



PACIFIC ELECTRIC

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S. F. World's Fair is 1939 Travel Magnet

Attendance of Four Million Visitors Expected to Swell Tourist Travel. Construction Proceeding Rapidly

FOUR million visitors are expected to enter California next year, drawn by the sports and scenery that are here always and by the added lure of the 1939 Golden Gate International Exposition.

Southern California will profit by this influx too, for few, of the four million will return to their homes without spending a sizeable share of their vacation time here. Most of them will make the "loop tour," so that every part of the State will share in the benefits.

All Co-operating

All California is enthusiastic over the 1939 tourist prospect. This was demonstrated April 1, at the goodwill banquet in the Biltmore Hotel, sponsored by the L. A. Chamber of Commerce and attended by a special trainload of San Francisco Bay Region leaders. It will be proven again when a return banquet is staged in San Francisco or on Treasure Island, and there is more proof in many fields, including legislation and financial support.

The Fair will be a great show, and a great thing for all California. Compressing all the allure of the West into four hundred acres of graphic display, the 1939 Golden Gate Inter-

national Exposition, on its man-made Treasure Island in San Francisco Bay, will climax the array of fiestas everywhere that will make 1939 "the year" for westward travel.

Eleven Western States of America are sponsors of this \$50,000,000 Western World's Fair. Half the States of the Union, more than a score of foreign governments, an imposing list of American industries, already are enrolled as participants. Jointly they will present a Pageant of the Pacific in which education and entertainment will be blended.

Progress Is Theme

Progress—scientific, industrial, electrical, cultural—will be the theme of the Western World's Fair, which will be nestled between the two greatest bridges in the world. Still progress will be interpreted in a new light; that mechanical advancement gives a new leisure, which can well be spent in travel, in recreation, in the million square miles between the Rocky Mountains and the Pacific.

Striking this new note, the Golden Gate International Exposition is representative of the entire Pacific Basin. It will assemble the arts, music, the dance, industry, handicraft, entertainment, from the world; it will in-

vite the world, then, to "Be the Guest of the West in '39". With regional fiestas prevailing, all the way from Canada to Mexico, the traveler will find encouragement to "See All the West in '39".

TEN CALLED IN MARCH

The ol' Grim Reaper rampaged last month, taking from our ranks no less than ten of our comrades and the wives of two.

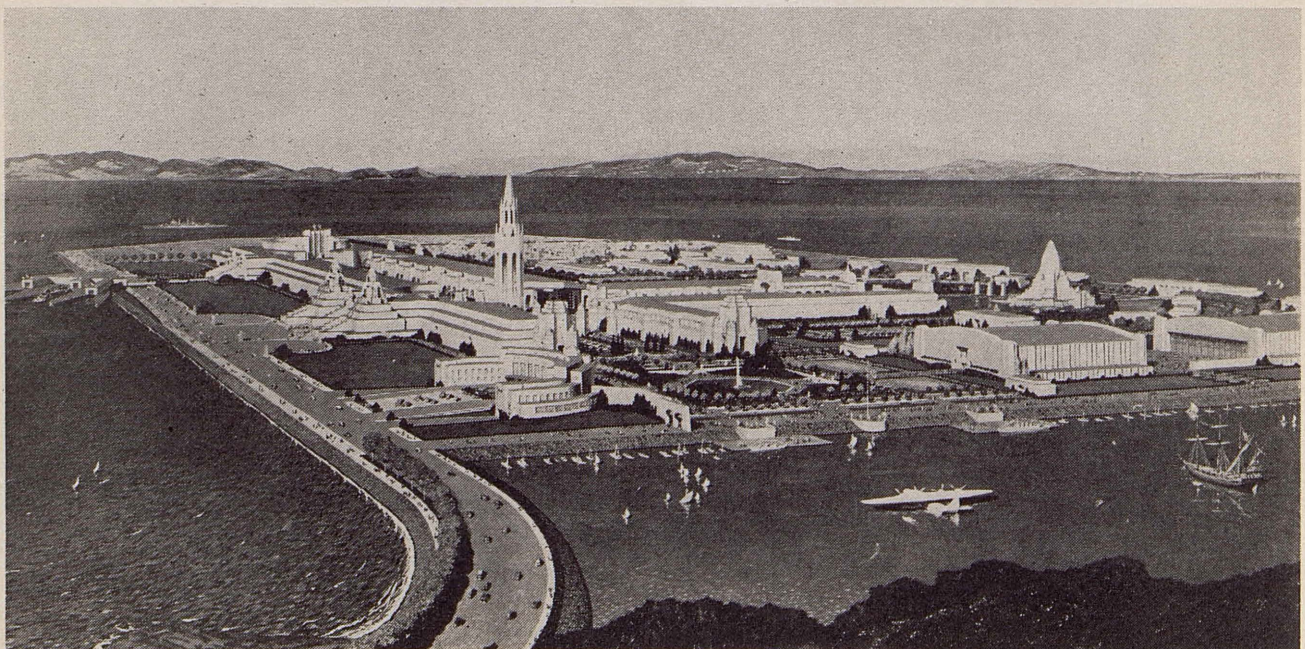
Those whom death called were:

Saml. R. Florence; Engr. of Signals; Oren Howard, Jas. G. Clark, Jas. E. Dixon, T. J. Galahan, B. R. Singletary and Jas. H. Goldsworthy, all retired; C. R. Smith, Chief Special Agent; Jas. E. Kindall, Motorman and Lindsay Britt, Brakeman. Leona Britt and Elsie B. Hillier, wives respectively of Lindsay Britt, Transportation and Harry F. Hillier, Mechanical Departments, were also among the month's leave taking. All were members of the Mortuary and Wives Death Benefit Fund plans.

To the saddened relatives and employee mass extend its kindest sympathy.

Laziness travels so slowly Poverty soon overtakes him. —Franklin

"The time to make friends is before you need them."



Official view of the Golden State International Exposition, as it will appear from February 18th to December 2nd, 1939, on its 400-acre Treasure Island in San Francisco Bay. Left foreground is the 110-foot causeway that links the Western World's Fair with Yerba Buena Island and the S. F.-Oakland Bay Bridge.

A. T. Mercier Advances

NEWS of the appointment of A. T. Mercier as Vice President of the Southern Pacific Company, effective April 1st, was greeted with keen pleasure by his many friends within the ranks. Having started his auspicious railroad career modestly in



Los Angeles and returning in July, 1929 as our Vice President & General Manager, Mr. Mercier is well known in local railroad circles. His advancement to the high post assigned him comes as a due reward for his

long trail of noteworthy achievements. Starting his life's work with the Southern Pacific, following his graduation in engineering at Tulane University, as a transitman and roadmaster's clerk in Los Angeles, Mr. Mercier's entire career has been with our parent company. After his early advancements, his first major assignment was during 1906 and 1907 when he was chosen Asst. Engineer on reconstruction work in the Colorado River district.

Early Success

His fine success in this marked him as good timber and in the years that followed he was named to posts of increasing responsibility, both in constructing and operation. In 1921 he was selected as General Manager of the San Diego & Arizona R. R., President in 1927, and Vice President & General Manager of our Company in July, 1929. He remained with our Company until March 1933, when he was advanced to General Manager of the Southern Pacific, and now to even greater responsibilities as Vice President of the Southern Pacific, where he will assist in the duties of the office of the President, with headquarters in San Francisco.

Congratulations and well-wishes, Mr. Mercier, from your legion of friends within our ranks.

The family and a guest sat down at the table. "Susie," said her mother, "why didn't you put a knife and fork at Mr. Pimpernikle's place?"

"I didn't think he needed 'em," she replied, "cause you said he eats like a horse."

Storm Damage Takes Large Toll Throughout System

By J. R. Schaeffe

HEAVY continued rains between March 1st and 5th caused possibly the severest damage ever suffered by our railway.

The storm was no respecter of persons or property, and in common with all other public utilities in this district, we suffered heavily—probably to the extent of \$250,000. In addition there was a tremendous loss of revenue due to curtailment and disturbance of our various service.

The lines of the San Fernando Valley and the Northern and Eastern Districts suffered the heaviest and most extensive damage.

In the San Fernando Valley, both approaches of the bridge over the L. A. River at Los Nogales were washed away; also at the crossing of the Tujunga Wash at Rio Vista. Just west of No. Hollywood, bridges of the P. E. and S. P. were washed out for a distance of about 150 ft. Near Pacoima Ave., Van Nuys Line, about 1800 ft. of our track was destroyed and deposited in an adjoining field. Near Kester Jct., both P. E. and S. P. trestles were damaged. Much trackage through Van Nuys was covered with mud and silt. North of Van Nuys and elsewhere, there were many places where track and roadbeds were destroyed.

Still Out

All San Fernando Valley damage has been repaired, except the north end of the bridge at Rio Vista and the bridges between North Hollywood and Kester. Work of repairs is progressing, but it is uncertain just when service will be resumed.

On the San Bernardino Line, tracks and roadbed were washed out at Valley Junction, Rosemead, Niobe, also in the vicinity of Irwindale, Montello, Grapeland, Etiwanda, Sansevain and Lytle Creek, San Bernardino. Also, bridges over the Lexington Wash at El Monte and over the San Gabriel River, east of El Monte, were damaged.

At Claremont, for a distance of about 3500 ft. track and roadbed was covered with assorted debris, to a depth of about 18 inches. East of Claremont, at San Antonio Wash, about 400 ft. of track and roadbed washed away to an average depth of 4 ft.

At cut, known as Bench, entering

Our New Signal Head

PLEASING, because the reward was well merited, announcement of the appointment of A. O. Smith to the post of Signal Engineer, succeeding S. R. Florence, deceased, was gladly received throughout our ranks last month.



Having devoted practically all his working years to the construction and maintenance of signals and interlocking plants on railroad systems, Mr. Smith's selection to the important phase of our rail operation assures the

continued high standard we enjoyed during Mr. Florence's regime.

Wide Experience

Mr. Smith brings to the post broad experience gained during a lengthy employment with the Philadelphia Rapid Transit, a pioneer, and always a leader in introducing the best, most modern and effective in signal developments.

Employed by our Company in August, 1929, as a Wireman, he proved his mettle and soon was placed in charge of bonding and welding. Subsequently he was advanced to General Foreman of Signals, and later worked with Mr. Florence in reorganizing the Telephone Department, when it was combined with Signal Department. Capable in each post to which he was assigned, in April, 1935, Mr. Smith was advanced to Asst. Engineer of Signals and Overhead Lines, which rank he held just prior to his new responsibility.

His many friends wish him the fine success they are certain he will achieve.

San Bernardino, about 2000 cubic yards of earth washed from an adjoining orange grove into the cut and over the track. At crossing of Lytle Creek, flood water left channel and washed out about 100 ft. of track and roadbed. Damage has been temporarily repaired and service restored.

Between San Bernardino and Redlands, both approaches to our bridge over the Santa Ana River were destroyed, consisting of about 1000 ft. of roadbed on the north end and 200

ft. on south end. Temporary repairs have been made.

Between Rialto and Riverside, bridge over the Santa Ana River was very badly damaged and is being repaired by the Union Pacific, who own and maintain this line. Service still unrestored.

Between San Bernardino-Colton-Riverside and Corona, considerable damage occurred at the crossing at Lytle Creek, La Cadena Wash, Santa Ana River and crossing at Temescal Wash, near Corona. Just south of San Bernardino, Lytle Creek left its channel and spread over a very wide area, damaging a portion of the San Bernardino freight yard, the Mexican Camp and the Gilmore Oil Co. plant. Work of restoring these lines is nearing completion.

Our Arrowhead Line was badly damaged near the Arrowhead substation, but was quickly repaired and line restored. The Highland Line was covered with mud and debris for about one mile out of San Bernardino. Through splendid cooperation of local authorities, this damage was immediately repaired.

Widespread Damage

On the Monrovia-Glendora Line, a steel and concrete bridge at Eaton Wash, east of San Gabriel Blvd., was entirely demolished. One bent of the bridge over Santa Anita Wash, east of Arcadia, was washed out, and three piers of concrete bridge over the San Gabriel River at Puente Largo were undermined. Four concrete arch spans were wrecked. Also, washouts occurred in the vicinity of the race track, at Greenwood, just east of Monrovia and the cut at Duarte filled with sand and gravel to a maximum depth of about 8 ft. for a distance of about 500 ft. East of Puente Largo bridge, there are two places where tracks and roadbed were washed away, one about 15 ft. deep and 70 ft. in length and the other some 45 ft. in depth and 200 ft. long. Temporary repairs have been completed.

On the Sierra Madre Line, about 30 ft. of trestle and 60 ft. of roadbed were washed away at El Rincon, the crossing of Eaton Canyon Wash. This damage has not been repaired.

On the Whittier Line, bridges were damaged at Walker, Rio Hondo and Eyer. This damage has been repaired. In addition, we have restored numerous washouts between La Habra and Yorba Linda and between La Habra and Fullerton.

Twelve More Join Pension Honor Ranks

TWELVE more employees joined the pension ranks during the first three months of this year, henceforth to enjoy the fruits of reward under the Railroad Retirement Act. Since the new pension law has been in effect a total of 142 employees have been retired.

While the leave-taking of these friends means the severing of pleasant daily association with those whom they have worked over the years, there is keen satisfaction in knowing that they retire under a most liberal compensation and that they hereafter will have the leisure to do as fancy dictates.

Their many friends join in congratulations and wish each of them health and joy.

Those retired and their years of service are noted below:

NAME—	Department	Occupation	Years of Service
Alston L. Marsh	Accounting	Mail and File Clerk	14
James W. McCown	Transportation	Conductor	29
Samuel E. Collins	Transportation	Conductor	21
Leonard D. Whittemore	Transportation	Conductor	31
George Volk	Mechanical	Carpenter	18
Lewis H. Smith	Mechanical	Carpenter	18
Otto Shackelford	Passenger Traffic	Ticket Clerk	20
James Sullivan	Engineering	Foreman	18
Jose Ruiz	Engineering	Laborer	8
Leocadio De La Rosa	Engineering	Laborer	20
Esequio Martinez	Engineering	Laborer	13
Crispin Hernandez	Engineering	Laborer	13

On the Santa Ana Line, bridges at Morton, Palo Verde and Hansen were damaged and considerable track and roadbed were washed out by the Santa Ana River overflow between Hansen and Stanton. Considerable bridge work and over 300 cars of filling material were necessary to restore to service.

On the Long Beach Line, roadbed and trestle were damaged just south of Compton, but repairs were quickly made. Between Long Beach and Wilmington, the bridge crossing flood control channel at 7th Street, was badly damaged and line is still idle. On the Torrance Line, tracks south of Hermosillo were flooded, but service was restored when waters subsided.

On the Huntington Beach Line, Santa Ana River ran wild and made a new entrance to the sea, near Gamewell and washed out some 600 ft. of our roadway. Further east at the Santa Ana River crossing, one concrete pier was washed away and pier completely disappeared, dropping one end of 60 ft. steel girder into the river. A number of bents of pile trestle approaches were also damaged.

No steps have been taken as yet to repair this damage, as it appears the new opening of the Santa Ana River

at Gamewell will close up naturally and the damage probably can be repaired by filling, rather than driving a trestle. The repairs to the El Moro bridge, must of necessity, wait until repairs are made at Gamewell, as bridge equipment cannot be handled over the line.

A NOVEL SAVING METHOD

Co-operating with educators and those in charge of child welfare, the Coast Mutual Building-Loan Association, 8th and Olive Streets, is doing its part to encourage thrift by furnishing each child with a most novel savings bank, on request.

These banks are unique in that a dime must be dropped in the bank each day in order to change the date on the calendar. Children of all ages are most fascinated by this process, and look forward to putting their dimes in the bank just to see the date change. Currency and larger coins may also be deposited.

Mothers and dads wishing to cultivate the trait of thriftiness in their children, or to aid themselves in setting aside a cash reserve, will find these banks handy and convenient. They are artistically designed in various colors and fit in with any color scheme.

CAMP READY FOR FISHERMEN

There was much activity at the Camp all during the month of February — many parties — large and small, but there was a decided "recession" in March, due to flood conditions, both in the valley and in the mountain.

There were numerous major wash-outs and slides on the high gear road, completely isolating the entire mountain region for a good portion of the month. The roads are all open now, and the trip to the Camp can be made in the normal time.

The Camp came through the storm in fine shape, the damage being less than was caused by the heavy snow the previous winter.

We are now making preparations for a big crowd the opening day of the fishing season, May 1st. We know there are plenty of big fish in the lake, as the stream up through our canyon has been full of them for the past two weeks. All that remains to be done on May 1st is for you wily fishermen to out-smart them.

April and May are delightful months in the mountains, and everything will be in full swing at the Camp during these months. Although you may be planning to spend your vacation up there this summer, if you want to have a thoroughly enjoyable week-end, I urge you to make an extra trip this spring, when special attention can be given to your entertainment.

—H. E. De Nyse,
Manager, P. E. Camp.

P. E. MASONIC PROGRAM

Next regular meeting of Pacific Electric Masonic Club will be on April 20 at 7:30 p.m. at the Pacific Electric Club.

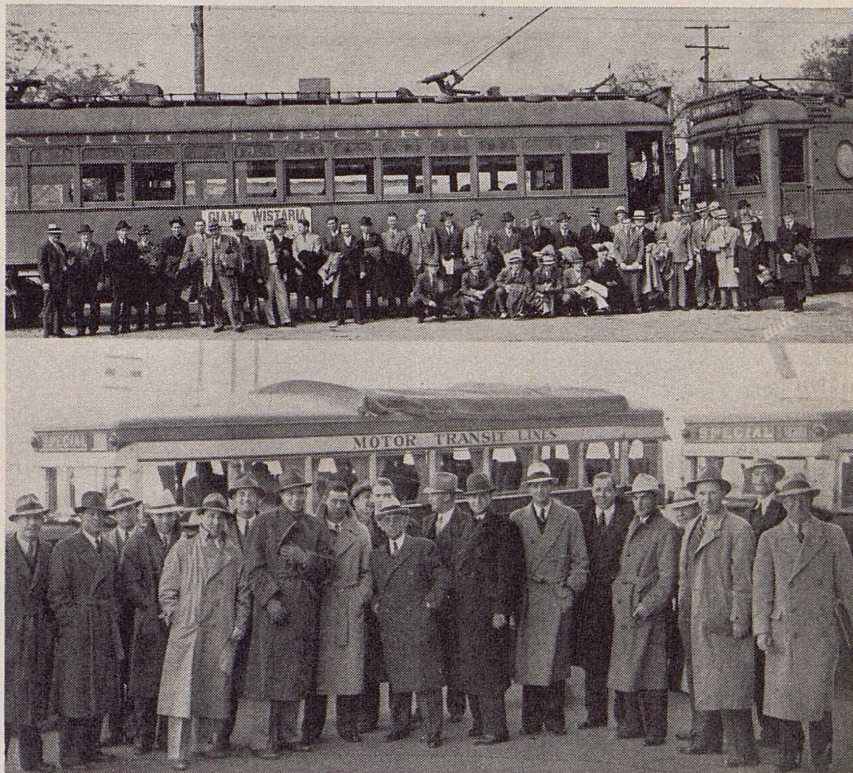
Don't forget to attend the dinner at 6:15 p.m. before the meeting. It's becoming popular. Come and join us even if you can't stay to the meeting. Later you'll find a social group assembled at the festive board. The charge is 35c, and it's a good dinner.

The annual May party, at which time we entertain the ladies, will be the main order of business, after which the entertainment committee takes over the meeting.

—E. J. A. Haysenyager,
Secretary.

A girl with cotton stockings never sees a mouse.

Ball Teams Travel Via Our Rails and Coaches



Above, Pittsburgh Pirates, and below, Chicago Cubs—National League baseball clubs, both of whom are expected to be among the leaders during the season just beginning. They are enroute to spring training games via our rails and coaches.

A SURE sign that spring is "just around the corner" occurs each mid-February with the arrival of big league and coast ball teams for opening of the training season. In addition to further publicizing the virtues of Southern California as a winter resort and putting many thousands of dollars into circulation, our railway benefits through the liberal use of trains and motor coaches in conveying the various squads about the Southland during the training games season.

Among our yearly eastern ball team visitors are the celebrated Chicago Cubs, Pittsburgh Pirates and Chicago White Sox, each club having a pre-season personnel of some 50 players and staff. The Cubs have been the most persistent visitors, this year marking their eighteenth consecutive training visit. The team conditions at Santa Catalina Island, where it enjoys a field unequalled for beauty, smoothness and facility.

Other Visitors

The Pittsburgh Pirates hie themselves to San Bernardino and are quartered in the luxurious Arrowhead Hot Springs Hotel with a playing field adjacent equipped as only big leaguers demand. The White Sox do

their early conditioning at Pasadena, with Brookside Park field the scene for preparing them to compete in the arduous season to follow.

In addition to the "big time" clubs, several of the Coast League teams train hereabouts—namely Los Angeles at Ontario; Hollywood at Santa Monica; Portland at Fullerton; Sacramento at Riverside, and Seattle at El Centro.

Following some three weeks of conditioning idle eyes and moldy muscles, the training games begin, contests being scheduled between the various visiting clubs. Our Passenger Traffic forces, weeks before the clubs assemble, contact the different managements, learn their itineraries and make arrangements to handle the clubs via rail and coach. By reason of the supervised service and good equipment furnished, our Company enjoyed this year, as in former ones, the bulk of the ball team travel business.

Two Scotchmen met on the street. The one recognized that the other was drunk, so he handed him a dollar bill and said, "Well, Sandy, here's the two dollars I owe you."

Procedure to Obtain State Unemployment Act Aid

THE State Department of Employment recently issued a bulletin outlining procedure to obtain benefits of the California Unemployment Reserve Act. Inasmuch as Company employees are contributors to this act, that there has been so little information published recently concerning it, also its general interest, we brief the highlights of interest as officially broadcast:

Every California wage-earner who, during the past two years, contributed money to the Unemployment Trust Fund may claim benefits on becoming unemployed.

To claim benefits, the Unemployment Reserves Act requires the following procedure:

1. You must be totally or partially unemployed before making a claim.
2. You must notify the office of the California State Employment Service nearest your home, preferably in person, that you are either totally or partially unemployed. The California State Employment Service will make every effort possible to find new work for those who have lost their jobs.

Must Register for Benefits

3. You must register for work and file a claim for benefits.

(You will be assisted in this procedure by an interviewer at the office of the California State Employment Service.)

4. You must certify each week that you have been partially or totally unemployed.

The first four weeks constitutes a "waiting period" during which no benefits are paid as required by law. After you have certified at the end of the fifth week that you have been totally unemployed, your first compensation check is due. It will be mailed to your home. Checks in all probability will not be mailed until the sixth or seventh week after the first claim. Certification forms after the sixth week will be received in the mail, and must be signed and filed at the office of the California State Employment Service.

An application for work must be filed with the California State Employment Service before any claim for benefits is considered.

If suitable employment is offered during the waiting period or there-

Chief Special Agent Called

LIFE'S uncertainties were most indelibly impressed last month with the sad passing of our good friend, Charles R. Smith, Chief Special Agent.

In the prime of life, radiating good health, in two short days he was



Charles R. Smith

called to his reward, the victim of double pneumonia, despite all that modern medical science could do to stay the hand that eventually calls us all. To say that his hordes of friends were shocked and deeply grieved is indeed putting it lightly.

A law enforcement officer most of his life, Mr. Smith entered the employ of this Company in April, 1922 as a Special Agent, and having demonstrated his fitness was made Chief Special Agent in July, 1933, upon the resignation of F. R. Fysh. Previous to his affiliation with this Company he had served in responsible capacities with the United Verde Copper Company at Jerome, Arizona, and with a ship yard at Oakland.

Mr. Smith was secretary of the Chief Special Agents' Association, was a member of the State Peace Officers, and Footprinters, an open group of public spirited citizens designed to encourage public aid in law enforcement.

To Mrs. Smith and the two sons who survive we extend our most sincere condolence and join with them in mourning the loss of so good a friend and so splendid a character.

after, it must be accepted or benefits will be stopped.

The State will pay compensation for total unemployment from \$7 to \$15 per week, depending on previous earnings. A chart showing total benefit amounts, based on quarterly earnings, has been mailed your employer, from which you may determine the total benefits you may receive.

The Unemployment Reserves Act requires the State to pay a claimant for partial benefits the difference between the sum to which he is entitled on total benefits, and that which he received while in partial employment.

Its Now "Adios Mt. Lowe"

THE final curtain was rung down on the Mt. Lowe Railway on April 1.

On that date, the provisions of the California Railroad Commission's decision authorizing the discontinuance of rail service and the cancellation of all fares, rules and regulations applying to and from Echo Mountain and Mt. Lowe Tavern, became effective.

Although no regular service has been operated to Mt. Lowe Tavern since the disastrous fire on September 15, 1936, which destroyed our world-famous hostelry, officially the rail line has existed until its abandonment was authorized in the Commission's recent decision. The abandonment of the Mt. Lowe property comes as a direct result of the complete destruction of Mt. Lowe Tavern and 16 adjacent cottages by a fire of unknown origin.

Decision Regretful

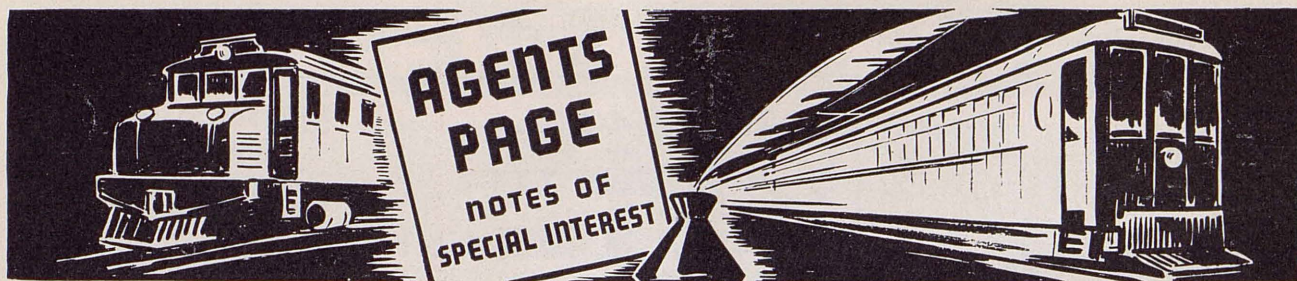
"Studies were immediately undertaken as to the advisability of rebuilding the Tavern and several plans submitted calling for various types of construction and operation," stated H. O. Marler, Passenger Traffic Manager, under whose direct supervision Mt. Lowe property had been operated in recent years. "It was with much reluctance and a feeling of deep regret on the part of the management that decision was reached that it would be inadvisable to rebuild the Tavern."

From the time the Mt. Lowe Railway was first opened to the public on July 4, 1893, after 18 months of construction work under the personal direction of Professor T. S. C. Lowe, through the years until the Tavern was destroyed by fire on September 15, 1936, the Mt. Lowe property has been one of the show places and an institution of Southern California. Known to the traveling public the world over, Mt. Lowe had listed among its famous guests Presidents, royalty and representatives of many nations and renowned personages throughout the world. In years past, a visit to Southern California implied a trip to Mt. Lowe.

But it's now "Adios, Mt. Lowe."

Young engineer: "What would you say, sir, was the greatest known water power?"

"Mature engineer: "Woman's tears, son."



Adjusted Freight Rates Are Now in Effect

Modest Increases Granted Carriers Throughout Nation
Owing to Urgent Need for Additional Revenue

By F. F. Willey,
Asst. to Frt. Traffic Manager

UNDER date of March 8, 1938, the Interstate Commerce Commission issued an order authorizing all railroads in the United States to increase the freight rates on all commodities 10%, with the exception of certain commodities, such as products of agriculture, livestock, grain, hay and straw, dairy products, and a few others on which they granted an increase of 5%.

The increases authorized by the Interstate Commerce Commission went into effect generally on all rates throughout the United States on March 28, except such rates as were increased during the latter part of 1937 under a prior order of the Interstate Commerce Commission. As to those rates which were increased under the prior order of the Commission last year, these were re-published on the original basis and the re-published rates are now subject to the five and ten per cent increase, as the case may be, authorized under the immediate order referred to above.

Realizing the urgency of the carriers' financial condition the Interstate Commerce Commission and the various State Commissions authorized the filing of what is known as a master tariff on ten days' notice to the Commissions and the public. This master tariff becomes part of each railroad's individual tariffs through the medium of publication of what is known as a link supplement. This form of publication permitted the carriers to have the increases become effective at a much sooner date than they otherwise would have under the usual routine method of publication. It is expected that as the carriers' tariffs are re-issued, of course, that the increases granted will be incorporated in the rates themselves, rather than

continuation of the master tariff.

The master tariff increases the charges, not only for the usual transportation service, but increases all other incidental charges such as c. o. d. charges, demurrage, diversion, switching, transit, and numerous other miscellaneous services on which the miscellaneous allowance was likewise 10%.

Prior to the issuance of the order by the Interstate Commerce Commission, hearings were held in Washington, D. C., Atlanta, Chicago, El Paso, Los Angeles, New Orleans, Portland and Salt Lake City. While some shippers protested the granting of the increases, business generally recognized the extremely critical financial condition of the carriers and concurred in the carriers' petition for an increase in rates, so that the carriers met with perhaps less protest in this application for an increase in rates than they ever have in the past under similar revenue increase applications.

There was an enormous amount of tariff work to be accomplished, however, that has now been done and the final increases became effective on April 8.

APRIL — "PERFECT SHIPPING MONTH" THROUGHOUT U. S.

The railroads have again been requested by Shippers' Advisory Boards to co-operate in another PERFECT SHIPPING MONTH for April, 1938. Naturally, the railroads are anxious to furnish all assistance possible, since the PERFECT SHIPPING MONTH of April, 1937, resulted in considerable information being secured through shipper organizations which has been helpful to the railroads in reducing the amount of loss and damage claims

arising from insecure packing. Managements have advised the Shippers' Board that they are at liberty to call upon the carriers' representatives at any time for assistance in matters pertaining to proper packing, stowage, etc. of freight.

All railroads have for some time been continuously working to the end of preventing freight claims. However, it has only been recently that we were able to interest shippers in our problems. Shippers are now beginning to realize some of the dissatisfaction with their customers and sales losses have been due to the condition in which the freight arrived at destination, which was not chargeable to the carrier, but was due to improper packing. This is particularly true in connection with shipments of light, bulky articles, glassware, etc.

We shall appreciate it if all agents and other employees will lend any assistance possible to the receivers of freight arriving at their station in a damaged condition, not only during the PERFECT SHIPPING MONTH, but any time throughout the year.

Shows Way to Fewer Claims

A PRIZE winning article on ways and means of reducing freight claims caused by careless and improper handling of freight cars was recently broadcast by the Association of American Railroads. Because of the large annual saving and additional business that would accrue if all our freight trainmen were constantly guided by the fine suggestions made, the article is reproduced in full. Written by Thomas O'Neil, Yard Brakeman, New York Central, the prize article follows:

"In the first place, we should all realize that damaged freight, either car load or less car load, means dissatisfied customers and loss of business, which in turn affects all of us, as decreased business means loss of work for employees.

"As switchmen we can assist by observing the following:

"Keep in mind that the contents

of every car belongs to some individual or concern and handle it the same way that we would like our own freight handled.

"Have a knowledge of yard grades in yards where we are working, riding cars if necessary to prevent excessive shocks. Cars should couple not much faster than a man can walk.

"Give clear and distinct signals—crew should spread out so that engineman can clearly see signals. Use standard signals and not home made ones.

"Talk to engine crew occasionally—much good can be accomplished by proper handling of engine throttle.

"Be sure that cars are into clear before cutting off cars for other tracks. Much damage is caused by cars being cornered.

"When working with new men or men not familiar with yard, instruct them in connection with grades or other matters pertaining to careful handling of cars.

Safety Comes First

"If engineman does not act promptly when stop signal is given, do not cut cars off—better lose a minute than a carload of freight.

"When giving signals, even when kicking cars, give easy signal at first until engineman gets cars bunched.

"Engineman should insist on fireman watching for signal when switchmen are out of his vision, and when signals cannot be seen, stop at once.

"Both engineman and fireman play an important part in freight loss and damage prevention.

"Weather conditions enter into freight loss and damage prevention, as cars run differently at different seasons of the year. In bad weather it is better to take short pulls for switching so that signals can be plainly seen.

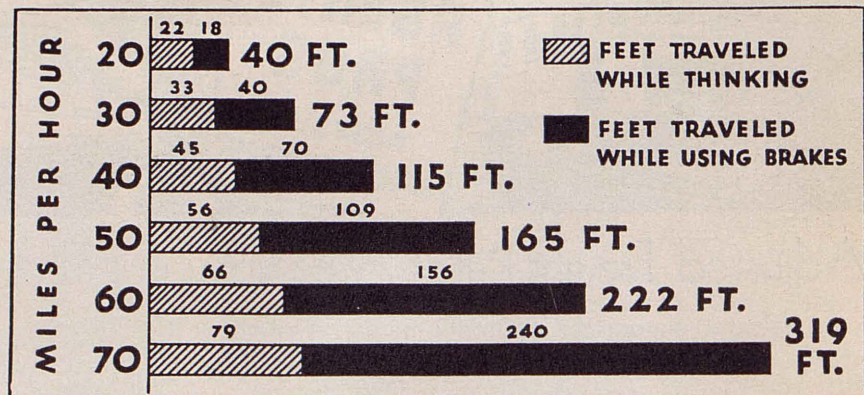
"Care should be taken to see that cars are switched on proper track the first time. Errors in switching cause rehandling. This frequently causes rough handling.

"Cars should be plainly chalked so that all members of crew can see where car is going.

"The reduction of rough handling requires intelligent cooperation between yardmasters, clerks, switchmen, engineers, and switchtenders, and frequent discussion of the subject.

"The reduction of rough handling must not be a one day job, but every day in the year, keeping it in mind

How Quickly Can Autos Stop?



The chart reproduced above graphically tells the average distance, at varying speeds, it requires a normal person to bring an efficient automobile to a complete stop.

and continually trying to do better will produce results.

Means More Jobs

"It is to our benefit to assist in this work as proper car handling means more business for our railroad. This in turn means more employment.

"In conclusion, in my opinion rough handling is caused by carelessness on the part of men doing the switching, poor judgment of speed, letting cars couple at high speeds and making no effort to stop them.

"The giving of improper signals.

"Enginemen not acting promptly on signals.

"Enginemen using too much steam before cars are bunched.

"Enginemen stopping too suddenly when stop signal is given.

"The remedy—

"Handle every car as if the lading belonged to you. You would most certainly not damage your own freight.

"Enginemen be on the job, act on signals given, use good judgment with throttle and air brake.

"If you are a careful switchman yourself, talk to the careless man, pointing out to him the results of rough handling.

"Frequent discussion of the subject while in the shanty.

"My motto would be—'Protect your freight and protect your job'."

Man (to small son of one of his workmen who has met with an accident): "When will your dad be fit for work again?"

Boy: "Can't say for certain, but it will be a long time."

Man: "What makes you think that?"

Boy: "Cause compensation's set in."

STATION FORCE CHANGES

Since Geo. Mesecar retired October 1st Sierra Madre station has been transferred four times, M. E. Gilbert having been awarded the position on bid and installed there March 22, advises F. B. Spencer, Assistant Terminal Freight Agent, in reviewing agency changes of last month. Wilmington agency made vacant by this change is now in charge of Relief Agent R. R. Corey.

Relief Agent M. A. Soper is taking a short vacation and I understand he went to San Francisco to see the big bridge.

A. E. Stempel, Agent, Fontana, is still on the sick list, T. F. Schafer, acting.

Among the Clerks, G. A. Baldwin bid in his old position at West Hollywood, displacing F. H. Bradley, who bid in at Monrovia. M. J. Davison, who was displaced as Cashier at Hollywood by J. W. Stewart, is now at Beverly Hills and G. W. Ray moved from Beverly Hills to El Monte, displacing Sam W. Harts-horn, who is now back in Butte St. yard office.

After the smoke cleared away from these rapid fire changes looks like only two station jobs would come up for bid on April 1st, namely the Wilmington Agency and position of Ass't Cashier, Hollywood.

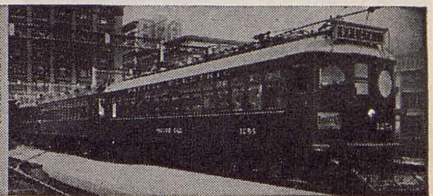
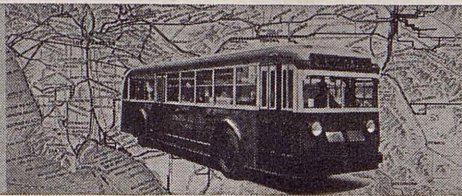
Wife: "I wish to complain about the service."

Telephone Company Manager: "What is the trouble, madam?"

Wife: "My husband is in Albany on business, but when he telephoned last night the operator announced the call as being from Atlantic City."



SAFETY NEWS



Relation of Safety and Proper Handling

The Latter Insures Safety and Economical Operation, Now so Essential. Good Practices Reviewed

SAFETY and economy in electric transportation are closely related. Both are achieved by the proper handling of car or train.

Let's consider some of the many things covered by the expression, "proper handling", in the order of their importance: Closely related to SAFETY, are schedules, acceleration and deceleration. No phase of operation justifies keener judgment, nor greater adherence to existing rules than these factors: Safety, Schedule, Coasting.

In the operation of electrical equipment, the Motorman should never forget that **Safety Comes First**.

There is no exception to this rule. Acceleration covers the period during which the car is brought from standstill to full speed, gradually, by the use of resistance and series-parallel combination of motors.

Proper Acceleration

With multiple-unit equipment, the rate of acceleration is largely beyond the control of the Motorman. In operating hand-feed cars, the rate of acceleration depends upon good judgment. Feeding up too fast will result in slipping wheels, overheated motors, discomfort to passengers, and in some cases, a blowout of the circuit breaker. Feeding up too slowly will result in considerable loss of power, overheating the resistance grids and an appreciable increase in time required for the run.

Series running is the half-speed running point and is to be used only as indicated by safety requirements, special instructions, low speed restrictions, or where stops are so close together that to feed up to full parallel would require immediate application of brakes to make the next stop. Do not run in series when ahead of schedule, to kill time. Coast.

Parallel Running is the full speed running point and should be used in all cases, except as noted above.

Under all circumstances, release power as soon as possible.

Coasting is the period when the car is running free with neither brakes nor power applied. This is the most economical portion of the operation cycle and should be practiced as often and for as great a distance as conditions will permit. Coast when behind a leading car, instead of using power until brakes must be sharply applied for safety. Keep far enough behind so that your leader's stops will not force you to stop also, but use this time for coasting. When an obstruction is seen on the track ahead, throw off power and coast up to it. You will make as good time and have car under better control than if rushing up to it with power applied then braking sharply to a stop.

Saves Power

Throw off power a considerable distance away and coast up to a block signal set at "Stop". The signal may clear before you get there, so you will have lost no time, but will have saved some power and gained smoother operation.

When speed must be reduced for a grade crossing, brake far enough away so that you may coast up to the

crossing at the proper speed, with brakes released. In this way you have the full pressure of the brakes available in case of emergency. This is a Safety measure of great importance.

Use this same method of operation when passing a car which is discharging passengers. The advantage is that if you are coasting you will have the full power of your brakes should someone run around the end of the standing car and suddenly appear in front of your car.

TALES THAT ACCIDENTS TELL

Here are some thoughts that arise from a comparison of Feb. 1938 and 1937 accidents:

Collisions with pedestrians: Reduced by four over last February. Good, but still there were six.

No cases of interferences between cars, either with our own, or other companies. This is particularly praiseworthy.

A total of 198 accidents involved with automobiles. Four less than the same month last year, but a number greater than all other accidents combined. Automobile accidents are costly ones, too. These can be reduced by observance of rules and constantly being alert and ready for both the expected and unexpected moves of motorists.

Step Accidents: Nineteen on cars, and seven on motor coaches. Too many. Three on motor coaches indicate too long a step between coach and curb. Wonder why coach was not closer to curb?

Injuries on cars (not in collision): Twenty-five. Nine above last February. Something wrong here. How many of these were due to sudden stop, starting with a jerk and rounding curves too fast?

Total all accidents, 278. An average of ten a day. Yet some Trainmen have gone for years without one.

MONEY THAT PAYS
FOR ACCIDENTS
IS LOST
FOR
PAYING
WAGES





Severe injuries are AVOIDED, and freedom from costly claims are certain, in close curb stops, like the one above.

Steps That Will Prevent Most "Step Accidents"

IN LAST month's magazine we discussed the boarding and alighting accidents, usually referred to as step accidents, which occurred during January. Now let us compare the record of such accidents for February with those of January to learn if certain facts noted in January were continued through February.

Since February is shorter than January by about 10%, we might reasonably expect a similar decrease in the number of accidents, but such was not the case, as we had one more in February than in January.

In searching for the reason for this increase, we note that in four reports the cause specified was "wet landing" or "wet steps". Not only are schedules sacrificed in stormy weather to avoid an upward surge of accidents, but it is then most essential that we resort to extreme precaution in every phase of handling both cars and passengers.

Again the women led the male passengers in the number of such mishaps, there being 23 women to the 3 men involved in accidents of this nature reported. This item gives us something very definite to work on. If we can reduce the number of women who fall into or out of our cars and coaches, we will have the boarding and alighting accidents well under control.

Here's the Test

A good test for a Trainman when such an accident occurs is to ask himself the question, "If that had been my wife, sister or mother, could I have prevented her from falling?" If the answer is "yes", he knows where the responsibility rests.

Two of the three men who met with accidents were more or less under the influence of liquor, and, while our sympathy for their pains may be less, our responsibility for their safe handling is even greater than if their minds were clear and their limbs steady.

In reading over these reports with a view to learning something which will help to prevent the same thing repeating, there is one item which we can use during the next rain. It is this: Have constantly in mind that a long step between coach and curb is particularly hazardous for ladies when the step and curb are wet. During that brief time when stepping



Severe injuries are RISKED, and claims that may cost thousands of dollars are invited, in far curb stops, like the above one.

SAFETY ADVISORY COMMITTEE APPOINTED FOR APRIL

The next meeting of the Trainmen's Safety Advisory Committee will be held Friday, April 29th, 1938, in the Pacific Electric Club Rooms, Los Angeles, commencing at 10 a.m.

Following are the members selected to serve on this committee for the month of April:

- | | |
|-----------------------|-----------------|
| Northern District | Terminal |
| C. A. Flanders | Pasadena |
| J. D. Jeremiah | Macy Street |
| G. R. Attride | San Bernardino |
| Southern District | |
| L. O. Moore | Los Angeles |
| E. D. Whiteside | Long Beach |
| D. A. Martin | Butte Street |
| Western District | |
| C. S. Brooks | West Hollywood |
| L. A. Finley | Subway Terminal |
| R. E. Walker | Ocean Park |
| E. T. Peterson | Glendale |

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

Remember, "Safety Thoughts Promote Safety."

The bright young pupil looked long and thoughtfully at the second examination question, which read: "State the number of tons of coal shipped out of England in any given year."

Then his brow cleared and he wrote: "50 B. C.—None."

from coach to curb, or from curb to coach, there is nothing to hold to and if the foot about to receive the weight does not land full and firmly, a fall is almost sure to result. Make that step as short as conditions will permit.

It all sums up to much the same conclusion: The Accident Anticipated and Watched for Seldom Happens.

HOW FAST CAN YOU THINK?

How many automobilists or Motormen or Operators ever give any thought to their time of reaction?

There is a period of time between when an operator of a vehicle sees trouble ahead and when he can act to avoid it. This is the period of reaction.

This period of reaction differs very greatly in operators. Sometimes it is too brief to measure, while with others it is easily noticeable. These differences are a matter of nature, temperament and training. Improvement can be made by anyone who will make a study of his own reactions.

The importance of this period of reaction is shown when we remember that a vehicle moving 15 miles per hour travels 22 feet per second. Scientific experiments have proved that the average person operating a vehicle at this rate will travel 16 feet during this period of reaction. This means that after the operator sees what is about to happen, he will

move toward it 16 feet before he can do anything to prevent it.

As the speed of the vehicle increases, so does the distance it will travel during this "reaction period".

Investigation of accident reports made by our Trainmen show that in many cases the bus or car moved but a few feet or inches after the collision. This indicates that these accidents would not have occurred if action had been taken by the operator a fraction of a second sooner.

This period of reaction differs not only as between two people, but also as to the condition of the operator. No one can be as mentally and physically alert when tired, sick, worried or angry as when in a normal state. Many an accident is directly due to improper eating, financial worry, a quarrel before going to work, or any other of the many things that interfere with the smooth flow of impulses between eye, brain and muscle.

Most men take pride in their work. It is natural to want to feel that one is as good as, or better than, anyone else in his ability to handle the job. The only way to do this is first to know what should be done, then by study of his operations see how nearly perfect he is in putting what he knows into practical use.

In anything requiring skill or ability, one never stands still. He either goes forward or back. No man should fail to check on himself frequently. Putting forth one's best efforts at all times is the price we must pay for improvement.

L. A. COUNTY FAIR DATE SET

From the management we learn that the L. A. County Fair will be held in Pomona beginning Friday, Sept. 16th through Sunday, Oct. 2nd, this being the seventeenth such consecutive event.

A \$2,000,000 building and improvement program is progressing rapidly. This will add three great new steel and concrete exhibit structures to the half hundred now housing the score or more of major divisions into which the Fair is divided. With the recent annexation of thirty acres, the beautifully landscaped exposition park now covers 250 acres.

Last fall attendance set a new record of 650,000 and the event was nationally recognized as by far the largest and most beautiful county fair in America.

Says a Wise Motorman:

AS A Motorman, I am an important cog in the railway, because upon me rests the responsibility for the safety of human lives entrusted in my care.

I was trained for the job; drilled by competent instructors; passed a physical examination; my mental qualities were tested.

Motorists, far less experienced and



schooled than I, use the same highways. It is with them that 66% of all accidents occur. Some motorists are splendid drivers, but a larger percentage are lacking in judgment and the responsibility they owe themselves and their fellow man.

Gone Forever

Our Company spends thousands of dollars needlessly every month to pay

for accidents that should not have occurred. And every dollar of it is lost for paying wages, or creating improved service that would help to make more and better jobs.

Analysis of practically every mishap points to the usual conclusion—the human element was in **some** way to blame. Accidents occur, not so much because of carelessness, but more often because we fail to think.

I am making an honest effort to operate my car or train safely.

I observe the rules.

I regard all intersections as danger points.

I consider that every motorist is a hazard, and have come to the conclusion that I must contemplate, not only what the motorist **should** do, but also what he **might** do.

Thinking of prevention **before**—not **after**—is the key to fewer accidents!

In a civil examination one of the questions asked was the following: "If a man buys an article for \$12.25 and sells it for \$9.75, does he gain or lose by the transaction?"

One of our modern young sweet things, after studying for awhile, is said to have given the following answer: "He gains on the cents, but loses on the dollars."

Husband (in car): "Great Heavens! The engine is terribly overheated."

Wife (calmly): "Then why don't you turn off the radiator?"

Classification of February, 1938 Accidents

**TRAIN SERVICE ACCIDENTS DURING FEBRUARY, 1938
COMPARED WITH FEBRUARY, 1937**

CLASSIFICATION:	SYSTEM		Increase or Decrease	Percentage
	1937	1938		
Collisions:				
1. With Pedestrians.....	10	6	4 Dec.	40.00%
2. At Railroad Crossings (Other than Company's)....	0	0	Same
3. Between Cars of Company.....	5	0	5 Dec.	100.00%
4. With Vehicles and Animals.....	202	198	4 Dec.	1.98%
5. Derailments.....	12	6	6 Dec.	50.00%
6. Equipment.....	0	0	Same
7. Boarding Cars.....	10	8	2 Dec.	20.00%
8. Alighting from Cars.....	17	19	2 Inc.	11.76%
9. Injuries on Cars (Not in Collision).....	16	25	9 Inc.	56.25%
10. Falling from Cars (Not purposely alighting).....	1	0	1 Dec.	100.00%
11. Doors, Gates and Guard Rails.....	4	3	1 Dec.	25.00%
12. Ejectments and Disturbances.....	4	4	Same
13. Employees.....	10	7	3 Dec.	30.00%
14. Miscellaneous.....	3	2	1 Dec.	33.33%
15. Total—All Accidents:				
Passenger Rail.....	240	235	5 Dec.	2.08%
Motor Coach.....	31	33	2 Inc.	6.45%
Freight.....	23	10	13 Dec.	56.52%
Total.....	294	278	16 Dec.	5.44%

BOWLERS IN HOME STRETCH

Standing of Teams

	Won	Lost
West Hollywood	64	28
Engineers	59	33
Claim	53	39
North	46	46
Freight Traffic	41	51
P. E. Club	39	53
Transportation	36	56
Subway	30	62

With only five more weeks to go the Bowling League has developed into a ding-dong battle between three clubs, West Hollywood, Engineers and the Claim Department. With a ruthlessness not to be denied, the Claim boys have put on a sustained drive that has carried them right into the midst of the battle and it will take mighty fine bowling to stop them. These fellows have won 11 out of their last 12 games. What a record!

Davis took high series and H. Smith high game night of March 4. Swanson high series and J. Gowanlock high game on March 11; Irwin took high series and Art Pabst high game on March 18; and E. R. Smith garnered high series and J. Blackburn high game on March 25.

Attendance has grown by leaps and bounds during the last month and the rooting section is something to be proud of. And no wonder, with such sterling bowlers as Gowanlock, Latimer, Welch, Cuccia, Smith, Barnes and Pont performing, aided by the acrobatics of such "flashes" as Swanson, Allen, DuBose, Worthington and the rest of the runners-up.

They remind me of:

JAY GOWANLOCK—The cannoneer in the picture "Buccaneer". What Jay couldn't have done to the British with his fast ball. **LATIMER**—The Rock of Gibraltar, nothing bothers this high class performer. **BARNES**—A whirling Dervish, his pirouette on one foot after letting one go is a classic. **ERNIE PONT**—A sharpshooter with his straight fast one. **HASENYAGER**—Should be in the movies, his face registering disgust after turning around and seeing a pin still standing is worth the price of admission. **DAVIS**—Must be from the South; he snaps his fingers like an educated crap shooter. **GONZALEZ**—That approach of his to the foul line—boy! that gets me. **MANLEY**—A hard-working, pin smashing Engineer. **IRWIN**—The one-armed wonder; what he couldn't do with two arms. **BERT NORTON**—Equa-



nimity; nothing wipes that smile off his phiz. **BIRMINGHAM**—A duck about to take a bath. **AL STICE**—Should be in the liquid business; is the king of splits. **H. SMITH**—His left handed hook could go around a corner and still do business. **KIRKBRIDE**—The rival of Goodman, his "hesitation" ball is a thing of rhythm. **BLACKBURN**—The favorite of the feminine fans—if he could only cook. **ALLEN**—Hard to figure, even on a fast track, but he generally backs in. **GEO. ORR**—If you're looking for grace, here it is; his approach and delivery leaves nothing to be desired. **WILSON**—When you've seen him you've seen everything. **LEFTY DUBOSE** — **HUBER** — **WORTHINGTON** — **STOCKBERGER** — **MOSIER** and yours truly—just in the league on sufferance. Boy, if they ever cut the board,—but then why think of it.

Seriously, this league is composed of the finest bunch of fellows ever brought together; no arguments, no hard feelings, all out for a good time and getting it. Come on out and see for yourself.

—Don Houston,
Bowling Scribe.

SPORTS REVIEW PROGRAM

In the March issue you will recall the announcement that the committees are really functioning, a fact well demonstrated at our last meeting.

Our conservative guardian angels of the Budget Committee, above all things don't like to see their budgets exceeded, while the general Prize Committee want to make it possible for every sportsman who really goes out and tries to have a chance at a worthwhile prize. And no one was bashful about arguing their points.

However, our orator friends, B. F. Manley and W. G. Knoche, were about equally matched and each won their respective points to their mutual satisfaction. So, we are to have more prizes this year than formerly, yet the strain on the treasurer will not be any greater. How? Well our stern President, H. P. Bancroft, doesn't appoint Committees on account of their good looks. He knows human nature.

Another one of his appointees we hear a lot from, but to date have seen little activity result, is our new Field Captain, Ned Rich. You probably know Ned had been for sometime organizing a pistol team. In the past we have been entertained by the L. A. Police Pistol team, and the L. A. County Sheriff Pistol team, and we have witnessed some pretty classy shooting skill. But on April 13th, at our next regular meeting, Ned is going to show us what his team can do with a Benjamin Air Pistol. While yours truly doesn't promise to hold any lighted cigarettes in his mouth, or chalk in his ears for targets, I do feel confident the exhibition will be well worth witnessing.

What sort of exhibition our Fishing Captain, Scott Braley, will put on to keep from being outdone, I have been unable to learn. But expect something, because Scott doesn't hold his appointment just because he's a good fisherman.

There used to be a time in our club when the Junior members just set back and wished they were in their dad's place, winning all those fine prizes. Now it's reversed.

Dad sits back and envies the kids. Scott deserves all the credit, for he can go into the most conservative store downtown, sing his Kid song and walk out with his arms loaded with donated prizes. Childhood, both first and second, seem to go hand in hand.

Br-r-r, don't forget May 1st, our annual outing to the Pacific Electric Camp and the opening of the trout season at Lake Arrowhead.

As always, it's to be stag. While the trout may not be so numerous as in former years, they will be larger and will know a lot of new tricks. Remember most of the trout prizes are won on the opening day on this, our most cherished outing.

In the event you cannot get away for the opening celebration, try to make the trip within the first two weeks of the season, if possible. In all the year, you may not have another trip like it.

In the meantime, weather permitting, there is good fishing to be had the year round at Lake Henshaw,

Crappie, Bass and Blue Gill being the frequent varieties taken.

The year book will be out this year much earlier than heretofore. Consult it carefully to see the fine assortment of prizes offered, then go out and fish to win your share of them. With seven hundred and fifty members competing it's surprising how many prizes are left unclaimed on our shelves each year. Also, it will pay to patronize our advertisers.

Again we urge—register your fish. They are probably as large as those your competitors are catching. Besides, there are several awards other than first and second prize.

Arlie Skelton,
Recording Secretary.

LOS PATOS ACTIVITY BEGINS

Our meeting of Mar. 9th featured Junior members, to whom we would call attention that we have over 25 nice prizes for them, namely: 5 fresh water bass prizes, 5 trout prizes; 3 Arrowhead Lake prizes, 5 spotted fin croaker, 5 corbina, 4 yellowtail, 4 barracuda and 6 cash prizes.

Get your "dad" to join the Club so you may get in. When making out your card print your name at the top of the card and state your age.

To the ladies that fish with their husbands we have two loving cups—one for the largest deep sea fish and one for the largest surf fish caught. (Game fish only.)

To those who are planning to go to Lake Arrowhead opening day should see Mr. Gonzalez and get your name on the line. Only about three weeks remain after you see this item in the Magazine.

Local surf fishing is starting to pick up at Los Patos and by early April there should be some very good fishing. So its time to get the old rod out and dust her off—oil the reel, make some leaders and tie some hooks. Happy days are here.

Don't forget we are lined up with some of the best boats on the coast. See our year book when it comes out and fish with our advertisers.

Our year book should be out by the time you see this in print. We urge that you buy from our advertisers and donors of prizes. These firms are entitled to our business, so let's give as much as we can to them at least.

—Scott Braley
Field Captain.

Hail Our Champion!



FACE directly down the alleys, looking into the 1-3 pocket, which is the point I am aiming for. Heels against the line which marks the back of the approach. Three gliding steps forward, as the ball swings down, back and forward in a perfect arc. My left toe touches the finishing line four or five inches from the foul line, and the ball is thrown out just behind the line, starting right from the very corner of the alley."

The above is a recipe for the fine success of the best feminine bowler in Los Angeles, Mrs. Edna Cobb, wife of Ralph M. Cobb, General Line Foreman.

This is a cinch, we thought. And just like a woman—can't keep a secret.

So we got an inspiration!

Certainly if a "mere woman" can make an outstanding bowling success, and then foolishly tell just how she does it, what could a red-blooded female do by using the same procedure? we brilliantly concluded.

We studied her formula for hours

and hours. Then took ourself to a bowling alley. I put into actual practice every complete detail—just exactly as Mrs. Cobb related—and I'll be darned . . .

Well, anyway, I knew all the time there was a "catch" somewhere. Women are smart! She didn't tell all—in fact, she only told half of her technique. I proved it—cause my score was just half her 179!

What's Your Average?

Seriously, Mrs. Cobb has literally burned up the local alleys in recent months, as is attested by the fact that the 179 mentioned is her season's average to date. She has a 636 high series and a 255 high game, which are scores many aspire to, but few seldom achieve. Her scores to date make Mrs. Cobb the proud possessor of the distinction of having the highest official average ever bowled by a woman in Los Angeles.

Mrs. Cobb and her fine exploits were glowingly related in a lengthy article in the Bowler and Sports Review for April.

She was asked the query "is it possible for women to bowl as well as men," to which, true to her sex, she voiced the quite generally accepted theory that "men can roll the ball faster, but not straighter."

Also, true to her hubby's company is Mrs. Cobb. With nine of her bowling compatriots, she will journey soon to Cincinnati, there to compete in an international bowling tournament. She "sold" her friends the idea of traveling both ways via Southern Pacific, which adds salesmanship to her talents, this being the fourth time she has prevailed upon them to travel via the best route.

10th BIRTHDAY CELEBRATED BY P. E. WOMEN'S CLUB

Not many weeks remain before vacation time for the Women's Club, yet there are quite a number of fine events on programs to come.

For instance, on April 1st, the San Bernardino Club ladies are holding open to entertain the Los Angeles Club at a luncheon, an annual affair which grows in popularity each year.

April 14th is to be a costume April Fool Party. Each lady not in costume will pay a small fine. Also, Norence Richie sings, which is always a rare treat.

April 28th a speaker from the All-Year Club and a motion picture by

the L. A. Health Department is certain to be a sure-fire program.

March 10th, the Women's Club passed another mile-stone, as we celebrated our 10th birthday in the lovely garden of the Club room. The Committee responsible for the outstanding success of this party were Mrs. C. L. Curle, Mrs. W. A. Bishop, Mrs. E. W. McDaniels, Mrs. F. S. Wiemer, Mrs. H. Johnson, Mrs. L. E. Murphy and Mrs. F. M. Hart.

There were 78 members and guests gathered at beautifully decorated tables with lovely spring flowers and favors of tiny sun dials and little dolls in party dress. Our guests, Messrs. Vickrey, Thornburn and Giebel each gave short talks that were delightfully received.

The theme of the party was the "Sun Dial", the message being entitled "I count none but sunny hours", delivered, inimitably, by Mrs. W. A. Bishop. Mrs. H. W. Fuller sang two lovely songs, "Thank God for a Garden", and "A Brown Bird is Singing", accompanied by Mrs. Ethel Booth.

On February 24th a member who has done much for our Club was honored with the title of "Aunt Martha" of the P. E. Women's Club. This dear little lady is none other than Mrs. Haulsman, and as it was her birthday, Mrs. Murphy presented her with a gardenia corsage and birthday card.

A period of silence was observed by our Club for members who have passed on.

A written message was sent to our Mother Spencer, wishing her speedy recovery.

Mrs. Booth announced an operetta "The Lucky Kade", to be given the latter part of April with full chorus and orchestra, inviting all Club members to join her chorus.

The Women's Club are the proud possessors of new song books and we christened them by having a community sing led by Mrs. Booth.

Tuesday, April 19th, the Club journeys to Huntington Library.

May 12th, Election of officers and a good program assured.

May 26th, Installation of new officers.

—Mrs. W. A. Hasty, Official Scribe

"Hello! Is this the city bridge department?"

"Yes, what can we do for you?"

"How many points do you get for a little slam?"

WALTER WATCHALL QUOTES SOME FAMOUS PEOPLE

Some people prefer Trout fishing on May first. I would much rather stay home and cut the lawn.—Dave Porter.

Although Easter Outfits are much cheaper this year, I prefer to wear last year's.—Henrietta Smith.

Parting my hair in the middle makes me look younger.—George Koltz.

Attachment plugs on each seat of the Red cars, so a fellow could shave with his electric razor on the way to work in the morning, would save time for the business man.—Dale (Itchy) Hyde.

I would gladly represent the U. S. in the two mile run at the Tokio Olympic games if they would run it down hill.—Gus Guercio.

Horses may not be school teachers, but they have taught a lot of people a lesson.—Victor Westerburg.

One thing about being single, you are not so apt to be double crossed.—Miss H. Bettis.

I was begged to be a judge at the Venice Bathing Beauty Parade, but was not interested. I rejected a most lucrative offer.—Bob Labbe.

A greater part of what I am today I owe to my feet.—Roy Swanson.

If I could only find some one else who likes the "Angels," then they would be two of us.—Charles Sein.

I think it is fine for Mr. White to be a grand father, but I don't think he should gush baby talk to the help in the office.—Clara Haskins.

Clubs are effective. My father showed me the good influence of them when I was real young.—N. Vickrey.

STAMP COLLECTOR'S DATA

The Ecuador Stamps, honoring our Constitution, have arrived, fourteen of them, priced at about \$1.25. The process used in printing them is the same as that employed by Honduras some weeks ago, but the design seems to show the flag to a better advantage. Singles may be available later, but single, or set, the stamp is an asset.

We saw an exhibit of a complete collection of Norway last week, 95% of which is within the means of the average collector, if good used copies are employed. There are approximately 250 major varieties to acquire and much interest may be found in color varieties and dyes.

The biggest news at home is the

APRIL P. E. CLUB BULLETIN

Sat., April 9th:

Regular monthly meeting P. E. Agent's Assn.—7:45 p. m.

Tues., April 12th:

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

Wed., April 13th:

P. E. Rod & Gun Club in regular monthly meeting—7:45 p. m.

Thurs., April 14th:

April Fool party of P. E. Women's Club—1:30 p. m. Special entertainment program. Come in costume.

Fri., April 15th:

Monthly Dance of the P. E. Club—8:30 p. m. Largest attendance in several years last month. Excellent music. Come, and bring your friends.

Wed., April 20th:

Regular monthly meeting of the P. E. Masonic Club—7:30 p. m. Join the dinner group at the P. E. Club Cafe. You will enjoy a splendid dinner and meet many of your friends.

Thurs., April 21st:

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

Tues., April 26th:

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

Thurs., April 28th:

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

Fri., April 29th:

Monthly Safety Advisory meeting, commencing at 10:00 a. m.

Thurs., May 5th:

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

Tues., May 10th:

Semi-monthly meeting of the P. E. American Legion—8:00 p. m.

Wed., May 11th:

Regular monthly meeting of the P. E. Rod & Gun Club—7:45 p. m.

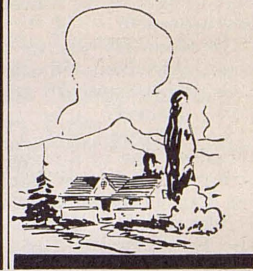
passage of a law permitting the reproduction of our U. S. Stamps. Such reproduction must be much larger, or much smaller than the stamp as issued by the Government, according to specifications.

A large amount of work has been expended to secure this privilege and it is hoped that it will not be abused. It has been some years since the Government wrote a law intended to stop the practice of privately perforating or altering stamps as originally issued and while too many laws will restrict the hobby more than it can stand, those mentioned here are greatly appreciated by the collector, as well as by the merchant.

—F. N. Compton



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



SUBWAY TERMINAL NOTES
By W. F. Servranckx

On March 2nd, Conductor Joseph Randall had the misfortune of losing his daughter-in-law and six-year-old grand son, as well as his home badly damaged by the storm. To the bereaved family, on behalf of Lodge No. 448 and the Subway Trainmen, we extend our sincere sympathy.

C. L. Morrell parked his car in a shall we say, unchecked territory the other day, and when he returned, said car had been displaced. "Slick," as he is affectionately called at the Subway, made reports to the police and swore he'd find the car before the day was over. To show you how great a detective he is, he did find it. Not in the block where he thought he left it, but where he actually left it. And all this, one week before taking his examinations!

Demarest says that during rainy season, Conductors should have as a part of their equipment, a swim suit. He had to go out flagging on the morning of March 3rd, while water was more than two feet deep on the tracks at Centinella Avenue. And to top it all, one L. L. Lanning reported to Mrs. Demarest that he was last seen at Del Rey. However, when the train left we took him along and he spent the day in the Subway wrapped around a radiator getting dry.

R. L. DeMoss has been seen trying out several poses, sitting, standing, and even lying down. It has been generally agreed by our committee of judges that he seems to fit best in the one suggesting that famous statue known as "The Thinker."

Now that Bro. A. E. Brown, Ocean Park, is our Entertainment Committeeman, you may expect real entertainment any time. Give him your support boys.

Conductor L. Flower just returned from a trip to Chicago with his family. All reported a good trip.

We learn Conductor Demarest is the latest addition to the students of those two well-known instructors of the "School of Mother Nature," none other than Daniel Keeley and James Goodman. After showing off his tie and socks, he tried to be an adonis by showing his new trunks, but we have heard that Prof. Dan says: "nothing doing, you either live up to the rules of the school, or out you go."

That great man Walter Spangler has been showing some of our best Motormen just how to operate those

big red trains. Atta boy Walt, you tell them. Not to be outdone by Walt, Tony Huber is also learning how; says there is a difference.

Says Burdsall:

Charlie D. Hunt is now qualified as a bus driver and with that new cap and leather jacket, some class we say. Good luck, C. D.

Conductor Van Nice doesn't seem to like the new style caps. While taking in the beautiful scenery of the Atwater district, going over the Los Angeles river, away goes his nice new cap to the fishes. Suggest friend wife sew a couple of ribbons on the new

one so you can tie it under your chin.

Our deepest sympathy to Motorman Servranckx, whose mother passed away at Antwerp, Belgium, on March 22nd.

Our good friend Jack Church, is now a married man. Jack you are old enough to know that life begins at forty. Don't forget the cigars.

Anyone wishing to see what a well dressed bus driver should wear see Kid Morrell some Sunday in Glendale.

We wonder if J. R. Groom was to get married, if his wife could break

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him of talking to himself; also change his by-word.

DeMoss is raising quite a menagerie. He has 118 chicks, 22 goats, 150 rabbits and 75 pigeons. What next, Robert?

J. Eastwood was a man without a terminal due to a misunderstanding of bumps. He is now back at home with his hair combed as usual.

The Fortner Brothers are now on the Extra Board, and are things lively along with Homer Miller.

E. M. Adams is now a regular job man. The proud possessor of 905.

We are glad to hear that Jimmy Goodman is improving and will soon be back on the job. Not so many do-nuts the next time, Jim.

We have four more good looking bus drivers this month, namely: Conductors Hand, Wilson and Hammack and Motorman Church. Glendale gets all the breaks.

Rod & Gun Club members please remember that trout season is just one month away; the first day trip will soon roll around. All members are urged to be at the next meeting, the second Wednesday of April. Those wishing to go on the P. E. Camp trip be sure and come so as to register. There will be many additional new prizes to shoot for this season. Let's make this the best year and don't let any prizes go unclaimed. No matter how small the fish is, register it.

Motor Coach Operators remember the new license. Also black-neck-ties for everyone on April 1st.

6TH & MAIN TERMINAL By G. B. Brown

Late last month yours truly was selected to be this Terminal's news correspondent, succeeding our good friend, Leo Goodman. We'll do our humble best, and ask your kind help in order that all the news of the month may be recorded.

Here is what we gathered hastily in the short time that remained to make this issue after receiving the appointment:

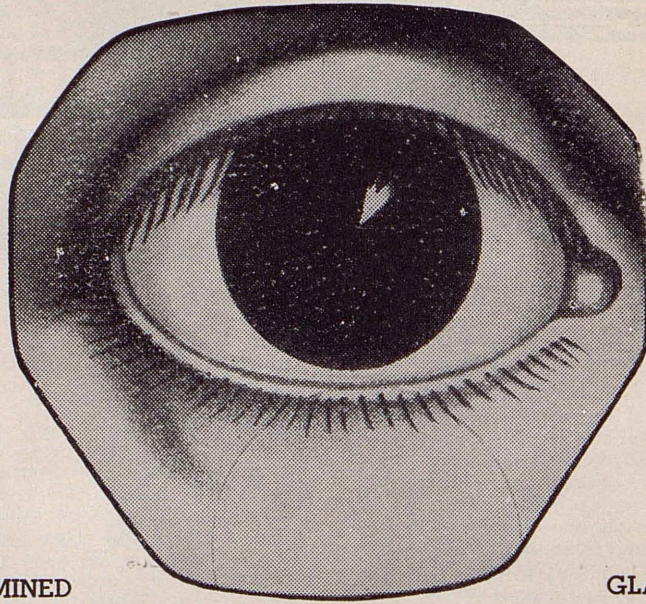
F. S. Burt returned to the job last month after a hospital siege from an appendicitis operation. He had the distinction (?) of being the first employee-patient to be assigned to the St. Vincent's Hospital and is loud in his praise of the fine treatment he received.

F. D. Knox, Conductor, Newport line, seized upon the flood damage to south coast beach rails as an opportune time to take a thirty-day leave of absence to visit his former home, Pittsburgh.

The boys of the Santa Ana line are having headaches and writer's cramps these days—taking examinations for single track operation.

Our friend Jimmy Mullins is having luck these days—but all of it is bad. He bought a new cap, tan shirt and tie, and now can't find a bus to drive. Awow! Awow!

R. C. Church has been under the weather recently and has taken a sick leave.



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TORRANCE SHOPS
Willis M. Brooks

Believe it or not fellows, but our silver-tongued PBX operator, Alma Nixon, (nee Merritt) is a grandmother.

A baby girl was presented to her son Dale, by his charming little wife, Betty, on Tuesday, February 22. To hear Alma talk, one would almost think she did it.

Ralph Mohr, Air-brake Machinist, is off on sick leave. His address is 897 West Vernon.

In the heyday of Torrance, a land company was formed, known as the Keystone Land Company. Carlton B. Bell, oft-times a correspondent in these columns, was one of the founders. After the lapse of more than a decade, there is a chance to cash in. We learn from the Torrance Herald that the land has been leased for oil. Here's hoping she comes in strong, Carlton.

Homer Gosney of the Air-Controller Dept., after approximately 40 years of railroad service, has submitted his retirement papers. We hear also that Arthur Buckley, Electrical Machinist, Henry Bates, Cabinet Maker, and Gustof T. Johnson, Carpenter, contemplate retirement. If the report be true, we hope you all will live long in the enjoyment of your well-earned leisure. Our best wishes and congratulations are yours.

Tony Zahradnik, leader in the Air Test Room, is very conservative, and at times, a little too matter of fact. Good luck and signs may be all right for the other fellow, but a dollar in the hand is worth a balloon full of promises, to Tony.

Busily at work at the test rack, his glance fell to the floor and there lay three one dollar bills. Tony grinned and opened a valve. Something must have got in his eye. In spite of himself, however, his glance again fell to the floor and the bills were still there. Hum! Should he bite or not! He would bite, and with a swift grab he swooped the bills into his hand. They were real. Something screwy about this, but he had the money. The joke, whatever it was, was going to be on the other fellow. He looked casually around the room.

McGuire, the only other occupant of the small room, had seen the pick up. "Well, what do you know about that," he exclaimed. "Whose are they?" Tony stuck them into his pocket. "Whose ever they are, they're not yours," he said. And that's that!

Whose are they? How did they get on the floor of the small test room where travel is very meager. No one has claimed them to date and the shops generally know of them. Tony now believes in luck and carries a charm against the evil eye.

Torrance forces are revamping 15—600 class cars for service on the San Fernando Line by re-winding the motors for greater speed. New larger fields and improved headlights. Also trombone whistles are being installed.

The sympathy of the Shop is expressed for Harry Hillier, of the Carpenter Shop, whose wife recently was called; and for William Blackmur of the Machine Shop, whose father passed on at the age of 88 years.

Henry Hogan is again in print. He was featured in this Magazine a number of years ago as an example of dexterity and skill in handling our heavy car wheels, which Henry tossed around as if toys. This time, however, its another story. Henry attempted to pass a car directly ahead of him with another car approaching. Considerable speed was required, but Henry's car had what it takes. So did the other two cars. They were both radio police cars.

Henry is no longer in a hurry.

William D. Parker is again at work having graduated from the expert care of Dr. Weber at the hospital. He says he feels fine and fit as a fiddle.

Watch the Los Angeles Times for caricatures of "Rubber Faced" Bob Musulin of the Mill. A Times photographer came down and took eight or ten pictures of Bob in different facial poses. The photographer claims Bob has all the movie rubber faces skinned a mile.

And so we go to print with another base on balls from Torrance.

ACCOUNTING DEPARTMENT
Geo. Perry

Ah Spring, Ah Spring—
Thou art a lovely thing.
How can I write a word below
With you tugging at my elbow?

We've a guest this balmy day—
'Tis a maiden fair,—I'll say!
"Flo" Haldeman will wield the pen
While you and I commune—Ahem.
Geo. Perry.

Stopped for a friendly chat with Geo. Perry several days ago. Result: George has another thirty day leave from his duties as columnist. Don't know how it happened, but one minute the suave Mr. Perry had the column—the next minute it was mine.

We were all greatly shocked to hear of the death of Mr. James Goldsworthy March 25th. Mr. Goldsworthy retired six months ago, and his many friends regret he had so little time to enjoy his leisure. We all ex-

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tend deepest sympathy to Mrs. Goldsworthy, Ethel and Don.

March Vacations

Florise Appel, Olive Rhode and Elizabeth Brackett, at home.

Bertha Salisbury—San Francisco. Frank Screech says the milk bus business struck a new low since Bertha went away.

Clarence and Mrs. Williams—La Veta Hot Springs. (1937 vacation.)

John G. Brown—stayed at home and planted his annual potato crop.

F. D. Wilson—taking a leave of absence. Intends to stay home and rest and rest.

Ben Butler retired March 31st. His friends in the Auditor's office presented him with a Philco radio. Attached was a "RUSH" tag with the signatures of the donors.

Mr. Butler was no slouch in showing his appreciation and kissed all the girls goodbye—that is—almost all—I understand there was a lack of co-operation in one instance. Not mentioning any names, but G. R. doesn't stand for Grand Rapids.

Cloyde McBride has a little daughter—Loretta Mae—6 lbs., 9 ozs., born March 26th. Cloyde always has a nice smile for everyone, but since Loretta Mae's arrival it has been extra special.

Congratulations Cloyde.

On March 23rd Arnold Northrup and Miss Marie Carney were married. Mrs. Northrup is from Chicago, Arnold's home town. We all wish them good luck and happiness.

George Chrystal has been very busy lately entertaining an old friend who recently returned to Los Angeles.

Anyone interested in the new oiled-silk bathing suits, contact Helen Maloney—but please don't mention this column.

Highlights of the recent "flood":

Ruby Binkley returned home one night to find her house, pet cat "Oofy Goofy," and dog "Pup," completely surrounded by water. A kind man—on a raft—volunteered his services—paddled over to the house and finally came forth with: a dress for Ruby, tied around his waist, Oofy Goofy under one arm and Pup under the other. Pup was a gentleman and appreciated everything, but Oofy, as dry land was nearing, made a flying leap and disappeared into thin air. After some time spent in frantic searching, mostly under water, Oofy Goofy was spied sitting calmly by on a telephone pole.

Opal Tucker and Dorothy Littlefield hitch-hiked in from Monrovia. Didnt miss a day at the office.

The Mautz plantation in Covina was under water, and there was one day Catherine couldn't make it to the office. Catherine devotes her leisure time to soft-ball, not fancy swimming.

Herman Grenke forded Compton Creek on a pair of crutches. He says it was not later than 9 o'clock at night—and it really was Compton Creek.

Several of us spent the morning of March 2nd touring over the P. E.

system trying to keep ahead of the latest "washout". As we crossed La Cienaga bridge we spied Hessel Vander Zee wading across La Cienaga Blvd., up to his waist in water. It took him 4 hours to get to work, but he finally made it.

There have been many changes in positions recently. Bid, bid, who's got the bid, has been the battle cry for the last two weeks, but every one has finally settled down and can now find their desk when they come to work each morning.

George's Girl "Friday".

MOTOR TRANSIT COMPANY
By M. J. Creamer

WHAT flood? Wasn't in Southern California, was it? A witty passenger sized up the situation at the time in a nutshell by the following wire sent from our station:

"Slightly damp (stop) waiting for an ark (stop) Expect me when (signed) Noah."

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her medal. When the rail lines were swept away and other transportation crippled, the four wheels kept rolling to most points. Folks were mighty glad to get any means of transportation. We made a lot of new friends, many of whom passed words of praise regarding drivers and the courteous treatment shown them, and for their patience in answering the unending stream of questions. Everyone connected with the angle of bus transportation was on his own, helping others out. All this unsolicited words of commendation were welcome. We'll always be there to get the passengers through somehow, when perhaps what many term (the faster means of transportation) fails.

Poking my nose around in other people's bizness—AWOW! AWOW!

Operator Burl G. Mayo heard remarking: "If you could only cook—" Whasamatter, is love cooling?

Operator A. M. Spillsbury slashing away, "I have been waiting for over a year to see my name in print, and YOU had to give me that kind of a write-up (referring to last month's yarn). "I'd like to get my hands on the guy that said that!" (Well—I'll never tell! However, lots of us think you're a swell guy!)

Operator "Earl Byrd" (one for Ripley) will soon have his new store teeth, both upstairs and downstairs—and boy, oh boy! Gimme a steak . . . (well, try one anyway—they're delicious).

Bob Griffith is buying a home with a yard around it n'everything . . . planning on doing plenty of outside work. Better plan for a work-out if you accept any of his invitations for dinner.

Joe DePron (Firestone man in our shop) says he has repaired 99,991 tires since he went into business.

Betcha Radcliffe would have a hellva time getting into his 1917-19 uniform now (carbon copy to Rorick)!

E. W. Swanson (Spres Agt.) has the world's largest thermometer—come take a looksie! Some fun, t'will be this summer to see the gadget climbing up to the 98-102 degrees freezing point.

Ira Junkins (Janitor) is sporting a new pair of trousers with knife-edge crease derived from "muscling in" on the earnings of our Red Cap.

We're glad to have Mr. Peters (Baggage Clerk) back with us after being off for over two weeks (an operation for a knee injury was performed).

Stanley Moore (Car Cleaner) cornered Fred D'Arcy (Dispatcher) and asked him how come he looked so tired and was getting grey. Fred told him "If you had some of the deals I had to deal with you'd be grey, too." The comeback was "Walter Deal?" (Apologies, m'pal—I only heard!)

Jim Tucker, Clerk, was planning an anniversary party at the Biltmore Hotel, but when we started the gossip that everyone was welcome—he says he may give up the idea and go look at some wild flowers up around Kern county. Oh well . . .

Speaking of flowers, you should see

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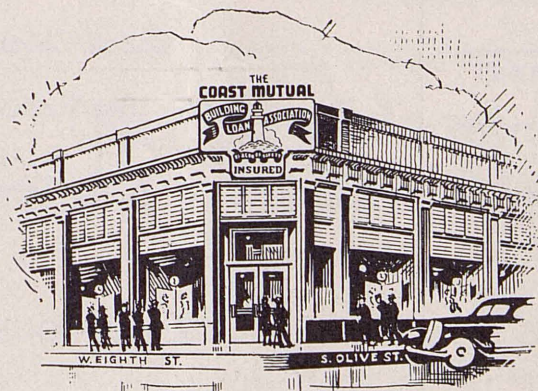
If you had a chance to boost your wages or salary 25% you'd grab it. Here's a chance to make your savings earn 25% more for you. And there's just one simple, easy thing to do to get started: Sit down tonight and decide upon a definite amount that you can save regularly, as for instance, each month. Not too much. BUT, set on a certain figure that you can stick to, regularly.

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THE SOONER YOU PLAN YOUR FUTURE—THE BETTER YOUR FUTURE WILL BE.

James Livermore was recently elected recording secretary of the Parents' Auxiliary of the Junior Musicians of America. 'Tis said James really knows his notes.

"Two Gun" Cain, the Lone Ranger of the Stationery Store, says his principles are the same as that of the Lone Ranger. He has put up notes around the alfalfa fields in Antelope Valley that he will be out next month and believes in giving the rabbits a fair chance.

A girl just doesn't know what to do. Just when Miss Ruth Batsch is about to step into wedlock the Differential Picture Company comes along and offers her the part of Pinky Oha-ha in "Coming With the Ice."

The following news comes from Torrance:

William Jolley, the Chemical Garden expert, is meeting with poor success. His garden is dying away. He does not say that there is "fowl" play afoot, but the boy in the oil house, who handles a lot of chemicals, is growing string beans four and five inches in as many days.

Fred Hopkins has been seen wandering around the streets with a dejected, dismayed look. Some of the natives thought it was due to his birthday on April 3rd, but my detective, Peek-a-Boo, tells me that the Navy is gone for six weeks and the sailor boys are Fred's pals.

Signs of Spring have hit Torrance. Miss A. Barrett was seen looking at new cars; Tom Wilkes dusted off his top hat and swallowtail coat with the Torrance election in the offing; hopes to be mayor. Burt Ordway has restrung his bow and arrow for a trip into the Torrance mountains; Headman McCall has a spring cold; Cliff Ruppel was trying to fix his car, but when he got under it the ashes from that big cigar got in his eyes; Les Dolen was going around with sulphur and molasses, wanting to give every one a tonic; Will Lock refused, said he preferred his the year around.

"In the Bag Cap Gun Kitto" says the wise people build at Los Patos. His brother HAD a cabin in the Santa Ana Canyon, but when last seen was passing Catalina Island.

The heavy fogs that have been hanging over Torrance the last several weeks have left a large lake between the main store and the track store. Last year Storekeeper McCall would only furnish a bathing suit and water wings for transportation, but this year he has hewed out an old cedar pole for a canoe and Charles Stock and John Jackson can be seen daily crossing the lake singing "Sailing Over the Bounding Main."

Cliff Curle returned to his native land last month, that is, to San Bernardino. His purpose was to attend the Orange Show. When he went to enter the show they wanted to throw him into a tub of sheep dip. When he asked why, they said "you're a friend of a guy who has termites and we're not taking any chances."

Cap. Carr, Storekeeper at Macy Street, was another who lost his cabin in the Santa Ana flood. Cap says the

next time he will build an ark and then he can use his navigating ability and land it after the flood.

PASADENA TERMINAL NOTES
By L. (Tony) Tonopolsky

Effective March 20th, R. H. Burge, R. L. Hall and R. A. Moore were temporarily laid off. This same date, H. A. Butcher, M. W. Raatz, J. L. Finnicum, P. E. Holmes, M. Tallman and H. B. Voelker were transferred to Macy street. We hope they will be recalled very shortly.

In the early hours of March 20th, L. J. Heim called the Terminal Foreman to have his run filled, as he hadn't had any sleep all night. The reason was a new heir to the Heim fortune. Mother and son are doing nicely. Congratulations and best wishes to the happy family.

Our genial John Stoddard, a Scotchman, celebrated St. Patrick's Day in a manner he will never forget. Being a native of Scotland, John became a full fledged naturalized American citizen on St. Patrick's Day. Congratulations, John.

Conductor and Mrs. Harley Haverick's son Russell, has selected the early part of June to take unto himself a wife, the bride being the popular Virginia Haller of Los Angeles.

Russell is one of the up and coming young men in the movie industry. (My wife just tells me: "Boy! I wouldn't let you work in a movie studio!") However, congratulations to the Haverick family and our hearty welcome to Virginia.

Jim Kelley, who has been confined to his home for the past several months with an infected foot, is showing some improvement, but is getting pretty lonesome. I'm sure Jim would appreciate a visit from any of the boys at any time. Perk up Jim, you'll soon be herding the Birney out Colorado Street.

After 37 years of continuous service John Shuster resigns on April 1st to take advantage of retirement privileges, which he justly deserves. John's resignation date may be April fool's day, but he said, from now on I'm going to enjoy every minute of the day, and that's no fooling. We hope so, John, and may your days be many and happy.

Dean Gardner, who has been a patient at the Veterans' Hospital in San Fernando for the past year and a half, recently paid us a visit, which was a treat to all who saw him. Dean has gained 22 lbs. and feels much better, and looks fine, too. Incidentally, it was Dean's birthday, so we take this opportunity to say many happy returns of the day, Dean, and here is

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hoping to see you back on the job soon.

If any of you want to know how it feels to be grandpa for the first time, ask no other than our Trainmaster, A. P. Smith, as he is the proud grandfather of a son born to his son, Harvey, on March 19th, at 7:00 p. m. Harvey, as many of us remember him as a Relief Clerk in Pasadena during his school days, now is a statistician for one of the largest brokerage houses in the country. Mother and baby are doing nicely and daddy and granddaddy have fully recovered. Congratulations and best wishes to the two happy families.

MACY STREET TERMINAL By Chet Collins

It is with real regret that we bid adios (at least temporarily) to eight of our Macy men. We hope that conditions will soon be right for us to have them with us again. Those leaving the service are: Conductors: E. A. Wells, J. B. Garner, P. J. Zook, and E. Durrett. Motormen: J. F. Thorp, M. J. Highstreet, P. A. Marlow and Alan Cox. Here's wishing them lots of luck.

We welcome to Macy the following Pasadena men: H. A. Butcher, P. E. Holmes, H. B. Voelker, M. W. Ratz, J. L. Finnicun, and M. Tallman. We'll all be glad to help you out where ever possible, fellows.

Mr. and Mrs. W. E. Smith recently returned from several weeks' vacation, though several days late on account of stormy weather. They report a fine trip, but with raging weather, they having encountered a blizzard and snow-storm in Utah, and heavy rain in Oregon and Washington. Folks you should have been here. We are glad to see them back and note that they look fine.

W. H. Pohlman has taken ninety days' leave, commencing March 23rd. We hope he has a fine vacation.

F. E. Baker left us April first, taking a six months' leave, which he expects to spend on his Oregon ranch. We hope to see him back next Fall blooming with good health.

In the recent changes in service we lost J. W. Crouch and E. H. Heydenrich, when they bid in Pasadena runs. E. R. Grinnell is working the Sierra Madre bus, and Lee Bashore is working the Glendora bus run, both of which were necessitated by interrupted service due to the heavy rains early in March.

G. W. Sigler and E. H. Steinmueller have bid in runs in San Bernardino where they have now moved. We wish them lots of success.

R. W. Damon has recently resigned from service, after almost a year's leave of absence. We wish him great success in his new undertaking.

Service badly crippled by storms is gradually being restored to use, much to the relief of all. Those who have helped carry on in the face of trying conditions just past are deserving of the highest commendation.

March 28th I resumed my long

interrupted schooling by again attending University, so this marks the last opportunity I have of serving as your Correspondent. I thank you all for the co-operation I have received since I first entered train service. Here's wishing you all a very happy Easter season and spring. I will be away on three months' leave and expect to be back in service late in June.

And thank you, Mr. Collins, in behalf of our readers. Your contributions have been splendid and all, I am sure, will miss your breezy column. Good luck.—Editor's note.

ENGINEERING DEPARTMENT By V. P. Labbe

His many friends will be glad to hear from Robert McRae, formerly of the Engineering Department, who is now located with the Caribbean Petroleum Co., Maracoibo, Venezuela. In a letter received last month he stated he had a perfect trip and arrived in Maracoibo on January 15th and was sent to his present home, Mine Grande, an oil field on the east side of Lake Maracoibo. Says he has all the comforts of home, with little social life, but golf, tennis, etc., in the camp.

His work includes all kinds of sur-

veying, drainage, construction and design. He is brushing up on Spanish, which comes in very handy and without his dictionary says he would be lost. Mac says he likes the pay-days and certainly can save money, as there is no place to spend it. He wishes anyone who can find time to write, would do so, as letters are very much appreciated.

Jean Fogarty and her big moment attended a dance at the Oakmont Country Club, Saturday evening, March 12th, or was it the Palomar?

Ed. Hasenyager claims he is going to get a new bowling team next year, as his outfit is surely losing their pep. Chester Davis, please note.

We record with sympathy the passing of George Brown's wife's mother, who resided in Chicago.

Charles Ehrman, the seniority Kid, holds forth in the Roadmaster's office. Daily his heartaches are in line telling him their troubles.

A. Oren Smith has been appointed Signal Engineer to succeed S. R. Florence, deceased. Our congratulations.

V. Radcliffe, retired Roadmaster Southern District, called in the office to see the gang. Rad is certainly looking fine and enjoying his leisure. Call again, soon.

We need a few more Engineering Department employees to make the

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Leon Perry was home a few days last month account feeling under the weather. He is back on the job again and much improved.

The real Irish patriot is Jean Fogarty—was she dolled up in green for St. Patrick's Day!

Charles Thompson, Jr., is now known as "Slug" Thompson. Get the details from G. Ferver.

Julian Adams, wife and son, are having a rare travel treat. They left by rail from Los Angeles to New Orleans, New Orleans to Miami, Miami to Havana, and will return via the Canal.

LONG BEACH TERMINAL
C. L. Cottingham

Mike Reckinger, Motorman, recently made a trip to Bakersfield on business.

We were all very grieved to hear of the death of Mrs. Maggie Brocate, mother of Wm. Griffith, mechanic, at Fairbanks' barn, who passed away March 10th at Pocatello, Idaho.

Mrs. M. C. Holk, wife of Motorman Holk, underwent an operation March 3rd at Jones Clinic in Long Beach. Mr. Holk advises that Mrs. Holk is getting along very nicely and expects to be home in a very short time.

On March 10, Paul Landsdowne, son of Conductor and Mrs. A. D. Fortna, was united in marriage to Miss Clara Bauer at a very beautiful ceremony in St. Luke's Church, Long Beach.

On Feb. 21st, Conductor L. M. Young, who formerly worked out of Long Beach, but is now at Pasadena, slipped down to Yuma, Arizona, and was married to a very beautiful young lady, Miss Bertha May Taylor, from Pasadena. It seems that Mr. and Mrs. Young are trying to keep this from the boys in Pasadena, and it is my desire that the boys there read this and act accordingly.

Messrs. E. Lowry, E. M. Collum and Walter Herring have been on the sick list for two or three weeks. We are very glad to see Herring and McCollum back on the job again, but we understand that Lowry has been taken to the hospital for treatment.

On March 14th we lost five more men, namely: M. M. Moore, N. B. Lambert, M. E. Addudell, G. O. Wagner and C. O. Stout, due to an overcrowded extra board.

All that we hear now around the Bull Pen in Long Beach is "Who are you going to bump," or "who bumped you," all due to the change of service on the Watts and Santa Ana Lines. We see a lot of new faces in Long Beach.

We were all shocked and grieved when we learned that Mr. and Mrs. L. Britt and son were caught in the collapse of the Seaside foot bridge during our recent storm and flood and who to date have not been found. Mr. Britt has worked in freight for several years and was working in Long Beach at the time.

A great many of our Motormen are all dolled up in their new uniforms and they look keen, and now we are wondering if something cannot be done for the Conductors, who have to wear the heavy uniforms during the real warm days in the summer.

WEST HOLLYWOOD
By G. R. Stevens

West Hollywood was reported the driest spot in Southern California during the recent flood disaster that did so much damage to other sections. Trainmen living away from this terminal were unable to get home for several days, but reported no serious damage. The Red Cross has been busy helping families who lost their homes, and the campaign for funds is now going on and our Terminal Foreman is taking contributions for this worthy cause.

Motorman J. W. Clay's wife and daughter, Stella, are planning a trip north to Eureka, California, during the coming Easter vacation. They will travel by train, stopping over at San Francisco.

Several of the boys from Hill Street have been bumping on runs out of West Hollywood. Motorman Martin J. Noel is one of them.

We are glad to have Clyde Stringfellow, brother of Motorman Stringfellow, Operator on the Glendale Bus, with us. Clyde is a new arrival here. He hails from down east and is the image of his brother.

R. F. Gummere is back on the job after a few days off sick.

Conductor F. R. Sibell is on the sick list at this writing.

F. Mauk is still on leave of absence.

Conductor W. G. Alexander's wife is a music writer of considerable note, having written and sold several ballads. Her latest success is a sacred ballad, as are her former compositions. Mrs. Alexander is also an accomplished musician.

Gloom in its darkest hue hit this terminal late last month with the sad passing of our good pal, J. E. Kindoll, Motorman. His leave-taking was the result of a kidney and heart disorder, which he had bravely combatted during the past year, his up-hill struggle having ended at the St. Vincent's Hospital on March 24th.

A railroader during most of his life, Kindoll came to our Company in 1925 and by reason of his kindly nature, his genialty, his ready wit and ever-williness to help a brother, endeared himself to all who had the good fortune to know him. His passing em-

phasizes the well-deserved esteem and regard with which he was held by all.

Our very kindest sympathy to Mrs. Kindoll, the daughter and two sons who, with us, mourn his passing.

A young man walked breezily into the doctor's surgery:

Young Man: "Ah, good morning, sir! I've just dropped in to tell you how greatly I benefited from your treatment."

Doctor (eyeing him up and down): "But I don't remember you. You're not one of my patients."

Young Man: "I know, but my uncle was and I'm his heir."

"I turned the way I signaled," said the lady, indignantly, after the crash.

"I know it," retorted the man, "that's what fooled me."

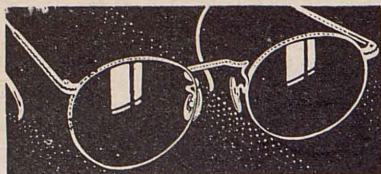
Patient: "I hope the operation won't be serious."

Doctor: "Dangerous? You couldn't buy a dangerous operation for \$40."

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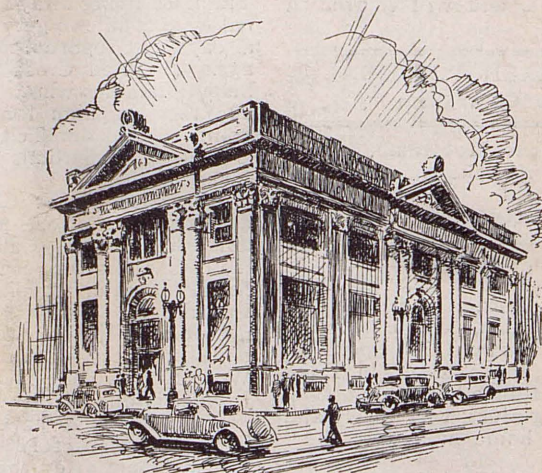
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