

PACIFIC ELECTRIC

Magazine

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Y o u t h



- Youth is not a time of life—it is a state of mind. It is not a matter of ripe cheeks, red lips and supple knees; it is a temper of the will, a quality of the imagination, a vigor of the emotions; it is a freshness of the deep springs of life.
- Youth means a temperamental predominance of courage over timidity, of the appetite of adventure over love of ease. This often exists in a man of fifty more than a boy of twenty.
- Nobody grows old by merely living a number of years; people grow old only by deserting their ideals. Years wrinkle the skin, but to give up enthusiasm wrinkles the soul. Worry, doubt, self-distrust, fear and despair—these are the long, long years that bow the head and turn the growing spirit back to dust.
- Whether seventy or sixteen, there is in every being's heart the love of wonder, the sweet amazement at the stars and the starlike things and thoughts, the undaunted challenge of events, the unfailing childlike appetite for what next, and the joy and the game of life.
- You are as young as your faith, as old as your doubt; as young as your self-confidence, as old as your fear; as young as your hope, as old as your despair.
- In the central place of your heart there is a wireless station; so long as it receives messages of beauty, hope, cheer, courage, grandeur and power from the earth, from men and from the Infinite, so long are you young.

AUTHOR UNKNOWN.

Letters! Letters! Letters! Letters!

Many Commend; Many Criticize; Some Amuse; Others Offer Fine Suggestions. All Receive Courteous Reply

THERE'S an ancient wheeze about the old Quaker who confided to his wife that all the inhabitants of the universe were crazy "except thee and me, and some times me thinks that even thee art queer," or words to that effect.

A great many letters received in our various offices from the public are intelligent, sincere, offer constructive criticism and frequently result in service improvement. Many, many others don't come within the foregoing category, however, and their queerness is such that the thought arises perhaps the old Quaker might have just concluded reading some letters received by a railway when he voiced his now famous conclusion about the world and its people.

Courtesy to All

Early in this discourse he said that the policy of our management to give every letter consideration and a prompt, courteous reply is always carried out. Just as the management insists that Trainmen and others dealing with the public answer questions courteously and intelligently, so also are letters, regardless of their intelligence or absurdity, given a complete and polite reply.

Some people merely have a letter writing complex; some are cursed with a temperament that leaves them unhappy unless they can constantly find fault. To them letter writing is a safety valve and from them Uncle Sam receives a harvest in postage stamp sales.

There are those who must vent their ideas at least once monthly about the superiority of the street car over the motor coach, and others equally certain that the latter alone should traverse the highways.

Then there is the pest who can double or treble our income, and still another who can immediately reduce running time from 45 minutes to 15 minutes. Of course, these public spirited individuals have no personal gain or ulterior motives,—other than a job as General Manager, and some would even settle for a life time pass.

Let's glance over the contents of a few and read excerpts from them:

"A new idea has entered my brain. It looks mighty good to me. I saw Mr..... of the Times and he

says that paper will give it enthusiastic support, and fortunately President Roosevelt favors it also. Let us suppose that I mail out 2,000 letters to bankers only in South America, inviting them to visit Los Angeles and enjoy free passes for a week over the P. E." (And the plot thickens). "I will then introduce an argument for the building at once of highway from Alaska to Patagonia and that it be a war protective measure and a toll highway."

(Later the writer corrected his history by stating that the highway would extend from Alaska to Cape Horn "since there is no longer a country called Patagonia, it having been merged in 1881 with Chili and Argentina.")

And then there is the saviour of our "glorious citrus industry." He writes in part: "It is under difficulty that I am writing you this letter, a situation that may go into tragic situation, a situation they are trying to handle with a lot of education, of which education has no bearing; the education was taken out of it in the laboratories of the soft coal companies of our country many years ago, also by our large smelting companies and our large cities."

"My plan and opinion is to install two feet under ground cement pipe lines under each tree row, with hydrants close to tree or stump, with

Sorry. No Picnic!

THERE will be no P. E. Picnic next month!

Information to this effect was received late last month from O. A. Smith, President, following earnest consideration given the matter. Mr. Smith explained that he had made this decision reluctantly and with regret, appreciating that it would come as a keen disappointment. He cited the poor financial showing the Company has made to date this year and added that in view of business conditions it would not be consistent to hold the event this summer as it involves a considerable expense.

cap and attachment and one-inch pipe running to top of tree with fast running baffle plates scavenging off the water and reducing the water to a vapor, mist or hot fog, spraying the trees, but out around them, preventing the frost, starting the cover crop off easily, and conserving the moisture which is always much needed."

Now that the citrus crop is saved, let's give thought to one of the thousands of protests against smoking being permitted in cars. "No one is allowed," this person writes, "to poison food or drink—so why allow people to poison the air we breathe?" On and on goes the never-ending smoking controversy.

Keep Coming Sinners

Never a week passes, but that some redeemed sinner eases his or her conscience by refunding monies that they defrauded the Company of "before God came into their lives." In recent months these conscience stricken ones have refunded amounts varying from 5c to as high as \$200. We repeat, keep on coming, sinners.

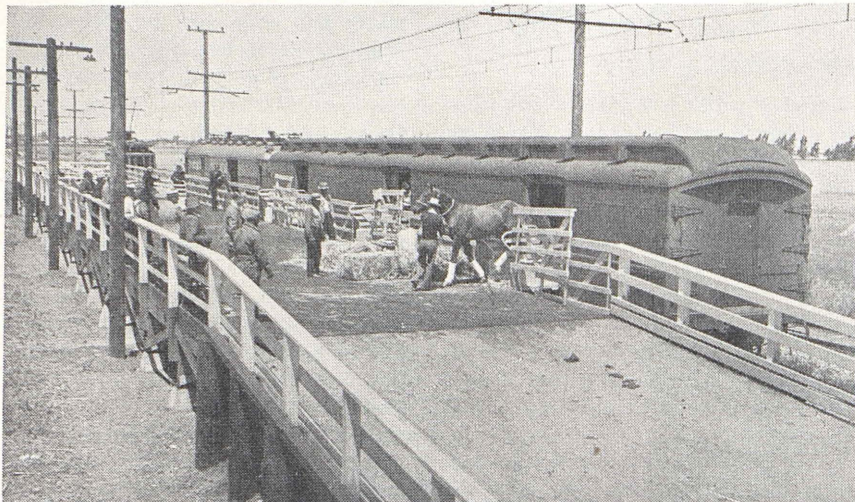
Father Divine's followers particularly have been active in atoning for their sins. Writes from New York, one "Glory Light:" "I am now a follower of Father Divine, God Almighty. He is teaching us Righteousness, Truth and Justice, and he is teaching us to owe no man. Enclosed you will find money order to pay the Company for buying bus ticket on the yellow car line and transferred to the Hollywood car without riding the bus. I would tear off the stub as though I rode on the bus, but did it only a few times before the Conductor found out about it. Please write and tell Father Divine that I paid these bills," which was done, also a letter of thanks and congratulations to the donor.

Probably the most frequent letter of criticism received is from the many patrons who resent paying an extra 5c fare because they live just beyond the fare break. Almost daily comes the old story about the "unfairness of charging 10c to my street, whereas only one block away the fare is 5c."

And then there are poets we'd like to boot, who resort to rhyme as our faults they hoot. Instead of things they could really praise, they rant like this and spoil our days:

"I ride the P. E. every day
From Pasadena to old L. A.
I see the crowds that jam the car—
I've experienced every jerk and jar."

Race Horse Platform Proves Business Lure



Recently completed platform at Hollywood Park station (formerly Cypave) on El Segundo Line constructed to serve the Inglewood race track. It has already attracted business to the extent of 41 carloads of horses and other traffic.

ANOTHER one of the Company's many efforts to attract new business by providing adequate facilities has proven successful, informs T. L. Wagenbach, Supt. of Freight, Mail and Express. He refers to the horse unloading platform constructed at a point known as Cypave (since changed to Hollywood Park) on the El Segundo line for handling of horses destined to participate in the racing season at Hollywood Park, Inglewood.

Business which otherwise would have gone to competing carriers during present and coming seasons has come to our Company through the construction of this modern platform at a cost of \$6,000. It is capable of handling at one time three large modern express horse cars and as the location is only 1.7 miles distant from the racing plant it will prove, in fact, already has proven a good investment

in view of the desirable business it attracts. The platform compares favorably with the facilities of the Company for handling race horses and other freight at Santa Anita.

As showing the new business already gained by this new platform we have had 38 carloads of horses by express; 3 carloads by freight; 7 carloads of furniture and 3 carloads of hay. Upon completion of the racing season there should be an equal number of horses handled out of the park.

All of the horses handled inbound were dispatched without the slightest incident or mishap and as was the case at Santa Anita for the past two seasons, our train crews have been complimented upon the safety and skill with which they handled these rather delicate shipments of horse flesh.

CHEST AGENCY APPEALS HIGH

Reports just received by the Los Angeles Council of Social Agencies show the following increases in the number of applications received at certain of the Community Chest financed clinics as of June 1, compared to a year ago: All Nations Foundation, 2.8 per cent; Children's Hospital, 13.3 per cent; Cedars of Lebanon Hospital, 12.2 per cent; Orthopaedic Hospital, 19 per cent. The White Memorial Hospital, which does not share in the Chest fund, reports an increase in clinic applications amounting to

17.3 per cent. The Los Angeles County General Hospital applications show an increase of 15.1 per cent.

Chest agencies do not hope for any relief from their financial troubles before next fall when it is expected the annual fund-raising appeal will bring in new money. Federal relief expenditures, it is declared, do not help the private health agencies in their dilemma.

"Do you think you can make a good portrait of my wife?"

"My friend, I can make it so lifelike you'll jump every time you see it."

COMMODORE, IN SERVICE ON NEWPORT-BALBOA RUN

Making its summer debut on Tuesday, July 5th, the "Commodore Limited" is again serving, as it did last summer, speed and luxury-minded commuters in the run to and from Newport-Balboa.

Leaving Balboa at 7:40 a.m., Monday to Friday inclusive of each week, up to and including Sept. 2nd, this luxuriantly equipped parlor car makes the 39.66 mile run inbound in one hour and ten minutes, arriving 6th and Main St. Station at 8:50 a.m. Between Huntington Beach and Los Angeles it operates limited, making only operating stops. Southbound in the evening it departs Los Angeles at 5:00 p.m. and arrives Balboa at 6:13 p.m.

This special service last year proved very popular with business and professional men of the south coast beaches who desired the time saving features and splendid appointments of this special car, use of which entails a 35c extra charge in both direction in addition to the regular fare.

RE-ROUTE SUNLAND COACHES

An improved operation on the Los Angeles-Sunland Line of Motor Transit Company was made effective on July 6 with the re-routing of that service over Castelar Street and North Figueroa Street, instead of North Broadway, in Los Angeles.

The new routing provides for operation between the intersection of Sunset Boulevard & North Figueroa Street and the intersection of San Fernando Road & Avenue 26, over Sunset Boulevard, Castelar Street, North Figueroa Street and Avenue 26. Other portions of the route have not been changed, nor was there any change in schedule involved.

Eliminating the bad turn at Sunset and North Broadway, in the immediate vicinity of which several streets enter to form a hub-like intersection, the new operation makes use of the recently opened Castelar and North Figueroa Streets, which route has recently been opened through Elysian Park by the construction of a series of tunnels.

Through the elimination of that portion of former route over traffic congested North Broadway, a general improvement in on-time performance is contemplated, particularly during peak hours of travel.

PLEASED WITH OUR SERVICE

Improved service is most pleasing to Sierra Madre patrons, judging by the following excerpts from a recent issue of the News of that city:

"Interurban railroad travel between Sierra Madre and Los Angeles has been virtually revolutionized insofar as direct service is concerned, during recent months.

"As a result of the painstaking efforts of both the Pacific Electric Railway Co. and the Sierra Madre Chamber of Commerce transportation committee the "1100" all-steel type cars are in regular use on the direct service in the morning and evening enabling commuters and all travelers during those hours to really enjoy the ride to and from the big city.

"These cars are equipped with automatic heaters for use during the cool weather. The low step is so arranged that no impossible or unpleasant task is presented to the traveler on boarding the car. The easy riding qualities provide a distinct contrast when compared with the old cars, commuters declare.

"For many months the railway company and the committee have been steadily working toward gratifying Sierra Madre's desire for up-to-date transportation. This has made necessary many rearrangements on other lines, done with as little trial and error as was possible under the circumstances, and the committee strongly urges the traveling public of this community to avail itself of these vastly improved facilities."

AUTOMOTIVE FILM AT CLUB

Scheduled for Monday evening, Aug. 1st at 7:45 p.m. will be shown in the P. E. Club Theatre the seventh of a series, distributed by the General Motors Company showing the latest in automotive technical developments and safety on the highways.

This series of pictures are thoroughly entertaining, have evoked national praise and are much in demand in educational circles.

There is no admittance charge and all are welcome.

Harold: "There's the handkerchief you dropped last night, dear. I slept with it under my pillow, and I've kissed it a thousand times."

Alice: "That isn't my handkerchief. That's little Fifi's sweater."

Wins Speaking Honors



Reed O. Christiansen

NOT "unaccustomed to public speaking . . ." is Reed O. Christiansen, Representative, Passenger Traffic Department. Verifying our opening statement is the fact that this worthy member of our ranks won first honors among some one hundred students registered in a group of public speaking classes.

His fitness for the honors was climaxed with an evening of competition in which two each of the outstanding students of six classes vied in the finals last month for a cup donated to the survivor by Lucius S. Storrs, President of the Los Angeles Railway Company. Mr. Christiansen was a member of one of the classes made up of P. E. employees and L. A. Railway associated employees, who, for a number of months past have held weekly gatherings in the P. E. Club educational class rooms and elsewhere.

Choosing as his theme the suggestion that there be inscribed on California automobile license plates a slogan designed to encourage safety-mindedness of autotists, Mr. Christiansen combined with his commendable suggestion, forcefulness, logic, carriage, expression and several other of the essential qualities which go to commend one as an exponent of effective public speaking.

His splendid success gave possession to Mr. Christiansen of a beautifully engraved cup exemplifying the "Goddess of Speech", his worthiness of the honors among the contestants being the unanimous vote of three chosen L. A. Railway officials as judges.

WIN CASH FOR GOOD IDEAS

More opportunities for winning cash prizes are offered this year than in any previous year in the Transit Journal Contest, according to an announcement in a recent issue of the Transit Journal.

Due to the unusually large number of entries in last year's contest it was found advisable to offer more cash prizes this year, in anticipation of an equal or larger number of entries. Therefore, two divisions have been set up—one for rail equipment and the other for rubber-tired equipment.

Equal prizes are offered in each division, the prize set-up this year being as follows:

First Prize \$25.00; Second Prize \$10.00; Third Prize \$5.00. This scale applies to both divisions, making a total of six cash prizes to be awarded.

In addition, a minimum of \$2.50 will be paid for each item which is published in the Transit Journal whether or not it is a prize winner.

This means, of course, that if you submit an item and it does not win a prize, your chances for getting something for your trouble are still pretty good.

Look around your shop for handy gadgets or short cuts that make your work easier. Or better, get busy now with that idea that's been lurking in your mind of a way or means to do a job more easily, or better, or quicker.

Put the idea down on paper, and make a rough drawing or get a photo. Don't bother about fancy writing—it's the idea that counts. Or, if you wish, Ye Editor will assist you in preparing your idea for submission.

The contest closes at midnight on August 1st. Send your entry to Contest Editor, Transit Journal, 330 W. 42nd St., New York City.

MASONIC CLUB MEET IN SEPT.

Ceasing monthly meetings and other activities during the warm months the P. E. Masonic Club will not hold any gatherings during July and August, states an official bulletin from E. J. Hasenyager, Secretary of our Company's organization. This is in line with the practice of former years.

The next meeting will be held on Saturday, Sept. 2nd at the P. E. Club, details of plans for which will be announced in bulletin prior to the event.

WITH LEGIONNAIRES IN JUNE

By James E. Davis

The P. E. Railway Post of the American Legion will not meet Tuesday, June 12, because there will be a joint installation of officers and probably an initiation of new members of Florence Post and P. E. Ry. Post, Wednesday, July 13th in the Auditorium of the Edison High School at 65th Street and Hooper Avenue. The public is invited to attend these ceremonies.

There will be a 23rd District meeting, at Culver City, on Hughes Ave. between Venice Blvd. and Washington Blvd., Friday, July 15th. Take Venice Short Line to Hughes Ave. Both of these meetings are scheduled for 8 p.m.

During the forenoon of June 23rd this post presented the American Legion School Awards to Miss Alice Tomasin and oman Ohnemus of the Robt. L. Stevenson Jr. High School. Scholars who receive these awards are chosen by the school for good citizenship, embracing the following qualities: honor, courage, scholarship, leadership, and service. The presentation speech was ably made by First Vice Commander C. A. Newman. Colorbearers were Chairman W. A. Hume and Comrade F. W. Nichols of the School Award Committee. This presentation was made a part of the regular school exercise, being followed by four interesting orations about the Constitution and Government of the United States. Two boys and two girls alternated in giving these orations, which were arranged to make a consecutive story of the foundation of our Government.

Visitors at our June 28th meeting, included most of the officers of the 23rd District of the Department of California, of the American Legion. District Commander Gene Marcy, of Teddy's Rough Riders Post, made the formal presentation of our permanent Charter.

First Vice Commander 23rd District, John J. Hartsock of Walter Brinkoff Post, 23rd District Judge Advocate, Herb Ganahl of University Post and District Adjutant Lou Goodman of Greayer Clover Post, talked about the 23rd District and the P. E. Ry. Post.

Comrade Curly Dann, the newly elected Commander of Florence Post, was present to arrange for the Joint

Pension Award Comes to 25 Veterans

NO LESS than 25 of our good friends were added to the pension ranks during April, May and June, hereafter to enjoy the liberal reward of the Railroad Retirement Act. A year has now elapsed since this Act has been in effect and during that time a total of 167 employees have been retired under its benefits.

Restful leisure will now be their lot. There'll be time to play, to read, to travel, to really relax and do as fancy dictates. That the coming years will deal kindly with them and that their lives will be brimful with joy and lasting peace is the wish their many friends extend to them.

Congratulations to the worthies named below:

Name	Department	Occupation	Years of Service
Jamse S. Ramsey	Transportation	Motorman	21
George S. Keeley	Transportation	Brakeman*	15
Charles F. Estes	Engineering	Foreman	32
Eugene G. Smith	Transportation	Conductor	29
Richard R. Stubbs	Transportation	Conductor	9
John B. Shuster	Transportation	Conductor	36
Henry Bates	Mechanical	Cabinet Maker	18
Arthur Buckley	Mechanical	Elec. Machinist	19
Homer G. Gosney	Mechanical	Elec. Machinist	18
Gustaf T. Johnson	Mechanical	Carpenter	19
Benjamin F. Butler	Accounting	Clerk*	20
Fred Oberaker	Engineering	Towerman	23
Wayne S. Patterson	Engineering	Driver	34
Carl Heinze	Mechanical	Carpenter	18
Albert D. Nolan	Mechanical	Special Leader	33
Simon Henstra	Transportation	Janitor	16
Joseph Engomar	Transportation	Passenger Director	16
Morgan A. Holder	Transportation	Passenger Director	13
John M. Kinsey	Transportation	Agent	28
Carl R. Diehl	Transportation	Conductor	17
James H. Kelley	Transportation	Motorman	21
Robert M. Simpson	Transportation	Motorman	18
Thomas Croteau	Transportation	Conductor	33
Charley J. Button	Transportation	Motorman	37
William G. Dwyer	Transportation	Flagman	12

* Deceased.

Installation of Officers. This feature was held at our post last year, so we are visiting them this year. The Inglewood Ritual Drill Team will again officiate at the Installation. After the ceremonies, refreshments will be served at the Florence Post Club House, about two blocks from the school.

Other members of Florence Post who were with us June 28th were Past Commander Guthrie and Comrades Kidwell and Jennings.

Officers elected for our new Legion year are as follows: Commander, C. A. Newman; First Vice Commander, Burgess N. Broberg, a Charter member of this post. He was Chairman of the Disaster and Relief Committee

and Delegate to the 23rd District and the L. A. County Council. Our industrious Service Officer, A. M. Cross, was elected 2nd Vice Commander. Finance Officer W. G. Knoche filled his difficult post with such distinction that no one opposed him, so he was unanimously re-elected.

Our every-busy Adjutant, W. E. Sames, was re-appointed.

Comrade F. W. Nichols has been Acting Chaplain since Chaplain Staudigal started working nights. He was elected Chaplain. No candidates for Historian, so ye scribe was re-elected without opposition.

Acting Past Commander Kennedy was elected Sergeant-at-arms. He had just finished his year as Com-

mander of Florence Post when he transferred to our post and immediately became one of our most active members, serving on three regular committees and several special committees.

C. C. Tucker was re-elected Committeeman and Roy Meade also became a member of this committee.

We expect to have the names of the new committeemen ready for the next issue of this Magazine.

With so many willing workers elected to office and the coming convention to re-inspire Legionnaires, the year ahead should be one of notable progress.

TRAVEL TODAY COMPARED WITH THAT OF 100 YEARS AGO

By way of contrast with the comfort and luxury of travel to-day it is interesting to compare the difficulties and hardships encountered a hundred years ago as set forth in a copy of the rules for travelers on the first railroad of England, the Liverpool & Manchester, a document still preserved among the archives. We learn that:

"(1) Any person desiring to travel from Liverpool to Manchester, or vice versa, or any portion of the journey thereof, must, twenty-four hours beforehand, make application to the station agent at the place of departure, giving his name, address, place of birth, age, occupation, and reason for desiring to travel.

"(2) The station agent, upon assuring himself that the applicant desires to travel for a just and lawful cause, shall thereupon issue a ticket to the applicant, who shall travel by the train named thereon.

"(3) Trains will start at their point of departure as near schedule time as possible, but the company does not guarantee when they will reach their destination.

"(4) Trains not reaching their destination before dark will put up at one of the several stopping places along the route for the night and the passengers must pay, and provide for, their own lodging during the night.

"(5) Luggage will be carried on the roof of the carriages. If such luggage gets wet, the company will not be responsible for any loss attached thereto."

Simple and Effective Checking of Baggage

Catalina Island Baggage Handling Eliminates Details and Confusion With Seldom a Wayward Bag



EXCURSIONISTS by the hundreds daily pass through Los Angeles Main Street Station enroute to board special "Boat Trains" which provide convenient and direct connections with steamer sailings from Wilmington for Avalon, Catalina Island. A large number of these vacationists take with them varying amounts of hand baggage, depending largely on the length of their contemplated stay on the "Enchanted Isle."

Adding materially to the convenience and desirability of using our transportation service, an arrangement for the checking of hand baggage direct with Red Cap Porters is in effect. Both our Company and Wilmington Transportation Company participate in the arrangement, thus permitting baggage to be forwarded direct from Los Angeles via train and boat to the steamer dock at Avalon, Catalina Island.

The simplicity of the plan in its actual operation is largely responsible for the success of the arrangement and its popularity with travellers.

How It Works

With military precision Red Caps assist prospective passengers arriving at the station with baggage and immediately inquire as to passengers' destination. When there are boat trains, in addition to the Catalina service, leaving at about the same hour, extreme caution is exercised in finding out passengers' destination.

Passengers are asked to show their tickets and baggage is checked accordingly. By using this method there is not much chance to misplace baggage.

After baggage is checked and assembled in baggage truck in the lobby of Main Street Station, it is then taken to and loaded on proper trains prior to their departure by the same Red Cap force.

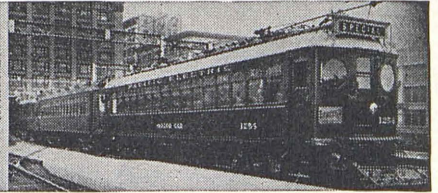
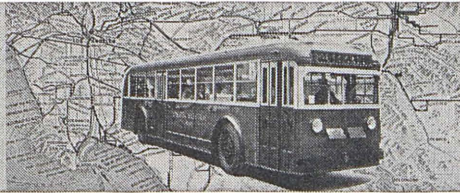
Under the arrangement in effect, the execution of customary baggage checking forms is not required. A duplicate baggage check is used for each piece of baggage handled, the original being attached to the baggage and the duplicate given the passenger.

During the summer months it is not uncommon for our Red Cap force to be called upon to handle 500 or more pieces of baggage for Catalina Island on a single morning. The volume and efficiency with which it is handled is reflected through the fact that more than 33,000 pieces of baggage were checked by our Red Cap force to Catalina Island alone during last season without the loss or misplacement of a single piece.

L. T. Shockley, our Passenger Director, is in direct charge of the Red Cap force which consists of Nathan Hill, Head Porter, Martin Watkins, Preston D. Andre, Robert Stanton, Samuel W. Pearson and Hubert L. Williams.



SAFETY NEWS



"Wise Crack" That Caused a Kick Back

True Story of an Untimely Remark that Caused Costly Loss of Patronage. Patrons CAN Use Their Own Cars

THE importance of maintaining our schedules is so impressed upon all of us that a few men lose sight of the fact that all transportation is operated primarily to move people or merchandise from place to place and show a profit in so doing.

In order to do this in a satisfactory manner to the passengers, every effort should be made to render on-time performance, but such efforts must not annoy or displease the patrons.

The following incident actually occurred, and shows clearly how "not-to-do-it."

One bright spring morning in April, 1932, a train arrived at its terminal and the crew entered the Trainmen's room to sign off and swap their experiences of incidents of the day. The Conductor on the train mentioned remarked, "I see that guy I bawled out yesterday did not ride with us this morning. Boy! Did I cook him!"

The "Crime"

"What did he do?" asked another Trainman eagerly.

"Why, he came rushing up in an automobile just as we were due to leave and the nut had to stand there and kiss his wife two or three times while we held the train waiting for him. It burned me up, so when he got aboard I said, 'Don't you know this train runs on a schedule? Why don't you bid goodbye to your wife at home?' Did his face turn red in front of all those passengers! He'll never do that again."

One of the highly amused listening Trainmen remarked, "Just got married, I guess."

So far as we know, the Conductor was right in his prophecy that "He'll never do that again," for no one has seen him on a train since. He prob-

ably is using his automobile to ride to and from his work.

Let us now turn our attention to the effect of this bright (?) Conductor's remarks. We will have to imagine part of it, since we have not seen the passenger since, but from our observance of others, we can do that fairly accurately. He would not enjoy riding alone, and as one of his friendly neighbors also has been using the cars as his transportation, he picks him up as he stands waiting for the train. This friend does not like to impose upon his neighbor, so proposes that they alternate, each using his automobile for a week. We might carry this further and show that four or five regular riders became equally regular riders in automobiles. But let us stop here and figure up what effect these two lost customers has had upon the revenue from which Trainmen's pay must come.

The Cost

The fare to town from the station where this incident occurred is 17 cents, so from the two passengers we were receiving 68 cents per day, or about \$17.68 per month. From April, 1932, to April, 1938, this would amount to \$1,272.96, and there is no reason to suppose that this loss will not continue for many more years,

"Please"

"Thank You"

and

"I'm Sorry"

Wins

Respect and

Patrons!



during which time the railway will continue to operate its trains for the primary purpose of carrying passengers.

Please bear in mind that the incident related actually happened.

How many similar things have you heard?

How many people have told you of being embarrassed by some "fresh" or "wise-cracking" Trainman?

Would you not think that a man with the intelligence to become a Trainman would realize that his interests over a long period of years were so related to the interests of the Company he represents that what was good for one would benefit both?

There is only one source of revenue from which to pay Trainmen, and that is from the customers who use our transportation.

The Cure

Let us all resolve that, if possible, we will attract more customers to the line, or, if we cannot do that, at least we will conduct ourselves in such a manner as not to drive patrons away.

ANALYZING MISHAPS FOR MAY

Let us look over the chart of accidents for the month of May, 1938, and compare it with the same period of a year ago.

1. Collisions with Pedestrians: Eleven this year; nine last. No improvement here.

2. Collisions with Vehicles: 141 this year, but even that large number is 37 less than a year ago. Can we keep up this splendid showing?

3. Boarding or Alighting Accidents: Five more than last year. Not so good. Wonder why?

4. Injuries on Cars (not in collision): Twenty this year; eighteen last May. These are the hardest to explain. Passengers safely aboard, then, before they start to alight they are injured.

5. Doors and Gates: Ten this May,

seven a year ago. Are we getting more careless about closing doors on passengers?

6. Injuries to our employees: Seven this year, six last year. Wonder how many of these suffered from their own negligence?

7. Total All Accidents Reported: 206 this May; 230 last May—a decrease of 24. With this gratifying item we will close and wait for next month's report to see if we have kept up the good work.

STEP ACCIDENTS REDUCED

In looking over the monthly report of accidents just out, we find an improvement in the number of "step accidents," as we had 21 in May and 27 in April.

There was another unusual feature concerning them, as there were 5 men and 16 women involved, which is a higher percentage of men than normal. Ordinarily there is about one man to nine women who meet with step accidents.

Particularly satisfactory is the showing made by motor coaches, as there were but four accidents, or half as many in May as in April. Can we hope that we have learned to control many of these?

In each of the accidents where men were involved, the car was an interurban car in motion, and, according to reports, in no case did the Conductor give proceed signal too soon, thus contributing to the accident.

In two cases, women attempted to board interurban car after it had been started. The question naturally arises here as to where the Conductor was, or to what he was giving his attention that he did not see that a woman passenger was about to board his car. Two less accidents would have materially helped our showing for the month.

One of these accidents had all the necessary elements for a tragedy. A young mother with a little baby in her arms stepped from one of our interurban motor coaches and fell. The report says, "Injuries Unknown."

In our business we are transporting human life, and it calls for highly trained, alert and conscientious employees.

Here lies the body of Willie Brace,

He sure was one fine fella,

He said in his sleep, "I love you Grace,"

But—his wife's name was Stella!

Classification and Superiority of Trains

How Trains are Made Superior Explained. The Objective and Early Background of Present Practice

IT WOULD seem that all good railroaders should know and be able to give a good explanation of train superiority. It is one of the fundamentals of modern railroading, yet too frequently it appears that Trainmen cannot give an entirely clear and concise explanation of train classification.

Following are the factors governing and it is information that every operating railroader should know letter perfect:

Question: How is one train made superior to another?

Answer: By right, class and direction.

Explanation: Right—meaning that train orders constitute the highest train rule authority for the movement of trains.

Class—Trains of the first class are superior to trains of the second class; trains of the second class are superior to those of the third class, etc.

Direction — Trains moving in the superior time table direction are superior to those of the same class moving in the opposite direction. Super-

iority by direction, however, applies only where the opposing trains are of the same class.

The chief object of most of the rules governing the movement of trains on single track is to facilitate the movement of trains with as few train orders as practicable, and to provide safe operation with as little delay as possible, when the means of communication are interrupted.

The railroads have experimented with many rules before adopting "superiority by direction." One of the first rules tried was known as "positive meets," that is, a train moving in either direction proceeded to the scheduled meeting point and if unable to communicate with the dispatcher, remained at that point until the opposing train arrived.

Then the "half-hour rule" was tried, which gave the train moving in the superior direction authority to proceed after becoming thirty minutes late at meeting points, and the train was required to pass each station the required number of minutes late until the expected train was met.

On April 14, 1887, the A. R. A. adopted, in substance, the present rules. Trains of the same class in the inferior time table direction must be clear of the main track before leaving time of the superior train. Trains of inferior class must take siding and clear trains of superior class as many minutes as required by rule.

Mr. Trainman, How Do You Break-in a Student?

ISN'T it a fact that too often Trainmen charged with the responsibility of breaking-in a student are prone to forget the days when they, themselves, "broke in"?

Modern railroading is not the easiest vocation to master. The student has his mind crammed with a multitude of rules and regulations. He realizes that now in his care and upon his judgment hinges human life; he is naturally a bit timid and hesitant. He deserves all the patience, understanding and helpfulness that the in-



What thought arises when a woman passenger starts to leave a car carrying a suitcase? Right, chance of a step accident. Assisting by handing her the suitcase is both a courtesy due the passenger, and reduces chance of accident to a minimum.

structor himself hoped for back in the early days when HE broke in.

When people change their occupation and try to master the duties of another, there invariably comes a time of doubt and despair. They perhaps feel that the new task is hopelessly beyond them; they become discouraged. In the first few hours the new-comer feels that the eyes of the whole world are now upon him; he is nervous, ill at ease—tensioned almost to the breaking point.

Lend Helping Hand

If the student is placed with an instructor who will "bear with him" and give him courage, the darkest hour is past. A few words of cheer, such as, "You're doing good, Bill!" will make a friend for life. With added confidence the student gains control of his faltering faculties and starts the grade to proficiency.

Most instructors are kind and considerate, but unfortunately not all of them. There are those who fail to fully explain; who have no patience, and who even seem to derive pleasure in embarrassing the beginner before observing passengers. They expect too much too soon. They fail to appreciate that the student must concentrate on every move, while with the experienced much of the action has become purely mechanical. The failure of many students to make the grade may frequently be traced to his misfortune in having been placed in the hands of an unfair and unreasonable instructor.

New P. E. Legion Head

ATENTION! It's C. A. Newman, Commander of the P. E. Ry. Post, American Legion.

Election of this worthy as executive officer occurred at the Legion's regular scheduled meeting on Tuesday, June 28th, much to the pleasure and approval of the membership.



C. A. Newman, newly elected Commander, P. E. American Legion Post

Mr. Newman is a charter member of the P. E. Post and was elected First Vice Commander on October 12th last, after the resignation of Ira R. Williams. He

served as Chairman of the Child Welfare, Registration and on special com-

mittees and always acquitted himself with credit.

Mr. Newman's work with the Company at this time is as regular third trick Dispatcher of the Southern District. He originally entered the service as an Inspector for the Mechanical Department at the 7th and Central car-house in November, 1911, later became a Motorman on the Northern Division, and with the call to arms he enlisted in the U. S. Navy at Los Angeles in April, 1917. He rendered service at Pearl Harbor, Honolulu, San Francisco and at Ft. Lyons, Colorado, and received the coveted honorable discharge. Subsequently he served our railway as Motorman, Freight Motorman and now as Dispatcher.

Well versed in Legion lore, an enthusiast in all he undertakes, our Post can confidently look forward to a period of progress and pleasure during the term of his administration.

Obedience to rules and unflinching courtesy are two of the most essential qualities to be impressed upon the beginner. The early habits formed by a new Trainman largely determine his future proficiency.

Every employee either reflects credit upon his vocation and employer, or he lowers the standard of it. For this reason, if no other, all should fully cooperate and lend their best efforts toward making the new employee a proficient, worthy and creditable addition to the ranks.

JULY SAFETY ADVISORY COMMITTEE IS APPOINTED

The next meeting of the Trainmen's Safety Advisory Committee will be held July 29, 1938, in the Pacific Electric Club Rooms, commencing at 10:00 A. M.

Following are the members selected to serve on this committee for the month of July, 1938:

- Western District:**
- A. B. Marshall West Hollywood
- B. B. Gardner..... Subway Terminal
- J. H. Robertson Ocean Park
- L. McDaniel Glendale
- Northern District:**
- G. H. Powell Macy Street
- J. W. Loyal Pasadena
- A. V. Ringo San Bernardino
- Southern District:**
- J. C. Cody Los Angeles
- W. B. Cole Long Beach
- S. W. Bullock Butte Street

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

Remember, "Safety Thought Promotes Safety."

Classification of May, 1938 Accidents

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

CLASSIFICATION:	SYSTEM		Increase or Decrease	Percentage
	1937	1938		
Collisions:				
1. With Pedestrians.....	9	11	2 Inc.	22.22%
2. At Railroad Crossings (Other than Company's)....	0	0
3. Between Cars of Company.....	2	1	1 Dec.	50.00%
4. With Vehicles and Animals.....	178	141	37 Dec.	20.79%
5. Derailments.....	6	11	5 Inc.	83.33%
6. Equipment.....	1	0	1 Dec.	100.00%
7. Boarding Cars.....	3	10	7 Inc.	233.33%
8. Alighting from Cars.....	15	13	2 Dec.	13.33%
9. Injuries on Cars (Not in Collision).....	18	20	2 Inc.	11.11%
10. Falling from Cars (Not Purposely Alighting).....	0	0	Same
11. Doors, Gates and Guard Rails.....	7	10	3 Inc.	42.86%
12. Ejectments and Disturbances.....	3	5	2 Inc.	66.67%
13. Employees.....	6	7	1 Inc.	16.67%
14. Miscellaneous.....	6	1	5 Dec.	83.33%
15. Total—All Accidents:				
Passenger Rail.....	211	192	19 Dec.	9.00%
Motor Coach.....	31	23	8 Dec.	25.80%
Freight.....	12	15	3 Inc.	25.00%
Total.....	254	230	24 Dec.	9.45%

Plan Now For Your
Vacation at
P. E. Camp

CAMP BUZZES WITH ACTION AS VACATIONISTS ARRIVE

The 4th of July week-end went off with a "bang" and was the "let go" signal for a busy season at our mountain retreat.

Filled to capacity with a happy throng of juniors and seniors, the Camp hummed with merry activity of pleasure-bent folks from early Saturday until late Monday. Many families remained in Camp for a full vacation period.

Saturday night brought everyone to the Social Hall for the big dance, celebrating too, the return of "Bob" Thomas as Pianist and Orchestra leader, who, with the other members of the trio, "Jim" Seeley and "Chuck" Sweetwood, did a masterly performance to the wee shall hours, aided too, by Malcolm Trollinger, who "sat in" with his trumpet to add volume and melody to the tuneful group.

Sunday evening again found a full house at the Social Hall for the beautiful and varied floor show, presented by Miss Mary Guiwitz, of Riverside, who favored with eleven numbers.

This program was followed by another evening of dancing, fellowship and renewal of old friendships. Many employees, here for the first time,

were surprised to know that "our Camp was like this" and realized that they had really been missing something.

When planning a Camp vacation, please remember that we have an up-to-date grocery store where you can buy all the necessities at prices about the same as at your own home-town grocery, and it is, therefore, not necessary for you to burden yourself with supplies.

We also serve meals at very reasonable prices, breakfast 35c, lunch 35c and dinner 50c, so why not plan for the women folks to have a real vacation too, and have all, or part of your meals with us.

We are looking forward to renewing happy associations with old friends and hoping to see many new faces this year.

If you are planning to spend all or part of your vacation at the Camp, please make reservations at once, as July and August are busy, crowded months and accommodations for this period are not always equal to the demand, as and when you want them.

Supt. Barton, as Master of Ceremonies, will be searching for talent to participate in programs and entertainment, so we invite each and all of you to bring your fancy costumes,

WOMEN'S CLUB HOLD PICNIC

And did we have fun at our picnic? It was a three-ring circus, and to Cora King, Chairman of the Picnic Committee goes our compliments for the efficient manner in which she managed the affair and provided a rare program of entertainment.

The Montana Cow Girls, three KRKD artists, regaled in typical out-west attire, played guitar, violin and harmonica and sang cow-hand songs. Their voices blended beautifully and they graciously sang many requests, as well as songs which were new to us. The girls were recently called to one of the major Motion Picture studios for an audition and picture test and we certainly hope they qualify.

Mrs. Rooks provided the comedy with her Irish monologue. She is a very clever performer and her offerings were much enjoyed.

And did we have food? There were about 70 members and guests present and with all the "soup to nuts", the tables groaned with plenty. Most of

instruments, etc., along and contribute to the season's gaiety and Camp friendliness.

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



Climaxing their annual convention held in San Francisco last month, forty-eight members of the Yardmaster's Association of America and their wives were hosts of the local Yardmaster's Assn. and Company in a motor coach sightseeing tour. Their time limited, they were whisked in a few short hours in about as broad and embracing tour of Los Angeles and its environs as could be arranged. A trip through Warner Bros. Studio, a jaunt to San Fernando Valley, luncheon at Santa Monica, thence to L. A. Harbor, Long Beach and return to Los Angeles was the itinerary of our fellow railroaders.

The party was accompanied by T. L. Wagenbach, Superintendent, and F. W. Anderson, our General Yardmaster, who explained and pointed out our various operating facilities. Several of the group expressed their surprise at the broadness of our operations and it is hoped that our ability to serve their carriers well whenever the opportunity affords was lastingly impressed upon these always welcome visitors.

us promised to go on a diet for a week in order to keep the "first three pounds under control", as advised by Ina Claire, actress.

The Island in Echo Park is an ideal spot for a picnic and we hope to gather again, but the Pacific Electric Ladies who hold passes should take a day off and go over the system to get the "lay of the land" as some do not know where Echo Park is located or how to reach it.

The ladies who assisted Mrs. King were Mrs. Rand, Mrs. Jackson, Mrs. Hornbuckle, Mrs. Dunham, Mrs. Weston and Mrs. Green. These ladies worked hard and deserve credit for a job well done.

Mrs. A. J. Andrews is to take over the Hospital duties previously performed by Mrs. H. J. Schwertfeger.

Attention card players: There will be card games throughout the summer in the Club rooms for all the ladies who wish to play. Games will be held on the first and third Thursday of each month, starting at 1:30 p.m.

Mrs. W. A. Hasty,
Official Scribe.

SIX DEATHS IN JUNE

Six of our beloved and highly esteemed comrades were taken from this life, the death toll for the month of June reveals. Among those with whom we were called to part were:

Benj. F. Butler, Retired Clerk; L. R. Spindel, Conductor; Chas. H. Auch, Terminal Foreman; Jas. A. Smith, Cash Receiver; Geo. S. Keeler, Retired Brakeman, and David E. Hepler, Retired Motorman. To each of the bereaved families our sincere mass sympathy is expressed.

There were no deaths among the Wives Death Benefit Fund members, and each of the six fore-named deceased were members of the Mortuary Fund.

COVER PICTURE

Moonlight over-looking the two million dollar Casino on Avalon Bay, Catalina Island. Thousands upon thousands of revelers, young and old, here have thrilled to the rhythmic dance lures of such nationally known orchestra masters as Dick Jurgens or Ted Weems. It's part of the magic of Magic Isle.

AGENCY MOVES DURING JUNE

Former Relief Agent, M. A. Soper, was installed as Agent, Brea on June 1st and Al Hough assumed the duties of Agent, Wilmington, same date, writes F. B. Spencer, Asst. Terminal Frt. Agent in reviewing June's agency changes. J. C. Winterberg is back on the job at Bellflower after a month's absence account illness.

We were surprised when Al G. Owen, whom we thought had become a fixture at San Dimas, bid in the Covina agency, left vacant by Harold Studebaker taking over Redondo Beach upon the retirement of Mr. Kinsey.

Relief Agent W. A. Cunningham is acting at San Dimas and J. C. Sams is relieving Agent Johnson at Watson who is away for two months' vacation.

R. R. Corey is relieving Charles Bruce at Culver City and is slated to relieve Agent Wright at Upland when Mr. Bruce returns.

Frank H. Bradley, Clerk Monrovia, has been called to Relief Agent duty and his first job will be to relieve Andrew Young at La Habra for his two weeks' vacation.

"Did you make that face at me?" demanded the school mistress.

"No, ma'am," said the little boy, "you just happened to walk in front of it."

MUCH BEAUTY, BUT FEW FISH

"If all the P. E. Rod & Gun Club members are having the same kind of luck yours truly is experiencing there will be plenty of prizes from the fresh water division left on the shelf," writes Arlie Skelton. He continues:

No doubt there are plenty of trout left in our lakes, but said lakes have increased in area to such an extent, due to recent rains and flood conditions, that the game fish find natural food abundantly. Therefore, they only turn up their noses to our make-believe offerings.

However, there is another side to the story—what Nature has kept from our creels by the abundance of rains, she has returned ten fold in beautiful scenics. Never have I seen the mountains of Southern California so entrancing. The lakes are filled to the tops of the dams, the edges extended well out into the brush and foliage. Streams now are running brisk, where in former years they were but a trickle. After all we go to the mountains for recreation; the fish we catch is an added treat. All seem well pleased.

There is still good bass fishing in Big Bear Lake, and bass, crappie and blue-gill fishing in San Diego county lakes. The added scenic beauty to any of them is well worth going after.

You pay a long price for a short temper.



"Whose them thar serpicious lookin' strangers hangin' round the depot house? Have a right notion ter notify the Sheriff."

"Can't say as how they be strangers, pard. Them fellers have been in these parts for yars and yars. I'm thinkin, you'd better 'just your specks.'"

And sure enough, in the above we recognize none other than (left to right) El Monte Agency forces D. W. Holtby, P. E. Asst. Agent; C. Anderson, P. E. Agent; H. H. Howard, Agent, Motor Transit; George Ray, P. E. Clerk and E. W. Schultz, Asst. Agent, Motor Transit.

Stylishly garbed, that is, as the well-dressed males of the day were wont to be, this quintet took an active part in "Pioneer Day" celebration at El Monte recently.

"And I's a'reckonin' they made a right smart impresshun!"

HERE THERE EVERYWHERE



Bachelor: An unmarried man who has been singularly lucky in his love affairs.

Lawyer—Had you complete command of yourself at the time?

Witness—No, sir. My wife was with me.

Mrs. Newlywed: "Oh, Jack! What can we give mother for a birthday present?"

Husband: "How about a nice traveling-bag, my dear?"

"My husband is away so much of the time I want a parrot for company. Does this one use rough language?"

"Lady, with this bird in the house you'd never miss your husband."

Small boy: "I'm not afraid of going to the hospital, mother. I'll be brave and take my medicine, but I ain't going to let them palm off a baby on me like they did on you. I want a pup."

"Frequent water drinking," advised the specialist, "prevents you from becoming stiff in the joints."

"Yes," said the co-ed, "but some of the joints don't serve water."

Father: "Now that you've finished college, my boy, hadn't you better be looking out for a job?"

Son: "Not on your life, old thing, let the blighters scramble for me."

"Yes, the bullet struck my head, went careening into space, and—" "How terrible! Did they get it out?"

Passenger: "Have I time to say goodbye to my wife?"

Porter: "I don't know, sir; how long have you been married?"

Visitor: "Well, Joe, how do you like your new little sister?"

Joe: "Oh, she's all right, I guess; but there are lots of things we needed worse."

Two spinsters were discussing men. "Which would you desire most in a husband—brains, wealth or appearance?" asked one.

"Appearance," snapped the other, "and the sooner the better."

Wife: "You don't love me any more."

Husband: "Why, dear, I do."

Wife: "You couldn't love a woman with such old clothes as I have."

Boss: "There's two dollars missing from my desk drawer and no one but you and I have a key to it."

Office Boy: "Well, let's each put a dollar back and forget it."

He: "How do you feel after your ride on that horse?"

She: "Gosh, I never thought anything filled with hay could be so hard!"

LONG BEACH TERMINAL
C. L. Cottingham

Here, there and everywhere are the boys from this terminal on vacation leave as we prepare our monthly contribution. Let's check up and tell their plans and whereabouts:

W. L. Jenkins and family chose Nature to charm them, taking the family chariot on a trip to Sequoia, Grant's Pass and Yosemite National Parks.

Motorman Leahy is at home, putting up some 150 tons of hay.

Conductor E. E. Giffin is making a 30-day leave of it during which he will survey the Bay bridges and see if the Fair construction is proceeding properly.

Conductor O. R. Newhouse goes one better and takes a 90-day leave which he plans to spend in Nevada.

Back on the job from their vacations are:

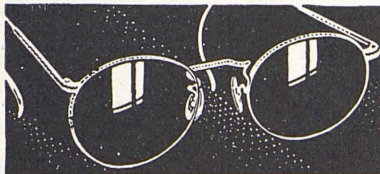
A. D. Fortna and mother, who visited the old home in Cleveland; W. W. Mooney, who chose the smoky city of Pittsburgh; C. E. Rose, who made an extensive visit throughout the east; D. A. Cain, who went to Oklahoma, and Jim Ross and wife, fresh back from a visit to Oakland and San Francisco.

We are all very proud of Miss Mijonivich, daughter of T. Mijonivich, who graduated from high school with highest honors and won a scholarship. Congratulations, young lady.

Condr. J. O. Gayer, who has been in freight service for several months, has returned to passenger service. Welcome, JO-JO.

The National Townsend Old Age Pension Club took Long Beach by storm June 23rd and filled Bixby Park to overflowing. We handled twenty-one cars from Los Angeles. Wish we could have a crowd like that every day and be handled as efficiently as they were.

Carl Van Ostrand, our day Terminal Foreman, was taken to St. Vincent's Hospital, Los Angeles, and he would appreciate a visit from any and all the boys. We hope for a speedy recovery.



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BY OUR
CORRESPONDENTS

OF THE
PACIFIC ELECTRIC
AND MOTOR TRANSIT
FAMILY



TORRANCE SHOPS
W. M. Brooks

First our congratulations to Carleton for the very fine job he did when "pinch hitting" for us in last month's issue of this Magazine. He did a mighty fine piece of work and to our mind should be the regular correspondent rather than your present scribe. Thanks a thousand, Carleton.

John Deagers of Macy Car House was a visitor at the Shops on Friday, June 24th. Glad to see you again, John.

Tom Kendrick, Foreman of the Blacksmith Shop, is joining the Torrance Chapter of the Eastern Star. He says he is not material for a Worthy Patron, but of that, others will judge, not Tommy.

Congratulations to Charlie Pennington of the Machine Shop, who persuaded Ethel Evinger to marry him. The ceremony was performed in Long Beach last Saturday. The happy couple will, of course, make their home in Torrance.

It is reported that "Rot" Brucker and George Foster will attend the races at the Hollywood Turf Club Saturday and contribute liberally to the betting fund.

The official rat catcher in the Tin Shop has brought forth her usual family consisting of 2 boys and 1 girl. Please save your pennies for the milk fund.

Avila Chicoine will visit San Jacinto Saturday and Sunday, returning with Mrs. Chicoine who has been spending sometime at that resort.

E. E. Barkdull also plans a trip to San Jacinto at the same time. They might collaborate on the trip and save gasoline.

Wm. Jensen, has two weeks' vacation granted him which he will spend showing eastern visitors the beauties (scenic) of southern California.

Frank Thompson of the Air-Electric Shop, is the proud possessor of a singing frog. The neighbors, however, do not seem to have an ear for music. Milt Foster claims the frog keeps him awake nights.

Versal M. Bates has been granted a leave of absence to visit Boston, the New England States and intermediate points.

George Wheaton is again at work after a short illness.

Jim O'Connor received a post card from Lacy King mailed in Arkansas and sending "Love and Kisses." "Love and kisses hell," shouted Jim, "If he

don't bring me back a ham he better not show up here again."

George Wheaton received a post card from our old Foreman Joe Hughes, mailed in Denmark. Joe planned quite a stay in Germany, but left rather hurriedly. He said he did not enjoy it there. The people seemed afraid to express themselves and there was a general constraint which he felt and which spoiled the trip to that country. Hope international complications won't ensue from printing this.

John Vevers, Ohmer Register representative at the shops, had no news, but he did have a fine large smile and with good reason for setting on his bench was an empty bottle labeled "Hiram Walker's Twin Seal Rye Whiskey."

There was no connection between the smile and the bottle, however, for the bottle had long been empty and John usually has a pleasant smile for those with whom he comes in contact, and you are to be congratulated on that Johnny.

MACY STREET TERMINAL
By L. I. Mosier

Your regular correspondent "Chet" Collins has been on leave the past two months, hence the absence of the Macy Street column in your Magazine. Mr. Collins has been taking a special course in mining engineering at Stanford University and returned to Macy Street on June 17th where he will remain until school starts again in September. We hope to soon have the pleasure of seeing him clad in his CAP and GOWN.

Motorman J. W. Merrill has returned to Macy from Pasadena Terminal, bumping on assignment 185

Relief. Welcome back to Macy, J. W.

Motorman Anker Jensen is at present on leave of absence visiting relatives and friends in Salt Lake City and Vancouver, B. C. Just received a card from Anker today from Vancouver saying he was enjoying a wonderful trip, and had met "Happy Osman" there. We wonder what he and Happy have cooked up to do in the great northwest.

Conductor G. G. Ganes is taking a 30 day leave from July 1st to August 1st to go north on a pleasure trip where he hopes to hunt and fish. No doubt we will hear some very unusual tales when he returns.

Conductor A. E. Wood is also on an extended leave. Where he will spend his time, he himself does not know. He intends to visit his ranch

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at Pen Grove, Calif., then he will go into the mountains to seek his fortune by way of panning gold and do some hunting on the side.

Motorman J. W. McDonald has just returned from a two weeks' trip to Shelby, Ohio, where he was visiting relatives and friends. Mac reports things pretty good on the old home-
stead.

Conductor Art. Amos has just returned from a ten day leave, spending most of his time around San Francisco and Sacramento.

Conductor "Red Lion" Gilmore recently transferred to Pasadena Terminal back to his first love, displacing Motorman J. C. Knapp, who has transferred to Macy. Good luck, Gilmore; welcome to Macy, Knapp. Gilmore says it is just another step in alphabetical science.

Motorman A. Ray Butler is at present on an extended leave visiting in the east.

Conductor E. R. Smith who operates the Enchandia Jct. limited thought he had the distinction of operating the shortest run in the world, 1000 feet, but the other day he met a gentleman who claims to operate a line in a certain eastern city said to be only 980 feet in length. Turn your trolley Smitty, this is the end of the line.

O. C. Jordan has recently transferred from the State Street extra freight board to Macy street. Welcome home, O. C.

Motorman R. T. Galbraith says the thrill of a fisherman is to get up at 1:00 a. m., go to Long Beach, take a 3:00 a. m. boat to Catalina, fish until the bait is gone then untangle your line from the rest of the fishermen and if you don't get more than one lonely Bonita, your trip was a flop. A. E. Spohn, better known as "Bar-racuda," or this wrater, can vouch for that.

Anyone finding loose nickels in the telephone return box in the Trainmen's room. They belong to Motorman F. L. Grable. You don't always get your nickel back, do you Frank?

We have it un-officially that our old friend Eddie, the paper boy and depot master of Valley Jct., passed away recently. We hope it is not so, for Eddie has been quite a fixture at Valley Jct. for a number of years and his passing will shock all the Northern district Trainmen. He was always ready to lend a helping hand to our patrons and saw to it that no one missed their train.

Congratulations to our night Dispatcher, R. C. McPherson, for on the night of June 25th he was married to Miss Elsie Bysner of Alhambra. The ceremony was performed on the lawn of the Betheny Church at 8:00 p. m. after which the happy couple departed on their honeymoon, traveling by train to Portland, Oregon, and way points. We wish them both much success and happiness.

MOTOR TRANSIT COMPANY

By M. J. Creamer

Dear "Cynthia:"

Well, Cynthia, summer is here in Los Angeles again and I'm getting awful jealous of all those fellers and thar wives who go away on lovely vakashuns. Wooden you be intrusted to know what they're all doin? F'rinstance took a look:

Mrs. Geo. Jehl, has gone to Venita, Oklahoma, where she is enjoying a visit with her sister whom she hasn't seen for some time. Made the trip via Greyhound. Mr. Jehl, incidentally, has padlocked the mansion and is living with the folks until she returns. Yep, even the car is safe (in the garage) and padlocked—with 20 gals of gas in it. Who said, "Let's go for a ride?"

Jim Tucker's wife and boy are planning a vacation trip into Northern Oregon (Drain, Ore.) to visit friends. Understand she plans to continue on through Washington and make the boat trip to Victoria, B. C. (sorta drop in for a pot of tea). The sight-seeing tours we had lined up for her would do justice to Vanderbilt's itinerary—

but maybe she'll cover a few of the spots.

"Wake" Wakefield of the Superintendent's office, recently made a trip to Sacramento and vicinity—some say in search of gold (ain't we all?), but found nothing but a severe cold and incidentally forgot to take along an extra fan belt for his whoopee (%&@;()). Reported the weather very hot in that section.

Mr. & Mrs. Claude Allen enjoying their vacation in Oregon and vicinity. Making the trip by one of Uncle Henry's V-8's.

Helen Adams (Mrs.) temporarily employed in the general offices to assist Statistical Clerk, Alpha Sands, with extra work. Mrs. Adams has been employed on previous occasions. Understand some of the cherce peepul have been calling Alpha "Tuts"—and getting away with it. Incidentally, Alpha, what did you say your new boy friend's name was?

Guy Rhinard's wife is in New York, bag and baggage. Made the trip via Union Pacific Stages. Guy recently made a trip with his brother Charlie and family to Boulder Dam, thence to Parker Dam. Was a three-day trip and well enjoyed. Remarked that

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those not having visited the Dams before will be well rewarded by doing so.

Oscar Otero is mapping out a tour of the United States for his wife and daughter, and rumors are that the trip will be made soon. What's a few hundred smackers when soon we'll all be hearing about the Otero millions.

Walt Rorick "Tubba" has something up his sleeve for July. Understand it's a trip to New York, but better wait and see.

Amongst the operator's personnel, the following men are noted among those missing: Operator Goff, headed 'way, 'way back East, farther than Needles. I believe—even to Kansas. Operator Vernon Bryant with 90 days leave—gone to the lone star state (Texas) and Operator Ted Hanson, 90 days leave—gone where? (I betcha.) Operator C. S. Harris recently resigned to accept other work.

Arthur "Gary" Evans, Ass't Agent, Whittier, recently walked the plank and was married. Imagine that—and not an inkling was displayed some days ago when he was in Los Angeles to visit us that the love bug had bitten him. When R. W. Evans, Traveling Auditor, mentioned the fact of this sudden marriage and later found himself surrounded by news hounds—details were lacking. Congratulations to you, Gary. Marriage seems to be a disease around Whittier.

Operator W. E. Dufour, is quite an ice skater and was in his glory when some of his pals, viz: Bess Ehrhardt, Eddie Shipstead and brother, Everett McGowan and others from the ol' stamping grounds of Minneapolis and St. Paul, were putting on a big ice-show here recently.

Noted Joe Hernandez carting his radio to work the day of the big fight. Was going to tune in to the excitement, but all that work for nothing as it was over (or was it) before it started. J. E. Brown was rigged up in a new grey suit recently (did you see him?) Hot Dog! He cashed in on Joe Louis and took a few days off. Somebody listening to "Hootsie" would think that he was the one that fought instead of Louis.

Dispatcher Deal says he once (?) was behind a tree. Hit it with a car and cracked his chin open. His reason for the apparently sweet disposition he claims. He and Fred D'Arcy are bosom pals—you know, they work side by side.

A fish story came true! Oper. Goeschl displayed a reel the other day with much admiration. He did go fishing on a barge off the shores of Catalina and landed a 36 inch Yellow-tail. Did any of "you all" see it?

Have you noticed the "come-up-and-see-me-sometime" look Operator Lamb is giving now that his new home in Sunland is nearing completion? Has anyone a bottle of champagne to donate to him for the formal christening?

Chas. L. Mason (new employee) recently relieved at Riverside and Whittier.

Lawrence Allen of the Express

office is now breaking in at the ticket office under the excellent tutorage of "Slim" Seifried. Lawrence (Doodle-bug) is absorbing some of the "P's" and "Q's" and should have the alphabet pretty well together soon. Understand his girl friend drives him home every night. tch, tch.

Operator Johnny Knapp should be in Sweden by now—and I bet before long he'll be saying, "I tank I go home."

'Tis rumored that Oper. Eddo stands on a box when he comes to the Dispatcher's window for his trip tickets etc. Operator Mosher's wife has been confined to a hospital rectly and we hope her recovery will be a fast one. Operator Smithson is spending a lot of time in between runs counting sheep until the next call out. Operator Gross complaining about his uniform shirt not lasting the required three years. Have you noticed the way he wears his uniform cap when off duty. Something on the slant of a rip-tide.

Beau Brummel "Stone" is getting prepared to build his new home in Al-

hambra. Slim Seifried is purchasing a lot in that vicinity also and plans to build a new home too as soon as negotiations are completed. Should be the Cat's something or other, with all the fancy thingamajigs such as a glass shower door, novel lights, etc.

Belven Darden (Red Cap) was missing for a few days (A.S.W.L.) Says he was sick—a sore tooth or was it a sweet tooth. Yah man! We have every reason to think it was a vacation—but no confirmation has come in.

Motor Transit Co. recently disposed of 22 old gilopies. Hurrah! There's mileage left in those chariots, but like Grandpappy's mode of transportation—the horse to youse—TIME MARCHES ON! Speaking of Grand-

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pappy—Did you know that Operator Levi Couch is a Grandpappy—since last week?

Everyone is getting mugged with the new photo "dime a laugh" machine installed in our depot. Some of the gang have been "tooken" and the proofs we've seen lack all but the number across the front shirt pocket—if you know what I mean.

Outside agencies deserted me on news items this time. Maybe next time we get the news flashes.

PASADENA TERMINAL NOTES

Paul H. Jacobsmeyer

Mr. and Mrs. Art Smith locked up family residence, climbed into the La Salle, and headed northward to an undetermined destination. We wish them a most pleasant vacation. W. D. Pinkston is Acting Trainmaster while Mr. Smith is enjoying a deserved rest.

For the past two months, Terminal Foreman D. B. Van Fleet had been purchasing all kinds of gadgets, including radio, side mirror, etc., for the Plymouth, preparatory to starting his vacation. He also bought a supply of W. L. Lummis' automobile polish. Van polished a fender one day, a headlight the next, then after a rest of several days, a tail light. When his 1939 vacation rolls around, his entire jallopy should show no signs of tattle-tale-gray. He left a week ago and has since sent us several post cards from Yosemite. He states that he and Mrs. Van Fleet are thoroughly enjoying the trip, but he did not write, "Wish you were here". O. C. Angle is Terminal Foreman-ing while Van is up where the big trees grow.

Those colorful Cashiers, Brown and Black, are now elsewhere on the P. E. Cashier F. M. Brown bid in at Hollywood and Relief Cashier Vaughn Black was bumped by George Ray. Head Switchman, J. G. "Ace-in-the-Hole" Rovai, and a group of Pasadena Trainmen got up before breakfast this morning. They set sail from Balboa aboard the chartered "Dinah Lee" for a day of fishing. If today was not the deadline for this copy, you would have read an accurate description of their luck, but when the August issue of this magazine is published, well, you know what time and a railroad man can do to a fish story! But Rovai is quite a sportsman. He bagged a 'possum some time ago while driving to work. The front wheel of his long, low, Dodge was the weapon used. O. R. Lynes, who lives in Monterey Park, investigated the strange noises he heard coming from within the walls of his home. After removing considerable plastering, the cause of the disturbance was found to be a 'possum and several young.

We are glad to see that J. A. Streff returned to work after a stay at St. Vincent's Hospital. F. J. Miller has recovered from an odd, but painful injury suffered when he was pinned

between his automobile door and garage door.

J. S. Newman is piloting the Short Line again after serving a term as Committee Chairman for the B. of R. T.

O. I. Gough from San Bernardino is now working with us and J. L. "Roaring" Gilmore is again in our midst. J. W. Merrill and J. C. Knapp have transferred to Macy. C. A. Keller and S. Townsend are ready to start their vacations.

One of our Los Angeles newspapers heads its pages with this slogan, "A Paper for People Who Think." The writer sent a clipping, which was quite a dig at the Home Town, to a friend in an Eastern City. The clipping appeared on a portion of the page on which was printed that slogan. The friend retorted, "Tell me, why do you read a paper for people who think?" Thus, dear Pasadenans, you see the reputation your new correspondent has, but I am sure that with a little assistance from you we can let the world know that Pasadena is the best terminal on the System, and that we are just one, big, happy family.

SUBWAY TERMINAL NOTES

By W. F. Servranckx

It appeared that Tony Huber did not read the schedule very good the other day, but we found out since that it was his watch, not the schedule. Careful Tony, you may be charged with a bill for gasoline.

Ray Hightower sent us a picture of a Jack rabbit of Pikes Peak, Colorado. We have heard of those things with long ears, but whoever heard of a jackrabbit with a long tail? Of course we all know that Ray would not tell even a little fib. Mrs. Hightower went along with Ray on a vacation and both reported a nice time.

Well, well, boys, we made a grave mistake in the last issue. Bro. W. J. Van Nice informs yours truly that the baby born just recently was a boy, and not a girl. We don't know who was responsible for this error, but anyway we are sorry, Mr. and Mrs. Van Nice.

J. R. Groom has confided to several of the boys that home cooking is a lot better than visiting all the

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beaneries. Atta boy J. R., praise the wife always.

More great and famous men have bid in runs out of the Subway. Boys, let me introduce to you none other than James E. Garner, F. B. Owens and "Tiny" M. N. Miner who takes pride in showing the boys in the Valley just how it should be done. To you all we extend a cordial welcome.

H. L. Beckman has a habit of reading a very important book entitled "For Men Only" and while he does there are always strange noises, at which time he usually turns around and requests the boys politely, but sternly to be quiet. We understand by the way that he still takes lessons in high finance.

J. Baldus was a very happy man on June 22nd. Said he did not bet on Max Schmelling; lucky stiff.

Conductor G. H. Meek and family made an extensive tour of the U. S. and report good and bad conditions everywhere, with all kinds of weather except snow. Glad to see you back, George.

We were indeed shocked on June 15 when we learned that our good friend Charles Auch, Night Terminal Foreman at Ocean Park, suddenly passed away. We are sure that he will be missed by all. To the bereaved family and the boys at Ocean Park we extend our sincere sympathy.

Pretty boy, R. E. Cooke and family made a visit to relatives and friends in Indiana and report a lovely time was had by all.

W. G. Burnham is on a 90 day leave visiting the entire U. S. A. and Halifax, N. F., where fishing is very good.

Harry Cooke, the 4.00 a.m. pride of the Subway Terminal, recently made a request for pillows and blankets on account seats and benches being too hard. Bro. "Spike" Bayerle supplied him with his request. Good old Spike.

Conductor R. D. Webb is confined seriously ill at St. Vincent's Hospital. Yours truly visited him recently and he wants to say hello to all. Here is hoping for a speedy recovery, Doug.

GLENDALE DISTRICT

By C. L. Settle

W. F. "Bill" Scatchard is open for invitations to home cooked meals. Mrs. Scatchard has gone to Canada on a two months visit.

One of our previous predictions has materialized. Mr. Moll is now driving a new Oldsmobile. Here's the next Crystal Ball guess; The McCamys in a new Hudson.

The Glendale Trainmen join with me in extending our deepest sympathies to the bereaved families in the recent passing of our beloved friends, C. A. Auch, Terminal Foreman at Ocean Park and James Smith, Receiving Cashier.

The day of the Powder Puff Trainman has passed because of a recent notice banning wrist watches.

Tony Huber believes in being different. He says any old Bus Drives can

be an hour late, but it takes a good one to run one hour ahead of schedule as he did.

A. P. and Mrs. Habura are on a month's tour of the Great Northwest. Andy says its a belated honeymoon.

C. E. White has gained country-wide recognition in behalf of his having formed a Junior Drill Team of over 40 children between the ages of 8 and 15 years. The intricate maneuvers these kiddies go through is really something to watch.

OCEAN PARK CAR HOUSE

By J. H. Robertson

The men of Ocean Park were deeply grieved this past month with the loss of their understanding and beloved friend, Charles Auch, Night Terminal Foreman. We will miss him and never forget the many kind deeds he has done for us all. To his family we extend our deepest sympathy.

June 25th the Ladies Auxiliary gave a Box Supper and everyone enjoyed themselves with the exception of J. R. Lowell, who on the following day was complaining of having a stomach ache, but would not divulge whose lunch he bought.

I noticed Motorman Griffin, who is back with us after being on the sick list, hiding in our car house when the mail car passed because he injured his ankle in getting off one of them. It's good to see you back Griff and hope you lose that grandfather limp soon.

We have a brand new Grandfather at Ocean Park. Fred Taft, and is he proud. His daughter did the honors. Baby and mother are well and happy.

Our soft ball team is hunting for iron base-ball bats to use on their official Umpire Red Brown, whom they impose upon in their league games trying to get him to award them

close decisions. But "Red" calls 'em as he sees them regardless.

When Bill Williams gets excited at the games he takes his hat off and furnishes a dandy shoot-the-shoots for the mosquitoes.

Little Patsy French met with an accident on Memorial Day. Her leg was broken by a falling tombstone which was on display at a tombstone engraver's business. We hear it is mending nicely and hope she will soon be running around again.

Our friend and brother Dave Heppler, Ex-motorman on pension, passed away recently, much to the sorrow of his many devoted friends. We extend our sympathy to his family.

Bill Neff, Conductor on a night run, is sending his wife on a vacation because he says it is easier to stay out of trouble working nights than days. Bon voyage, Mrs. Neff. Hope you return before Bill gets bumped off his night run.

Wade Stewart, Conductor on run 10 has a boy he is very proud of. However, the boy is three pounds underweight and this is surely worrying Papa Wade. Save your worries until he gets to the fighting stage and you have to settle with his victim's pop.

Mrs. Lillith Walker is soon to enter the hospital for an operation. The boys will be pulling for you. Hope the results fulfill your fondest hopes.

ENGINEERING DEPARTMENT

By V. P. Labbe

Special Announcement

The fascination of Camera has captured the attention of many in the Company. Not only do they like to take pictures, but worse, they like to talk about it. It is a well known fact that conversation on print quality, and composition with a non-photo-minded person is not conducive to

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harmony. Further, it provides only meager satisfaction to the exponent to have his pet creation described by the mere words, "Yes, it's a nice picture," "It's too dark, I can't see it," "Why don't you take candid shots of the follies?" "When will you take some nudes?"

Therefore, in order to discuss intelligently all phases of photography we propose to form a Photo Club. Ideas on darkroom technique, data on films and paper composition will circulate freely.

Arrangements for doing some shooting as a group will be made. A salon may be held if enough enter it.

If interested turn your name in to V. P. Labbe. Let's get a big turnout.

Correction: I made a statement that Don Lewis of the Engineering Dept. would soon pass out cigars. Well, the said Don Lewis corrects us and says that no cigars will be forthcoming.

If anyone finds a key, please contact Maye Bredensteiner.

Everyone is certainly glad to see our Chief Clerk, Leonard Biehler, back again after a severe siege of sickness that caused hospital confinement. We all missed him and it is good to see him on the job again.

Bob Dornor—vacation bound to the P. E. Camp for a well deserved rest.

F. W. Spencer is back on the job again after a siege in the Hospital, E. Hayward returning to the Main Office and H. R. Searing resuming his post in the Field Department.

Charles Thompson, Jr. has acquired for his new son, one auto seat, one Taylor tot and one Thunder Jug.

Here's hoping E. Rollo Hayward breaks down and does another Golf story for us real soon.

L. B. Denton returned late last month from a well earned vacation spent touring the northern part of the state.

Gus Guercio is anxious to get a formula to reduce his equator before he leaves on his vacation.

Ronald Podlech—Well, gentlemen prefer blondes.

Guess who Doc Fulton is picking for the next President? The answer in next issue.

6TH & MAIN TERMINAL By G. V. Brown

On May 14, Enid Cottingham sailed on the S. S. Lurline for Honolulu to visit a former school chum she has been corresponding with for fifteen years. She will have two weeks in which to spend with her friend, besides visiting the Islands of Hawaii, Maru and Karai. She will return on the S. S. Lurline, landing about June 9th or 10th. Here's bon voyage enroute and a thrill a minute.

A seven and one half pound baby boy was born at the General Hospital to the wife of Robert Hoppenrath, son of C. H. Hoppenrath, Switchtender, 9th and Hooper Ave. station. Our most sincere congratulations.

It seems we have a great painter in our midst, by the name of Hraback, one of our esteemed Dispatchers. He decided to paint his house, but from what spectators tell us, they couldn't tell which he was trying to paint, the house or himself.

Ray Harmon, Depot Master, 6th & Main and J. D. Osborn, Dispatcher, Southern District, are proud owners of new cars. Ray chose a Chrysler Royal and Osborn a lovely Studebaker Sedan. We could describe the cars fully if we had an afternoon ride in them.

Motorman C. J. Button, after serving this Railway faithfully for thirty-seven years, last month retired on his pension and is now a gentleman of leisure. Good luck, Charley, from all of us, and don't fail to drop around often and tell us about some of your good times.

Here's something we certainly like to hear and tell. It's about Conductor S. W. James, badge 1036, who was praised very highly by an elderly lady passenger who is a cripple and who did not feel any too well. He helped her aboard the train and attended her every wish until her arrival at destination. That's the kind of courtesy we'd like our mothers to get. Keep up the good work James.

Mrs. John S. Ford, John S. Jr. and Betty Jane left Monday June 13, for Memphis, Tenn., to visit relatives until September, returning in time for the children to return to school. Ford says this bachelor's life isn't what it's said to be.

L. A. FREIGHT TERMINAL Irene Cunha

Homer Rathburn, our office Adonis, was married to Miss Jane Pardon on June 21st. Congratulations Homer and best wishes to Jane. We received no information as to Honeymoon plans, but it was rumored Arrowhead. Mr. Spencer presented Homer with an electric toaster from some of the office and warehouse friends.

Guido Roedder, our Collector, took another week of his vacation. We have been wondering just how Guido

gets in ahead of everyone else. It maybe he thinks it is safer to go early than to wait.

Carroll P. Schye, Car Clerk, has been imitating Man Mountain Dean for 2 weeks, but finally gave up and shaved.

Carroll M. Collins, Transfer Clerk, is fully recovered from his long siege of illness and trip to Hospital. He ate something that he could not talk himself out of.

W. A. Buck, M. B. Leister, H. W. Thorne, R. F. Robb, Yard Office Clerks, ably assisted R. V. Rachford at the B. of R. C. picnic at Catalina Island. However, it was rumored that they also needed assistance.

Murrell B. Leister and Albert R. Morse both spent their vacations at home.

Freight business in the yard is again on the up grade and we are hoping it continues. Over 1000 cars of celery have been handled so far this season from the Inglewood-Venice District and from Torrance. We have also handled a number of cars of horses through the Butte St. Yard for Hollywood Park. Several of the boys talked it over with the horses, but from latest reports the horses did not tell the truth. We would like to know who gives a certain Yardmaster hot tips in return for a bale of hay.

Mr. Black reports the following vacationists from the Warehouse:

C. F. Whitehead and Mrs. Whitehead, Oakland and San Francisco to view the bridges and see how preparations for the World's Fair are coming along.

O. T. Flood and Mrs. Flood, San Jose, visiting relatives.

Arthur Bailey at home resting.

An American, who had taken a shooting lodge in Scotland, got lost one day in a heavy mist. Finally he came across a native of the moors.

"I'm lost," said the American.

The old Scotch mountaineer answered him: "I know you are lost; but is there any reward for finding you?"

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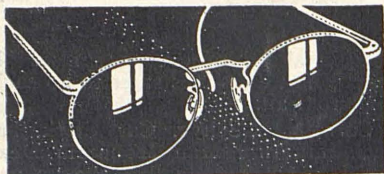
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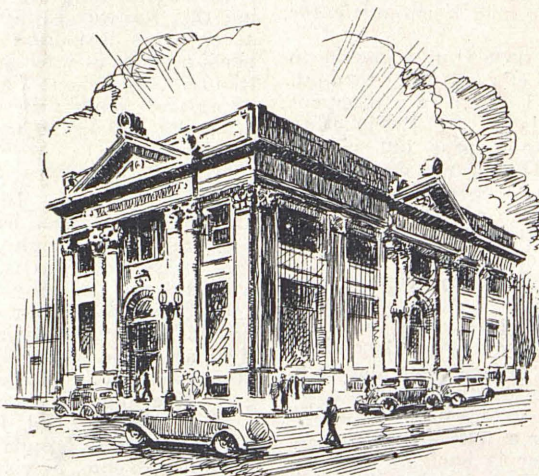
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