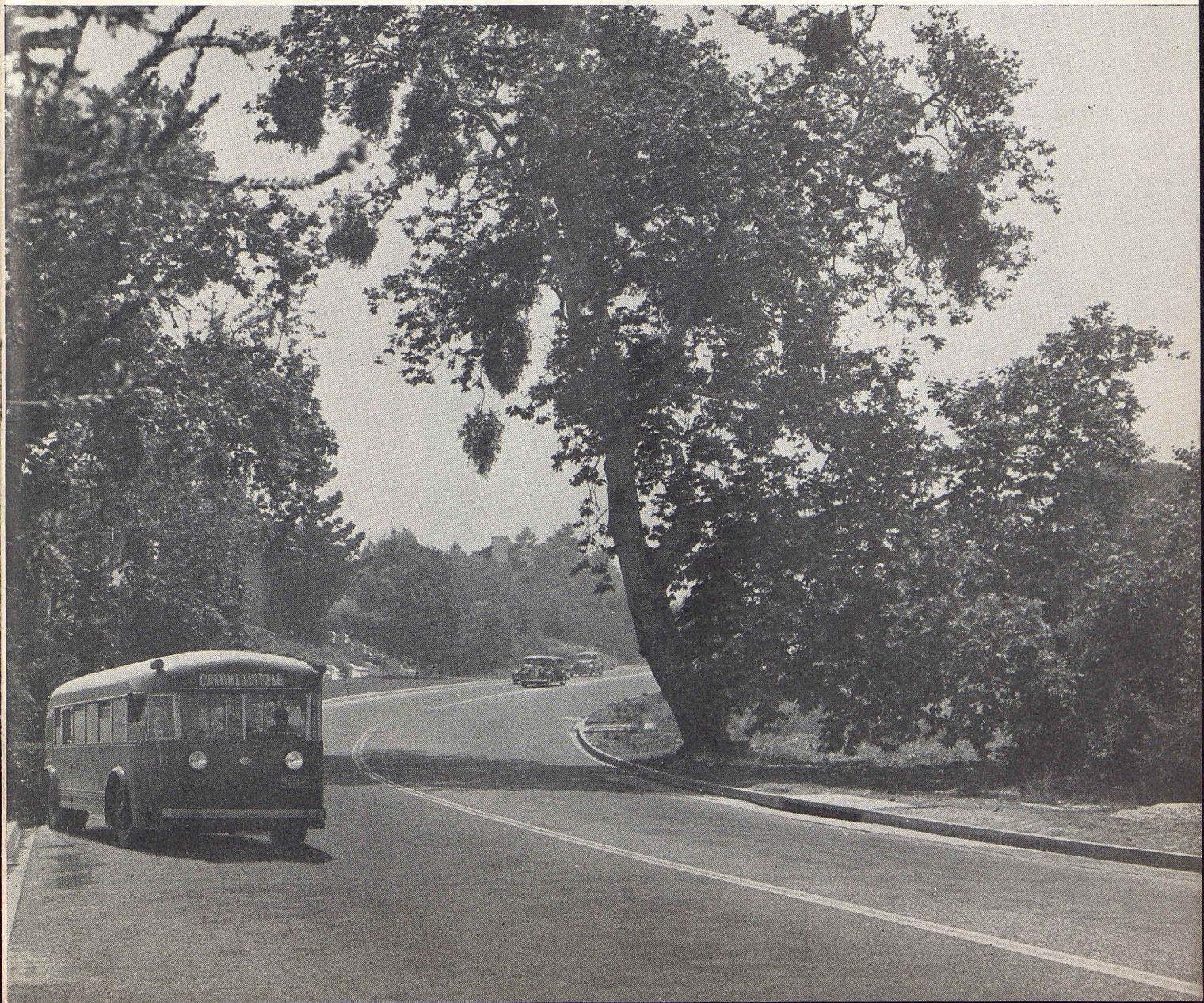


PACIFIC ELECTRIC
Magazine

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

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Address all communications care of Editor at 299 Pacific Electric Bldg., Los Angeles, Calif. N. B. Vickrey.....Manager, P. E. Club Paul T. Porter.....Editor

IN THE Safety section of this month's issue of the Magazine is told the outstanding success a store made through insisting that every employee say "thank you" upon concluding a sale with each customer. If nothing else in this issue is read, we hope that each and every employee

More Patrons Means More Business and More Jobs

who contacts the public reads this particular article, and ponders over it. It appears on page 11.

There was a time "in the good (?) days" when railroaders were tough, gruff and hard-boiled. The public as a whole didn't resent it much, shrugging their shoulders and having a sort of "what can you expect from a railroader" attitude. An occasional complaint they made when the affront was too severe, but generally speaking the public "took it"—because what would they do for transportation?

Down through the years times have changed. It is well worth repeating that to-day we have no monopoly on transportation. Our service is a convenience, not a necessity, to the largest percentage of our patrons. The extra cost of using their own family car would not deter thousands of them from doing so if they didn't like our attitude. And every patron we encourage to do so means the loss of several additional riders, who join the offended patron and make a daily transportation share-cost bargain via automobile.

We like to think, and do, that the rank and file of our Trainmen measure to a higher standard than that of

other groups in many other cities. And we seem to note an even more earnest desire on the part of Trainmen to build good-will through more considerate and courteous treatment of our patrons. To-day there are literally hundreds of them who never fail to say "thank you" when collecting fares, and most of them greet their riders with a pleasant "good morning."

There is no doubt about it—our jobs and future well-being depend upon the volume of patronage. All transportation companies are to-day struggling under the most severe taxes and other handicaps that ever confronted them. It is just good common sense that we use all the intelligence we possess to not only hold our present patrons, but to win new ones, by unflinching courtesy and rendering a worthy service.

We repeat—it is the best job insurance we know!

PAVING THE WAY

For every hill I've had to climb,
For every stone that bruised my feet,
For all the blood and sweat and grime,
For blinding storms and burning heat,
My heart sings but a grateful song—
These were the things that made me strong!

For all the heartaches and the tears,
For all the anguish and the pain,
For gloomy days and fruitless years,
And for the hopes that lived in vain
I do give thanks, for now I know
These were the things that helped me grow!

'Tis not the softer things of life
Which stimulate man's will to strive;
But bleak adversity and strife
Do most to keep man's will alive.
O'er rose-strewn paths the weaklings creep;
But brave hearts dare to climb the steep!

—L. E. Thayer.

"The man who is worthy of being a leader of men will never complain of the stupidity of his helpers, of the ingratitude of mankind, nor of the inappreciation of the public. These things are all a part of the great game of life, and to meet them and not go down before them in discouragement and defeat, is the final proof of power."—Elbert Hubbard.

IT HAS BEEN WISELY SAID:

Wise men do a lot of listening.

Winning an argument and losing a customer is poor business!

Some people get 20 miles on a gallon and many get to Heaven on a pint.

Some people think they're progressive when they wear last year's suit, drive this year's car, and live on next year's salary.

The worst thing that happens to you may be the best thing that has ever happened to you, if you don't let it get the best of you.

The man who knows a lot, but only does a little, doesn't get as far as the man who only knows a little, but does a lot.

OIL PAINTING GIFT TO CLUB

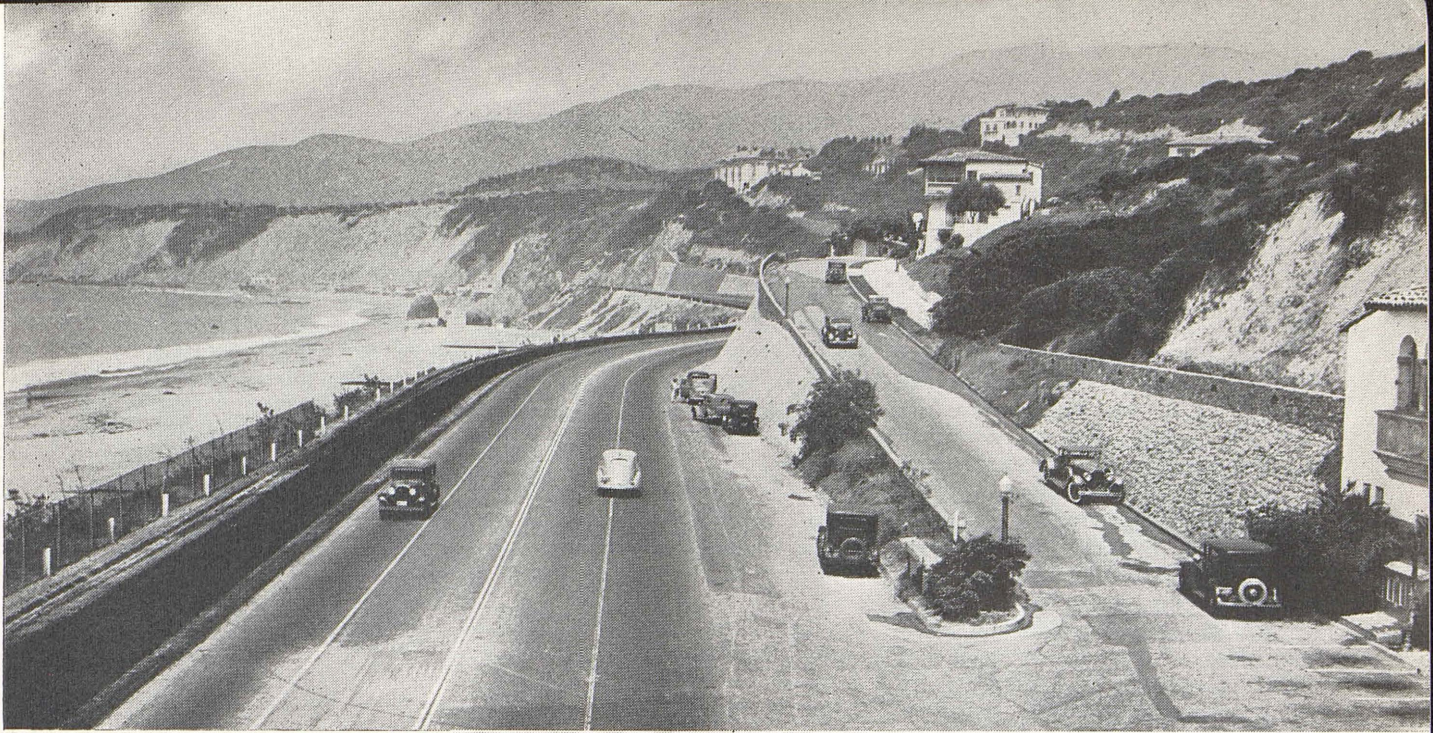
Adding color, zest and beauty to the Club's library, the membership last month was made the recipient of an outstanding oil painting. It was the most generous gift of Mr. H. A. Davis, a retired official of the Standard Oil Company, and a good friend who long has admired our Club's quarters.

The theme of the painting depicts a fall scene on a wooded stream of the Minnehaha River, the beauty of which has attracted artists to Minnesota from far and wide. The locale is a winding, lazy little stream with either bank heavily timbered and with a colorful deep underbrush so typical of this often acclaimed scenic region. All the multiple tan, brown and golden hues of late fall abound in the remaining foliage and the reflection upon the water is most vividly and accurately colored and portrayed.

To Mr. Knoche's and Mr. Thorburn's letters of appreciation to the donor, the Magazine adds, in behalf of the Club members, its gratefulness to Mr. Davis for so generous a gift.

Waiter (to party of fourteen men)—Gentlemen, there is a lady here who says her husband promised to be home at midnight and she has come to fetch him.

All Fourteen, rising — "Goodnight, old fellows—see you again soon."



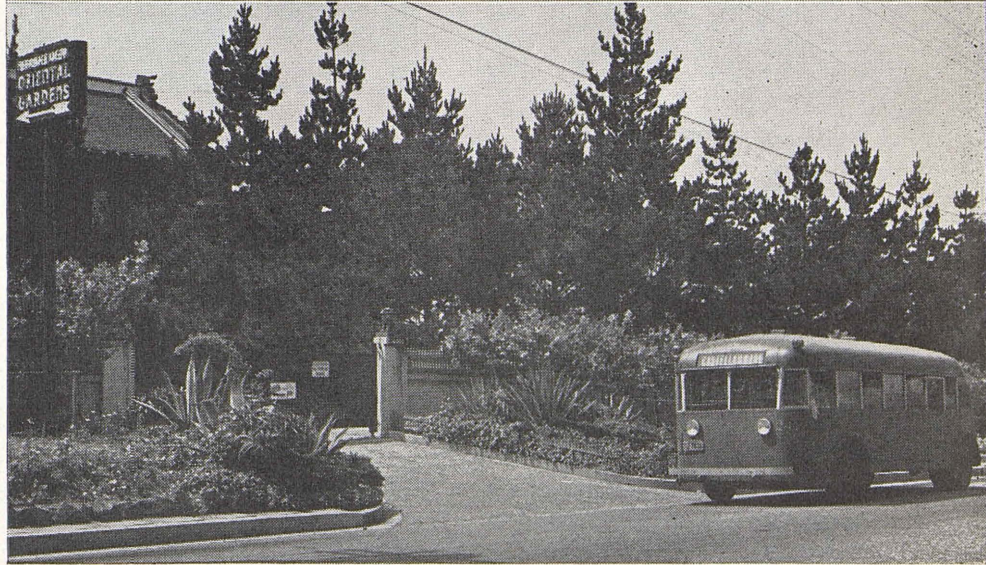
Beverly Boulevard Coach Line Rare in Southland Scenic Gems

WITH a view to calling attention and becoming better acquainted with the scenic lures and travel attractions, we begin with this issue of the Magazine a series of brief travelogues on some of our rail and coach lines. With the passing of Mt. Lowe, which most always came first as a trip recommendation to tourists, we should have some first-hand information of other outstanding journeys to pass on to inquiring and prospective passengers.

No service operated by our Company affords in a comparable travel time the opportunity to view as much of typically Southern California as one may thrill to in a trip from downtown Los Angeles to the sea via our Beverly Boulevard (Castellammare) Motor Coach Line. It has been aptly and deservedly called "America's Greatest Boulevard Trip."

Undoubtedly most of us have journeyed over the same route traversed by this popular coach line and have been impressed, but without a full realization of all the beauty that one sees in this fifty mile round trip travel requiring about three hours of time.

We leave Pershing Square on the



Above we see highlights of a journey via the Beverly Boulevard (Castellammare) Motor Coach Line, acclaimed as "America's Greatest Boulevard Trip." Routed via Beverly and Sunset Boulevards to the sea, the journey affords a rare scenic three hours. Top view shows the famous Roosevelt Highway near Castellammare; center, bridle path and entrance to the renowned Beverly Hills Hotel. Below our coach stops to afford passengers a glimpse of Old World atmosphere as reproduced in the Bernheimer Oriental Gardens.

Hill Street side in a modern, comfortable Pacific Electric coach, pass the Biltmore Hotel and turn west on Fifth Street. Beverly Boulevard is soon reached and shortly we are in an exclusive residential district, the beauty, colorfulness and architecture of which becomes increasingly appealing as the miles toll off. The Wilshire Country Club we passed at Vine Street is said to be the costliest golf course in the world so valuable is the property it utilizes.

Beverly Hills, made famous jointly by Will Rogers and the 2480% growth it experienced in a ten year decade, is a riotous color of bloom and harbors estates, not one, but many that represent investments of a half million dollars each. Here reside many motion picture celebrities and hundreds of other prominents whose names are daily front page news.

Leaving Beverly Hills we climb a grade over Sunset Blvd. and soon reach a crest that overlooks the entire valley and on clear day affords a birds-eye view of many famous beach cities. On the left we soon see the many and expansive halls of learning and campus of the University of California at Los Angeles.

Passing through the exclusive Holmby Hills, Bell-Air, Westwood Hills, Highland Hills, Brentwood, the California Riviera and Huntington Palisades the distant rolling hills abound with luxurious estates and landscaping as we have never before seen it. No less impressive are the Riviera Country Club, Will Rogers Rancho, the Uplifter's Polo Field and the Pacific Palisades.

Happy Landing

Our thrill journey nears the end as we approach the Bernheimer Oriental Gardens, where, as the sponsors tell us, "the Orient Meets the Occident." On scenic high bluffs overlooking the sea one finds here rapturous gardens, many ancient Chinese objects and statuary, old-world architecture, and curios from distant lands collected over a period of fifty years and in seventeen trips to China and the Orient. Our journey ends and now a happy landing at Castellammare, a picturesque little colony by the sea.

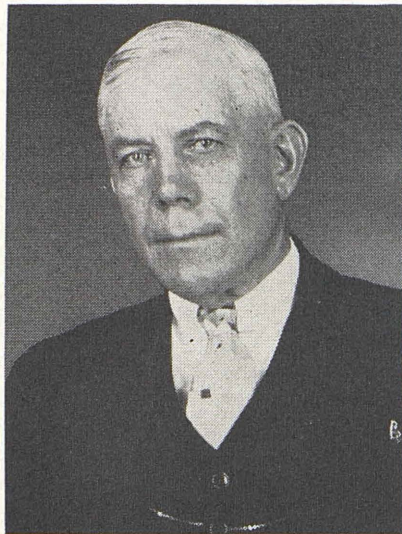
Two trips are made daily, leaving Los Angeles at 1:30 and 5:50 p. m. under the present schedule.

Making the trip additionally attractive is the fact that the round-trip fare is only 90c, and that it may be made on Sunday and holidays in

"On the Job" Motorman Saves a Baby's Life

"I F I'M gonna be a railroad man when I grow up, it's about time I began to look into things, so I'll just take me a stroll down the street a ways and start learning about those 'Big Red Cars.'"

Perhaps it was not in just those words, but it was the above trend of thought that no doubt inspired little Bobby Sherlock, two years old, to take a stroll last month that nearly ended in a sorrowful tragedy. That the dear little fellow didn't go to heaven, but instead remained on this earth to be a joy and comfort to a loving mother was due alone to the alertness of J. C. Cody, Motorman, Southern District.



J. C. Cody

Slipping from his mother's attention as she was engaged in preparing breakfast, little Bobby wandered four blocks from his home and climbed over a 20-foot embankment to reach the main line right-of-way just south of Firestone Blvd. Tired after his jaunt, Bobby was attracted to a nice, shinny rail to sit upon and muse about this funny old world.

Inbound from Torrance in this high speed territory, Cody, as good Motor-
conjunction with other trips on a Sunday Pass.

Schedules in addition to those mentioned above are operated between Los Angeles and Pacific Palisades, also Bernheimer Oriental Gardens and are shown in detail in the current Beverly Boulevard (Castellammare) Motor Coach Line time table.

men always will, had his eyes glued directly ahead. Despite a foggy morning and due alone to his watchfulness, Cody observed some distance ahead "an object that appeared to be dark brown paper, or perhaps a dog." He immediately applied his brakes, approached under full control, and when only 200 feet away discovered to his dismay and horror little Bobby still musing and utterly unconscious of the terrible fate that easily might have been his lot.

The little fellow was taken to Florence Ave., turned over to Traffic Officer Brown by Condr. Weaver, who was dead-heading from Torrance. A Sheriff's car took Bobby on a tour of the neighborhood in search of his home. They had not gone far when a frantic, screaming mother hailed them and asked that they search for her baby. Her joy knew no bounds when she discovered the little wanderer safe, and still smiling.

"Your close observations and action in this situation is most commendable," wrote, in part, Geo. F. Squires, General Superintendent, "and I wish to express to you my most sincere appreciation for your performance. Those of us engaged in the railroad industry can easily appreciate the most unfortunate and tragic results which might occur under circumstances of this kind, particularly where very small children may wander on the right-of-way without realization of the hazards involved."

That Mr. Cody makes it a habit of always being on the job is reflected in the fact that he has been in the service since 1902 and during the intervening 36 years has only had 5 demerits assessed against him.

Our most sincere congratulations, Mr. Cody.

Masonic Club Meeting Correction

Correctly the Magazine noted last month that the P. E. Masonic Club would suspend gatherings during July and August, as is the usual program. But erroneously we stated the date of the next meeting which will be held in September.

The correct date of the next meeting is Wednesday, September 21st. Beg your pardon.

I saw three thistle sifters

Sifting thistles through three sieves.

I said to these three thistle sifters:

"Thistle sifters, sift soft thistles

Through these three sieves."

Taxes!- Taxes! What'll We Use for Money?

Present Tax Burden of Our Company Cited. A Total of 430 Tax Levies are Paid by Company

By E. Van Dusen, Tax Agent

AS A general rule the average individual pays little attention to the subject of taxes.

To him perhaps it involves getting a tax bill once a year, if he is the owner of property, or the making of an annual income tax report, with the disagreeable result of having to make payments for either one or both. He finds the State extracts a few dollars in fees once a year for the privilege of operating the family bus over public highways. He may, and likely has, forgotten the gasoline tax he pays, but is reminded daily that he is still subject to the State Sales Tax.

Apparently Mr. Average Citizen finds the whole subject most bore-some. But beyond this he gives it little thought, certainly far less than what the subject warrants.

Not so, however, with a public utility. A complex form of government has given birth to a complicated tax system and, with the requirements of the many tax laws, taxes become a most important item in the expense of any large company, particularly in such a situation as now confronts the Pacific Electric Railway.

It is one thing to know the taxes for which a utility is liable. It is another to see that all taxes are paid within a specified time to prevent the accrual of heavy penalties and, in the instance of property taxes, that they have been paid on all of the properties still in the possession of the company. But the most important feature about taxes for the management is to know the answer to the question:—is the company's income sufficient to take care of the many levies which are imposed during the year and, if not, how long can it continue under the burden?

While the individual actually may be aware of only a few taxes, the Pacific Electric is called on to pay at least 430 levies during a year in connection with taxes, a list of which is as follows:

Number of levies

| | |
|--------------------------------|---|
| Tax under Federal Carriers | |
| "Taxing Act | 1 |
| Federal Unemployment Tax | 1 |

| | |
|-------------------------------------------------------------------------|---|
| Calif. Unemployment Tax..... | 1 |
| Federal Tax on Bond interest... | 1 |
| Federal Manufacturers Excise Tax | 1 |
| Federal Tax on Buses and other Auto Equipment | 1 |
| Federal Tax on Automobile Parts and Accessories | 1 |
| Federal Gasoline Tax | 1 |
| Federal Tax on Tires | 1 |
| Federal Tax on Lubricating Oils | 1 |
| Calif. Gasoline Tax | 1 |
| Calif. Sales Tax on Equipment and Supplies | 1 |
| Calif. Use Tax on Equipment and Supplies | 1 |
| Calif. 3% Motor Vehicle Transportation License Tax | 1 |
| Calif. License under Motor Vehicle Transportation License Tax Act | 1 |
| Calif. Gross Receipts Tax of ¼ of 1% on Common Carriers.. | 1 |
| Calif. Motor Vehicle License Fee Tax of 1.75% | 1 |

A Few Accommodations Available at Camp

SO frequently has the P. E. Camp been filled to capacity during August and many disappointed in being unable to obtain reservations during this month, we announce that there are some accommodations available during middle and late August.

The late summer and unsettled weather conditions, together with not too good fishing reports, combined to reduce somewhat the number of visitors to the Camp during July and early August. However, the balmy days and zestful nights have now arrived and the usual lureful weather will greet vacationists. Also, with natural food bits less plentiful, fishing in the lake is up to the possibilities of past seasons. Many fine catches are being daily recorded.

The available accommodations are on a "first come" basis. Hurry your reservation in order not again to be disappointed.

| | |
|-----------------------------------------------------------|----|
| Calif. Automobile Registration Fee | 1 |
| Calif. Automobile Weight Fee.... | 1 |
| Calif. Bank and Corporation Franchise Tax | 1 |
| Franchise Taxes to one county and twenty-two cities | 23 |
| Mineral Rights Taxes to one county and one city | 2 |

More, More, More!

In addition to the above, Pacific Electric also pays ad valorem property taxes on all of its land, improvements, equipment and other personal property, the 1937-38 tax bills for which included the following levies:

| | Number of Levies |
|-------------------------------------------------------|------------------|
| County Property Taxes in four counties | 4 |
| County Road Taxes in two counties | 2 |
| City Property taxes in 56 cities.. | 56 |
| School District Property Taxes in 120 districts | 120 |
| County Acquisition and Improvement Districts | 9 |
| City Acquisition and Improvement Districts | 13 |
| City Municipal Improvement Districts | 34 |
| Cemetery Districts | 4 |
| Drainage Districts (I & S)..... | 9 |
| Drainage Districts (Maintenance) | 2 |
| Fire Protection Districts | 20 |
| Flood Control Districts | 2 |
| Garbage Disposal Districts | 2 |
| Harbor Districts | 1 |
| Library Districts | 7 |
| Lighting Districts | 41 |
| Lighting Maintenance Districts.. | 4 |
| Metropolitan Water District | 1 |
| Mosquito Abatement District ... | 1 |
| Park Recreation & Parkway Districts | 2 |
| Protection Districts | 2 |
| Road Improvement Districts..... | 9 |
| Sanitation Districts (I & S)..... | 9 |
| Sanitation Districts (Maintenance) | 7 |
| Sewer Maintenance Districts | 14 |
| Water Districts | 4 |
| Water Works Districts | 5 |
| Water Conservation Districts..... | 1 |

Total number of levies430

It is safe to say that no one knows the extent of his total tax bill for a year. Many taxes, paid in the processing of materials, are hidden and pyramided in the cost of the articles and passed on to the consumer as a part of the cost of the product. Little one realizes that he is paying 104 taxes on the cost of a suit of clothes,

or 30 some odd in the price of a loaf of bread. Thus it is there are many indirect or "buried" taxes which the Pacific Electric must pay on materials and equipment on which there is no information to be had as to the actual total taxes paid in a year's time.

For the Pacific Electric, direct taxes are set up as required by the Interstate Commerce Commission accounting regulations, so that the total in the accounts does not reflect the thousands of dollars that are paid in indirect taxes.

Largest Tax Bill

Nevertheless, we find the total tax set-up for Pacific Electric for the year 1937 amounted to the imposing figure of \$1,213,784.00. This year it is estimated the total will exceed \$1,300,000.00, which will be the highest amount for Pacific Electric for any one year. This will be about fifty odd thousand dollars more than the peak reached in 1925.

Such an increase might not be so startling, except for the fact that the total revenue for 1937 was about one-half of the total revenue for 1925. In other words, the Pacific Electric Railway 1937 tax from the standpoint of ability to pay represented an increase of 64% over 1925.

It would seem we are far removed in every way except one from the days when the Dons, lords of the great ranches in Southern California, began to feel the effects of the establishment of our State government. The exception is, that with the establishment of that government, the Dons became subject to taxes, a thing hitherto unknown to them, and, while tremendous strikes have been made in the development of things affecting our daily life, we still are confronted by the same problem that they were forced to cope with—the payment of taxes. In their case it was the beginning of the loss of their great domains.

In the case of Pacific Electric, it can be seen from these figures why every economy possible with good operation is of vital importance, and why it behooves each one of us to do everything possible to attract additional business to our system.

Dentist (having drawn several teeth for young child): "Never mind—they will grow again."

Child: "But will they be here in time for dinner?"

"Close-up" of a Buddy

LET'S get really acquainted with another of our newly elected, or rather re-elected, American Legion officers. Adjutant Wm. E. Sames "went places" and saw things during the big brawl and who knows, but that we were there, or thereabouts, during his widespread travels "over there."



Wm. E. Sames

Sames enlisted in the U. S. Infantry Oct. 16, 1913, at Bethlehem, Pa. He served three years at Fort Mesa, El Paso, Texas. Later he was in the U. S. Army Reserves until July, 1917 when he was

called back on account of the World War.

He served as Drill sergeant in the 103rd Ammunition Train, in Pennsylvania and Georgia until sent to France in May, 1918, via England. He landed at Le Harve, France. At the American Base Camp at Vannes his company was split up, and sent to various points.

Sames went with a detachment of trucks, around Paris to Meaux, then up the Marne River to Chateau Thierry, where he was one of the men that stopped the German drive. He saw General Pershing blow up, in about seven seconds, a bridge across the Marne, that it had taken the French 14 years to build. Later he hauled pontoons to the point where U. S. Army Engineers were building a new bridge across the bloody Marne.

His outfit hauled all sorts of ammunition, high explosives, liquid fire, etc., to the front lines and brought back wounded soldiers to the hospitals.

Our Adjutant served on four fronts: the Argonne Forest, Thiacourt Sector, the Ourcq and Vesle, and at Varennes in the drive on Mount Faucon. His group sailed from St. Nazaire April 24, 1919, on the U. S. S. Liberator, to Philadelphia, being mustered out at Camp Dix, near Wrightstown, N. J., in May, 1919.

Sames was a Conductor on the Southern and Western Divisions from Oct., 1929, until August, 1933, when he changed over to the front end. He is now working a regular run on the Redondo via Del Rey Line as

MANY COMMITTEES FORMED TO P. E. LEGION ACTIVITIES

With newly elected officers seated in all their dignity, the first P. E. American Legion Post No. 321 meeting was held on Tuesday evening, July 26th.

The outstanding event of this gathering was the appointment of special committee memberships to serve during the ensuing year. That a busy and broad year of activity is planned is evident by the large number of committees formed.

Among the group committees are: Membership, Publicity, Disaster & Relief, School Awards, Naturalization, Community Betterment, Athletics, Women's Auxiliary, Sons of the Legion, Boy Scouts, Unemployment, Conservation, Inter-Post Relations and a host of others. Few posts have attempted as large a field of endeavor in their early life and all members appointed are pledged to carry on aggressively.

Other highlights of the meeting were:

Plans are being made to help entertain the National Convention which will be held in Los Angeles September 19th to 22nd inclusive.

Candidate for the 23rd District, Commander O. Jones and Commander-elect Clifford Grannis of the Leonard Wood Post, paid us a visit.

Clyde Holcomb, Sub-station Operator at Azusa, has been elected Commander of the Azusa Post American Legion for the coming year.

The absence of Comrade J. E. Davis, who has so well served our Post as Publicity representative, was noted by many and it was with keen regret that we learned of his illness which has confined him to the St. Vincent's Hospital. The speedy and complete recovery of this esteemed Comrade is sincerely hoped for.

When Adam in bliss,
Asked Eve for a kiss,

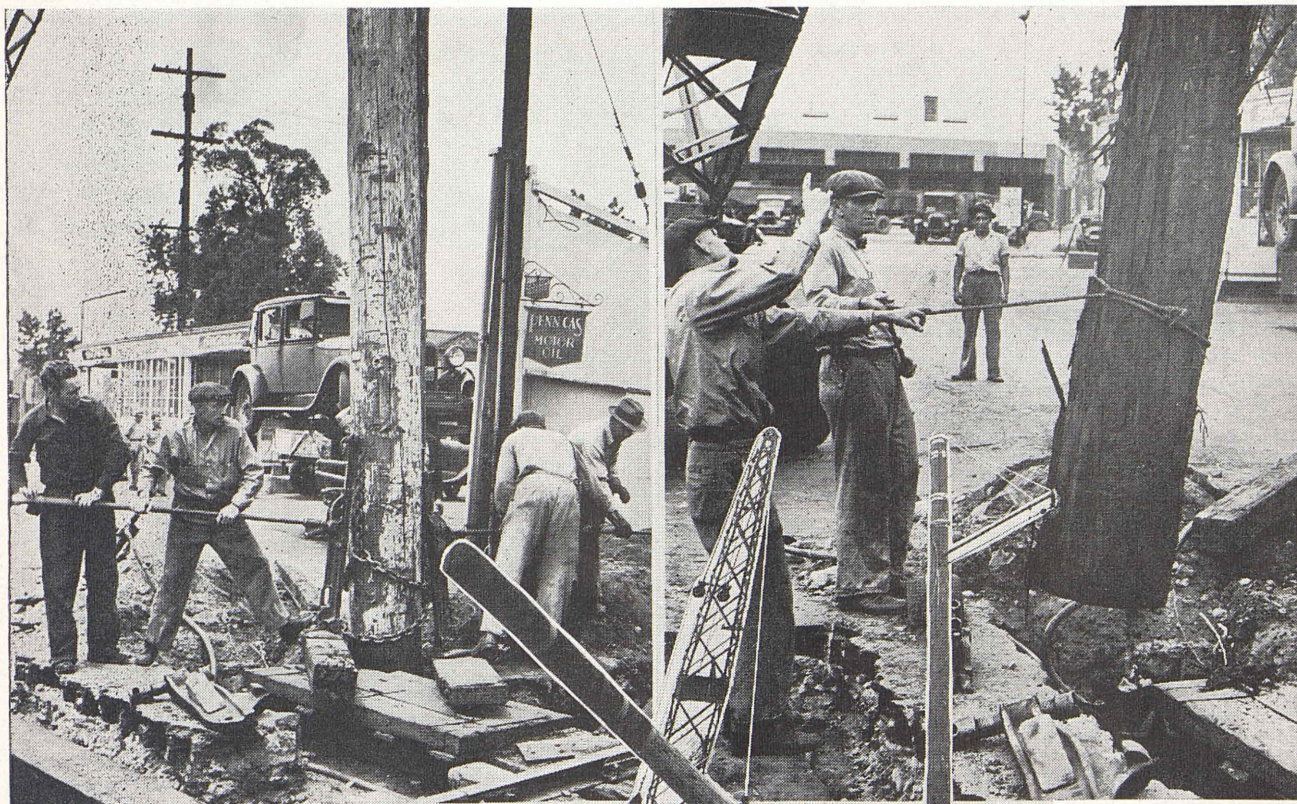
She puckered her lips, with a coo;
With looks quite ecstatic,
She answered emphatic
"I don't care, Adam, if I do."

Motorman. He was a Charter Member of P. E. Ry. Post, and became its first Adjutant, being re-appointed for his third term.

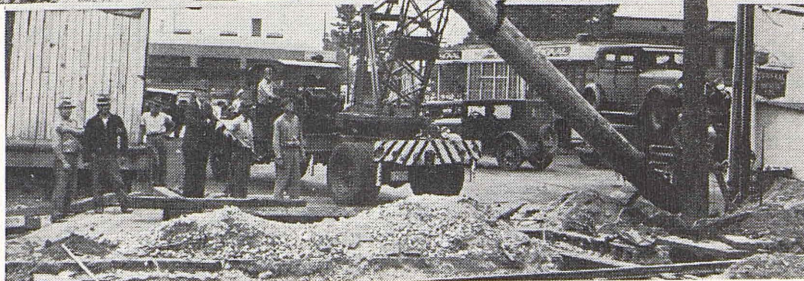
With this hard working, efficient Adjutant still on the job, we can be sure that the Post clerical work will be well done.

—J. E. Davis.

Removal and Re-Location of Overhead Poles on System



Camera! Action! Above left: Pole jack in place and ready for the lift. Right: resurrected pole, 10 minutes later.



Below: pole ready for cutting butt and creosote treatment. Entire action required 15 minutes. Try it some time!

THERE are some 42,000 poles in use on the P. E. System!

They reach an age when they have served their usefulness; frequently their location must be changed; a municipal requirement, or perhaps a street improvement, lend to the necessity of their removal or replacement.

With far less concern and nonchalance, our line forces daily remove these behemoths of the forest (weighing tons and tons) with far less concern than we experience when we receive a demand and a command from friend wife to re-locate the post support of her clothes-line.

The time was when, even with these experienced worthies, a pole was removed by using a long digging bar and prying upward an inch at a time. It required an hour or more to accomplish the task.

To-day, in progress with the machine age, where the number of poles to be removed justify and space makes possible, an automotive lifting crane is employed, and unless set in concrete (which necessitates pick separation) the average pole is removed from its earthly abode, in less than 15 minutes.

Sometimes it becomes further necessary to assist the crane (as shown in the accompanying photographs) by means of pole jacks. Where such conditions arise, our line forces are equipped with 10-ton capacity jacks, especially designed for this purpose. The lifting power is assisted by means of a hinged base, which permits it to align itself with the angle of the pole.

The life of our average pole ranges from 20 to 23 years. This long service is made possible by the modern

process of hot creosoting, which it is estimated more than doubles the normal life of poles.

Poles used on our system are known as the Western Red Cedar and come principally from the Pacific Northwest. Height of poles vary from 35 to 90 feet, the latter lengths being used over grade separations where our rails pass below.

The average pole used ranges in price from \$20 to \$25.

Poles used on system for the past number of years are purchased from the J. H. Baxter Company, Long Beach, where they are received in their natural state and creosote treated.

All poles removed are carefully examined and if their condition warrants salvaging, are sawed off at butt and frequently make a very satisfactory substitute. We have our

own creosoting tanks for butt treatment at Washington St., W. Hollywood and San Bernardino.

Pole removals and re-locations on the system come under the supervision of E. C. Johnson, Chief Engineer and A. O. Smith, Signal Engineer, with R. M. Cobb, Line Foreman and a tried and capable staff on the job.

TRACK IMPROVEMENT AT S. B.

Quite extensive improvements have been under way in recent weeks on Third Street, San Bernardino, coincident with that city's betterment of this heavily traveled thoroughfare, which affects Pacific Electric's single track line on which we operate trains of the San Bernardino-Highland Line, San Bernardino-Redlands Line, and the San Bernardino - Arrowhead Springs Line.

City requested our Company to relocate its single track line between Mountain View and Lugo Street, a distance of approximately 1187 ft., to the center of the street and reconstruct same using 128-lb grooved girder rail and asphaltic concrete pavement. Former track was constructed of 60-lb. rail.

Freight service only is operated on the San Bernardino-Redlands Line and San Bernardino-Highland Line, and both freight and passenger service is operated on the San Bernardino-Arrowhead Springs Line, passenger service being operated over part of the line only.

Other coincident work involves:

Northwesterly curve connection between Highland Line and the track in Third Street to be removed, as operation can be carried on satisfactorily without it.

Relocate to center of street, crossing with Highland Line and turnout east of crossing and repave with 5" oil macadam.

Retire and remove turnout at Mountain View Avenue and turnout on Highland Line north of crossing and 221' of connecting track, and repave with 5" oil macadam pavement. Install 1187' of tile drain.

Total cost to the railway will be about \$13,000.

—J. R. Schaeffe.

She: "Every time I look at you I think of a great man."

He: "Who is it? Edison?"

She: "No. Darwin!"

Candid Camera-Pen Shots

INTRODUCING Roy Swanson (we'll wait until the booing ceases), who was found at the age of one week helping the coyotes chase



Roy Swanson

rabbits in wilds of Wyoming. Delivered to the sheriff and always called him D a d. Followed brewery wagon to Ogden. Saw Choo Choo and decided to become R. R. man. Came to Los Angeles to be Peanut Butcher on Long Beach Line. Doctor examined and found bump on head, said: "You work in Engineering Department." Feet got so heavy he was put in Freight Traffic Dept. Hobby: eating cake.

In the accompanying picture Mr. Swanson is shown in one of his more serious moods.

Be careful folks, you may be next.

Tom Cross went fishing on Barge off Redondo Beach. Tom got tired of waiting for fish to bite and went swimming after them. Rod and Gun Club should give prize for biggest fish caught without tackle.

C. C. Fenimore applied for drivers license. Clerk said "what is full name? When told he said "You have a name like a man from the South." Ask C.C.F. to see oversize drivers license with full name on it.

Scott Braley went fishing off San Diego, on live-bait boat. Razzed Skipper because of no fish. Skipper said "will you land any fish I hook?" Scott replied "yes." They both fished. Skipper yelled: "come here P.E., land this one." After twenty minutes of the best fishing ability of Mr. Braley, gathered through 35 years of experience, Mr. Braley landed—a bucket of water, to the amusement of the crowd.

Mr. Braley is now known as "Water Bucket Braley".

—Walter Watchall.

TWO DEATHS DURING JULY

Deaths within our ranks numbered two during the month of July, a gratifying decrease over the rather large toll we have experienced during the past several months.

Those whose passing we sorrow-

"BIGGER AND BETTER" PLANS FOR P. E. WOMEN'S CLUB

On July 28th, the new President, Mrs. Fuller, called a board meeting, of the Pacific Electric Women's Club. Those present were: Mesdames: Green, Murphy, Fuller, Langston, Baglin, Schwertfeger, Gilks, Bell, King and Andrews.

Plans were formulated for the coming term with much interest, and it is the desire of the new officers to keep the membership so busy this year that none will want to miss any of the meetings.

Mrs. Baglin will preside as Chairman of the card parties this year, and under her splendid leadership we know the parties will be a success.

September the 8th is our President's Luncheon Day and marks the beginning of the new club year. We want every member present.

Plans already are being made for a rip-roaring meeting on September 22nd, featured by an outstanding program of entertainment, details of which will be announced at first meeting in September. The American Legion convention will hold its business meeting in our Club rooms and as a result our quarters will not be available on the 22nd. However, we are happy to oblige and this slight difficulty will be overcome.

Mrs. Fuller, with her most gracious manner, served the ladies with homemade ice cream and cake, which was certainly enjoyed by all. Let us all give her unstinted support this coming year.

Our sincere sympathy goes to our Press Chairman, Mrs Hasty of San Bernardino, who was called east owing to the passing of her Mother. Therefore, your humble servant, Cora E. King, is pinch hitting.

Old, But Worth Repeating

"Work faithfully eight hours a day, and don't worry. Some day you may be the boss and work twelve hours a day and have all the worry."

fully record and to the family members of whom we sympathize, were:

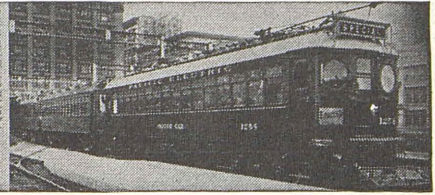
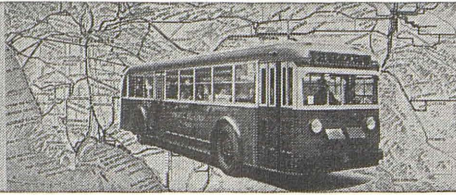
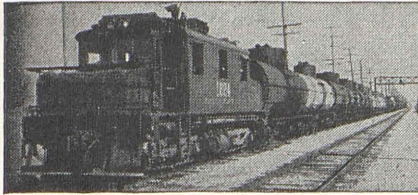
Robt. M. Simpson, retired Motorman, and Samuel W. Howe, Special Accountant.

There again were no deaths among the Wives' Death Benefit Fund members.

The Employees' Mortuary Fund last paid \$656.60, and the Wives' Fund \$158.50.



SAFETY NEWS



Fewer Crossing Accidents Show Progress Possible

A VERY interesting report has just reached us from the California Railroad Commission, covering all grade crossing accidents for 1937, compared with the same for 1936. This report does not cover city street operation, but is confined to interurban electric and steam railroads of the state of California.

During the year 1937 a total of 2161 such accidents were reported, involving 184 deaths and 829 injuries.

The damage to equipment (railroad and vehicles) was estimated at \$253,000, which leaves out all the expenses which someone paid for doctors, nurses, hospitals; loss of pay while salaried persons were recovering from injuries, etc., which may, and probably does, equal another quarter of a million dollars.

Great Hazard

Another item in this report which is of especial interest to we of the Pacific Electric is a comparison of the number of crossings with which the different railroads have to contend. No other electric railway in the state has anywhere near as many crossings as we have, and only the Southern Pacific railroad has more, so our chances of accident are much greater than other electric lines, consequently, our accidents are more.

We have a total of 2440 crossings over which many trains are operated each day, and upon these crossings we reported 429 accidents in 1937. A curious fact in connection with these figures is that while we had 14% less accidents in 1937 than in 1936, they were of a more serious nature, as is shown by the increase of 27% in casualties.

One page, of the twenty comprising this report, is given to showing each year, beginning with 1913 and ending with 1937, the number killed, injured

and the number of motor vehicles registered. The number of motor vehicles registered in 1913 was 122,444, while in 1937 this number had increased to 2,657,233, or nearly 22 times as many. If the number of accidents had increased at the same rate, there would have been 10,120 in 1937, but fortunately, through the protection and separation of grades, backed by a constant drive for greater safety and accident prevention, the number of accidents has been held down until there were but twice as many in 1937 as in 1913.

This shows that accidents can be reduced, and that education, training and law enforcement will do it.

Every railroad man should preach, teach and practice accident prevention whenever the opportunity affords.

FEWER STEP MISHAPS OCCUR

If you are among the large number of American citizens who recognize the seriousness of our deplorable accident record all over the country and

in all walks of life, you have been reading the series of articles appearing here each month on the subject of step accidents.

The selecting of this one class of accidents to watch and follow up has not been because it was the largest, or most serious class, but because it is a good measure or gauge of conditions on one large transportation company and directly reflects the efforts and success or failure in all accident prevention endeavor.

The report of all accidents for June, 1938, is now out, giving us an opportunity to compare results with former months.

Of step accidents there were 22, a decrease of 6 under June, 1937. This improvement, while not great enough to call for a celebration, is nevertheless gratifying and, since the average for the first six months of 1938 was 24, June showed up fairly well.

One very satisfactory item to report is that, with the many motor coaches operated in and out of Pasadena, **not one accident was reported.**

If we might judge by the figures, it would appear that women are becoming more careful, or men more careless, as there were only about three times as many women as men who met with such accidents. Usually the ratio is much higher.

Three of the six men experiencing accidents were under the influence of liquor, and while we regret that we were involved in their misfortunes, we realize that it was their own weakness which put them in a condition where they were unfit to be upon the street.

In three reports, the investigation showed that Trainmen should have avoided the accident. Now, three does not look like a large number, but if you will think of it in percentage of total you will see that three less would have represented about 14% of the total and this reduction would



Mr. Motorman! Mr. Conductor! See those traffic buttons? A perfect set-up for a costly step accident. Carefull

have made June the best month so far in the year.

Each month, let us all resolve to do, just a little more for the great cause of Accident Prevention, until we have reached a point where the Pacific Electric Railway will be known far and wide as the safest transportation company of its kind.

NEW THROUGH EVENING TRIP TO ALTADENA IS OFFERED

An additional through trip from Los Angeles to Altadena was placed in operation on Monday, August 1, via the Pasadena Short Line, we learn from H. O. Marler, Passenger Traffic Manager.

To be operated on a daily, except Saturday and Sunday basis, the new through trip leaves Los Angeles at 5:01 p.m. and operates through to Lake and Mariposa Streets, Altadena, via North Fair Oaks and Mariposa Streets.

This new through trip is in addition to the present Los Angeles-Altadena schedule leaving Los Angeles at 4:30 p. m. Two through inbound schedules are also operated each morning, except Sundays, leaving Altadena at 7:15 a. m. and 8:15 a. m. for Los Angeles.

The present Pasadena Short Line and Oak Knoll schedules are not affected by the additional through out-bound trip.

Si, Hablo Espanol (Yes, I Speak Spanish)

A Few Spanish Words and Terms That Will Aid Trainmen in Their Relations With Foreign Tongue Patrons

A CONDUCTOR on the Long Beach line recently had much difficulty in obtaining information from a Mexican who boarded his train with his wife and children. Recalling that some years ago the Magazine carried a short article outlining a few words and phrases that would be helpful in Trainmen's dealing with Spanish speaking patrons, we reproduce it here.

The material that follows was designed to enable the Trainmen, with a little study, to carry on a brief conversation most likely to occur when confronted with Spanish speaking passengers.

As your Mexican passengers board your car you might ask him:

"Where are you going?"—A DONDE VA?

Or, "What town?"—QUE PUEBLO?

As the answer is given, ask him:

"One way?"—BILLETE DE IDA, or "round trip?"—DE IDA Y VUELTA? Or in simple words, "You stay?"—SE PARA USTED? Or "You Come Back?"—VUELVE USTED? If round trip is desired then give him the

information. "Good for ten days"—BUENO POR DIEZ DIAS.

If he is paying for a number of passengers you might ask:

"How many?"—CUANTAS PERSONAS?

"How many adults?"—CUANTOS HOMBRES?

Or, "How many children?"—CUANTOS NINOS?

He will probably ask you:

"How much?"—CUANTO DINERO?

By knowing the numerals from one to ten, and the denomination of Twenty-five cents, Fifty cents, and One dollar, it is easy to explain the amount of money necessary to pay the fare.

For instance, the fare is "six cents" you would say—SEIS CENTAVOS.

If the fare is "ten cents"—DIEZ CENTAVOS.

If the fare is "Twenty-five cents"—DOS REALES (two bits) or,

If the fare is "thirty cents"—TREINTA CENTAVOS, or use the "twenty-five cents"—DOS REALES and CINCO CENTAVOS—"five cents."

If the fare is "fifty cents"—CINCUENTA CENTAVOS, or CUATRO REALES—"four bits."

If the fare is "sixty cents" use the "fifty cents"—CUATRO REALES and "ten cents"—DIEZ CENTAVOS, making a total of sixty cents.

The same can be used for eighty-five cents" by using the fifty cents, twenty-five cents, and ten cents—CUATRO REALES, DOS REALES, and DIEZ CENTAVOS, making a total of eighty-five cents.

In this way by remembering the numerals from one to ten, and twenty-five, fifty cents, and "one dollar"—UN PESO, you can easily tell the right amount.

In case your car does not go to the destination of the passenger, tell him to "Take next car"—TOME EL PROXIMO.

Try these on your next Mexican passenger and see how much easier it will be to handle them.

Classification of June, 1938 Accidents

TRAIN SERVICE ACCIDENTS DURING JUNE, 1938 COMPARED WITH JUNE, 1937

| CLASSIFICATION: | SYSTEM | | Increase or Decrease | Percentage |
|------------------------------------------------------|--------|------|----------------------|------------|
| | 1937 | 1938 | | |
| Collisions: | | | | |
| 1. With Pedestrians..... | 8 | 6 | 2 Dec. | 25.00% |
| 2. At Railroad Crossings (Other than Company's).... | 0 | 0 | | |
| 3. Between Cars of Company..... | 3 | 3 | | |
| 4. With Vehicles and Animals..... | 190 | 139 | 51 Dec. | 26.84% |
| 5. Derailments..... | 11 | 10 | 1 Dec. | 9.09% |
| 6. Equipment..... | 0 | 0 | | |
| 7. Boarding Cars..... | 13 | 11 | 2 Dec. | 18.18% |
| 8. Alighting from Cars..... | 15 | 11 | 4 Dec. | 26.67% |
| 9. Injuries on Cars (Not in Collision)..... | 21 | 17 | 4 Dec. | 19.05% |
| 10. Falling from Cars (Not Purposely Alighting)..... | 1 | 0 | 1 Dec. | 100.00% |
| 11. Doors, Gates and Guard Rails..... | 1 | 2 | 1 Inc. | 100.00% |
| 12. Ejectments and Disturbances..... | 2 | 3 | 1 Inc. | 50.00% |
| 13. Employees..... | 4 | 5 | 1 Inc. | 25.00% |
| 14. Miscellaneous..... | 6 | 2 | 4 Dec. | 66.67% |
| 15. Total—All Accidents: | | | | |
| Passenger Rail..... | 233 | 160 | 73 Dec. | 31.33% |
| Motor Coach..... | 26 | 35 | 9 Inc. | 34.62% |
| Freight..... | 16 | 14 | 2 Dec. | 12.50% |
| Total..... | 275 | 209 | 66 Dec. | 24.00% |

An Idea That Made a Million Dollars

A FEW years ago a man started a small store, without much capital, but with a capital idea.

He had a large sign made, and hung it conspicuously. It read: "Your Money Refunded if We Fail to Say, 'Thank You'."

When he hired his first clerk, the employee was instructed to either carry out the sign's promise, or to personally make the refund to the customer.

The business grew. As each new clerk was added, he was given to understand the firm's pledge and his obligation to carry it out. Today this firm has become famous for its friendly service. No matter how small the purchase, or how busy they may be, the Clerks never fail to say "Thank You." This is a part of the job.

Throughout the depression this store's volume of business doubled, and then trebled. Starting as the most humble, today it is the city's largest store, and it hires more employees per square foot than any other local store.

This store handles good merchandise; but neither superior nor inferior to that of its competitors. Its entire success was based upon the idea of its founder—that it must depend upon the public for its support, and that every purchaser must be thanked for every purchase.

We who are operating the trains and coaches of this railway have something to "sell". We have no monopoly on transportation. Today a ride to town on a train or coach is not a necessity. It is a convenience. If people do not like our attitude, they can, and will, make other travel arrangements.

The future of this railway and well-being of ourselves, and our jobs, can become greatly more secure by holding present and gaining new business. This can be accomplished by an unflinching and sincere "thank you" to all patrons, plus courtesy and an obvious desire to serve in such a manner as to merit continued patronage.

Such an attitude is the best job insurance we know.

TWO "BELIEVE IT OR NOTS" ABOUT LA HABRA IN WEEK

"During my short stay here I've learned a few interesting notes about the city of La Habra," writes F. H. Bradley, Relief Agent. "They have one claim to distinction in having been written up in Ripley's 'Believe It or Not' column twice in one week.

"First: The city of La Habra has more churches for the size of the town than any other in the world (14 churches for a population of 2000). Second: the name of the Chief of the Fire Department is, believe it or not, Mr. Burnum!

"The main industry, of course, is citrus fruit. La Habra is better known in New York, Chicago and other places over the country than it is right here in Southern California, due to the fact that thousands of boxes of oranges, lemons, and avocados go out of here with LA HABRA stamped on the box.

"The two packing houses here will ship over the Pacific Electric this year approximately 1000 cars of citrus fruit."

Thank you, Mr. Bradley.

The Magazine will be happy to receive outstanding facts about other cities on the system from Agents or others.

P. E. CAFE IS COMPLIMENTED

Praise is due and expressed to Chas. J. Kekich, manager of the P. E. Club Cafe, upon a compliment he received last month on the degree of cleanliness maintained in the club restaurant throughout.

An official inspector from the Board of Health of Los Angeles, after an inspection that included refrigeration, stoves, dish-washing equipment, cooking vessels and dishes, steam tables, food storage, trays, floors, etc., expressed the opinion that "of the thousands of restaurants in Los Angeles that I have inspected I would rate the P. E. Club Cafe as the fifth cleanest in the city." He gave Mr. Kekich a rating of 98%, which is indeed most complimentary.

Mr. Kekich has been in charge of the Club's cafe for a little more than a year, and has never failed a single day to be on the job. The quality of his food, lowness of prices and unflinching courtesy of himself and assistants well justify liberal patronage by employees.

APPOINT SAFETY ADVISORY COMMITTEE FOR AUGUST

The next meeting of the Trainmen's Safety Advisory Committee, will be held on August 26, 1938, in the Pacific Electric Club Rooms, commencing at 10:00 a. m.

Following are the members selected to serve on this Committee for the month of August, 1938:

- | | |
|--------------------|------------------------|
| Western District | Terminal |
| P. Davis | West Hollywood |
| G. D. Meek |Subway |
| R. A. Osborne | Ocean Park |
| G. E. Franklin |Glendale |
| Northern District | |
| L. O. Goodwin |Macy Street |
| O. C. Angle |Pasadena |
| Paul Dusserre | San Bernardino |
| Southern District. | |
| A. H. Bartlett | ... Los Angeles Street |
| L. W. Downey |Long Beach |
| H. C. Jensen |South Freight |

This conference will be devoted to consideration of subjects relating to safety and our accident prevention

THEY PAY AS THEY RIDE

The United States department of commerce indicates in a recent survey that the average automobile owner pays \$53 a year in various assorted taxes for the privilege of driving his car. His income is between \$25 and \$30 a week, so his tax bill is equivalent to two weeks' pay, more or less.

Only one driver in three has ever owned a new car. The other two have purchased used cars. The average value of all cars on the road is about \$238.

Automotive taxes have been steadily increasing over a period of years (in common with nearly every other variety of tax). They rose \$2 per car in 1937 over 1936. Ten years ago the taxes averaged only \$8.52 a year, as against \$53 at the present time.

problems, and we hope to have a program which will be both of interest to you and of educational value.

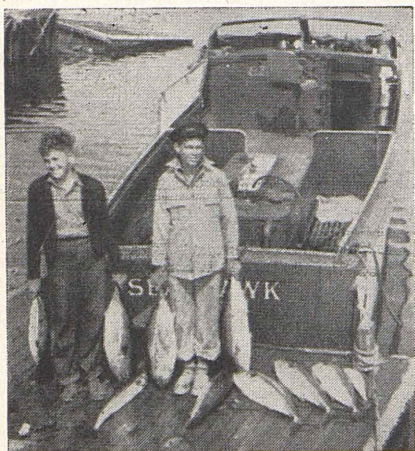
GOLF TENNIS FISHING HUNTING SPORTS BASKETBALL BASEBALL BOWLING

BALMY BITS FROM BAIT BOYS

By way of trying to determine just what the members of the P. E. Rod & Gun Club are doing about fishing, I broadcasted a call for photographs of fishermen with fish. Only R. G. Burdsal and Walter Spangler came to my rescue with a picture of their catch of a Calico Bass taken on a recent trip to Catalina Island.

About all I could get from the members who fish regularly on our charter parties and make such a noise about it, were alibis. Somehow these alibis don't photograph.

According to reports circulating around via "grapevine," several of our prominent members chartered the fishing boat Retreat on July 17. It seems that our Fishing Captain, Scott Braley, had been fishing in hard luck all season and couldn't land one unless Mrs. Braley were along to coach him. Poor Scott had exhausted every excuse and was just about desperate. Well, his good friend, and official spokesman at all meetings, B. F. Manley began to get worried. Having always come to Scott's rescue when the going gets tough, Burley just wouldn't let him down now. So he volunteered his services to coach Scott on this particular outing. As a result of such good coaching it seems



Here's young Bob Manley, son of the grand old man, and Scott Braley, Jr., a chip off fisherman's clan. Dads are hiding their faces, weeping crocodile tears—Cause the kids caught fish they've been after for years.

Lady Luck reversed the tables,—Scott filled his sack with fish and poor Burley came home empty handed.

This had been the height of Scott's ambitions for so long that they say he was fit to be tied when he got home. Of course, Burley is not one to offer alibis, his only explanation was simply "the mackerel were not running."

Another embarrassing blow was dealt to our members' ability to catch fish last month. The majority of our good trout fishermen had come to the conclusion the trout in Lake Arrowhead were all on a strict diet. The word had been repeatedly passed around that if there were any fish in the lake the natural food was so abundant they would not strike any make-believe offerings.

Nevertheless, our old friend, T. O. Trowbridge, Conductor, Western District, who is not a member of our Club and claims he is not a fisherman, but just goes out occasionally for a boat ride and fishes a little to relieve the monotony, showed us up. He took his guest, R. C. Lowe, up to the Camp on July 19, went out for a "boat ride" and decided to do a little fishing. Two hours passed and they had four beautiful Rainbow Trout. Next day they tried it again, starting out at 7:00 a. m., and were back at 10:30 a. m. with ten more beauties, making a total of fourteen fish for five hours and thirty minutes fishing. Ah wah!

The accompanying photograph will make many of our good members turn green with envy. While Mr. Trowbridge is not now a member of our Club, we hope he will be before this season is over, as he convinces us we are in need of such a man to instruct our Instructors.

The word is out that Tom Brunner was seen heading for San Diego bass lakes with a nice assortment of bass plugs. They said he had a tired look like he needed a vacation.

Arlie Skelton,
Recording Secretary.

Doctor—"I'll examine you for fifteen dollars."

Patient—"All right, Doc; and if you find it, we'll split fifty-fifty."

P. E. BOWLING LEAGUE MEETS

An important meeting for bowlers will be held at P. E. Club Tuesday, August 23, at 7:30 P. M.

At this meeting Officers will be elected for 1938-1939 season.

All teams for coming season must be registered on this night in order that necessary arrangements may be made with Jensen's Recreation Center for reservation of alleys; also to permit schedules and prize lists to be prepared in advance of tournament season, which will start Friday, October 7, 1938.

It is desired to have as many departments represented as possible. A cordial welcome will be accorded to any and all new bowlers.

THE THIRD DEGREE

Find a chair. Shove it up to a table. Sit down. Put an elbow on the table. Put your chin in your hand. Close your eyes. Think.

Now answer yes or no.

Do you ever exceed the speed limit or drive too fast for traffic conditions?

Do you ever drive on the wrong side of the road?

Do you ever disregard a stop sign or traffic signal?

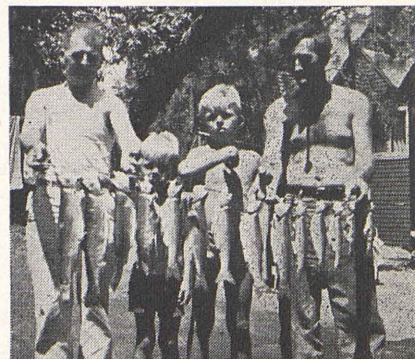
Do you ever go ahead when you do not have the right-of-way?

Do you ever cut into moving lines of traffic (as from a curbstone parking space)?

Do you ever pass on hills or curves?

Do you ever fail to signal for a turn?

Twenty-six states recently made a summary of unlawful and unsafe driving practices which caused fatal accidents.



No fish in Lake Arrowhead? Here's a string of fourteen caught last month in 5½ hours by T. O. Trowbridge, Conductor, West and his friend R. C. Lowe. It is rumored that the Rod & Gun Club are endeavoring to engage Mr. Trowbridge as Instructor for their Instructors.

LATEST WITH STAMP ADDICTS

Agitation is again underway to limit the "flood" of commemorative stamps. This word "flood" has been applied to the new regular issues of English Colonies and Dominions quite inadvisedly when it is considered that each new Monarch has come to be entitled to the honor of having his picture used on his Nation's stamp during his reign.

This word was not used, however, when the English Jubilee and Coronation issues and the French Exposition issues were printed.

Our own Government is putting out a new regular set of 35 stamps which will entail quite an expenditure to secure.

Shall we then agree with the Swedish Society which is contacting the larger Philatelic Societies of the world to get their opinion on bringing pressure to bear to limit the number of commemoratives?

Stamp catalogues show that commemoratives number less than one-tenth of all stamps issued to date. However, during the last few years this percentage for an individual year has exceeded four times that amount.

As long as stamp collectors want these new issues, governments will issue them, and as long as our own Post Office Department can show records of approximately two hundred thousand first day covers for each of its new stamp issued, new issues will be provided. Also, as long as the Philatelic trade and advertising profits by the issuance of these items there will be no action by Philatelic Societies.

The main point then seems to be that we collectors want these items and this desire will probably continue until the stamping machines take adhesives off the market.

Our Government Philatelic agency was established in 1921 and has shown average annual sales of nearly seven hundred thousand dollars.

F. N. Compton.

A storekeeper had for some time displayed in his window a card inscribed, "Fishing Tickle."

A customer drew the proprietor's attention to the spelling.

"Hasn't anyone told you of it before?" he asked.

"Hundreds," replied the dealer, "but whenever they drop in to tell me they always spend something."



"My spinster aunt said if ever a man tried to make love to her she'd call in the authorities."

"Yes, the justice of the peace and the chief of the marriage license bureau."

Boy: "And now, doctor, that I've told you I am going to marry Anne, there's one thing I want to get off my chest."

Doctor: "You just tell me about it, my boy."

Boy: "A tattooed heart with the name Mabel on it."

"How'd you get along with your wife in that fight the other night?"

"Aw, she came crawling to me on her knees."

"Yeah? What did she say?"

"Come out from under that bed, you coward!"

Sapp: "That lawyer of mine certainly is on the job!"

Simp: "How d'ya mean?"

Sapp: "Listen to this item on his bill: 'For waking up in the night and thinking over your case, \$5.00.'"

Visitor: "If your mother gave you a large apple and a small one and told you to divide with your brother, which apple would you give him?"

Small Boy: "D'ye mean my big brother or my little one?"

The college professor and his wife were entertaining at dinner. Suddenly a child's voice was heard from the floor above:

"Mother!"

"What is it, Archie?" she asked.

"There's only clean towels in the bathroom. Shall I start one?"

Father: "Are you sure he loves you? That it isn't your money?"

Daughter: "He swore he worshipped me since he first saw me."

Father: "Where was that?"

Daughter: "At the beach last summer."

Father: "Were you in a bathing suit?"

Daughter: "Why, yes."

Father: "He's after your money."

"Dad, what's influence?"

"Influence, my boy, is what you think you have until you try to use it."

The little girl was crying. Her mother to distract her thoughts, called:

stared up at the airplane till it disappeared. "Oh, come here, darling—come here and look at the airplane."

The little girl ran to the window and peered. Then she took out her little wet handkerchief again.

"Mama, what was I crying about?" she asked.

Teacher: "If a number of cattle is called a herd, and a number of sheep is called a flock, what would a number of camels be called?"

Little Boy: "A carton."

Cowboy: "What kind of a saddle do you want—one with a horn or without?"

Dude: "Without, I guess—there doesn't seem to be much traffic on these prairies."

Judge O'Flaherty: "Haven't seen you here before?"

Prisoner: "No, y' honor. Oi niver saw but wan face that looked like yours, an' that was a photograph of an Irish king."

Judge: "Discharged! Call the next case."

A woman entered a shop and said: "Have you any cream for restoring the complexion?"

"Restoring, miss? You mean preserving!" said the clerk heartily.

P. S.—He sold her \$17 worth of complexion creams.

A Scotchman had to send an urgent telegram, and not wishing to spend more money than necessary, wrote like this:

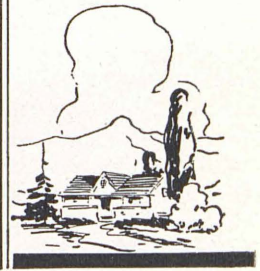
"Bruises hurt erased afford erected analysis hurt too infectious dead." (Ten words.)

The Scotchman who received it immediately decided it was "Bruce is hurt. He raced a Ford. He wrecked it, and Alice is hurt, too. In fact, she's dead." (Nineteen words.)



BY OUR
CORRESPONDENTS

OF THE PACIFIC ELECTRIC AND MOTOR TRANSIT FAMILY



ACCOUNTING DEPARTMENT Geo. Perry

For those listed below, all that is left of the old two weeks vacation with pay, for which they impatiently waited, is—just a line in the magazine. But it was great fun while it lasted; ask any of them:

Clayton Scholl, P. E. Camp; Juanita Hoover, Vancouver, B. C.; Winfield Weeks, Home; Dale Hyde, San Francisco; Arthur Manhart, Hermosa Beach; Kenneth Pomeroy, near Lake Arrowhead; Ruby Sodowsky, Vancouver, B. C.; John Cattle, Colorado; Laura Drake, Chicago; Mabel Cavender, Kansas City, Mo.; Ethel Caruthers, Home; Ferdinand Ogden, Home; J. C. "Cy" Saunders, San Francisco; George Watson, Home; Grace Reed, Yosemite; Edward Campbell, Home; Allen Hanna, Home; Herman Grenke, P. E. Camp; Walter Morrison, Portland;

Robert Labbe, Home; Lola Ellis, Home; Emma Taylor, Home; Grace Shreeves, Home; Frank Screech, Hermosa Beach; Maybelle Wirz, San Diego; Ethel Chandler, Camping, High Sierras; Mildred Edwards, San Diego and San Francisco; Helen Maloney, Seattle and Victoria, B. C.; Agnes Heckman, High Sierras; Ida Reis, Portland; Madelyn Mathews, Minnesota, Canada, etc.; Leo Becker, Catalina; Thomas Hinkle, Goff Island, and Charles English, Yosemite.

Temporarily, at least, you will note that several Clerks working on different jobs. The change, we are most happy to say, is an advancement, and we congratulate them; i. e., Philip Still, Dale Hyde, Kenneth Pomeroy, Edward Campbell, Arnold Northrop, Edward Leckemby and Cloyde McBride.

We have with us a new office boy, Ralph Odell, a very pleasant young man indeed. We are happy to welcome him and hope all the new names and faces which he has to learn will not be too confusing.

Since J. R. "Mac" McDonald has been Traveling Auditor it is seldom that we see his face around the office; however, "Mac" is still on the job and looking fine. He says it has been plenty hot out on the line (he should have been in the office Monday, the 1st—Phew!). Also, by way of an interesting item, he states he ran into some very old invoices while checking Redondo Agency recently, of the vintage of 1889 and 1890, the old Los Angeles & Redondo R. R. Co. Of course the invoices had been paid.

We regretfully note the passing on July 11th of Samuel W. Howe, who for so many years has been one of us. We will never forget his pleasant smile nor his helpful attitude toward his fellow workers. His manner and dress were reminiscent of the old school of which he was proud. He spent much of his spare time in reading and studying; he was a scholar and God bless him—a gentleman.

Mrs. Lola Ellis entertained the girls of the Car Service Accounts Bureau at an afternoon luncheon Saturday, July 9th, at her new home in Alhambra. The girls surprised her with a gift for the new home. Among those present were Florence Davis, Eunice Fischer, Margaret Hines, Grace Christensen and Dorothy Pearson.

Our titian haired lady of the files, Anna Beseman, with many sighs and much regret, finally relinquished the pink slip on "old dobbin" (1925 Model T Ford) and may now be seen bowling down the Avenue in a sleek shiny green Chevrolet Coupe.

Shorts

The Misl. Accounts Bureau has been completely rearranged to provide more safe space and when we say safe space we mean space for safes.

Martha Smith entertained the girls of the "Western Division" (Accounting Dept. language) with a barbecue party in the patio of her home in Highland Park. A good time was had by all.

We are happy to report that Esther Craig returned home from the hospital July 30th and is rapidly recovering.

We also have a good report concerning Archie Sharp who, although still in the hospital at this writing, is doing very well and is expected to be released very soon.

Congratulations to Edward Uecker upon his appointment to the position recently vacated by the passing of Mr. Howe.

We note in the papers that applications for season football tickets are now being mailed to the fans and thought it would be of interest to other football fans in the General Offices to know the method by which several in the Accounting Department are financing season tickets. The plan, simplicity in itself, is to place 50c each pay day (starting in September) in a safe place until the season rolls around again and there is a nice little fund to pay for the ticket.

SUBWAY TERMINAL NOTES

By W. F. Servranckx

Mrs. Axel Malmberg is visiting relatives and friends in Chicago. Left our good friend Axel a bachelor again. He reports that the Mrs. feels splendid, also that his youngest brother had a very serious operation at the Veterans Hospital on July 21. We wish him a speedy recovery.

Why is it that C. L. Morrell al-

A "Million" Sweet Peas 39c

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ways spruces up when working the Redondo Line? C. L. says the scenery along the beach is so wonderful that he forgets to ring the bell.

Our local Chairman was sick in bed for two weeks, but is now back at work again. Everyone is happy to see Henry back.

"Jiggs" Burdsall and "Man Mountain" Spangler went fishing the other day at 3:00 a.m. Results, one small sardine, (who caught that one anyway?) They show pictures of it, but don't admit who caught it.

J. W. Booth is now a full fledged bus driver, and does he look snappy in his new uniform?

"Jeep" Brearley says its "in the bag boys." What?

Henry Gerlach is going on his annual hunting trip in Michigan, taking his wife and young son along. Henry, by the way, has a splendid collection at the Rod & Gun Club and any of you boys who are interested are welcome to inspect it.

Conductor and Mrs. Max Stolpe just returned from a three months' tour of Europe. While in their native land, Germany, Maxie sampled all the beer, but says that our own is the best. Max tells us that conditions in Europe are real good. He looks well and we are all glad to see him back.

Mrs. J. E. Tolbert is visiting relatives and friends in Texas while Jimmie is batching.

WEST HOLLYWOOD

By G. R. Stevens

Spring be hanged! In summer a man's thoughts turn fondly to vacations and fishing. Its in the blood. Its not so much how many fish you actually caught, but how many can you convince your listeners you landed? By the tale we hear a lot of Trainmen are losing a fortune by being railroaders instead of fishermen.

Terminal Foreman H. R. Dearborn last month had his vacation. Just rested while on a visit to Catalina Island and San Diego.

Motorman S. S. Fonner and wife are planning a thirty day leave of absence to visit his mother in Oregon.

Cashier W. A. Gibbons is a two-time grand-daddy, a baby boy being born to his daughter recently. "Gibby" plans a long train trip back east this fall.

Motorman J. W. Clay is going on a deer hunt with a party of friends to Kern County, where reports indicate that deer will be plentiful this coming season.

Conductor Whittle is planning a vacation trip to Prescott, Arizona, real soon.

Conductor Koch, long a resident of West Hollywood, is moving to Culver City where he has bought a home. His brother also resides there.

Conductor J. P. Hathaway, G. T. Coltrane, F. L. Miller and W. McAllister are away on leave of absence.

Conductor A. F. Carstens is back on the job after a long illness, much

to the pleasure of his many friends.

Mrs. J. W. Clay reports having spent an enjoyable week at Pacific Electric camp at Lake Arrowhead last month.

OCEAN PARK CAR HOUSE

By J. H. Robertson

Mrs. R. C. Walker is home from the hospital and recovering very nicely after her operation. Conductor Wiseman's daughter was in an automobile accident and is recovering slowly. We hope to hear more good from both.

Mr. and Mrs. Jackman are back from an enjoyable vacation and a good rest at our own P. E. Camp near Lake Arrowhead.

Mr. and Mrs. Fred Taft and Mr. and Mrs. Griffin spent a week at Sequoia Natl. Park, home of the big trees.

Your scribe just returned from a three day trip with his family to the enchanted Catalina Island. Had a great time, but now I'm nursing a bright red tan and a flat pocket book.

We welcome Night Terminal Foreman, L. M. Moore, otherwise and better known as "Dinty". Our congratulations and best wishes.

Conductor Al Cochran and wife have returned from an enjoyable trip to Seattle, Washington.

Motorman Norquist and family are back after a visit to Iowa. They report the corn State crops are splendid and times generally improving.

The shooting match finally materialized between Trease and A. B. Owens, Trease taking the short range title, and A. B. the long range. Of course, A. B. blames the shells for not winning both distances. Trease has his mule ready for a trek back into the mountains for deer season.

A. B. Owens, John Leslie, Trease, myself and many others are planning

on going out after the deer this year, so don't be surprised if Ocean Park wins all the Rod & Gun Club prizes.

Motorman Dewey Tucker has entered the trailer business, renting his trailer to vacationists. Also anyone wanting to see a real landscaping job just drop over to Dewey's home at 2118 Berry Street, West Los Angeles, and you will get many good ideas on how it should be done.

LONG BEACH TERMINAL

C. L. Cottingham

We have lost another one of our "old timers," for on June 30, D. W. Banks retired from active service on pension.

Dan began working for the Pacific Electric on May 9, 1909 with W. King at the old Sea-Side Park Terminal under Night Foreman, Pete Cummings. In 1915, through faithful service, he was promoted to Foreman which position he held with distinction until retirement.

On Dan's last day in service employees of the Mechanical Dept. gave a fine banquet at the Car House where a great many officials of Dan's Dept. were invited. Some very fine talks were made and not a few tears shed. Dan was presented with some remembrance gifts by the employees of the Mechanical Dept.

All Long Beach employees will miss Dan and we wish him long life and happy days on his ranch at Warner Springs, San Diego County.

We are most fortunate in getting G. W. MacClure, who was transferred from San Pedro, to the position vacated by Dan. As we have known Mac a long time we feel that he will be a worthy successor to Dan. Welcome to our midst, Mac.

L. I. Vitwar, who has been in freight service for some time, is with

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us as a Conductor. Welcome.

Our Trainmaster, A. O. Williams, and wife have just returned from the P. E. Camp where they enjoyed a two week's rest.

On July 4th, Motorman and Mrs. Earl Whiteside celebrated their seventeenth wedding anniversary and Whitey says it doesn't seem half that long. Atta boy. Congratulations, Mr. and Mrs. Whiteside, and may the next fifty be happier still.

Mrs. H. A. Hoffman, son and daughter, Jack and Pat, just returned from the east where they spent a month in New York, Detroit and Chicago. Report a fine trip, "but the east is not Long Beach."

Motorman Fred Rauch, wife and daughter were in the "windy city" for twelve days looking up at the tall buildings and report a fine trip.

Conductor F. W. Wheeler and wife spent one week in San Bernardino with their daughter and family. Pop says he got boiled out in good shape.

We just heard that our Terminal Foreman, C. N. Van Ordstand, is home from the hospital and is getting along fine. We hope to soon see him back "peppier" than ever.

A. M. Beekman, who has been a Clerk for the Harbor Belt Line Ry. Co. for a number of years, bid in the Long Beach Passenger Director's job, vacated by Joe Engomar. Again we are lucky to get such a friendly and courteous man on this important job. Let's all help him get acquainted.

MACY STREET TERMINAL

By L. I. Mosier

Conductor B. L. Copeland has just taken 30 days leave to go back to his old home in Tennessee, where they make "high biscuits" and lots of fried chicken. We are also informed that the Copelands have just had completed a brand new home in Sierra Park, which they will move into as soon as they return from their trip. Our heartiest congratulations.

Conductor C. L. Vallon of the Monrovia Vallons, departed July 24th for a 15 day leave visiting relatives and friends in Cordell, Okla. and McPherson Kansas.

Motorman H. S. Dowding left July 25th for a 3 weeks visit in the east.

Motorman W. A. Theede has just returned from a three weeks visit in St. Louis, his old home town. Theede reports it was as hot as the proverbial "hades" and rained most of the time he was there.

Conductor H. Lytle is at present on the sick list. We wish him a speedy recovery.

Conductor A. R. Picking returned to Macy Street on July 26th, having bumped L. L. Brown off relief assignment 183.

Conductor C. A. Keller recently transferred back to Macy Street from Pasadena. Keller is no stranger around these parts, having started his work here some 10 years ago.

Another splendid service rendered by our Transportation Dept., was

made on July 23rd when the 185th Infantry, California National Guards, was transported from various communities on our lines to Los Angeles where they were transferred to Southern Pacific special trains enroute to their annual encampment at Goldtree, California. On the Northern District movements were made from San Bernardino, Riverside, Pomona, Upland, Ontario, Monrovia and Pasadena. The return movements were made on August 7th.

The Sheriff's annual barbecue and picnic, held at Santa Anita Rancho on July 24th, created quite a lot of additional travel on the Glendora line, for no less than 629 patrons used the "Big Red Cars" to and from the picnic.

We wish to express our sympathy to Mr. and Mrs. E. G. Johnson and family, as Mrs. Johnson's father passed away on July 24th. Interment was at the San Gabriel Cemetery.

B. M. "One-man car" Bowman says that if the people would all get on the car at Watts at the same time, it would be a cinch to leave on time.

Conductor E. Butler transferred to

Macy Street from Pasadena on July 11th. Welcome to Macy, Butler.

A foundling kitten has recently adopted Macy club room as its happy home and is daily seen frolicking about engaging trainmen in playful antics heretofore not seen hereabouts. Our jovial Chef, Mr. Hardy, sees to it that it gets its daily rations, and Trainmen offer assorted tidbits. We hope it sees fit to make its home with us even though we have occasion to pick up miscellaneous pencils, papers, etc. Also it lends a feminine touch so much in demand here.

PASADENA TERMINAL NOTES

Paul H. Jacobsmeyer

My father often told me the story of the mail carrier who went for a walk on his day off, and the Conductor who took a street car ride on his holiday. But we Pasadenans are a strange tribe. Three days before his vacation was ended, Art Smith 'phoned that he was back in town and was available should we need him, and Van Fleet reported at the

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shop in person one day before he was expected. And they both planned their vacations so far in advance!

Night Terminal Foreman Jack Birmingham begins his vacation today, but I am unable to figure out just what he is going to do. He expressed a desire to participate in a home town re-union back East, but Mrs. Birmingham did not care to go. He obtained a pass to S. F., but he said he would not tell Mrs. Birmingham about it yet. He bought a new battery and brakes for his Ford and indicated he would enjoy a drive to Sequoia if Mrs. Birmingham would accompany him. He even spoke of riding to Catalina on his day off to see if he would care to spend his vacation there. Jack, we think you will spend your two weeks in Glendale, giving the family domicile a coat of paint.

George Fielder celebrated his twenty-fifth wedding anniversary last month. Congratulations, and best wishes for another fifty years. He also became a grandfather in July.

We were always aware when J. G. Sprowl had entered the Trainmen's room, but of late it was evident that something had quieted him down. We did not know that he had been married until several of our alert Conductors noticed that a new pass rider was Mrs. J. G. Sprowl.

W. H. "Boke" Lantz received the biggest bouquet of the month. He was given his white card recently and his first single track assignment was the following morning. As he stepped into the line car about five A.M. that morning, he was greeted by a vase of Pasadena's rarest blossoms and a handsomely inscribed card of congratulations, wishing him Godspeed up the ladder of P. E. achievement, or somethin'.

Should illness befall him, we know why W. R. Bloom will not be confined in St. Vincent's Hospital. A nurse in St. Luke's Hospital in Alhambra said how much she appreciated his stopping the bus where it was most convenient for her. In return for his courtesy, Bloom asked if she would take care of him if he needed hospitalization. The pretty nurse answered certainly, but it would be necessary that he come to her ward. "All right, in what ward are you?" Bloom asked. She replied, "The maternity ward."

R. N. Penny will vacation by driving to his birthplace, Mexico City, Mexico. Yes, Mr. Whitall, I now know how to spell your name. Former Motorman G. "High-Iron" Jackson wrote us from Philadelphia, he sent greetings to all the boys at Pasadena, including "Cannon Ball" Batten. He hopes to be back on the P. E. soon.

The rare treat of the month: W. S. Richards trying to pronounce "Tonopolsky."

K. C. Kemp and F. W. Hall photographed well in uniform. Kemp made the front page of one of our local newspapers today, but Hall and one of our Pasadena buses spent two days before the cameras of Columbia studios.

L. A. FREIGHT TERMINAL

Irene Cunha

Vacations in the Freight Office are in full swing. Cashier Lester Post, Mrs. Post, and sons Robert and Joe, motored to Chiquita Creek, near Fresno, and enjoyed two weeks of fishing. We were all set for some nice trout, but understand it did not arrive in L. A.

Asst. Agent F. B. Spencer and Mrs. Spencer, drove to Bryce Canyon visiting in Panguich. No, that isn't something good to eat, but a town in Utah. Mr. Spencer has a much better idea than hotels and auto courts. His Ford V-8 is also a very comfortable bedroom with a sign "Stop Anywhere you Like".

Chf. Revising Clerk, Charles Salazar, is resting at home and visiting neighboring towns. His slogan is "See Southern California First." However, the first day of his vacation found Charlie in his office at 7:30; he says he forgot something, but we think force of habit was so strong he forgot to stay home.

Agent, G. W. Orr, sent his son, Jerry, to Wisconsin for the Summer with the idea that a California boy would capture wild strawberries in Wisconsin, but Jerry says the forests are not what they used to be when dad was a boy, because all he could find was sticks.

From A. L. Robertson, Chief Car Clerk, comes the following news items: All the boys at Butte St. are eating regularly again since Hollywood Park closed.

L. H. Cobb now on vacation at June Lake. Roy F. Robb returned from a 10 day trip to Kansas City, traveling Santa Fe.

Anyone having an extra pair of pants, please send to J. N. Breese, as the pair he now wears for work have seen 10 years service and the air conditioning is a little too perfect.

Gen. Yardmaster, F. W. Anders, is back from his vacation and we hear he has the next Governor all lined up. He also went for a boat ride, supposedly a fishing trip.

What Clerk at Butte St. is leading a double life? We are getting a nice one-round fight lined up and think unless he changes his ways it will soon take place. He has been caught resting on page 50 of the Jumbo Book.

Freight business is just fair with a heavy movement of steel from Torrance in the lead. If any of the Yard Clerks hear of tips on new business or new customers, please let us know and we will see that proper Department is advised. We earnestly solicit your cooperation on this and hope to secure tips in the near future. Increased business is the only job insurance we know of.

Mr. Black, General Foreman, really has something in the Warehouse—Juan Martinez, Check Clerk, is bursting with pride. Triplets arrived at his home on July 18th, 2 boys and a girl.

Orel T. Flood, Check Clerk, has been enjoying the novelty of being a grandpap to a grandson, but now his family is growing and he has a granddaughter as well.

Roy Weaver and Phil Malhoit have returned to the ranks of the warehouse after being at 6th & Main for about a year.

Check Clerk Paul Umberger and family are spending their vacation camping at the Russian River.

Charles F. Holt and Mrs. Holt are highly recommending the P. E. Camp as a very enjoyable vacation spot.

Greg Elias spent his vacation home and the nearby beaches.

EASTERN DISTRICT

Biehl A. Fay

It has been sometime since any news has appeared in the Magazine about the "Boys Way Out East", so here goes.

B. G. Jones, our smiling Trainmaster at San Bernardino, is on quite a trip. According to maps that he marked, his itinerary takes him as far north as Vancouver. "Buck" left Sunday, July 24th.

Though a little late, congratulations are in order to J. A. Severance. On June 28th, Jack said "I do" with Mrs. Eva Baker. They left on a short honeymoon, destination unknown, and

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CHAS. J. KEKICH, Manager

he is now back with a bigger smile than ever.

C. H. Jones, General Agent, went fishing one Sunday last month and came back with one of those fish that you read and hear about, but seldom see. It was a bass and weighed 34 pounds.

Freight Conductor L. J. Middleton returned from a 30 day leave during which he took quite a trip through the Middle West. The boys think "Mid" put on a little weight around the "Equator".

Understand the reason Conductor Roy Hunsley had those fingers all done up in bandages is that he does not understand the proper way to handle firecrackers. Perhaps Felix Rouchleau can give us more details—he was helping Roy.

George "Maxie" Miller, who was injured in an accident last April 29th, has been around the station several times lately. George says that the doctor promised to have the cast off of his foot the first part of August. Let's hope he does, "Maxie".

According to Frank Hite, the proper way to keep track of the number of passengers when making a "Travel Check" is to use a Cribbage Board. Every time a passenger boards the car, Frank moves a peg. E. G. Cunningham has rubberbands on his fingers and when he has counted five passengers dropping their fares in the box, he moves the rubber bands. Anyhow, the boys are having fun.

J. J. Cadd, the bus driver on the Highland-Patton line, comes to work on Monday mornings very tired. Sunday is John's day off and he is very busy building a cabin at Crestline. John says that everyone is welcome to come to Crestline, but to be sure to bring his own tools. No, John, we'll wait till you have the job finished.

C. G. "Pop" Broman is doing a big business in eggs. No foolin', the best eggs you can buy, but Pop says when you leave a note ordering eggs to please sign your name. He's no mind-reader.

Recently we welcomed to our midst one brakeman by the name of R. E. Clary. Clary says that he wanted work, but that when you offer a man a drink you don't turn the hose on him.

Welcome back Ray Wilson. Ray is back in the San Bernardino Ticket Office after being away for sometime at the Information Bureau at the Subway.

That's all for now. Will try to keep the "Eastern End" in print from now on.

ENGINEERING DEPARTMENT

By V. P. Labbe

A beautiful home shaded by trees and colorful flowers too numerous to mention, and completing the picture, a charming wife, along with chickens, dogs, rabbits, a goat and even a cute little pig that really grunts. Such is Fred Linne's happy estate in Lynwood.

Nancy Kelly returned to work after

spending the 4th of July at Los Patos with a banged up and bandaged knee, suffered in an accident.

Harvey "Skipper" Smith had some more bad luck with his boat. Let one of his friends run it which he promptly did—into the pier.

Russell Schaeffe and family, vacationed at Catalina and did Russell get a real tan.

Ronald Podlech, wife and baby, are now vacationing at Balboa.

E. Rollo Hayward and family are on a vacation tour up the coast.

Hugo Meneghelli is in the "dog-house" with all the stenographers, all on account of the photographs he takes.

Who asked if Bob Dorner will ever learn how to fish?

J. E. Leake, retired, is traveling some. Received a card from New Rochelle, New York. Asks to be remembered to all his friends and says every day is a thrill.

Sorry to learn of the passing of Leonard Biehler's father. All extend deepest sympathy.

J. W. Buchanan on vacation; Yosemite and points north.

Hugh Nickerson and family spent their leave in San Francisco. Nick says the wall is too high on the bridge to see anything while passing over. Next time try a bus, Nick.

L. W. Perry and wife are on a real vacation in Denver, Colorado, and thereabout mountains. From the latest reports he is fishing and taking life easy. Well, he knows how to do it; even rigged up an electric razor so he could shave while Mrs. Perry drove the car.

Art Hildebrandt and wife enjoyed a lengthy trip back east.

Jessie Eaton and daughter on vacation, visiting her folks in Wyoming.

Charles Thompson, Jr. and family spent an enjoyable leave with his folks in Bisbee, Arizona. Tommy brought home the pictures of their

beautiful home surrounded with trees, swimming pool, etc. Some vacation in such a setting.

Miss Evelyn Anderson, formerly of the Engineering Department, paid the office a visit this month. She was well and happy. Is taking a vacation either to New York or down south with her mother soon.

PURCHASING DEPARTMENT

By Ray Cragin

Dorothea Beranek spent her vacation visiting friends near Milwaukee, Wisconsin. She had heart trouble which started when crossing the Rockies, said heart trouble being when she laid her eyes on the big 6' 2" good looking man who she met on the train.

Mr. and Mrs. C. S. Swartz found Laguna Beach a restful place to spend a vacation. Clarence divided his time between fishing and swimming. They tell us he is a regular surf board expert in the waves.

Ruth Buchard is back after the exciting experience of being a bride, and has that "What'll I burn for dinner tonight" look in her eyes.

C. C. Fenimore and family are vacationing in Glacier National Park. He wanted to go fight forest fires, but Mrs. Fenimore and the children begged him not to go, so he gave in and went fishing.

Mrs. Roy Ewing and children spent a week at the P. E. Camp and Roy SAYS he camped at home when not working.

While helping out at Torrance last month Jimmy Livermore renewed acquaintance with Burt Ordway, and the result was that Ordway from the Texas Rangers, Livermore from the Canadian Mounties, Two-Gun Cain from Missouri and the Lone Ranger organized the four horsemen to drive

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the pirates Ordway reports seeing from the Torrance mountains.

The following news comes from Torrance:

T. J. Wilkes and family, (no relation to the Wilkens family) found San Diego to their liking and re-newed acquaintances with a lot of their Navy friends.

"Cap Gun Kitto" and family vacationed at Los Patos. Bill painted the house an unusual red and white. When the President's party passed by on the way to San Diego the President had them stop the machine and wanted to know the project number.

Miss Alpha Barrett bought Ruth's skates on June 18th and immediately left for Sequoia Park. This may be just a coincidence, but this young lady visited the park last year also, and the Rangers are all good looking and perfect gentlemen. It was reported around the Village that they liked those cut navy blue slacks. Don't worry Alpha, you will surely go down that hill on your skates.

Charles Stock and family spent a week at the P. E. Camp and reported a splendid time. Bill Nicholey came up for the week-end just to see that the family was getting along all right.

August Zurburg and family recently returned from a trip that took them to Cincinnati and Stubenville, Ohio; Muncie and Marion, Indiana, and also into Pennsylvania and Maryland. Mrs. Zurburg's home state is Indiana and she just wanted August to get the lay of the land.

Jerry Wegener made a trip to Chicago and Detroit and brought his mother back with him to spend the remainder of the summer.

Leslie Bolen and family divided the vacation between Oakland and San Francisco to the North, and Los Patos to the South.

We understand that Allen Nicholls is now at home and is improving every day. That is the old fighting spirit, Nick.

From Macy Street we learn that Storekeeper Frank Carr spent his vacation in and around the big industrial City of Torrance where he has his home.

John Jackson retired from active service July 29th, 1938—thirty-five years and 4 months of service with our Company. He is the first in the Purchasing and Stores Department to take his pension under the new retirement act.

"Jack" was the guest of honor at a dinner held on July 29th in the Club Cafeteria given by his friends of the Purchasing and Stores Dept. Close to one hundred attended and all Departments of the Company were represented. Mr. Thorburn was Toastmaster and fine talks were given by I. Williams, C. S. Swartz, Harry Pierce, Ed Thomas, W. G. Knoche and R. Cobb. A pipe, tobacco and smoking jacket were presented to Jack by his fellow workers of his own Department. A beautiful floral piece from Mrs. Jackson with an even more beautiful inscription, read: "You have brought me flowers for 30 years.

Tonight is my turn to give them to you. With love, Anna."

We will miss you "Jack," but hope that you will have the Rest of your life, the rest of your life.

MOTOR TRANSIT COMPANY

By M. J. Creamer

Many changes have been noted amongst our personnel during the past month and so here we have em!

Oscar Otero, Asst. Agent, has retired after 15 years of faithful service and we are indeed sorry to lose him. He has made friends with so many of our patrons (daily commuters) and they miss him at his customary window where inquiries are often passed. Then too, there are the Spanish folk who were wont to chatter with him and at which language he was no novice. However, Oscar is welcoming his long-anticipated retirement, giving him the opportunity to regain his health and pursue his own interests. We wish him "all the luck in the world." At the present time he is busy with plans for the building of two new homes. His aunt in Long Beach is seriously ill and we hope for her rapid recovery.

Operators H. Gross, C. S. Harris and Burl G. Mayo have resigned. Operators C. L. Ewing, K. E. Browne, J. H. Thorp and H. G. Cooper left us to accept other employment.

Jim Tucker, Asst. Agent, is busy building a "Bar-B-Q" in his patio at home. Says he'll have a house-warming when completed. Maybe there'll be roast duck—if (?) brings the duck. He bought a bicycle for his son some days ago only it's turned out to be a family purchase. With the wife on the handle bars and "Sonny" hanging on the fender, I guess they showed the folks of Alhambra their new mode of transportation.

Joe Hernandez was transferred from the L. A. baggage room to the Pomona station replacing Mr. Snow, a change brought on by general business conditions and the necessity for reduction in forces. Understand he fainted dead-away on them one day recently. When asked about the episode he furnished the excuse that

he didn't have an opportunity to get out to eat—but then, why not the knapsack?

Mrs. Jehl returned from Venita, Oklahoma and was very very happy to get back. Even the warmest California weather will seem cool to her after the heat in that section. Mrs. Rhinard is expected back from a business trip to New York very shortly.

Many of the men are noted amongst those wanting to take time off for vacations . . . those lucky few that have hoarded (?) those hard-earned pennies. "Pop" Reynolds, (Express Office) is already in Oregon enjoying a brief vacation. Operator Clyde Pearson is up on Red River district and Elmer Harper, Shop Foreman, has gone to join him in the "grand fishing". Maybe some fish stories in next issue. Zirkel in the Express Office says he has never ridden on a M. T. bus and when he takes a week off later on in the season, he plans to make a few short trips—Santa Ana and Redlands, etc. Well, "Zirk" you've loaded up a good many of our buses for delivery so maybe you can go along for the ride then! Mickley has intimated that IF "His Ship Comes IN" he may go to Carlsbad Caverns.

Walt Rorick's vacation switched from that of New York to a restful trip to Russian River District sometime in August.

Oper. J. M. Smith is planning a trip to Cambria Pines, says he's going to find a nice shady spot—away from everyone and pitch a tent and really enjoy the vacation.

Other operators who have asked for time off and apparently heading for vacations are: Doig, Seyforth, Cox, Butler, Byrd (with the new teeth) and Shively. Don't run across any of them very often so will have to wait for results as to where they are going.

Who put the apple box under 'neath the back window of Dad's restaurant? Noted J. E. Brown standing on it conversing in secret tones.

Mother is in California on a vacation trip from the Big-Little town of Estacada, Oregon. The resolution last New Years—was California or bust in "1938"—so in rolled the train and off she bounced!

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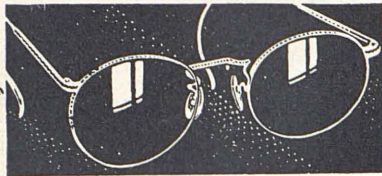
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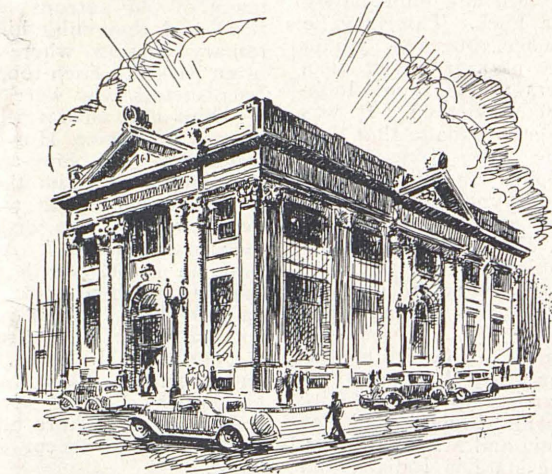
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