

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.

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

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

FIFTY-FIVE of our friends and comrades passed from this life in the year just ended.

All of them exhibited loving thoughtfulness of their dear ones by carrying Group insurance, and forty-five further softened the financial burden of their passing by being members of the Mortuary Fund

Insurance Provisions Great Aid

All of us know, by reason of the fact that the Company pays about half of the Group insurance premium cost, that it is a real bargain and opportunity to cheaply carry a considerable amount of insurance. Not so well informed are we, however, as regards the low cost and advantages of the Mortuary plan.

Last year members of the Mortuary were assessed \$11.25, for which they had protection of approximately \$700. This is a considerably lesser cost than it would have been possible to buy a similar amount of protection from a commercial insurance company. Also, there are many among us, because of some slight or serious physical shortcoming, would not be able to buy insurance at any price.

As a matter of fact, membership in the Mortuary plan costs us little, if anything. Why?

Before we had it, it frequently occurred that one of our fellow-workers had passed away and left his affairs in a deplorable state. No savings; possibly he was in debt; perhaps there were two or three children.

Naturally someone conceived the

OFFICIAL'S WIFE PASSES

The passing last month of Mrs. Emma May Lovell, beloved wife of L. A. Lovell, Auditor, caused a wave of sorrow and sincere sympathy in the loss of so faithful a wife, mother and friend.

Ill during the past year, her passing was not entirely unexpected, death occurring at the family residence on January 14th last. Funeral services were conducted from the Little Church of the Flowers in Forest Lawn.

Employees of the Accounting Department beautifully expressed their esteem and sympathy by mass silence for one minute simultaneously with the start of services on the morning of Jan. 17th.

Besides Mr. Lovell, there is a married daughter, Mrs. Eugenia M. Francis, as well as a large circle of friends who mourn the untimely passing.

idea of "passing the hat." You would give, and gladly, one, two, three, maybe five dollars. Soon the first collection was spent for funeral expenses and it would be necessary to make another collection. You would give again quite as liberally. This same procedure might be followed several times in other deaths during the year. The cost was quite considerable to you.

Worse yet, it was deeply humiliating to saddened mothers, who, already burdened deep in sorrow, would have her load made even more unbearable through becoming the object of charity.

The thought of those worthies who originated the Mortuary plan was to help the distressed without humiliating them.

Not because the cost is small, but rather because the helpfulness to others is great, we should be, and take pride in being, a member of the Mortuary Fund.

"Did they take an X-ray photo of your wife's jaw at the hospital?"

"They tried to, but they got a moving picture."

My flivver 'tis of thee,
Short cut to poverty,
Of thee I chant.
I blew a pile of dough
On thee two years ago
And now you will not go—
Or won't, or can't.

IDEAS—THEIR VALUE

Not long ago the head of a big corporation sent for a man who was getting known for his practical ideas. There was no opening, but he was employed at ten thousand dollars a year and given a private office delightfully furnished.

Having no "work," the man spent much time "loafing" about the office and factory, and looking out of his office window, that other executives soon began to cultivate a grouch—a \$10,000 man doing nothing.

But this man, who appeared to be doing nothing, turned in one practical idea the first week that saved the corporation ten thousand dollars a year; by the end of the second month he had earned his pay ten years ahead—doing "nothing"—except to think straight through to results—mostly ideas, each insignificant in itself.

Everybody has ideas. Ideas are the natural results of intelligent, thoughtful work. But most ideas get away as quickly as they come. Consider two men of equal ability. One of them takes an idea that comes to him and organizes it, and develops it until he knows definitely whether it is good or not; the other man merely lets his ideas get into a traffic jam with other ideas, then all disappear.

Everyone should provide a place to "park" each new idea. He should build to it; investigate it; develop it; polish it; then devise a definite plan for putting it to work—thinking through to results.

Captured, an idea becomes your servant.

—Exchange.

SUPPOSIN'

Supposin' fish don't bite at first—
What are you goin' to do?
Throw down your pole, and chuck
your bait—

And say your fishing's through?
You bet you aint'—you're goin' to fish
'N fish 'n fish, 'n wait,
'N use up all your bait.

Suppose success don't come at first—
What are you goin' to do?
Throw up the sponge 'n kick yourself,
'N growl and fret and stew?
You bet you aint'—you're goin' to
fish,
You'll bait 'n bait ag'in,
Until success jest grabs your hook,
For grit is sure to win.

—Exchange.

St. Vincent's Hospital New Home for Sick and Injured Ill and Disabled Employees to be Hospitalized in Ranking Institution. Finest Facilities to be Available



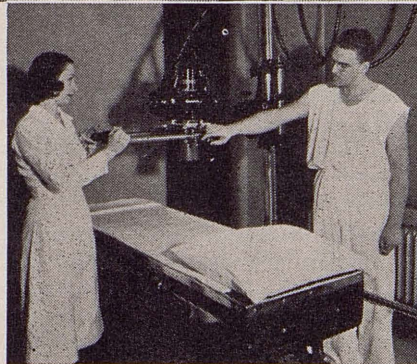
In the future, and becoming effective early this month, the hospital home for Pacific Electric and affiliated company employees will be the St. Vincent's Hospital, located at 3rd and Alvarado Streets. Announcement of this change from the California Lutheran Hospital was made a few days ago by Dr. Wm. L. Weber, Chief Surgeon, Medical Department.

Dr. Weber wishes it stated the change was made without prejudice or ill-will, nor as a reflection upon either the management or facilities of the California Lutheran. In recent years our former hospital home has been running at, or near capacity constantly, and because of certain physical conditions of the building and facilities it was necessary to scatter employee-patients over widely separated floors. This condition was unsatisfactory. The new arrangement makes possible the concentration of the sick.

Service Still Deluxe

Also our Chief Surgeon wishes it emphatically stated that there will be no lessening of the quality or high character of the hospitalization heretofore enjoyed by reason of the change to the St. Vincent's. On the contrary, some few features will result in material betterment.

Towering majestically on the somewhat elevated location of 3rd and Alvarado Streets, our new hospital home looms impressively. A concrete-reinforced steel structure, fire



Glimpses behind the scenes at St. Vincent's Hospital, where all sick and injured Company employees are now being and henceforth will be hospitalized. Above left is the kitchen, a model of orderliness and cleanliness; right and below are glimpses of an operating room and attendants, and X-ray equipment and operators.

and earthquake proof, it contains eight floors and 225 rooms, not including nine operating rooms scattered throughout the building. It was completed in November, 1927 and has the distinction of being the first hospital in Los Angeles to be standardized by the American College of Surgeons, and is approved by the American Medical Association as a Class "A" hospital.

Entering the spacious marble-walled lobby one is immediately attracted by the simplicity, yet beauty of his surroundings. Frills are lacking; there is no ornateness. One is given the impression of entering a high class hotel, rather than a home for the sick. Pleasingly absent here and throughout the entire building is the too frequently odorous, fear-instill-

ing atmosphere we usually associate with hospitals.

Needless to say within the confines of the structure are every modern facility known to humankind for the alleviation of suffering. Expert discussion and comment by the lay mind would be futile to attempt, but here are some of the many things, randomly observed, to which the average person would be attracted through a casual tour of the building:

Observations

Immaculate cleanliness everywhere.

The roof garden for convalescents, partly enclosed and open, with beautiful vista, radio, piano, flowers and easy chairs for sunbaths and other comforts for recovering patients.

Each bed is equipped with a radio earphone for mental recreation of patients; also telephone.

The kitchen quarters are a model of cleanliness and efficiency. The hospital does not employ cooks, commonly known. Rather it insists that those charged with the task of preparing foods shall be registered dieticians, who are especially trained in the retaining of maximum food and body building values of their dishes. All unrestricted diet patients are presented with a menu from which they select foods of their choice. Patients on special diets are served with foods from the diet laboratory. All trays are delivered within 10 minutes, and during the

peak meal hour a total of 150 trays reach as many patients within 20 minutes.

Mothers and new babies receive individual attention and a quality of service in which the hospital especially prides itself.

Low Rates to Dependents

Dr. Weber also wished it stated that the hospital management has extended to dependents of employees, in sickness or injury, the same rates for hospitalization that prevails for Company employees and is only made possible by the mass volume resulting from all sick and injured railway employees being housed within St. Vincent's. Complete information regarding this feature may be obtained from our Medical Department headquarters, pending an article to appear in the Magazine at an early date.

No discussion of a Catholic hospital would be complete, nor do itself justice without a word of worthy praise to the Sisters of Charity who have unselfishly dedicated their lives to the relief of suffering humanity. They renounce all things of the world in order to become "victims of love in the Service of the Sick." They do not seek or gain reward. Theirs is a sacrifice of unselfishness personified.

MASONIC'S CLUB MEETING

The next meeting of the P. E. Masonic Club will be held on Wednesday evening, February 16th. Dinner for those who wish to join the growing group who dine at the P. E. Club Cafe each meeting night will be served at 6:15 p.m., Secretary Hasenyager informs.

The business meeting on this occasion will consist of appointment and assignment of Committees for 1938. A motion picture is among the entertainment features.

The following evening, February 17th, the Club will visit the Golden State Lodge, 2305½ So. Union Avenue, and assist in conferring the Master's Degree on an employee of the Harbor Belt line.

First Imbibber: "I found (hic) a half dollar."

Second Inebriate: "It'sh mine, it'sh got my name on it."

"What'sh yor name?"

"E Pluribus Unum."

"Yeah, it'sh yoursh."

How to Reach Hospital

FOR the benefit of employees who wish to visit relatives or friend confined at the St. Vincent's Hospital, our new hospital home, located at 3rd and Alvarado Streets, the following public transportation information applies:

The hospital is adjacently served by the Alvarado St. bus line and "D" street car of the Los Angeles Railway. Transfer to the bus line may be made from all existing rail and bus service intersecting Alvarado St. from Sunset to Washington Blvd., the latter two being the terminal of Alvarado bus line. The "D" car may be boarded anywhere on 5th Street and Westbound goes direct to the hospital.

A token or 7-cent fare applies on either the Alvarado bus or "D" car line.

WITH OUR P. E. LEGIONNAIRES

By James E. Davis

County Assessor Hopkins is kindly sending a representative to our next meeting, Feb. 25th, about taxation as it affects the veteran, including how to claim exemption. This is a subject of interest to all veterans and if there has been any changes made in taxation laws here is an opportunity to be correctly informed. Don't miss this chance to get some valuable information from a reliable source.

We have invited Voiture 47 of the Forty & Eight, (the funmakers of the Legion) to visit us Feb. 25th, so everybody can look forward to a good time. We will have some entertainment and there will be refreshments after the meeting. Please note that our regular meeting date, Feb. 22, comes on Washington's Birthday, therefore postponement until Friday, Feb. 25.

Meetings in March will be held on the 8th and the 22nd. Our post received a citation for distinguished service from national headquarters for completing our membership quota before Nov. 11. At the meeting of Jan. 25 we had 50 members who had paid their 1938 dues, besides some of our 1937 members who had not finished paying yet. By the time you

receive this report our membership is likely to be larger as we hold another meeting Feb. 8th.

Our school award medals are on hand, so when El Sereno Junior High School picks the boy and girl who are to receive them we will be ready to have them engraved and fittingly presented.

First Vice Commander Newman has been appointed Chairman of the Registration Committee. Registration costs \$2 and when you present your receipt at registration headquarters you will receive the following articles: convention badge; your convention program; a book of tickets to numerous convention events, which will include tickets of admission to the Coliseum for the convention parade; tickets of admission to the drum and bugle corps band concerts; a ticket to one of the moving picture studios where real pictures will be taken, and tickets to numerous outside events which will be staged by individual posts and groups of posts, also a half-fare ticket to the Los Angeles County Fair at Pomona, as well as reduced rates to several other outstanding attractions the names of which cannot be mentioned until arrangements are completed.

New officers were elected to L. A. County Council last fall, while we retained the same staff, committees, delegates, etc. The County Council expected us to send in a new list of delegates and as we contemplated keeping the ones we had it worked out that we were not recorded as having any delegates to County Council.

When I learned this and informed Commander Brainard, he appointed the following comrades as delegates to L. A. County Council:

Delegates	Alternates
Commander Brainard	J. E. Davis
David Kennedy	C. A. Newman
B. N. Broberg	K. R. Pedder

The little daughter of an advertising man came home from Sunday school with an illustrated card in her hand.

"What have you there, darling?" her father asked.

"Oh, just a little ad about heaven."

Mother: "What did your father say when you smashed the new car?"
Son: "Shall I leave out the swear words?"

Mother: "Yes, of course."

Son: "He didn't say a word."

Rare Departure in Modern Motor Coaches

COACH equipment of the Los Angeles Motor Coach Company last month received a stimulating improvement through the arrival and putting into service of twenty, 41-passenger General Motor's Yellow coaches on the Wilshire Blvd. Line. These units were purchased by our Company.

In addition, the Los Angeles Railway purchased and put into service on L. A. Motor Coach Lines eighteen 40-passenger, and four 31-passenger Twin Coaches, its allotment of new additions. As is generally known, the L. A. Railway and our Company are joint owners and operators of the L. A. Motor Coach Company.

A novel departure from the conventional type of transmission, the new Yellow coaches are equipped with automatically controlled transmissions, operated entirely by the driver's use of the foot accelerator—there being no clutch pedal or gear shift lever on the coach. Already many passengers have reported agreeable surprise of the smoothness with which the coach leaves the curb and gear changes are made. Results to date, both here and elsewhere, indicate that there will be fewer accidents, operator's fatigue lessened by the elimination of thousands of gear shifts and declutchings, and schedules more easily maintained.

"The unit responsible for this method of operation, which by the way, is the first of its kind west of Chicago, is the 'Mono-Drive' clutch and transmission unit," explained F. C. Patton, Manager of the L. A. Motor Coach Co. "It is a recent development of the New Products Corporation of Chicago, and was decided upon after an investigation of over 11,000,000 miles of operation under extreme conditions in Chicago and New York.

This driving unit is known as a torque reaction type, inasmuch as it makes use of a portion of the engine torque for the purpose of shifting gears. An added advantage is the fact that the number of parts, in both the clutch and transmission units, number but slightly over 300, against nearly 700 in the conventional type.

"The only control necessary," continued Mr. Patton, "which is of the three speed and reverse type, is a lever on the dash with three positions—one for 'forward'; one for 'reverse,' and one for starting the engine. Shifting is accomplished through the accelerator pedal. As the driver steps on accelerator the bus starts in low gear. To get into second gear operator merely releases accelerator and then depresses it

again. Into high the same procedure is followed.

"This transmission is known as the 'planetary' type, in which gears, not only drive other gears, but in addition sometimes revolve around the driving and driven gears."

The new Yellow coach units are the most powerful of any of the single deck coaches yet used locally, possessing 175-horsepower, 707 cubic inch displacement. They weigh 16,000 lbs. each.

Introduction of these new coaches on the Wilshire Blvd. line caused the retirement of 22 double deck 58-passenger units, it being the plan to confine remaining double deckers to operation not west of Fairfax Blvd.

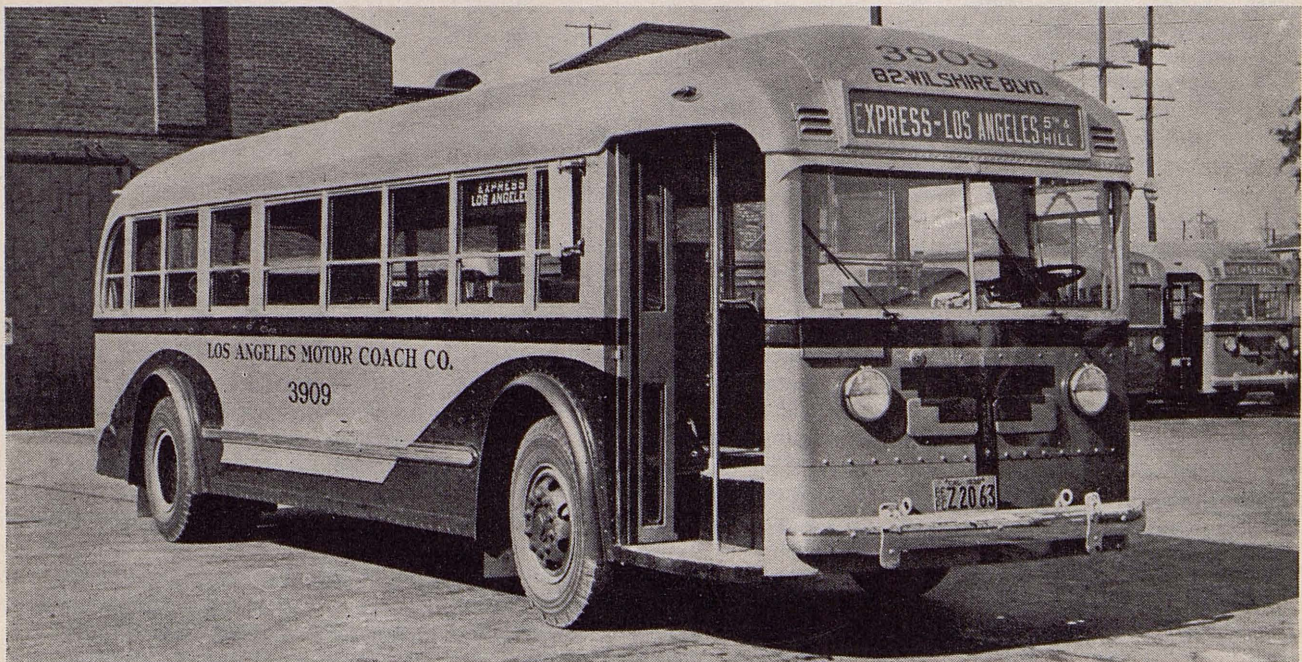
Cover Picture

The handsome structure which this month adorns our cover page is a reproduction of the St. Vincent's Hospital, wherein injured and sick Company employees will henceforth receive attention at the hands of our Medical Department.

The last word in all that is modern, its facilities ranks with the finest. It contains nine operating rooms and 225 rooms for patients.

"Tommy," said the teacher, "What is one-fifth of three-seventeenths?"

"I don't know exactly," replied Tommy, "but it isn't enough to worry about."



One of the new 41-passenger Yellow coaches recently added to service of L. A. Motor Coach Company on its Wilshire Blvd. Line. Its outstanding feature is the fact that its transmission is automatically operated, this lot of eighteen being the first of the type introduced on the Pacific Coast.

Mr. Pontius Returns From South America

Executive Combines Business and Pleasure in 17,000 Mile Jaunt to Many Far Distant Countries

RETURNING late last month from a voyage to South and Central America, D. W. Pontius, Chairman of our Board of Directors, fulfilled a long delayed travel ambition and acted in the official capacity of Ambassador of Good Will to further the trade and development of Southern California.

In a journey that required 17,000 miles of travel via sea, air and rail, Mr. Pontius took occasion everywhere to expound the forthcoming Pacific Mercado exposition scheduled to be held in Los Angeles in 1940, and incidentally, of which sponsoring organization, he has been named Vice President. In visiting every country in South America, Mr. Pontius contacted government officials, ambassadors, consuls and leading business men and received hearty response from all to his invitation to participate in the forthcoming event designed to increase trade volume.

Current Problem

While most confident of eventual solution of the problem, Mr. Pontius pointed to the unstable exchange value of currency as the most deterrent factor of mutually profitable trade relations. At the present time there is no stability, and values change from day to day. "In spite of these money values," he pointed out, "there is seemingly no poverty and practically no begging on the streets. Most of the population are employed at wages as low as 20-cents per day in American money, and the people not only look well, but appear to live well and apparently are happy and contented."

Commenting upon outstanding industries Mr. Pontius said that copper and nitrates from Chile run into millions of dollars annually and there are now 90,000 men employed in the nitrate mines; while coffee exported to the United States alone from Sao Paulo, Brazil, is in excess of \$50,000,000.00 annually.

Traffic and local transportation in Buenos Aires and Rio de Janeiro are intolerable, our executive stated. In Buenos Aires they have three subway systems of about eighteen miles, built and paid for by English, American and Argentine capital, and an

electric railway system financed mostly by English capital. The streets are literally jammed with buses, mostly owned by individuals and with little regulation. A movement is now under way to consolidate these three forms of transportation under one management.

Deplorable Traffic

In Rio de Janeiro local traffic conditions are even worse, he explained, than in Buenos Aires, with no reasonable control of street car or bus operations, and automobiles traveling from start to 80 miles per hour along the Bay frontage, passing on one or the other side of street cars and buses at a terrific hazard of life. This is taking place in a most progressive city and one possessing probably the most beautiful harbor in the world. A visitor can spend at least a month in Rio and be thrilled by new beauties each day.

"The railroads of South America do not compare favorably with the railroads of the United States," said Mr. Pontius, "although when rail travel is necessary you find comfortable clean compartment cars and excellent dining car service at reason-

able fares and meal charges. This can particularly be said of the railroad that operates between Santiago, Chile, and the Chilean-Argentine Lake District, which passes through a very beautiful and picturesque country. Theodore Roosevelt described in one of his writings, the Chilean-Argentine Lake District as 'the most beautiful country in the world.'

Steamship Abandonment

"One of the most serious things now facing not only South America, but also our West Coast," continued Mr. Pontius, "is the discontinuance of the Grace Line Steamship service between California and South America. Withdrawal of this service that has been in operation for many years past will not only tremendously cripple the trade between these countries, but will almost entirely stop the very considerable tourist traffic that has been developed. Any subsidies paid by the United States to have the service continued would be returned many fold, and the efforts being made to have it continue are worthy, and in the public interest."

Thoroughly refreshed, mentally and physically, after his long pleasant trip, we discerned that our Chief's peak thrill on the entire route was his journey by air over the dizzy heights of the towering Andes, generally conceded to be the most chilling and spectacular of all air travel. Being rail, rather than air-minded, it was with some misgiving and trepidation that he chose the sky route. Despite the awe-inspiring view of the landscape below, we gleaned that he concluded enroute it would be far more beautiful from a train car window and that the greatest thrill of his life came when he again touched foot on good old terra firma.

Political Speaker: "I'm pleased to see such a dense crowd here tonight."

Voice from the rear: "Don't be too much pleased. We're not all dense."

New loan clerk who is having difficulty with meaning of phrases to stenographer: "Do you retire a loan?"

Steno: "No, I sleep with mama."

"Well, Doc, you sure kept your promise when you said you'd have me walking again in a month."

"Well, well, that's fine."

"Yes, I had to sell my car when I got your bill."

Agents to Banquet

SATURDAY evening, February 12th, is the date set for the Annual Agent's Association banquet, announces Geo. W. Orr, president.

This year's gathering will take place at the Adway Hotel, 1106 So. Broadway, a steak dinner, an address by Mr. Pontius, several vaudeville and musical features furnished by Fanchon and Marco completing the evening's program.

The yearly banquet of the Agents is always a look-forward-to event, furnishing as it does one of the few opportunities for all agency forces to attend a gathering in which they are certain to have opportunity to renew friendships of the yesteryears.

CAMP HAVING BUSY WINTER

The next big event at the Camp will be the Valentine Party to be held Saturday night, February 12th. There will be dancing and Supt. and Mrs. Barton are planning some features for young and old and we can assure everyone a good time.

There is excellent ice skating at the Lake and at Blue Jay, and we will undoubtedly have plenty of snow in the mountains then, so plan a week-end party and go up and enjoy the winter sports.

In addition to the immense fireplace, we now have a gas heater in the Social Hall and in the pool and card room, so those who do not want to indulge in the more strenuous activities may play cards, pool or ping-pong in comfort.

Also the week-end of February 19th, there will be "hilarity" at the Camp. There will be one party of over forty people, one of sixteen, and a number of smaller ones, so if you can not join the happy crowd for the Valentine Party, go up the following week-end and give us a chance to make good our promise to give you a good time.

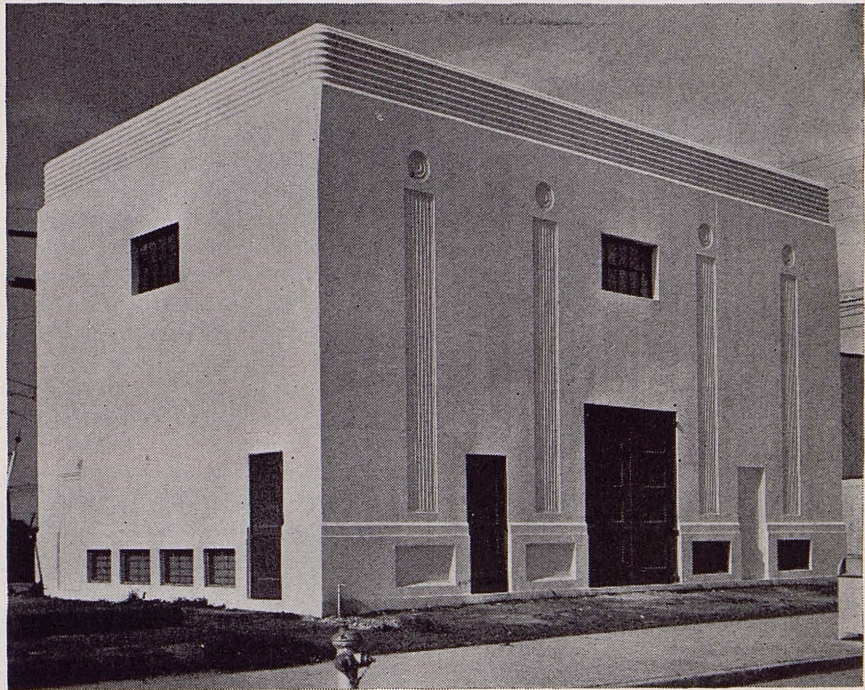
Each year the winter sports are becoming more and more popular, and each week-end finds the mountain resorts filled with people seeking the thrill of the ski jump, the toboggan slide, or just a plain sleigh ride down some steep mountain side. Like the other resorts in the mountains, our Camp is no longer just a place to go on a summer vacation, but is a year around retreat for your pleasure and enjoyment.

If you have a group of friends you would like to entertain, why not give them a real treat. Take them to the P. E. Camp for a week-end, have a party in the Social Hall, toast marshmallows, have a candy-pull, a card party, a stunt party, or a dinner party. This would indeed be something different and you can do it at a surprisingly low cost.

Supt. and Mrs. Barton will assist you with your plans for such an occasion and help you "put it over". You have a place in the mountains to entertain your friends. Why not make use of it?

For large parties we will make very attractive rates. For smaller parties we have double bungalows that accommodate eight people and the charge for a couple (employee) and six guests would be \$10:50 per

Substation Building Erected by Our Forces



New substation building, erected by Engineering Dept. forces, recently completed in city of Hawthorne.

OUR Engineering Department recently completed, with most creditable success, a splendid substation building in Hawthorne. Erected entirely by our own engineering forces, it happens to be the first substation so constructed, all previous ones having been contracted.

Being of concrete and reinforced steel, the structure is patterned along the modern trends of such buildings. Windows are omitted, light being obtained through glass roof. This feature aids in the reduction of sound. Ventilation is effected through the use of revolving louvres. The building proper is 46 x 30 x 27 feet, and is divided into a main convertor

room, transformer, arrestor and store room.

The need of additional power facility in this district was occasioned by the rather considerable freight volume moving over the Hawthorne-El Segundo line. A 1000-kilowatt synchronous converter, with complete automatic equipment, moved from the Strawberry Park substation, is now in operation and satisfactorily meeting the required power demand.

The building was architecturally planned and erected in co-operation with the city of Hawthorne with a view of harmonizing it with other public utility and civic structures within the district.

day including everything, or \$1.31 per day each person. We have cottages for six persons and single bungalows for four persons at equally low rates. There is no charge for the use of the other Camp facilities.

H. E. De Nyse,
Manager P. E. Camp.

MASONIC POST TO GEO. BLYTH

Geo. H. Blyth, General Agent, Passenger Traffic Dept., recently had the honor of being installed as Commander of Glendale Commandery No. 53, Knights Templar, at a meeting which was attended by the Right Eminent

Grand Commander of the State of California, Oakley K. Morton of Riverside, and a number of Grand Commandery officers and Inspectors. The Grand Commander acted as Installing Officer, and C. Stanley Chapman, Past Grand Commander of California, acted as Installing Marshal.

The installation was preceded by a dinner at which more than two hundred Sir Knights and ladies were seated.

Mr. Blyth is a Past Master of Unity Lodge No. 368, Free and Accepted Masons, of Glendale, and a member of our own Masonic Club.

Insurance Plans Prove Boon to Distressed

Families of 55 Deceased Employees During 1937 Receive Needful Aid in Hours of Dark Sorrow

A TOTAL of fifty-five of our fellow workers were called from this life during the year 1937.

As many of them were friends and comrades it is with a feeling of keen satisfaction that we can report that most of them had left to their dear ones a maximum of Group insurance offered to them through the Company. And forty-five of them also wisely provided against life's uncertainty by being members of the Mortuary Fund.

To the beneficiaries named by the fifty-five called by death, a total of \$70,150 was paid through the Group insurance policy carried by the railway and cost jointly shared by management and employees.

Forty-five of the total called were members of the Mortuary Fund, to the beneficiaries of whom in excess of \$30,000 was disbursed. Five deaths occurred among the Wives Mortuary plan, only recently formed, benefits therefrom totaling more than \$750.

Help When Needed Most

A summary of the above will show that about \$101,000 insurance was paid to the families of employees during the past year in their hours of deepest sorrow. Per family it is not a great sum of money, but we know of many instances wherein the amount of insurance carried meant a very great deal in adjusting the family to new living conditions following the loss of the bread-winner. In some cases it made possible the paying off of the mortgage on a home, or keeping children in school, thus equipping them to have a better opportunity in life.

By reason of the Company paying approximately half of the Group insurance cost, most of us are well informed on how cheaply we are fortunate enough to carry this fine protection for our families. Although less appreciated, but almost as big a bargain, however, is the Mortuary insurance. During the year it cost a total of \$11.25, or about 94c per month for approximately \$700 protection. This is a far lesser price than such amount of insurance could be obtained through commercial insurance companies.

One of the really fine advantages

of carrying insurance through the company's two plans is the fact that the premiums are paid monthly by pay roll deductions. Once the employee has signed up for insurance the premium payments are automatically made and there is no worry on the part of the insured about lapsing of policy. Also by being paid

monthly employees are not confronted with a large premium at a time when either the funds are not available or to meet it would work a hardship.

For the benefit of new employees the Mortuary fund is a death protection measure conducted solely within the ranks of employees and administered by the management. All members, now totaling approximately 2,800, are assessed 25c per death per employee, this amount being deducted from pay check. Every dollar collected is paid to the beneficiary

A New Motor Transit Service



FEBRUARY first saw a new service inaugurated by the Motor Transit company for account of the Southern Pacific between San Bernardino and Riverside, making connection in each direction with all S. P. passenger trains at Colton.

This service was heretofore performed in part by the Pacific Electric rail service, but under the new arrangements a greater frequency of service will be available. Schedule calls for 7 trips daily between Colton and Riverside, and 4 between Colton and San Bernardino.

Passengers destined to points on Southern Pacific Lines from either San Bernardino or Riverside are now provided with a direct connecting service and baggage accompanies passengers.

For the new service a "Twin Coach" has been equipped with special body with accommodations for 12

passengers, and an unusually large baggage compartment is located in the rear of the vehicle. The mechanical forces at Torrance entirely re-vamped the coach and when completed it gave all the appearances of an auto factory routine job.

The new coach was delivered for service on January 28th and was inspected and approved by quite a group of company officials. In the picture above, from left to right are: W. A. Bishop Mechanical Dept. C. H. Belt, Supt. P. E. Passenger Service; C. M. Allen, Ass't Supt. Motor Transit; E. A. Stevens, Ass't. to Supt. Mechanical Dept.; Geo. F. Squires, General Supt.; R. R. Wilson, Supt. Motor Coach Operations; N. Kinell, Ass't General Passenger Agent, Southern Pacific; H. O. Marler, Passenger Traffic Manager; F. E. Billhardt, Ass't Passenger Traffic Manager.

named, the Company assuming all costs of collection and administration.

Payments Promptly

Throughout the past year death payments have been made with the same promptness that has always characterized the work of the Insurance Bureau of the Accounting Department. The Mortuary payments are usually made within 24 to 48 hours after deaths, while the Group insurance payments are paid in an average of one week.

The Group insurance plan has been in effect 14 years and under its provisions employees are now insured for in excess of \$5,000,000. The Mortuary insurance has been effective for the past 20 years.

WOMEN'S CLUB CALENDAR

The Women's Club met on January 13th for their first meeting of the new year after the merry, but arduous holidays. We were all glad to be back on schedule again after the rush and bustle of parties, bazaar and holiday dinners.

The brief pause between the holidays and our first meeting of the new year left your scribe a little shy of news for this time, but many good and interesting things are being planned by Mrs. Hart, Program Chairman, for our pleasure in the very near future.

On February 19th the first night card party of the new year will be held in the Club Lounge. Many lovely prizes are to be given and there will be games to please all, so you card players all come out and bring your husbands and friends with you. Remember, your donations help to cheer some one who is sick.

Remember Easter is not so far away ladies, and our sewing classes are only held on Thursdays now, but are in session for four hours. So bring out that last summer's hat and brighten it up a bit; or shorten the dress that looks a little too long for this season's style demand.

On January 13th the speaker who was to talk to us (for some reason we didn't learn) failed to arrive, so Mrs. Weston and Mrs. Baglin were persuaded to tell us of their travels this past summer, which were very interesting, but Mrs. Weston warned us against Florida mosquitoes in late summer. Mrs. Baglin had an experience not to be forgotten in Kentucky.

WITH AGENTS OVER SYSTEM

Oranges are moving, but not in the customary volume, price not being up to par and having to sweat to get color also delays them. Prices looking up a little now and February will probably see pick up in shipments.

Received a note from Gordon Gould, our high speed solicitor, modestly disclaiming last month's complimentary remarks. But what we said goes—he's a real salesman.

Sam Hartshorn now labors at El Monte with Agent Anderson, who has been on the sick list and just lately went back to work. Sammy started his railroad career in the fair city of Etiwanda. He's one of our later recruits and has been through the mill of L. A. Freight House with George Orr, then the Asst. Agent, by way of the Butte Street yards, thence out to El Monte. He recently married and is settled at 121 McGurk Street in El Monte.

Did you know Ed Foskett was on the Northern Division many years ago at San Bernardino Freight House? Then he tore back to Compton, later he bid in Santa Ana; then Claremont came up for bid and figuring that maybe the girls at Scripps College would be better looking he scooted over here. Just recently Ed's old employers, the Illinois Central Railroad, asked him to send in for their magazine all he had on the sugar cane situation during his work with them. And in a recent issue they have written quite at length concerning our friend and fellow Agent.

Clarence O. Stephens, Freight Agent at San Bernardino, has had

She was taken through the flood area and saw many beautiful homes still nearly covered with mud and silt.

The Birthday Party has been scheduled for the afternoon of Thursday, March 10th. This event has always been a gala and festive occasion, and already program and other plans are under way to make it rival any of its predecessors. So put a big red circle around this date, now.

You will all want to be present on February 10th as there is to be a very interesting program and, as usual, the door prize will be given.

Our Mystery Friend department is thriving and growing every meeting.

—Mrs. W. A. Hasty,
Official Scribe.

only two jobs on the Pacific Electric, that of Agent Etiwanda and thence to San Bernardino Freight House.

Clarence's outside interest, or hobby is the young people of the Christian Endeavor Societies of San Bernardino County. He has ably served in various capacities and is well known by all county and state groups.

Did you notice the fine attendance at the last meeting? We need all of them to make the Agents Assn. the splendid success we aspire to. With George Orr as President we can look forward to an outstanding year.

Lester Sinotte, Passenger Agent San Bernardino, has plenty of competition with the Union Pacific and Santa Fe forces. Nevertheless he sells Southern Pacific and Pacific Electric in good volume because he gives service, knows railroading and is a real salesman. We know of no other agency where competition is keener.

Herbert C. Hall,
Etiwanda.

MONTH'S AGENCY CHANGES

Two men have returned to P. E. agency service after long absence resulting in quite a few changes, reports F. B. Spencer, Asst. Freight Agent.

Gale W. Hudkins returned to his old position at Claremont on January 19th, replacing George W. Ray, who in turn replaced F. W. MacIntire at Beverly Hills, who bumped Clerk Warehouseman Phillips B. Durant at Monrovia and Mr. Durant brought the chain of replacements to rest by displacing Oscar W. Winter at Los Angeles Baggage Room.

Frank M. Brown returned after having been loaned to Engineering Department for nearly two years and at present heads the Extra Clerk list.

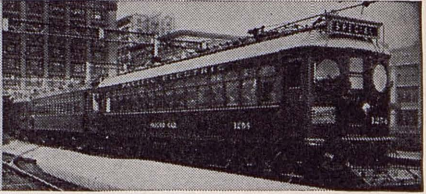
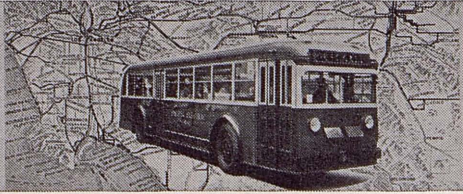
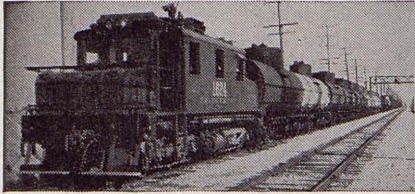
Homer G. Hammond, formerly Asst. Agent Hollywood, is now settled in his new assignment as Agent, Santa Ana.

N. Frank Graham has recently been awarded the Gardena Agency and John A. Cole, to whom the agency was originally assigned, has returned to his old position as Asst. Agent, Torrance. Aden W. Housley is temporarily assigned to the Wilmington agency.

Patrick Keane, for many years Passenger Director at 6th & Main Street Station, has bid in similar position at Hill St. Station made vacant by the death of A. G. Lutes.



SAFETY NEWS



1938 Accident Prevention Committee Appointed

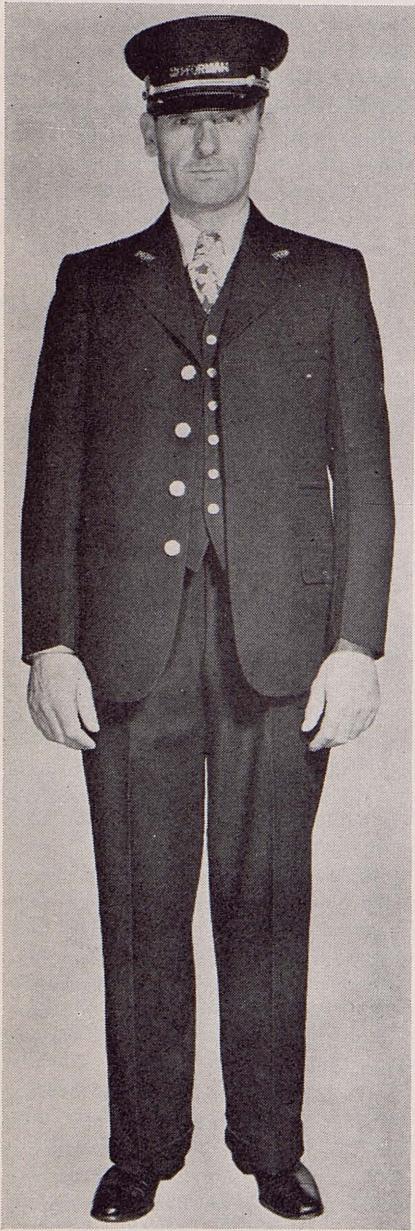
THE Accident Prevention Committee solicits the earnest cooperation of every employee in the important subject of accident prevention and the reduction of personal injuries and accidents of all kinds.

The new Accident Prevention Committee for 1938 is composed of the following members:

- C. H. Belt, Chairman..Trans. Dept.
- C. A. Shook, Vice-Chairman.
- Trans. Dept.
- J. E. Douglass.....Trans. Dept.
- W. C. Monroe.....Trans. Dept.
- C. M. Allen.....Trans. Dept.
- F. L. Lindner.....Trans. Dept.
- C. K. Bowen.....Executive Dept.
- W. D. Boyle.....Eng. Dept.
- H. D. Turner....Gen. Claim Dept.
- W. A. Bishop.....Mechanical Dept.
- L. A. Campbell, Secy...Trans. Dept.

This Committee has an important function to perform and its success as a committee depends largely upon the efforts of the individual members. The activities of the Committee include the study of conditions and practices, performance records, field inspections and other matters relevant to devising ways and means of reducing the number of accidents in train service, motor coach service, ways and structures, equipment and electrical departments, and to make recommendations accordingly.

All employees should fully cooperate in the conduct of this work, and the Accident Prevention Committee members will greatly appreciate the cooperation and assistance of all in their efforts to reduce both accidents and hazards. The Committee is instructed to take the initiative in carrying on their investigations and studies with a view of developing measures for elimination of mishaps. These studies, not only include conditions relating to the property and equipment, but are particularly di-



How the well-dressed passenger Trainman will appear in the new regalia just adopted is pictured above, while opposite is shown the approved raiment for motor Coach Operators. Complete information not being available as this issue of the Magazine went to press, we hope to have full information in the March issue.

rected to improper practices and conditions which create hazards.

Every employee should realize that it is his duty to be on the alert, at all times, to observe unsafe operating and practices, and to immediately report such conditions and practices.

Value of a Good Personal Appearance is Discussed

THAT personal neatness and cleanliness are highly essential in the successful selling of transportation is the unanimous opinion of most everybody associated with the railroad industry.

Here is a collection of expressions defining the term "neatness" when applied to Trainmen and Motor Coach Operators:

Always wears a clean, neat, well-pressed uniform.

Brushes his hair and keeps it trimmed.

Always shaves before he comes to work.

Keeps his shoes shined.

Never has dirty finger nails.

Takes pride in his whole personal appearance.

The value of a neat personal appearance in our daily contacts with patrons is well expressed from a few of the many papers written on this subject by train service employees, from which we note the following:

Inspires Respect

The man who makes a good appearance inspires confidence and respect in the minds of those with whom he comes in contract. Personal cleanliness give him that self-confidence which is so essential to personal success.

The public's opinion of our Company is formed mostly by contact with us and the standard we set is the standard by which our service will be judged. A transportation company can have the most up-to-date equipment and still lose prestige and business through the careless appearance of its employees.

Personal appearance is an essential part of any job in which one comes in direct contact with the public. The added effort to maintain a neat personal appearance is more than compensated for by the knowledge that one is at his best.

People expect that an employee entrusted to drive a vehicle carrying passengers will look responsible and there is no better way to give this impression than to be neatly groomed.

A carelessly dressed, unkempt salesman impresses his passengers as one who is likely to be careless in the operation of his bus.

Well-groomed employees are an ad-

Program for Reduction of Accidents

To enlist the active support, interest and co-operation of all employees in the prevention of accidents.

To instruct each man as to the proper way to do each task.

To educate Supervisors to search for and observe their responsibility for turning out work free from personal injuries to employees and others.

To encourage discussion and interest in Safety work.

For every employee to promptly report to his supervisors, or some member of the Safety Committee, all unsafe conditions of practices.

vertisement for both Company and employees. If every Operator looks clean and neat the public will have a high regard for the Company and the service it sells. The public will look upon it as a well-run, self-respecting organization.

A satisfactory appearance gives one the good-will of patrons and also creates a good impression upon employers. If I am able to hold the good-will of my riders it is a benefit, both to me and my employers.

The first requisite of a good personal appearance is a healthy body

SAFETY ADVISORY COMMITTEE APPOINTED FOR FEBRUARY

The next meeting of the Trainmen's Safety Advisory Committee will be held February 24, 1938, in the Pacific Electric Club Rooms, commencing at 10 a.m.

Western District Terminal
 O. L. Price West Hollywood
 A. L. Grentz Subway Terminal
 D. Boardman Ocean Park
 M. W. Hansen Glendale
 Northern District
 P. H. Riordan Macy Street
 W. F. Judge Pasadena
 W. D. McCollum ... San Bernardino
 Southern District
 W. W. Mooney Long Beach
 E. E. Stearns Los Angeles
 L. T. Downs Butte Street

Many splendid safety suggestions have recently been made by Trainmen selected to serve from month to month. All appointed are asked to come to the meeting with at least one suggestion for elimination of accident hazards they may have observed and to participate in discussions that various factors involved may be brought out.

developed by good habits, sufficient sleep and wholesome food. Hands and face should always be kept clean and neat, and the same applies to the uniform. Attention should be paid to the cap, too. A slight tilt is permissible but a "tough guy slant" should be avoided.

Classification of December, 1937, Accidents

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

CLASSIFICATION:	SYSTEM		Increase or Decrease	Percentage
	1937	1936		
Collisions:				
1. With Pedestrians	15	13	2 Inc.	15.38
2. At Railroad Crossings (Other than Company's)....	0	1	1 Dec.	100.00
3. Between Cars of Company.....	2	2	Same
4. With Vehicles and Animals.....	210	234	24 Dec.	10.26
5. Derailments.....	12	10	2 Inc.	20.00
6. Equipment.....	2	0	2 Inc.	200.00
7. Boarding Cars.....	12	15	3 Dec.	20.00
8. Injuries on Cars (Not in Collision).....	20	19	1 Inc.	5.26
9. Alighting from Cars.....	19	23	4 Dec.	17.39
10. Falling from Cars (Not purposely alighting).....	1	0	1 Inc.	100.00
11. Doors, Gates and Guard Rails.....	11	2	9 Inc.	450.00
12. Ejectments and Disturbances.....	3	4	1 Dec.	25.00
13. Miscellaneous	3	4	1 Dec.	25.00
14. Total.....	310	323	13 Dec.	4.02
15. Employees.....	9	7	2 Inc.	28.57
16. Total Car Accidents.....	275	292	17 Dec.	5.82
17. Motor Coach Accidents.....	31	30	1 Inc.	3.33
18. Total Passenger Accidents.....	306	322	16 Dec.	4.96
19. Freight Accidents.....	13	12	1 Inc.	8.33
20. Total All Accidents.....	319	334	15 Dec.	4.49
			15 Decrease	4.49%

SPORTS

GOLF
TENNIS
FISHING
HUNTING

BASKETBALL
BASEBALL
BOWLING



Prize Awards to Sportsmen Finest in Club's History

ANNUAL awarding of prizes to sportsmen of the P. E. Rod & Gun Club on the night of January 14th last was another outstanding event as winners received a fine array of sporting equipment for excelling in the various outdoor contests.

The prizes for last year, incidentally, were the greatest in number and finest in quality yet offered by the Rod & Gun Club, and the glad news for prospective 1938 prize winners is that an even more extensive and deluxe array of prizes will await this year's winners.

Record Camp Trout

While there were not many records broken, there were a few outstanding catches. Elmer Malmberg distinguished himself by a new Club trout record for the P. E. Camp trout division with a beautiful 26-inch lake trout. The former record was 23 $\frac{3}{8}$ inches.

E. L. McCall of Purchasing fame and J. W. Clay, Trainman, journeyed to the north end of the State to tie for first place, their two giants in the stream trout division measuring 31 inches each. The toss-up for first prize was won by Mr. Clay.

A Trainman sportsman came to the front again with a new Club record for yellow-tail. F. W. Hale, a comparatively new member, brought in a 32-pound, 7-ounce yellow-tail. This creditable feat won for Mr. Hale a Joe Coxe reel, generally conceded to be the peer of all.

"Our most illustrious Fishing Captain, who keeps charge of the books," quoting a prominent member of the Club, "wound up, as he previously stated he would, in first place in the surf division. There has been some question about Mr. Braley's fish, inasmuch as his wife admitted the fish was landed on her own pole and immediately confiscated Scott's prize which should be a lesson to him. Hereafter he has vowed he will take Snow White and the Seven Little Dwarfs to protect him."

The junior associate members,

which list continues to grow from month to month, landed some fine fish that would do credit to many grown-ups. President Bancroft urges the young fellows to get busy with their dads and insist that they enroll them as associate members. Some special events for boys will be announced at an early date and their quota of prizes for 1938 will be even more alluring.

LATEST WITH OUR SPORTSMEN

"When do we go?" That's the question being asked around the Signal Department by such well known characters as Steve McNeill, Roger LeMelle, Ned Rich, Floyd Benoit and other fellows of the Izaak Walton League.

It all started when word was received at the Club that Black Bass, Crappie, Bluegill and Catfish were biting well at Lake Henshaw, where fishing is permitted the year around.

Some concern is felt owing to the fact the winter cold has driven the Crawdads into their hibernating dens. The above mentioned sportsmen derive most of their sporting fun from fishing for Crawdads, using them for bait for pan fish being a secondary thought. 'Tis said the McNeil-Benoit out-board motor is again mounted on the rain barrel, and outboard motor racing is being enjoyed.

Our annual meeting and distribution of prizes, coming as it did on the same night the Bowling League meets, caused several of our Club members to be absent. This unfortunate oversight was caused by our endeavor to select a time most convenient to families where there are school children. However, in most cases those members who couldn't attend the annual meeting had some member of their family or friend claim their prizes for them. In two classifications, namely: Arrowhead trout and Yellowtail, new Club records were made for first prizes. However, the general run of registrations were somewhat smaller than the average for past years.

Owing to the mild winter this past year, it is expected more of the big

"tackle buster" type of fish will be taken from local waters in the near future.

Some of the boys have already started turning their attention toward the north where Steelhead trout have been making their appearance.

A. V. Miller, Captain of the pistol team, reports they are now ready to take on some competitive shooting meets. Several new members have been added to their team and much interest is shown.

Ned Rich, Asst. Captain of the Pistol Team, has been appointed Field Captain of the P. E. Rod & Gun Club. Ned loves his guns and from all reports is quite a marksman. It is expected much new life will be added to the shooting division of our Club.

Owing to the high price of ammunition and the densely populated area for miles around Los Angeles, the gun division has been lagging somewhat for the past few years. However, now we have access to several shooting ranges in and around Los Angeles, and it is expected renewed interest will be shown.

In our fishing division, Fishing Captain, Scott Braley has shown a great interest in promoting competition among our associate members, the importance of which was shown at the last prize awarding. Some of those junior members turning in registrations that made the senior members "sit up and take notice."

Fellow members, remember when filling out registration cards, somebody will have to read them. Please furnish all the information required on them and write plainly. This will please your Captain and might induce him to award you a better prize. I thank you.

—Arlie Skelton,
Recording Secretary.

RECORD HIGH & LOW SCORES THRILL & AMUSE BOWLERS

Entering the second half of the bowling season the teams in the Pacific Electric League are really "bearing down" and going after each other hammer and tongs.

One of the major upsets of the season occurred when the Easy Aces took three games from the Subway team. This was largely due to the fine bowling turned in by "Bert" Norton, who had a high series of 610 and high game of 228. Bert really

turned the heat on against the Subway Terminal.

H. Welch, West Hollywood, however, eclipsed Norton's record when he turned in a high game of 257 and a series count of 661. He certainly had his eye on the maple pins. Welch is one of the reasons the West Hollywood boys are out in front, being tied with the Engineers.

Ever since the season started the Engineers, consisting of Gonzalez, Hasenyager, Manley, Davis and Black have been bowling consistently good games and at the present time they are head and head with the West Hollywood team. At their last meeting the Engineers caught the West Hollywood team by winning three out of four from their arch rivals.

Roy "Cupid" Swanson, Dickson, Stockberger, Blackburn and Jack Birmingham are very hard to catalogue. One night the "Traffics" will be hotter than a fire cracker and their followers are very much enthused about their chances in the league, then with "Cupid" in the lead they will go out and collect the greatest assortment of splits and low counts imaginable.

The Claim Department have taken a firm hold on third place in the league and with Brahm, Pabst, Gowanlock, and Erwin finally hitting their stride, are going to be "poison" from now on.

Gowanlock, Cuccia, Latimer, Welch and Buss lead the league at the present time and all are rolling fine games. It will take some very good bowling on the part of others to secure a place in the select "five".

The games are being watched by an enthusiastic throng of spectators and it is a treat to listen to some of the comments when such tyros as Worthington, Mosier, Houston, Dickson and Swanson miss the pins entirely. In fact, it is a wonder at times how some of this bunch get the ball in the right alley.

All in all the league is well worth the time spent to the participants, and everyone apparently is enjoying keenly the competition and sport offered. The best of feelings exists at all times and the duffers have as much fun out of the games as the "aces".

—Don Houston,
Bowling Scribe.

WALTER WATCHAL WHISPERS

Why not a vest with more pockets, so Hugh Nickerson can carry more pencils and pens?

You have heard the term in racing "found a spot." N. Vickery insists on calling the sewing class "His" sewing class. Believe he has found a spot.

Who is that cute young lady who makes eyes at the Bailiff on the Sixth Floor?

Free rides in the Freight Elevator to any one who knows the whereof

Name	PP	Wt.	Odds
Shrimp Dorner	11	145	4-1
Halibut Murphy	10	165	4-1
Mackerel Manley	7	185	5-1
Perch Porter	5	168	6-1
Barracuda Bancroft	1	178	8-1
Trout McCall	2	152	10-1
Bonita Brady	4	166	12-1
Oyster Offinger	3	186	15-1
Corbina Cross	6	182	15-1
Crocker Quinn	8	185	20-1
Sardine Smith	9	205	25-1

P. E. CLUB CALENDAR

Wednesday, Feb. 9th:

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

Thursday, Feb. 10th:

Afternoon meeting P. E. Women's Club—1:30 p.m. Fine entertainment program, including motion pictures. Ten door prizes.

Saturday, Feb. 12th:

P. E. Agent's Assn. annual banquet. See special bulletin for complete program.

Wednesday, February 16th:

Regular monthly meeting P. E. Masonic Club—8:00 p.m. (The following evening, Feb. 17th, the team will put on a degree at the Golden State Lodge, 2305½ So. Union, L. A.)

Thursday, Feb. 17th:

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

Friday, Feb. 18th:

Regular monthly DANCE. Flo Kendrick's Orchestra. 8:30 p.m.

Saturday, Feb. 19th:

Card Party in Club Lounge at 8:00 p.m. Bridge and other card games. Door prizes and fine awards to win-

of Tommy Riggs' dog.

Why not a piano in the back elevator to accompany Jimmy Madigan as he sings?

If you want to know how to beat the parking lots, see Noble Cates. He drives three miles, changes cars seven times and walks fourteen blocks and then makes the Little Lady come in on the Street Car and drive the car home.

Now the 1938 Running of the Rod and Gun Club by prominent members, for yearly prize. Listed in order of Handicappers preference:

Comments
1.—Now in great form.
2.—Like Canadian Mouny, always gets his fish.
3.—Never fishes two days alike.
4.—Prefers rowing to fishing.
5.—Will offer stern contention.
6.—Nosed out in last; figures to be close.
7.—Up from claiming ranks.
8.—Will be there in the stretch.
9.—Very inconsistent.
10.—Consistently close.
11.—Like movie director, good at casting.

ners. Small playing fee, with surplus to charity fund. Sponsored by P. E. Women's Club.

Tuesday, Feb. 22nd:

Washington's Birthday. Club closed all day.

Thursday, Feb. 24th:

Afternoon meeting P. E. Women's Club—1:30 p.m. Fine entertainment program arranged.

Friday, Feb. 25th:

Safety Advisory Committee meeting, commencing at 10:00 a.m. P. E. American Legion semi-monthly meeting (postponed from Feb. 22nd account holiday)—8:00 p.m. Special program of great interest to all veterans.

Thursday, Mar. 3rd:

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

Tuesday, Mar. 8th:

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

Wednesday, Mar. 9th:

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

Thurs., Mar. 10th:

P. E. Women's Club in Birthday Party. Fine entertainment program arranged. 1:30 p.m.



Miss Gusher: "Do you love me enough to give up your life?"

Mr. Rusher: "Say baby, mine is an undying love."

The modern girl wouldn't have nicotine stains on her fingers if she would help her mother with the dishes.

New typist, following rapid-fire dictation: "Mr. Jones, what did you say between 'Dear Sir and 'Yours sincerely?'"

Navy Bill: "What sports do you like best?"

Hollywood Katie: "Those who are free with their money and know when to say good night and go home."

Sally: "We've been waiting a long time for that mother of mine."

Mikhail: "Hours, I would say."

Sally: "Oh, Mikhail, this is so sudden!"

Local Junior: "Dad, what is personal liberty?"

Dad: "It's what a man exchanges for a wife, my boy."

A city and a chorus girl
Are much alike, 'tis true;
A city's built with outskirts,
A chorus girl is too.

Policeman: "Excuse me, sir, but if you're the 'pale-faced gentleman who looks like a lop-eared rabbit,' I was to tell you that your wife's gone home on the 33 bus."

Personnel Director: "Yes, we have two or three positions open. Do you know anything about figures?"

Applicant: "Do I?" Why, I was a lifeguard at Sea Breeze beach all summer."

Lize: "Waffo' yo' sharpenin' that razor, Rastus?"

Rastus: "Woman, they's a pair of gemmun's shoes undah yo' bed. If they ain't no niggah in dem shoes, Ah'm gonna shave."

"How did you stop your husband from staying late at the club?"

"When he came in late one night, I called out, 'Is that you, Jack?' and my husband's name is Louis."

Henry's wife: "Dear, did you notice that Mrs. Blank had another new hat?"

Henry, diplomatically: "Yes, dear, but if she were as attractive as you are she wouldn't have to depend on millinery so much."

It was a dark and stormy night when the weary husband returned home.

"I've been to every shop in town and they can't match that bit of ribbon for you anywhere, dear," he said to his wife,

"Splendid!" she cried. "I just wanted to make sure that it really was unique."

SOUTHERN DISTRICT FREIGHT

J. E. Neville

Well, here I am again, your last columnist, Mr. Vanderpool has been off the board and transferred back to passenger at 6th & Main, so you will have to put up with the Frenchman's job once more.

We do not seem to know what happened, but business just quit all at once and it is very unfortunate for all of the new men and some of the old timers have been cut off the board on account of the business recession which has caused the reduction in force. We hope business will adjust itself again soon and see them all back among us again.

We are informed that H. A. Tourville, Motorman for a good many years in passenger and freight service, has been retired by the management on account of ill health. He leaves with all the respect of those who associated with him; he was never too busy to assist in any way he could. We hope to see him fully recover his health and enjoying many comforts for years to come.

When we look at the world in a broad, generous and friendly spirit, what wonderful people we find everywhere.

Our friend, Brakeman McClear of the Long Beach switching job, is feeling fine these days after losing his hat. Anyone wishing to get the

"lowdown" on the hat will be able to, as Mac is now on the Market job.

Warning and calling all: We are told that O. T. Esther, Conductor on the Torrance freight job, will be "Grand Pa" soon. A mystery, so be on the look out for cigars boys.

Come on boys, lets have some news, please.

WEST HOLLYWOOD

By G. R. Stevens

It seems that some people in this world of ours get all the breaks, some lucky, some bad. The lucky break in this case fell to the lot of Gertrude Lyon, daughter of Mtm. W. H. Lyon, of West Hollywood, while on a recent auto trip to Spokane, Washington. Miss Lyon met what might be termed a serious accident. Crossing the desert, a sudden blow-out caused the car to swerve from the road and turn over twice, in a complete wreck. Fortunately, the only injury Miss Lyon received was a cut on the hand. Miss Lyon had a very narrow escape from death.

Motorman H. L. Rainey, genial trainman, has taken thirty days off for a drive to Dallas, Texas, on a vacation. He was accompanied on the trip by his wife and brother. Mr. Rainey bought a new car especially for the occasion.

Mrs. J. F. Hatton, wife of Mtm. (Happy) Hatton, recently returned from a delightful trip east, visiting friends and relatives in Syracuse and Buffalo, N. Y., also Boston and other points east. Mrs. Hatton returned via the northern route to Seattle, thence down to California.

Motorman J. G. Lamb plans to visit P. E. Camp with his little daughter. Many other trainmen at West Hollywood also are planning the same trip this spring. They have a wonderful treat in store; we know!

Harry Watson and O. E. Nordberg have forsaken West Hollywood and gone to Ocean Park, having each bid in a good run there. Happy days, boys.

A. Hornbuckle has returned from a sixty day leave of absence.

Mrs. Armstrong, wife of Motorman J. E. Armstrong, has been convalescent in the Hollywood Hospital, following an operation for appendicitis. Reports are she is doing nicely and will be home in ten days.

Condr. A. F. Gouty and G. B. Banta have been away on a trip up north, having taken a week's leave of absence.

Motorman McAllister has been off sick for two weeks, and Motorman N. B. Roberson also for a few days due to illness.

Mrs. G. L. Weaver, wife of Mtm. Weaver made a two months trip by train east to Burlington, Iowa to visit her father who was seriously ill. We are glad to report that he is now doing well.

Conductor K. R. Castle, formerly out of Ocean Park, is back at West Hollywood. Welcome, Castle.



NEWS OF THE
PACIFIC ELECTRIC
AND MOTOR TRANSIT
FAMILY

BY OUR
CORRESPONDENTS



6TH & MAIN TERMINAL
Leo E. Goodman

Now that the new agreement is in force we have quite a number of changes in the trainmen at Los Angeles St. Terminal.

From the 8th St. Freight Terminal come the following Conductors: E. H. Brock, J. Brock, R. C. Vanderpool and W. A. Salisbury; Motormen: J. C. Cody, Geo. Copp, W. C. Fielder and Frank Hughes.

We regret that the following have been temporarily laid off: Conductors: A. B. Cox, E. L. Elliott, Geo E. Gray, Arlis Gray, A. R. Howe, J. B. Henson, Palmer Johnson, C. G. Murray, Joseph W. Payton, F. C. Potter, Geo. Riggins, C. L. Shaha, R. E. Shelton, A. R. Thomas, F. E. Wilbert, Paul G. Wine and C. W. Wisler. Motormen: R. J. Allenthorpe, A. M. Cleaver, E. F. Daugherty, O. F. Johnson, J. W. Looney, W. K. McKenzie, M. O. Parker, E. C. Sentman, M. R. Smith, H. O. Sortors, W. O. Tollefson, Lynn M. Walker.

Pat Keene, Gateman at 6th & Main station, for the past ten years, has bid in a position at Hill St. Subway Station as passenger director. Pat will be missed by his many friends, who wish him success. Careful, Pat, don't go Hollywood.

Harvey Wilmot, retired conductor, was in the terminal recently for a visit with the trainmen. No, he wasn't looking for a run.

N. C. Cottingham and family made an enjoyable trip to Death Valley.

R. M. Simpson, who has been on sick leave for some time, and who for the past two months has been confined to his bed, is now able to sit up an hour or two each day. We are glad to hear of the improvement and we know Bob will be glad to have any of his friends run in and say "Howdy". He lives at 240 W. 64th St.

E. B. Jackson, who injured his hand recently, expects to be at work soon.

Wm. H. Cason, our night Terminal Foreman, is off on account of illness. E. E. Stearns is filling his place.

Howard Bennett, working the Redondo line, is back to work after having a touch of flu, and C. Wild, of Santa Ana is working again after several months illness.

No. 20—Makes her last Trip

Saturday, January 22, marked the last trip of the combination train on the La Habra Line.

The passenger list on the last trip

was exceptionally large, there being 19 passengers on the outbound trip and five inbound. Among those present were Ernest Leo, Altadena; Ivan L. Baker, Los Angeles; R. L. Noon, Hollywood; W. D. Schaffer, Pasadena; S. V. Casady, Joan Casady, H. L. Bancroft, Yorba Linda; D. G. Taylor, Long Beach; Mrs. Clyde Young, Los Angeles and Mr. Hughes, father of Motorman Hughes. The crew consisted of F. S. Cooke, Conductor, A. A. Bish, Motorman and G. Barriman, Messenger.

The quartet consisting of Ernest Leo, Ivan Baker, R. L. Noon and D. D. Schaffer have made a hobby of riding the last run of different lines whenever possible. They collected schedules, tariffs, posters and notices which filled their arms when they arrived in Los Angeles.

SUBWAY TERMINAL NOTES

By W. F. Servranckx

R. D. DeMoss lost one of his rare canary birds the other day and after trying to induce his feathered friend to return, he went home completely exhausted. But it took Mrs. DeMoss to try an idea. She called the entire "Eastwood" Klan, and they got the chirper back home in no time, for which they received a generous reward. No wonder John is proud of his army.

Since the last general choose-up it is hard to keep track of who is who. A lot of familiar faces are missing. Roy Ratliff went on Edendale to show the boys how; A. C. Tanner and Bruce Goodwin are now Echo Park experts; Jack Frohman came here from Ocean Park to show the boys in the Valley really how to operate on single track. Some seem to enjoy the new runs; others say "fooeey". Cheer up, boys.

Tom Croteau is sporting a beautiful pin on his coat, and believe me, old boy, we are proud of you!

Lodge No. 448 B.R.T. now has the largest membership in the entire state of California and needless to say, yours truly is indeed proud to be your President.

Bill Hanratty bid in run No. 35 on the Redondo line. Why? Well, I'll let you in on a little secret. He wants to get used to dimmed lights.

Bro. C. A. Thomas made a trip to San Francisco on important business. While there he visited the new bridges and says it is quite different from the bridges he used to walk over when he was a boy.

We now have A men and B men. Some of the boys are wondering if we will ever get G-men. Slat Medlin claims he is the original No. 1 G-man.

B. V. Williams got himself in Dutch with some of the boys at the Subway. We are surprised to hear that; shame on you. Whatever it is, B. V., better make good—for a small fee.

Here is the way some Trainmen spent retroactive pay: J. R. Hallis paid \$1.00 each to creditors; John Gaines made visits to all the tall buildings around Seventh & Hill Sts.; E. M. Adams, shoes for the baby; B. V. Williams a hurried trip to Wall Street in New York; Homer Miller bought a home and hung his washing out near Santa Anita race track (ask W. E. Sames); L. A. Price paid a doctor bill; "Chubby" Hammack bought an automobile; R. E. Cooke quit cranking and bought a new battery for his car; John Eastwood, six pairs of shoes; I. R. Williams ? ? ? ; E. D. McCoy, Xmas presents, the rest in the bank; George Meek Jr. made a special visit to the Chief; H. R. Heidelberg just ran around happy; O. L. Medlin, we don't know, but have a

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hunch he traded in his old Ford for something.

Will now turn the microphone over to pinch-hitter "Jiggs" Burdsall, who informs:

R. E. Cooke is getting very studious these days. Single track bug has got him. Also saw him working a crossword puzzle.

B. V. Williams, (Heil Hitler) is fast becoming a Motorman. All he wants on a street car is a whistle and two gongs.

Since the new shake-up we have lost several of our old pals and are very sorry to see them go. The Subway welcomes the new boys and hope there are some good Pinochle players among them.

B. B. Brinker and Wm. Kennedy are now at Ocean Park. Good luck fellows.

Tom Bruner and J. W. Clay won two nice prizes at the Rod and Gun club for their fishing activities for the summer. The writer made a bad misssue in registering his fish, so lost out on a first prize.

Several of the boys that rode the "Gravy" train for so long have lost their Pass by not being a Class A man.

H. R. Crandall received word of his mother being very sick in New York. We wish her a very speedy recovery.

A tip to the 1:50 A. M. Mail train crews. Uncle Sam is getting sore about leaving his mail pouches at wrong stations.

The Demerest Special (No. 41) has a grand time getting a Motorman in the evenings. The fight lays between Half-pint Eastwood and Pretty boy Cooke. But here is the joke. All of the fair passengers are the Conductors cousins, sister-in-laws, or in some way related. Try more flashier neckties, boys.

W. F. Servranckx received word that his mother is gravely ill in Belgium. Here is hoping for a speedy recovery.

Well, as the Chief always tells me, "Brother, you're out of order". I'll give two bells.

PASADENA TERMINAL NOTES

By L. (Tony) Tonopolsky

Motorman Baxter, having heard the often used expression "lying in a bed of roses", decided one night recently he would like to experience this so-called thrill, but not being up on his botany carelessly selected a cactus bed instead. Result—Mrs. Baxter spent the rest of the night picking thorns out of the north side of Baxter going south.

E. Butler visited friends and family in Missouri. We suspect, however, a fair maiden of the "show me" state as the principle reason.

At this writing the sick list in Pasadena is the largest in any one period of the past two years. The list is as follows: F. J. Miller, R. C. Wells, J. F. Mahan, J. H. Kelly, W. W. Montrose, R. E. Willis, L. E. Neal, C. A. Flanders, D. B. Gardner, R. N. Penny and S. Van Wickle. We hope

at press time all have fully recovered and are on the job.

Charles Paul Wheeler, age two, while scuffling with his father, P. D., slipped and fell on his shoulder, fracturing his collar bone. Tough luck, C. P., but in a short time you'll be up and at 'em.

Mr. and Mrs. Louis Leete and daughter of West Hollywood were house guests over New Years of Conductor and Mrs. J. E. Newman—and did they have fun.

Frank Cummings, F. W. "G" Hall and C. A. Keller recently bid in O. M. C. and bus runs respectively. Congratulations.

F. L. Gryder, of Macy Street, bid in run 207, which completes two sets of father and sons in Pasadena, the Bowles family being the other pair—like father like son.

M. S. "Pee Wee" Batten has stepped up from the extra board to a regular run. Hot dog!

On account of cutting the board at San Bernardino, the following men have come to Pasadena: L. S. Polk, E. Jackman, T. C. White and R. J. Dunsan. Welcome boys, on behalf of the extra men we present you with the key to our city.

Harry Moulton suffered an injury to his head when he slipped and fell in his home, resulting in temporary loss of memory and confinement in St. Lukes Hospital in Pasadena. We hope Harry's recovery will be speedy and complete.

OCEAN PARK CAR HOUSE

By J. H. Robertson

Carl Banta penalized the good people of Hollywood by bumping Conductor J. Doherty off run 94.

See we have some freight men back in passenger service: R. S. Nichols and I. M. Wyrick. Remem-

ber boys, we don't run passenger trains as slow as freight, so on your toes.

Sorry to learn of Carl Wright's misfortune in falling down and injuring his leg. Conductor McLinden goes around with a long face now, because he has no one to joke with. Hurry back Carl.

Passengers are now getting an opportunity to pass down the aisles as our "man mountain" Howard has been bumped to West Hollywood. Hope you return soon, Howard.

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Mrs. A. B. Owens is confined to the hospital in San Fernando. She had an operation and we hear she is doing nicely. All hope for an early recovery.

Mrs. Hardin has been ill for a week or so. We hope it isn't serious.

Conductor Pat Garrison has been laid up with the flu which settled in his back and legs. Illness with Pat is serious; he loves to eat. How about the 18 day diet, Pat?

Motorman Tom Koskey's wife has been in the hospital for over two weeks after having a major operation. However, Tom says she is putting up a great battle and is recovering.

J. R. Lowell is nursing a sore hand; he caught a baseball with the wrong hand and split his finger. We have always said "two hands while learning." Hope to see you back in the game soon, Jim.

Have we been lucky or just good lately in baseball. Have taken the L. A. Telephone Co. boys by a 11 to 5 score, and Ken Fraser's Kitchen sink team 15 to 11. But alas, Sunday Jan. 30, Culver City Cubs 30-P. E. Cold Shots 2.

The men of Ocean Park Car House have been thinking about forming a "Lonely and Neglected Husbands and Childrens Club", which will function while the Railettes are in session. The Railettes are getting quite an enrollment and enjoying themselves, too.

A. B. Owens returned from his vacation in Texas a week early. He says it really rains in Texas. A fellow can't even go hunting or fishing in such weather. He is glad to be back and on duty again. We do have sunshine once in a while in California. We are glad you are back, your fellow hot shots need you.

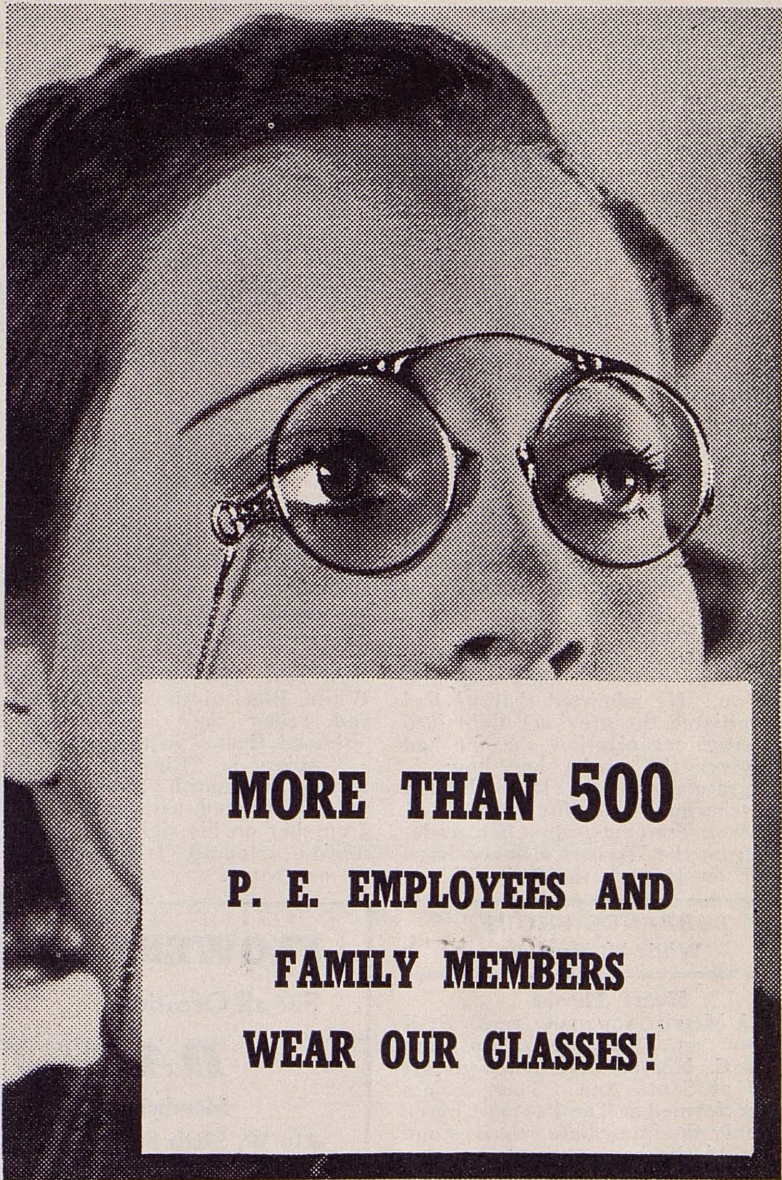
Motorman Sam Masterson is confined to a Sanitarium in New Mexico, also Mrs. Masterson is very ill. We are sorry to hear this and hope both recover rapidly. Anyone wishing their address see me. They will appreciate any cheery word from here.

The Motormen of West Hollywood say that Conductor Castles, recently purchased from Ocean Park Car House, is going to make a good Motorman. Castles says the Motormen of West Hollywood have lots of patience. I feel sure he will reward them by producing a good record in the future.

Conductor Bob Goodman is developing his own circus, at present he has two monkeys. He says they are smarter than some people. And what makes me suspicious, every time he says it he looks me square in the eye! I wonder if he means—Gosh darn—wait till I see him.

GLENDALE DISTRICT
By C. L. Settle

C. A. Thomas recently made a business trip to San Francisco and enjoyed the thrill of crossing the big trestles. States they compare quite



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favorably with the Los Angeles River bridges.

"Back to the Busses for me," muttered T. G. Cooney as he watched his Train disappear after dropping from it while moving to re-line a switch that had never been thrown.

H. A. Goode recently lost his appendix in a bout with Doc Weber at the California Lutheran Hospital. A good riddance, says H. A. as he convalesces at his home.

Geo. Witham has been yearning for something to be running around his house, so he built a fence, and bought a Thoroughbred Flea Scratcher.

C. H. Michaels just recently purchased a new home at 916 Burchett St. We all are anxiously awaiting the announcement of the house warming party.

If you see a bus driver groping around with a white cane about the time the Sun comes up, it will be H. G. Snyder. He has bid in a day run after nine years working nights.

That new speed-ball driver on Line No. 1 is none other than our old friend Woodrow Wilson. Claims he was promoted to this job from the E. Bdwy. Shuttle.

On January 21st, Guy Wooley carried a large pillow around with him to sit on. He admitted that he had been initiated the previous night into a fraternal organization, that he had been given the works, and how.

Congratulations to Miss Evelyn Moll, charming daughter of A. C. Moll, Asst. Trainmaster, on her graduation from the Herbert Hoover High School, on January the 28th.

TORRANCE SHOPS

Willis M. Brooks

Heart Throbs

Alma Merritt, for many years PBX operator at Torrance Shops, and Moses C. Nixon, were married last month at Santa Ana. The services were performed at The Baptist Church with only the immediate relatives and friends of the happy couple present.

The announcement came as a complete surprise and as soon as the news spread, "Alma" was kept busy answering a flood of "Best Wishes".

Mr. Nixon is employed at the National Supply Company at Torrance and the happy couple will, of course, make their home here. Our very best wishes.

Emerson Barkdull and Maxine Belden were married on Saturday, January 29th. Services were held at the bride's home in Alhambra. Emerson, who is the son of Ellsworth Barkdull of the Air-Controller Shop, operates the "Shop Jigger Car". Incidentally, Ellsworth is building a new home at Vista Highlands, Torrance. Wonder if it will be occupied by the happy young couple?

Our best wishes for a long, happy and prosperous life.

You will remember a few issues ago, we mentioned the "wish bone" collection of Burt Collins. Well, here's a sequel. Eric Johnson of the Motor Shop, with his partners tried for ten years to develop a new bird by cross-

ing a pea hen and a turkey. Finally they were successful and hatched from a fertile egg, a new bird known as a pea-turkey. The bird only lived about three weeks. Eric has the wish bone. When he read our issue about Burt's collections he hies himself to Burt and endeavored to sell him his wish bone for \$2,000. Its the only one of its kind in the world and may be worth it, but not to Burt.

We are surprised that the Rod and Gun Club have overlooked our Torrance Shop Grounds as a hunting field. Charles Brown, a few weeks ago, trapped a fine fat possum and followed with another weighing about 15 pounds. Better check in on this, fellows.

Mark Francis, of the Air-Control, Shop, is on an indefinite sick leave.

Frank Thompson, Air-Control Shop, has gold fish. Too many gold fish for the size of his pond. So he gave some to Charles Smith, also of the Air-Control Shop. The next day Charles came to work with pink fish sandwiches. He claims they were salmon and personally, of course, we believe him, but he is still trying to convince Thompson and the other boys in the Shop.

A year ago last June, John V. White, Blacksmith Shop, got married and today they are expecting a "Blessed Event" in their home.

Nothing is "Blessed" to Robert Boyd, Blacksmith Shop, who, like Job is afflicted with boils. He has a number on his right arm with four more developing. It's tough Bob and we are sorry.

E. O. Morton, Wiring Shop, is in the Hospital convalescing after an operation. It is reported that he is improving.

In the Carpenter and Paint Shops, no news could be developed. We did notice, however, that the 400 Class motor coaches are having new panels installed and Masonite roofing. Also, the under frames are being reinforced. They will be better than new when out of the Shops.

Motor Coach 280 has been sold to the Motor Transit and has been remodelled into a combination baggage and passenger coach. It has been slightly stream lined and is a swell looking job.

We have it on good authority that Frank T. Taylor, Chief Draftsman, at Torrance, who drives a large scrumptious La Salle Coupe, had as passengers the other night on a return trip from Los Angeles to the Beach, Jack Wilson, Mart Monson and Harry Pierce. As it was reported to us, Frank started away in first gear O.K. but the darn car picked up speed to 80 miles an hour before he could get it in second and by that time they were home.

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PURCHASING DEPARTMENT

By Ray Cragin

Miss Dorothea Beranek, the Sonja Henie of the Purchasing Department, is often seen at the Ice Palace cutting figures.

"I surrender, Dear" sang the General New Years at Midnight as he put an engagement ring on the finger of his future wife, Miss Ruth Batsch. And a ring is not all, she is wearing a smile that will not come off and breaks out singing the "Wedding March". Just to show you where her mind is, read this letter she wrote for the boss shortly after New Years:

Mr. A. B. Jones Co:

We are attaching our loving order P-1234 for 100 cases of Never Lather soap, and ask that you furnish it for better or for worse, price to be for richer or for poorer, F.O.B. Niagara Falls, yes mother, I'll write, shipment to be made in early June. Until debts us do part.

The following news comes from Torrance:

Ward McCall, name sake and grandson of our Storekeeper at Torrance, is a member of the crew of the U.S.S. Milwaukee. This is one of the cruisers that recently left for Sydney, New South Wales. They were to stop at Honolulu, South Sea Islands, and call at Singapore on the return trip. This is what I call a trip of a life time.

Bill Bone was a recent visitor to Palm Springs. With "them" blue eyes and that wavy hair Bill was taken for Dick Powell, and was doing nicely—until he was asked to sing.

Fred Dilthey runs the paint store which is more or less away from the other buildings, and has few callers. His room at home is on the top floor in the rear. Fred is really a lonely man, he is the Garbo of the Store Department. He does not want to be alone, but his friends think it best. Some one recently told Fred a strong Garlic Diet would keep his blood pressure down.

Ralph Long is back in the Industrial City after several months in the office of the P. A. He is now Director General of a Ford Truck. Ralph's return caused Verle Peck to steal off to the hills of Ojai and look for gold.

Recently the Sorensen Clan had a family re-union. Thirty-seven being present, and coming from Idaho, Arizona and Utah. There were four generations present, including sixteen grand-sons and two great-grand-sons. The occasion was Ted's birthday. They gave him a wrist watch and all had a good time.

The most energetic young man in the City of Torrance is August Zurborg. Not being content with eight hours of hard work in the Store, August lets the air out of the tires of his car in the morning and pumps then up every night after work just for the exercise.

"Cap Pistol" Bill Kitto has a short in the Willys Knight and cannot locate it. Maybe "it is in the bag" Bill.

Bert Ordway won a turkey at the "Safeway" so he says, but why does he always take his bow and arrow along every time he wins a bird, and why does he always go down alleys to get to the Safeway. May be wild fowl from the Torrance mountains.

Will Lock was seen recently inquiring at the Torrance Bank what was the limit of the accounts they handled. Will is waiting for an oil well at El Segundo to come in and is making arrangements with the bank to handle his money.

Harold Kirk had his 24th birthday on January 8th. He had a mild suspicion that something was up, so he went out and played marbles with the neighbors children and learned about it from them. His friends were the ones to be surprised.

Allen Nichols would make a poor sailor. His car got stuck in the water during the recent rain and he had to have Bill Jolley pull him out. He spent the next day in bed recuperating from the horrible experience.

From West Hollywood we learn that Charlie Wakefield has turned inventor. He now has the family car rigged up so that if any parts fall off a magnet picks them up and they find their way back to where they belong. Charlie also was good at making mud pies when a young boy.

ENGINEERING DEPARTMENT

By V. P. Labbe

Congratulations to Ray Buford who was promoted to succeed R. Radcliff, So. Division Roadmaster. Lots of luck, Ray, in your new undertaking from all your many friends.

Sorry to hear of the sudden death of Russell Schaeffe's father, and extend our deepest sympathies in such trying hours.

E. Hayward, our new Office Manager, has tried at least five different positions and got rid of one desk since assuming his new duties.

Is Jim Flathers teaching his youngest son the paving game? He sure has taken a fancy to Nancy Kelly and writes her letters since his Dad brings him downtown.

Let's make this column more newsy and breezy. It can be done if all will co-operate in sending in items of general interest to department personnel. Address the writer a/c of Room 694.

Evelyn Welch and Hubby are justly proud of their new home. House warming party soon?

Pardon our failure to congratulate last month E. Haward, Harold R. Searing, Leon Perry, Bob Humphreys, Donald Lewis and Samuel Moore. Good luck and success to each of you.

Sam Florence and Al Smith always celebrate New Year's Day by working. Neither have missed in 31 years, due to heavy Pasadena movements.

Bob Dornor is now known as the "Suspense Kid".

Bill Hibbard learning the "whys and wherefores" of W.O.S.

Fred Linne's wife is now home and getting along nicely, which is welcome news to all.

Welcome back to Room 694 Evelyn Anderson. May you continue

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to be with us and on a permanent job real soon.

L. W. Perry is holding the fort down in F. W. Spencer's absence.

Bob Humphreys is now known as the "Spur Track Expert" and "Abandonment King".

"Super Snooper" Dave Boyle's life is just one clearance after another these days.

Ronald Podlech and Charles Thomson, Jr., should get together and compare notes on taking care of their young offspring.

One more attempt to get that Cuckoo-for-Gustave Roberts clock in the Valuation Dept. No response yet. Please let us hear from some one.

MOTOR TRANSIT COMPANY
By M. J. Creamer

Motor Transit has some additional Operators added to our force. We welcome back Operators A. G. Evans ("Whitey") and Harry Gross, who resigned some months ago and are back under our flag. Other Operators now in service are Frank Pilkerton, Ira Casteel "No soap" Burl G. Mayo and D. J. Smithson. In connection with the Operators we noted that they were on the receiving end recently when their checks for back-pay under the union agreement came through. Pretty nice checks (mostly three figures) and were they welcome! Sort of gives some a new lease on life . . . and puts most of the money back into circulation. Questioning a few after receipt of the back-pay checks brought us some varied statements:

"Shorty" Mason—"One more acre for his young son, Jimmy (the prize product of the farm)."

Jack Pettitt—"Well, my 1930 car belongs to me now!"

Oper. Swan—"What back pay?"

Oper. Wickham—"Guess I'll start out with a few capons."

Oper. Worsham—"Uncle Sam will keep this for me until I really need it!"

"Skipper" Davidson—"Well, with a boy and girl growing up, all I get is a new air cushion for my bus."

Oper. Millington—"BOY! OH BOY! I'll ask her again!"

Oper. Goff—"This sure will go over big with Marion!"

Oper. Peterson—"A brand new bike 'mit balloons and a brake".

Oper. Knapp—"Well, we'll bank this!"

Mr. Nelson Snow recently entered our employ as Ticket Clerk and is stationed at Pomona. Welcome on the mat to you! Mr. Snow is from Russell, Kansas.

We could have extended our sympathies to Lawrence Allen of the express office, who seemed to have been on the losing side of a fistic encounter at school. It was a boxing game and the result was "he who got boxed". We noted he bore the results for a short time. Well, somebody has to lose—and so bravo! All in the line of education!

"Pop" Reynolds has quieted down

after a nervous and temperamental ride into town, when some passenger decided to give him the digs. All Pop could do was to "take it"—and "try and forget it"—the remarks being a mystery as yet!

A courtesy in the matter of annual passes has been extended by M. T. Co. to wives of Operators, Agents and other personnel who have been in our employ for eight years. Likewise the courtesy of Pacific Electric Ry. in furnishing duty passes is most appreciated.

Ira Junkins (Janitor) has been busy cleaning the sky-light windows in the depot. It was a surprise to us to see two legs dangling from the skylight above and a scrub brush going to work. Did the spirit move you?

At last we have something on Stanley Moore (car cleaner). One of his school pals came into our depot asking for "Hootsie". (Well, who could that be?) It was discovered that Stanley in olden days was nicknamed "Hootsie" and so Hootsie it is. (Rather ducky, don't you think?) Stanley came from San Antonio, Texas, so we'll have to write the Chamber of Commerce for their interpretation of that name.

Ruth, star waitress at Dad's Cafe

on 5th St., has been promising us some pictures for the P. E. Magazine, but regret that we never were able to get them. It so happens that the pictures were one of her last operation—the one we've heard so much about! "Babe" and Ruth at the cafe, hit on an idea to collect when the operators' back pay came through. They placed a tin-cup on the counter with a sign, "Back pay for Babe and Ruth", and explained the reason for same as being "back pay for insults they've taken from the operators from time to time." It was revealed that about \$10.00 was donated.

Moral: "Let's all buy a tin cup!"

How did you lose that tooth, Belver? There's a story behind that. Maybe we've got something there!

News from San Bernardino and Riverside

(A certain medal should be bestowed on our correspondent from Riverside-San Bernardino for his cooperation in furnishing us with a bit of outside news. Other outside agents have apparently put "thumbs down" on the many pleas for help toward this column.)

Well, we've had a few changes in

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personnel out here in the country this year so far. Let's all extend a warm welcome to Roy Harrington, an old time Motor Transit employee who has come back to the fold under the protecting wing of our genial agent, Harry Dostal at Riverside. Roy has taken over the position left vacant by Mr. Reese (Tkt. Clerk, San Bernardino) who recently left our employ to pursue other lines.

Mr. Potter, Pomona, has taken Al Swan's place as relief Ticket Clerk. Potter now is wondering when they are going to hold the funeral for the Pomona depot as it seems so dead to him now after working two fast stations like San Bernardino and Riverside.

Does anybody on the Motor Transit system know anything about handling possums? If so, please write to Walt Randig, and tell him how to hold one of 'em. Our friend, Walt was out in the woods the other day and found a possum and in petting the animal, or trying to carry him home, Walt was scratched and clawed about the fingers and hand so badly that his hands were swollen up for three or four days. Very painful, but not serious. (and to think our Hero is a big game hunter!)

But that's all over with now and along comes what? Well, Walt Randig took the final step Saturday, Jan. 22nd. A pretty and very quiet wedding until after they said "I do". To you and yours, Walt—you Master magician of the "Fix-All" Department and "Keep 'em going crew" we all extend our hearty wishes and a happy and pleasant journey together throughout life.

ACCOUNTING DEPARTMENT Geo. Perry

With a deep feeling of regret we write of the passing of the beloved wife of our Auditor, Mrs. Lawrence Lovell, who passed away the night of January 14, 1938. Unfortunately it is impossible for each of us to convey to Mr. Lovell in mere words our sympathy. However, as a token of this and of our respect for the wife who for many years stood faithfully by his side there was observed in the office a silence of one minute on the morning of January 17th at the stroke of 10:00 A. M. At this hour the funeral services were commenced in the Little Church of the Flowers at Forest Lawn Memorial Park.

January left us with another memory, that of Anna Berger Smith, who passed away Jan. 13th, after an attack of an illness she had endured many years. "Anna," as she was known to us all, originally entered the service of the Los Angeles Pacific R. R. Co. in February, 1908, and at the time of consolidation in 1911 came over to the P. E. Ry. Co. She left service in 1914 and returned in 1920 to continue until the time of her death. We will miss "Anna."

Our friend, Tommy Gentry, had the somewhat dubious honor of being the first vacationee from this

Department for the new year. He may not fully enjoy this distinction, but there is no doubt that he did enjoy his vacation trip to Swanee Oklahoma.

It is pleasant indeed to add our congratulations to the many which our co-worker, Mrs. Grace Reed, has received upon the birth of that lovely granddaughter January 25th last. The happy father is Mrs. Reed's son, George, with whom many are acquainted. The young lady arrived well equipped to start life with a proud father, a loving mother and an adoring grandmother.

In answer to your many inquiries as to the condition of "Cy" Saunders, who was stricken with pneumonia while at his desk on the morning of Jan. 21st, we are pleased to report that he is slowly but surely improving and is now at home recuperating. We hope to have him back within the next 10 days or two weeks.

Mrs. Alice Elliott is enjoying a restful week at home, having taken a short leave of absence for this very purpose.

Grace Walkup displays a happy smile these days, perhaps that lovely new engagement ring she is wearing has something to do with it, no?

A gorgeous new ring on that certain finger of Betty Gorrell's left hand has us all guessing and Betty just lets us guess.

We welcome to the Department three new clerks; Dorothy Spence and Lorraine Held, both in the Conductors and Car Service Accts. Bureau, and Cloyde G. McBride of the Immediate Bureau.

Vera List left the service Jan. 15th. She is moving to a new home at Orcutt, Calif. Goodbye, and good luck Vera. May we suggest the article "The Southern Pacific Company" in November 1937 issue of Fortune Magazine will be well worth your time to secure and read.

As you will remember—Jan. 19th, besides being pay day, was the day we received our retroactive adjustment in pay an amount of approxi-

mately \$45.00 each. This money went the way of all cash and is now just a memory, but if most of us

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could have spent our "bonus" just as we wished you might have found the following situation:

Herman Grenke—purchasing a wheel chair with an out-board motor.

Frank Screech—enlarging his dog house.

Gladys Howell—purchasing a small boat loading it with the tax records; towing it to the middle of Santa Monica bay and sinking the works.

Ferdinand Ogden—purchasing gasoline saving device for this new Willys.

Winfield Weeks—purchasing several years supply of chewing tobacco and a new gob-boon.

Betty Enscoe—having her hair changed to—(insert your favorite color).

Jimmy Gould—purchasing sweep-stake tickets for himself.

Earle Moyer—purchasing a load of fertilizer.

Ed. Campbell—purchasing a new lunch box which holds a complete 7 course dinner even to a cup of black coffee and a good cigar.

Bertha Salisbury—making a down payment on a cow.

Northern Division Clerks—Making up a pool and buying a Pent House for Mrs. Curran so she might have all the fresh air she wants.

Elizabeth Reckweg—with a perpetual milk nickle.

Catherine Mautz—purchasing a pair of fur lined knee muffs.

Esther Quast—buying a short stirrup saddle.

Bill Brett—purchasing peanuts wholesale.

Frank Hardesty—at the Trocadero.

As Shakespeare once said: "Bow legs may not be few, but they're far between."

Flash Inquiries at Random

Lady Psgr.—"I want a ticket to Porto Rico."

Clerk—"WHERE, Madam".

Lady Psgr.—"I mean Garvey and Potrero".

Information, Please

Man—"Gimme a map!"

Clk.—"What kind of a map do you want?"

Man—"A hitch-hiking map—I want to hitch-hike to Phoenix!"

"Elmer—Elmer, do you love me?"

"You know it."

"—and may figure is divine?"

"I'll say."

"Do you think I'm beautiful?"

"You bet."

"Are my eyes the loveliest you've ever seen?"

"Shucks, yes."

"—my mouth like a rosebud?"

"Uh, huh."

"Oh, Elmer, you say the nicest things!"

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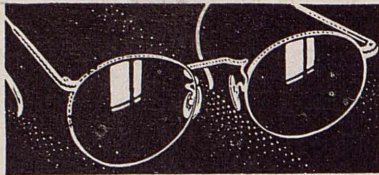
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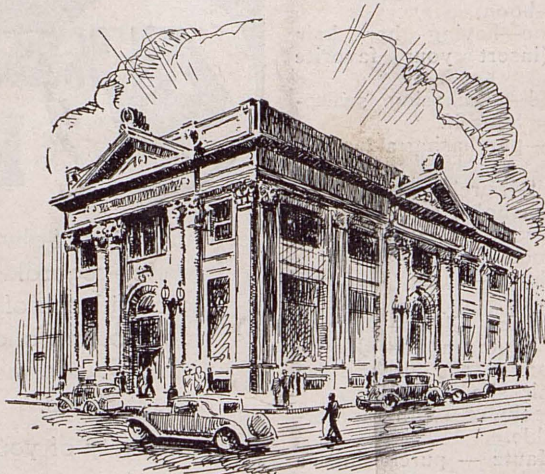
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