroader," may be coined another of even greater truth that "once a cow-boy, always a cow-boy."

Despite the fact that he has faithfully served thirty-two years as a Motorman, beginning service with the Riverside-Arlington R. R., later acquired by the Pacific Electric, J. F. Hawkins chooses as his pastime hobby the making of miniature horse saddles of genuine leather.

That he still remembers the long, happy days spent in the saddle of the range is apparent from the fine quality of tiny saddles and bridles which he patiently models into perfect replicas. It takes about two weeks of his spare time to complete one, but once he does its perfect contours and details, even to ornaments, are a thing of beauty.

To-date he has made twenty-three which he mounts upon a striking white, back, pinto, sorrel or buckskin

comfort, recreation, entertainment and friendly environment.

This must, of necessity, be a co-operative effort, keeping in mind that if the Camp is to survive, it will be because you and I, and the entire Pacific Electric family, make it possible by united effort and active participation.

horse and sells to whoever would part with from \$40 to \$50 for such a handsome den ornament. To date he has found a ready market for them.

Hawkins was born on a cow-ranch in the Verde Valley of Arizona and, like many another western boy of the old romantic days, at the tender age of eleven was an experienced cow-hand. He could ride most any horse and rope, tie, brand and "bull-dog" cattle with the best of the experienced "cow-hands". He took part in many rodeos and rounded cattle over thousands of acres of free range, recalling that he slept in the open more often than indoors. He continued to ride the open range until he was twenty-five, when an accident forced him to give up the life he loved so well, following which he disposed of his interests and came to California.

P. E. LEGIONNAIRE MEMBERS

Is your name among the membership of the P. E. American Legion Post No. 321? Its charter has been accepted and it's a going and growing organization with ambitious plans to enroll every Pacific Electric and Motor Transit employee who is a World War Veteran.

Here's a list of its members to date:

Harry H. Brainard, Lawrence McCallum, Olin Wilbur Auld, Burgess N. Broberg, Roy Hoffman Keene, R. E. Thompson, William A. Gillespie, Minor Musick, Walter L. Hume, A. M. Cross, Donald Batman, Frederick W. Nichols, W. A. Baxter, Clarence A. Newman, Ray G. Buford, Ira R. Williams, Marcus A. Williams, Walter H. Swartz, Clyde C. Tucker, Axel A. Malmberg, R. A. Houseman, Alfred W. Bone, Bert F. Durr, John J. Roach, William E. Sames, W. G. Knocke, Mel Sodowsky, Alvin McCown, Ludwig Otterstedt, J. P. Barber, J. M. Foot and Will Richards.

"Why, what are you crying so for, sonny?" asked Dad of his four-year-old heir.

"I heard you say you were going to get a new baby and I suppose that means you'll trade me in on it," he sobbed.

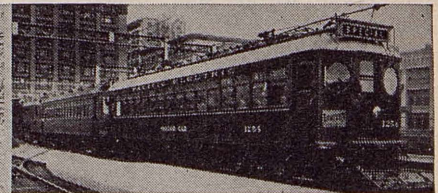
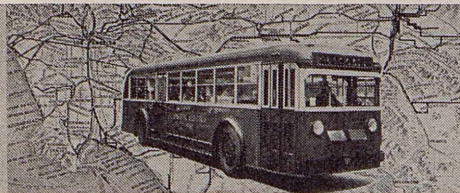
Dad: "Do you know what has happened to my shaving brush? I've lost it."

Tommy: "No, but Johnny's wooden horse has a new tail."

Plan to Vacation at P. E. Camp.



SAFETY NEWS



SAFETY IN SLACK CONTROL IN FREIGHT OPERATION

TO PROTECT against the hazard of "break-in-twos", as well as damage to draft rigging that may result in derailments, it is imperative that careful consideration be given to proper slack control.

Draft rigging in fair to good condition is not **pushed in nor pulled out**. It is either **driven in or jerked out**, both implying a severe blow. The severity cannot be judged by any shock felt by those riding trains, for a shock to be felt, the speed must change suddenly and considerably. Motorman who do not understand this are prone to contribute the resulting failures to the condition of the draft rigging, instead of their handling.

Slack cannot be changed both **gently and quickly**; therefore, "make haste slowly" is imperative when power or steam, grade or brake action is changing the slack, either stopping or starting trains. That is, where any one of these is changing the slack allow ample time for the change to be completed before doing anything that would hasten it. Also, do not endeavor to start until the gage indicates sufficient brake pipe pressure to give reasonable assurance that all brakes are released.

Apply Power Gradually

As an illustration, when releasing train brakes while running, do not commence to use power or steam until certain the slack has had ample time to run out, and even then start its use gradually. Another, is where, when running forward, power or steam is shut off and brakes are applied; allow ample time for the slack to run in before applying the brakes. Even then make a light reduction if the speed is low.

The following is an example of insufficient time and results: Where a long train has just been started, and while the motor or engine is working heavily, if power or steam is shut off suddenly and a heavy service appli-

SAFETY POSTER FOR MAY

The safety poster this month was issued by the Safety Section of the Association of American Railroads, and illustrates the last word in accident prevention, for as long as accident causes remain on any Railroad, accidents will continue to occur.

The employees on every railroad know that the first step in removing accident causes is to find them. This is done by investigation, and the demand that investigations be honest and thorough comes from the top.

The investigations are not made entirely by those under whose supervision the accidents occur. Other officers, without supervisory jurisdiction, assist in finding the facts and reaching decisions so that they may be well balanced and unbiased.

Those interested in accident prevention, who investigate accidents, have but one purpose—to find the cause and recommend its removal. Those who investigate accidents must not stop when it has become easy to place responsibility on the injured man, thus perhaps freeing themselves of blame. This is not a cure, but may be likened to a wound which has become infected through improper treatment—a worse condition is set up than before.

Employees called in to tell what they know about causes of accidents can render aid of the highest type by telling the absolute truth, as the primary purpose of such investigation is to determine the cause of accidents and devise means of preventing recurrences in the future.

action is made at once there is liability of driving in couplers or even "jack-knifing" any weak car near or ahead of the middle of the train.

Do not assume that the slack action cannot be controlled, for it can with few exceptions. It is merely a question of suiting the available means to the conditions to be met.

There are two kinds of slack, loose

Let Us Profit by Mistakes of Other Fellow's R. R.

SINCE the days of old it has been much easier to see the faults of others before we see and understand our own, therefore, the following should be Educational, so let's look in on the other fellow's railroad.

September 30, 1936, on a foreign railroad, occurred a head-on collision between a passenger train, No. 52 eastbound, and a freight train, Extra 2214, westbound, which resulted in the injury of two passengers, two mail clerks, one express messenger, one porter and seven railroad employees, a total of thirteen, among which was the road's Superintendent.

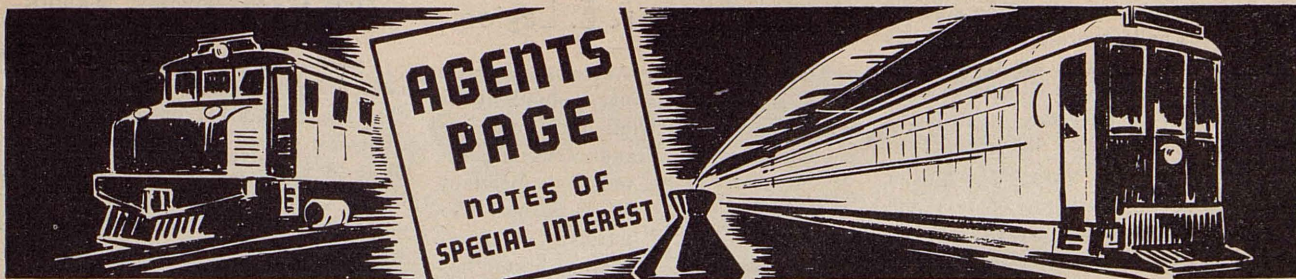
The accident was caused by failure of the crew of No. 52 to obey train order No. 33, (Form A, fixing meeting point for opposing trains) and to comply with block signal rules.

Extra 2214 had taken the head portion of the train from Milan to Urania, leaving it on the main track under the protection of the head brakeman, who had verbal instructions from the Conductor to let No. 52 proceed to Milan and meet the rear portion of Extra 2214 at that point. Extra 2214 then returned to Milan, at which point the crew received a copy of train order No. 33, providing for a meet with No. 52 at Urania, and was returning to Urania when it collided with No. 52.

Disregard Orders

No. 52, holding a copy of train order No. 33, which it had received at Ferry, was stopped at Urania by the Brakeman of Extra 2214, who inform-

slack and spring slack. They work together. Loose slack is that which can be run in or out without compressing the draft gear springs. It merely **permits** of shocks. Spring slack is the **additional** amount that can be had, in or out, when these springs are compressed, and which helps to **drive** the slack in the opposite direction and thereby increases the shocks.



Properly Executing Bills of Lading a Prime Need

We are having some difficulty in connection with bills of lading, and as that document is very important in connection with the shipment, we are calling to your attention a few of the problems we experience.

In the first place, remember that the bill of lading is a receipt from the railroad to the shipper for the goods that are delivered to the railroad. If the bill of lading is improperly executed, the party that signs it in behalf of the railroad has given an improper receipt to the shipper. Often these improper receipts cause confusion at the time of delivery. Some time ago at an eastern point the receiving clerk for a railroad accepted a bill of lading from the shipper reading: "LCL lot of household goods." It is obvious that this shipment could have consisted of any amount from 100 lbs. to a carload and the receipt reading as shown would have still covered. However it was incorrect in that there was no indication of what kind of household goods or how many.

CHANGES IN AGENCY FORCES

Raymond E. Anderson has been assigned to the position of Clerk-Warehouseman at Hollywood.

The position of Clerk-Receiving Cashier at West Hollywood was assigned to Glen Day, effective April 26.

Mel Sopher, congenial Agent at Artesia, has left that station to do relief work.

Ted Schafer, Clerk at Compton has been assigned to the position of Agent at Artesia. Ted was located at Monrovia for many years before bidding in the Compton job.

Warner Brothers Motion Picture Co. have been on location in Claremont for two weeks "shooting" a College picture. Dick Powell is the star, who in his spare time is doing many "autographs" for the co-eds. Who wónés. Where such practices are indulged in and to prevent creating hazards in connection with footboard use, it is imperative that the following be kept closely in mind:

1. Proper uniform speed and bal-

Weekly \$1.50 Pass Travel Bargain Soon Effective

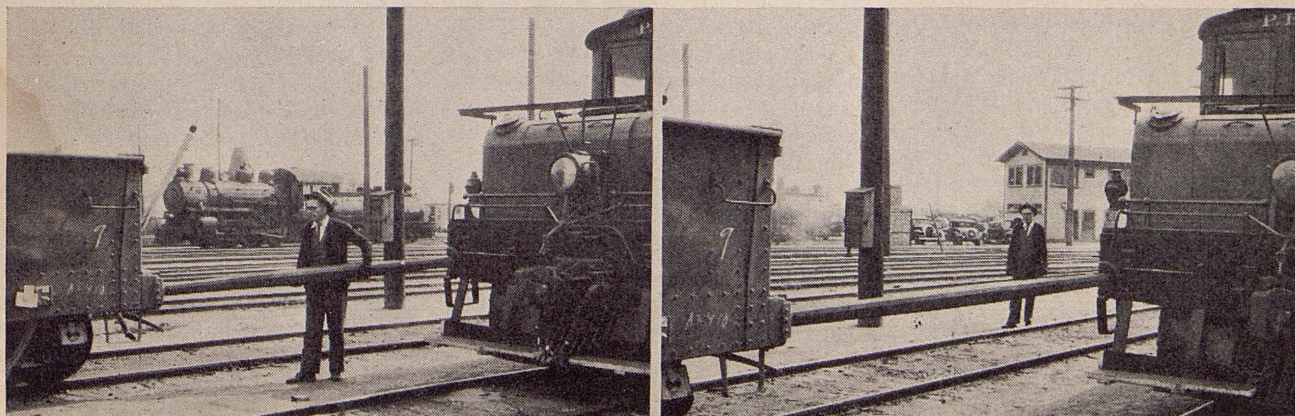
BEING introduced for the first time in Los Angeles, Pacific Electric Railway in conjunction with Los Angeles Railway and Los Angeles Motor Coach Company will in the near future offer to patrons of their combined local transportation services the use of a \$1.50 joint weekly pass, H. O. Marler, Passenger Traffic Manager, informed early this month.

In inaugurating this type of joint pass, the respective carriers are combining their local transportation facilities to the extent that purchasers of the joint weekly pass will be permitted to use one, or all local lines within the area and the week for which the pass is valid for transportation.

The plan provides for the honoring of Motor Coach on all local street car tracks in stopping to wait for other trains using crossover or taking siding, stop at least one hundred feet short of the fouling point, thus protecting against a possible mistake of others.

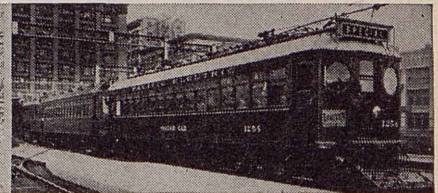
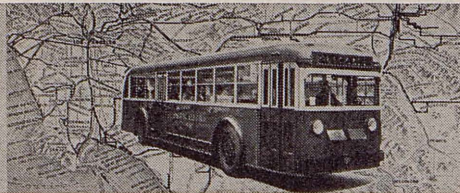
The Right and Wrong Way of Using Push Pole

The largest margin of safety in connection with the push pole can be obtained by fully complying with Rule 226, avoiding its use when possible. Look it up now, read carefully, and resolve always to heed it 100 per cent. When the push pole's use is required, as soon as it has been placed in proper position (pole pockets), be sure to step back, and stay back, a sufficient distance to avoid personal injuries should the pole slip or break. (Note right hand picture.) In poling cars, the motor or engine should be uncoupled from other cars. What a difference in safety the above two pictures portray!





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Slack cannot be changed both gently and quickly.

SUMNER H. COX PASSES

The Magazine most sorrowfully records the passing of Sumner H. Cox, Asst. Superintendent, Southern District on Thursday morning, May 6, at the California Lutheran Hospital.

Always the picture and apparently in the most robust of health, Mr. Cox was stricken early in March with a heart ailment and rushed to the hospital. Followed weeks of sickness with hopes and despair, he finally succumbing despite all that medical science could do.

Mr. Cox gave twenty-four years of worthy service to this railway, starting in Nov., 1913, as Conductor, later qualifying as Motorman; Dispatcher in July, 1918; Asst. Trainmaster in Dec., 1919; Trainmaster in Jan., 1927, and Asst. Supt. in Nov., 1929.

Fair in all his dealings, gentle, kind, capable, memory of his passing from this life will ever recall recollections of a real man, a true friend, a worthy father and husband.

Plan to Vacation at P. E. Camp.

SAFETY POSTER FOR MAY

The safety poster this month was issued by the Safety Section of the Association of American Railroads, and illustrates the last word in accident prevention, for as long as accident causes remain on any Railroad, accidents will continue to occur.

The employees on every railroad know that the first step in removing accident causes is to find them. This is done by investigation, and the demand that investigations be honest and thorough comes from the top.

The investigations are not made entirely by those under whose supervision the accidents occur. Other officers, without supervisory jurisdiction, assist in finding the facts and reaching decisions so that they may

BUZZING 'ROUND P.E. BLDG

By Walter Watchall

Roy Swanson was seen leaving the sun rise services at the follies on Main street early Easter morning.

A sweet young lady of the Auditor's office is seen quite often after Friday night classes at the Club, taking on refreshments at the "Best" counter with her teacher. Gladys, does Jimmy know about this?

Ernie Stephens is looking for pupils for his Sunday School Class. If interested leave name with W. Garfield White.

The people of the 1100 block on Kenmore street are complaining Russ Schaeffe is found in his garage every evening trying to develop a voice like Jim Flathers.

Harold Kuck was seen riding down Meridian street in So. Pasadena last Sunday on a horse wearing a bathing suit!

W. Reed says he feels better now that he has stopped chewing.

Vic Westerborg is like a Porter; he is always looking for a tip.

Curtis and Williams of the Time-

Let Us Profit by Mistakes of Other Fellow's R. R.

SINCE the days of old it has been much easier to see the faults of others before we see and understand our own, therefore, the following should be Educational, so let's look in on the other fellow's railroad.

September 30, 1936, on a foreign railroad, occurred a head-on collision between a passenger train, No. 52 eastbound, and a freight train, Extra 2214, westbound, which resulted in the injury of two passengers, two mail clerks, one express messenger, one porter and seven railroad employees, a total of thirteen, among which was the road's Superintendent.

The accident was caused by failure of the crew of No. 52 to obey train order No. 33, (Form A, fixing meeting point for opposing trains) and to comply with block signal rules.

Extra 2214 had taken the head portion of the train from Milan to Urania, leaving it on the main track under the protection of the head brakeman, who had verbal instructions from the keeping Bureau were seen on Broadway, haunting the jewelry shops—how come?

Dave Porter changed fishing partners at Arrowhead on May 1; he wanted to fish for a change.

Now that summer is here, how about the Club putting on a Male Bathing Beauty Parade? What a field of candidates to choose from!

"Glorious" George Perry.

"Heart Throb" Johnny Thatcher.

"Pretty Boy" Grey Oliver.

"Tall Dark & Handsome" Hess Vanderzee.

"Blushing" Reed Christiansen.

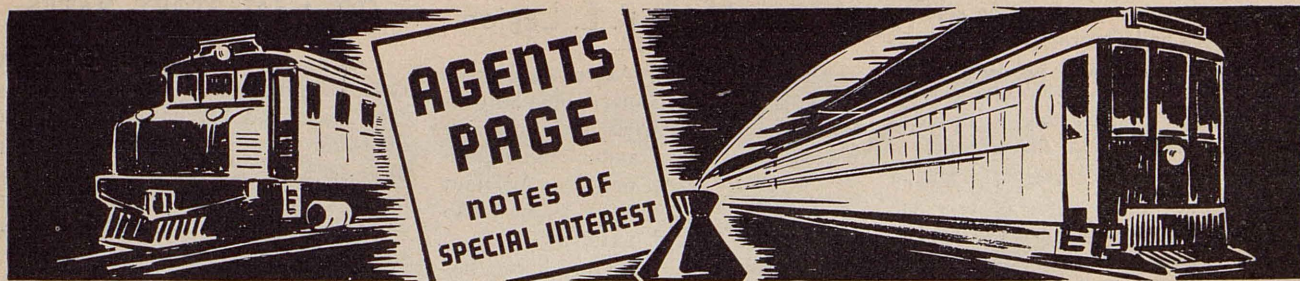
"Scintillating" Dave Porter.

"What a Boy" McCall.

"Blushing Violet" Vickrey.

Joe Smale says all cashing checks next pay day will be given cigars and candy.

We are still wondering what Dornier carries in that brief case.



Properly Executing Bills of Lading a Prime Need

We are having some difficulty in connection with bills of lading, and as that document is very important in connection with the shipment, we are calling to your attention a few of the problems we experience.

In the first place, remember that the bill of lading is a receipt from the railroad to the shipper for the goods that are delivered to the railroad. If the bill of lading is improperly executed, the party that signs it in behalf of the railroad has given an improper receipt to the shipper. Often these improper receipts cause confusion at the time of delivery. Some time ago at an eastern point the receiving clerk for a railroad accepted a bill of lading from the shipper reading: "LCL lot of household goods." It is obvious that this shipment could have consisted of any amount from 100 lbs. to a carload and the receipt reading as shown would have still covered. However it was incorrect in that there was no indication of what kind of household goods or how many packages, etc. Therefore it is necessary that extreme care be given in the issuance of the bill of lading to a shipper, and particularly so on LCL shipments.

The Agent should be careful to note whether the shipment is cartons, boxes, wrapped pieces or any other description which will assist in definitely identifying that bill of lading with the shipment received. The Agent should also be alert that the shipment received is in good condition. By that we mean if a case is rattling that information should be shown on the bill of lading, although it might not necessarily indicate that the shipment was in a damaged condition.

There is also a feature with the shipper's order bills of lading which is often overlooked and that is that before a delivery is made on a shipper's order bill of lading the Agent should be very careful to see that it is prop-

CHANGES IN AGENCY FORCES

Raymond E. Anderson has been assigned to the position of Clerk-Warehouseman at Hollywood.

The position of Clerk-Receiving Cashier at West Hollywood was assigned to Glen Day, effective April 26.

Mel Sopher, congenial Agent at Artesia, has left that station to do relief work.

Ted Schafer, Clerk at Compton has been assigned to the position of Agent at Artesia. Ted was located at Monrovia for many years before bidding in the Compton job.

Warner Brothers Motion Picture Co. have been on location in Claremont for two weeks "shooting" a College picture. Dick Powell is the star, who in his spare time is doing many "autographs" for the co-eds. Who would ever think that one man could ever upset the life of a whole college. Ask the Professors who are trying to conduct classes.

Ray Wilson, Ticket Clerk at San Bernardino has taken a leave of absence and is now with the Southern Pacific at Hollywood. His place has been taken by Vernon Bowers.

—C. J. Hileman

erly endorsed by the shipper.

We have not experienced a great deal of difficulty with the Agents on the Pacific Electric; however, there have been some instances and it behooves all of us to watch the matter carefully. As we previously stated the bill of lading is the contract for the transportation of the goods between the shipper and the carrier, in addition to being a receipt by the carrier of certain articles.

—F. F. Willey,
Asst. to Frt. Traffic Mgr.

The Idea

She: "Did anyone ever tell you how wonderful you are?"

He: "Don't believe they ever did."

She: "Then where'd you get the idea?"

Weekly \$1.50 Pass Travel Bargain Soon Effective

BEING introduced for the first time in Los Angeles, Pacific Electric Railway in conjunction with Los Angeles Railway and Los Angeles Motor Coach Company will in the near future offer to patrons of their combined local transportation services the use of a \$1.50 joint weekly pass, H. O. Marler, Passenger Traffic Manager, informed early this month.

In inaugurating this type of joint pass, the respective carriers are combining their local transportation facilities to the extent that purchasers of the joint weekly pass will be permitted to use one, or all local lines within the area and the week for which the pass is valid for transportation.

The plan provides for the honoring of the new pass on all local street car and motor coach lines of the respective companies as enumerated in the following paragraphs:

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

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

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

Generally speaking, the new \$1.50 joint weekly pass will be honored for transportation of bearer on all local street car and motor coach lines of the three carriers within the area radiating from downtown Los Angeles where the one-way fare is now 10c or less.

For the convenience of patrons, the

new joint weekly pass will be sold by Conductors and Operators on all lines where it will be valid for transportation. The limits of the pass will be from Sunday to Saturday, inclusive.

In commenting on the benefits of the Joint Weekly Pass, Mr. Marler pointed out that patrons of Los Angeles local transportation service would receive a material reduction in fare. With this Joint Weekly Pass, the bearer will be able to ride from, to or between Hollywood, Inglewood, Watts, Sierra Vista, Highland Park, Eagle Rock and intermediate points, using the lines of the respective companies for an unlimited number of trips during the week for which valid for transportation.

Permission just having been received from the Railroad Commission for its establishment for a trial period of six months, the Joint Weekly Pass will be offered patrons of local transportation service just as soon as details of the plan can be made operative, which is expected to be within the next three or four weeks.

P. E. BOWLER MAKES GOOD IN CLASSIC BOWLING EVENT

Her many friends among P. E. bowlers will be happy to learn the very fine showing Mrs. R. M. Cobb and the other four members, making up the Bimini Bowling Bowl, made in the Women's International Bowling Congress last month at Rochester, New York.

With the games about 50 per cent completed, Mrs. Cobb's team ranked seventh with the creditable team score of 2363. In singles Mrs. Cobb bowled 524. Of the twenty teams competing the night the Bimini team bowled, it ranked first. The tournament was completed on May 8, with final results not received as the Magazine went to press.

When it is considered that about 260 teams had competed and Mrs. Cobb's team ranked seventh the scope of their fine showing is apparent. To finish among the first fifty teams of the 521 entered in the tournament is indeed a most creditable achievement.

Mrs. Cobb pointed out that both she and her team members have rolled considerably higher scores than they were able to do in this tournament, but lower scores are characteristic of most teams in tournament play, due to change of climate, unfamiliar alleys and the touch of jitters that most all players experience in tournament play.

As is generally known, Mrs. Cobb

Latest About P. E. Legion

That the P. E. American Legion Post is coming along splendidly is readily apparent from the following report of progress and plans submitted by Adjutant W. E. Sames, who writes:



Harry Brainard,
Chairman of the P. E.
American Legion or-
ganizing committee.

Our charter has been accepted and our Post number is 321. Membership is open to all employee World War Veterans and the cost is small.

Our next meeting will be on May 11, at 8 p.m., at the Pacific Electric Club. We ask that you attend and bring your honorable discharge and let us have a record crowd to put this Post over. We want you to help us nominate and elect our Post's officers, as we wish to adopt our Constitution and By-Laws at this meeting.

A good attendance was present at the last meeting and we are ready to "go over the top," so give us all the help you can. Let's make this one of the biggest Posts in California. Buddy, are you game?

Harry E. Depty, Commander of the 23rd District of California, paid us a visit and gave a very interesting talk on the Constitution and By-Laws of the American Legion.

Do you know the ideals and standards of the American Legion? Be with us on May 11 and help us on this frontier drive. You all can enjoy the comradeship and good times which are in store.

All future meetings will be held on the second and fourth Tuesday of each month at 8 p.m. sharp. Comrades, come dressed as you are, in uniform, or overalls.

is the wife of Ralph M. Cobb, long a sponsor and official of the P. E. Bowling League. Incidentally, Mrs. Cobb proved to be adept as saleslady, having persuaded her four team mates to travel Rochester and return via Southern Pacific lines.

Nothing happens just by chance; we attract our own conditions by our thoughts.

We are never ready for a higher place in life until we have mastered things where we are.

'TIS A SAD STORY, MATES

Last month a party of P. E. Rod & Gun Club members, accompanied by Bill Bison and his new boat, shoved off from Terminal Island for the kelp beds off Long Beach for a day of fishing. Things were running smoothly and many fish were being landed when suddenly (Hook 'em and Loose 'em) Manley tied into a six pound yellow-tail.

The battle was on. (Sitting Bull) Braley peacefully fishing near by, dropped his fishing gear, grabbed the gaff-hook and rushed to Manley's side and began coaching Manley. After a half hour's battle the prize fish of the day was towed along side the boat. Manley grasped the leader in one hand and gently lifted the fish out of the water, while Braley struck at it three times with the gaff hook, sadly knocking the hook out of its mouth and the fish with a few broken ribs and minus some scales, slowly, but laughingly, swam away. Manley burned, while Braley grunted. Moral boys: Next time use a 36-inch dip net.

Steve McNeill and Floyd Benoit have formed a partnership and are going after pan fish this year. Crappie and Blue Gill will be their specialty. They have purchased a new out-board motor and have it mounted on the McNeill rain water barrel. The neighbors say every evening after the boys get home from work they hear the motor roaring and see them standing by the barrel with fishing gear in hand patiently practicing casting.

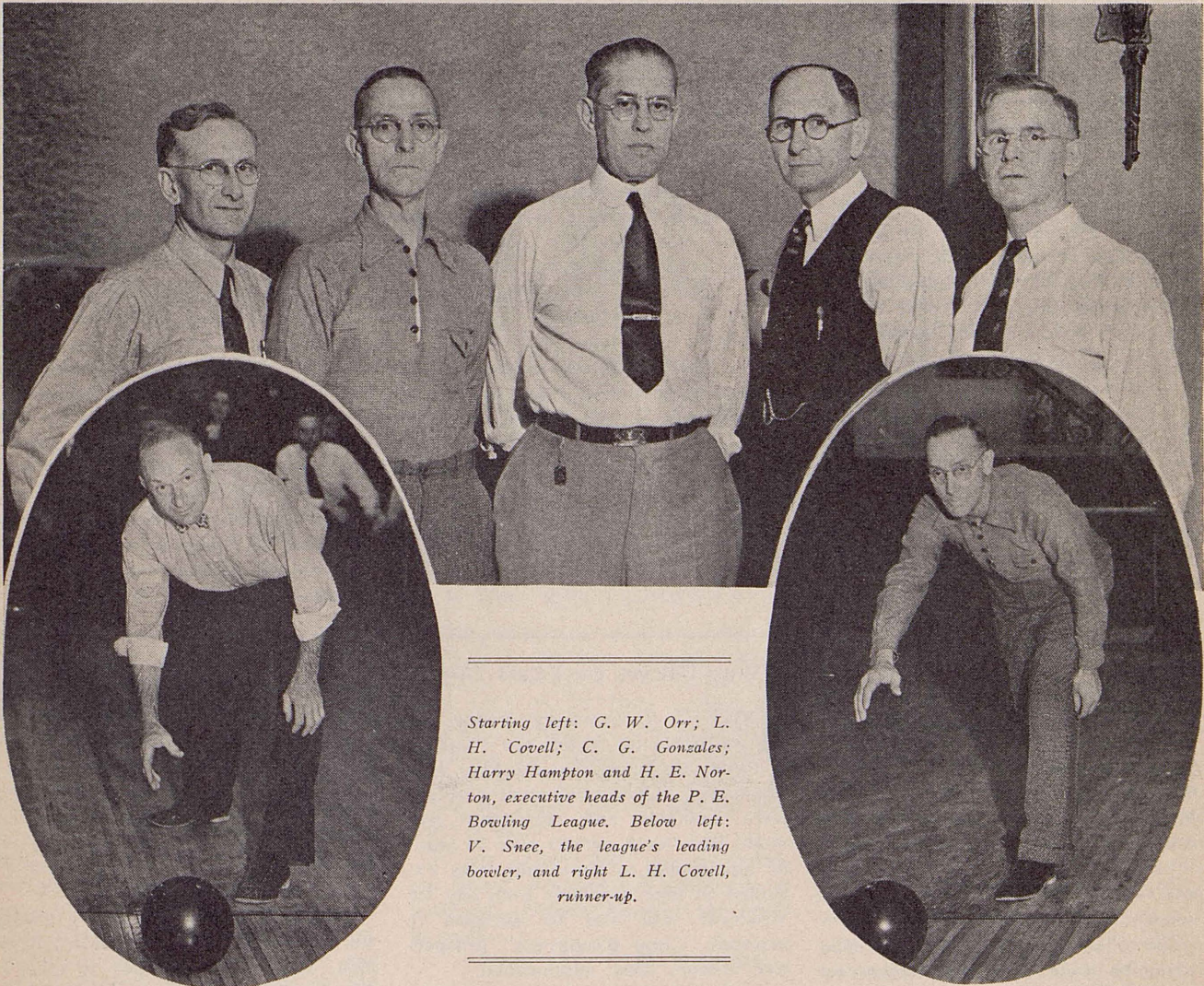
A. M. Cross, Field Captain of the Gun Division of our Club, is looking forward to a big "turn out" for the Trap Shoot meet to be held at Knickerbocker Field, May 16. Don't forget, fellows, this is the way to improve your shooting ability. The little cost now, will be well repaid this fall when you go afield for some game on the wing. There will be plenty of other fellows there with scores as poor as yours. So let's go.

That pleasant surprise of abundant trout at Arrowhead last year is well remembered this year. Capacity reservation for our May 1st trip was sold out one month before the opening date.

Due to increased interest shown in our Club's activities this year, competition for prizes is expected to be keener than ever, so don't fail to register your fish.

—Arlic Skelton, Recording Secretary.

1937 P. E. Bowling League Season Closes



Starting left: G. W. Orr; L. H. Covell; C. G. Gonzales; Harry Hampton and H. E. Norton, executive heads of the P. E. Bowling League. Below left: V. Snee, the league's leading bowler, and right L. H. Covell, runner-up.

BY THE TIME this will have appeared in the Magazine the 1936-37 P. E. Bowling League season will have become history.

It has been a most pleasant and successful season, bringing together in friendly rivalry each Friday night a large number of employees scattered widespread over our system. Mingling with old friends and making new ones our bowling league has furnished us many happy hours of wholesome, clean, healthy recreation. A fine spirit of sportsmanship again prevailed throughout the season.

In later years we will all recall these associations with real pleasure. Friendships made in intense, but good-natured rivalry make for inspiration rather than casual pleasure. We are looking forward to the season starting next fall and hope the influx of new members will continue. Good sportsmanship and regular attendance are

the main essentials. The handicap gives less experienced bowlers an equal chance with those who consistently roll higher scores.

As predicted early in the season the championship this year goes to the Claim Dept. team, consisting of Captain Brahm, Pabst, Norton, Adams and Gowanlock. These boys finished well out in front and at all times were a tough team to beat. Our congratulations. Second place goes to the Engineers, an up and coming team with Captain Hasenyager, Gonzalez, Thompson, Black and Davis forming the quintet. Notable performances were turned in by the West Hollywood team with a high team series of 2595 and a high team game of 938.

The high individual series of 642 was turned in by Covell and high game of 264 was rolled by Mattison. The high men at the end of the season were Snee with 187, Covell 185

and Gowanlock 183. The general average of the League was much higher than usual, indicating a more concentrated effort of all to improve their game.

We hope to see all of the men back next fall and a suggestion has been made that we all bring in one new member. If this can be done we will have the greatest league in our history.

In the meantime, be sure and "pick up your spares".

—R. M. Cobb.

BITS-BITES 'BOUT ANGLERS

I wish to announce to the members of our club that some time this summer we hope to charter a boat for a father and son trip. This year I have collected a nice lot of prizes for your sons to win.

We also have one of the best prizes

left for the members that we have ever had and I am trying to give you what you want in the way of fishing. But must have help from you. Would like to have a deep sea trip every two weeks during the big run, so get busy and line up. At our April meeting response was not encouraging.

On the Sunday deep sea trip last month on the Grey Goose, the outing was all one could desire. This is a splendid craft; fifteen can fish from it with plenty of room. It is clean, easy riding and has all that it takes to make a real fishing boat. Everyone on this trip caught fish, including barracuda.

Andy Devine did not do so well, but is a sticker and had fish for supper. My frau caught three fine barracuda and a nice yellowtail. Eddie Beets caught three real fish and Mr. Radcliffe a nice one and lost the proverbial big one, always fifty-fifty with the Pacific.

With sadness in my heart I write this. One of our most sturdy members, who has fished many years and many waters, has taken up women's club work. If you doubt me come down Saturday night, May 15th, between the hours of 8 and 12 p.m. and see this sturdy Hill Billie in action.

Jack May and Mrs. May made a flying trip by Los Patos Sunday, April 11th. Don't think Jack caught any fish as he did not have the old smile.

Long Line has started to build now, so look out as he just won't fish when there's work to do.

Our "Dare Devil" Dave Porter wants to trade three sand spikes for one flashlight. I can see he is preparing for one of his long trips, maybe Manhattan Beach. Hold tight Dave, you may catch a fish yet that will get you off the bottom of the prize list.

—Scott Braley.

P. E. BOWLERS "GO TO TOWN"

V. Snee, ranking P. E. Bowling League bowler, and member of the Southern Division five, distinguished himself early this month by going into first place for City singles championship by rolling one of the finest series ever seen in this event.

His games scores were 267, 204 and 212, for a total of 683, and with a handicap of 24 pins, gave him a total of 707. Even without the handicap a mark of 683 is a score that few bowlers ever achieve in a lifetime. Congratulations, Mr. Snee.

Also noted in the money was Ted Cuccia with a most creditable series of 625. Ted is a member of the West Hollywood team.

The rest of the P. E. bowlers? Covell, Gowanlock, Lattimer and Cobb "also ran."

Fine Fishing Season Looms at P. E. Camp

WHEN a fisherman must be insulted with a booby prize when his only sin is to have caught a trout measuring 11 $\frac{5}{8}$ inches, almost anything can happen. Archie Brahm was the sad recipient of above cited booby prize, the event being the opening of the 1937 trout season, the date May 1, the ol' fishin' hole Lake Arrowhead.

Yes, sir, the boys had a "reel" good time!

There were 53 in the party (but not all of 'em fished, there was Hal Smith, for instance, who over-slept). They caught a total of 128 trout under not altogether good fishing conditions, due to high water, snow not melted and fishing weather much to be desired.

The most encouraging and pleasing feature of the trip was the fact (1) trout are plentifully in evidence in Lake Arrowhead, (2) the catches this season will be of good size.

The largest fish of the day was caught by Elmer Malmborg of the Line Department, Long Beach, with a 26-inch trout, weight six pounds. Naturally, it won first prize, and was the largest fish ever caught by a P. E. Rod & Gun Club member in Lake Arrowhead. Followed in order, A. S. Fitzgerald, 20 $\frac{3}{16}$ inches, and K. Oefinger, 18 $\frac{3}{8}$ inches.

Speaking for the party group, B. F. Manley wished the Magazine to state that Mr. and Mrs. J. S. Barton, Camp officials, handled the party group splendidly. He predicts that as soon as snow is melted and natural food less plentiful, fishermen will enjoy the best sport they have experienced for many years at nearby Lake Arrowhead.

May News of Years Ago

THE P. E. Camp was young and comforts far below the standard of to-day we learn from the May, 1918 Magazine. Only crude tent cottages were available and stipulation was made that "each person over 16 years of age going to the Camp was expected to give one hour each day for whatever task may be assigned to maintain Camp cleanliness" prospective visitors were admonished.

Remember the "Orange Empire Trolley Trip" and Harry Peck, its Master of Ceremonies, both of whom were going strong about May, 1919. 'Tis said Harry could sell an under water lot or convince a hairless Mexican dog a supposed restorer would put him in the Rip Van Winkle class.

"Making Your Own Radiophone" was the title of a feature article of the May, 1922 Magazine by L. H. Appel. Assembly of these undeveloped and crude radios was the rage of the day. Amplifier and detector tubes cost \$6.00 each and head sets from \$7.00 to \$14.00, while the entire cost of a modest set was about \$70, provided one could assemble it himself.

Saturday, May 3rd, 1924 witnessed initial work on the Hill Street subway with Mr. Pontius operating the controls of a steam shovel near the west-ern terminus.

Announcing the opening of the P. E. Camp summer season the Magazine

of May, 1925 reveals that the rate then charged for a Cabin was \$15 per week for a cabin for from two to four persons. This season's rates are approximately half that figure.

The Pico Blvd. grade separation was begun on May 3rd, 1927. The La Cienega concrete bridge crossing on the Venice Short Line was soon to be started; cost \$185,000.

The \$1.00 and \$2.50 Sunday passes were officially begun on Sunday, April 29th, 1928. The former is still in effect and is a widely used travel bargain.

From the May, 1930 Magazine we learn some interesting facts about the killowatt hour, to wit: Five and one half will operate a 1200-class care one mile; four will operate a local car through the congested area one mile; one will operate a 60-wat lamp for 16 $\frac{1}{2}$ hours, and it requires about 10 cents worth of energy to heat the average passenger car for one hour.

Seaman (in restaurant): "I can't eat this soup."

Waiter: "Sorry, I'll call the head waiter."

Seaman: "This soup, I can't eat it."

Head Water: "I'll take care of it at once. Call the cook."

Seaman: "Cook, I can't eat this soup."

Cook: "What's the matter with it?"

Seaman: "Nothing, only I ain't got a spoon."

**ACTIVE P. E. WOMEN'S CLUB
SEASON NEARING CLOSE**

There are many activities scheduled for the few remaining weeks prior to vacation months. Taking the events, past and future in chronological order:

April 16th, the Women's Club journeyed (one whole car full) to San Bernardino, and were royally entertained by the Auxiliary at the Y.W. C.A. Hall. Grand luncheon, grand program, grand day, and grander group of women can't be found anywhere.

April 22nd, a regular meeting with Miss McPherson, Director of Watts City Playground as guest speaker. She gave a very interesting half hour's talk dealing with the work of the City Recreation Dept. She brought with her, a young, very talented whistler, one of the very finest the Club has heard and we truly hope the young man, Lawrence Perez, will visit us again.

At the meeting on April 22nd, a group of young people from the Neighborhood Music School, with one of the Directors, were the Club's guests. This school was organized six years ago and has two hundred and thirty pupils enrolled at the present time. They offer the highest musical education to the serious students, whose circumstances do not allow them to pay professional prices. The program offered, consisted of violin, vocal and instrumental numbers and truly reflected great credit to the Neighborhood School of Music. They are located at 412 South Boyle Ave., L. A.

Mr. Ed Thomas explained very clearly the bus proposition and we can assure him and our Company that every member of the Women's Club will do all the missionary work it is possible to do, to defeat this proposition.

April 27th, the members and friends were making their annual visit to Huntington Gardens, which are particularly beautiful at this time. The trip was arranged by the Recreation Chairman, Mrs. Hasenyager.

May 10th the Ways and Means Chairman, Mrs. F. Hart, has scheduled a 12 o'clock luncheon and card party at the Architect's Bldg. at 5th and Figueroa.

May 18th, Big May party at Torrance given by the Pacific Electric



Bidding to Stop a Lead

We have a hand containing three plus to four honor tricks with no suit. Perhaps like this: (C: A-Q-4); (D: K-Q-10); (H: K-9-8-3); (S: J-10-2).

This hand may easily, with partner's assistance, be good for a game. From the distribution, play will be probably as good at no trump, as at a suit.

Opening bidding with one spade has this advantage:

(1) If our partner holds no strength, our opponents will endeavor to find a fit in one of the suits in which we are stronger, each figuring that we hold some of the spade strength which their own partner has.

(2) If we have a bid from our own partner, say 2C-2D or 2H, we may bid no trumps, knowing that our opponents will probably avoid leading what they infer to be our strong suit (spades), putting the time element for us rather than against us. (Should our partner give us a raise in spades, instead, we know that a no-trump contract is safe).

If our partner bids one no-trump, our honor strength will enable us to make this contract, despite a weakness in spades.

—M. R. Skemp.

Auxiliary of Torrance, Mrs. Vielleneave, President.

May 24th the Club visits the Helms Bakery, which will include, not only a trip through the plant, but a cooking class in the afternoon. Take Vineyard car, get off at Helm station and twelve noon is the time.

May 27th last meeting until fall, installation of officers, annual reports and then a real party arranged by Mrs. Bell and her committee. Won't you come?

—Mrs. Lon Bishop.

"Why did the radio station cut Senator Sourpuss off the air?"

"They said he insulted their listeners."

"What did he say?"

"He thought he was making a speech at a stag party and began his address saying—'Friends of my obscene audience!'"

CLUB GYM STILL GOING FINE

The gymnasium class, sponsored by the P. E. Club, with headquarters in a well-fitted gym in the Subway Terminal trainmen's quarters, continues to function with good success.

To date twenty-seven employees have begun health and body building exercises under the direction of "Bill" Gillespie, who specializes in the Milo system of body development. Employee members of the Club have available to them at no cost a course of instruction and all the facilities that many business men pay as much as \$50 per month for at the hands of athletic clubs. Mr. Gillespie, who has profited by this system, is well versed as an instructor and makes no charge for his services in aiding others.

Classes are held three nights weekly, Tuesdays, Thursdays and Saturday evenings from 5 to 7 p.m. and we repeat, all are welcome to join and there is no charge made for P. E. Club members.

**EMPLOYEES IN HIGH SCHOOL
GLEE CLUB RECITAL**

The Glee Club of the Hollywood Evening High School, which has distinguished itself as outstanding among similar vocal organizations, will present the opera "Aida" in the Auditorium of the Hollywood High School on the evening of June 11th.

In addition to being assured of an evening of splendid musical entertainment this event will be of particular interest inasmuch as two well known members of the General Superintendent's office—Alex. Hartman and Lonnie Campbell—are to be prominent members of the cast.

The event is open to the public.

Doctor: "Your husband will never be able to work again."

Missus: "I'll go and tell 'im. It will cheer him up."

Foreman: "Do you think you are really fit for hard labor?"

Applicant: "Some of the best judges in the country have thought so."

A department store inserted a want ad in a recent newspaper for a male clerk who was familiar with women's underwear. There were four hundred applicants, only seventy-five of whom had had any sales experience.

CLUB BULLETIN FOR MAY

Saturday, May 8:

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

Tuesday, May 11:

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

Wednesday, May 12:

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

Thursday, May 13:

Annual election of officers P. E. Women's Club and special entertainment program.

Thursday, May 20:

REGULAR MONTHLY P. E. CLUB DANCE. Music by Flo Kenrick and her seven piece Swing Orchestra—8:30 p. m.

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

Tuesday, May 25:

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

Wednesday, May 26:

P. E. Masonic Club Annual May Day event and family party at Altadena Recreation Hall—banquet, dance and floor show. See special bulletin for full particulars.

Thursday, May 27:

Installation of officers and last meeting of the Women's Club until September. Special entertainment program. 1:30 p. m.

Friday, May 28:

Trainmen's Safety Advisory Committee meeting in P. E. Club, 10 a.m.

Thursday, June 3:

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

Tuesday, June 8:

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

Wednesday, June 9:

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

Judge: "Will you waive your right to appeal?"

Husband: "Don't let her wave any more rights, Judge. That's how I got this black eye!"

Woman (to tramp): "Go away, or I'll call my husband."

Tramp: "Oh, I know 'im. 'E's the little fellow who told me to clear out yesterday or 'e'd call 'is wife!"

"What are you so sad about this evening, honey-bunch?"

"Oh, George, dearest, I was thinking that this would be our last evening together, until tomorrow night."

Transportation Engineering Data

1-M.P.H. = 1.467 ft/sec 1-M.P.H. = 88 ft./min.	STOPPING DISTANCE $a = \frac{v^2}{2d} = \frac{(5280)^2}{3600 \cdot 2d} = \frac{2.15 V^2}{2d}$
M.P.H. = [0.01136] [ft./sec] M.P.H. = [0.01136] [ft./min] M.P.M. = [0.01136] [ft./sec] Ft./sec. = [M.P.H.] [1.467] Ft./min. = [M.P.H.] [88] M.P.H./sec. = [Ft./sec.] [0.6818] Ft./sec. ² = [M.P.H./sec.] [1.467]	$d = \frac{v^2}{2a} = \frac{2.15 V^2}{2a} = \frac{1.075 V^2}{a}$ $t = \frac{2d}{v} = \frac{v}{a}$ $v = \sqrt{\frac{2ad}{2.15}}$
UNIFORM MOTION $v = d/t$ $v = \text{vel. (ft./sec)}$ $d = vt$ $d = \text{dist. (ft.)}$ $t = d/v$ $t = \text{time (sec)}$	DISTANCE PASSED OVER IN t^{th} SEC $[d_n] = \left[\frac{a}{2}\right] [t - 1]$
UNIFORMLY VARYING MOTION $v_m = \frac{v_1 + v_2}{2}$ If $v_1 = 0$ $v_2 = \frac{2d}{t}$ $d = \frac{v_1 + v_2}{2} t = \left[\frac{v_2}{2}\right] t$ $t = \frac{2d}{v_1 + v_2}$ $t = \frac{2d}{v_2}$ $a = \frac{v_2 - v_1}{t}$ $a = \frac{v_2}{t}$ $d = \frac{v_2^2 - v_1^2}{2a}$ $a = \frac{v_2^2}{2d}$ $d = v_1 t + \frac{at^2}{2}$ $d = \frac{at^2}{2}$ $d = \frac{v_2^2 - v_1^2}{2a}$ $d = \frac{v_2^2}{2a}$ $t = \frac{v_2 - v_1}{a}$ $t = \frac{v_2}{a}$	$a = \frac{32.2 W_e}{W}$ $d = \frac{W V^2}{2395 W_e}$ $t = \frac{W V}{2194 W_e}$ $d = \text{Stopping Distance - ft.}$ $W_e = \text{Weight on braked Wheels}$ $W = \text{Gross Weight - Vehicle}$ $V = \text{M.P.H.}$ $f = \text{Coef. friction}$ $t = \text{Time - Sec.}$
$v_1 = [v_1 - at]$ $v_1 = [at]$ $v_2 = [v_1 + at]$ $v_2 = [at]$ $v_m = \text{Avg. vel. - ft. sec.}$ $v_1 = \text{Initial vel. - ft. sec.}$ $v_2 = \text{Final vel. - ft. sec.}$ $a = \text{Avg. accel. - ft. sec.}^2$ $V = \text{M.P.H.}$	$d(f) = \text{Cal. Legal Stopping Dist.}$ $\frac{1463}{3600} = 0.6818$ $\frac{(5280)^2}{3600} = (1.467)^2 = 2.15$ $\pi = \frac{C}{d} = \frac{C}{d} = 3.1416 = \frac{22}{7}$ $C = \text{Circum} = 2\pi r = \pi d$ $A = \text{Area} = \pi r^2 = \frac{\pi d^2}{4} = .7854 d^2$ $r = \text{Radius} = \frac{1}{2} d = \frac{d}{2}$

P. E BRIDGE TEAM COMPETES

The P. E. Bridge team competing in the recent Southern California Commercial Tournament, frankly, didn't do so well, finishing last on the first round, of the twenty-four teams entered by leading commercial and industrial organizations. As Mr. Opple Soss would say "we suffered a slight cerebrum paralysis, but now that it has been corrected there will be no stopping us hereafter."

On the second evening of play the boys really got going and showed they really knew the game by tying for first place, quite an achievement inasmuch as some of the teams have been playing together for years. However, their disastrous first evening prevented their finishing among the leaders of the event. The P. E. Team was made up of: M. R. Skemp, A. W. Wise, H. E. Long and Everett Holmes.

It was a dark and stormy night and the motorist was lost. Presently he saw a sign on a post. With great difficulty he climbed the post, struck a match and read: "Wet Paint."

One of a series of formulae and data tables compiled for use by class in "Transportation Engineering" problems, L. H. Appel, Instructor.

With these tables all types of problems dealing with velocity, acceleration, de-celeration or braking may be readily solved. It is especially helpful in constructing automotive performance curves.

At a later date a second of a series will be printed dealing with horsepower, torque, kinetic energy, tractive effort, tractive factor, and other useful formulae.

The working size of the chart is 4 by 8½ inches.

WRECKERS

I watched them tearing a building down,

A gang of men in a busy town,
With a ho-heave-ho and a lusty yell,
They swung a beam and the side wall fell.

I asked the foreman, "Are these men skilled,
And the men you'd hire if you had to build?"

He gave a laugh and said, "No, indeed!"
Just common labor is all I need.

I can easily wreck in a day or two
What builders have taken a year to do."

I thought to myself as I went my way,
Which of these roles have I tried to play?

Am I a builder who works with care,
Measuring life by the rule and square?

Am I shaping my deeds to a well-made plan,
Patiently doing the best I can?

Or am I a wrecker who walks the town,
Content with the labor of tearing down?

—H. S. Harp.

The foreman came across Bill taking it easy.

"Look here, Bill," he said, "this here's a contract job, and it ought to be finished by now. Get on with your work, or it's the bounce for you."

"Well," said Bill deliberately, "Rome wasn't built in a day."

"I don't want any of your back talk," said the foreman. "Besides, I wasn't foreman of that job."



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

BY OUR
CORRESPONDENTS

SUBWAY TERMINAL NOTES
By W. F. Servranckx

Points of interest along the Redondo-Del Rey Line. Centinella Boulevard, where you see a big black ape being led on a chain. A lady patron once said that it looks like a certain Motor-man. Wonder if Darwin was right? Hyperion, favorite stopping place for Conductor D. R. DeMoss, the happiest man in the world when he hears the well-known one long and three short, and does he take his time when called in. Says he wants to take advantage of the atmosphere which is so pure at this point. Conductor Birdsall says the ape's name is Jiggs.

Business at the Subway Cafe has increased considerable since March 22nd, so much in fact that they ran out of coffee. The reason a new waitress. Understand that the shieks are still lining up. Line forms on the right boys; you too, Ike.

Lost: A fine set of teeth; finder please return to Bill Hanratty. Reward. A reporter said that Conductor Heidelberg was seen stuffing them in his ticket can. What could he want with them?

About eight years ago the ladies on the Hollywood Line wondered who the handsome new Conductor was. None other than B. V. Williams, the world's famous coin caller. B. V. told us then that he wanted action and we have wondered since what he has been acting like, take it easy boys, one opinion at a time. Our small fee artist will pay for an honest opinion.

On Sunday, April 4th, our good brother J. M. Hammack and Miss Frances Rich of Los Angeles entered the good ship matrimony. Also, our good brother, W. C. Kennedy and Miss MacIntyre of West Hollywood, were married on Thursday, March 29th at West Hollywood at the home of the bride. We take this opportunity of congratulating the newly weds and may the Lord bless your homes with lots of happiness and prosperity.

Dame rumor has it around the Subway that W. C. Montgomery went and bought a ring for a lucky girl. Our secret operators have been unable to learn the date. Don't keep it a secret Bill, we will find out anyway.

S. H. Cox, Asst. Supt., South, is convalescing at the California Lutheran Hospital. When visited he was up for the first time in thirty days and looked very good. All hope for a speedy recovery.

Visit the sick boys once in a while men. They are sure glad to see you. You can spread a lot of sunshine in a few minutes.

L. V. Nelson of Glendale is recovering from an appendicitis operation and wants to say hello to all.

Mystery solved: C. J. Cody has been found. We were worried about him, but learn that Jack has been promoted to the position of Fireman on the Harbor Belt Line. Good luck, old boy, and keep the cinders out of your eyes. Don't forget you and the other Jack have that steak dinner coming.

Our good brother, L. D. Hall, passed away Sunday, April 4th after a brief illness. Our sincere sympathy to the bereaved family.

John H. Daly and D. E. Hepler from Ocean Park Terminal are buddies at the California Lutheran Hospital. John says that when Hepler is awake you don't feel lonesome. Here's hoping for a speedy recovery, boys.

We had a visit downtown from the following Trainmen from West Hollywood: A. J. Speak, "the magic alarm clock", Tom Slack, R. C. Cole, L. C. Widner, S. G. Masterson, Chas. Neighbors, Joe Gerst, Don Sheets and our beloved friend, M. A. Miner. Glad to see you boys; call again.

Willie C. Kennedy has gained six pounds since he got married. "Home cooking," he says, and to prove it he showed his belt moved one notch forward. R. E. Cooke said Willie just loosened his belt to take the strain off his back. Don't mind those veterans, W. C.

Conductor J. M. Hammack also likes his home cooking, he says confidentially there is nothing like it. Put the credit where it belongs, J. M.—that's the wife.

"Skeeter" Byrd, not the admiral, the Yard Foreman at Toluca Yards, is working in place of Jack Hawk who is home with the flu. Wants to announce that he too played with our old time quartet. Some claim he played the trombone. No wonder we couldn't see him, he is renewing old acquaintances at the Hill Street Station, and boys do be sure that you hear him whistle when he uncouples cars for he might disappear up a brake pipe.

Just discovered the best dressed man at the Subway Terminal. None other than Doc Holder, our night Passenger Director. Doc feels and acts just like any young man and does he know how to play pinochle?

Just off the press. B. V. Williams bid in run 65 again. He is on his yearly tour of visiting his many friends among our patrons. I. R. is just watching his chance of getting back with him again. Friends of years standing. Practice safety first at all times.

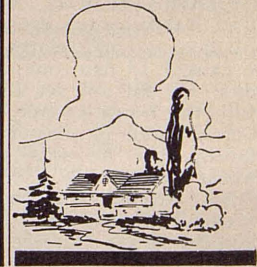
MOTOR TRANSIT COMPANY
By Ivan Erhardt

Among the operators: Riley Peterkin has taken further leave of absence without protest from the extra board. Earl Crawley recently resigned, as did Arnold Evans, the latter going to Union Pacific Stages. Clyde Pearson wishes to know why his name has never shown up in this column; we haven't found the answer to this one. We could reserve a little space for Ronald Sype with a story about an old alarm clock, but there would be lack of appeal and others might catch on. Errley Byrd prefers cigars to the movies, but Bill Tribble, who doesn't smoke, gives his cigars to the hired man. Finis Brown, who has long occupied the driver's seat on the Sunland Line and in a most consistent manner, is now on leave learning the law through the medium of police school; we expect to see Finis in a uniform of the L. A. Police Department soon and we wish him success. Operator and Mrs. W. E. Putman are enjoying the company of a new baby girl; we congratulate them. Another Operator who seems to keep out of this column successfully is Leland Radcliffe, Little Man, What Now.

The man who spells Garey Avenue in Pomona as "G-e-a-r-y" is not gone, nor forgotten. Speaking of Pomona, we have the following items from Agent Turner: Operator Ralph Shaw is the proud owner of a Model "T" Ford of 1925 vintage. Ralph has been observed shining up the right front fender and contends that it will do the dusty road between Ontario and Pomona in five minutes flat. What would it do if he shined all of the fenders?

A lady patron has inquired from our ticket office as to what the weather will be in the middle west in about four weeks. (Why didn't you tell her, Mr. Turner, that it would be very dusty). This lady had some friends driving out and she desired to give them the low down. Not even a prospective bus passenger. Understand that Agent McDonald is worried as to who will protect him at the Fair Grounds this fall as "Bugger" Evans has left us. Don't worry, Mac, we may be able to get two-gun Shively. A fair young lady drove in from Chino for an express package from our depot, parking her car two blocks away and after being requested to drive into the station, she wanted to know if the package could be carried by our genial Mr. Potter to the car. Was Mr. Potter's face red?

From correspondent Puffer of San



Bernardino we read: Chief mechanic Walt Randig went deep sea fishing a few days ago and relates the story that he caught 15 fish, out of the live bait cans—we did not see the fish. Shorty Hall, the house-keeper at the Randig Ranch, came limping in a while ago stating that he was the victim of "house-maids knee". Will some one please explain this malady to us. "Heavy" Mason, one of the foremost skippers on the Eastern Division, says he don't mind hauling laundry, but when he is on the laundry run he would like to have not more than two 10 pound bundles. Will some one please take this matter up with the Bull of the Woods (The rascal means me). Since the leaves have turned green our friend Mr. Reese has begun kicking high, wonder why? Our Agent, Mr. Patterson, has been observed on several occasions lately staring out of the window and ever so often jerking his head to one side and the other. Do you suppose he had a 10 or 12 pound trout hooked? It is not serious for he has not fallen from his chair as yet. (No doubt Mr. Patterson will request Mr. Puffer to confide his news items to other interests in the future). We have heard it rumored that the Eastern Division was soon to receive some new pusher type buses, will some one please ease our minds with a confirmation or denial? (Let this rumor be gone with the wind, also).

Mr. Creamer of the Los Angeles Ticket Office is responsible for the following items:

Spring Fever and Vacation Days are here again! Harper, Shop Foreman, is getting ready for a trout fishing trip about May 1st and it is reported that Star Operator Sommerville is to accompany him. Some of the markets should stock up in a goodly supply of trout just in case—

Dock Beckett can be seen at tea-time resting in the luxury of one of our coaches and giving "those concerned" the "remember whens?"

"I bring thee roses!"—a new theme song for Geo. Jehl, Agent. We'd like to be out at George's estate in the Oakmont hills watching him get in his morning exercise, climbing the rose bush for those "rose buds" that all the Ticket Clerks wear daily. One exception—CHEF Strong, who put thumbs down on the offering (thumbs down on future cakes it seems too). Anyway, Strong, we know you're out for gardening and are planting rose bushes!

Walt Rorick, Ticket Clerk, made a hurried trip to San Francisco traveling by Greyhound. Reports a dandy trip. Took in all the sights including the new bridge, but slept all the way home.

One should really get a slant at our new muzzled pair of car cleaners. They're plenty proud of the new gadgets that keep out the germs, and from inspection of same, they're just the thing. Manuel Rankin, car cleaner, is the proud "papa" of a baby boy some two weeks ago. Ira Junkins, our Janitor "Handy man"—going into a trance! Left the depot the other day with his "red cap" on and his overcoat instead of grabbing the new fedora. Didn't notice it until he was several blocks away.

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"Pat" Burns is planning a leave of absence effective May 1st, and by this time he will be "gone with the wind". May 12th, marks the tie-up of interests. "Bon Voyage" for the time, Pat, and "welcome" on the mat when you return!

Here's one for the "Vox Pox" by one of the would-be patrons of our service! Rorick slumped at the lady's questioning or was it "third degree" means?

Lady: "How far are the springs from Santa Fe Springs?"

Clerk: "What springs, lady?"

Lady: "Why, Santa Fe Springs, of course!"

Clerk: "Madam, there are no springs at Santa Fe Springs!"

Lady: "Oh yes, there is!"

Clerk: "Well, if there are any springs there, I certainly don't know of them."

Lady: "Why do they call it Santa Fe Springs if there are no springs there?" "Why don't you do something about it? Why try to fool the public—(and so on until the record wore down and the machine vanished.)

ENGINEERING DEPARTMENT

By V. P. Labbe

"Bob" Humphreys, upon his return home the other night, learned that the Missus had acquired a new auto, and all that Bob would have to do was to finance it. Some guys are born lucky.

The statement in last month's column, that Bill Hibbard, one of our building engineers, should have read "budding." The contributor's poor script was to blame.

The vacation requests have been passed out, filled in, and approved. Now all we have to do is to decide

where to go and how to finance it, the latter item a mere detail, as it were.

Vacation Suggestions

Bob and Mrs. Dornor and "baby," three or four thousand mile tour in the new car.

Bob Humphreys, same as Bob D's. L. "Windy" Perry, fishing in Colorado, as usual.

Chuck Thompson, swimming in the Hasseyampa River, Arizona.

Dave "Yogi" Boyle, like the famous Garbo, will probably be "alone."

E. "Divot" Hayward, from golf course to golf course and back again.

Geo. Brown, ocean fishing, i.e., pier, surf and deep sea.

Dick Searing, the big bridges at San Francisco.

Bill Hibbard, on the beach at Balboa—many a heart flutter, girls!

Miss Sarah Shipman spent her vacation in Arizona visiting old mining towns.

Fred Linne intends to have a goat dinner—Sunday, May 14, at his home. Understand it will be open house.

S. R. Florence and Al Smith are all aglow over their three new streamlined tower trucks.

Newton High is out of the hospital and all hope to see him back on his job again—real soon.

J. W. Buchanan was laid up with the "flu" for a week, but is back and feeling his real self again.

Why is it that Ed. Hasenyager can really go to town on his bowling any time but Friday night? Ask Ed.

Donald Lewis was using a cane for several days—claims he slipped on the ramp coming to work. That's his story; let's skip it.

With the arrival of spring, L. W. Perry has begun to show a faint interest in plans for his coming vacation. Nothing definite in his mind as



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yet, you understand, just a hazy thought now and then with reference to, shall we say, a trip to Mexico City or Colorado, or perhaps the mention of a 15-inch trout in the Gunnison River. On one occasion he went so far as to casually glance over a vacation pamphlet which happened to be in the office. I have been told that he is thinking of purchasing a new Oldsmobile, but if this is true he has failed so far, to show any enthusiasm in the matter. It is too bad that he does not care to fish, for the new car and a fishing trip would make a fine combination for a vacation.

I wish to take this opportunity to assure all automobile dealers that they may accept Mr. Perry's signed contract with the greatest of confidence in view of his faithful performance in connection with a football contract that he made last fall with his co-workers. For the sake of Mrs. Perry, we hope he gives up all thought of his Mexico City trip, where he could mingle with the peons and gorge on frijoles, since she would prefer to go elsewhere.

Bill of Sale

I, the undersigned, SAMUEL R. FLORENCE—being of sound mind, and not acting under fear, undue influence or threats from a superior officer or any other person whatsoever, and having fully and fairly considered and determined of this my free and voluntary act, and for a full and adequate consideration (paid twice) do by these presents convey, surrender, grant, deed, devise, bequeath and forever quitclaim unto MILO C. HALSEY that certain clock of unknown make and of banjo type, questionable value and mechanical condition.

TO HAVE AND TO HOLD the same to said Milo C. Halsey, his successors, executor, administrator and assigns forever, and I do for myself, my heirs, executors and administrators and any one else whom I may have promised or given said property, covenant and agree to and with said Milo C. Halsey, his successors, executors, administrators and assigns to warrant said title to said property, and to defend the same against any and all claims of any person or persons whomsoever, and wherever located, who may lawfully or otherwise claim or make claim to said property.

AND I HEREBY withdraw, revoke, annul and cancel any and all prior promises to give, bequeath, devise or otherwise deliver said property to any person whatsoever, and hereby certify that any person who may make claim to said property does so knowing that until the execution of this solemn instrument I reserved my rights under the privileges so long enjoyed by the American Indian.

TORRANCE SHOPS
Willis M. Brooks

Few of us realize the strength of the rip tides and undertows that are a lurking danger for bathers during the spring season.

Howard Clark of the Machine Shop

has reason to remember them well. Sunday, April 18, while bathing at Long Beach, he saw a young girl struggling in deep water, rather too far out for safety.

Swimming rapidly to her he found himself in the clutches of a rip tide. He had, however, reached the girl and getting a firm hold on her he turned and fought his way toward shore. For a time it was a fifty-fifty shot whether the rip would get them both or not, but when nearly exhausted he reached shallow water and succeeded in bringing the girl safely to the beach.

All honor to Howard R. Clark for saving a human life.

Incidentally, Howard is building a new home in that most beautiful and enticing suburb of Los Angeles, the city of Torrance.

John McEwing of the Blacksmith Shop is touring the State with his sister and showing her the many points of interest in California.

Joe Hughes of the Tin Shop is on a 90 day leave of absence.

Albert Handel of the Carpenter Shop started April 26 for his old home in England where he hopes to renew youthful acquaintances.

Also Mrs. Ada Arthur is planning a visit to her old home in the Isle of Man which she has not visited for many many years.

We are glad to report that August Vautrin is recovering from a serious operation performed by Dr. Weber.

A demand for freight equipment has necessitated a crew of men working exclusively on freight equipment at Torrance Shops.

It is our sad duty to report the death of Mrs. George Reynard, wife of George Reynard of the Paint Shop. Our sympathy is expressed for the bereaved family.

Congratulations to Ethel Litch of the Coil Taping Department on the occasion of her recent birthday. The coil taping room was gaily decorated by the floral tributes of her many friends.

Vincent McGinnis is in New Orleans, having been called there by the serious sickness of his sister.

LONG BEACH TERMINAL
C. L. Cottingham

The Navy shoved off and the Harbor looks quite bare and we miss the sailors, especially on Wednesday, Saturday and Sunday. We find that it has quite an effect on our pay checks.

We have a number of new men with us now transferred from 6th & Main: F. C. Potter, W. C. Hunter, C. O. Stout, G. W. Woodruff, H. P. Erlenmeyer, I. C. Nelson, R. W. McWhirter, G. E. Ball and C. K. Johnston. Boys, you are all welcome to Long Beach.

Conductor R. C. Dyson received word of the death, at Tacoma, Washington, of his sister, Mrs. Violet Harth, on April 16. Mr. Harth is a dispatcher on the No. Pacific Ry, at Tacoma, Washington.

E. E. Offerle, father-in-law of Motorman H. B. Musselman, passed away at his home in Belmont Shore, and was laid to rest March 31.

Conductors Eddie Griffin and W. L. Carson have been o.k.'d in freight and are now swinging the electric lantern on their new jobs.

Conductor W. L. Renfrow, who has

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been unable to shake off a cold while on the job, has taken a week off and is spending the time on the desert near Victorville. We all hope he comes back feeling much better.

Trainmaster A. O. Williams and wife returned from Elsinore, where they spent a few days. Mr. Williams enjoyed several of the sulphur baths and says he feels much better. We all agree he looks better and is in much better humor, so we know and are glad that it did him a lot of good.

Mrs. R. W. Cooper, wife of Conductor Cooper, just returned from a two weeks' rest at Palm Springs and is feeling much improved.

J. M. Crockett, who has been in Long Beach for some time visiting his daughter, Mrs. W. W. Bowers of Pacific Electric Service, passed away. Mrs. Bowers took the remains to Watson, Mo., where he was laid to rest in the family cemetery.

L. Annis, who was a conductor here in 1930 and 1931, is now breaking in as Ticket Clerk.

M. E. Aduddell has been off duty for several days, due to a sprained ankle. He is back on the job now and other than being a little lop-sided, is coming along fine.

We have the 20-minute service back on the Main Line, and in addition, three Express Trains out of Long Beach at 7:14, 7:39 and 8:04 a.m., followed by a Limited.

Express trains make one stop North Long Beach to Los Angeles, at Vernon Ave.

Out of Los Angeles in the evening, Express trains leave at 5:45, 5:05 and 5:15 p.m., followed by a Limited.

Our Company is receiving many compliments on this service and it is to be hoped that business will warrant more Express trains.

PASADENA TERMINAL NOTES

By L. (Tony) Tonopolsky

The vacation season made its debut in Pasadena the early part of April. Motorman and Mrs. Grunwald opened the season with a sightseeing motor trip through the south and visiting relatives in Texas. Mrs. Grunwald enjoyed the trip very much, Grunwald doing the driving.

Conductor and Mrs. Fred Miller, accompanied by Fred's eighty-year-old father, recently returned from a tour of the east, visiting different cities of their childhoods.

Some people are lucky in love, others in sweepstakes, but Joe Horne has been lucky in both. He was secretly married several months ago, which will be a surprise to a number of his friends. Congratulations are in order and we wish everything good for the happy couple.

Terminal Foreman Van Fleet was on leave of absence, due to the serious illness of his wife, who is now confined in Alhambra hospital. Mrs. Van Fleet is showing slow, but steady improvement. All sincerely hope for a speedy and complete recovery.

After fully recovering from a month's illness, Mrs. C. H. Harris had a setback due to the loss of her

mother early in April. We all extend our deepest sympathy to the bereaved family. Incidentally, Mrs. Harris recently moved from one extreme to another. Having leased her beach home for the summer, she now lives at the foot of Mt. Wilson in the city of Sierra Madre.

The sick list in Pasadena showed a large decrease during April and glad to report all fully recovered and back on the job.

Northern Mexico is slowly recovering from a shortage of chili beans and hot tamales, caused by a recent visit of Conductor J. Elderkin, Receiving Cashier O. L. Sweek, and his brother, Hank, to Mexicali and Encinada. The boys had a great trip, receiving the most enjoyment exchanging one dollar for three dollars and sixty cents. Not so bad.

PURCHASING DEPARTMENT By Ray Cragin

Spring has gone, the babbling brook no longer babbles, and Romance and birds have flown away together. As we size up the wreckage we find General Lee has marched through George, and the Romeo named after the Father of our country has nibbled the terra firma. George says he does not mind the competition from the General, but when the married men make Ruth's desk look like a flower garden he gave up.

John Van Der Zee says his hair is not changing color, it is just that "Brown" gets in his hair.

All the Conductors have been insisting lately that Jimmy Livermore sit in the last seat of the last car. Jimmy has taken to smoking a hod and the Conductors claim that all the passengers sing "Smoke gets in my eyes."

Miss Dorothea Beranek was a recent guest at Palm Springs. She went horseback riding, played tennis, swam

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and read "Gone with the Wind" for pastime.

Miss Ruth Batsch, our speedy "Steno," is in no hurry to wed. She says being a "Steno" and being a wife is just a matter of location. A Steno pushes the carriage back and forth all day on the typewriter, and a wife pushes a carriage back and forth all day through the house.

Archie Sharp, the "Little" Man About South Los Angeles, denies the report that he has started a bakery. He says it all started when some of the neighbors saw him in the back yard making mud pies with the other kids.

Roy Ewing has been elected President of the Student Body of the Venice Evening High School and Delegate to the Board of Governors of the Student Body Council of the City of Los Angeles.

Floyd Gill came to work last Mon-

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day morning in a terrible mood. Sunday he had been up on the Ridge Route picking wild flowers. A near-sighted old ady took him for a wild flower and that was too much.

Hugh Cain says you have to work in the Stationery Store to appreciate the weather reports in the newspapers.

The following news items come from the Torrance Store.

We are sorry to report the death of George Lucas, who passed away on April 6. Mr. Lucas had been off sick for several months. George was with the Company for several years and we will all miss him. Our sympathy to Mrs. Lucas and Ronald.

Fred Hopkins, that public spirited young man, has been elected President of the Torrance Stamp Club. Fred reports that on April 16 they had a meeting of the Pre-cancel Club in the new City Library. It was attended by forty members, some coming as far North as Ventura and South as far as Santa Ana. Fred said he got his experience in stamps playing postoffice in his late teens in the New England States. The Club meets on the 1st and 3rd Tuesday of the month.

Tom Wilkes is just boiling over with good health. Boils under his arms and other places.

"One Round Reiber" is following a pair of new specs around. Eddie says they are needed to read Bill Jolley's receipts, but Bill says it is those young things on the streets of Compton.

A. Nicholas has gained six pounds since moving to Torrance. Must be that Torrance climate, or maybe it's from inhaling that fog.

J. Wageley and Burt Ordway now have an Archers Club and are now seen daily at their art. After a little practice they figure on a trip into the Torrance Mountains.

We will admit that the Big Bill Passer and Receipt Checker in the Purchasing Department is a good columnist, but when it comes to pulling weeds and cleaning up the back yard in general, we understand from the "Little Blonde" that he is a complete wash-out.

Anyone who can spare the time to cut down said weeds so that the clothes line may at least be located, call at 15521 Ainsworth Street, Gardena, Calif. P.W.A. project No. 987654321.

MACY STREET TERMINAL
By Chet Collins

Conductor L. T. McCabe has taken a leave of absence to go to Illinois to settle an estate. He expects that it will take several months to get the estate adjusted to his satisfaction. We all hope that dame fortune smiles on him.

Conductor L. I. Dennison went to Texas during the early part of April, where his mother was critically ill. We hope that all went well and that she has fully recovered.

C. H. Killgore recently went to El Paso, Texas, where his mother was

ill. He has brought her back to California with him in order that she may benefit and enjoy the salubrious California sunshine and air.

Conductor A. E. Spohn brought back his family with him when he made his trip East last month. He expects to keep them here and has moved into larger quarters.

Conductor P. N. McCafferty has taken a year leave of absence and has gone to work for the Government Customs Department where he will be on the watch for those of us who visit foreign lands, to see that we don't have too much up our sleeves. The best of luck to you, Mac.

Motorman W. J. Anderson has now bid back to Macy Street and W. W. Wherry has transferred to Pasadena where we wish him all kinds of success.

Conductor H. K. Riordan has taken a six month leave of absence during which he will rest in Canada. His health has been poor for some time.

Conductor H. Wiser will be on leave from May 9 to 15 when he will be attending a convention in Sacramento.

Arthur Kraft has now become a full fledged fireman, having passed the preliminary training period. We know that the firemen have a good man in Arthur.

Conductor P. A. Schultz has taken a three month leave and is planning to complete his college work at U.S.C. Good luck, Schultz.

Conductor B. M. Bowman recently spent an anxious week when his boy was taken to the hospital for an operation. Many friends hope for a speedy recovery.

Most sincere sympathy is extended to Mrs. J. R. Walden, whose husband passed away recently. Services were held Monday afternoon, April 19, and he was laid to rest in San Gabriel. Motorman Walden was known, respected and esteemed by all who knew him.

Sincere condolence is extended to Motorman B. S. White in the loss of his wife April 23.

SAN BERNARDINO DISTRICT

By B. G. Jones

The P. E. Club dance held Thursday, April 22, was enjoyed very much by a large gathering of employees and their invited guests. As usual, Mr. Vickrey, Manager of the P. E. Club, was on hand and directed the affair in a very congenial and competent manner. Many nice comments have been forthcoming from both employees and their guests in regard to the fine music rendered under the direction of Flo Kendrick.

A. R. Wilson, Ticket Clerk at San Bernardino, has taken a similar position with the Southern Pacific at Hollywood and is very much pleased with his new job. Mr. Wilson has been connected with the San Bernardino office for the past eight years and while in this territory has made a host of friends who sincerely regret his leaving, but wish him success and continued promotion. V. C. Bowers, formerly of Subway Terminal, Los Angeles, has been assigned to the San Bernardino office.

With the advent of spring the gypsy is now beginning to show up in many of the boys. The first to leave on their vacations are L. M. Hatch and R. J. Dusan. Together with their families they are leaving on May 12 for the east by rail.

V. A. Morgan who, for the past several months, has been confined to the California Lutheran Hospital, is now recuperating at his home at Riverside and is getting along as well as can be expected. We all hope it will not be long before Virgil is back on the job again.

Brakeman Fred Sauerwein, along with his many other talents, has now developed into a first class amateur cameraman. Fred has a new moving picture camera and has been taking shots of his new baby. These pictures are doubly interesting, due to the fact the little tot weighed only one pound and fourteen ounces when born and it is truly amazing to watch her development on the screen. Also, Fred

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has some very good scenes taken on a recent trip to Odessa Canyon which were shown at a party given recently at the Sauerwein home.

May 1st marked the beginning of the extended service to 34th street on the Colton-San Bernardino Line. If inquirers are any gauge of prospective business, the outlook is very bright on this line, due to the fact phone and personal calls in regard to effective date of this service have been extremely numerous.

ACCOUNTING DEPARTMENT Geo. Perry

It may possibly have been the nearness of her desk to that of our horticultural expert, Earle Moyer—who knows?. Nevertheless Ethel Caruthers was presented with a white ribbon as a special award for her beautiful entry of sweet peas in the El Monte Women's Club Flower Show. Congratulations E. C.!

It is a pleasure to report that the wife of our co-worker George Watson is recovering steadily from the serious operation, which she recently underwent. If the combined good wishes of the many of us who know Lucille have any power at all we feel sure her recovery will be a speedy and complete one.

May we have the pleasure of introducing to you our new junior clerk (office boy to you). He is Leo Vidal—and now Leo meet the gang and we hope you are not disappointed.

W. S. H. Weeks is looking rather fatigued and we know it is not from carrying around those extra initials. It appears that Mrs. Weeks wanted some painting done and a houseful of furniture moved, which is the same as saying—"Winfield did just that."

These are great days at the Hinkle's since Tommy got his great Dane puppy. It's a fair size dog now and no one knows just how large it will finally be. They are teaching it tricks at present and the hardest one for it to learn is that all sanitary activities should be confined to the yard and not the rug in the living room. Incidentally, the puppy's name is Scarlet O'Hara of—"Gone with the Wind" fame.

FOUND—1 Bar Pin—Owner may have same by calling at the record room. Due to the value of the pin it must be positively identified before it will be released. (Estimated value not over 15c—Ed.)

Our under cover operative in the Timekeeping Bureau reports a very pretty diamond ring on the hand of May Chisholm, which we understand is a birthday present, but is it also an engagement ring? Your guess is as good as ours.

Charles English hits the headlines in a big way this month, with the following:

1. There's a new kid at the English home, which got Charles out of bed at an early morning hour recently with its crying. It was out in the rain. Charles, in slippers and bathrobe dashed out into the yard and carried it into the house where it was

made comfortable for the night. Of course you know a "kid" is a young goat.

2. A large red rose has been seen entering the office for several mornings—protruding from the lapel of Charlie's coat, signifying that his flower garden (a very nice one too) is in full bloom.

3. Last, but not least, Charles had his other tonsil out and is back at work feeling fine.

Our friend, Anna B. Smith is still at the California-Lutheran Hospital and latest reports are that she is improving. We know that Anna will receive the very best of care and service at this hospital as your correspondent was there for a few days not long ago and cannot miss this opportunity to sing high praise for the wonderful treatment received.

Of late there has been in the back hallway various piles of lumber, pipe, scrap lighting fixtures, etc., but no one to our knowledge has stumbled or bumped into any of these. We wonder what thoughts rushed through the mind of our friend Allen Hanna as he picked himself off the floor near one of these piles after having stumbled over (of all things) a burnt match stick; and was his hair red!

We were sorry to learn that the hurried trip to St. Louis by Mildred Upmeyer was occasioned by the critical illness of her brother, who lives in that city. We hope conditions will change for the better before she arrives.

Vacations

Helen Bettis—At home and Catalina. (P. S.—She was nearly marooned on the Island by the threatened strike of seamen on the Catalina boats.)

Alice Elliott—At home.

Vera List—At home.

Esther Craig and Lois Brown—are on vacation together in San Francisco. Both were very disappointed when they found the Daylight Limited did not run at night, when they wanted to leave.

Harriet Barnes—P. E. Camp, (P. S. the Camp is a swell place for you and you and you to spend that vacation.)

Irene Hurlbut—At home.

Ruth Altpeter—Chicago, Ill.

OCEAN PARK CAR HOUSE By W. P. Williams

We are glad to report that Conductor John Daly is well on the road to recovery and will soon be back.

Motorman Dave Hepler has left the hospital and is convalescing at home. We hope for his speedy return and miss his special whistle on the Venice Short Line.

Conductor Cassels wears an expression these days that seems to say, "God's in His heaven, all's well with the world." It seems the boy is soon to join the ranks of the benedicts.

The big heavyweight bout between Pat Garrison and Carl Wright has been postponed for a few weeks. It appears that Carl, who has been so

busy with his many other activities, has asked for more time to get in condition.

Motorman J. E. Robertson is doing splendid work in the Venice District interesting young boys in baseball. He

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has equipped a baseball ground at Walgrove Avenue and Preston Way in Venice, and any Saturday or Sunday you can see between fifty and sixty boys really playing ball. It has been my privilege to see some of these games and the youngsters thoroughly enjoy them and take the game seriously. Motorman Robertson is to be commended for the fine work he is doing.

At Santa Monica Station where Mrs. Cowie so ably looks after the needs of the Trainmen, her assistant on the day shift, known to everybody as "June," is a real asset to the establishment. If you should happen to feel "grouchy" when you go in there after June has waited on you, you will go out thinking that this isn't such a bad world after all. Long may she be with us.

**6th & MAIN TERMINAL
Leo Goodman**

We were happy to have had some welcome visitors this last month. Ted Andrews, former Conductor, now Brakeman with the Southern Pacific Company, paid a visit to his many friends here. Also P. G. Hunter, retired Conductor, was a pleasant visitor.

F. E. Cornwell, on sick leave, spent an afternoon at the Terminal.

Galen E. Ball, looking like a new man, returned to work after 44 days on sick leave.

H. M. Coon is back on his run after an operation for appendicitis. He has been away since December 21, having a hard siege.

J. F. Mallory is home after his operation and is doing well, we are glad to report.

Henry Packard is taking an extended sick leave. While he is away Mr. Nichols of the North District will act in his stead.

Dame Rumor has it that Clyde E. Young is a victim of Cupid. We would like to be put right, Clyde.

A. J. Wells is back on the job; looks pretty pert since his return to work. He was away quite a while on sick leave.

After several months illness, Herbert E. Taylor, Motorman, passed away on March 31, 1937. We wish to express our sympathy to Mrs. Taylor and family in their sad loss.

Geo. W. Nisbet has taken a 90-day leave to visit his old home, Arkansas.
From Death's Cook Book

Take one reckless natural born fool, three drinks of bad liquor and a fast, high powered car. Soak the fool in liquor, place in the car and let him go. After due time remove from the wreckage, place in a black satin lined box and garnish with flowers. "The Railway Clerk."

**WEST HOLLYWOOD
By G. R. Stevens**

Motorman E. C. Coulson of West Hollywood was called east on account of his father's illness, as was also, Motorman H. S. Watson called away



"Did you pass your exam?"
"Well, it was like this—you see—"
"Shake! Neither did I."

Young Man! Say it with flowers—
or fruit!—Notice in Florist's Window.
With anything, in fact, but ink.—

The candidate for the police force
was being questioned.

"If you were by yourself in a police
car and were pursued by a desperate
gang of criminals in another car doing
forty miles an hour, what would you
do?"

"Fifty," was the prompt response.

only recently on account of serious
family sickness.

Conductor V. L. Webb is on the sick
list with flu. We are glad to report
he is improving rapidly.

Motorman W. E. Mohan took a
couple of days off last week. All are
wondering where he went. You can't
tell, Spring is here because Motorman
J. F. Hatton wears a flower in his but-
ton hole, in fact he wears one all the
time.

We noticed in the last issue of this
magazine that A. J. Speak had a fine
record for missing out. There is a
certain bus drives in West Hollywood,
though, that can't say that.

Motorman L. W. Speak is moving
back to West Hollywood after several
years residing in Van Nuys. Welcome

The man who brags, "I run things
in my house," usually refers to the
lawn mower, washing machine, vacu-
um cleaner, baby carriage, and errands.

Woman (in crowded tram, to her
friend): "I wish that good-looking
man would give me his seat."
Five men stood up.

A motorist complains that you have
to get into the middle of intersections
to see the sign posts. On the other
hand, lots of drivers get into the
middle of the sign posts before they
see the intersection.

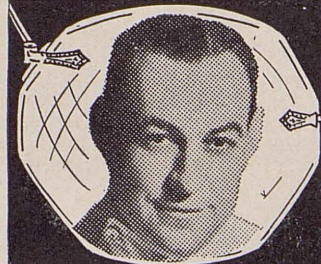
home, Mr. Speak. The boys would
like to see you knock a few more
home runs with that golf stick.

L. D. Hall, Motorman, who passed
away last month, began service with
the Pacific Electric in 1917. All who
knew Mr. Hall esteemed him most
highly and express their kindest sym-
pathy to the bereaved family.

Not a few of the boys are getting
set for fishing at P. E. Camp, and it
won't be long now. Reports have it
this season will be better than last.

We are happy to report that one of
Motorman T. Aiken's little boys was
chosen to play a junior part in "Sev-
enth Heaven". And is he a happy and
proud father!

S. J. Burdge is the proud father of
a baby girl. Congratulations, Mr. and
Mrs. Burdge.



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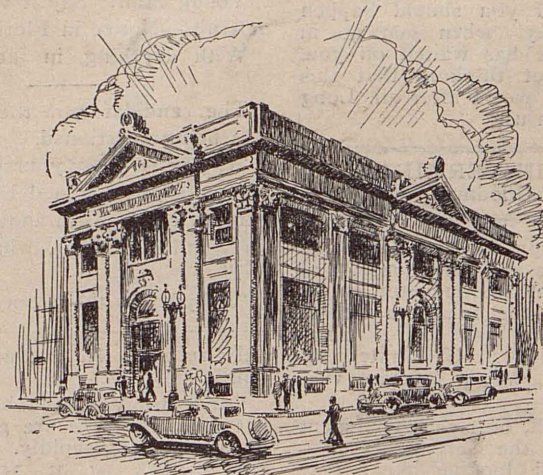
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