

PACIFIC ELECTRIC
Magazine

Vol. 18—No. 12



June 10, 1938





Volume 18, No. 12 June 10, 1938

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.

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EVERY normal person aspires to better his station in life. It is a duty he owes himself and those dependent upon him. To possess a reasonable share of worldly goods and to broaden our sphere of usefulness is a natural human instinct.

One of the best ways of achieving these ends is the intelligent practice of thrift. But in our zeal to be thrifty, we must be certain that we truly practice it. Thrift has been so closely linked with the saving of money that its true virtue may become obscured. Wisely practiced, thrift includes saving a reasonable portion of earnings, wise investment, and not least,—intelligent spending.

The individual who hordes money in a dark, safe place is not thrifty.

The person who denies himself or family of comforts and pleasures, commensurate with income, is neither thrifty nor ever truly happy.

Likewise, the individual whose calling demands that he measure up to a certain standard of personal appearance and fails to do so, is not thrifty or wise. He stands in the way of his own progress. "Clothes don't make the man,"—but they often break him.

There is a different and vital phase of thrift that deals neither with the saving nor spending of money. It deals with the person who fails to capitalize or develop a natural gift or talent.

The individual who, through indifference, laziness, carelessness, or neglect fails to give his best to his em-

A REAL MAN

A real man never talks about what the world owes him, the happiness he deserves, the chance he ought to have, and all that. All that he claims is the right to live and play the man.

A real man is just as honest alone in the dark, in his own room, as he is in public. A real man does not want pulls, tips and favors. He wants work and honest wages.

A real man is loyal to his friends and guards their reputation as his own.

A real man is dependable. His simple word is as good as his Bible. oath.

A real man does not want something for nothing, so the "get-rich-quick" people cannot use him.

A real man never hunts danger, and never dodges it when he ought to meet it.

A real man is—well, he is an honest man, the finest, best, noblest, most refreshing thing to be found on all the green earth—unless it is a real woman.

—Author Unknown.

ployer—although he may save money—is utterly lacking in thriftiness.

The person who can do more or better work than those around him and fails to do it or prove it, is also neither thrifty nor wise.

Summarizing, the final test of happiness and success in life is not how much money a person saves. Equally vital is the intelligence we display in capitalizing the talents God gave us.

STAMP COLLECTORS' NEWS

The first rush for Austrian stamps has subsided materially. Austria issued some 1400 major varieties, most of which are quite inexpensive. On account of the thin paper used in making the early issues, together with the cracking of the glue, fine specimens will be very hard to secure.

It is questionable when, or whether, Austria will again be an independent nation as it has been recognized. Its history begins at about the end of the eighth century and shows a remarkable development of power to the point where it controlled all of Central Europe, including the Netherlands, Germany, Hungary, Spain and parts of Poland. But rebellions, religious disputes, conquests by Prussians and Napoleon broke down the empire. In 1867 Hungary won its right to a constitution and thereafter

IT HAS BEEN WISELY SAID:

Success without honesty is failure.

If you make a mistake, get all the profit you can out of it.

Action without forethought may result in disaster; forethought without action won't result at all.

Let us be the first to give the friendly sign, to nod first, smile first, speak first, give first, and if such a thing is necessary, forgive first and forget first.

the dual monarchy existed as it was known at the start of the world war.

Although Austria no longer will provide new issues for the album, a new page will be necessary for a new country, Alexandretta. This state has a population of less than 20,000 has been a part of Syria and owes its birth to the League of Nations. It is known by the Turks as Iskanderun, is using over-printed Syrian stamps and maintains the same monetary system that is in use in Syria. The over-print reads "Sandjack (District d' Alexandretto.") From its name it is rightfully assumed that Alexander the Great was responsible for its origin. The issue includes 8 airmail and 16 postal varieties.

The new issues of the British possessions continue to come in at a fast rate. With the combination of Jubilees, coronations and new regular issues for the new King, the publishers of albums should be kept quite in our new series, which shows our second President, was released in Washington June 3rd and should be available at local post offices soon. All have followed the standard colors, except the one-half cent, where the olive brown has given way for an orange similar to the shade that has been used on the regular 6-cent denomination.

The album will not be put away on the shelf for the summer season this year.

F. N. COMPTON,
Philatelist Scribe.

"Where is your doll, dear?" the family visitor asked the modern young miss.

"Oh," said the child, "the boy next door has the custody of the doll and I'm awarded three lollipops a week alimony."

Adapting 15 "City" Cars to Interurban Service Needs

Shop Forces Complete in Record Time Re-vamping 600-Type to Higher Speeds and Greater Comfort Essential to Longer Hauls

By **F. E. GIEBEL**
Superintendent of Equipment

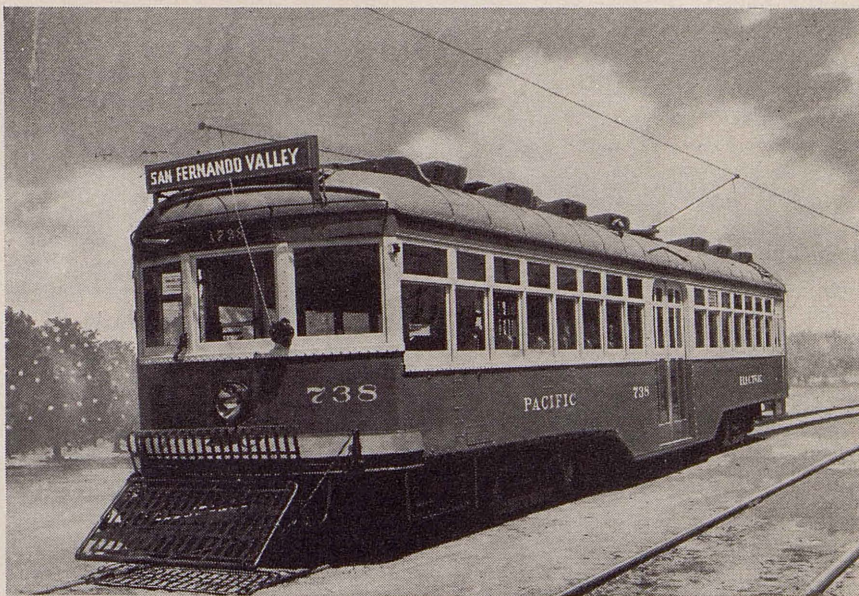
TO MEET the requirements of the improved service on the San Fernando Valley lines, our Torrance Shops late last month completed the modification of 15 of the 600-700 class cars. These cars are of the all-steel type and are well adapted to re-arrangement to meet almost any present day service demands.

In the new service assigned to these cars a speed higher than that required for city service is essential. This was accomplished by re-winding the armatures of the propulsion motors and installing new field coils. This has resulted not only in an increase in free running speed from 32 m.p.h. to 42 m.p.h., but an increase in the horsepower rating from 50 to 65 h.p. per motor. The actual performance of the cars comes well within the new rating, and it is anticipated that there will be no increase in maintenance from these higher speeds. The greater basic speed has improved the acceleration, or "get-away", and with a modification in the braking system, increasing the braking rate, the performance in traffic will approximate the most modern cars in this respect.

Appearance Changed

The outward appearance of the cars has been changed by the addition of standard interurban destination signs and a paint color scheme similar to that used on the motor coaches. The body of car is our standard red, and the portion from the window sills to the top of the windows is painted in a Picador Cream. Black striping is effectively used to harmonize the color scheme.

The interiors of the cars are painted an attractive green from the base-board up to the advertising rack. The light cream ceiling not only presents a very pleasing effect, but increases the efficiency of the improved lighting system. The center fixtures have been modified to use the 101 watt inside frosted lamp which provides a soft diffused light of high luminosity on the reading plane. To provide for smoking in the rear seats, exhaust fans have been placed in the rear ventilators with sufficient capacity to



Here are exterior and interior views of newly re-vamped 600-700 units, fifteen of which began June 1st to serve points on the San Fernando Valley line. Already they have proven their worth and ability to satisfactorily meet the rather trying requirements of this line. Speed has been increased by stepping up the former four 50-horsepower motors to 65-horsepower each, braking system improved, as well as lighting and ventilation. A new color scheme, both inside and out, climax improvements which should go far to win additional patronage.

change the air in the rear section every two minutes.

Completely Overhauled

A total of fifteen cars, 735 to 749 inclusive, have been remodeled for this new service. In addition to the installation of whistles and improved headlights, the cars have been completely overhauled.

The first material for the motor change was not received until the middle of March. The sample car was completed April 6 and the other 14 were completed at the rate of two per week. George Evans, Superintendent of Shops, and the Torrance forces are to be congratulated on a splendid job accomplished in record time.

Revised Service to Valley Points Now in Operation

CHANGES in San Fernando Valley rail and motor coach operations were placed in effect on Wednesday, June 1.

The revised operation schedule, announced by H. O. Marler, Passenger Traffic Manager, provides for a local rail passenger service between Los Angeles Subway Terminal and Van Nuys, with connecting motor coach service between Van Nuys, Canoga Park and San Fernando along the same routes as former rail service. The Van Nuys terminus of the motor coach service is Calvert Street, while the rail service is operated through the business district of Van Nuys to Sherman Way.

The schedule of rail service between Los Angeles, Hollywood and North Hollywood is constructed on a basic 20-minute headway, with alternate trips being operated through to Van Nuys on a 40-minute headway. During morning and evening peak hours of travel, the rail service is operated on a 15 and 30 minute headway to North Hollywood and Van Nuys, respectively.

Under the revised plan of operation, the Ventura Boulevard Motor Coach Line extends from Universal City to Tarzana (Reseda and Ventura Blvds.), connecting at Universal City with through rail service to and from Hollywood and Los Angeles. Motor coach service on Reseda Boulevard, north of Ventura Boulevard to North Los Angeles, was discontinued simultaneously with other changes in the "Valley" service.

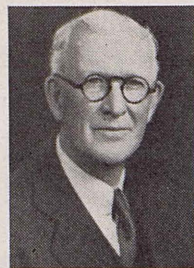
The southerly terminus of the North Hollywood Motor Coach Line is likewise Universal City under the new service arrangement, at which point connection is made with through rail service to and from Hollywood and Los Angeles. There is no change in former route of this line north of Universal City, the northerly terminus remaining at Whitsett & Vanowen Street, North Hollywood.

That portion of both the Ventura Boulevard and the North Hollywood Motor Coach Line routes between Universal City and Hollywood have been discontinued, the traffic between these points being handled by the revised local rail operations.

The Los Angeles Subway Terminal is still the downtown terminus of the "Valley" service; however, Tracks 1

"Tom" Day Called to Reward

ANOTHER sad departure from this life of a beloved and highly esteemed character occurred last month when the leave taking of T. (Tom) J. Day, retired Freight Traffic Manager. His passing truly cast a cloud of sorrow to the many hundreds in the local transportation field who were happy and proud to be his friend.



T. J. Day

His death occurred at the St. Vincent's Hospital on May 10th and the funeral was solemnized at the Wee Kirk O' the Heather, Forest Lawn, two days later, Graham & Isbell, Undertakers officiating. Present, with tear dimmed eyes and heavy hearts, were all our ranking officials and several hundred of his faithful and loving friends. To Mrs. Day, his daughter, Mrs. W. B. Gilroy, and son, Glenn, sincere sympathy is extended in the loss of so worthy a husband and father.

Starter as Telegrapher

Always a railroader at heart, Tom began his career as a Telegraph Operator with the C. D. & Q. at St. Joseph, Missouri. He journeyed to Colorado where he followed his craft and later became General Agent for the Cripple Creek Short Line. In 1905 and 1906 he was Agent at Douglas for the El Paso & S. W. and two years later came to California where his first job saw him an Agent at Redondo for the old Los Angeles Pacific R. R. His ability apparent he became Chief Rate Clerk under Mr. Pontius, then Traffic Manager. Followed further evidence of his worth and advancement until his rank of

and 2 are used for the loading and unloading of passengers, instead of the formerly used Track No. 5. This change in track usage requires the loading of passengers for San Fernando Valley points on the north or "Hollywood" side of the Subway loading gates.

Changes in the San Fernando Valley passenger transportation service as were placed in effect on June 1 are in accord with Decision No. 30599 of the Railroad Commission of the State of California.

Paul Shoup Named President of "Southern Californians"

PAUL SHOUP, former ranking executive of this railway, is shortly to become a full-fledged resident of this city, coincident with his selection last month as President of the Southern Californians, Incorporated. Mr. Shoup's retirement from his post with Southern Pacific as Vice Chairman of the Board of Directors became effective on June 1st and his arrival here was expected early this month.

Mr. Shoup will be the executive head of a locally formed organization whose principal objective is to stabilize and maintain harmonious labor relations. The organization is composed of some 350 institutional members whose pay rolls total more than 50,000 employees. His selection for and acceptance of the post was hailed by many prominent business leaders as public good fortune and assurance that our former executive will bring about lasting good-will and harmony so essential to the entire community's future well-being.

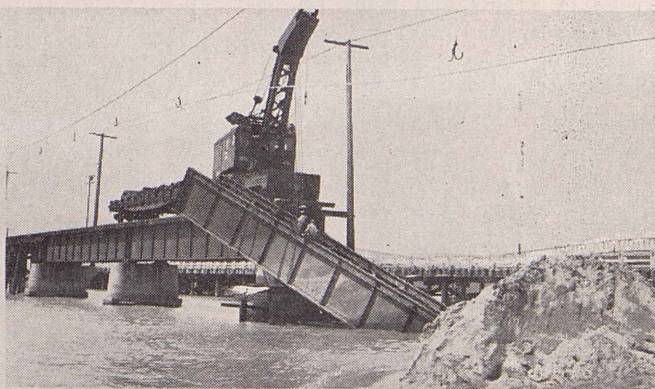
So familiar are all of us with Mr. Shoup's career that it is needless to review it fully. Suffice to say he began his railroad career as a Clerk and by dint of ability displayed in each succeeding rank rose to extreme heights in his chosen vocation. He became President of this railway in 1912; in 1920 he became Vice President of the Southern Pacific; in 1929 he was selected President and in 1932 he was named Vice Chairman with headquarters in New York. Upon his retirement early this month he had served our parent company with distinction for a period of 47 years.

Freight Traffic Manager, which post he filled with distinction until the time of his retirement, October 1st, 1935.

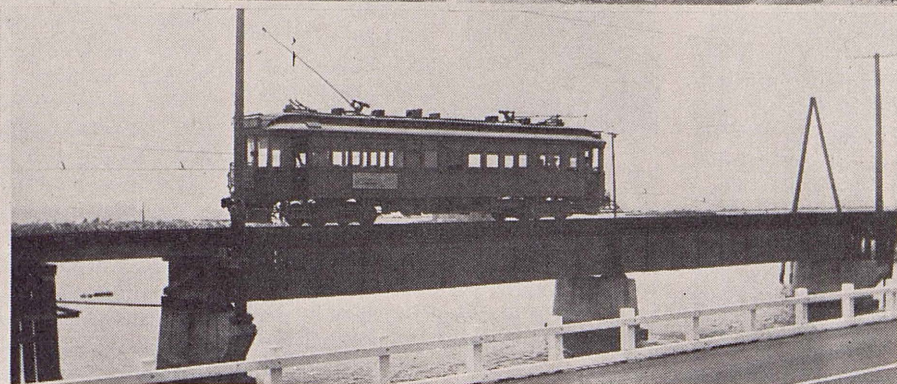
Rather than enjoy a well-deserved rest, leisure time and idleness of his retirement irked Tom. Far rather had he been on the job fighting for business for the Company he revered, and mingling with the friends he loved so well. His love for his work and friends undoubtedly hastened his demise.

A devoted and loving husband and father, a loyal, faithful worker, and as true a friend as man can have were attributes of Tom Day. He long will be cherished in memory.

Storm Conquered Bridge Restored on Newport-Balboa Line



Raging waters of the Santa Ana River did this (above) to our fine bridge structure at El Morro on the Newport-Balboa Line in the early March storms.



Engineering forces recovering the 60-foot steel girders (above) which were deeply enmeshed in 22-feet of water and debris. Service was restored last month.

INVOLVING some perplexing engineering problems, repairs to bridge at El Morro, located at the mouth of the Santa Ana River, on the Newport-Balboa Line, were completed late last month and rail operations resumed Saturday, May 28th, after having been idle since the record-breaking floods in early March.

The extensive damage wrought at this location was due to heavy flood waters from the Santa Ana River. Our tracks cross this channel on three 60-foot steel girders, supported on four concrete piers. These piers were constructed by sinking large steel cascons, with foundation piling driven 20 feet below sea level.

The damage consisted of one concrete pier being entirely undermined by the swift currents of the Santa Ana River, dropping one end of the 60-foot girder into the bay. When the flood water had receded it was found that approximately 50% of this girder was buried deep in the silt and debris deposited by the flood. In addition, several pile bents, which constitute the approach to the steel spans, had been washed away. In order to restore, the wrecking crane was brought into use, and after two days of constant lifting and pulling on one end,

while drag line bucket removed the debris and silt from the buried end, the steel span was recovered.

The next problem that confronted was the rehabilitation of the bridge, and after prospecting for several days with a powerful jet, it was found that the stream bed, approximately 22 feet below the surface, was covered with a solid mass of rip-rap; also, that the concrete pier had tipped over and lay in such a position that it was impossible to get a proper foundation to support the heavy 60-foot span. It was therefore determined to drive a pile trestle across the space previously occupied by steel span. Also, it was necessary to replace the pile bents, which constituted the approach to steel spans and which had been washed away by the flood waters.

The waters of the Santa Ana River not only caused an excessive amount of damage at El Morro, but backed up and flooded the highway and washed out 300 feet of our roadbed at Gamewell. This was restored by the use of a bull-dozer pushing sand from the beach and covering with earth brought by gondola from Dominguez Junction.

To effect and work out plans for the restoration of this bridge, made

difficult and complex by destruction and misplacement of original foundation deep in the channel, required no little ingenuity and skill. On the job were E. C. Johnson, Chief Engineer; M. C. Halsey, Structural Engineer; General Foreman, B. F. Manley, and a capable staff of skilled workers. Combined, they met the issue here just as many other storm damage projects have been overcome, expeditiously and thoroughly.

SIX DEATHS DURING MAY

Deaths saddened the homes of no less than six of our fellows during the month of May and to the bereaved families we extend the mass sympathy for their own and our loss of the following loved ones:

Jas. W. McCowan, retired Conductor; Thos. J. Day, retired Frt. Traffic Manager; Edward O. Morton, Wireman, Mech. Dept.; Geo. W. Langley, Painter, Mech. Dept.; Jas. W. Burt, retired Carpenter, Eng. Dept. and Elizabeth Franklin, wife of Chas. Franklin of the Trans. Dept.

Each of the above were members of the Mortuary Fund, the employee death benefit of which now amounts to \$663.07, and the wives division totaling \$154.25.

WOMEN'S CLUB ELECT STAFF

May conspired to unfold an avalanche of events and plans for the coming year, and combined with the election of officers, completed one of the busiest and most eventful months during the P. E. Women's Club's past season.

At the May 12th meeting a beautiful tribute to the memories of 17 departed friends during the life of our Club was solemnized. As the name of each of the esteemed ones was called a representative placed a rose in a basket as a love token to the missing friends now in a better world.

The program speaker was Mr. Chas. Harroworth of the All Year Club, who told us of its unique information bureau and an invitation was extended to visit their office at 505 W. 6th Street and observe the way tourists are aided and directed. They also offer a fine sight-seeing map of City and County.

Followed the election of officers, which resulted in this splendid staff to head the Club's destinies for the coming Club year:

President, Mrs. Alva Wade Fuller; Vice President, Mrs. R. C. Langston; Recording Secretary, Mrs. Wm. Baglin; Treasurer, Emma Bell; Correspondence Secretary, Mrs. H. J. Schwertfeger.

Directors: Mesdames Lloyd Murphy; A. J. Andrews; J. R. Sach; Daisy Burke and Joseph Adams.

Chairmen chosen were: Membership, Mrs. W. A. Theede; Parliamentarian, Mrs. George A. Gilks; Press, Mrs. W. A. Hasty; Cards, Mrs. Wm. Baglin; Welfare, Mrs. J. B. Green; Decoration, Mrs. McDonald and Recreation, Mrs. Fred Hendrik.

May the 26th, marked another period of our history. President Mrs. Lloyd Murphy called for reports from her Chairmen and Board members and as each lady finished her report she was presented with a lovely corsage. Mrs. Murphy then read a personal message and gave them her thanks in assisting her throughout the year. As she presented the gavel to her successor, Mrs. Alva Wade Fuller, our retiring president was overcome with a shower of gifts from friends and the Club.

We had as our guests the President, Mrs. Paul Brown and Past President Mrs. Ben Fulton, of the Los Angeles Ry. and fourteen members of their association. We hope to be so fav-

Meet Hizzonir, The Mayor

TO BE the Mayor of any city by a vote of the people is an honor that comes to relatively few men. But to be practically drafted and forced by public appeal to run a second time, and succeed, is a distinction of which any man may be extremely proud.

Such was the honor recently bestowed upon our own I. J. Williams of the Electrical Division, Engineering Department, who, a few weeks ago, received a preponderant vote, in competition with eleven candidates, for the office of Mayor of Monterey



I. J. Williams

Park. "Ike," as his intimates know him, didn't choose to run, but upon the insistence of many good citizens relented, and without fanfare, but rather on a platform of what he had done before, entered the spirited contest.

Voters of this thriving little city took "a look at the record," as Al Smith says. They found that under the former Mayor Williams legislation that was helpful had been fought for and passed; conversely, harmful plans had been vigorously and successfully opposed; taxes had been twice reduced; city water rates lowered, and a beautiful city park stood as a monument to the past administrative efforts of the former Mayor Williams. So the voters hied themselves to the polls and elected our esteemed fellow worker by a most comfortable majority. So for the next four years, and in view of his past record they will be successful ones, its Mayor Williams, second time city chief of Monterey Park.

Congratulations, Mr. Williams, and also to the electorate of Monterey Park for having so wisely chosen a Mayor whom we know will serve you honorably and with credit to himself, his employing Company and the city he calls home.

ored frequently.

The installation of officers was a very impressive ceremony. Mrs. Miller, as installing officer, built a wheel with Mrs. Fuller as the hub and her Staff and Board as the spokes and the club members denoting the

rim, completed the cycle, which is to carry us through a successful year to come.

Lest we forget: The date for the Women's Club picnic was set for June 16th at Echo Park. The card parties have been discontinued for the summer months. A group of ladies planned a surprise cover dish luncheon on Mrs. J. B. Green in her new home on June 2nd.

The Club extends best wishes and much success to our new officers and we also thank our out-going officers for our many fine programs and interesting meetings for you know if it were not for the officers and committees there would be no P. E. Women's Club. So get behind our new officers, ladies and let's have the most eventful year we have yet enjoyed.

We are indebted to Mrs. Hart for many fine programs and play times. Mrs. Baglin has done so much toward entertaining the card players.

Mrs. Bell has so efficiently handled our Finances.

Mrs. Murphy has always met problems with a smile and guided us intelligently. And to Mrs. Andrews, Mrs. Fuller, and all our other officers and committees we owe and express a vote of thanks.

Our Hospital Chairman, Mrs. H. J. Schwertfeger surely deserves a special mention for her work. She made 69 calls and visited nearly four hundred patients and distributed flowers, candy and magazines. To Mrs. Herrin who has kept such a splendid history of our club activities through the year, we also say thank you.

On May 19th the last card party of the season was held and the players holding the high score for the year were given very lovely awards. Winners were Mrs. C. S. Weatherly; Mrs. Gertrude Bowers; Mrs. A. H. Periard and Mrs. Peterson.

Mrs. W. A. Hasty,
Official Scribe.

PATRONS LAUD SERVICE AND MOTOR TRANSIT OPERATORS

Motor Transit Operators, service and equipment are highly commended in a kindly letter recently received that was signed by Mrs. Florence L. and George H. Butler of Alhambra, patrons who have traveled far and wide. R. R. Wilson, Supt. Motor Coach Operations, forwarded the letter to the Magazine with request to publish in full, if possible. Its complete text follows:

"This is a 'thank you' letter. Thank

you for providing clean, convenient, comfortable transportation. Thank you for selecting high-grade, intelligent, efficient operators. Your lines certainly prove to the public that its well-being and satisfaction are important to you.

"From coast to coast and from north to south, we, my husband and I, have been the victims of daily commuting. We have been humiliated at times, crowded, pushed and jostled to make room for the inevitable 'one more' passenger. We have been forced to listen to operators grumble over traffic tie-up. We have also met the unusually courteous and considerate operator. However, we can confidently say that in all our transportation experiences throughout the country, the little Motor Transit Lines have afforded the best all around service of any short-trip public conveyance facility we have encountered.

"One morning, during the recent 'flood', an incident occurred which is really the cause of this letter to you. Our driver, whose clothes were drenched because of some assistance he had given a fellow driver, showed such consideration for the passengers as well as maintaining a contagious good-humor, that each person riding that bus that morning felt he was being individually conducted. At each stop the driver saw to it that his passenger alighted on the driest possible ground. He was patient under extraordinary pressure, and certainly proved his ability to handle that bus under adverse conditions. We did not get either his name or his number; however, he arrived at Valley & Mission at 7:30 a. m.

"We have been making trips twice daily for the past twelve months and have never met with any but the most courteous treatment from the drivers. We appreciate the fact that the buses are never crowded to over-capacity."

Father: "Aren't you glad now that you prayed for a baby sister?"

Son (after viewing his twin baby sisters): "Yes; and aren't you glad I quit when I did?"

Visitor to No. 1897: "You know, stone walls do not a prison make, nor iron bars a cage."

No. 1897: "Well, if they don't I've been crazy for sitting here this long."

More Answers to Questions on R. R. Retirement Act

SUPPLEMENTING last month's Questions and Answers appearing in your Magazine, the following are additional queries concerning the Railroad Retirement Act and answers thereto as officially made by the Railroad Retirement Board:

Q.—How many years of service are counted for the purpose of calculating an annuity?

A.—All service after Dec. 31st, 1936 is counted, except service performed after June 30th, 1937 by an individual who is 65 years of age or over. In addition there may be counted, under certain circumstances, service rendered prior to Jan. 1, 1937. In any event where service prior to Jan. 1, 1937 is counted, the total service which can be counted is not to exceed 30 years.

Q.—If I quit railroad service, say in 1929, and was hired on July 1st, 1937 (after the act was passed) by an employer subject to the Act, will I be able to count my service prior to Jan. 1st, 1937?

A.—No. You will not be able to count service prior to Jan. 1, 1937 unless you were in the service of, or in the employment relation to, such an employer on August 29, 1935.

Q.—If I am totally and permanently

P. E. Camp Demand Heavy

WITH every reservation sold about a week in advance, the P. E. Camp was filled to capacity over the Decoration Day week-end. So numerous were requests for accommodations that it would have been easily possible to have doubled the number of visitors were accommodations available.

Reservations for June are coming in rapidly, also July, and are considerably heavier than last year at this time, so to avoid disappointment make your reservations early at the P. E. Club office.

A leaflet outlining rates, etc., was recently mailed to various offices and terminals and to those who did not receive a copy, one will be mailed upon calling the Club.

disabled for regular employment for hire and have 30 years of service, but am less than 65 years of age, will I get the same annuity as I would get at the age of 65.

A.—Yes; even if you are less than 60 years of age.

Q.—If I am totally and permanently disabled for regular employment for hire and am less than 65 years of age, but have less than 30 years of service, can I get any annuity?

A.—Yes; if you are at least 60 years of age.

Q.—If I have designated a beneficiary, may I later change such designation?

A.—Yes, but such change in designation must be filed in writing with the Board prior to your death.

Q.—If a railroad for which I work goes into receivership, is it still subject to the act?

A.—Yes.

Q.—If I earned compensation after June 30, 1937, while I am 65 years of age or over, is such compensation included in computing my average compensation.

A.—Compensation earned by you in months after June 30, 1937, while 65 years of age or over, will be included in computing your average compensation earned by you in months after June 30, 1937, while 65 years of age or over, will be included in computing your average compensation, if it gives you a higher average monthly compensation, although service rendered by you in such months is not counted as a part of your "years of service."

BEWARE OF THE SUMMER SUN

The summer sun is Dr. Jekyll and Mr. Hyde. As the kindly doctor, the sun dispenses unmatched health benefits to those who know how to respect its strength. But foolish carelessness in the face of a blazing sun is a potion of black magic that can change it from a beneficial physician to a torturing monster.

Beware of the sun in its role as Mr. Hyde! Egged on by disregard of its power, the sun may inflict headaches and fever . . . may cause painful burns sufficient to lay one up for an extended period . . . may cause stomach and intestinal disorders . . . or even take the revenge of inflicting sunstroke which can be fatal.

Take it easy when first you are exposing yourself to the rays of the summer sun. Don't try to acquire a summer complexion all in one dose.

Barbecue Among Many Fine P. E. Camp June Events

THE 1938 vacation season is off to a good start at the P. E. Camp and it is now ready to take care of all comers. The Camp is "perked up" for the summer season, and the personnel is assembling and getting things in shipshape for your vacation needs.

The week-end holiday, May 28, 29 and 30 brought to our Camp an "all time high". Standing room only was reached Saturday with quite a few disappointed. Weather conditions were ideal, and all athletic and other amusement equipment was in constant use. Everyone had a good time meeting old friends and making new ones.

In the evening a crowd of approximately 200 gathered in the Social Hall for an evening of entertainment. Misses Josephine and Helen Contreras and Anita Perez entertained the throng delightfully with Spanish songs and dances, accompanied by the Rio Grande Troubadours, who also brought splendid orchestra numbers for the dancers. The happy occasion closed in the wee small hours, everybody tired, but ready for a new start the next day.

"Old man gloom" was left behind at the foot of the grade and joy and contentment reigned supreme in the lofty heights, now in its most attractive garb with dogwood blooming in profusion and a magic carpet of wild flowers. June is a delightful month in the mountains and we are looking for many parties and vacationers all during the month. We particularly recommend this month to those who just want to relax and have a quiet rest among the pines.

Real Barbecue

For Saturday night, June 18th, we are planning a costume party, with its consequent fun and frolic, good music, prize dances, hilarity and happy memories. Next day, Sunday, June 19th, will be a gala occasion. At noon we will stage a barbecue (50c per person).

This will be a big event and if you want to give your family and friends a real outing, come up and join us. We promise you a good time, good food and a real Spanish barbecue in a real "pit".

So that no one will be disappointed, it will be necessary for us to know in advance the approximate number to



Here's the trio you can count upon to make your P. E. Camp stay a pleasant one during the coming season. Left to right: J. S. Barton, Superintendent; Mrs. Lulu Barton, Asst. Superintendent and H. E. DeNyse, Manager in charge. "Pop" and Mrs. Barton have endeared themselves to all Camp visitors during the past two seasons, and children particularly revere them, which is about the finest of all compliments. All three are pledged to do their best to make your Camp visit a merry one and with many fine events planned during the coming months a rest at our pine-nestled mountain home will be the merriest, yet the cheapest vacation you can choose.

prepare for, and we ask your reservations for this event at once. Mark this date on your calendar and make haste.

With the high-gear road in perfect condition and the Camp only a two and one half hour drive from Los Angeles and vicinity, more of our employees should use the Camp over week-ends. There is no more delightful place for your family and friends.

With all houses now equipped with gas for cooking, camp life is improved for the women folks.

You are assured of a hospitable welcome, and the Camp personnel, which will be the same as last year will make a special effort to see that your stay is comfortable and enjoyable.

Join us for your summer holidays and bring to us your talent and good-fellowship to make the 1938 season a greater success.

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

LAST DANCE TILL SEPTEMBER

With the last dance of the Club season scheduled for Friday, June 17th, a record breaking attendance is anticipated. As in years past dances will not be held during July and August.

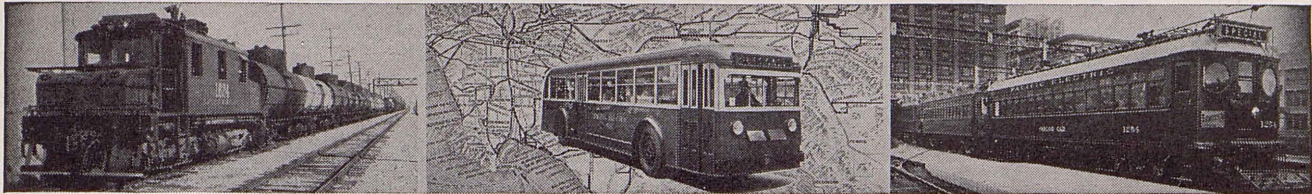
In recent months the crowds at this monthly Club feature have been large and it has been pleasing to note that many of the older folks who have not attended for some time were present, accompanied by a party of friends.

Splendid music by Flo Kendricks and her swing Orchestra has done much to popularize these dances in recent months and many compliments have been received on the excellence of their renditions.

Relatives are people who wonder how in the world you manage to get by.



SAFETY NEWS



Safe Speeds for Yard Freight Handling

Excessive Bumping Takes Huge Toll and Cause Many Shippers to Use Trucks with Consequent Loss to Rail Workers

LAST year railroads of the nation paid out some \$25,000,000 on account of loss and damage to freight in transit.

This large sum represents only the known outlay. In addition, there was also involved the cost of repairs to equipment, loss on idle equipment and loss of business to competing truck and ship carriers arising from dissatisfied shippers. Inasmuch as railroad workers receive approximately 50% of the revenue dollar, it is obvious that employees also share the loss when shippers trade with competitors.

Damage Hazards Greater

Merchandise of today is more susceptible to damage than that of years ago. The public demands commodities more pleasing to the eye; merchandise is of a quality and finish that is easily damaged in transit. Household products, such as stoves and refrigerators, are today enameled, while yesterday they were painted. Radios and other delicate equipment make up a portion of the cargo in almost every freight movement. Clay and other earthen products are used in making pipe that was formerly of steel or iron.

All of this has increased the responsibility of the freight forces and handling demands a far greater degree of skill and intelligence if losses are to be held to within reasonable bounds.

Among the important causes of damage to freight is excessive switching shock. High speed coupling, with cars being slammed into each other, means that the crew is either inefficient or indifferent.

Four miles per hour is the limit of safe coupling speed. When a car strikes at only four miles per hour, the smash-power is not merely four

times what it is at one mile per hour, but 16 times as great! At eight miles per hour, the impact and destructive effects on both car and contents are just 64 times that at one mile per hour.

A study of the accompanying chart, showing striking speed in miles per hour and the relative shock effect of car will be of interest to the man who gives thought to the proper handling of freight equipment to more fully understand what happens when cars are bumped with unnecessary force.

Quoting from a bulletin by the Association of American Railroads:

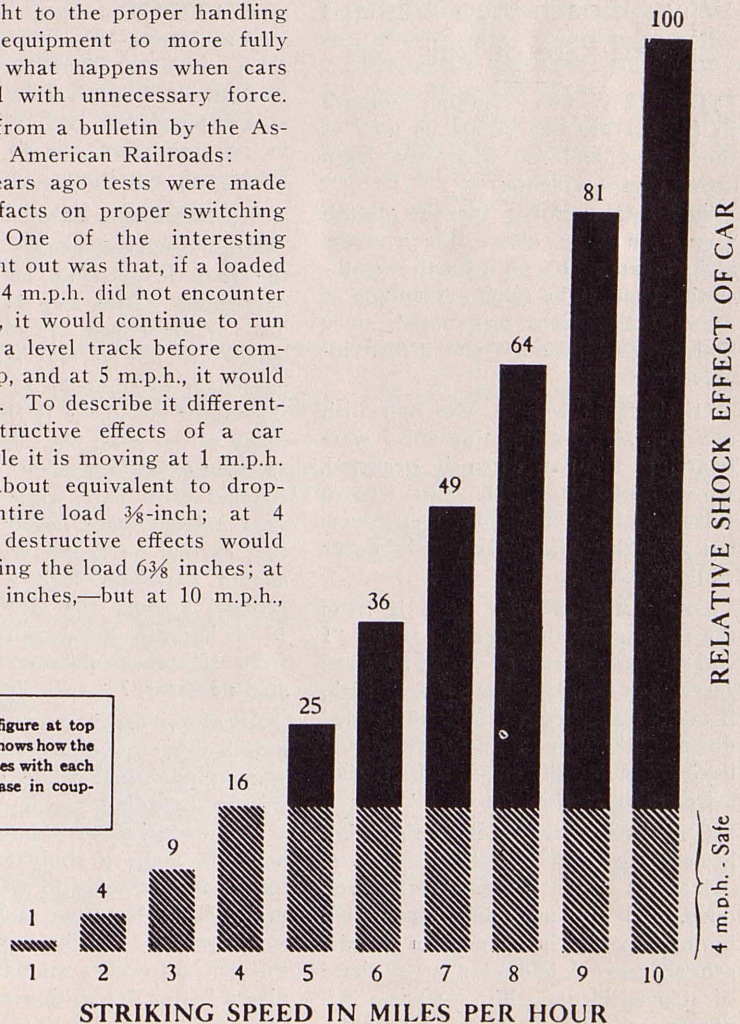
"Some years ago tests were made to get the facts on proper switching practices. One of the interesting facts brought out was that, if a loaded car moving 4 m.p.h. did not encounter another car, it would continue to run 276 feet on a level track before coming to a stop, and at 5 m.p.h., it would run 480 feet. To describe it differently, the destructive effects of a car stopped while it is moving at 1 m.p.h. would be about equivalent to dropping the entire load $\frac{3}{8}$ -inch; at 4 m.p.h., the destructive effects would equal dropping the load $6\frac{3}{8}$ inches; at 5 m.p.h., 10 inches,—but at 10 m.p.h.,

the drop would be 3 feet, 4½ inches. These figures give some idea of the smash-power in a car when it is stopped by another car in ordinary switching. And it is also true that as much damage can occur in and to the car struck as with the running car.

R. R. Pays, Regardless

"Another thing to remember is, that the shipper may leave the bracing of a heavy load to men who do not understand the strength values of wood, and the importance of secure nailing of the brace. When the

NOTE:—The figure at top of each bar shows how the shock increases with each mile of increase in coupling speed.



car comes to a sudden stop, the load keeps right on traveling, and unless the packing and bracing can take it, damage may result. This may not be the switchman's fault, but if all couplings are made in the safe range, insecurely loaded cars have a better chance.

"Complaints from shippers of damage caused by excessive impacts increase with warm weather and are greatest in number about mid-summer. The reason is clear; cars run easier in summer. Make proper allowance for this and there will be fewer claims and complaints."

Probably all these facts are known to the experienced freight train crew, but, like most other knowledge, is likely to be forgotten at the critical moment unless reviewed and considered from time to time.

It is well to remember, too, that loss of business through dissatisfied customers means loss of wages to railroad workers all down the line.



25 million dollars was paid by the railroads last year in freight damage claims. A large reduction in this annual toll can be saved by proper signaling at the proper moment when switching and coupling cars.

Why? Coach Step Mishaps Exceed Rate on Rail Cars

REPORTS for another month (April) are out, so let us look at the record and see what we learn about step accidents.

The total number for the month was 27, a little above the average, and we cannot blame it on the weather this time. The same percentage as between the sexes was noted, since there were 25 women and 2 men involved.

Of these 25 women who met with accident, 20 were alighting and 7 were boarding the car when it occurred, so we know not only that women riders will be most often involved, but also they most frequently occur while alighting.

One cannot always learn it from the report, but the thought arises, "I wonder how many of these 20 were carrying a bundle, or suit case, which, if taken by the conductor and handed down to the woman passenger would have prevented the accident by giving a free hand to hold on with."

Only five reports showed that high heeled shoes entered into the case.

Here is an interesting fact developed, and one not easily explained: motor coaches, in proportion to passengers carried, had a far larger share of step accidents. For instance: rail passengers carried 4,160,276 patrons,

and had 19 step accidents—or one for each 218,835 passengers. Coaches carried 878,939 passengers, suffered 8 step accidents—or one for each 109,367 passengers. Actually, in view of comparable hazards, coaches should experience fewer such mishaps than in rail operation due to their less hazardous conditions.

Conditions Favor Coach

Motor coaches usually pull up to the curb to pick up and discharge passengers. The step is not high. The motor coach is standing still. There are not several steps for the passenger to climb up to the floor of the motor coach, as is the case with many of our cars, yet there were half as many step accidents on motor coaches as on cars, while rail passengers carried were nearly five times that carried on motor coaches. Why should there be such a large percentage against the motor coaches? Is it because the coach is too far from the curb making too long a step necessary?

All motor coach step accidents last month were to women, and 7 were to women alighting, while one was to woman boarding coach.

Let every motor coach operator begin to make a study of this matter. Let us resolve to watch passengers while boarding and alighting from cars and coaches so that when the accident occurs we may be able to give a better description of the cause, for only by studying and analyzing

APPOINT SAFETY ADVISORY COMMITTEE FOR JUNE

The next meeting of the Trainmen's Safety Advisory Committee will be held Friday, June 24, 1938, in the Pacific Electric Club Rooms, Los Angeles, commencing at 10:00 A. M.

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

- | | |
|---------------------------|-----------------|
| Northern District: | Terminal |
| J. Horne | Pasadena |
| A. A. Johnston | Macy Street |
| L. S. Polk | San Bernardino |
| Southern District: | |
| J. M. Gustafson | Los Angeles |
| N. B. Lambert | Long Beach |
| F. L. Weston | Butte Street |
| Western District: | |
| L. L. Lauderbach... | West Hollywood |
| L. A. Finley | Subway Terminal |
| R. Wiseman | Ocean Park |
| L. E. Hawley | Glendale |

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

Remember: "Safety Thoughts Promote Safety."

"Do you like to go to school, little boy?"

"Yes, sir, I like going to school and coming home all right. It's the time in between that I don't like."

the time, place and cause of such matters may we hope to reduce their number.

Careful Mr. Motorist; You Too, Mr. Motorman

Here's a literary gem in the form of a soulful plea to motorists by a loving father for the protection of his beloved young daughter. It was written by Phil Braniff and appeared in the Denver Optimist Club Bulletin, from which we quote:

"Dear Driver:

"Today, my daughter, who is seven years old, started to school as usual. She wore a dark blue dress with a white collar. She had on black shoes and wore blue gloves. Her cocker-spaniel, whose name is 'Scoot,' sat on the front porch and whined his canine belief in the folly of education as she waved 'good-bye' and started off to the halls of learning.

"Tonight we talked about school. She told me about the girl who sits in front of her—the girl with yellow curls—and the boy across the aisle who makes funny faces. She told me about her teacher who has eyes in the back of her head—and about the trees in the school yard—and about the big girl who does not believe in Santa Claus. We talked about a lot of things—tremendously vital, unimportant things; then we studied spelling, reading, arithmetic—and then to bed.

"She's back there now—back in the nursery—sound asleep, with 'Princess Elizabeth' (that's the doll), cuddled in her right arm. You guys wouldn't hurt her, would you? You see, I'm her Daddy. When her doll is broken or her head gets bumped, I can fix it—but when she starts to school, when she walks across the street, then she's in your hands.

"She's a nice kid. She can run like a deer and dart about like a chipmunk. She rides horses and likes to swim and hike with me on Sunday afternoons. But I can't be with her all the time—I have to work to pay for her clothes and education. So please help me look out for her. Please drive carefully. Please drive slowly past the schools and intersections—and please remember—please don't hurt my little girl."

plain to all that the other party had been in view for some little time. In these cases, the eye was there, but the brain was busy elsewhere.

Those of us who have been fortunate enough to have been trained in alertness, carefulness and accident prevention have a moral obligation to exert the qualities developed by this training in the care and protection of others who have not had such schooling. Every time we are able to save some "day dreamer" from his own folly we should experience a glow of satisfaction at again having demonstrated our superior ability at meeting an emergency.

Due to our high speed, complicated manner of living in the present day, a large number of people are devoting a great deal of thought to preventing the many accidents which are costing so much loss of life, terrible suffering and the expenditure of enormous amounts of money. We know that only by education and training can people be brought to a realization of their own responsibility in not only keeping from causing accidents, but also in preventing those unfortunate individuals not so trained from injuring themselves and others.

Don't be a "day dreamer," nor let some other "day dreamer" come to grief if you can prevent it.

DAY DREAMERS' CAUSE MANY SERIOUS ACCIDENTS

In this day of many high speed vehicles rushing through congested streets, the demand is for men operating vehicles who are everlastingly alert and who can concentrate on the work in hand to the exclusion of all other matters.

The ability to concentrate is seldom inherited. It is a faculty which most of us have to develop, and must be coupled with will power. It is never easy to be alert and concentrated on the job at hand if we permit ourselves to "day dream" about our personal affairs.

The "day dreamer's" greatest hazard is that at any intersection he may encounter another "day dreamer," and then tragedy is likely to result.

The signals governing traffic at intersections are most ingenious and should have abolished accidents at crossings, but yet the crashes continue and will continue as long as "day dreamers" move out into the intersections with their minds fixed on other matters far away.

A most frequent expression heard from one of the parties involved after an accident is, "I did not see him until just before we struck," yet it is

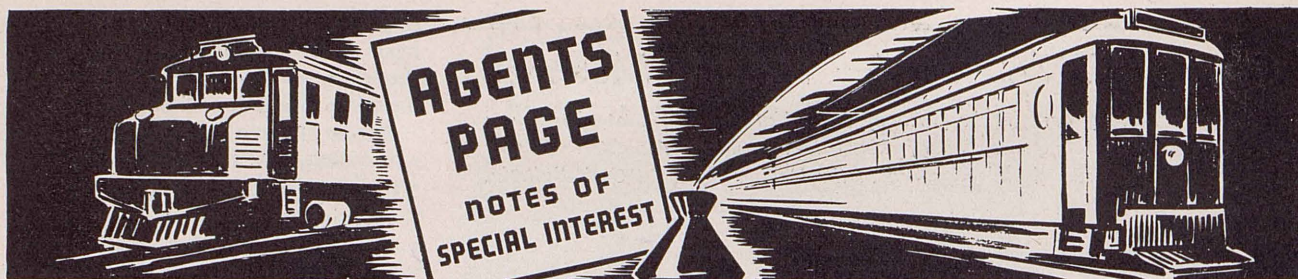
Moe: "Where did you get the black eye?"

Joe: "I went to a dance and was struck by the beauty of the place."

Classification of April, 1938 Accidents

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

CLASSIFICATION:	SYSTEM		Increase or Decrease	Percentage
	1937	1938		
Collisions:				
1. With Pedestrians.....	12	9	3 Dec.	25.00%
2. At Railroad Crossings (Other than Company's)....	0	0
3. Between Cars of Company.....	0	3	3 Inc.	300.00%
4. With Vehicles and Animals.....	142	140	2 Dec.	1.41%
5. Derailments.....	11	11
6. Equipment.....	0	0
7. Boarding Cars.....	16	7	9 Dec.	56.25%
8. Alighting from Cars.....	12	20	8 Inc.	66.67%
9. Injuries on Cars (Not in Collision).....	29	18	11 Dec.	37.93%
10. Falling from Cars (Not Purposely Alighting).....	0	0	Same
11. Doors, Gates and Guard Rails.....	4	10	6 Inc.	150.00%
12. Ejectments and Disturbances.....	1	0	1 Dec.	100.00%
13. Employees.....	2	2
14. Miscellaneous.....	1	6	5 Inc.	500.00%
15. Total—All Accidents:				
Passenger Rail.....	206	180	26 Dec.	12.62%
Motor Coach.....	15	29	14 Inc.	93.33%
Freight Coach.....	11	19	8 Inc.	72.73%
Total.....	232	228	4 Dec.	1.72%



Applying Newly Created Freight Rates

Thought and Study Essential to Meeting the Demands of Shippers and Using Good Salesmanship Technique

By R. L. McMichael, Tariff Compiler

THE abundant crop of new rates, local, joint, PU&D, depot-depot, increased and not increased, rail and rail-motor, with which we have contended in the past few months has no doubt caused many a headache. In P.E. tariffs, P.M.T. and P.F.T.B. issues, the rates are there, but it sometimes takes a little digging to be sure of the correct application of each.

Since April 24, 1932, Pacific Motor Transport rates, less the PU&D allowances have been the maximum rates on P. E. intrastate depot-depot traffic. Now the Railroad Commission has set certain rates as the minimum rates for such traffic. This necessitated the issue of P.F.T.B. Tariff 255, applicable between P. E. and S. P. points, and its Supplement 10, effective May 20, 1938, applying between our local points as well. The application of our local and joint rates in the same territory has been cancelled concurrently, except for a few commodities on which the new rates do not apply. At the same time P.M.T. rates have been transferred to this tariff. Ultimately, the P.M.T. will be eliminated, all PU&D rates and service reverting to the underlying carriers. The date for that change in operation is yet uncertain.

Old Rates Cancelled

For years our interstate class rates between the Harbor and interior points were maintained on the same low basis, due to unregulated motor truck competition. Since 1935 the motor trucks have been under the jurisdiction of the Interstate Commerce Commission, eliminating the old "wild-catting" practices. The new merchandise rates, prescribed by the California Commission on intrastate traffic differ widely from the old basis and this disparity would create

a difficult situation as between state and interstate traffic. With this in mind the rail lines have published the new P.F.T.B. Tariff 254, effective June 25, 1938, containing interstate class rates on all merchandise traffic without exceptions, between the Harbor or other distribution points and all points in the territory involved, reproducing as closely as is possible under I.C.C. tariff rules, the same rates as published on intrastate traffic. These are P. E. rates, not P. M. T., and are applicable on all interstate less-carload traffic, our old rates being cancelled concurrently between all points.

Many of our shippers have been thoroughly familiar with the old basis of rates, state and interstate, and some of them have been only too familiar with lower motor truck rates. The rail and truck rates will now be on a parity for the same type of service and we are in a position to meet our competitors on a more nearly equal footing.

It is our job to sell and furnish the type of service the shipper desires, and the first essential of the sale is a good knowledge of the charges we make. A shipper assumes that the carrier's salesman is thoroughly familiar with the rates, and he should be. A careful study of these new tariffs, not only the particular rates in which the Agent is directly interested, but also the form of the tariff and the general rules and exceptions, etc., will save many an embarrassing mistake later on.

The Freight Traffic Department is available at all times; either by telephone or by mail, and will be only too glad to answer any questions, or to lend any necessary aid in interpreting the new rates. Make use of us.

RECENT AGENCY CHANGES

The Redondo Agency, made vacant by retirement of J. M. Kinsey, April 30, has been bid in by H. A. Studebaker, transfer being made May 22. M. A. Soper is now acting at Covina.

A. E. Dorrell, Agent, Santa Monica and Chas. Mullins, Agent, West Hollywood, are back on their jobs after vacations.

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

R. L. Bessett, Clerk, El Segundo and W. A. Cunningham, Clerk, Monrovia, have been called to relief Agency duty. The former is acting Agent at East Long Beach in place of Elden King, who was injured in an automobile accident. Cunningham is acting Agent, Bellflower, account illness of John C. Winterberg.

Relief Agent Corey was given the assignment of Extra Ticket Clerk at Claremont. Al Hugh, Agent, Brea, bid in the Wilmington Agency and transfer was made June 1.

Among the Clerks, Ara M. Beekman bid in position of Passenger Director, Long Beach, made vacant by retirement of Joseph Engomar and J. W. Stewart, Cashier, Hollywood, bid in as Clerk, El Segundo made vacant by promotion of R. L. Bessett to Relief Agent.

F. B. Spencer,
Asst. Term. Frt. Agt.

Cover Picture

A late afternoon glimpse of sky-blue Lake Arrowhead as viewed from many a nook on the banks of this famous lake high in the wooded ranges of the lofty San Bernardino Mountains. P. E. Camp is a short stroll from where this view was taken.

Doctor (to his daughter): "Did you tell the young man that I think he's no good?"

Daughter: "Yes, but it didn't impress him. He said it wasn't the first wrong diagnosis you had made."

GOLF TENNIS FISHING HUNTING **SPORTS** **BASKETBALL BASEBALL BOWLING**

WITH CASTERS AND HUNTERS

Last month's report covered the opening of the 1938 Trout season at Lake Arrowhead by the members of the P. E. Rod & Gun Club. However, from late reports coming in from other groups of members it seems the Club was well represented on other fishing banks.

One of these parties included such well known members as S. R. McNeill and associate member, Stephen Jr., Floyd Benoit, Roger LeMelle, Ned Rich and Harry McGarvin, who chose to cast their lines in the waters of Lake Henshaw.

The boys reported a very pleasant outing and brought home limits of fish. Even Ned Rich was graduated from the one fish class. He's now a "twoer". Harry McGarvin doesn't know how many he caught, as most of the big ones took a round trip ticket and sneaked out through a hole in the sack while Harry was busy landing another big one.

McNeill and Benoit fell a little below par on account of having to give much of their time and attention to their outboard motor on account of a broken water line to the cooling system.

Still another group of members, who were unable to get away from the "Big Red Cars" on May 1st, selected May 14th for their outing, hied to San Diego, chartered the good ship Santonia and tried their luck off the banks of the Coronada Islands.

This party included: L. McDaniels and son, R. H. Ludvigson, A. Jackman, Harry Miller, George Rice, A. E. Brown, Tom Mellon, W. C. Roder, J. B. Slinker, H. Crunk, W. R. Tingle, two wives and a group of friends, making 19 in party.

These boys are most all Trainmen from the Western District and we are especially glad to hear from them. 'Tis reported several nice size yellow-tail were landed. Our only regrets are they will not be eligible for prizes, owing to the ruling in our by-laws that fish must be caught in California waters. A. J. Jackman had the best luck, landing three yellow-tail, one a 20-pounder, which won the pot.

Yours truly has been alternating

between fishing and rabbit shooting and finds a generous supply of young alfalfa fed jacks in the vicinity of Lancaster. The desert is in bloom, the weather cool and comfortable, making an outing of this kind very enjoyable at this time.

Trout fishing in the southland lakes is somewhat slow, although the stream fishing has held up well. The few reports coming in from the "Sierras" are quite favorable. Crappie, Blue Gill and Bass fishing from San Diego lakes is reported excellent. Several four and six pound bass having been landed.

From all indications there will be plenty of sport afield this year, for both hunting and fishing divisions. Your correspondent will be right out there looking and listening for the most likely sports.

Any information obtainable will be gladly received and given.

Archie Skelton,
Recording Secretary

BOWLERS FINISH SEASON WITH P. E. CLUB BANQUET

With a very fine turn-out of bowlers, their wives and other guests, the Pacific Electric Bowling League wound up in a blaze of glory Friday evening, May 6, at which time the Annual Banquet was held in the Pacific Electric Club cafeteria.

Neal Vickrey presided over the Banquet as toastmaster and his ready wit contributed towards making the occasion a fine success. Others addressing the meeting were President H. E. Norton, Secretary C. G. Gonzalez, with impromptu speeches by various others.

Plans for next year were discussed and those present were informed that the Jensen Recreation Alleys would be available for the coming season. The enthusiasm with which this information was received indicates that at least a 12-team league will compete during the 1938-1939 season.

Our President, H. E. Norton, and Roy Wilson, Supt. of Motor Coach Operations, were the winners of the two Bowling balls for high game and high series during the recent season.

The Engineers, winners of the first place honors, were enthusiastically applauded when presented with a fine belt each for winning top honors.

The final averages for 15 top bowlers this season were as follows:

Gowanlock	184
Welch	177
Latimer	172
Cuccia	171
Cobb	170
Covell	166
E. R. Smith	165
Barnes	164
Stadon	162
Pont	160
Pabst	160
Gonzalez	159
Hasenyager	159
A. Brahm	156
H. C. Brahm	156

The outstanding individual improvement during the past season was the bowling of Joe Blackburn, who raised his average from 94 to 136, a gain of 42 points. He was closely followed by "Thin Man" Dickson, who raised his average from 89 to 130. Other outstanding gains made by league members were as follows: B. Manley, from 115 to 155; A. Kirkbridge from 108 to 136; J. Birmingham from 124 to 149; H. Black, from 122 to 144; "Cupid" Swanson, from 110 to 132; J. R. Worthington, from 106 to 127 and Al Stice, from 124 to 145.

The next meeting of the League will be held on the evening of August 24, at which time all interested are requested to be present, or to be represented and at which meeting plans for the coming season's play will be worked out. As it is desired to have at least a 12-team league, it will be necessary that four new teams be lined up and entries will be taken on a first come, first served basis.

Registrar: "Have you been married before, madam? And if so, to whom?"

Film Star: "What's the big idea? Memory test?"

There's a
Cause for
Every
Accident
And a Way
to Avoid
Each One!



P. E. POST ELECTION JUNE 28

June will be an eventful month for the P. E. Post of the American Legion. On June 10th, 11th and 12th, is scheduled a World War moving picture show in the P. E. Club Theater. Official World War pictures of real (not reel) life on the front, and a story about the Lost Battalion. Adults 25c, Children 10c—all receipts for benefit of P. E. Post American Legion.

On June 14 nomination of officers for the coming Legion year will be in order and June 28th will mark the election of officers and formal presentation of the permanent charter by 23rd District Commander Gene Marcy.

At our last meeting the following nominations were made:

1st Vice Commander C. A. Newman, nominated for Commander; Nominees for first Vice Commander: Comrades Malmberg and Nichols; Second Vice Commander, Comrade Hume; Finance Officer Knoche was re-nominated for his present office. Other nominations were Comrade Hume for Chaplain; Comrade Broberg for Historian, and Acting Past Commander Kennedy for Sergeant-at-arms.

We expect further nominations may be made June 14, and also June 28th when the election will be held. So anyone who wishes to take part in this election as a candidate or to help elect their friends, be sure and attend our June 28th meeting.

Comrade Kidwell of Florence Post was with us at our last meeting.

Vice Commander Newman's father is seriously ill following an operation.

Comrade Smith of Long Beach won the door fund prize, but didn't collect because he was not present. There will be that much more for the lucky man at our next meeting.

J. E. Davis,
Legion Scribe.

WITH P. E. MASONIC CLUB

Scheduled for June 15th the next regular meeting of the P. E. Masonic Club will be held on Wednesday evening, June 15th. A splendid sound motion picture is one of the entertainment features planned. Secretary Hasenyager calls attention to the nominal priced special dinner served in the P. E. Club Cafe each meeting night and urges all who can to join this pleasant pre-meeting gathering.

W. WATCHALL'S WHOPPERS

The swimming Championship of the Engineering Department is at stake . . . Nancy Kelly has challenged Evelyn Anderson . . . Nancy swims feet first . . . Evelyn had a birthday May 31, orchid from boy friend . . . Eunice Fischer seen carrying egg boxes, has egg route at Redondo Beach . . . Roy Swanson bowled over at Bowling Banquet, asked to speak, could not say a word; way friends like him best . . . Real truth he is tall from ankles down, feet caught in table, couldn't get up . . . Ethyl Merriam and Miss Houge seen riding Merry Go Round at Venice, like the horses best . . . W. Garfield White and N. Compton paling around together, both now Grandpas, talking baby talk to each other . . . L. S. Jones and E. Stevens had contest, tried to see who could buy most War Vet poppies between 7th and Hill and 6th and Main . . . Joe Blackburn to wed . . . Freight Traffic man takes on more freight, wonder if he was a 1910 Blessed event, friends had shower for Joe on May 21st, he wore Sun Bonnet and Cute Kitchen apron, received lots of groceries . . . Can you bake a cherry pie, Joey Boy, Joey Boy?

The Degree Corps last month assisted in conferring the Master's Degree upon two of our fellow employees, on May 17th visiting the Ramona Lodge at Monterey Park where N. F. Kinsinger, Mechanical Department was honored, and on May 26th at the Glendale Lodge No. 544 Marion W. Hanson of the Transportation Department was similarly distinguished. At both meetings there was a large gathering present and a hearty reception received.

HELP TO STOP FOREST FIRES

True sportsmen will do their utmost to aid the Government in curtailing the needless toll each year by forest fires. Here are some precautions recommended by the Forest Service of the Department of Agriculture:

1. **Smoking:** Smoke only while stopping in a safe place, care of all inflammable material; never while traveling in the woods.
2. **Matches:** Be sure your match is out. Break it in two before you throw it away.
3. **Tobacco:** Be sure that pipe

LOWER RATES TO EMPLOYEES

With the approach of summer it is timely to remind that employees and their family members again will have the privilege of a very material reduction in the price of admission to the Redondo Beach plunge. The price will be 20 cents, including use of suit and towel. The regular price for adults is 50 cents. To obtain this special rate all that is necessary is to show your transportation pass.

Until October 1st the plunge is open daily until 10:00 p. m., except Sunday, when the closing hour is 7 p. m.

This year several thousand dollars is being spent on the plunge in reconstruction of the water supply in order to maintain the record of the pool as having the largest, continuous, ever-changing supply of any plunge in the country. 720,000 gallons of pure, sparkling, filtered and tempered sea water pass through the pools daily, with sanitation maintained at peak efficiency at all times. Bacteriological tests are made of the water every two hours.

"Did you say the man was shot in the woods, doctor?"

"No, I said he was shot in the lumbar region."

ashes and cigar or cigarette stubs are dead before throwing them away. Never throw them into brush, leaves, or needles.

4 **Making camp:** Before building a fire scrape away all inflammable material from a spot 5 feet in diameter. Dig a hole in the center and in it build your camp fire. Keep your fire small. Never build it against trees or logs or near brush.

5. **Breaking camp:** Never break camp until your fire is out—dead out.

6. **How to put out a camp fire:** Stir the coals while soaking them with water. Turn small sticks and drench both sides. Wet the ground around the fire. If you can't get water, stir in dirt and tread it down until packed tight over and around the fire. Be sure the last spark is dead.

7. **Brush burning:** Never burn trash or brush in windy weather or while there is the slightest danger that the fire will get away.

8. **Put out any small fires you can.** Report all fires to the nearest warden or ranger.



"Who was Shylock, Aunt Ethel?"
 "My dear! And you go to Sunday school and don't know that!"

He was very fat and stood behind an irritable old woman in a line waiting to get in a show.

She: "Stop your pushing, can't you?"

He: "Excuse me, madam, I did not push. I only sighed."

"I've brought back that second-hand car I bought."

"What's the matter, Parson, can't you run it?"

"Not and stay in the ministry."

"I may say I'm regarded as quite smart," announced the applicant for the stenographer's position. "I've won several prizes in crossword and jigsaw puzzles, and word picture competition lately."

"Yes, but I want someone who can be smart during office hours," returned the prospective employer.

"Oh, this was during office hours!" said the girl.

"A fellow has to be a contortionist to get on these days," says a philosopher. "First he has to keep his back to the wall and his ear to the ground. Then he must put his shoulder to the wheel, his nose to the grindstone, keep a level head and have both feet on the ground."

Fisherman: "You've been watching me for three hours. Why don't you try fishing yourself?"

Onlooker: "I ain't got the patience."

Mrs. Simpkins: "Listen to me. I'm sick and tired of hearing you talk about 'my car' and 'my furniture' and 'my son.' It's getting on my nerves and you're going to learn to say 'our.' What are you looking for now in that closet?"

Mr. Simpkins: "Our pants."

"He said he would lay the earth at my feet."

"Yes, it sounds good, but it is not practical. You already have the earth at your feet. What you want is a house over your head!"

"You ought to brace up and show your wife who is running things at your house," a bag, bossy man said to a hen-pecked friend. "It ain't necessary," replied his friend. "She knows."

The two brothers were engaged in the retail coal business and one was converted to religion. For weeks he tried to persuade his brother to join the church.

"Why can't you join the church like I did?" he asked.

"It's a fine thing for you to belong to the church," replied the brother.

"If I join, who'll weigh the coal?"

"So you had to give your wife ether twice for her operation?"

"Sure, once to perform it and once to make her stop talking about it."

First Kid: "Gee, Jimmie, when I went by your house this mornin' I heard somebody swearin' something awful!"

Second Kid: "Aw, that was my dad. He was late for church an' couldn't find his hymn book."

An Englishman speaks over the telephone: "Yes, this is Mr. 'Arrison. What, you can't 'ear? This is Mr. 'Arrison—hatch, hay, two hars, a hi, a hess, a ho, and a hen.—'Arrison."

Rastus and Liza were married but a short time when he came home with a big wash-tub, a wash-board and a handsome three-foot mirror.

Liza: "Whut's all de truck you brung?"

Rastus: "Yo-all kin take yo' pick. Yo' kin take de tub an' washboard an' go to work or yo' kin take de mirror an' set down and watch you'se'f starve."

"Tommy, isn't it rather extravagant to eat both butter and jam on your bread at the same time?"

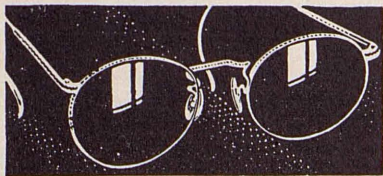
"Oh, no, mother. It's economy. You see the same piece of bread does for both."

After a long talk on the value of peace, goodwill and disarmament, a teacher asked his class if they objected to war.

"Yes, sir, I do!" said one boy.

"Good! Now tell us why."

"Because, sir," said the boy, "wars made history—and I hate history!"



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TORRANCE SHOPS

Carleton B. Bell

Vacations must be the first subject of this month's news—Mrs. Nixon (Alma to most of us) is on her vacation and that is how I happen to again be writing the Shop news. Mrs. Nixon and her husband are taking an auto trip to her old home in Midland Colorado, the home of her parents.

Floyd Schultz is also on his vacation, accompanied by Burt Norman of the Machine Shop. These two vacationers, among other things, intend to visit Pocatello, Idaho, to get a load of some of the famous potatoes grown in that region, then on to Yellowstone National Park where they intend to get fish—and more fish, which go well with Idaho potatoes. Floyd says that Burt is going along mainly to carry the spuds and the fish.

Louie Hankins and "Whitie" Whiting spent Memorial Day week end at a place down the coast, near Ocean-side, where Louie claims to have a ten pound spot fin croaker staked out.

Lacy King is on quite a trip, first to Pontiac, Mich., thence to Niagara Falls, down the Atlantic Coast to Virginia and its Blue Ridge mountains, thence on to the old home in Arkansas. Lacy hopes to put on a little weight while away.

George Evans has at last finished painting his house. His speed (three months for the job) was due to the close supervision of his wife. Strange how women get the things they want, aint it?

Before starting this month's news I read Willis's last column and noted his remarks about Alpha Barrett and her DOVE colored dress. I don't know just what dove color is and wanted to know so went over to see Miss Barrett and learn. Was disappointed in not seeing the Dove colored dress but Miss Barrett, as usual, was no disappointment. In a case like Alpha's what difference does a little color make.

Sorry to have to report the passing away of George Langley of the Paint Shop, and of Eddie Morton, formerly of the Wiring force. The long service of both these made many friends for them among the Torrance men who deeply regret their passing.

Ralph Crosby, of Carpenter Shop, wants all his regular customers for Thanksgiving turkeys to know that he has around a thousand young turks already started. Ralph has quite a ranch out El Monte way, for

besides his turkeys he says pigs are his main project.

Our old friend, Joe Tindall, retired Foreman of the Cabinet Shop, is still very much in the ring in spite of trouble with his heart. Joe is 82 years old, but with a boy's twinkle in his eye and all his old time sense of, and love for fun. He still drives the family car.

As ye Editor Paul Porter says, we are all proud of our children and Torrance Shops men are no exception to the rule. We'll make note of those we know of and offer apology to any that we might have overlooked. Glory Zahradnik, daughter of Tony Zahradnik of the Air Room, is an outstanding student of the L. A. Junior College Music Department. She recently was the leading performer at a piano ensemble concert given by the Junior College in the Greek Theater.

Jean Wheaton, daughter of George Wheaton of the Plating Room, recently graduated from the State University at Berkeley. Her proud parents attended her graduation. While up that way George said he visited every point of interest around the bay except Alcatraz prison. He was afraid to go there for fear that some of his old pals now living there might playfully stab him in the back.

Earl Lock, son of Earnest Lock of the Cabinet Shop, graduates from Torrance High School this June. He expects to continue his education by attending Frank Wiggins Trade School, taking up drafting and aeronautical designing. Happy landings, Earl.

Jean Nevers, daughter of Johnnie Nevers the Ohmer Fare Register repairman, was married recently to Rex Thornhill of Hawthorne where he is an employee of the Northrup airplane factory. Jean Nevers had the mis-

fortune to be in a bad auto wreck a week before her marriage but did her part of the parade down the aisle in spite of a broken foot.

Willis Brooks is justly proud of the success of his two sons in their academic endeavors. Phillips, at Stanford, was recently voted a member of the Sigma Xi, a National scientific society whose membership is limited to those of outstanding attainment in scientific studies and research.

Natural modesty compelled me to keep the best for the last—my own son Harry A. Bell, graduates from Torrance High School this June and was recently selected by the faculty for Ephebian membership, which is the highest honor in the L. A. High Schools for Scholarship, Citizenship, and Leadership, during the four years of high school. Harry was also selected by the L. A. First 500 American Legion Post to be their representative at the Legion's Boys' State to be held at Sacramento after school is out. Naturally Harry's parents are very proud of his success.

Both Jack Nolan and Ralph Mohr are still in the Hospital and would appreciate a visit from their friends. Give these men a visit, they need all the cheering up we can give.

The following item is as reported by Bill McCracken and Clarence Strong: Walter Gilbert's wife just returned from a visit to her old home in New Orleans. Walter greeted his wife with such fervent demonstrations that the folks at the station stopped and watched, thinking it must be movie acting. Walter has failed to put on weight from re-newed eating since his wife's return because his wife thinks Walter learned to cook so well during her absence that he is capable now of cooking his own breakfast, consequently Walter is not

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eating much breakfast. It looks to us as though Walter will have to learn to cook breakfast to persuade his wife to get up before eight o'clock. As stated, this is as reported by Bill and Clarence.

Brown Kelly, Upholsterer, used to have a particularly fierce appearance, but yesterday looked particularly gentle and tractable. Reason? all his teeth pulled out. How's the soup, Kelly?

Carl Larson, Cabinetmaker, is beginning to build up physically. He has just moved from Alhambra to Gardena, meaning about three hours more of rest.

George Lallich caught a 10¾ lb. spot fin croaker recently off San Pedro. Maybe you will hear more about that special fish later when the prizes are awarded.

John Berg is limping around on one foot, but seems to be sure which foot he should limp on most. He blames his trouble on the kick that Herb Seeley gave him on his shin bone.

Bill Griffith made a trip to Kansas City to be with his brother there who is seriously ill.

John Borland, Welder, is sporting a scratched and bruised nose, which he claims not to know how it got that way. It has been proven that it was off the job. The conjectures are many, but probably not a bit more interesting than the real cause.

Hogan, of the shop tractor, was having trouble with his mount the other day and told the auto repairmen that the carburetor was getting too much air. It turned out that his trouble was really a flat tire. Was Henry's face red.

Charley Dyer's hobby is peonys. He has brought several fine specimens in lately.

Roy Sherman has been extra busy lately modernizing his home. He is doing the work himself and a good job of it. He has included venetian blinds, indirect lighting, and all the latest conveniences for a modern kitchen. Roy never was backwards about doing things in a big way.

Burt Valentine's cat, Sissie, just presented him with a fine litter of kits. They have been named Art, Louis and Burt, in honor of the boys that work thereabouts. It is hoped by all that these names fit because there are no girls names available.

OCEAN PARK CAR HOUSE
By J. H. Robertson

Nineteen men went on the fishing trip last month with Capt. McDaniel's charter party. Everyone had a great time. Tom Mellon caught a 17 lb. yellowtail, George Rice one 18 lbs., but Jackman proved the winner of the jackpot with an 19 pounder.

Bill Tingler caught a large halibut. Bill you know, is our new Mechanical Foreman at Ocean Park Car House. He is like an octopus, has one hand on the typewriter in his office the other one out the window working on electrical equipment, and

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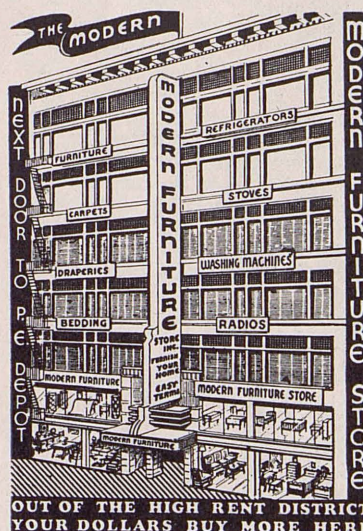
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all the while his eyes are inspecting the cars as they are being washed. His crew turned out a very neat job on the 962 on May 19th; the windows were so clean they looked as if there were no glass in them.

The wives of our soft ball players gave a waffle breakfast to raise money for the team. They raised the money all right and also put out a very tasty breakfast.

We have a "stranger" with us again, Jimmie Doherty, who has been off for some time with a broken wrist, the results of an argument with an automobile crank. Welcome back, Jim.

Rheuben Ludvigson had the most excitement on the fishing trip. When he walked, bait fell out of hip pockets and pant legs. He caught a couple so small he was ashamed to put them in his sack, so he put them in his watch pocket. For a small fee Rheuben will tell you who was the ring leader of all this. It wasn't Jackman.

Conductor Hatcher is on run No. 82, he accepted a bribe offer of a pony if he would bid on the run so two "extra men," Ludvigson and Marris, wouldn't have to go to West Hollywood to keep from taking the run. Make 'em pay, Hatcher.

Brother John Daly is back from a sick leave. He blames it all on Mrs. Cowie. He had a strict diet to follow but the dinners that Mrs. Cowie puts out at the Santa Monica Station are too good to resist, so John sneaks off his diet with sad results.

Rheuben Ludvigson's son Walter, met with an accident this past month. He was hit by an automobile and had his leg broken in three places. He is recovering rapidly and soon will be around. Tough luck, but are glad it wasn't more serious.

There is a great rifle duel scheduled in the near future between Conductor Freas and A. B. Owens. They are going to use some target at 150 yards. I'll put my money on the target. This feud has been on verbally since A. B. purchased his new gun.

Anyone living in the Boardman's neighborhood, put a lock on your chicken house, quick. Dake is building a chicken pen.

Mrs. Boardman and Mrs. Wilson were in an automobile accident. Betty wasn't hurt, but Christine and the car were. These women drivers! No wonder Dake is getting bald; he worries about "Mama" when she is out in the car.

GLENDALE DISTRICT

By C. L. Settle

At a surprise Banquet, Saturday, May 16th, in honor of Mr. and Mrs. A. C. Moll, about fifty Trainmen, their wives and friends, enjoyed a real feast and some high class entertainment. The high-light came in the manner in which Mr. and Mrs. Moll were inveigled to attend the affair, little realizing what was in store for them. The Molls left on Sunday, May

17th, for a three weeks' visit with relatives and friends in the East.

We are fortunate in having the highly esteemed O. L. McKee as Trainmaster in Mr. Moll's absence.

Our wandering boy has returned, meaning Conductor M. C. Myers, who has been working on one of the beach lines for the past several months. Says he is glad to get back on "the best line of the District."

M. E. Shay claims to have found "the meanest man in Glendale." Seems that Shay didn't look under all the seats—results a free ride.

While riding with friends, Saturday evening, May 21st, C. C. and Mrs. Carney were knocked unconscious when the machine they were in was struck by another. Mrs. Carney suffered a concussion and severe back injury and at present is confined in the Burbank Hospital for treatment. We all wish her a speedy and complete recovery.

Betty Lois Franklin, the charming daughter of Mr. and Mrs. George Franklin, has been enjoying great success as a singer, having appeared before several audiences recently. We understand that C. A. (Major Bowes) Thomas is arranging for a radio appearance for Betty.

SUBWAY TERMINAL NOTES

By W. F. Servranckx

Our sincere sympathy to Mr. and Mrs. J. E. Tolbert upon the passing to a better world of the mother of Mrs. Tolbert.

It has been noticed by such veterans of married life as J. Hammack and Bill Kennedy that our good friend Jack Church has completely settled down like any other married man. You can't fool the veterans, Jack.

Have you noticed the broad smile

on W. J. Van Nice? No wonder, on May 11th Mrs. Van Nice presented friend husband with a 6 lb. baby girl at Hollymont Hospital. Congratulations to you both.

Conductor Demarest gets in the headlines again. It seems that in order to keep Mrs. Demarest from burning too much gasoline in the family chariot he plays the good guy by having two sets of keys, but once in a while both sets become his property and on such occasions friend wife has the pleasure of making a round trip to the end of the line by train. Shame on you Demarest.

Well boys, here is one for you to figure out. Our good friend, J. R. Groom, confidentially told yours truly that I would not be able to print any more false alarms, because on May 27th he joined the benedicts, having married Miss Edith Taylor, charming daughter of the late Bro. H. Taylor at the bride's home in Belvedere Gardens. To you, Mr. and Mrs. J. R. Groom, we wish you lots of luck and prosperity and a long and happy life.

Conductor Hotchkiss says run No. 31 is a very good job, except the signing on time for the first trip.

We are indeed very happy to welcome the following men after an arbitrary vacation of about 60 days: D. J. Michael, Jim Colton, H. Bennett, A. C. Moon, J. Ryning, L. Maupin and C. Green.

Tony Huber and family made a trip to Detroit. Tony reports bad weather all over the country and after laying over 3 days in Nebraska

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and 2 days in Cheyenne, he was very glad to be back in our own "sunny" California.

Many of the boys are wondering what has become of our good friend, A. C. Tanner. We never see him around any more. Well boys he is working nights, showing the boys how to really operate a one-man car.

New caps are becoming very popular at the Subway Terminal and the old ones are becoming very noticeable. When such holdouts as C. L. Morrell and W. E. Craig throw their old ones in the garbage can its time that we all pay a visit to Mr. Hart, the Tailor.

Visit the new race track at Inglewood this month. You are assured a nice cool breeze every afternoon.

Missing, James Goodman. He went on a trip to ? and the funny part of the story is that Dolly, of the well known Doughnut Shoppe, is also missing. Could it be possible that they —. Dan Keeley was approached on the subject, but Dan doesn't talk. We have reasons to believe he is in on the secret. "I don't know nothing," says he.

C. A. Thomas says he remembers when Glendale was away out in the country. That's nothing, some of us remember the Circus of Ben Hur on the Venice Short Line.

The son of L. H. Newport was operated on last month for appendicitis. However, the young man is well on the road to recovery.

F. J. Tannehill and family just returned from an extended trip through the state of Kansas.

LONG BEACH TERMINAL

C. L. Cottingham

Mrs. W. B. Cole has just returned from an extended trip to Colorado Springs, where she has been visiting friends and relatives.

Conductor A. D. Fortna, and mother left May 22 on a 30 days leave. They will spend their time in the old home town of Harrisburg, Pa., visiting relatives and friends.

Motorman C. E. Rose has taken 35 days off and expects to see Chicago, Detroit, Peoria, and on his way home will visit many cities in Canada.

We are all wondering why our Chief Ticket Clerk, McDougal, is making so many trips to Los Angeles during evenings and on his day off. A good explanation Mac will quiet rumors.

Conductor Wagner and Motorman Lambert, who were cut off the board some time ago, have been called back to work. Wagner was transferred to the Los Angeles board at 6th & Main. We are glad to see the boys back on the job again.

Conductor C. H. Spence and wife are regular customers of the Ross Dance hall in Huntington Park, and a week ago they entered a contest and won a beautiful large cake. C. H. was so overcome that he let said cake fall plunk into a lady's lap. Was his face red, and from now on will take a market basket with him.

Mrs. Frank Vidano is spending a couple of weeks in the mountains north of Ventura.

It is bad enough to sit all day and not catch any fish, but when you attempt to cast out and throw your pipe along with the cast that is going too far. Not a life guard was in sight — See Conductor H. A. Hoffman for details.

Motorman E. E. Bell and family are leaving June 11th, by motor for Columbia River country, where he is going to dig razor clams. They will also visit Walla Walla, Wash., and return home through Oregon. The trip, he has figured, will run him about 3,000 miles. Good luck and a swell trip.

R. E. Haynes, our Ticket Clerk, is sporting a new Oldsmobile DeLuxe Sedan.

Mrs. Mary Widrig, Fairbanks barn, left on the Golden State Limited May 23, for Minneapolis, Minn., where she will attend graduation exercises of the Northwestern University. Her son, Albert, graduates from the Northwestern on June 3rd, as an ordained Baptist Minister. Congratulations, Albert and Mrs. Widrig. Both may well be proud.

Joe Engomar has left the service, after being stationed at our Depot for 18 years as Passenger Director. He reached the pension age May 1, 1938. At present Joe is traveling in the far east, visiting the old stamping grounds of his youth in West Virginia. We will miss Joe, for he always took a kindly interest in us all and looked after us like a father. He was ever willing to do us favors and we could always depend on him. We hope that he has a wonderful trip, that he will return to Long Beach and live long and happily.

At some time or another we have all seen pink elephants on the wall, but can you imagine our thoughts as

we stood on the Depot platform and saw what once was two big red cars coming down Ocean Ave., but in the course of two hours had turned black. Upon investigation we found that as the 1234 and 1239 were within three car lengths of an oil well at Los Cerritos, said well blew in and practically painted the two cars black.

Come on boys, it's vacation time. Give me details of your vacation trips and anything else of importance.

WEST HOLLYWOOD

By G. R. Stevens

Conductor K. R. Cassels, and Miss Ethel Christ of Beverly Hills, were married in the Hollywood Methodist Church South on Sunday, June 5th, the couple being united in marriage by Rev. Karl K. Heilman. The happy bride and groom are spending their honeymoon at P. E. Camp at Lake Arrowhead.

L. E. Pearson and T. G. Koepfer also were married this month.

The boys of West Hollywood extend sincere congratulations and best wishes to the newly married couples.

Charles Mullins, Ticket Agent here, was one of our early vacationists, having recently returned from a pleasant trip to Florida.

Reports have it that at Lake Arrowhead no less than 44 rainbow trout were caught on the opening day of the season. The two largest trout measured 18½ inches in length and all were of splendid size. The boys report having had a swell time and claim cat fishing is better this year. Deep sea fishing off the coast is reported favorable.

Ran across H. A. Roberts, former Cashier at West Hollywood, now retired. Old timers will be glad to know he is well, happy and looking as fine as ever.

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K. E. Rodecker and V. L. Webb are away on leave of absence to parts unknown.

Simon Henstra, Janitor at West Hollywood, was retired on April 30th, having completed sixteen years of worthy service. On the last day he was presented with a pipe by the boys as a remembrance of the many who knew him. Good luck to you Mr. Henstra is our wish.

Our new Janitor is Charlie Spielman.

On the sick list in May were: A. E. Eirner, R. F. Gummere, R. Honich, W. A. Smith, A. F. Carstens, E. T. Ophus, W. C. Lambert and A. L. Klope. We wish them a speedy and complete recovery.

MOTOR TRANSIT COMPANY

By M. J. Creamer

This month's yarn, it should begin with an apology to Jack Burgess of Santa Ana, who was written up in last issue as being married on April 8th. That's once when the wires got hot and burned up on me! This bit of news was intended for Bob Gibson of Whittier. It seems that Jack Burgess has been married for a number of years and has two children. "I didn't know—I only heard—so excuse please!"

News at random finds Joe Hernandez thanking all concerned for the automatic electric toaster given he and his wife on the completion of their recent nuptials. Very much in love—we gather. What were you saying though, Joe, about asking for eggs soft-boiled and getting them hard as rocks? Complaining already?

Now that the El Monte Rodeo is over, perhaps some of the "El Monte" residents and bus drivers can shave off that growth on the upper lip. All sizes and shapes were evident from the air of aristocracy to the elongated "villian" ("Spare my homestead, sire!") type. Dispatcher Henry Stone has taken great pride in his mustache—and how long shall it be with us? Getting back to the Rodeo, Jim Tucker's boy was prepared for this rodeo weeks in advance, with the boots shined up, chaps, silk shirt and sombrero all set. He's quite the cowboy. Recently the folks presented him with an accordion and if you want to hear any of the recent tunes played "Ala-three-on-an-accordion", just drop around to their home in Alhambra. You know—you "push in here—and the music comes out there" etc., (or does it?)

Operator Hayman is attending P. E. Glee Club meetings regularly. It's sifted through that he has a good voice and expectations are that he may be heard over the radio soon. Operator E. C. Pearson is wondering how comes he never gets any space in this column. So far the only interesting news I've dug up about you, is that you've broken your electric razor and will have to wait until someone raffles off another one.

Why is it that LeRoy Larson

doesn't like to be called "LEROY"? (No, I didn't start this—just passing it on for those that might know the answer.)

Bowling seems to be a favorite sport with the Motor Transit line-up. Roy Wilson, our Superintendent, Claude Allen, Ass't. Superintendent, and Ivan Erhardt, Chief Clerk, were a few that turned out for one of the recent games.

Operator Tommy Henderson moved to El Monte recently and is raising rabbits again! Operator R. C. Fabun, Eastern Division, had the largest cash fares for any sales turned in, last May 8th. Operator Ewing has words of praise for our Medical Department. He has been on the crippled list for some days due to blood poisoning on one of his fingers and it was only through the excellent attention shown him by our physicians that he has his hitch-hiking thumb left—not to mention the whole arm.

Who was it that said that about every sentence Pat Patterson (Agent at San Bernardino) states, doesn't end with a period but the phrase "and that." (Right or wrong?)

Operator McKenzie is building a new home in Sunland. Name the day and we'll all be there for the house-warming or house-wrecking.

Too late for last issue but still of news was the fact that "Pop" Reynolds' son flew in from Manila to visit him. He came via China Clipper and though his trip was for business reasons, he also made the rounds. "Pop" was also recently visited by one of his ol' school chums.

Agent Kennedy is very quiet these days since the imported plant seed (mentioned in last month's issue)

turned out to be just another sprig of bitter burr clover. He is pretty tired out as the missus has been painting bed room floors and it just breaks his heart to watch her work so hard. Understand that he hasn't much faith in his patch of corn so he has arranged to have Operator Daiker bring him a few specimen cobs from the ol' corn country. (Did someone say something about "Kingfish" Carr?) Operator Daiker, incidentally is planning a trip to Des Moines, Iowa, for a month's sojourn among old friends and relatives.

Now at the "mike" is W. T. Kennedy, Santa Ana.

"Uncle" Dick Butler is keeping all his dinner appointments very punctually since Ralph Shaw took over the Canyon "flyer". No offense, Ralph, we know that anyone might have a road delay, but not quite so often maybe. Anyway the "flyer" runs right on "tick" (maybe the change of scenery or something.) Well, you haven't been lost like a certain Norwegian gentleman. Yes, gents, it's true Axel A. Peterson isn't a Swede after all.

Friends of Joel Hall learn with sincere regret that he will be absent from his job for a longer period than anticipated. It should be gratifying to him to know that a wide circle of friends look forward to his return. (As an incidental comment, there aren't many men who could live a good span of their lives in a local area and not have a single person speak ill of them. A good record Joe, and everyone is ready with their "Welcome Home.")

John T. Bailey swears with uplifted palm that his eye was not injured by a hat pin stuck through a key hole

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(but let the doubts be where they may)—everyone is pleased to learn that the injury was only minor.

Talking about the height of something or other, look at "Hank" Faulkner, for instance. He paid ten bucks extra for a special paint job on the old Hudson—then takes a cleaner and scours it all off. (We've been expecting him to lay it on the wife, as we can't figure out where the energy comes from.)

While the following individuals are not teamsters, veterinarians, nor tillers of the sod, they seem to have a profound understanding of horses. "Uncle" Dick Butler, "Curly" Seyforth, "Slick" Towers, "Old Kaintuck" Pearson, Levi A. Couch, Walter E. Deal, "Pappy" Irby and "Book" Evans and others. Sam Carr says if they played with the horses on a "merry-go-round" they would at least get a little music for the outlay and then too, a brass ring now and then.

It looks like Herb McCollum made a sneak out of the dog house when he sent a fine grand piano home, a noble gesture and the missus came right back with an electric razor. Things can't be too bad, then on the other hand, it might have been a gentle hint to him. (Read the ads if you don't get what we mean.) Well anyhow, they are a fine team in anybody's language.

"Honest" John Brown isn't so confidential after our last month's explosion. Guess it was an eight inch cast-iron frying pan after all. All them thar Anaheim hill-billies are the strong silent men. Look at Otto Gardner, "Baby" LEROY Larson—no views, no news.

FLASH! Al Henson announces with a grin wider than usual that they have a new arrival in his home. A BOY! (the third child for his happy family.) Both mother and child are coming along splendidly. It is suspected that Al Henson is rearing a crop of fryers out at his country haunt. Better be careful folks, he usually gets home in the wee hours and might surprise you in the act.

STRANGE AS IT SEEMS—Ed. Netzley never applauds when the band plays, "I love a Parade!"

PURCHASING DEPARTMENT By Ray Cragin

Miss Dorothea Berenak was a San Francisco visitor May 29th and 30th. She drove up and took dad, mother and brother along. She says it must have taken a lot of dentists to put in that bridge work.

The citizens of Gardena have seen a person dressed as an Alp Climber every morning walking the streets of the City. It was thought a Swiss was visiting the town because he had a Swiss movement as he stepped along the boulevard. The natives became curious and had the "Watch the Strangers Committee" investigate and found it was C. C. Fenimore preparing to climb Echo Mountain to show the Navy the searchlight.

Floyd Gill says it sure pays to be

a little fellow. He put on his rompers the other day and now he is going camping with the Boy Scouts this summer. How about riding El Portal at Hollywood Park, Floyd?

Miss Ruth (Orange Blossom) Batsch, soon to be Buchard, says it might be clear weather to some people, but it is just one shower after another to her. Kitchen showers, linen showers, all kinds of showers, and everything went fine until a scoundrel (name withheld) gave the boy friend a shower. He received among other things, a cook book, can opener, case of bicarbonate of soda, stomach pump and a dog house.

"Two Gun Cain" is sad. He came to work last week and had Junior's lunch by mistake. The result is Junior has forbidden "Two Gun" to use his shooting irons for thirty days.

The following news comes from Torrance:

Latest reports were that Allen Nichols was doing fine after an operation at St. Vincent Hospital. It is hard to keep "Little Man Mountain" down.

Bill Bone reports the death of his father last month in far-away Auckland, N. Z. He was a college professor in that city. To Bill we extend our sympathy.

Fred Hopkins now is vacationing at Seattle and Bremerton, Wash. He is the guest of Corporal Raymond Coleman, of the Marines. Fred takes no chances—he tells it to the Marines.

Royce Robertson and wife spent their vacation in Colorado and Iowa. Mrs. Robertson sent Royce home before he lost his pass and she stayed to visit the folks awhile.

John Jackson and wife motored to Salt Lake and vicinity on their vacation. John reports a swell time and contacted no flat tires until he saw Cragin when he returned.

Strange how things effect people. John Vander Zee found his name in the Rod & Gun Club year book with the elite of the fishing 400 and the only one he speaks to now on Friday are Rod & Gun Club Members.

Mrs. Ted Sorenson and family are in Salt Lake on a visit. She left Ted at home to watch the cow, dog, and chickens, and asked the neighbors to watch Ted.

William Jolley had a birthday on Friday, May 13th. He received a pick shovel, wheelbarrow and a pair of easy slippers. Lucky guy.

Frank Winterburg and family vacationed by driving the Cheve to San Francisco and San Diego. Frank says

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his good mileage is due to "coasting" it all the way.

Charles Wakefield was recently installed as Quartermaster of the M. G. M. post of the Veterans of Foreign Wars." Charlie is working hard to get the other three quarters and then be the whole thing.

Ad.: For sale cheap, any time after June 18th, one pair of used roller skates. See Ruth Batsch.

ACCOUNTING DEPARTMENT Geo. Perry

Congratulations to Ray Knowlton upon assuming the duties of grandfather May 5, 1938. Ray's pleasant smile and manner will undoubtedly soon make him a prime favorite with the new little grandson. While on the subject we would like to mention the excellent pictures of Harry Thomas' grandson, which grandma Thomas so graciously permitted many in the office to see.

May 1st marked the temporary establishment of a series of new street car fares for our patrons and of course the consequent additional work for our Conductor's Accts. Bureau. After the flurry of the first few days, the following epic remark was overheard drifting above the din: "What this company needs is a good five cent fare."

The Palomar on May 12th, last, had all the appearance of a P. E. Ry. Co. night as among those present could be seen the following familiar faces: Gladys Howell, Joe Lortie, Leo Becker, Herman Grenke, Frank Hardesty, Tommy Gentry and Roy Ewing. How Roy Ewing, that lone wolf of the Store Dept., felt when he found himself completely surrounded by the Accounting Dept. will probably never be told.

Helen Bettis while on vacation reports two former employees who were under her supervision for several years in the Calculating Bureau. We are sure that many of you will recall Mrs. Thomas McDermott, nee Marie McGrath, and Mrs. Gilbert Almquist, nee Marie Shyer, both of whom inquired at length about their friends and co-workers of former years. We in turn are pleased to hear that they are well and happy and still cherish remembrances of the Accounting Department.

Zooming off the ground in a luxurious airliner bound for San Francisco and a visit with her sister in Burlingame over the Memorial Day holiday, our titian-haired-progressive-transportation minded Anna Beseman, had the thrill trip of her life to date.

She also returned by plane and is still ecstatically sailing around in the clouds.

Play in One Act

The time—Maytime.
The place—Santa Ana.
The Scene—A wedding.
The Bride—Rachael Raymer.
The Groom—Robert Salyer.
The Matron of Honor—Martha Smith.

The Story—They were married May 16, 1938, and are now happily honeymooning in San Francisco.

Curtain

Credits—Bride and Matron of honor furnished through courtesy of P. E. Ry. Co.

Shorts

Herman Grenke has returned to his first love—timekeeping, and his new address is Room 754, P. E. Bldg., where he will henceforth act as Head Clerk, Central Timekeeping Bureau.

Lon McIntire has finally started construction on his new home after a series of unavoidable delays (somewhat to the relief of his friends).

Clayton Scholl has returned to work after a rather short stay in St. Vincent's Hospital. We are pleased to report that he is feeling and looking quite well now. Since he is the first in this Dept. to use the new hospital we asked his opinion and received the following reply "You may quote me—"It's swell", nuf sed!

Vacations

Belva Dale—Moving into new home.
Harold Kuck—Went to dentist expecting removal of four teeth; one only, removed; vacation assured success.

Clarence Knight—Carthage, Mo.
Betty Enscoe—Home.
Woodville Alexander — Bishop Country—fishing.
Leo Becker—Home.
Leo Vidal—Home.
James Owens—Boulder Dam.
Catherine Mautz—Home.
Anna Shoffer—Santa Barbara.
Violet Phillips—Home.
Edna Abell—San Francisco, Salt Lake and Denver.

6TH & MAIN TERMINAL By G. V. Brown

Bob Patzer, the "Robt. Taylor" motorman of the Southern District, was married at the Wee Kirk O' the Heather in Glendale on Monday, May 2nd. The happy couple left Los Angeles via the Santa Fe for Grand Canyon, Colorado, on their honeymoon. Mr. Gunnells, a former Conductor, officiated as best man. A reception was held at the bride's home until train time. Dorothy and Bob, the boys all send you their most

hearty congratulations and hope the wedding bells ring loud and long.

Mr. and Mrs. S. W. Claasen and Robert Lee, left May 11th on a three week pleasure trip, which will include Kansas City, Wichita and Oklahoma City, visiting friends and relatives.

We are certainly glad to see Jim Boswell back on the job again. Now we know the trains will keep running.

Happy days are here again and smiles are in order because nine of the boys were called back to work last month, namely: Conductors; Weide, Thayer, Peyton, Jones and Wagner. Motormen; Sleeper, Caldwell, O'Hern and Lambert. Good luck, boys.

Billy Bisson, the famous fisherman of Watts, says his boat is in tip top shape after a general overhaul and new paint job. He claims it looks and acts like a honey, also reports good fishing on the last trip. He denies they only caught one pair of shoes, one empty milk can and two tom cod last time out. Come on you fishermen, let's go, they're biting.

We are thankful and much relieved to hear that Motorman H. E. Duart's wife is on the road to recovery. They lost their baby at birth and it was necessary to give five blood transfusions to save her life, which Mr. Duart gladly gave himself

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to save her life. The boys have been pulling for you, long and hard, Mrs. Duart.

R. R. Ruse now has licked the landlord worries at last, having purchased a lovely home, garage and a good sized lot. The family are most happy in the new home located at Huntington Villa. Well fellows, how about a house warming?

J. W. McCown passed away May 4th and was buried on May 6th, we are grieved to report. He had 29 years of worthy service to his credit. We send our condolences to his bereaved ones.

ENGINEERING DEPARTMENT

By V. P. Labbe

Al Smith was married May 23rd. More than that yours truly was unable to obtain from him. We wish him all the luck and happiness he so richly deserves.

Chester Davis and his recent bride will soon be settled in a new home in W. Alhambra. Maybe a house warming? Lots of luck and success to you both.

Charles Thompson, Jr. has been displaying some pictures of his young son. What a boy—and how he is growing up.

The Field Dept., cleaned house and it looks very nice with everything in fine order.

Ed Hasenyager's team is the P. E. bowling league champions for 1938 and with the belts and prize money they are a proud bunch. Ed says his team will repeat next year.

George McClure is the Beau Brummel of the Engineering Department. Claims the secret of a well dressed man is to get one of the movie stars to give you his cast off clothing.

Our good friend Jimmy Ray, formerly of the Engineering Department and now with the Southern Pacific, pays us a welcome visit now and then.

Rumor was circulated that Don Lewis had reason and intended to pass out the cigars.

Les Appel is enjoying his new calling. We all miss him and wish him fine success.

We have a brand new Grandfather in the Structural Dept., none other than Faye Compton. Congratulations, Faye.

Maye Bredenstener is vacationing with her folks in Lincoln, Nebraska.

A lot of people are wondering about what happened to Harvey Smith's boat or has he a boat? It's now very pleasant weather for boating.

Leonard Biehler is on vacation, parts unknown.

His many friends were grieved to learn of Paul Turri's accident, being seriously injured while on duty at 1st and Main on Sunday, May 22nd. Here's to a speedy recovery.

Charles "Elmer" Ehrman certainly likes gardenias.

Jean Fogarty will soon announce a new remedy for sty's. Watch

for it.

Ray Buford's most charming wife paid the Engineering Department a visit last month and was introduced by Jessie Eaton.

We are happy to announce that Fred Spencer is well on the road to recovery and will be back on the job shortly.

Ruth Batsch, Purchasing Department ingenue, visits the Engineering Dept. very seldom these days. Wedding bells soon.

No. "Yogi" Boyle was not a sweepstakes winner. That swagger he picked up late last month was caused by an even happier event. On Saturday, May 28th at the Cedars of Lebanon Hospital he became the proud father of one Jerome Maitland Boyle. The event is one of double significance, inasmuch as the happy mother is none other than Margaret Effie Maitland, who for 12 years was an esteemed member of this office. Mother and baby are doing nicely, and "Yogi" is—take a look at him! Our heartiest good wishes.

LENGTH MEASURES HISTORY

Linear standards originated in the early ages from parts of the human body, the then masters of the people simply proclaiming some part of their own anatomy as the standard and it became the measurement upon which all trade was based. The Ford Motor Company recently published a very enlightening leaflet on the history of the measurement of lengths, from which we quote in part:

A Cubit—the first known measurement—was the length of a forearm from point of elbow to end of the middle finger, or about 20 inches. The Digit was the breadth of a finger, or

from .72 to .75 inch. The Palm—width across an open hand at base of fingers—measured about 3 inches.

In 1324 Edward II decreed that three barley corns taken from the center of ear, placed end to end, equaled an Inch—a Foot ranged from 9¾ inches to 19 inches. Henry I decreed the distance from the point of the nose to the end of his thumb was the lawful yard. In the 16th Century the lawful Rod was length of left foot of 16 men lined up as they left church on Sunday morning.

In 1851 Sir Jos. Whitworth invented the first measuring machine using end standards, and capable of detecting differences of one millionth of one inch. The first and original Vernier Caliper, as far as is known, was invented by Jos. R. Brown in the same year. One thousandth of one inch could be measured with this instrument. The Systeme Palmer Micrometer Caliper, patented in France in 1848, was the forerunner of the micrometer Sheet Metal Gage made by Brown and Sharpe in 1867. In 1882 came the Rogers-Bond Universal Comparator used for the transfer and comparison of line measure standards.

The first set of Metric Gage Blocks—now the "World's Standard of Measurement"—was produced by Carl Edvard Johansson in 1896 at Eskilstuna, Sweden.

Policeman: "How did the accident happen?"

Motorist: "My wife fell asleep in the back seat."

GRAHAM & ISBELL

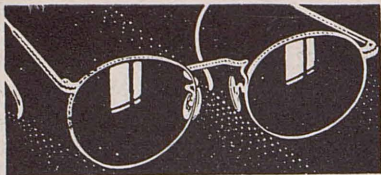
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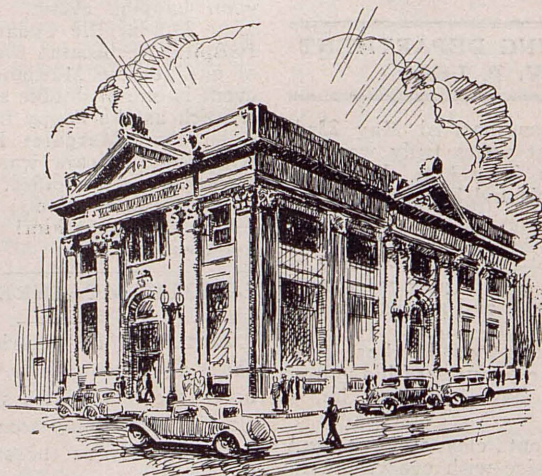
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