

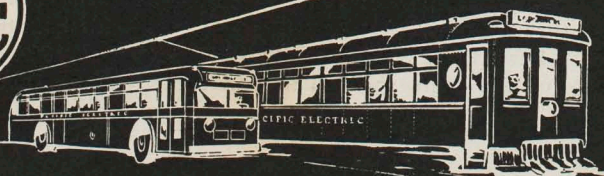
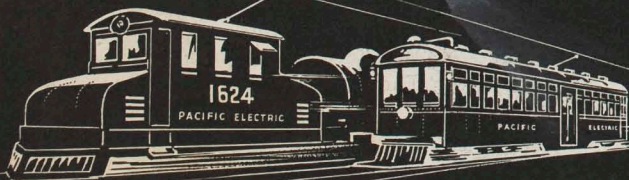
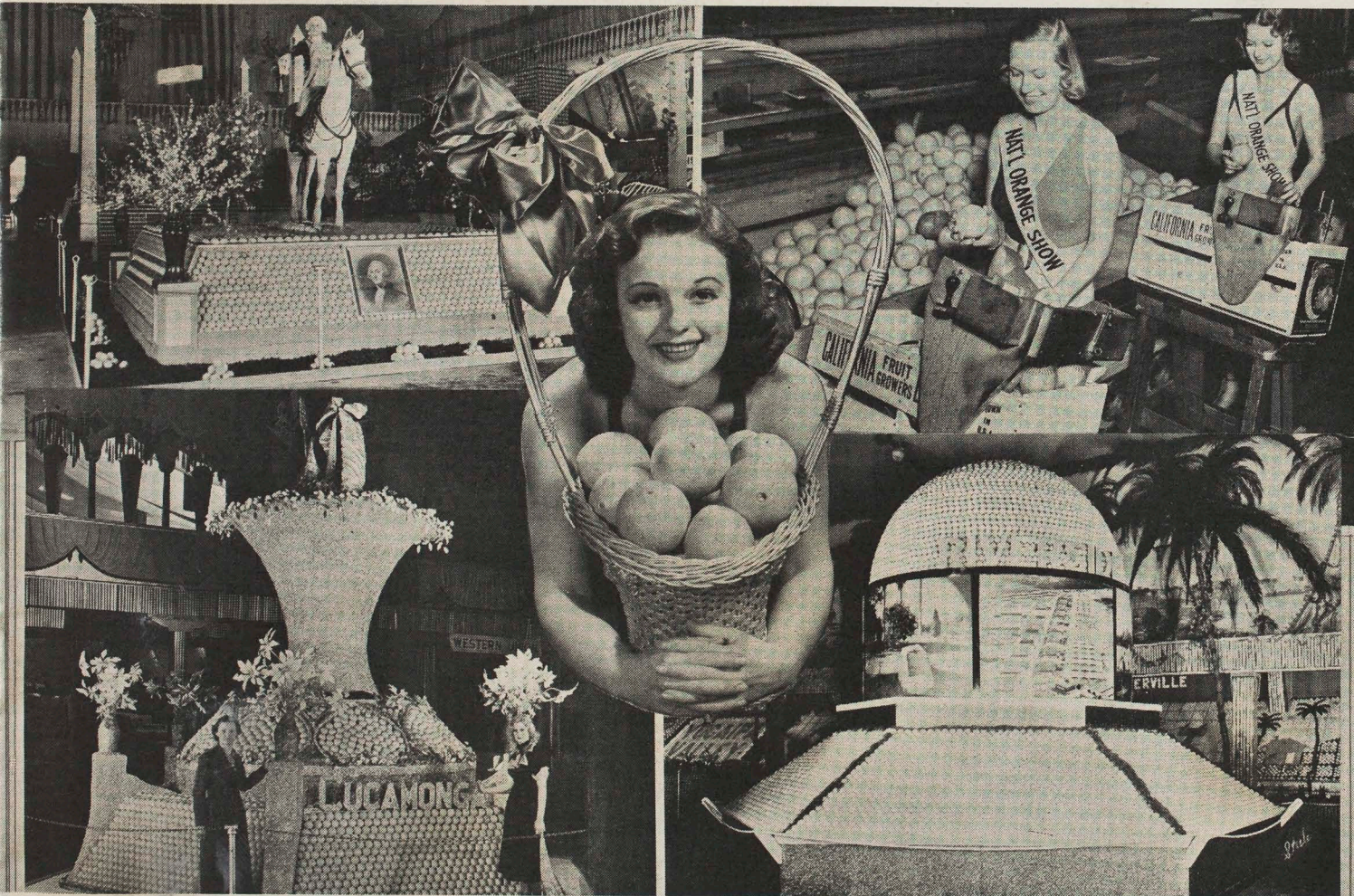
PACIFIC ELECTRIC

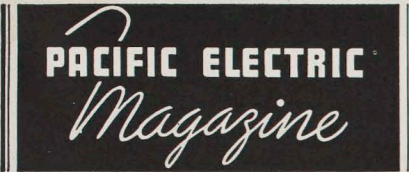
Magazine

Vol. 18—No. 9



March 10, 1938





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

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Address all communications care of Editor at 299 Pacific Electric Bldg., Los Angeles, Calif.

N. B. Vickrey.....Manager, P. E. Club
Paul T. Porter.....Editor

REMEMBER the little cartoon picturing the two dogs, both determined, and straining, and raring to reach a choice platter of food each saw in the opposite direction.

Neither got there until they talked it over, and profited by the folly of not pulling together. Then, they both ate sumptuously.

Not that we don't "pull together," but rather as an outstanding demonstration of the value of it, and what can be accomplished through it, the recent storm was enlightening.

What a dismal aftermath was pictured when the storm had spent its fury.

Bridges were out.

Line poles were down.

Tracks flooded with an avalanche of water and debris. Everywhere was destruction.

To a less hardy, or loyal, or determined group, the immediate outlook for even partial restoration of service would have seemed disheartening, even hopeless. But loyalty to the common cause asserted itself.

Forgetting time, weather, selves—engineering, transportation, mechanical—all forces, pitched in.

Soon, where had been reported that days, even weeks, of labor would be necessary before service could be restored, came reports that "we can get through now." As hours passed came repetitions: "We can get through now."

Sure, there's a lot yet to be done. But the same spirit that won some

of the early flood victories will carry on until all again is well.

Even with this fine victory won, there are many other kindred problems yet to be jointly solved. But they can be overcome. They will be.

Whatever the problem—it's all a matter of—pulling together!

T'WAS WISELY SAID:

He who only hopes is hopeless.

"The greatest of faults is to be conscious of none."

The secret of success is to do the common duty uncommonly well.—John D. Rockefeller.

The man who says it can't be done is likely to be interrupted by somebody doing it.

I count him braver who overcomes his desires than him who conquers his enemies; for the hardest victory is the victory over self.—Aristotle.

Many accidents are caused by sending the body out to work and the mind out to play.—National Safety News.

Facts About The Railroads

Not a passenger or employee in a Pullman car has been killed in the last three years, although the Pullman Company in that period has carried approximately 50,000,000 passengers.

Nearly ten thousand air-conditioned passenger cars now are being operated by the railroads and the Pullman Company.

Approximately 1,100 trucks of five ton capacity would be required to carry as much coal as a hundred car freight train.

The average load per freight car of car load traffic in 1936 was 36.3 tons, the highest on record.

Accidents at highway grade crossings and to trespassers on railway property accounted for 81 per cent of the total number of fatalities from all causes on railroads in 1936.

The average number of miles covered each day by freight trains in this country in the first half of 1937 was 386.4 miles, the highest average ever attained.

72,000 FORMER RAILROADERS GET NEW LAW PENSIONS

More than 72,000 former railroad employees are receiving monthly pension awards under the Railroad Retirement Act, we are informed by the first annual report of the Retirement Board released last month.

The payments being made approximate \$4,500,000 monthly, and the total payment up to late in November last exceeded \$33,000,000.

The average monthly pension now being paid is \$57.97.

While there were some unavoidable delays in the early months after the Act became effective, due to the avalanche of applications presented, in the past few months delays are the exception rather than the rule. The report stated that in accordance with the Board's policy of speeding up payments in cases where a final settlement meant undue delay, partial payments were being made on a temporary basis, subject to a later adjustment to the amount finally adjudged proper.

AN ESTATE

Not every father is able to leave to his son a big estate made up of lands, mortgages and bonds, but any father can bequeath to his children an estate worth indefinitely more—one for which they will rise up to call his name blessed. He can leave an honorable name, a good reputation, the memory of a Godly life and a record of fair dealing. He can teach his son to have a profound respect for a fact, a deep reverence for character, a thirst for knowledge and a willingness to work. If any youth has all this he will not need any money that may be willed to him; if he does not have this, no money left him will do him much good. This is an estate any man can leave to his children.

Tom: "My wife talks to herself."
Tim: "So does mine, but she doesn't realize it—she thinks I'm listening."

"Doctor, my husband is troubled with a buzzing in his ears."
"Better have him go to the seashore for a month."
"But he can't get away."
"Then you go."

On the Job With Busy Computers of Our Pay Checks



Home and members of the Central Timekeeping Bureau, origin of our pay checks.

THE Central Timekeeping Bureau was originally established in June, 1931, by consolidation of all Operating Departments' timekeeping work. Prior, each department handled its own timekeeping.

The final step in establishment of the Central Timekeeping Bureau was made in February, 1933, at which time the Bureau was consolidated with the Accounting Department.

Under this set-up the Central Timekeeping Bureau assumed the work of preparing all payrolls and statistics incidental thereto, whether operating or non-operating, together with such records for the Motor Transit Company.

Other Payrolls, Too

In addition to the actual preparation of payrolls for the Pacific Electric Railway Company and Motor Transit Company, the Bureau receives, each payroll period, the payrolls for the Northern Electric Lines, comprising four properties. Similar records are received for the Southern Pacific affiliated companies in Los Angeles, to wit—the L. A. Union Terminal Incorporated, the L. A. Public Market Company, and the Union Terminal Warehouse.

It's the System

TWICE monthly we receive our pay checks.

A few hasty calculations, and we pocket it—that is, till we get home.

Never a thought we give to the painstaking and exacting labor that preceded its arrival, which is never late, nor rarely indeed, if ever, is there a mistake.

The Central Timekeeping Bureau, charged with the responsibility of computing our pay checks, is made up of a crew of 32 capable workers. To them falls the lot of de-ciphering time-cards, applying a most complicated system of pay rates, distributing amounts to proper accounts, making pay roll deductions and a host of other details that would drive one to distraction—except for the perfection of a system.

The system, and how it works is herewith told.

These latter payrolls are complete upon receipt from the respective companies. They are, however, recalculated for accuracy by the Bureau, are then registered and submitted for approval.

Time records are handled for approximately 5600 employees and there are 32 employees engaged in the Bureau in handling the large volume of detail necessary.

It no doubt will be of interest to note the following as a brief outline of procedure in compiling pay checks for Pacific Electric Trainmen—the largest single group for which time is computed.

Timecard's Itinerary

Trainmen prepare and submit a time-card each day. It indicates assignments performed and information showing movements, equipment used, time held for duty, and deadhead movements. Each day the Bureau receives approximately 1500 such time cards. Timecards are segregated as to Districts, re-segregated as to Terminals within the Districts, and then placed in order by run number and assignment classification.

Next, actual verification of time claimed is assigned to time-card ex-

"Thank You" For Fine Storm Damage Recovery

CALIFORNIA'S history records that there have been storms of greater rainfall proportions, but none yet has resulted in the devastation wrought by the one early this month. Lives of more than a hundred, and property damage estimated in excess of fifty millions, was the titanic toll exacted.

In common with other carriers and public utilities, our properties were not spared. While it is too early to authentically predict losses, it is believed that \$200,000 would not be a hazardous guess.

Early the morning of March 3rd service was practically at a standstill, but with all forces "pitching in" courageously, within 24 hours many of the lines were operating through and motor coaches either substituting entirely, or shuttling around washed-out areas.

As the Magazine went to press following was our rail line service picture:

Newport Line out south of Huntington Beach; Santa Ana east of Bellflower; San Bernardino east of La Verne; Riverside-Arlington out entirely; Glendora east of Oakwood; Sierra Madre okeh to Lamanda Park, and San Fernando Valley lines entirely out.

All officials were glowing in their praise for the effective work done, and our President, O. A. Smith, asked that we thusly quote him:

"I wish to express the management's appreciation for the splendid efforts of employees in combatting the storm damage wrought, and restoring much of our service to use so quickly.

"Throughout the system all forces joined in intensive and effective efforts to get our service through, and the results are a splendid example of what can be accomplished by team-work."

aminers, who compare the time claimed with the assignment allowance as indicated by the Terminal Foreman, or by run sheets authorized by Transportation Dept. It is necessary that those assigned to checking of timecards have full knowledge of current working agreements. Also, that time allowed is in conformity with all provisions of such agreements, as well as Accounting and Transportation Dept. requirements.

When time claimed conflicts with time allowable, the checkers are required to notify the Trainmen as to the change of his time, together with the reason therefor. Normally, approximately 900 of these notices are transmitted monthly. Where any change is made by the checker in the initial claim of the Trainman, such change must be approved by the Head Checker before time is finally approved for posting.

Timecards having been checked, they are submitted to the assigned Trainmen's accounts. The timekeepers allocate the time approved to the proper Trainman; allow the proper pay rate for the service performed, and indicate the service to which the time is chargeable. This requires accuracy, inasmuch as the time posted

is allocated to about forty different rates of pay in train and motor coach service.

At the close of each payroll period (twice monthly), Calculating Operators complete extensions of time for each Trainman, calculate the time by the rate applicable to each type of service performed, and compute the gross amount of wages due.

The wages are then transmitted to payrolls where current deductions, Railroad Retirement and Calif. Unemployed Insurance contributions, etc., are calculated and the net amount due the employee shown.

Payrolls are next registered, approved and submitted to the proper Accounting Department Bureau for preparation of vouchers covering the services rendered.

Conditions Vary

The handling of Mechanical Dept. time-cards for approximately 750 men is somewhat different. These cards are approved by Foreman in charge, and verification is made on basis of starting and quitting work. Also, the fact that these men work regular shifts simplifies the work. However, the distribution of labor charges is more difficult by reason of data required

covering repairs to cars, inspection of cars, etc., which is compiled by Calculating Machine Operators daily from coupons cut from time cards on which men have shown this information.

The Trainmen's distribution, while not complicated in the matter of accounts to be charged, presents by far the more elaborate detail of records maintained, showing the various classes of service performed. This involves the grouping by lines of hours spent in regular service, deadhead, held for duty and such other classes of work necessary to the operation of service. The detail of costs by lines is used in preparation of Local Line statements showing costs in various cities.

Other Departments do not require in detail the same information as outlined for the Mechanical and Transportation Departments, as regular shifts are worked in most cases.

Another record which affects all, is the record of deductions. This is kept in detail, showing amounts deducted for all items authorized by employee, so if any question arises, it may be explained. This record is kept for Pacific Electric, Motor Transit and Harbor Belt Line employees.

A necessary part of the Central Timekeeping Bureau is the addressograph work performed in the Joint Duplicating Bureau. This Bureau prints date, name of employee, Social Security number, rate and title on all time cards with exception of Trainmen's cards. Similar information is printed on payrolls, except for Maintenance of Way gangs. Finally, the name of employee and number showing destination is inserted on pay checks for all employees, except Engineering Maintenance of Way gangs.

Serve Governmental Agencies

The Bureau maintains a cumulative record of the earnings of each individual. Up to early in 1937, this record was used mainly for ascertaining the earnings for the purpose of preparing income tax reports as required by law. This has, however, due to enactment of the Railroad Retirement Act, the Social Security Act and the California Unemployment Insurance laws, been invaluable in preparing numerous reports required by the various governmental agencies.

Each yearly quarter the Bureau prepares a report to the Railroad Retirement Board showing the Social Security number, the amount earned

each month of the quarter reported, the Interstate Commerce Commission classification, and the name of employees making contributions. There are approximately 30,000 items of typewritten information contained in the report, and an allocation of nearly \$2,000,000 in wages paid to the reported employees.

MASONIC CLUB'S CALENDAR

The next regular meeting of the P. E. Masonic Club will be held Wednesday, March 16th, 7:30 p.m., at the P. E. Club, informs E. J. A. Hasenyager, Secretary, who also bulletins:

The following were appointed to serve on the various committees:

Entertainment: J. E. Douglass, E. H. Pierce, L. Antista and A. F. Pabst. Sick: R. R. Wilson, Tom Moore, A. C. Smith and O. B. Briggs. Degree: I. J. Williams and Hugh Moor. Membership: B. F. Manley, Tom Moore and O. B. Briggs.

Known talent among the brethren should be reported to the Entertainment Committee, and ill to the sick Committee, or Secretary. We hope the Membership Committee will display real activity this year and secure many new members.

On our Degree work Committee rests a real responsibility. During the past our Degree Crop was recognized as one of the most proficient of local Club Teams.

The Club has received an invitation to visit Sunset Lodge, 1308 South Orchard Street, on March 15th to assist in conferring the Master's Degree on a fellow employee of the Engineering Dept., Sub-station Division.

The Club is also invited to visit John Marshall Lodge, 9034 1/2 Melrose Avenue on Monday, March 28th and assist in conferring the Master's Degree on a Brother employee from the Transportation Department. An excellent opportunity to renew old acquaintances.

Brothers Dean Gardner is at the Veterans Hospital, San Fernando, and Geo. J. Curtis, Towerman, Claremont, confined at St. Vincent's Hospital.

Don't forget the dinner at 6:15 p. m. at the Club Dining Room. We had a good attendance last month. This should become a very popular feature of our meetings.

The next important feature will be the Annual May Party.

Combined Service for San Fernando Valley

SAN Fernando Valley is to be served with a combination of rail and motor coach transportation.

Judgment to this effect came early last month when the Railroad Commission of the State of California handed down its decision, bringing to a close, for the present at least, the "San Fernando Valley case."

Under the terms of the decision, rail service will be operated from the Subway Terminal, over route of present service through Hollywood, Universal City, and North Hollywood to Van Nuys. At this latter point rail operation will be terminated and motor coach service substituted for present rail operations between Van Nuys and Canoga Park; also between Van Nuys and San Fernando.

The recent decision also provides that the southerly terminal of the North Hollywood and the Ventura Boulevard Motor Coach Lines will be at Universal City, instead of Hollywood, as heretofore.

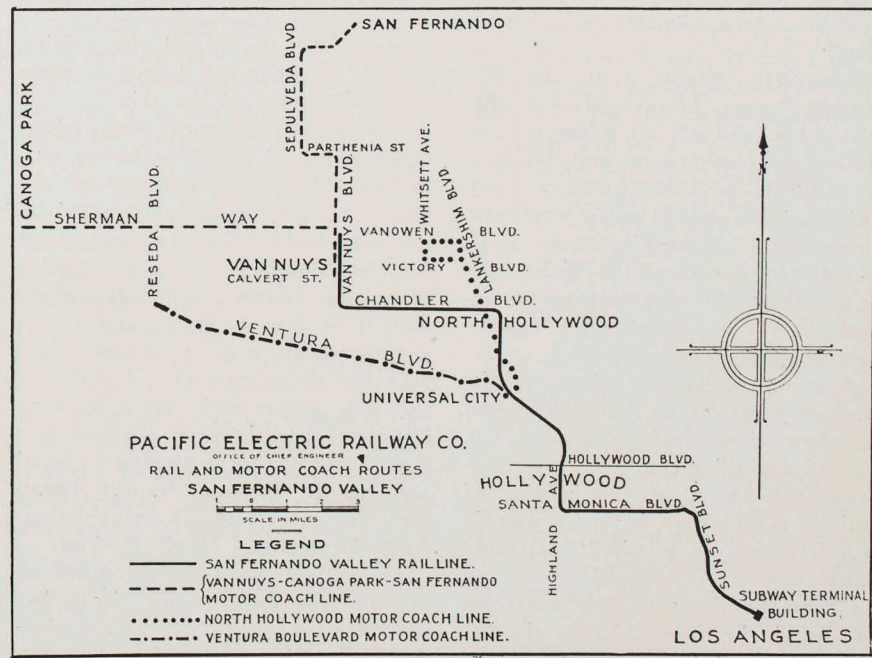
The plan of operation stipulates that present Santa Monica Boulevard-Highland Avenue local service will be extended over Cahuenga Pass to North Hollywood and Van Nuys under a daily, except Sunday, 20-minute base headway to North Hollywood and a 40-minute base headway to Van Nuys. Rush hour schedules are to be operated on approxi-

mately a 15-minute headway to North Hollywood and 30-minute headway to Van Nuys. On Sundays and holidays the proposed headway is 40 minutes through to Van Nuys. Service of approximately the same headway as operated on present rail line is proposed on the new Van Nuys-Canoga Park-San Fernando Motor Coach Line.

The revised plan of San Fernando Valley passenger transportation service will be placed in effect as soon as necessary mechanical changes can be completed on the units of 600-700 class rail equipment to be used in such service. This work, which involves rewinding of motors of 15 units of rail equipment so as to increase the free running speed to 42 miles per hour, will require approximately 90 days to complete, estimates F. E. Geibel, Mechanical Superintendent.

The route of the Van Nuys-Canoga Park-San Fernando Motor Coach Line, which parallels as nearly as possible the route of present rail lines, is as follows:

Commencing at the intersection of Calvert Street and Van Nuys Boulevard, in Van Nuys, north on Van Nuys Boulevard, west on North Sherman Way to Topanga Canyon Avenue in Canoga Park; also commencing at Calvert Street and Van Nuys Boulevard, in Van Nuys, north



Rail and motor coach routes of service to and within San Fernando Valley points, under terms of a recent decision by the Railroad Commission of the State of California.

on Van Nuys Boulevard to Parthenia Street, west on Parthenia Street to Sepulveda Boulevard, north on Sepulveda Boulevard to Brand Boulevard, thence over Brand Boulevard to San Fernando Road in the City of San Fernando.

The basic plan of service as outlined in the preceding paragraphs is the result of several studies of the San Fernando Valley passenger transportation situation conducted by this Company and the engineering staffs of regulatory bodies, and is the outcome of frequent hearings before the Railroad Commission during the last two years.

The increased basic headway of rail service to be operated between Los Angeles, North Hollywood and Van Nuys, together with the use of 600-class equipment, will provide patrons of the North Hollywood and Van Nuys districts with an improved transportation service, in the opinion of H. O. Marler, Passenger Traffic Manager, who further informs that the plan of operation is to be closely watched by all concerned so that adjustments may be made, should the need for such develop.

National Orange Show

AN ALL new National Orange Show is promised and will welcome visitors from far and wide when this great annual spectacle opens its doors on March 17th for eleven days and nights of what the sponsors term "glamorous festivities."

The 28th exhibition in the National Orange Show's history, displays this year will hit a new high in beauty, pretentiousness and originality, and are promised to be uniquely animated. Seventeen civic organizations and communities have combined and conspired to make this year's show the most intriguing exhibition yet of golden fruit, flowers and decorative splendor.

A complete packing plant will be in daily operation so that visitors can see how citrus fruit is graded and packed for shipment.

For the first time, the judging of fruit in competition for prize awards will be done on a wholly scientific basis in a glass enclosed laboratory right at the show, so that everyone can watch the tests and have the details explained by competent chemists. These tests measure the juice

Sam R. Florence Passes

"SAM" Florence is no more. Called to his reward early this month, the passing of this genial and beloved comrade took from our ranks a fine character, an able engineer, and a man whose friends



number in the thousands.

Not in robust health in recent years, although his unflinching good nature and ample proportions belied the fact, Sam's passing was the aftermath

of a major operation to correct an intestinal disorder. He survived the ordeal for some twenty-four hours, and just as his friends were glorying in his probable and prayed-for survival, came the stunning news of his passing.

With hundreds of his friends present he was laid to his final rest preceded by an impressive ceremony at the Grace Chapel, Inglewood Cemetery on March 5th. Our Masonic Club, of which the deceased was a charter member, conducted the services. Graham & Isbell were undertakers in charge.

Mr. Florence was survived by his wife, Mrs. Anna L., and a married daughter, Mrs. Arthur Fritzen, to whom our deep and sincere sympathy is extended.

Born in England in April, 1879,

content, the sugar and the acidity, as well as grade the degree of color and the texture of the skin.

The most elaborate stage show ever attempted will also be an outstanding feature, presented on the immense new stage constructed in the very midst of the amazing fruit exhibits. Eleven of the popular stars of motion pictures and radio, along with three famous bands, and a dozen scintillating novelty acts, will provide the entertainment. A different star will appear each day in both an afternoon and evening performance. Among the favorites already engaged are Joe E. Brown, Frances Langford, Gene Autry, Kenny Baker, Andy Devine and Hugh Herbert.

There will be a large industrial display and exhibits by citrus by-product concerns and a complete Fun zone with all the features of a small town carnival.

"Sam" inherited a love for railroad-ing. He never held a job away from steel rails. From his early youth, signal work intrigued him. Care-free, happy-go-lucky, he yielded to youth's demand for thrill and adventure. He took jobs from this steam line and that. All the while he absorbed experience and knowledge.

It was in 1907 that he connected with the Pacific Electric, working under and with the estimable A. E. Roome. Upon the latter's resignation in 1914, "Sam" became Signal Supervisor, and in 1919 was appointed Signal Engineer.

With the years came mature experience, and knowledge, as well as evidence of his fitness for the broader responsibilities that gradually fell to his lot. In April, 1935, when the overhead lines were combined with the Engineering Department, he was named to the important post of Engineer of Signals and Overhead Lines, which rank he filled with distinction to the time of his passing.

"Sam" loved life.

Every day was a thrill and adventure to him.

Never did he complain; nor ever did he cease to smile—even during the tortuous past few years when pain must have constantly wracked his stricken body.

A lot of memories "Sam" Florence leaves behind—and all of them are pleasant ones!

YOUNG LADY X-RAY STUDENT DESIRED BY MEDICAL DEPT.

Opportunity for some fortunate young lady, daughter of an employee, to become an X-ray Technician, awaits, Dr. F. W. Kidder, Roentgenologist of our Medical Department, having advised that there is an opening for a student in his office.

Other than to have had a high school education, to possess ambition and a willingness to apply herself, there are no obstacles and every opportunity to become proficient in this highly skilled and well-paying vocation. In having Dr. Kidder, recognized as having few, if any, peers in X-ray work, as her tutor, together with the broad field of X-ray practiced in our Medical Department, the opportunity is a rare one indeed.

Many applications have been made from outsiders, but Dr. Kidder states he would rather favor an employee's daughter. Full information may be obtained at our Medical Department.

Latest With Legionnaires

By James E. Davis

Due to a combination of circumstances last month's scheduled meeting of the Executive Committee could not be held, owing to a lack of quorum. This condition arose from the hospital confinement of First Vice Commander C. A. Newman; 2nd Vice Commander, Ray Buford had just returned home from a hospital siege; Finance Officer Knoche was in attendance at a Masonic function, and to make it unanimous, Comrades C. C. Tucker and F. W. Nichols were on duty. We hope for an early and complete recovery of our sick comrades.

Comrade Myers, of Highland Park Post 206, is employed in the County Assessor's office and answers many questions about Veteran's exemption, the following of which are of general interest:

Exemption will not be allowed on property which is not assessed in the name of the Veteran, except in the case of his widow.

On property bought on a sales contract where title is held by seller no exemption can be allowed.

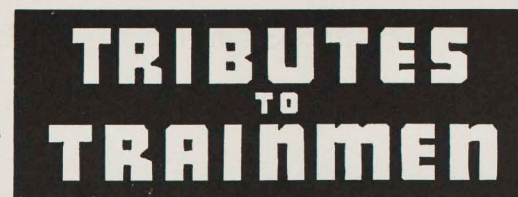
If all property owned by veteran and his wife, whether taxable or not, is valued at less than \$5000 assessed value on taxable property, a veteran can claim exemption to the amount of \$1000 assessed valuation.

Any veteran contemplating marriage with a rich woman should remember that the value of her property will be added to his and if the combined valuation amounts to \$5000 or more, exemption cannot be allowed. Therefore it might be advisable to make arrangements for her to pay his taxes, otherwise she may prove an expensive luxury.

Comrade Jack Tole of Greayer Clover Post, is Disaster and Relief Chairman for the 23rd District. He informs that a free adult class in First Aid has been organized to meet every Thursday from 7 P. M. till 10 P. M. at the L. A. High School.

Comrade Tole asks all members of this post to report to his committee at the 23rd District meeting at 3824 Hughes Ave., Culver City, March 15.

There will a father's and son's meeting of the 23rd District Sons of the American Legion, held at Patriotic Hall, between 18th and Washington on Figueroa, Friday, March



For a quality service that elicited warm praise from patrons, the Trainmen and Coach Operators mentioned below are congratulated, and appreciation of the management to them expressed. Space requirements forbid publication of the full text of the letters received.

A. L. Cox, Operator, Motor Transit; complimented for his courteous and thoughtful manner.

E. G. Johnson, Condr., North: praised for his handling of passenger's baggage from his car to private auto.

R. A. Schamber, Condr., West: cited for his courtesy and special interest taken in the comfort of his passengers.

P. L. Perry, Condr., West: "To Conductor 2464 (P. L. Perry, West) I take off my hat," writes patron. "He is gracious and courteous."

D. B. Simmons, Condr., West: complimented for his splendid courtesy. "He is an asset to your railway," added patron.

S. Torgan, Condr., West: praised for his neatness, alertness and smiling courtesy.

T. Slack, Condr., West: commended for "his extremely distinct way of calling streets."

L. H. Weaver, Motorman, West: his picking up lost athletic equipment on right of way and returning to losers evoked grateful thanks.

F. W. Hall, Conductor, North: commended for extra care given strangers to locate their destinations.

L. Fortner, Coach Operator, West: praised for always being "courteous, careful and considerate." A second letter from a regular patron also commended Mr. Fortner.

25th. Tickets may be secured from Adj. Sames. Commander Brainard has some tickets to a smoker to be given by Florence Post, March 11th.

SIX DEATHS IN FEBRUARY

To the relatives of six members of our family who passed away in February, the sincere group sympathy of the employee mass is extended. Those called to their rewards were:

Ova L. Sweek, Receiving Cashier; Hiram Plannett, Retired Brakeman; Geo. A. Gilks, Retired Foreman; Mary Fair, Clerk and Stenographer; Andrew J. Wells, Motorman, and

E. W. Frazee, Conductor, West: complimented for his honesty and promptness for returning valuable package lost on his car.

C. H. Geisigh, Operator, West: Cited as being one of the best drivers, most courteous and always attentive to his passengers.

H. Lytle, Condr., North: complimented for his honesty in returning lost purse.

G. E. O'Brien, Condr., West: lauded for being "quiet, alert, business-like and very courteous."

John Van Meter, Condr., West: his honest act of return of lost purse praised.

A. W. Wise and W. C. Alexander, Condrs., West: commended by feeble, aged patron for their assistance in aiding him to board their cars.

C. H. Geisigh, Coach Operator, West: Quoting passenger, "he handles his work with ease, kindness and efficiency."

Sidney Torgan, Condr., West: Cited as being alert, courteous, neat and exceptionally efficient. "All Venice Short Line trainmen are a high-class, courteous and efficient group," added this 18-year Venice commuter.

G. R. Stevens, Condr, West: a patron called at the Supt.'s office to tell of the highly efficient manner in which he handled his work.

Edward Morgan, Retired Elevator Starter.

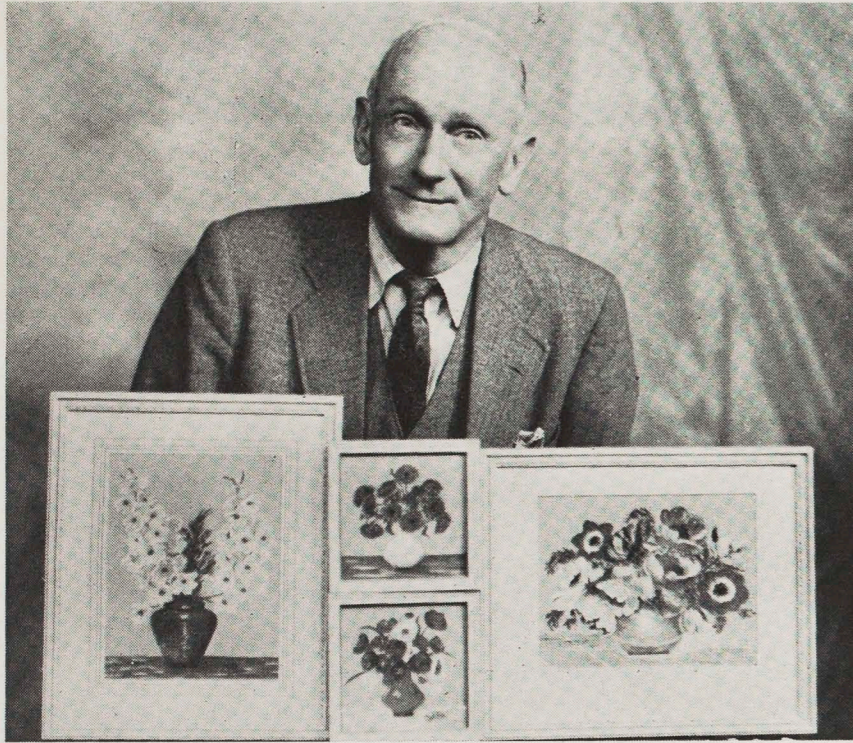
Each of the deceased were members of the Mortuary Fund.

"Dad, what is executive ability?"

"Executive ability, my boy, is the art of getting credit for all the hard work that others do."

"I hear Mrs. Jellico passed away this morning, when she was down at the millinery store trying on a new hat," the lady in the flat above announced, and her downstairs acquaintance remarked nonchalantly, "Zat so. How was it trimmed?"

Reward and Pleasure Combined in Hobby



Geo. E. Meyers, Claim Clerk, and a few samples of his floral art, production of which brings reward and pleasant pastime.

LIKE poets, there are millions of artists, but few and rare are they indeed whose work can, or ever commands, even the price they pay for raw materials. Within our ranks we have an exception to the rule, one who began to paint for a hobby, but who now paints for reward.

Having a natural flair for art, Geo. E. Meyers, Claim Clerk, sought to commercialize his talent through pastel crayon drawings of floral subjects. After much experimentation he finally achieved the results he sought, true color reproduction, through the use of pastel crayon on sanded drawing paper. The finished drawing is sprayed with shellac, which keeps colors from spreading and also acts as a preservation agent.

Among the large number of local artists who specialize in floral subjects only one other besides Mr. Meyers uses pastel crayon, all others choosing water colors or oil. Having no wax content an indefinite life is possible through the use of pastel, and of greater importance is the fact that it is possible to obtain the rich and vivid colorfulness that abounds in California's floral growth.

Working most of his spare moments, Mr. Meyers now finds a ready

market for his work and during the past year he has marketed more than 300 paintings, and their excellence is such that there is a constant and growing demand for all that he can produce.

The moral to this little yarn about an employee's hobby might well be: in choosing a hobby try to select one that pays a dividend.

WITH CLUB SCHOOL CLASSES

Proving a popular addition to studies sponsored by the Educational Division of the P. E. Club, the recent formation of a class in Public Speaking has received a hearty response from a large group who would master their speech in public gatherings.

Meeting three nights weekly, a novel feature of the class is that it is not conducted by an educator, but instead is in charge each evening by an appointed Chairman and Master of Ceremonies from the class personnel. Each student chooses his own topic and talks are necessarily made brief in order that each may arise and express himself, from which practice they soon lose the jittery complex with which most persons in-

experienced in the art are afflicted. Splendid progress has already been noted among many members of the class.

Classes are held at 7:30 Monday evenings; 6:30 Tuesday and 7:30 p.m. Thursdays. Additional students are welcome to attend any one, or all of the classes.

Programmed for Monday evening, March 14th, at 7:45 p.m., will be the sixth of a series of pictures, sound and motion in color, distributed by General Motors, showing the latest in automotive technical developments and safety on the highways. This series has evoked national praise and is much in demand in educational circles.

Other educational pictures on the calendar are an illustrated lecture on the construction and operation on the newly developed automatic transmission of the type in the 3900 series coaches of the L. A. Motor Coach, explained briefly in last month's issue of the Magazine. Another one looked forward to is an illustrated picture and lecture on the theory and operation of the latest types of Diesel automotive engines.

NEW HOSPITAL AND STAFF IS PRAISED BY FIRST PATIENT

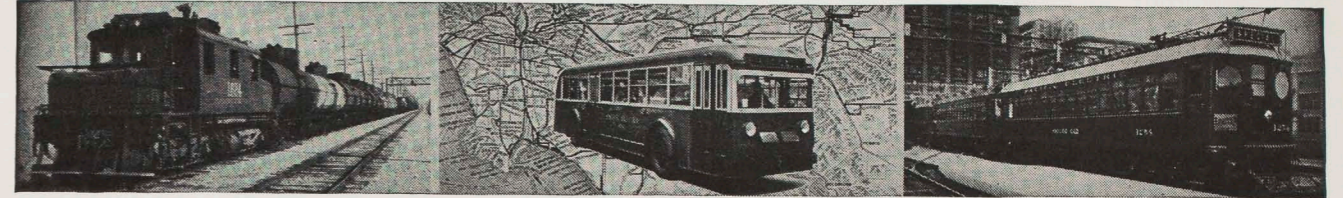
Proof of predictions that our new hospital home for employees would prove most satisfactory comes with a report from the first employee confined at the St. Vincent's Hospital under the new set-up.

F. S. Burt, Motorman of the Southern District, after a several weeks' sojourn at the hospital on account of an appendicitis operation, made a special visit to the magazine office to explain the most splendid care he received, both at the hands of the hospital and our own medical staff.

"Too much praise cannot be given for the excellent care I received during my illness," reports Mr. Burt. "Nurses and supervisory forces gave me the very best attention and nothing was lacking for my ease and comfort." He added that the food was excellent and the atmosphere of the hospital pleasant throughout. While convalescing he talked with many other P. E. patients and all were unanimous in their praise.

"To Dr. Weber and his fine skill I owe and express my deep appreciation," he concluded.

SAFETY NEWS



Hints on Practical Accident Prevention

Analyzing Past Experiences we Learn Where, When and How Accidents Occur and Then Apply Preventive Measures

KNOWING where, when or what class of passengers accidents are most likely to occur is of the greatest advantage to those interested in the prevention of accidents.

An accident is the result of something happening which no one expected, hence, no one was prepared to prevent it. Only by examining previous accidents can we classify all. In so doing we learn where, when and why the next one is most likely to occur. Then we can proceed intelligently to prevent repetitions.

Analyzing Them

Having this in mind, let us analyze the reports made of accidents to passengers while boarding or alighting from our cars and motor coaches during the month of January, 1938.

There was a total of 19 such, involved in which but one was a man, the 18 others being women. At this rate, it means that there are 18 chances to one that the next such accident will be to a woman, and to avoid them that 18 times as much care and caution is required in the safe handling of women passengers.

Since 10 of these accidents occurred while passengers were boarding cars and 9 when alighting, there appears to be little, if any difference, as to which is the more hazardous movement.

In two instances, women were alighting with child in arms. This feature is well worth observing.

Only two cases were reported of ankle being turned in alighting, and, since probably 95% of our women passengers wear high heels, yet do not turn ankles, we cannot lay these to milady's stylish shoes. Most likely weak ankles on uneven landings were responsible.

In one case only was car shown to

be in motion, and in this the responsibility is obvious.

One occurred when a woman passenger stepped from the center door of a 600-class car down onto a traffic zone button, resulting in her spraining her ankle and falling to the street. This possibility warrants closest attention.

There are two center doors on a 600-class car, and the bottom panels in both are glass. If, in glancing through the doors it was seen that one door was not clear of buttons, why open that door? Why not use the other only? The opening of the door by the Conductor is a direct invitation to the passenger that the car is at the proper place to step off. If the car has been stopped, due to traffic, near, but not at the landing, or if for any reason it can be seen that it is unsafe to alight, it is unnecessary, as well as unwise, to open doors until car has moved up.

A number of reports indicated that in several instances women slipped while on steps. The thought here immediately arises: "Was there any-



Almost 20 to 1, it is our women patrons who are involved in boarding and alighting accidents. Moral: Watch them closely!

thing like a piece of orange peel or a wad of paper to cause insecure footing?"

Was Conductor Looking?

In one case, the report states that a lady apparently attempted to board a 300-class car after the door was closed. Could this operator, believing that all passengers were aboard, have been looking to the front as he closed the door, thus folding up the step just as the woman was about to put her foot on it?

Each one of the 19 reports could be analyzed in detail and much learned from them, but the thought which should be left in the mind is the **similarity** of them. They are not new or different, but much the same, except as to the name of the victim, the location and the Trainman involved.

Having made a study of accidents, the next step is to make a study of ourselves.

Are we "safety minded"?

Do we think "safety" at every point or time of hazard, or only once in a while?

Safety is a habit; let's acquire it!

"SCISSORING" AT CROSSINGS

Most people feel a moral responsibility to save children, careless pedestrians and drivers of vehicles from the results of their own folly. No class of men have more opportunities to do this than Trainmen.

Their skill, training and efficiency saves lives and property somewhere every day. One place where such unfortunate events have occurred too often is where a double track rail line crosses a street or highway, and trains moving in opposite directions often meet. The impatient driver or pedestrian pulls up close to the train crossing in front of him. He sees and thinks of only this one train. So when it passes he dashes across di-

rectly in front of the the train moving in the opposite direction.

To prevent such accidents, Motormen on opposing train must reduce speed sufficiently to avoid striking pedestrians or vehicles that may be crossing just behind train just clearing the crossing. Failure to do so may mean another serious accident.

If we were only more ready to profit by the experiences of others, identical accidents would seldom be repeated. After the first, every Motorman would have resolved that he would never meet a train running in opposite direction on a grade crossing, in which case a pedestrian or vehicle crossing from behind the opposing train would cross safely.

This same line of thought would be equally fitting on the part of every automobile driver, for he has frequently read of, probably seen, such accidents and should realize that the same could happen to them any time they put themselves in such a position.

One moment of thoughtlessness often results in a life time of regret.

SAFETY ADVISORY COMMITTEE APPOINTED FOR MARCH

The next meeting of the Trainmen's Safety Advisory Committee will be held Friday, March 25th, 1938, in the Pacific Electric Club Rooms, Los Angeles, commencing at 10 a.m.

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

- Northern District Terminal
- G. A. CarpenterPasadena
- J. R. HousemanMacy Street
- F. A. RouchleauSan Bernardino
- Southern District
- F. A. BryantLos Angeles
- L. A. HirtleLong Beach
- W. J. PolsonButte Street
- Western District
- O. H. TuckWest Hollywood
- E. W. PontSubway Terminal
- A. J. MyersOcean Park
- A. J. HaburaGlendale

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."

Woman learning to drive: "But I don't know what to do!"

Her Husband: "Just imagine that I'm driving."

What to Say, and How Do You Say It?

Liberal Usage of "Please," "Thank You," and "I am Sorry," Commended as Routes to Pleasant Relations

MANY transportation companies having a large number of employees coming in contact with the traveling public have found that not always do they know what best to say or how to handle delicately arising situations, such as frequently occur in dealing with their patrons.

There may be several ways of handling any situation, but there is only one best way.

In order to get the various ideas of the operators, a transportation company issued a list of questions asking their platform men to submit written replies of what they would say under certain conditions, and to give their reasons for their remarks.

Replies Commended

Following is the list of questions propounded with answers accepted and as best fitting the conditions related. It will be interesting to read them and check with what you would have said. The answers given are the recommended replies under the stated circumstances:

Q. A passenger buys a book of tickets, a pass, or pays fare. What do you say? Why?

A. "Thank you", moderately toned, but in a sincere manner, to show our appreciation of his patronage.

Q. A passenger passes the fare box without paying his fare. What do you say? Why?

A. "Pardon me, but I believe I failed to collect your fare." The inference is that the fault was your own, not the patron's.

In the above condition, most likely, it is because the passenger is not accustomed to "pay as you enter" cars, and care should be taken not to embarrass he or she.

Q. A passenger enters with a child and pays only the adult fare. What do you say in questioning the child's age? Why?

A. "Pardon me, (Madam or Sir) but how old is the child? It is less embarrassing to ask the question than to demand a fare before the child's age is stated. The passenger's answer should always be taken as the truth.

Q. You are approaching a connecting line. How do you announce it? when do you announce it? Why?

A. "Announcement is made a

block from the transfer point so as to give the passengers who are going to transfer plenty of time."

Q. If your car or bus operates on the same track or street with service destined to different points than your own, what do you say as passenger boards your vehicle? Why?

A. "I always announce my route so that the passenger may know whether he or she is boarding the right car or bus."

Wrong Fare Reply

Q. Passenger presents the wrong fare. What do you say? Why?

A. "Sorry, sir, (or madam) but the regular fare is —¢," naming the right amount.

The idea is to give the passenger the impression that you believe he or she has made a mistake, rather than that they would try to avoid paying the proper fare.

Q. A passenger is smoking, which is contrary to the rules. What do you say? Why?

A. "I beg your pardon, (madam or sir) but it is against the rules to smoke in the car."

Passenger sees that you are merely interested in carrying out the rules, and not that you are attempting to dictate or give orders.

Q. What are the three expressions most useful in dealing with the public?

- A. 1. Please.
- 2. Thank you.
- 3. I am sorry.

If used with a tone of sincerity, they will go far to make life more pleasant, in whatever our daily task may be.

Wife: "No, I didn't sew a button on your pants, I was too tired. Which is more important—your wife or your pants?"

Husband: "Well, there are places I can go without a wife."

The teacher had forbidden the eating of candy and the chewing of gum during school time. One day she became suspicious of a lump in Jimmie's cheek. "Jimmie, are you eating candy or chewing gum?" she asked.

"No," replied Jimmie. "I'm just soaking a prune to eat at recess."

New Uniform Regulations are Announced

Comfort, Utility and Sleekness are Combined in New Uniform Standards. Many Changes Introduced

A BULLETIN noting revised regulations for employee's uniforms was issued early this month governing attire to be worn by Trainmen and Motor Coach Operators in passenger service.

Not revolutionary in scope, yet with a considerable number of changes introduced, Geo. F. Squires, General Superintendent, stated that the new regulations were made "with a view to (1) aiding in the comfort of employees in the performance of duties, and (2) maintaining a standardized and proper dress essential to holding public esteem and respect."

The following brief comments will be of general interest:

There is no change in the uniform proper of train service employees, except Motormen in 1000, 1100 and 1200 cab equipment, who will be permitted to wear blue and white hickory stripe Lee overalls and jumpers, and new standard cap. The overall and jumper array is optional in lieu of regulation uniform.

For summer wear, provision is made that light weight blue serge cloth coat may be substituted for the regulation uniform coat.

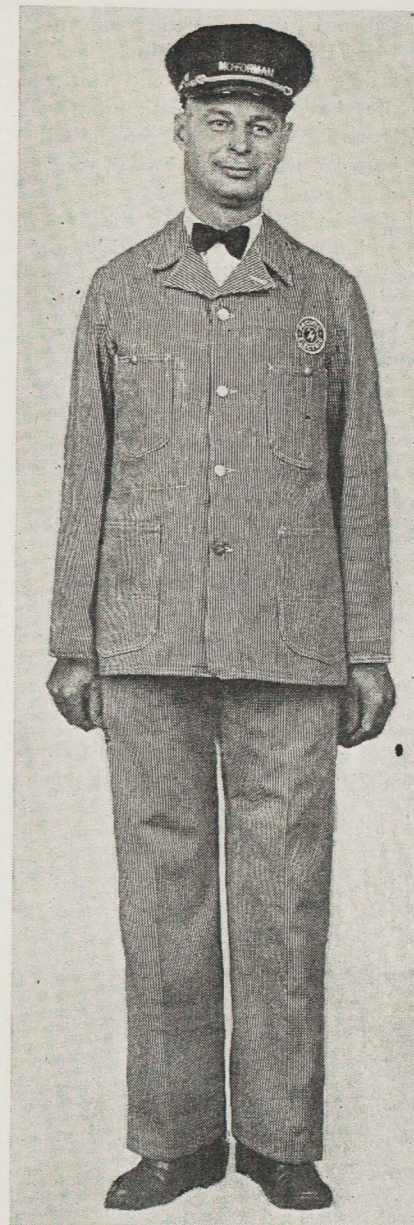
Enter New Cap

The greatest appearance change comes with the introduction of a new, shall we say, streamline cap. This new head-gear is a style change generally being adopted by transportation companies throughout the country. It is of black silk front and side, panasol top, cane ventilated and in general appearance is just a little more within the trend of the times than its forerunner. Hundreds of them are already being worn and general satisfaction expressed.

Instead of the rather conglomerous color array of shirts and neckties which have heretofore been permitted, hereafter it will be required that Trainmen adorn themselves with "tan or white shirts with collars attached, or white shirt with collars attached, white linen collars are worn." Coach Operators must wear tan shirts.

A black cloth tie, bow or four-in-hand, is stipulated.

Motor Coach Operators will welcome the new regulation which permits them to wear a standardized



New jumper and overall outfit, optional for Motormen operating 1000, 1100 and 1200 cab equipment under new uniform regulations.

teration in previous uniform regulations. The official and complete regulations are covered in a bulletin issued early this month to which attention is called.

Badge of Authority

"The entire matter of uniforms, this and all other railways, take most seriously," commented Geo. S. Squires, General Superintendent. "A well-appearing, neatly groomed platform personnel is one of the best advertisements a railway can possess. Primarily, a uniform is a badge of authority, and identifies the wearer to represent his company in all dealings with his passengers. The public more readily co-operates with a uniformed man.

"The regulations made were not haphazardly adopted, but are the results of study and investigation. We have been happy to grant certain concessions requested."

Mr. Squires added that the uniforms and all other standard apparel items carried in stock by our Uniform Department are of high quality and the prices that prevail are only possible owing to volume purchasing power. Profit is neither sought, nor made by the department. The manufacturers from whom purchases are made are pledged to supply certain weights and qualities of materials and workmanship, and frequent checks are made to see that specifications demanded are maintained.

All of the items under the new regulations set-up will be carried in stock by our Uniform Department and may be purchased on the present pay roll deduction plan.

ACCIDENTS ON EQUIPMENT IN MOTION CAUSE HEAVY LOSS

Of all classes of accidents reported on our lines, the one most difficult to satisfactorily explain is that of injury to passengers on cars not in collisions.

The total number of such accidents for the system during 1937 was 245, and this does not include the many minor incidents, such as a passenger having clothing soiled or torn.

A few of these were due to such unavoidable causes as when a boy throws a rock through a window, cutting a passenger with flying glass. But analysis shows that the greater number are caused by rough starting or stopping, causing passenger to lose balance, or taking short curves

black leather jacket, or dark blue cloth blouse in lieu of the standard coat. These garments will permit a greater degree of motion freedom, designed along modern trends, and are both becoming and equipped to aid and expedite the various duties of Operators.

The foregoing are only the outstanding, and not intended as a complete survey of all changes and al-

at such high speed as to throw standing passengers against seats.

There are a few accidents that are clearly unavoidable, and some where the "other fellow" is at least partially to blame. But when a passenger is thrown on a car by rough or thoughtless handling of equipment, there is little our claim agent can say in defense when a claim is presented.

At various places we have established speed restrictions on curves on account of the frequent accidents due to passengers being thrown from seats, or against seats, if standing, but the manner in which many Motormen observe these restrictions merely add to the hazard of accident.

If car approaches at high speed, then just as it enters curve severe application of brakes is made, the side-wise jerk of the car will be greater than if speed had been checked.

This jerk is not felt by the Motorman as much as it is by those behind him, since it is the rear end of the car which whips around on the curve.

All speed restrictions, when properly observed, call for a reduction in speed so that the vehicle will be down to the required rate when entering the restricted territory, and thousands of dollars yearly can be saved by strict observance on the part of Motormen.

"What cured Van Noodle of his interest in the 'Share the Wealth' movement?"

"An uncle left him \$200."

Classification of January, 1938 Accidents

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

CLASSIFICATION:	SYSTEM		Increase or Decrease	Percentage
	1937	1938		
Collisions:				
1. With Pedestrians.....	13	9	4 Dec.	30.8%
2. At Railroad Crossings (Other than Company's)....	1	0	1 Dec.	100.0%
3. Between Cars of Company.....	1	2	1 Inc.	100.0%
4. With Vehicles and Animals.....	156	140	16 Dec.	10.3%
5. Derailments.....	6	5	1 Dec.	16.7%
6. Equipment.....	0	0	Same
7. Boarding Cars.....	11	8	3 Dec.	27.3%
8. Injuries on Cars (Not in Collision).....	19	19	Same
9. Alighting from Cars.....	11	7	4 Dec.	36.4%
10. Falling from Cars (Not purposely alighting).....	1	0	1 Dec.	100.0%
11. Doors, Gates and Guard-Rails.....	5	4	1 Dec.	20.0%
12. Ejectments and Disturbances.....	1	3	2 Inc.	200.0%
13. Miscellaneous.....	2	4	2 Inc.	100.0%
14. Total.....	227	201	26 Dec.	11.5%
15. Employees.....	4	7	3 Inc.	5.7%
16. Total Car Accidents.....	231	208	23 Dec.	9.9%
17. Motor Coach Accidents.....	22	23	1 Inc.	4.5%
18. Total Passenger Accidents.....	253	231	22 Dec.	8.7%
19. Freight Accidents.....	25	11	14 Dec.	56.0%
20. Total All Accidents.....	278	242	36 Dec.	12.9%

Insurance Items

RETIRED employees will save themselves time, as well as that of Clerks, if they will not call to pay their Group Life Insurance premiums and Mortuary Fund dues until after they have received their monthly notice. This notice is mailed between the 1st and 10th of each month and should be brought to the Cashier's office on the second floor of the P. E. Bldg. at the time of making payment. Receipted when payment is made, this notice becomes their official receipt.

Many inquiries are being made at the Insurance Bureau of the Accounting Department regarding new certificates covering group life insurance. These certificates, to be issued to all employees who have had a change in their insurance coverage, are now being prepared and it is expected that all will be delivered by the end of the current month.

PAST MONTH AND NEXT WITH THE P. E. WOMEN'S CLUB

Our Club has had many interesting travel talks and one most thoroughly enjoyed was our recent "voyage" to China, with Mrs. J. T. Ashcroft as our pilot. It was a stirring "journey",

realistically told and made us realize how fortunate we were to be in our own U.S.A.

On January 27th, one of the most instructive lectures it has been our pleasure to hear was given by Edgar Harrison Wiliman, an expert interior decorator, with Barker Bros. for many years. His clear manner of presenting home decorating to us made his talk profitable to all.

On Feb. 4th Mrs. C. L. Curle entertained the ladies from the San Bernardino Club, Mrs. R. R. Crunk, a former San Bernardino member, and Mrs. Lloyd Murphy, Club President, at a lovely luncheon in her home in Hollywood.

Quite profitable for a number of our ladies was Feb. 10th. The program was sponsored by "The Poultrymen's Cooperative Association" of Southern California and was given by Miss Reo Rehr, who told us of the production and care of eggs, from nest to table. The lecture was demonstrated by a motion picture, which showed the fine progress of twenty years in poultry raising and egg production. At the close of the program, names of Club members were drawn and the lucky ladies were presented with a supply of eggs.

Tea at tables gaily decorated in Valentine attire concluded the pleasant afternoon.

March 10th will be our day of days—Birthday Party. We hope for a record-breaking attendance.

A large crowd attended the night card party, held February 19th, with Mrs. Baglin as Chairman. Nineteen tables were filled and some most pretentious prizes awarded.

Another night card party will be held March 26th, with Mrs. Smart as Chairman.

On March 24th, Mrs. Curle will have charge of the program and will present a member of "Sees Candy Company," among other appealing program features.

Mrs. Schwertfeger has called on 250 patients at the hospital since January 1st, delivering flowers and a word of cheer. Her loyalty to this trying task has been most admirable.

—Mrs. W. A. Hasty,
Club Scribe.

Magistrate: "How do you know you were going only fifteen miles an hour?"

Defendant: "Why, I was on my way to the dentist's."

GOLF TENNIS FISHING HUNTING SPORTS BASKETBALL BASEBALL BOWLING

BOWLING RACE WAXES HOT

A glance at the results of the last three weeks in the bowling league makes one wonder if left handers are taking over the honors.

"Lefty" Smith, North team, confounded the experts by grabbing high series honors February 11. Then to make it complete for the wrong arms, "Lefty-Thin Man" Dickson, Freight Traffic entry, rolled a nifty high series of 668 pins. This gave him high series honors for February 18.

Things got back to normal, however, when Roy Wilson, of Transportation took honors for high series with a net 685. Just prior to this week's bowling Roy was seen over in a corner muttering something about if a couple of left handers could grab the top spot he was either going to change that, or else join the ladies league which convenes at the Glendale Alleys on Wednesdays. A few of the skeptical boys on the other teams were wondering if Roy was just looking for a chance to change his bowling night to Wednesdays. He has been cleared of all suspicion, however, due to his sterling work in coping top honors on the night of February 25.

"Cupid" Swanson kept his name on the roll of fame when he won high game prize, February 11. Every time Cupid lets one go down the alley the feminine contingent in the seats near him let out a heart-rendering sigh. This quickly changes to a cheer if and seldom when, Cupid does manage to keep the ball in the right alley. When this champion of the fair sex does wipe the alley clean with a strike the applause is simply deafening.

Claude Allen, Transportation team, has been steadily improving his his game and he copped high game prize for week of February 18, while E. M. Adams, Subway, won this event for week of February 25.

The standings of the various clubs has materially changed during the last three weeks. However, the West Hollywood and Engineer teams are still safely out in front and the way

these bowlers are going it will take a very "hot" club to catch them.

Jay Gowanlock, Claim Department, is doing his share in keeping that club in the race, as his average of 183 is tops in the league. The success of the West Hollywood Club is well merited when a glance at the averages shows three of the top four bowlers in the league are performing for the West Hollywood Shieks.

For the Engineers, Gonzalez, Hasenyager, Davis and Manley are consistently good and it takes a mighty hot team to take them into camp.

The North team has been somewhat handicapped due to various changes in the personnel during the first part of the season. However, they are going along at a fine clip, and with Smith and Hampton leading the way, are going to be tough on the other clubs from now on. It's a treat to watch Hampton apply the "body English" to his ball when it is rolling down the alley, and there must be something in it. Glance at his fine average.

Lefty Du Bose of the P. E. Club

has been ragged due to his failure to uphold the honor of the south-paws and he has served notice to all concerned to hunt cover when he starts firing on the evening of March 4th.

Jack Worthington, Captain of the Easy Aces, must have laid the law down to his cohorts and as a result they took three games from the Claim Department on February 25. Wilson led the way with his high series for the week and Norton, Allen and Orr "done their duty" by their Captain.

Losers, as well as winners, look forward to Friday night each week and all concerned go out to let loose and really enjoy themselves. Even "cannon-ball" Lutes, of the P. E. Club, is occasionally seen to break into a smile when he slays 'em with a strike, and, my friends, that is something.

Don F. Houston, Bowling Scribe

BREEZES FROM LOS PATOS

Our Committee on Prizes and Year Book are working overtime now to get the book to the printers before the dead line, March 10th.

Mr. and Mrs. Radcliff returned to Los Patos Camp, stayed two or three days, and departed again. Just looking around.

Dad and Mother Manley also re-



Not the "nine old men," as some wit of a spectator dubbed them, but rather the P. E. Hot Shots is the title the Ocean Park Trainmen's indoor ball team aspire to justify in a series of games in coming weeks.

Headed by Manager Bill Williams, the boys have shown their ability to cope with good teams in the practice games held to date, and hope to do even better in league games to be scheduled. In the meantime, they are out with a challenge to any other Company team "who may wish to learn some of the finer points of the game."

In the picture, front row, left to right are: L. Stack; C. W. Comstock; J. R. Lowell; M. H. Conklin and R. E. Walker. Back row: J. E. Robertson; Tom Wilson; Duke Boardman; Bob Maris; Pat Garrison; R. S. Nichols; John Leslie and Manager Bill Williams.

Other members of the not present are: L. G. Washford; P. O. Pruitt; N. J. Schumes; A. J. Meyers; R. F. Hintz and others.

turned after spending three weeks at Point Magu.

Long-line Smith is running a better fishing record now. Think Mrs. Smith is back of this.

L. L. Loyd is in the boat building business again this year. Anyone wishing a boat should see him.

And old B. F. is head over heels in work and can't fish. Not until after May 1st, so Mrs. Manley informs.

Coonie and Little Coonie came in a Saturday late last month to spend the week-end. Coonie is looking forward to a big season this year. His pet hobby is looking for sinkers at low tide.

We would like to see each member of our club go out and get one new member. \$1.00 entrance fee to come with application and \$1.00 per year. Let's go.

To wives of fishing husbands: watch the April Magazine. Also, you junior members, look this issue over.

I see no reason for Arlie Skelton telling about it whenever Mrs. Braley catches a fish. Arlie would do better if Mrs. Skelton accompanied him on some of his fishing jaunts.

Our stream-lined President is breaking in this season at surf fishing. He has lots of troubles ahead, so Al Smith informs.

Learn that Jack May has placed an order for two tons of mussels. Jack is really going after them.

George Brown, and his student, Dorner, are heading for Newport Bay where George landed his big croaker and got his legs sun burned. Keep your boots on, George, and weigh your fish. Dorner, I understand, is an artist at catching herring, and now George is going to ruin him by teaching him surf fishing. His brief case is now a tackle box.

A "close-up" of the four assistants to Fishing Captain:

B. F. Manley, specialty deep sea angling. Mr. Manley has spent the greater part of his life trying to catch a tuna. Read his book "Hook 'em and Lose 'em" on sale at all news stands.

K. L. Oefinger, 41 years a surf fisherman from San Diego to San Francisco. Has made a life-time study of the habits of these fish. When, where and how to catch them.

L. L. Loyd, lake trowling; he really knows his stuff along this line. Mr. Loyd, I guess, has fished in every lake in California, and I am very glad to have him as an assistant.

Dave Porter, the fisherman's fly flip-

Calling Jr. Sportsmen!

Boys, if your dad does not belong to the P. E. Rod & Gun Club, get him to join now. Then you can become an associate member and win some of the fine prizes that are up for juniors to win in fishing contests.

Come to the Club and look over the prizes and pick out the one you want, and go after it.

COMMITTEES AND COMMENTS

Just to prove our stern President, H. P. Bancroft of the Pacific Electric Rod and Gun Club, really intends to start the New Year off with plenty of backing, he has appointed the following Committeemen to serve during the 1938 Tournament Season:

Fishing Captain: Scott Braley, which will mean first prize in something. He files the registrations.

Field Captain: Ned Rich; loves guns.

Councilman, Fish and Game Development Association: Frank Patterson; will keep the Club well posted on activities of the State Legislature affecting fish and game.

Budget Committee: A. V. Miller, D. E. Porter, B. F. Manley, J. W. May and Lloyd L. Loyd. The Club elected them to serve on the Executive Committee, which makes it unanimous.

Legislation Committee: B. F. Manley, Dave Porter and E. L. Bissenger. They argue and seldom agree.

Prize Committee: W. G. Knoche, D. E. Porter, Scott Braley, Ned Rich and A. C. Smith. Blame them if you don't get your dollar's worth of prizes. They make the selections.

Year Book Committee: B. F. Manley, L. J. Bush, F. B. Patterson, D. E. Porter, Arlie Skelton, Ned Rich, Scott Braley and Lloyd L. Loyd.

per. Ace of aces. Mr. Porter has fished every stream in the Western States and knows more about flies and fly fishing than Webber. Read, but forget, Mr. Porter's book on Landing a 25-lb. Salmon on a 4-oz. Rod.

Seriously, they are all experts in their line and you will not go wrong to seek them for advice.

Scott Braley,
Fishing Captain.

FEBRUARY AGENCY CHANGES

Lure of the bright lights and glamour of the stars of Hollywood proved too much for our good friend, Leo Vincent, reports F. B. Spencer, Asst. Terminal Frt. Agt. He forsook his newly acquired agency at Sierra Madre and bid in the assistant agency at Hollywood. Senior Relief Agent, M. A. Soper is now at Sierra Madre pending this position being advertised for bid.

Relief Agent R. R. Corey is at Fontana in place of Agent A. E. Stempel, who is recovering from injury and will soon return to duty.

M. E. Gilbert bid in Wilmington Agency, relieving A. W. Housley, who was successful bidder for Corona Agency.

Relief Agent J. C. Sams is holding down position of Clerk, Monrovia, made vacant when F. W. McIntire moved in to 8th St. Yard Office at Los Angeles.

Bob Rachford has been chosen by Brotherhood of Railway Clerks to look after the interest of the P. E. group, and while we are glad to be able to loan the union so capable a man, we are going to miss him. His departure from our Butte Street Yard Office, where he has been since 1920, will cause quite a few changes, requiring the bulletining of several jobs.

"By whom?" asked the husband when told his wife was outspoken.

They are scouring the town for adds. Just a few more needed before your book goes to press.

Refreshment Committee: C. G. Gonzales. He'll never let us down.

Los Patos Camp Committee: B. F. Manley, V. B. Radcliff, Hal Smith, K. L. Oefinger and Lloyd L. Loyd. They are the official trouble shooters around the Los Patos Camp—when they are not out fishing.

Nominating Committee: D. E. Porter, F. B. Patterson, Harry Pierce, A. Smith and Ray Buford. These are the boys you have to make believe you are doing your best, if you hope to serve in an official capacity next year.

These Committees have already started functioning for the New Year and from the look of their progress, it is easy to believe the success of the Club this year will measure to any preceding.

Arlie Skelton,
Recording Secretary.

MARCH P. E. CLUB CALENDAR

Tues., Mar. 8th:
Regular semi-monthly meeting P. E. American Legion. Meeting called at 8:00 p.m.

Wed., Mar. 9th:
Regular monthly meeting P. E. Rod & Gun Club, 7:45 p.m.

Thurs., Mar. 10th:
Birthday Party, P. E. Women's Club—1:30 p.m. Special program of music and other entertainment. The event of the year.

Saturday, Mar. 12th:
Regular monthly meeting P. E. Agent's Assn.—8:00 p.m.

Wed., Mar. 16th:
P. E. Masonic Club in regular monthly meeting—8:00 p.m. See bulletin for program details.

Thurs., Mar. 17th:
Afternoon Card Party, P. E. Women's Club—1:30 p.m.

Fri., Mar. 18th:
P. E. Club monthly Dance—8:30 p.m. Increasing crowds are enjoying these dances each month. Music by Flo Kendricks and her 7-piece orchestra.

Tues., Mar. 22nd:
Semi-monthly meeting P. E. American Legion—8 p.m.

Thurs., Mar. 24th:
Afternoon meeting with fine entertainment program, P. E. Women's Club. Program starts at 1:30 p.m.

Fri., Mar. 25th:
Monthly Safety Advisory Committee meeting, commencing at 10 a.m.

Sat., Mar. 26th:

NIGHT CARD PARTY, sponsored by P. E. Women's Club. Bridge and other card games. Door prizes and fine awards to winners. Small playing fee, with surplus to charity. Nineteen tables of players gathered for this event last month.

Thurs., Apr. 6th:
Afternoon card party, P. E. Women's Club—1:30 p.m.

Sat., Apr. 9th:
Regular monthly meeting P. E. Agent's Association—8 p.m.

First Hobo (surveying stream of pleasure-seekers): "I hate holidays. Makes yer feel common when nobody ain't workin'."

Judge (to couple): "Caught on a park bench, eh? What are your names?"

He: "Ben Petten."
She: "Anne Howe."

'WALT' WATCHALL WHIMPERS

Garfield White is now a Grandpa. He now wishes to be known as G. G. White.

Why doesn't the Club have a Grandpa and Grandma Club. It could specialize in telling of grand-children's unusual talents.

Rod and Gun Club advises there will be no halibut accepted this year at Lake Arrowhead for trout prizes.

During the recent rains Pop Knight was seen at 7th & Broadway with his

two canoes, canoeing cuties from curb to curb.

Bob Dorner was seen sitting on his front porch in rocking chair casting into Lake Hawthorne for tuna.

Bill Todd was observed walking down Broadway during the heaviest down pour with umbrella under arm window shopping.

Walt Disney has nothing on Miss Wheeler. She has her own seven little dwarfs.

Following is the entries for the Rod and Gun Club Billion Dollar Handicap:

	PP	WT	Odds	Comments
F. Karr	2	165	2-1	Will furnish argument.
L. A. Lovell	7	155	3-1	Will account for his share.
C. Thorburn	4	175	4-1	Would take it at a price.
Dr. Wm. Weber	6	184	6-1	Usually cuts up bait.
E. C. Johnson	1	145	10-1	Will be found on rail.
W. S. Wade	3	185	20-1	Will be there at pay off.
C. R. Smith	9	190	25-1	There in the pinch.



She: "Doesn't the bride look stunning?"

He: "Yeah, and doesn't the groom look stunned?"

"But why don't you ask your husband's advice about it?"

"Oh, I will just as soon as I make up my mind what I intend to do."

Mrs. Smart: "My daughter is going abroad to study singing."

Neighbor: "That is very considerate of her."

MacLaughlin had just proposed to a widow he had met recently.

"But I have nine children," she informed him.

"You deceived me," he stormed.

"They're all working," she continued.

"Dearest!"

An actress was taking her poodle for a walk. She met a rival wearing an expensive new fur coat, and the dog began to jump about and bark excitedly.

"Do forgive my Squeegie," the actress said. "She's been playing with some rabbits today."

He: "If I were to die you'd never get another husband like me."

She: "What makes you imagine I should ever want another like you?"

"And," says the violinist, "that last note was D flat." To which the pianist answered, "Yeah, that's what I thought, but I didn't like to say it."

Convict: "I'm here for having two wives."

Visitor: "And how are you enjoying your liberty?"

A local girl says that love making must be the same now as it always was. She has just read about a Greek maiden who sat and listened to a lyre half the night.

Mrs. Smythe Brown was making the final arrangements for her elaborate reception.

"Bridget," she said to her old servant, "for the first thirty minutes after six o'clock I want you to stand at the drawing room door and call the guests' names as they arrive."

Bridget's face lit up. "Very well, ma'am," she replied, "I've been wanting to do that to some of your friends for years."

NEWS

OF THE
PACIFIC ELECTRIC
AND MOTOR TRANSIT
FAMILY

BY OUR
CORRESPONDENTS



ACCOUNTING DEPARTMENT Geo. Perry

Winchell, Sabol, Durling and other great columnists finally break under the terrific task of writing columns, so our correspondent, George Perry, has asked for a thirty day leave of absence from such arduous duties. His "pinch-hitter's" report in his absence:

Vacations, of various durations, were enjoyed as follows:

Ruby Binkley—at home—returned to work with a shorter hair trim and looking much rested.

Andrea Reshaw—Arrowhead Lake. We hope she is more careful this time and doesn't sprain her other ankle.

Esther Craig—at home, resting.
Nell Flanders—San Francisco over Washington's Birthday.

Florence Haldeman—at home.
In looking through our correspondents mail bag I found a few interesting items, for instance.

Ask George Perry how it feels to dry out a brand new pair of shoes, (size 13) on the floor heater and later find them burnt to a crisp.

We have at last, crowned a new champion of elongated names. The new champ's name is longer than the title of his job. Winifred Scott Hancock Weeks and William Edward Paul Keelin are hereby displaced from the mythical Kingship. We now place the jeweled crown on the head of Kenneth Charles Swain Weston Pomeroy. Take a long, long bow, Kenny.

Earl Moyer, famous for his cultivated plant life collections, is endeavoring to thoroughly master the new motor coach classifications recently placed in effect. Earl would much rather pick flowers.

The girls of the Conductors and Car Service Accounts had a Valentine Party Luncheon on Valentine's day with hearts and flowers and a lot of good things to eat. The Federal Bureau of Investigation has been called in to answer the question "Who stole Mrs. Shreeves' potato salad." Located, the culprit will be made to answer the full penalty of the law.

We are happy to hear that Beulah Williams, Timekeeping Bureau, has returned to work after being confined in the hospital for two weeks.

The circles under Woodville Alexander's eyes are not the result of fisticuffs, nor overwork. Ask him how many stations he has dialed on

his new Zenith long and short wave radio.

The Railroad Retirement Act again has operated for the benefit of another co-worker. Effective March 1, 1938, our friend, Alston L. Marsh, began a new phase in his life with an assured income and time to enjoy his beloved Southern California. Although Mr. Marsh has been with us only since Nov., 1924, he has devoted a lifetime to railroad service. As a matter of slight interest, your regular columnist—G. P. was a boy in knee pants going to school in Holtville, Calif., at the same time Mr. Marsh was Agent for the Holton Power & Traction Co. in Holtville. Miss, Mr. Marsh was undoubtedly will, but we are happy for him in the retirement, which we know he welcomed.

Several changes in positions took place last month, caused by the establishment of a special Statistical Clerk's job, which was bid in by Phillip Still. Other Clerks involved in changes were Kenneth Pomeroy, Edward E. Campbell and Odessa Carter.

Here's a letter from one of

George's under cover operatives:

Dear Uvey: (Uvey is George's first name, folks. Isn't it ducky?)

There has been a torrid snooker tournament in progress during the past month and the contestants, namely the Silly Seven, have been under such a strain that some are beginning to break. The tournament ended Feb. 19th, placing each self-believed champion in his respective class. Following is a brief resume of their final standing:

The tournament was handily won without effort by the Pride of Hawthorne "Shootemstrait" Hollinger. 'Sfunny how some people can have such luck after only shooting a 917% percentage. In second place was Slicker N. Hyde, who, if he would stop talking, would make a better percentage rating than 583%.

Dale Dear plays a fair game of snooker, but I could win from him wearing a pair of boxing gloves. In third place we have two contestants tied at 500 per cent. The better is "Pappy" Weeks, who shoots a little straighter than he walks on account of one light weight shoe on the left front foot. This makes him slightly

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lop-sided when cuing the cue ball. My second choice for third is "Sew-em-up" Robert Taylor Thatcher, also from the swamps of Hawthorne, birth place of champions. Mr. R. T. Thatcher would have finished higher if he hadn't decided to give snooker lessons on the side during the tournament, thereby paying insufficient attention to his own game. He now holds the "no hit—no run" record for one game, scoring no points.

Fifth place, taken by brute force by Strangler Lewis Nagurski Vidal, rating 416%, I'm not saying S.L.N.V. didn't shoot some good snooker at times, but I still think he is a better wrestler.

Now to the sixth position, easily won by a former champion, who, under pressure, will always come through and can be depended upon to sell out his partner for any amount. This gentleman is Take-a-chance Hinkle, gross rating 333%. He contends his poor showing was due to partners who were always off form when competing on his behalf.

The cellar holder of this league at 250% was taken, or given, to a man who has played snooker from the time he was 3 months old and has never improved his game. Ed. Lev-a-dog Leckemby, renown Record Room artist, has yet to play a poor game of snooker. His only trouble is that the other six of the Silly Seven were better players in this contest.

Next month, Uvey, I'm going to give you my form chart prognostications for the super-colossal series just started. This encounter will classify the players better, inasmuch as they are playing individually, and don't have to carry the load of a partner, as was done numerous times before.

MOTOR TRANSIT COMPANY By M. J. Creamer

As we start to dash out this month's gossip, a very witty young lady has brought up the question of "Home Sweet Home" by remarking: "You don't have to tour the world to see strange sights—just take a look at the line-up on those seats" (referring to our depot). All the world may be a stage, but if it's characters you want, we have 'em! Yep, even from our notorious pest "Madame Socks" (our name to you) who daily inhabits the depot, minding your business and mine and everyone's within shouting distance, and meanwhile rubbing her fingers anxiously 'neath the edges of the seat hoping—against hope—to find a splinter so she can gasp to the world, "Ouch! I've torn my bran' new stockings—You'll pay—you'll pay!" on down to a "down-and-outer," who has the most unique method or should I say patent, of sleeping with one eye open. Lots of them have a story behind their wanderings—probably none too happy to hear!

Operator Wayne Putnam returned to work recently after his hurried trip

to Enderlin, N. D., last month for his Father's funeral.

Operator Harry Gross is the personification of pep, vim and vigor—at least in the mornings. What's the recipe? Ed Barnett manages to keep a smile aglow. Well, we won't say "wipe that smile off your mug"—it's welcome. Plenty of sour pussies walking around without leash, and not meaning Operators.

Word is forwarded that Operator Spillsbury would doubt his own Mother's statements . . . We'll leave that statement hanging in the balance . . . Do you or don't you?

A relay of statement from outside sources have it that IF everything Agent Howard, El Monte, conveyed to them WAS AS TOLD—he'd have something there! Wonder what they meant?

Operator J. H. Haheesy was off sick for a short time.

Operator Chas. Masher accepted a school order from a young student and brought same into ticket office to have the order made up for the girl-student. The order reads "For transportation between _____ and _____." Only this order reads for transportation between 8 A.M. and 6 P.M. Shall we get out our crystal?

Operators H. G. Cooper and C. S. Harris made a special car movement with a group of the Chicago Cubs and their families to the Catalina terminal. Each of them received a two-dollar tip. Mighty nice! It's apparent that the group were well pleased.

Our genial Agent, Geo. Jehl and his Assistant, Oscar Otero, are taking to the citrus business! Can find them sucking on lemons practically every afternoon. Good for what ails you they say. Sort of strikes a new SOUR note! Geo. is keeping busy on his Sundays by helping with a swimming pool being installed at one of his

friend's estates . . . all that work for a free bath in the open! Afterall, Summer is on it's way!

Oscar Otero was recently visited by his son (now in the U. S. Navy at San Diego). The boy has high hopes of making the submarine division and from all appearances will do just that thing.

Walt Rorick sallied forth in a new suit. The occasion—a Masonic party!

Jim Tucker, better known as Brother Tucker, was assigned the honored role of Chaplain at a recent meeting of the Brotherhood of Ry. Clerks. Had to read the closing prayer . . . can't quite imagine all that—and he was embarrassed!

You'll generally find Howard Strong behind a newspaper—or maybe that thing's a budget sheet. He quit smoking some weeks ago and 'nerry a puff since. Bravo!

Slim Seifried is toting his luncheon calories in a paper bag that resembles a flour sack. The lunch looks more like a picnic spread, yet the only solution he'll give is that "I needs my vitamins!"

When asking for news from our Mister Deal (Dispatcher Deal) was informed that THEY, in the Dispatcher's Office, had more things to think about than news for a Magazine. This office is strictly business! (Oh yea—we knew you when).

Joe Hernandez (Express office) is to be married on April, the 15th or thereabouts. Just advance warning of the nuptials!

Manuel Rankin has acquired the

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name of "Heine". Incidentally Stanley Moore doesn't like the name "Hootsie". Sorry, Hootsie—but we think it's nice.

From J. D. Puffer at San Bernardino comes the following:

Mr. and Mrs. E. W. Randig of the "Rip 'em up and put 'em together again department" wish to extend their thanks to the Motor Transit boys for the lovely wedding presents received by them. Presents were of pottery—that is a pottery casserole, set in bronze rack, four ash trays, also in bronze rack, and one set of six sauce dishes.

In closing, quote the reply received to a recent letter forwarded to a man in Banning, relative to a wallet which was found and turned in to the Lost and Found. The letter deserves merit, or do you think?

"Dear Sir friend: just as I was away for few days I cane Back a saw a letter from Union stage depot. I did Not know enny Body their so I open it and read it and that the place I lost it. I did not have no money in it at all But I had some address in it and My driver license in it also I am glad of it and thank you for writing. I will see you when I come on the Bust over. It was a leather wallet so if you please sent it to me I will thank you. Your truly . . . I will see you befor long."

OCEAN PARK CAR HOUSE
By J. H. Robertson

The "Railette" Ladies Club held its February meeting at Mrs. McLinden's. The afternoon was spent in playing cards and, of course, the regular business. Refreshments were served.

The trout bug is getting around. George Tuttle is planning on taking the boss of his house (his daughter) on a trip in the High Sierras soon.

Conductor Treese will get his trailer ready, too, for a much needed vacation, especially after working run 93 on February 28th.

We have a brand new groom, who is none other than V. E. Connell, the register man. The wedding took place at the home of his mother-in-law, 648 Broadway, Venice. We wish you lots of luck and unending joy.

A sure sign that Spring is here is when Tom Mellon starts talking about baby chicks. Pat Davis is also planning on going in the poultry business. Next will be Ed Verrett; he raised 'em and thieves stole 'em. I am out this year, but did have 250 last. We had fried chicken every day.

Homer Steadman, one of our cabinet makers, is building pontoons for his Ford so he can get to work. If they are successful we should try them on our 900's through Albright City when we have one of our famous California showers.

The passengers on the Redondo Line, who play cards on their way home, are getting ready to have cars reduce speed from Culver City to Del Rey so they can do a little trolling.



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WEST HOLLYWOOD

By G. R. Stevens

Conductor R. Wiseman reports a fine trip east. Visited Clarksburg, West Virginia, Chicago and Detroit. He visited brothers; was gone thirty-five days.

Since there has been plenty of snow in the mountains the last couple of weeks, the winter sports are in full stride. Skiing has become very popular with some of the boys from this terminal.

Mrs. Charles Mullins, wife of West Hollywood Station Agent, and son, Stanley, accompanied by friends, were visitors at Arrowhead Lake recently, greatly enjoying the sports afforded by the snowy region.

The Institute of Musical Art last month presented the Sherwood Class of Katherine Colley in a piano recital. In the piano group appeared Billie Jo Baird, playing "Waltz in B Minor" by Chopin. Billie Jo is the young grand-daughter of Mtr. J. C. Crawford, and is he proud of his talented kin?

Conductor J. R. Dicks is back among us after a long leave of absence. Reports he spent most of his time at his place in the mountains.

The new style caps for the boys are already appearing on the men around West Hollywood, and are they nifty. The boys who have their caps are the center of attraction and from the comments it looks like a "regular stampede" by the rest to get theirs.

Conductor James C. Shelton and wife are the proud parents of a nine-pound baby boy. Reports mother and baby doing nicely. Our best wishes.

Motorman M. F. Bidwell and wife are the delighted parents of an 8-lb. baby boy. Congratulations.

Our sincere sympathy to Motorman Mohan of West Hollywood, whose relative was killed in an automobile accident recently.

On the sick list at this writing are: V. Felston, R. F. Gummere, W. F. Hart, V. Murray, H. R. Heidelberg and J. E. Kendall.

F. Mauk is on leave of absence.

SUBWAY TERMINAL NOTES

By W. F. Servranckx

Motorman Dietz and Conductors Pont and Buss, according to their own version, go bowling together on different teams, and yet they all win, they say. Are there any losers?

Another happy pair working together since the great shake-up is W. E. Craig and K. R. Pedder. What we want to know is just who is who on your run on Saturday and Monday?

Another mystery. Why is it that our well-known Physical Instructor, you know—the guy who tells you what and what not to eat and drink, Bill Gillespie—comes to work limping like an old race horse and then tells us it is rheumatism. Come on Bill, let's have the low down. Wasn't it a 500 lb. weight that fell on your foot?

To those who wish to take single track examination, bear in mind that in order to keep out of trouble you must have timetable authority, train orders, if necessary; some form of block signal and a red flag.

On January 28th, Mrs. M. A. Miner, wife of Motorman Miner was operated on for appendicitis at Hollywood Hospital. From reports received the operation was successful and she is speedily recovering.

The most popular Trainman on the Western District is none other than P. D. Yarbrough at Vineyard, because by the 12th of each month he is the guy who says "whether you are or you ain't."

We are wondering why Jesse Hanselman has such a broad smile. Some say it is because Dan Keeley left for West Hollywood. Dan, as you know, used to sing some fancy opera songs and Jesse liked them so much he was in a trance when "Cupid" was around. But that is not the reason, boys, it's all on account of his new Dodge.

Persistent rumors keep arising about J. R. Groom. He was observed again looking into a jewelry shop, which he does not deny. He emphatically states that he did not visit

the marriage license bureau, although he practices considerable with a lunch box, carrying it on a strap slung over his shoulder.

Extra Scoop: Some of us have always thought that our good friend, J. R. Hollis, could not smile, but he certainly did the other day. Cheer up old boy, just think, only 28 more years and you will be eligible for a pension.

L. C. "Vice Squad" Morrell and J. D. Heidelberg had a friendly scuffle and during the melee John Gaines' cap got smashed to a pancake. John does not mind it so much, except that it spoils his permanent wave.

J. R. Stevenson, Ocean Park, has discovered where in Southern California it rains hardest. Albright City, he says. Not only that, but every time it rains there he has to go out flagging.

Old Doc Stork was on the job again during February. On Feb. 10th Mr. and Mrs. M. F. Bidwell became the proud parents of an 8 lb. boy at Mono Sano Hospital. Doc Hamilton presided.

Mr. and Mrs. James Sheldon of West Hollywood, a baby boy on Feb. 5th at Bellview Hospital. Mother and baby doing well.

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Mr. and Mrs. L. A. Price on Feb. 8th became the proud parents of a 9 lb. baby girl.

Our congratulations to all. We shall now hear from that well known, Whose'it, Whats'it, "Jiggs" Burdsall, reporting that:

Obituary

Three employes of Subway Terminal have turned in their final reports, after long and faithful service.

Albert G. Lutes, who for more than 26 years called trains and tended gate, passed on Dec. 12th.

Edwin Mather, 69 years old and born at Galesburg, Ill., passed on Jan. 31st, after serving at the information desk steadily since April 12, 1920. A widow is the only survivor.

Frank Kish, born in Hungary, Aug. 3, 1868, died Jan. 17th, after serving as janitor for 18 years.

To the bereaved families we extend condolence.

Conductor J. R. Groom has taken up tennis. Watch out Groom, or Dan Keeley will get you.

Motorman L. P. Bright sat in the same chair ten hours playing pinochle. He says he is training for a 10-hour run.

Tommy Thomas of Glendale is back on the job and glad of it. Says San Francisco is all right, but no sunshine and poor beer.

Pat Keene, until recently Gate-man at Sixth and Main, is performing similar duties at the Subway, replacing the late Al Lutes.

Walter Spangler was very put out the other morning when he dropped off at the three tracks to throw a switch that was already lined. To make matters worse he looks up to see his train tearing down the tracks. Being a good Trainman, thumbs a ride up to Sunset Blvd. where the train is waiting for two bells.

We wonder why Cond. Demerest didn't take the last P. E. Magazine home for friend wife to read.

A recent second addition to the family of L. L. Wilcox, Conductor, remained feminine, despite a desire for an heir to wear one of daddy's uniforms some day. The surgeon in attendance was Dr. S. Castanares, who is rapidly becoming known as "the stork from Notre Dame."

MACY STREET TERMINAL
By Chet Collins

W. E. Smith recently announced his marriage to Miss Sabina Erickson of Ogden, Utah, on January 15th. The ceremony was held in San Bernardino. His many friends wish them every happiness and extend their congratulations. They are leaving March 10th for a two weeks' trip to include visits to their friends and relatives in Ogden, Salt Lake City, Portland, Oregon, and San Francisco.

I joined the miss-out league of Macy myself last month when my column was due and the last day had slipped by before I remembered. I am sorry and will try not to do it again.

We see several new faces at Macy

lately. Conductors R. J. Du San, G. W. Sigler and Motorman A. F. Pohlman have come here from San Bernardino. We welcome them and hope they find the change pleasant.

Pasadena's loss was Macy's gain when Motorman P. J. Bever bid in a relief run here, and F. L. Gryder bid back to this terminal after working a run there. Welcome to Macy again.

Often seen about his old haunts is W. E. Booth, who visits the terminal frequently, and is always welcome. He is enjoying himself immensely in his new freedom and spends time here and at the beach. Recently Mr. and Mrs. Booth visited San Francisco on a two weeks' trip and report a very pleasant visit.

L. T. McCabe has left for an extended leave of absence, planning on spending his time in the middle west taking care of business in his charge.

Mrs. C. H. Yapple recently returned from a trip to Pennsylvania, made on account of sickness. She reports a pleasant visit, but was glad to return to her land of sunshine.

J. W. Merrill is the proud owner of that racy looking green Studebaker convertible coupe recently seen about Macy. We just love to ride in Studebakers.

W. W. Widdess has transferred to the State Street extra list from passenger service. Good luck.

L. B. Bowers recently spent an agonizing three days off when he had an attack of food poisoning in his family. He returned to work so much thinner he appeared to have taken an 80-day diet.

Macy's sick list has included recent-

ly Conductor B. B. Ayers, off with a bad cold; R. S. Copeland, ill with cold complications. C. Miller returned Feb. 25, after several days' illness. Conductor H. F. Van Fleet recently received a bad cut on his hand in an unfortunate accident and will be off for some time. The cut may have injured the tendons in his hand, necessitating a longer recovery period. We hope for a speedy recovery.

The establishment of extra boards at Sierra Madre, Monrovia and Temple City saw those jobs go quite high. L. V. Shove, A. A. Johnson, H. Wiser and C. E. Young are now working out of Monrovia. Now reporting out of Temple City are: I. M. Cammick, Z. P. Myers, A. P. Baker, R. E. Sanders, R. J. Ballinger, and F. R. Quinney. Sierra Madre's roll call is: B. L. Copeland, R. W. Gergen, A. E. Spohn, and J. Purvis.

PURCHASING DEPARTMENT
By Ray Cragin

Sunday, February 27th, Jimmy Livermore received the sad news of the passing of his sister, Mrs. J. H. Higgerson of Toronto, Canada. Mrs. Higgerson had been in poor health for several months. We extend our sympathy.

That young lady seen a few Sundays ago around the Lake Arrowhead country ski-jumping and skating was not a movie star—yet. It was Miss Dorothea Berenak, and when this young lady gets transportation under her feet she travels.

The Spinsters Club in its monthly

meeting severely criticized one Ruth Batsch for planning to leave the Club. After the meeting she was secretly approached by several members for her autograph and secret of success.

Last Sunday the F. E. Gills started out on a picnic. After a few short blocks the family car boiled. Floyd got mad and he boiled, then Mrs. Gill, always ready to make the best of a bad situation, used the car to serve a hot lunch and made waffles on the radiator. A hot time was had by all.

We thought buttons were used to hold your clothes up, but Roy Ewing had other uses for them. He cut one at 9th and Alameda and a big man from the South gave him a ticket worth five bucks to the City. Roy says, be it ever so humble, there is no place like Oklahoma.

The following news from Torrance. James Hershel Wageley met a cute tall, heavy set nurse at a party recently. It was love at first glance. She stole his heart and he swiped her thermometer.

Frank Winterburg is putting on weight. He is now about the size of a well-known young man named August. Our Torrance detective, Bee A. Boo, informs us that this was brought about by Mrs. Winterburg putting Frank to bed at 7 p.m. and letting Junior play with his own electric train for a change.

Spurred on by the taste of success (winning a Rod and Gun Club prize) John Vander Zee, when not reading fishing catalogues, is often seen on his Athens estate casting over the back fence using gladiolus bulbs for bait.

No, the Purchasing office has no railroad ties stored within. That oil field odor noted is due to the fact that since the Missus Cragin has discovered the household is infested with termites, she insists that Ray play safe and use creosote for hair tonic.

William Jolley has gone in for chemical gardening and claims sole rights around the Torrance yards for peas, beans and beef steak tomatoes. He now calls the receiving room the salad bowl.

Seen in Compton paper: "Will trade two race horses and one balky Chevy for Motorcycle, or Robert Taylor or facsimile. Call at 1619 Largo Street.

We learn from Macy Street that George "RED" Jolley is going to Texas this summer on his vacation. George says they have been having them Centennials, etc., back in the old home state, but they have not seen anything yet. "When I leave there this summer I'll be known as the Texas Cyclone, and I'll tie the pan-handle into a knot so they will have something to remember me by.

ENGINEERING DEPARTMENT
By V. P. Labbe

The entire Engineering Dept. extends to Mrs. Florence and Mrs. Fritzen, our sympathy in the passing of their husband and father, and our

good friend.

Ed Hasenyager was seen last Sunday, February 6th, at Jensens Bowling Alley, really going to town. His alibi for not getting a better score, his partner! We were not there, Charlie!

I think that if Newton High would forget his overcoat and rubbers some morning, we would see some real sunny California weather for a change.

Anyone knowing how to reduce an equation to a normal form, please see Gus Guercio!

Bill Moesby, Lee Cash and H. P. Bancroft seem to think Al Smith is not entitled to 31 years seniority as stated in the last monthly Magazine. Bill Moesby called the writer and told me to make a statement relative to this gross error. "Look at the record," as another rather prominent Al Smith has said.

The name of Firestone to Faye Compton, some time ago, meant very little except when it was mentioned in advertisements, relative to tires, etc. But now he is really getting the history of this great name in his daily work.

Who is the Alhambra-ite that changes cars each morning and rides in with the elite from Pasadena?

Anyone having information about income taxes, such as how to avoid paying it, paying as little as possible, or skip it altogether, please see Jean Fogarty.

Our genial Office Manager, Ernest Hayward, had a chest expansion of some ten inches and when questioned regarding an addition to the family

corrected it was not that, but that he has made a hole in one on the golf field. Imagine his embarrassment when a wit replied: "You mean it took you a whole day to make one hole."

Ray Buford is no longer a resident of Los Patos.

Nancy Kelly and Jean Fogarty blossomed out in new clothes recently, also Evelyn Anderson. Watch Maye Bredensteiner.

Russell Schaeffe was on the bachelor list while his wife and daughter were in the East.

Mrs. Ronald Podlech paid the office a visit not long ago and brought Ronald Podlech, Jr. along. Jr. was introduced to most everyone and he certainly is some boy! Lots of luck.

Understand Fred Linne had additions to his family. Yes, it was twins—but goats.

Note: Ralph Pratt has moved from Hollywood to 233 North Alta Vista Avenue, Monrovia.

Leon Perry has completed another organ. He is a real expert in the art, which is a hobby with him, and quite a remunerative one. He finds a ready market for all he can produce.

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LONG BEACH TERMINAL C. L. Cottingham

We, of Long Beach, were more than pleased to hear of the promotion of Ray G. Buford, who, on Jan. 1st, was advanced to Roadmaster, succeeding V. B. Radcliffe, retired. Ray was taken out of the ranks of Sec. Foreman and is a very capable young man.

We regret to learn of the passing of R. A. Haynes, father of R. E. Haynes, Ticket Clerk, succumbing in January and was taken to Kearney, Neb., his home, for burial.

H. P. Erlemeyer, Conductor, is receiving felicitations upon his recent marriage to Miss Olive Lambert, a charming young lady from Winslow, Arizona. The happy event occurred at a beautiful housewarming in Bellflower, the Rev. Carter officiating.

The Brides father is a veteran engineer on the Santa Fe, running between Winslow and Fagstaff.

On Feb. 2nd Mrs. Woodruff, wife of Conductor Woodruff, presented him with a seven pound daughter. Georgiana and mother are getting along splendidly. Congratulations, Mr. and Mrs. Woodruff.

On Feb. 6th Miss Patricia Ahrens, daughter of Conductor and Mrs. H. A. Hoffman, while at Lake Arrowhead, had the misfortune of having her nose broken and was otherwise cut and bruised while she and three others were on a toboggan which got out of control and crashed into a tree. We hope for a speedy recovery.

Donald Smith Jr., son of Conductor and Mrs. D. W. Smith while playing on the school grounds had the ill luck to break an arm, but is getting along very nicely and is back in school again.

Mrs. Mabel Sheridan, our genial Agent at Huntington Park, is now Mrs. S. N. Sandt, having been united in marriage to Mr. Sandt on Jan. 29th at the home of Mr. and Mrs. J. Coulter of Los Angeles. Our kindest wishes.

We have lost several men since the first of the year due to cuts in the extra board and we are all hoping business soon will pick up to the extent that we may see the boys back at this terminal.

TORRANCE SHOPS Willis M. Brooks

The mother of Konrad Oefinger, Winding Shop, passed away February 2, at the age of 79 years. She was buried beside her husband at Anaheim. The sympathy of the shop forces is extended to Konrad in his bereavement.

Sam Whiting of the Winding Shop is seriously ill in the Soldiers' Home Hospital at Sawtelle.

James Tarbit, Machine Shop, spent an enjoyable week-end on the Alameda Shore of San Francisco Bay at the family re-union at the old homestead. Seventeen members of the fam-

ily were present, representing three generations.

We are informed James spent most of his time on the water's edge with an air rifle, hoping the frolicking whale would come his way.

Robert Boyd, Blacksmith Shop, has lost both his boils and his pet trained bird dog. Finder please return the dog.

George Foster of the Machine Shop was all pepped up about someone or something, but was so incoherent that we could not register what he had on his mind. George looked a little peaked. Understand he is losing weight and now only tips the beam at 271 pounds.

Vincent McGinnis, Plating Shop, is viewing and enjoying the Mardi Gras at New Orleans.

GLENDALE DISTRICT By C. L. Settle

J. C. and Mrs. Hawley left Los Angeles Thursday, February 24th, on a three weeks' tour of Mexico. Their itinerary calls for stops in Guadalajara and Mexico City. J. C. was around asking if anybody knew how to say ham and eggs in Spanish.

Jerry Usher sure knows his dough, or at least he should, because he spends plenty of time in a bake shop on East Broadway.

If you happen to see W. H. Smith loaded down with paste board boxes about daylight, don't accuse him of going into the junk business. He merely intends to build a fire at the end of the line.

Friends of M. W. Mason will be glad to know that he took his first degree in Masonry on Feb. 17th. He was affiliated with Glendale Lodge No. 544. Congratulations are extended.

The gist of a conversation overheard between two lady passengers on the East Broadway merry-go-round: "We are sure glad that our dear Mr. Wolfe has returned to us." Everret has bumped back on this line.

One of the hobbies of R. M. Chaffin is raising racing dogs and R. M. can quote pedigrees and records of the bunny chasers by the hour.

One of the most mystifying cases that has hit our terminal lately was the breaking of a window in our trainmaster's Chevy. We are all in hopes that the culprit will come forward and confess.

Attention, Mrs. Cooney: Tom says it was your fault that he stood on the corner from 5 a.m. to 6 a.m. waiting for a bus, and it was plenty cold that morning. But we feel sure you didn't have anything to do with him

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signing on to take a coach out of the garage on his day off.

PASADENA TERMINAL NOTES By L. (Tony) Tonopolsky

While romping in the yard with her dog, Imogene Harris, daughter of Motorman Harris, tripped on a rope and fell on her back, crushing a vertebra. Our best wishes for a complete and speedy recovery.

After a week in the Huntington Memorial Hospital, Tom McKee's father is home and doing very nicely.

The passing of O. L. Sweek, our genial Cashier, left a hollow spot in the hearts of all that knew him. Funeral services were attended by over 200 friends who paid their last respects to a real friend and pal. Our heartfelt sympathy to the bereaved family.

The price of eggs and chickens are going up now that Homer Hawes is sporting a new Chevrolet.

Cigars were passed around the early part of February, the occasion being an eight and one half pound boy, born to Conductor and Mrs. Thorne. Mother and baby are doing nicely. Is Thorne bragging?

Last Dollar Day in Los Angeles, a youngster about three years old, accompanied by his mother, were passengers on Deek Fanning's car. The youngster greeted, "hello", and Deek replied, "hello, I'll bet you are going to a picture show". The child replied in a loud voice, "No Sir, I'm going to help Mamma pick out a new corset." Was everybody's face red?

Making change for a lady passenger, George Fielder handed her two nickels. As George turned the lady remarked: "Conductor, can you give me a dime for these two nickels, I hate to carry heavy money."

Mrs. Blue: "How do you control your husband when you are away??"

Mrs. Black: "Leave the baby with him."

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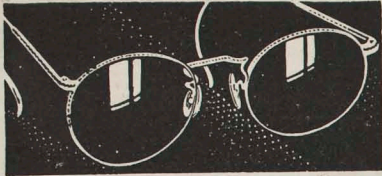
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