

PACIFIC ELECTRIC
Magazine

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May 10, 1938



add to the joy and cultural benefit of his visit. The charm of the Huntington galleries is that there is something for everyone's taste and for varying moods.

To many people the great thrill to be experienced at San Marino is seeing the handwriting of such men as Christopher Columbus, Benjamin Franklin, and George Washington, or the earliest printed books, now nearly 500 years old, such as the Gutenberg Bible, or the first book printed in the English language, which came from Caxton's press in 1477. These rarities are permanently on view in the Library, which was built in 1920 to house Mr. Huntington's rapidly expanding collection of manuscripts and books.

In addition, there are numerous special exhibits drawn from the Library collections which interest large numbers of students and other visitors. During May these will include an exhibition commemorating the 150th anniversary of the Constitution of the United States, as well as one illustrating the transition from a Spanish-Californian to an Anglo-American culture in Los Angeles County, 1850-1870.

But if the visitor does not care for great paintings, or object of art, or in seeing the originals of great historical or literary works, there is yet another part of the Huntington gift that few can resist—the Botanical Gardens.

Gardens on Par

Under the native oaks, of which there are many old and fine specimens, and across 50 acres of the estate, have been planted rare subtropical trees and shrubs collected from every continent. Particularly beautiful in the spring are the Japanese Garden, the Rose Garden, and the 15-acre Desert Plant Garden. The latter collection is the most comprehensive of its kind in the world, having 25,000 cacti and other succulents. Most of these are large specimen plants, being indigenous to North and South America, the remainder from South Africa, Madagascar and the Canary Islands.

To mention all of the wonders to be seen would require the space of a book. The best suggestion that can be offered for those interested is to spend many afternoons at San Marino, judging of its offerings firsthand.

With the approach of warm weather, the lads who take a cold shower every morning can again begin taking a cold shower every morning.

How About Vacation at P. E. Camp?

Camp in Readiness for Busy Season Which Marks Its 22nd Year. Cost is Small

SPRING is crowding summer into vacation time, and the momentous question of where the family will spend its vacation will soon have to be settled, so I want to be right out in front with the suggestion—Your own Pacific Electric Camp. "What has any other resort that your own Camp hasn't got?"

There is already a big swing to the mountains, where nature is at her best—peace, contentment and real enjoyment, so why not put the Camp on your "must" list.

In addition to a very desirable location—easy access, on paved State Highway, within walking distance of Lake Arrowhead, Southern California's most popular playground, a comparison with other resorts will convince you that our Camp offers more for about half the cost.

One Charge for All

Your housing charge covers your recreation program, such as boating,

swimming pool, sight seeing trips, wiener bakes, dancing, and the many other features provided for your use and entertainment. There are no extras at the Pacific Electric Camp.

The Camp Management and personnel are constantly striving to improve arrangements, service and programs, and we are only limited in scope by the participation and support of our patrons, the Pacific Electric family, and their friends. It is, therefore, essential that our rates must provide adequate revenue to meet our expenses.

The Camp personnel, headed by Supt. and Mrs. Barton, gladly make every effort possible to meet the needs, comfort and entertainment of our guests.

The work of putting the Camp in shape for the coming summer season is now in progress, and new features are being added.

With our new supply of beds and
(Continued on Page 5)

Pacific Electric Camp Rates for 1938

EMPLOYEES, AND GUESTS IN SAME QUARTERS:

	Per Day	Per Wk.
Cabins (2 persons, 1 double bed)	\$ 2.25	\$ 8.50
Cabins, Double (4 persons, 2 double beds)	4.00	14.00
Guests, same quarters, per person	1.00	5.00
Dormitory Rooms, one person	1.00	5.00
Dormitory Rooms, two persons, each75	3.00
Dormitory Rooms, guests, per person	1.00	4.25

Rates include bedding for the number of beds shown, electric lights, gas for cooking and wood for heating. For each additional bed, add 25 cents per day or 50 cents per week. Over two days, weekly rate will apply, for additional beds.

GUESTS IN SEPARATE QUARTERS:

	Per Day	Per Wk.
Cabins, (2 persons, 1 double bed)	\$ 3.50	\$15.00
Cabins, Double, (4 persons, 2 double beds)	5.50	20.00
Additional persons, per person	1.00	5.00
Dormitory Rooms, 1 person	1.50	6.00
Dormitory Rooms, 2 persons	2.50	11.25

Rates include bedding, electric lights, gas for cooking and wood for heating.

Free transportation will be furnished employees over the Pacific Electric to San Bernardino and return. A round trip rate of \$1.00 for adults and 50 cents for children between the ages of 6 and 12 years, between San Bernardino and the Camp may be obtained. Children under six years old are carried free.

The Mountain Line Stages connect with the Pacific Electric car leaving Los Angeles at 7:20 A.M. week days, and 7:10 A.M. Sundays. Rates effective May 1st, 1938, until further notice.

Queries and Answers to Some Perplexing Pension Problems

Q.—What is a year of service under the Act?

A.—Service rendered as an employee for compensation in any calendar month, no matter for how brief a period during that month, is a month of service. Twelve such months constitute one year of service.

Q.—Can I receive an annuity and continue to work?

A.—No. You cannot receive an annuity for any month in which you work for an employer under the Act, or for the last person or Company (whether or not an employer under the Act) for whom you worked before your annuity began to accrue.

Q.—If I do not work, can I receive an annuity without giving up my rights to return to work?

A.—No. You must give up all rights to return to the service of all employer under the Act, and of the last person or Company (whether or not an employer under the Act) for whom you worked before your annuity began to accrue; except that if you receive an annuity based on total and permanent disability for regular employment for hire, you need not give up any rights to return to work, although you must stop working.

Q.—If I am not totally and permanently disabled for regular employment for hire, and have 30 years of service, but am less than 65 years of age, can I get an annuity?

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

What Is Disability

Q.—What is meant by total and permanent disability for regular employment for hire?

A.—Medical science has not defined with precision the scope of "total and permanent disability for regular employment for hire." Loss of sight, loss of both arms or both legs, or one arm and one leg, severe tuberculosis or heart disease, loss of mind, as well as a number of other severe chronic diseases, are among the infirmities which constitute permanent and total disability. The Board's medical advisers will pass upon medical evidence submitted in each case, and where necessary, conduct, or cause to be conducted, such examinations as are indicated to be necessary.

Q.—If I am granted an annuity because of disability, will I receive my annuity as long as I live?

Official Answers by Railroad Retirement Board to Queries From Railroaders Everywhere

A.—You will receive such annuity for life, provided that you furnish satisfactory proof of the continuance of your total and permanent disability for regular employment for hire at such time as the Board may require, until you reach age 65. If you should recover from your disability before reaching age 65, or fail to furnish such satisfactory proof, as the Board may require from time to time of its continuance until age 65, your disability annuity will cease.

Q.—If my disability annuity ceases because I recover before I reach age 65, will this effect the amount of the annuity I will be entitled to receive after I reach age 65?

A.—Yes. The amount of your annuity at age 65 and thereafter will be adjusted to make up for what you have previously received as a disability annuity. The amount of this adjustment will be determined on an actuarial basis.

Q.—What is the total amount of

compensation earned by me in any one calendar month that can be included in computing my average monthly compensation?

A.—You cannot include compensation in excess of \$300 in any one calendar month.

Q.—If I am employed as station agent, and in addition to my wages from the railroad, I receive commission for services rendered as agent for an express Company subject to the Act, such as the Railway Express Agency are such commissions or salaries included as a part of my compensation?

A.—Yes; but if you pay certain expenses from the commissions, then only the net commission received by yourself can be considered as compensation.

Q.—If I worked after age 65 in months before July 1, 1937, will the compensation for such months be included in my average compensation?

A.—Yes. Such compensation is included in your average monthly compensation and such service in your "years of service," regardless of whether such compensation increases your average monthly compensation, —provided it is otherwise creditable.

Death Benefits Paid?

Q.—Are death benefits payable under the Railroad Retirement Act?

A.—Yes. If an employee's annuity has not begun to accrue, a death benefit amounting to 4% of the total compensation earned (not in excess of \$300 in any one month) as an employee under the Act, after Dec. 31st, 1936, is payable after the death of an employee. If an employee's annuity has begun to accrue, the total amount of the annuities paid or accrued to the employee, and to the survivor, if a joint and survivor annuity election has been made, is deducted from the 4% of such total compensation.

Q.—Does this mean every employee will receive at least 4% of creditable compensation earned after Dec. 31, 1936, either in the form of annuities or in the form of benefits to the survivors?

A.—Yes.

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

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

Follow Query Answers

The all-important issue that vitally concerns the future well-being of railroaders is the terms and conditions of the Railroad Retirement Act, which, because of its complexity and scope, there is a lack of complete and correct information.

So flood-tide were the questions propounded to the governing federal board responsible for carrying out the provisions of the new pension law, that that body recently issued, in pamphlet form, a large number of persistent questions and answers to such.

The pamphlet was of such proportion that we could not hope to produce it in full in a single issue of the Magazine, but in the accompanying columns is some information that we hope will be of general helpfulness.

In our June issue will appear more on the same subject.

CAMP VACATION

(Continued from Page 3)

bedding, additional kitchen equipment and gas for cooking in every house, we are better prepared to make your stay comfortable and enjoyable.

The Camp Management is striving to make the Camp a self supporting project, and at the same time to provide accommodations and program for much less money than can be secured elsewhere. The Camp cannot be continued at a loss, and whether or not it is to be successful depends upon our employee participation and co-operation.

It is a great Pacific Electric Family asset in friendly contact and association, real vacation benefit and company interest.

We are therefore making every effort to attract groups from schools, churches, clubs, lodges, etc., to the Camp for their outings during the off-season months when the Camp is not used to any extent by the employees. We need your help and co-operation in securing such groups, large or small.

Elsewhere in this issue of the Magazine you will find rates for accommodations, etc., for the coming year.

We voice our appreciation for your past co-operation and urge your continued interest and support of our efforts for your comfort and pleasure in a vacation that is different.

H. E. DeNyse, Manager,
Pacific Electric Camp.

Mother: "That brazen Miss Vamp boasts that she has been kissed by every married man in town except one!"

Father (absently): "I wonder who he can be."

"An elderly lady, afraid of passing her destination, poked the street-car conductor with her unmbrella. "Is that the First National Bank?" she asked.

"No mum," replied the conductor, "them's my ribs."

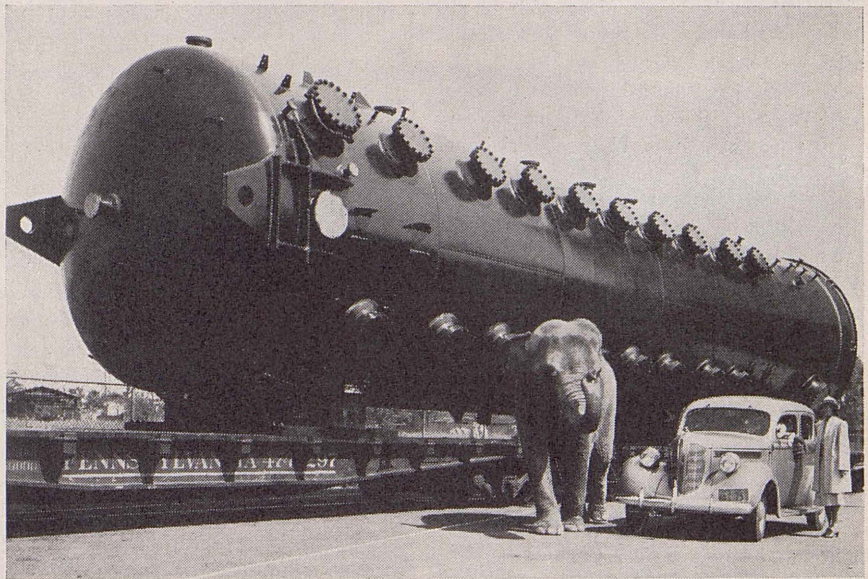
Diner: "Waiter! This stew is terrible. What kind is it?"

Waiter: "The chef calls this his enthusiastic stew."

Diner: "Why?"

Waiter: "He puts everything he has into it."

Mammoth Tank Travels Over P. E. Lines



RISING 70 feet above the ground, a new fractionating tower was erected last month at the \$5,000,000 refinery being built by the Richfield Oil Corporation at Watson, in the harbor district, at the conclusion of an exacting rail journey of about 30 miles from Alhambra. It's heft and height presented some unusual preparations, but the ingenuity of our own and S. P. traffic men were easily equal to the occasion.

The massive tower weighs approximately 300,000 pounds and is 13 feet in diameter. When loaded on two flat cars at the plant of C. F. Braun & Co., in Alhambra, where it was constructed, clearance was required of 19 feet, 6 inches above the rails and,

with fastenings, of 14 feet, 8 inches in width

As the tower was one of the largest single units of freight to be handled through Los Angeles, Southern Pacific and Pacific Electric traffic forces found it necessary to avoid heavy traffic routes and streets with low trolley wires for the comparatively short journey to the new plant. The movement was accomplished expeditiously and without the slightest mishap.

The heavy unit is to be used in conjunction with other so-called "bubble towers" in the new harbor refinery and is part of extensive modern equipment now being assembled there.

ANNUAL REUNION, DINNER DANCE OF MASONIC CLUB

The banner P. E. Masonic Club yearly event—"Family Reunion and Dinner Dance"—is scheduled for Saturday evening, May 28th.

This year's festivities will be held at the Cafe De Paree, 2312 W. 7th Street. A program equal to any of the many splendid predecessors has been arranged and early demand for tickets indicate there will be no lack of attendance.

Lest members overlook it on the official bulletin outlining this and other coming events, there will be no regular meeting this month on May 18th.

The Club is invited to again visit the Glendale Lodge No. 544 at Colo-

rado and Brand Blvds., Glendale. This time on Thursday, May 26th to assist in conferring the Master's Degree on a co-worker.

The Club has many pleasant memories from past visits to No. 544, and will look forward to this opportunity to renew old acquaintances.

An invitation has also been received from the Gardena Lodge to visit on Tuesday, May 17th, at which time a former employee of the Line Department will be raised to the degree of Master Mason.

The Secretary reports splendid response from those in arrears in their dues, as well as a good number of applications for membership. "Sign up the deduction card and forget it, we'll do the rest," he concludes.

P. E. LEGION PICTURE SHOW

All are invited to a picture show at P. E. Club Theater, at 8 p.m., June 10th and 11th, staged by the P. E. American Legion, all proceeds from which go to the Legion to carry on its various functions. If enough tickets are sold at twenty-five cents for adults and ten cents for children, the show will be repeated June 12th.

The picture will be an official World War action,—not a studio-made fake, but government pictures of actual warfare. Also, on the same program, a moving picture story, founded on fact, about "The Lost Battalion."

This Post has just contributed \$10 to the General Service fund of the Los Angeles County Council of the American Legion.

Comrade Malmberg took 350 magazines and some jigsaw puzzles to the Sawtelle Veteran's Hospital recently.

At our April 26th meeting Vice Commander C. A. Newman presented a resolution calling upon the American Legion to put on a nationwide campaign to combat the evils of Marijuana. Comrade A. Arnold Burman, of Hollywood Post, attended our meeting.

There was no Legion article in the last issue of this Magazine due to illness of the Post scribe with the flu.

The method of arriving at the valuation of a veteran's property under the California Veteran's Tax Exemption Act was not entirely clear in the March issue, and is correctly stated as follows:

The Tax Assessor notes the total assessed valuation of all taxable property owned by a veteran and his wife, wherever it is located. To this he adds an arbitrary valuation of all non-taxable property, such as tax exempt bonds, etc., owned by the veteran and his wife. If the total valuation, thus computed is more than \$5000, no exemption is allowed. If it is less than \$5000, he is exempted \$1000 assessed valuation as far as general taxes are concerned. However, there are some special taxes from which there is no exemption.

Commander Brainard informed us that the election of officers of this Post for the coming year will be held in July; therefore any veteran not now a member of the Legion who would like to have something to say about the selection of officers for next year he should join immediately.—J. E. Davis, Legion Scribe.

New Fares Now Effective

UNDER an "interim" order of the Railroad Commission recently granted, newly authorized fares were put into effect May 1st and will remain in force until further order.

They are technically known as "interim" fares, for the reason that the Commission recognized the emergency requirements of the railway for more and immediate revenue, hence the granting of the order pending a further and most complete study being made by that regulatory body. On August 3rd the Commission will again consider the matter.

Briefly the Commission authorized changes in fares as follows:

Increase of all 5c fares to 6c.

Increase of 10% on one way and round trip Interurban Fares, as well as of all commutation fares, with the exception that one way and round trip fares on line serving the Santa Monica Bay District, the San Fernando Valley Lines and the Glendale line are unchanged, the only changes on these lines being the increase of the 5c fare to 6c, and the commutation fare increase of 10%.

The round trip "Excursion Fares" between Los Angeles and Redondo Beach, Manhattan Beach, San Pedro, Wilmington, Long Beach and East Long Beach of 60c remain in effect, as well as the 65c round trip fare to Seal Beach and the \$1.10 round trip fare to Newport and Balboa. To Riverside and San Bernardino fare will be \$2.10.

The \$1 Sunday Pass has been advanced to \$1.10, with coupon for one child at \$1.40, and for two children at \$1.65.

Similar increases were granted for Motor Transit Lines as relates to one way, round trip and commutation fares.

Adjustments were also made in some of the fares of the Los Angeles Motor Coach to properly co-ordinate with Pacific Electric, notably the 10-ride ticket between Los Angeles and Beverly Hills.

Advertising in newspapers of the territory, as well as by folders has been issued for public information and may be obtained from Information Bureaus, Agents, Conductors and Coach Operators.

The fellow who is always passing the buck rarely passes back the one he owes you.

FARE INCREASE HELD FAIR

The fairness of the nominal passenger fare increase sought by our Company, brought about by wage, tax and operating increases, was editorially expounded last month by the L. A. Times, which said in part:

"The P. E. asks no more than an even break with the yellow lines—a 7-cent fare in the local zone or four rides for a quarter—and a 10 per cent raise for longer rides. This amounts to about 2 cents a trip to Pasadena, Santa Monica and similarly distant towns and an average of less than a nickel to points farther removed. By comparison with the loss which curtailed service would entail, this does not seem exorbitant.

"There is considerable irony in the manner in which the big red cars have contributed to their own present difficulties. More perhaps than any other one agency, the Pacific Electric made possible the building up of our outlying territory and this, in turn, made possible the great network of motor boulevards now crowded with the cars of former patrons of the interurban lines. Many of these still depend upon the P. E. in bad weather and when their motors are laid up—and they expect good service, too.

"A hold-up is one thing, a fair charge for fair service in another. No one wants to pay more than necessary for transportation, but there is such a thing as making it so tough for a public utility that it has to quit."

ONLY TWO DEATHS IN APRIL

In gratifying contrast to the previous month, when ten of our associates were called by death, only two passings were recorded during the month of April. This brings the average for the year to date down to the normal death expectancy.

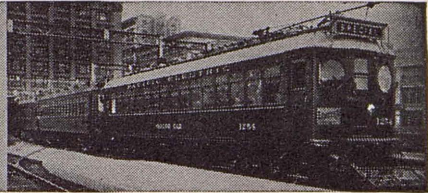
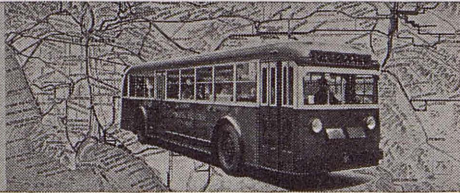
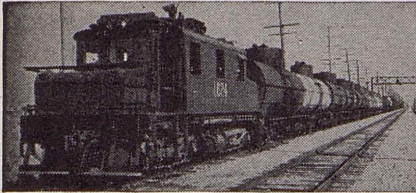
Burt J. O'Dell, Motorman, Southern District passed away on April 20th at the St. Vincent's Hospital and Frank A. Hutson, retired Mechanical Dept. employee of West Hollywood completed the death list for April, to the relatives of whom the mass employee sympathy is extended.

"My dear, does your mother know you smoke?"

Small Boy (coldly)—"Madam, does your husband know you speak to strange men?"



SAFETY NEWS



MORE ABOUT STEP ACCIDENTS

Beginning with the first of this year, we have been making a brief analysis of "step accidents" experienced during the preceding month. Have you been reading them?

We now have the records of three months, or one-fourth of the year, so let's look at the data for the first quarter.

There has been a total of 73 such important mishaps, or an average of 24 per month.

Since approximately 90% of these reports show women to be the victims we, at least, know where to expect them. Doubtless from what appears in these reports, women's wearing apparel, particularly shoes, is a contributing factor, but not in all cases. Of the five involving passengers boarding or alighting from moving cars, three were men and two were women. Many men will board or leave a slowly moving car and few of them fall, but usually when a woman steps from a car in motion, she does not realize that it is moving and it is this accident that it would seem that a conductor should take any reasonable steps to prevent.

We frequently have had many alighting accidents occurring when passengers step from car onto safety buttons. This is a type of accident that can be most serious. Watch out for those safety buttons!

There is no one cure, no magic process, by which accidents may be averted, or it would have been discovered and put into use long ago. With the increased use of machinery by men, women and even children in every walk of life, the hazard of accident is greater each year, and only by thinking, talking and practicing Safety until the greater number of people are trying to prevent accidents in the home, on the highway, on public transportation, and everywhere,

can we reduce accidents to a minimum.

It is a never ending battle, but what has been done should encourage everyone to keep everlastingly at it.

COURTESY BUILDS BUSINESS

The following editorial was recently published in "The Railwayman," a magazine issued by the Kansas City Public Service Company, and the thoughts expressed therein are of interest and value to each man engaged in selling transportation to the traveling public.

"We are essentially in a business of public relations. Transporting as we do hundreds of thousands of people daily on our street cars and buses, we unquestionably come in for greater public contact than any other business in the city.

"Unlike a small store whose customers come to one specific location

where they are met and handled by the salesmen in this one spot, our sales counters are scattered over the entire city

"Every time a street car or bus pulls into a stop to load or unload passengers, we open up a new store in a new location, selling a definite commodity—transportation. Every single individual standing on a corner ready to board a street car or bus is a potential customer.

"It is from these people that we receive the revenue which keeps us going. Our customers are our bread and butter. They ask to be carried safely and courteously from one destination to another. They pay their good money for service, and it is up to us to see that they get it. Every passenger who is offended through a discourteous act means just so much revenue lost.

"Let's not be content to be just

Value of the "I Did Not See It" Witness

ONE single little circumstance, trivial and inconsequential to all appearances, frequently decides a lawsuit, upon the outcome of which hinges the payment of thousands of dollars.

Railways, particularly, are often made defendants in cases at law which develop from the most trivial accident, the damage or injury from which may have been magnified a hundred-fold.

Witnesses who were present, but who did not happen to actually see an accident occur, frequently are able to give testimony which has a greater effect upon the court or jury than those who actually saw it happen. The person who did not see the mishap often can tell many things that the eye witness, who, because of his concentration or mental distraction upon viewing the accident, is unqualified or unable to recall clearly. Such an "I did not see it" witness has a much clearer idea of the speed at the critical moment; of the distance traveled before coming to a stop; when, where and whether the gong or whistle was sounded. He will recall more correctly whether the wig-wag was working; also as to the time, weather conditions, and any number of other important factors.

Our Company does not shirk its obligations for accidents in which it or its employees are at fault. Witnesses, including those who "did not see the accident" are essential, both to determine whether we should pay, or to convince the court or jury that we should not.

So, Mr. Trainman, use all your sales and persuasive power, plus tact and diplomacy, but get those witnesses!

as good as the other fellow—let's be 100 percent! Ours is a highly competitive business, and we must be real salesmen.

"If we do not give 100 percent service as courteously as possible and if the public does not like us, they will find some other way of going from one destination to another. If they do like us, they will ride with us and more riders mean more revenue, and more jobs."

MAY SAFETY ADVISORY COMMITTEE APPOINTED

The next meeting of the Trainmen's Safety Advisory Committee will be held Friday, May 27, 1938, in the Pacific Electric Club Rooms, Los Angeles, commencing at 10:00 A.M.

Following are the members selected to serve on this Committee for the month of May:

Northern District Terminal
C. A. Keller Pasadena
H. M. Mosher Macy Street
G. F. Miller San Bernardino

Southern District:
G. A. Besett Los Angeles
H. C. Brown Long Beach
J. T. Childs Butte Street
Western District:
G. W. Baker West Hollywood
G. Price Subway Terminal
C. W. Comstock Ocean Park
F. M. Keathley Glendale

This conference will be devoted to consideration of subjects relating to 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."

TALES THAT ACCIDENTS TELL

Some thoughts that arise while looking over comparative chart of accidents for March, 1937 and 1938:

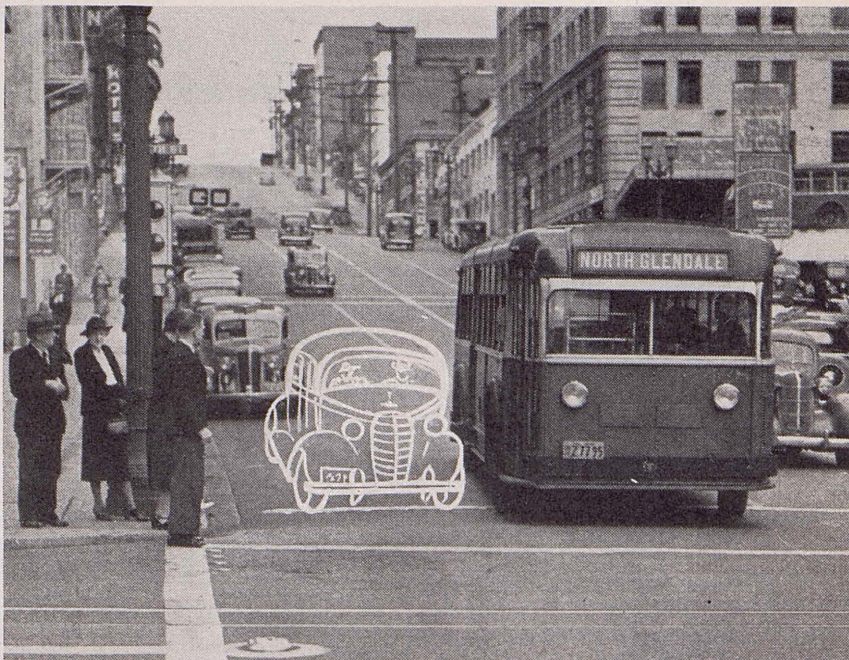
Collisions with pedestrians: 4 in March, 1938, compared with twelve in March, 1937. Splendid!

Collisions with vehicles, 139. A decrease of seventy under the same month of last year. Excellent!

Derailments: 12. The same number on each district. A decrease of five under March, 1937.

Alighting from cars: 18—most all of them women. Mother's Day is May 8th. Let's handle all of our women passengers just as though every day was Mother's Day.

Boarding Cars: 9. Passengers seem to be safer boarding cars than



Extra careful here, Mr. Coach Operator! Like the phantom auto in the picture, there is always a possibility that a motorist will attempt to pass while you are making a right turn from this position.

alighting from cars, and this may be a helpful hint. If we can do anything to help passengers to alight safely, we will go far in reducing this type of accident.

Injuries on cars not in collision: 28. This one looks bad. It is an increase of 12 over March of last year. Findings indicate too many rough stops and starts, also too much speed around curves.

Caught in closing doors: 4. Not many, but even one can cost thousands of dollars.

SUCCESS IN MEETING TRYING PROBLEMS IS EXPLAINED

Distributed early this month to Trainmen and Coach Operators was a pamphlet entitled, "Courtesy Wins." Brightly illustrated and breezily written, this booklet deals with a score of difficult situations constantly arising in the handling of the traveling public.

While the incidents covered are only a few of the many which arise, practice of the methods and language set forth in the booklet will frequently avoid embarrassment of operating forces, gain respect, friends and good will for both employees and the Company.

Transportation employees are urged to studiously read this pamphlet and constantly practice the lessons it teaches.

R. R. AID TO PROSPERITY

That the public may be better informed regarding the value of railroads as a contributor to general prosperity and may know some of their recent achievements, the following facts are among a score of more recently broadcast by the Association of American Railroads:

43c out of every dollar the railroads receive is paid to employees—more than 5 million dollars per day.

More than a million persons work directly for the railroads, and almost as many more in other industries supply carrier's needs.

American railroads pay about one million dollars a day in taxes to federal, state and local governments.

The speed of freight trains has been speeded up 50% in recent years.

Freight cars in use in this country have an average capacity of 48.8 tons, largest in the world.

More than one-third of the tonnage handled in this country is coal.

The railroads of the United States, Canada and England recognize 4 feet 8½ inches as the standard width between rails.

By chemical treatments the average life of railroad ties has been increased from 5 to 8 to 25 years and more.

When an emergency comes—blizzard, storm, flood or drought—the railroads are called on first to help. And they have never failed to answer.

EVENTS MAGAZINE TOLD TEN YEARS AGO THIS MONTH

The 12th Annual Season of the P. E. Camp was announced and a \$5,000 improvement program completed, making the then total outlay for the Camp \$105,000. Rates were \$15 per week for a family of four in a bungalow.

A. R. Ireland, Asst. to Supt. of Employment, resigned to take up employment elsewhere, after 17 years of service.

The P. E. ball team had just been awarded a loving cup for having won the championship in the winter Major Industrial League. Chas. Hill was manager.

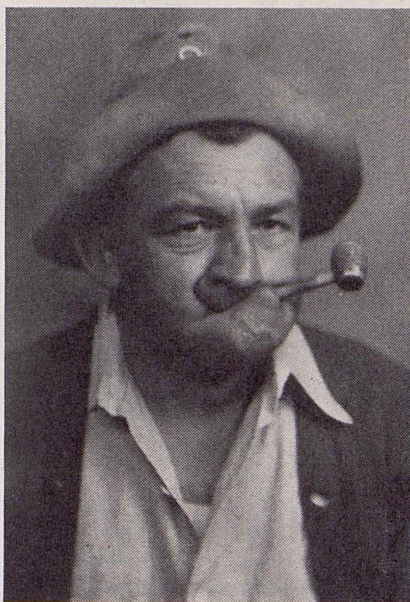
Sportsmen of the P. E. Rod & Gun Club were planning a two day rabbit drive at Yermo, California.

Fishermen had a gala day at Lake Arrowhead with the trout season opening. One hundred and ninety-nine trout were taken from the lake; Burley Manley had a limit by 7 a.m.; largest trout by Roger LeMille—16¼ inches.

The LaBrea Avenue grade separation on the now Venice Boulevard line was nearing completion. This structure cost approximately \$100,000.

A picked team of the highest ranking bowlers at the close of P. E. Bowling League was scheduled to compete in the Pacific Coast Bowling Congress at Ocean Park. Those making the team were: Archie Brahm, J. W. Gowanlock, M. R. Yeager, W. J. Hodge and Robt. Arzate.

Our Rubber-face Artist



Bob Musulin, Shop's clown, in an art study.

NO, DON'T SHOOT; or even call the police!

He's not balmy, but merely exhibiting one of a series of his coquettish facial acrobatics. It's one of many someone will have to successfully trump if they wish to beat our hero's claim to being America's rubber-face ace.

Rubber-face contortionists whose "art studies" have occupied columns of space in newspapers recently, have little, if anything, as you will agree, on one

of our own (or shall we claim him?) workers, Bob Musulin, Millman at the Torrance Shops, whose classical features appear above in modest repose.

Bob's facial writhings recently appeared in a series of pictures in the Los Angeles Times and other publications. The antics he can quickly perform with his facial muscles would make anyone ready on the trigger if he came their way.

He uses no putty or other trick make-up aids.

And, believe it or not, the real Bob Musulin is quite a handsome chap!

WALT WATCHALL WONDERS WHY?

Florence Reed buys so many paper drinking cups.

Evelyn Anderson doesn't display the cup she won swimming at the Elk's Club one Thursday night last month.

Margaret Hines insists on taking twenty-two steps in one going down the stairs. Why not slide down the banister, Margaret?

Harold Kuck buys his shoes on Alvera Street; wonder if he celebrated Cinco de Mayo?

Roy Swanson doesn't bowl with someone he can beat. Dorothea Beranek beat him by thirty-five pins, counting the ones he knocked down with his feet. Why don't you use the small ball, Roy?

A. F. Manhart turns red and gets a worried look on his face when any one mentions "Ireland."

Roy McClelland doesn't swim in his own pool at Redondo Beach instead of the Elks Club; after all, Roy!

The girls do not leave L. S. Jones alone in the "Best" so he can drink his coffee and get to work.

H. P. Bancroft is so often seen looking across Main Street. Is it fishing tackle in the hardware store, or those snappy pictures in front of the Lark Theatre?

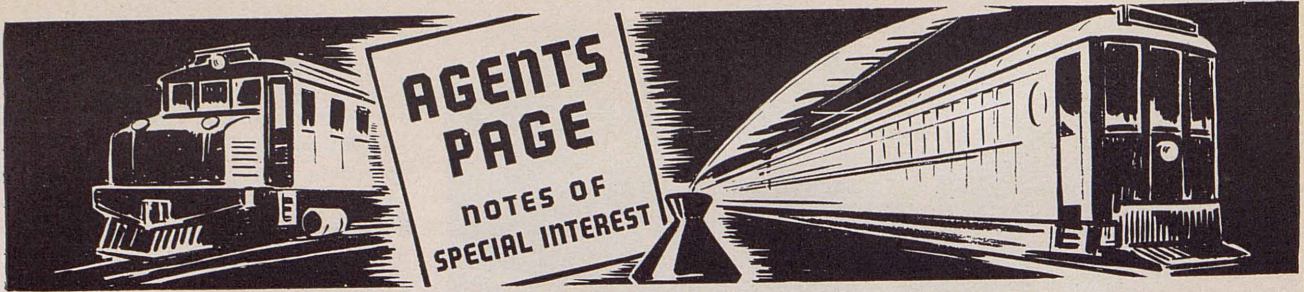
Everything that confronts you in life is an effect—the condition of your desk, your bank account, your health, your popularity, your daily work. How do you like today's effect? If you don't like them, change them for tomorrow, next week, month or year—by changing the cause now!—Inside Track.

The fellow pulling on the oars has no time to rock the boat.

Classification of March, 1938 Accidents

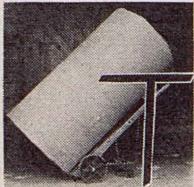
TRAIN SERVICE ACCIDENTS DURING MARCH, 1938 COMPARED WITH MARCH, 1937

CLASSIFICATION:	SYSTEM		Increase or Decrease	Percentage
	1937	1938		
Collisions:				
1. With Pedestrians.....	12	4	8 Dec.	66.67%
2. At Railroad Crossings (Other than Company's)....	0	1	1 Inc.	100.00%
3. Between Cars of Company.....	3	1	2 Dec.	66.67%
4. With Vehicles and Animals.....	209	139	75 Dec.	33.49%
5. Derailments.....	17	12	5 Dec.	29.41%
6. Equipment.....	0	0	Same
7. Boarding Cars.....	13	9	4 Dec.	30.77%
8. Alighting from Cars.....	19	18	1 Dec.	5.26%
9. Injuries on Cars (Not in Collision).....	16	28	12 Inc.	75.00%
10. Falling from Cars (Not Purposely Alighting).....	0	0	Same
11. Doors, Gates and Guard Rails.....	5	4	1 Dec.	20.00%
12. Ejectments and Disturbances.....	2	3	1 Inc.	50.00%
13. Employees.....	5	8	3 Inc.	60.00%
14. Miscellaneous.....	4	3	1 Dec.	25.00%
15. Total—All Accidents:				
Passenger Rail.....	239	180	59 Dec.	24.69%
Motor Coach.....	38	34	4 Dec.	10.53%
Freight.....	28	16	12 Dec.	42.86%
Total.....	305	230	75 Dec.	24.59%



"Unrolling" a Roll of Newsprint

By G. W. Orr, Terminal Frt. Agent



THE most important coastwise waterborne commodity we are privileged to handle is Newsprint Paper, which moves in large quantities from mills in the Pacific Northwest by ship to the local harbor, then by rail to the newspaper warehouses.

During the month of March, it was our good fortune to handle 108 carloads, consisting of more than 3700 of these big rolls, the total weight of which reached the tidy sum of 5,750,000 lbs. This was not an unusually big shipment as newsprint goes and it will be only a few days before another cargo just as big comes in. But can anything be so big without something of unusual interest about it?

Out of the 3729 rolls just mentioned, 1334 were of various widths and for various uses, and 2395 were of the 66½ inch paper used in standard newspaper run. For simplicity's sake this little article will follow only the latter.

Newspapers have something in common with railroads—one brings the world to your door mentally, the other physically. A roll of raw newsprint is like a railroad too, only in a different way—neither is very wide, but, to borrow a line from Ben Hur, "how long, Lord, how long" they are.

When you opened up your newspaper and lay it flat you have before you a two page sheet measuring 22¾ inches from top to bottom and 33¾ inches across. Two such sheets laid side by side equal the width of a roll of newsprint and each pair of sheets printed on both sides makes 8 pages of newspaper. Can you guess how many pages are printed from an average roll?

Rolls of newsprint are much alike in appearance; true they vary in

weight as much as 200 lbs. but that isn't so much when the smallest weigh around 1500 lbs. It was when a man who knows told me they vary as much as 2 miles in length that I began to do some figuring.

Out of one of these rolls there is printed 16,000 eight page sheets—one hundred and twenty eight thousand pages! Brother, how long would it take you to read and digest that many pages of editorials—or railroad time-tables?

If you pasted one end on the pavement and started to unwind a roll by pushing it ahead, you would want it to be a little down hill even though the roll kept getting smaller, for you would walk for nearly six miles before you could use the core to mark the spot where you fell into action.

Those 2395 rolls contained enough paper to print the almost unbelievable total of more than 306 million pages of newspaper! O. K.—that's what I thought too. Then I got some circulation data from one of our daily papers from which an easy calculation showed me that they print more than 50 million pages a week, not counting the Sunday magazine. So if all those rolls had gone to just one paper, they would have lasted only six weeks.

Touches Three Flags

Those same 2395 rolls, if all in one continuous tape, could be fastened at one end in Vancouver, B. C., taken up in the air miles into the stratosphere and brought to earth in Tijuana, Mexico—a sort of magic carpet 5½ feet wide and 1375 miles long.

With all their bulk and compactness newsprint rolls must be handled with more than ordinary care to avoid damage. The newspapers have to take so much chafing and so many cuts and bruises from their readers and like it, that they're partial that way, so we try to deliver the raw

material to them without blemish.

Experience has taught us to be careful in every respect. The cars we use must have smooth floors and sidewalls with no sharp projections, bolt heads or nails, roofs and doors weather proof—in short, cars specially prepared and assigned to this traffic. The rolls themselves must not be bumped or struck with blades of hand trucks—a little gouge in the side no more than a quarter of an inch deep ruins hundreds of feet and somebody pays. A roll dropped on its corner or against a projection may cause damage far under the surface and again somebody pays. We inspect and check them now as they are loaded from ship to car and we check them again from car to warehouse.

We have learned to be careful and it pays.

REMINISCING WITH AGENTS

San Bernardino radio dialers may have heard the musical team "Read and Write." The latter member of the team is Harry Wright, who plays on many instruments splendidly, ranging from the guitar to the bass viol and alto horn to tuba.

Becoming a familiar "landmark" at Pomona is W. B. Foote, who is not only Agent, but is in charge of train operations as well. W. B. is prominent in civic affairs and is highly esteemed by all.

Chaffey Brothers laid Etiwanda out for townsite in 1881 and now has 1000 acres citrus land under production with 300 C/L citrus per season moving to market. General Agent C. H. Jones was first Agent at Etiwanda way back in 1913, or thereabouts.

J. F. Jenkins came to us from the Santa Fe about that time, and was Agent at Alta Loma for a number of years, going from here to El Monte, thence to Glendora, where he is now situated.

Old-timers will pleasantly recall the P. E. indoor ball club at Upland years ago. J. F. Jenkins was catcher;

yours truly, pitcher; Harry Tibbetts, first base; Carl Hileman, 2nd base; Clyde Lelong, now with So. Counties Gas Co., short-stop; Cleo Moser, 3rd base, now with So. Pac. at Los Angeles; Harry Wright, Agent, Upland, Guy Blaine, Conductor, and Melville Riggs, Motor Coach Operator of Ontario line, outfielders. We took 'em all and generally were on the long end of the score. Carl Hileman made a swell slide into second base he and all the boys will never forget. Happy days, those.

—Herbert C. Hall.

A TICKET CLERK'S PRAYER

The daily trials and tribulations at a railway ticket booth are below splendidly set forth in verse by T. A. Koskey, Ticket Clerk, Motor Transit at Long Beach terminal:

Now I lay me down to sleep
Tired, hungry, sick and meek.
If I should die before I wake
Matters not what bus I take
Let 'er go east, or let 'er go west—
What I need now is peaceful rest.

Worked like heck this live long day
Trying hard to earn my pay.
But I am wrong; the public's right;
That's why I'm thankful every night
I won't live forever and have to work
As a much-abused Ticket Clerk.

I've answered questions such as these,
Till it seems I have rubber knees:
"When goes the bus, and what's the rate?"
"Is it on time, or is it late?"
"Can I check baggage right straight thru,
The kitchen sink and bathtub too?"

Lord, please do help me with my work;
If you fail me I'll go berserk.
They miss their bus, and lose their purse
Please let me die 'fore it gets worse
It's tough enough, but they never miss
To damn the Clerk for all of this.

I'm thankful Lord I have a home,
Where there's no tariff or telephone.
No baggage to check or cars to call
And a warm soft bed in which to crawl.

But when I think of the early alarm
I pull my hair for leavin' the farm.

Oh grant me Lord a peaceful slumber
And forgive me my every blunder.
If I've sent 'em east, instead of west

New Chief Special Agent

ANOTHER worthy within our ranks advanced last month with the appointment of Robt. J. McCullough to the important post of Chief Special Agent. He succeeds Chas. R. Smith, deceased, whose untimely passing was recorded in our last issue.



Robt. J. McCullough

Mr. McCullough was originally employed in September, 1929 as Stenographer; advanced as Chief Clerk in March, 1931, and with

the passing of Mr. Smith was adjudged the logical successor to head the broad duties involved in guarding Company property. Resourceful and keen, Mr. McCullough has all the necessary qualifications to effectively do, and well, the many arduous duties that his new rank demands.

Long a student in his chosen profession, he has always associated himself in and been active in kindred organizations, now being Secretary and Treasurer of the Chief Special Agent's Association and an active member of the Los Angeles County Peace Officers Association.

Congratulations are extended by his many friends, who hope and predict for him a brilliant success.

Remember I've done my humble best
To tell them just how to go and when
And how to get back here again.

Now when I reach those pearly gates
I'm gonna check up those screwy rates.

Then I'll make out a new report
(Hope I'm "over" instead of short)
But in the morning I'll try again
So mighty kind public, and now
AMEN!

Your neighbor says "good mornin'"
Sorta- seems so real about it;
Another neighbor says the same
And, yet, somehow you doubt it.
Like the music from the fiddle
It's all in how you play it
And there ain't so much in what you say

But heaps in how you say it.
—Frank D. Felt.

ELECTRIC TRAINS OVER BAY SOON TO BE OPERATED

Marking an epochal change in the lives of some 40,000 daily commuters, ferry-boat navigation of the San Francisco bay is soon to end for them. Instead, at a near future date, they will change to speedy electric trains which will operate between the East Bay cities and San Francisco via the San Francisco-Oakland Bay Bridge. All interurban travel will be discontinued on ferry-boats, but passengers to and from main line trains will continue to use ferries between Oakland pier and San Francisco.

The \$15,000,000 project involving construction of tracks and a big new terminal in San Francisco is being speeded by the California Toll Bridge Authority. The 700-foot-long terminal will cost \$2,228,000 and its four loading platforms will have a passenger handling capacity of 1,600 persons per minute. About 35,000,000 are expected to use the terminal annually.

Trains of the Interurban Electric Railway, a Southern Pacific subsidiary, the Key System and such other lines as may be admitted, will use the lower deck of the bridge. It is estimated that the change to trains will enable the average commuter to sleep from twelve to sixteen minutes later in the morning and that his office will be from five to six minutes closer to the new terminal than it is to the Ferry Building. He will also ride without change from his home station to the terminal. But gone will be the opportunity of snatching a hasty breakfast at the ferry lunch counter while crossing the bay.

Cover Picture

A picturesque approach to the Huntington Library, established by the late Henry E. Huntington at San Marino. It was intended by the founder to be used for purposes of research, but is now being used extensively by scholars and is also serving the public through exhibitions of rare books and manuscripts from the collections.

An average of 600 persons is admitted to the exhibitions each open afternoon. The Library contains original manuscripts and first and early editions of works on English and American history and literature.

The building was constructed in 1920, at which time the Library was transferred from New York to San Marino.

**GOLF
TENNIS
FISHING
HUNTING**

SPORTS



**BASKETBALL
BASEBALL
BOWLING**



There's trout, and beauties, "in them thar . . ." waters. We see, left to right: Bob Lawrence; Arlie Skelton; "Bing" Bissenger; Dave Porter and Jake Geopfert displaying a few that didn't get away. Jack Quinn and L. L. Loyd tied for first prize, each landing catches that measured eighteen and five-eighths inches.

ONCE again the P. E. Rod & Gun Club boys "laughed-off" inclement weather to reach our favorite retreat at the P. E. Camp for the purpose of officially opening the 1938 trout fishing season at beautiful Lake Arrowhead. Forty-five members answered the call, braved the storm and waded through slushy snow and rain to try their luck landing a prize winning trout.

Owing to the murky condition of the Lake, caused by the recent heavy rains, fishing was somewhat slower than it usually is on the opening day. However, with a few clear days, conditions are expected to change favorably and those who could not attend the opening day, will probably be rewarded with better fishing in the near future.

While no one got their limit, several boys made nice catches, every fish taken was a beauty, had plenty of fight and a little above average of past years in size.

Jack Quinn and L. L. Loyd tied for first honors and shared equal the first and second prize money. Their prize catches measured 18 $\frac{5}{8}$ inches. Third prize money went to E. L. H.

Bissenger. "Bings" best measured 17 $\frac{3}{8}$ inches, not quite good enough to come into the big money, but big enough to ward off "Dapper" Dave Porter, who came in for fourth prize, with one measuring 17 $\frac{3}{8}$ inches. Dave was bound for a prize of some kind, he still had a cinch on consolation prize with one measuring 11 $\frac{1}{2}$ inches.

L. L. Loyd and Jack Quinn took some advantage on the rest of us. They used a private boat equipped with an out-board motor. So they had a better chance at running the big ones down.

Even though the weather was not quite up to par the difference was well made up by the plentiful tasty food and hospitality shown us by the Camp management and their staff of capable employees. There wasn't a dull moment from the time we began congregating at the Camp Saturday p.m. until we left for home Sunday evening.

There may be places where one can catch more fish than at Lake Arrowhead, but we all agree our Camp is "tops" when it comes to having a real good time.

Arlie Skelton, Recording Secretary.

ENGINEERS BOWLING CHAMPS

The Bowling Season for the P. E. Club Bowling League was officially ended Friday night, April 29, at Glendale Recreation Center. Before a packed gallery, the Engineers really "went to town" and trounced the West Hollywood team by a score of 4-0. This gave a lead of four games and first place. The Engineers, composed of Gonzalez, Manley, Davis, Black and Hasenyager, came through and climaxed their drive for first place with a great series. It would have taken a very "hot" team indeed to have beaten them that night.

The Recreation Center was literally packed to the rafters and among those glimpsed rooting for their favorite team were "Smiling" Neal Vickrey, his henchman, Paul Porter, Mrs. Jones' boy Laurel, Mike (Snooker) Levin, Frank Converse, Ed Thomas, Ivan Erhart of the Motor Transit, Fred Willey, Lon Norbom and E. Bissinger of the Law Department, together with many others.

While the battle royal between the two leaders was the main attraction, the other clubs put on some very flossy bowling and when the smoke cleared away the final standings of the various teams was as follows:

1. Engineers;
2. West Hollywood;
3. Claim Department;
4. North;
5. Frt. Traffic;
6. P. E. Club;
7. Transportation, and
8. Subway.

Although the Transportation Team, ("Easy Aces") finished in the ruck of the final standings, they boasted of having the two prize winners of bowling balls in their team, Herb Norton winning the ball for high series during the league season with a series of 727 and Roy Wilson, who won the high game prize with a score of 283, these scores include their handicap allowances. The way these two members were throwing out their chests the other night was an indication of the value they place on these fine prizes.

Just a word in regard to the team that led the league right up to the final bell. The boys from West Hollywood showed a wonderful class of sportsmanship and the fine grace with which they accepted their defeat was indeed an indication of their character. Better luck next season.

Claim Department finished a bang-up third, climaxed their bid for one of the

leading positions by walloping the P. E. Club 3-1 on the final night.

Did you notice the gallery following the movements of "Cupid" Swanson? The Manager of the Bowling alleys was seen rushing around bracing up the roof when the gallery gave Cupid the Bronx cheer for rolling one in the gutter. However, Roy had a fine season and increased his average considerably. Another bowler who enjoyed a fine first season was Dickson of the Traffics.

Geo. Orr has improved his game and he confided to your reporter that the average would have been higher, but the worry on his shoulders in carrying the entire Easy Aces outfit had him down a little. I think he has something there.

The entire season just closed was a most enjoyable one and the interest shown in the games is indicated by the fact that at every session there were extra bowlers ready, willing and able to fill in, in the event a regular failed to show. This indicates very clearly that we can look forward to next season for one of the biggest entry lists in the history of Pacific Electric Bowling.

The season just closed was a very enjoyable one, not one unpleasant occurrence to mar the sport and it was thoroughly enjoyed by all participants. Many of our rooters have stated that it is their intention to enter in the league next season and from all appearances we will have quite a good sized league.

Just a word of praise for those who made this League possible, and for the splendid manner in which they handled all the various details. H. E. Norton, President, Neal Vickrey, Manager, and C. G. Gonzalez, Secretary, deserve a lot of commendation for their work and they certainly did a fine job. In addition, wish to thank Sam Newcomer of the P. E. Club for the splendid manner in which he kept the various averages and issued the weekly standings.

As a fitting climax to the league season, the annual banquet was held in the Pacific Electric Club dining room and a great crowd of players and friends attended. The supper served was very much enjoyed by everyone. The distribution of prizes took place at the banquet and each winner was given some good natured bantering. However, it was all taken in a spirit of fun and the happy bunch finally dispersed with everyone claiming they would be back for the opening of the 1938-1939 season.

—Don Houston, Scribe.

LOS PATOS AND ITS NATIVES

Well here we are, May just on us and lots of life in the old Camp again. Fishing season around the corner and we are all prepared for the big catch.

B. F. Manley and your scribe were out deep-sea fishing April 10th. Results: B. F., two small halibut and one small bass. Me? I drew No. 1 spot on the boat and fished there all day, but as usual came home empty handed. We also went surf fishing late last month, but not much luck. Mr. Oefinger was polishing up the old apple with the fishing "cap" last week-end trying to get a two-man boat. You know Coonie around May 1st.

Long-line Smith expects to fish at Lake Arrowhead on opening day, as he was out digging worms on Sunday. Says he is going to eat before he gets to Arrowhead.

Our Asst. Fishing Captain, Leaping Loyd, is doing his annual worrying now whether he will be able to get off duty to go to Arrowhead.

Dave Porter and his two aides are all set to make this mad dash. Dave has threatened me and I have it in black and white there will be a Surf Party in June, and remember July 4th last year? Dave don't press me too hard.

Dad and Mom Manley are angling away their time at Los Patos. Mom is going to keep Dad here this season.

Mr. and Mrs. Radcliffe are making preparations for a long trip this summer in their trailer, Florida and all points north and south. Meantime Mrs. Rad is making Rad do some fishing here.

Have a letter from the owner and operator of the good boat Retreat stating he is starting up May 1st, from Fishermens' Dock—22nd Street, San Pedro, Berth 36. The Retreat is the boat we fished from at White Point last year. See your Year Book for his address. Make your reservations a week in advance with him or the writer.

A
Smile
Speaks
All
Languages!



We also have our choice of 8 or 10 boats from Coast Highway, New Port. Any kind of boat you like, see our Year Book for address and sailing time.

Then there is the Grey Goose, nice boat and a good Captain and a member of the P. E. Rod & Gun Club. Consult Year Book for address and sailing time.

Those who live on the west side have the Malibu Fishing Pier and Boat. Mr. McConne was at our last meeting and will be glad to see any of the P. E. gang.

So anytime you want to go deep-sea fishing, see Manley or myself and we will line up for you, but give us plenty of time to do this. Don't please, write a card on Friday for a Sunday reservation.

A word to our Junior Members: Boys, you will have to do your own baiting of hook and casting and landing your own fish. These are new rules passed at last meeting. Print your name and age at top of card, please.

We have about 45 prizes for you boys and I would like to see every one of them go out to some of you young men.

We will have a Father and son trip this summer, perhaps in July when the big ones come in and you can show your stuff on this trip.

I want to see all the boys out at the June meeting, so come and bring your Dad and learn the latest plans for you.

—Scott Braley, Fishing Captain.

APRIL IN OUR WOMEN'S CLUB

Events for the Women's Organization since the last issue of the Magazine are as follows:

The Night Card Party given by Mrs. W. E. Smart, Ways and Means Chairman, Saturday, March 26th, with twelve tables of players and splendid prizes awarded through the courteous cooperation of Barker Bros., Robinsons, Coulters and Sees Candy Co.

April 1st, a special car, with seventy-five members, made the annual visit to the San Bernardino Club, Mrs. Ralph Dayberry, President. Being April Fools' Day, one expected to find balls of cotton in this and bits of soap in that, but nothing of the sort happened. It was a delicious repast, served by women who are tops in entertaining.

The "high brow" program cleverly

conceived by Mrs. Hasty, Program Chairman, consisted of two minute talks on various subjects: Night shirts, dogs, boats, bathing beauties, etc. A special high-light was the discourse on men (The Half Baked Witters) given by Mrs. —. Oh well, Mr. Editor, let's skip it, what Mr. — doesn't know, won't hurt him.

Zee great Frieda Johnstone displayed undreamed of talent when she favored with a one-fingered piano solo. An improvised rendition of "I Love You California," by Madam Fullaire and her accompanist, (first time on the air) completed the program.

Another thing always appreciated on the visit to San Bernardino is the drive before train time to the gorgeous flower gardens circling the City Hall. It was really a great day.

April 16th, a regular meeting date and after a short business session, the party planned by Mrs. F. M. Hart, Program Chairman, went into full swing. Adjourning to the lounge where it was safer for the "girls" to play. Mrs. Hart first introduced Miss Richie, who entertained with several lovely vocal selections and then those in costume were put through their paces in games that displayed and a few other things. (Oh my, you should have been there). Prizes for winners and favors for all with refreshments all kids like, ice cream cones.

April 19th the members in a group journeyed to Huntington Gardens, which are especially attractive this time of year.

Three more meetings before vacation. Don't you think it would be nice to have a 100% membership turn out at one of these?

And now for just a personal word to the official scribe of this column, Mrs. Hasty, whose mother has been very ill. "Hope mother is better and that you will be home soon."

—Pinch Hitter, Mrs. Lon Bishop.

HOW NOT TO GROW OLD

Here are some rules compiled by some unknown authority, which if followed faithfully, will enable any motorist to avoid dying of old age:

Drive as fast as you can on wet pavements. There is always something to stop you if you lose control, often a heavy truck or a plate glass window.

New drivers should be shown how to drive fast in heavy traffic. It gives

them the experience every motorist should have.

Always speed. It makes you look as though you are a man of pep even though an amateur driver.

Never yield the road to the car behind. The driver may be a bootlegger being pursued.

Never stop, look or listen at railroad crossings. It consumes valuable time and people may think you are timid.

Always race with the locomotive to a crossing. The engineer likes it because it breaks the monotony of his job.

Always pass the car ahead on a curve or turn.

Be sure not to use your horn; it might unnerve the other fellow and cause him to pull over too far.

Demand half the road—the middle half. Insist on your rights.

R. R. DISPLAYS TELLS WORTH OF CARRIERS TO NATION

Moving trains with animated scenes featured a novel exhibit of the Association of American Railroads on display in the waiting room of our Subway Terminal station from April 11 to April 30, inclusive.

The exhibit was 40 feet in length and had seven interesting windows to illustrate that the railroads are an essential institution effecting the daily life and affairs of all people and all forms of industry.

The displays presented moving scenes showing railroad activities in an instructive manner. Miniature trains operated through some of them, while other novelties told the story of transportation.

Hundreds of grown-ups and school children were attracted each day by the exhibit, which was placed in the waiting room through our Company's cooperation with the three steam railroads serving Los Angeles, the Southern Pacific, Union Pacific and Santa Fe.

William Smith was in charge of the exhibit for the Association of American Railroads. It will be shown in many western cities.

OUR DENTAL SURGEON TELLS HOW TO PRESERVE TEETH

"It is no longer true that about middle age is the time for you to start losing your teeth," says Dr. Ben A. Patton, our Dental Surgeon. It may be avoided in most instances by employing the proper technique in massaging the gums and cleansing the teeth, about which we further quote our official Dentist:

"The dental profession has made definite strides forward in Preventive Dentistry. Massaging the gums and keeping teeth clean are real necessities in true prevention. Everyday we see cases where patients are losing teeth due to pyorrhea, decay etc., that could be saved had they been taught and had followed a proper toothbrush technique.

"Now we try to teach patients to more or less disregard brushing the teeth and concentrate on the gums, because it has proven that if the gums are properly massaged, the teeth will receive adequate cleansing.

"To begin with it is necessary to have a good grade of toothbrush, with extra hard bristles. Brushes should be small enough to get into small spaces between the teeth, and yet with bristles sufficiently long to massage the gums.

"The gum massage and tooth brushing is all done in one general vibrating motion. One grasps the handle firmly and lay the sides of the bristle against the chewing edge of the teeth, with the bristle base almost touching the gums. Then with a gentle slight rotary or vibrating motion, the bristles are passed from the teeth to the gums. Now without turning the brush the bristles are brought back over the teeth again. One can readily see that by a vibrating motion the bristles will be squeezed between the teeth, the gums will be massaged and when the bristles are returned the teeth will be cleansed.

"The back teeth are brushed in the same manner as the front teeth.

"Never use one brush twice a day; have two. Many patients inquire as to what toothpaste or toothpowder to use. We find that a proper toothbrush is much more important than is any certain dentifrice. Our choice, however, is a half mixture of salt and soda. In extremely acid mouths, we recommend using ordinary baking soda without dilution.

Plan Now For Your
Vacation At
P. E. Camp



Volume 18, No. 11 May 10, 1938

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

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

IN THESE turbulent days it will be well for all of us to paraphrase a recent national slogan to: "what helps our Company helps us."

There is no denying that business is bad generally. Our passenger travel is down considerably, and freight tonnage is far below last year's comparable period.

True, we were granted a modest increase in passenger rates, but it alone will be considerably lacking to bridge the gap of income and outgo occasioned by increased operating expenses, greater taxes, and pension and unemployment legislation costs that fall upon our Company. The early March storm damage costs will much excel the 1938 theoretical increase hoped for through recent adjustment of passenger fares.

Never before in our Company's history has the immediate outlook been more discouraging, which naturally qualifies the statement that never before has there been a greater need for every employee to wholeheartedly co-operate.

Those of us who work here and have dedicated our lives to the service have a real tangible interest in this railway and its future. Our interests are even more than those of the man who has invested thousands of dollars in the property's securities.

We have a job. It gives us and our families food, clothing, shelter, and some of the luxuries of life. Most of us have been here ten years or

more. We have made a good living, even during the severe years of the depression, when many of our acquaintances were jobless and desperate for mere necessities. We have benefits and privileges that add considerably to our monthly wage.

We hope for security in the immediate years to come, and those that follow when our toil is done.

That security we aspire to, however, depends upon and is steadfastly interwoven with the success and future well-being of our Company. To survive and prosper we must render a capable, worthy service to the end that we attract more patronage. And particularly now, of all times, costs and outlays must be held to an absolute minimum.

We can overcome the problems that confront. We are 5,000 strong, and are capable and intelligent. There is not an hour in the working day but that each of us can contribute to the common cause through willingness, alertness, courtesy and avoidance of accidents—in short, efficiency and loyalty.

If only because the future concerns each of us so very greatly, let us serve and be guided by the slogan "what helps our Company helps us!"

.. GOOD ADVICE ..

Take time to work, it is the price of Success.

Take time to think, it is the source of Power.

Take time to play, it is the secret of perpetual Youth.

Take time to read, it is the foundation of Wisdom.

Take time to worship, it is the highway to Wisdom.

Take time to be friendly, it is the road to Happiness.

Take time to dream, it is hitching your wagon to a Star.

Take time to love and be loved, it is the privilege of the Gods.

Take time to look around, it is too short a day to be Selfish.

Take time to laugh, it is the music of the Soul.

Erie Railroad Magazine

Defeat

No one is beat till he quits; no one is through till he stops. No matter how hard failure hits, no matter how often he drops, a fellow's not down till he lies in the dust and refuses to rise.

Fate can slam him and bang him

CLUB BULLETIN FOR MAY

Tues., May 10th:

Regular semi-monthly meeting P. E. American Legion—8 p.m.

Wed., May 11th:

Rod & Gun Club in regular monthly meeting, plus tales of big one that got away on trout opening day at P. E. Camp—7:45 p.m.

Thurs., May 12th:

Special entertainment program and annual election of officers P. E. Women's Club—1:30 p.m.

Sat., May 14th:

Regular monthly meeting P. E. Agent's Assn.—7:45 p.m.

Wed., May 18th:

No regular meeting of the P. E. Masonic on this, the regularly scheduled date. See plans for special event under date of May 28.

Thurs., May 19th:

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

Fri., May 20th:

Regular monthly P. E. Club dance in Club ballroom—8:30 p.m.. Largest crowds in many years are attending and enjoying this monthly event. Flo Kendricks' and her 7-piece orchestra.

Tues., May 24th:

Regular semi-monthly meeting P. E. American Legion—8 p.m.

Thurs., May 26th:

Installation of officers P. E. Women's Club.

Fri., May 27th:

Monthly Safety Advisory meeting—commencing at 10:00 a. m.

Sat., May 28th:

Annual Family Re-union and Dinner Dance (P. E. Masonic Club) at the Cafe De Paree, 2312 W. 7th St., Los Angeles. Superb dinner, a rare floor show, climaxed with dancing. See special bulletin for complete details.

Thurs., June 2nd:

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

Wed., June 8th:

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

Sat., June 11th:

Regular monthly meeting P. E. Agent's Assn.

around, and batter his frame till he's sore, but she never can say that he's downed while he bobs up serenely once more. A fellow's not dead till he dies, not beat till he no longer tries. —The Uplift.



"Sadie, what is a gentleman?"
"A gentleman," answered Sadie, "is a man you don't know very well."

Judge: "Mrs. Murphy, why did you assault the Gas Man?"

Mrs. Murphy: "Sure, yer honor, he called me an occupant."

"Waitress, what's wrong with these eggs?"
"I don't know. I only laid the table."

Grandma says: "In the near future men will eat baked beans and say, 'Ah, dear, these are just like mother used to open,'"

Mother: "Have a good time at the dance tonight, dear, and be a good girl."

Daughter: "Make up your mind, Mother."

"House-to-house business seems to be picking up. Did you land any orders today?"

"No sir, but I found several places where they talked to me without hooking the screen."

A Sunday School teacher was trying to prove to her class of small boys the omnipotence of God.

"Willie' who gives you the nice clothing you wore to Sunday School this morning?"

"President Roosevelt."

The teacher was surprised but tried again.

"Jackie' who gives you your meat, milk, bread and other things to eat?"

"Secretary Wallace."

The poor teacher was terribly upset. Things weren't going the way she intended but she tried again.

"Harry, who gives us the sun, the moon and the stars?"

"God."

She smiled at last but just then she heard Willie say to Harry, in a loud fierce whisper:

"Sit down you dirty little Republican!"

History lecturer: "Can any of you tell me what makes the Tower of Pisa lean?"

Stout lady: "I don't know, or I'd try it myself."

"I'll be frank with you," said the young man when the embrace was over, "You're not the first girl I ever kissed."

"And I'll be frank with you," she answered, "You have a lot to learn."

Squad Leader: "I heard the battalion commander called you a blockhead. Is that correct?"

Plebe: "No, sir, he didn't make it that strong. He just said, 'Pull down your cap, here comes a woodpecker.'"

"My aunt in Venice is sending me a gondola for my birthday. How am I going to play it?"

"Such ignorance! You don't play a gondola, you throw it over your shoulder like a shawl."

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

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

The tramp called at a cottage and asked for food.

"My good man," the woman of the house asked, "How would you like a nice chop?"

"That all depends," he answered. "Is it lamb, pork or wood?"

"Remember, my boy," said the elderly relative, "that wealth does not bring happiness."

"I don't expect it to," the young man answered. "I merely want it so that I may be able to choose the kind of misery most agreeable to me."

I bought a wooden whistle but it wooden whistle,
So I bought a steel whistle,
But steel it wooden whistle,
So I bought a lead whistle,
Steel they wooden lead me whistle,
So I bought a tin whistle,
And now—I tin whistle.

"You advertise that this restaurant is under new management, but I see the same manager is still here."

"Yes, sir, but he got married yesterday."

Photographer: "Do you want a large picture or a small one?"

Customer: "A small one."

Photographer: "Close your mouth, please."

You're just in time to settle an argument, Jim. "What's the proper dress for a man who follows the horses?"

"A white uniform and a shovel."

"Doctor, I'm scared to death. This will be my first operation."

"Sure, I know just how you feel. You're my first patient."

"You've been late three times this week."

"Well, I've never been one of those guys who always watches the clock."

"What dirty hands you have, Jimmy," said the young teacher. "What would you say if I came to school without washing my hands?"

"Shouldn't say nuffin'," replied Jimmy. "I'd be too polite."

The little boy's favorite uncle was to be married the following Wednesday, and the boy was questioning his mother about the wedding.

"Mother," he said, "the last three days they give them anything they want to eat, don't they?"

"I wouldn't vote for you if you were the Angel Gabriel," expostulated the indignant citizen, and the suave politician replied, "If I were the Angel Gabriel you wouldn't even be in my precinct."

Sandy: "When is Annie McTavish goin' to let you marry her?"

Andy: "It's very uncertain. Some person gave her a box o' notepaper with her name printed on it. She won't get married 'till it's used up—an' she writes very few letters on account of the postage."

Little Richard: Mother, may I have a nickel for the old man, who is crying outside?

Mother: Yes, dear, but what is the old man crying about?

Richard: He's crying, "Peanuts, five cents a bag!"



**OF THE
PACIFIC ELECTRIC
AND MOTOR TRANSIT
FAMILY**

**BY OUR
CORRESPONDENTS**



**ACCOUNTING DEPARTMENT
Geo. Perry**

Hear Ye, Hear Ye; this column is now in session and it is my duty, as grand pixilated purveyor of personal palaver from Pomona to Palms to rule over these proceedings without fear or favor. (Hand me that gavel, sister Sodowsky).

First order of business will be the reading of minutes of last meeting by Secretary Earl Moyer, (provided he can get his mind off the new motor coach classification long enough).

Report of Secretary: Funds: still none. Let's have quiet in the hall, please!

Those on vacation:

Sisters:

- Helen Bettis —At home
- Andrea Reshaw —Detroit
- Virginia Wilson—Salt Lake City
- Eleanor Lee —At home
- Lois Brown —At home
- Rachel Raymer —At home
- Opal Tucker —Camp Verde near Phoenix, Ariz.

Brothers:

- Bill Reed —Detroit
- Frank Wilson —At home
- Charles English—At home cleaning bricks for new patio; blisters? uh huh!

Unfinished business — Report by Bro. Tommy Hinkle, our sports scribe on the Snooker Tournament—finals—"It was a hard fight, but off hand it appears that luck was a determining factor for the first six places".

1st—Dale Hyde; 2nd—John Thatcher; 3rd—Russell Hollinger; 4th—Ed Lecomby; 5th—W. S. H. Weeks; 6th—Leo Vidal; 7th—Tom Hinkle.

New Business: Sister, Beseman reports a thriving gum business in our midst, the jovial confectioner being Russell Hollinger, whom she suggests place an ad in the magazine. "Do your daily dozen in the easy way—see—Hollinger for exercising Molars".

Report of Committees: Brother Weeks reports on a visit to the home of our friend Sam W. Howe, who has been ill for the past month with a throat ailment. He says Bro. Howe is slowly responding to the treatments he is taking. At least Sam's humor is not dulled by his illness, as he sent in word by Ed. Uecker that a check up after Bro. Weeks departure dis-

closed nothing valuable missing.

We also have the report of two deaths among our friends during April—the father-in-law of William Scholl, and father of Eleanore Lee. To them both and their families we extend our sympathy.

Good of the Column: Sister Martha Smith makes a motion that we give a vote of thanks to our guest columnists of the last two months, for their excellent work, i.e. Florence Haldeman and Tom Hinkle. Unanimous.

A proud husband, Dale Hyde reports that his wife Yvonna received second place for her oil painting of the Black Forest (Germany) in the San Gabriel Valley Art Exhibit held in Alhambra, April 23rd. May we add our congratulations, as well as our request to see the painting at some convenient time?

Bang! Bang! Bang! Will Sister Sten and Sister Lindeman stop that laughing and talking and pay more attention to the meeting, please. Proceed, please.

A very happy and thrilled lady these days is sister Belva Dale who is busy with the building of her new home in Alhambra. That it is a lovely place can be attested by "Grand P. P. and P. P. from P. to P," as he has been watching the building from the start. It is really swell.

Meeting adjourned with the following tip from a betting member of the column—"Bet on Petticoat—to show".

**PURCHASING DEPARTMENT
By Ray Cragin**

Miss Dorothea Berenak had a birthday on April 20th, and believe it or not, she had three birthday cakes. Just to prove it she brought one to the office and was liberal in passing it out.

Larry Gill Martz took up residence at the B. Martz home on March 31st. Mother and son are fine and Papa Martz and Grandpa Gill are slowly recovering. Peggy was a former employee of the Purchasing Department.

Mrs. Virginia Oakley paid us a call a few days ago and brought along her 21 months old daughter Miss Annette, who is as cute as can be and has more pepper than a pepper box.

A few days later Roy Ewing brought his youngest son, Gary, to call on us and Gary proved to be a regular guy, kissed the girls and his Dad was very proud of him.

The next day Mr. Fenimore came in and had a little fellow by the hand and we said this must be open season for the children, but it turned out to be Floyd Gill. His big smile and bow tie fooled us.

Two and two are four, at least that is the way it looks in this case. Jimmy Livermore came to work limping, with a nice sore black and blue ankle a few days ago. He said he sprained it. Later in the day he told about the card party the night before. Gish, Mrs. Livermore, don't kick so hard.

Ruth (Sweet Pea) Batsch informs us the day is set and plans are being completed for the big event. Ruth says a wedding ring binds the deal, but she thinks if they were coupled with a pair of handcuffs it would seem more like married life.

George Quesenbery has been very busy lately on jury duty, and enjoys saying, "Good morning, Judge." with a light heart.

Floyd Gill was installed as Commander of the V. of F. W. Post No. 1013 on April 26th. Floyd has been very active in this organization for some time now and the last year he served as Inspector for the southern district. In fact he has been so ac-

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tive lately that when he comes home from Lodge his wife sings, "Little man you have had a busy day."

The following news comes from Torrance:

The first day of April Tommy Wilkes came in with a pretty red nose. The boys thought Tommy was pulling an April Fool joke or out campaigning, but he informed the folks it was a boil, but it did not matter.

The E. W. Locks are anticipating, that is, they are anticipating the purchase of a new car. It will be too big for the present garage, so they are having the Accordion Construction Company build a new one that can be made any size.

Jerry Wegner's son was disappointed Easter. Just when he was sure he could find some Easter eggs in Pop's mustache Pop cut it off.

August Zurborg is put out because the boss won't let him hang three balls on the front of his section. August is no broker, but we learn he just traded a friend out of a good car for the old family Ford and some silver.

Fred Dilthey took a day off and paid a visit to Berros, his Country Estate. He found the wild flowers blooming and his house like an ark after the recent rains.

Harold Kirk, the young man of Candid Camera fame met a sweet young lady from Tujunga. She is a Southern girl and Harold walks around all day saying, "You all" and "I reckon." Spring got him.

Fred Hopkins bought a new rose-colored shirt for the Easter parade. A few days ago Fred wore it to San Diego where he visited the zoo. Fred says the two gorillas impressed him the most, and they said the same thing about his shirt.

Wholesale Nicolay they call him now. Bill is the owner of a Cheve and in the first ride the machine caught the eye of the Redondo Beach police force. They gave Bill four tickets, one for speeding, one for missing a boulevard stop, one for no hand signal, and one for crossing the center line.

LONG BEACH TERMINAL C. L. Cottingham

When is a missout not a missout? Ask M/M Guy Small.

Condr. M. P. Hendricks is back in passenger service after being in freight for several months; also Condr. H. A. Hoffman is back after being in freight for several months as Fireman on the Harbor Belt.

R. C. Dyson, A. Geere and Roy Pontziou are all back on the job after being on the sick list for several days.

H. W. Wills and wife motored to S. F. to spend a few days with their daughter, who holds a position with the State Motor Vehicle Dept.

Miss Carol Leathy, twin daughter of M/M J. W. Leathy, underwent a serious operation on her eye at the Children's Hospital recently. We are

glad to learn that she is improving very nicely.

Condr. D. W. Smith and wife motored to Boulder Dam and report a very fine trip and report the Dam one of the world's greatest wonders.

M/M S. E. Matheny and wife are sporting a brand new Dodge. Don't forget Mac that you have no rails to run the Dodge on and the state speed law is 45 miles per hour on the highway.

During the past week M/M M. Greco and wife, Mrs. G. N. Swanson, C. L. Cottingham and wife motored to Palm Springs to see the flowers, but were somewhat disappointed, but did see the results of our recent flood around Riverside and Redlands.

M/M Walter Mooney left late last month for New York where he is going to spend a thirty-day vacation.

Condr. Joe LeClair is back on the job again after being on the sick list for some time.

E. Lowery is home from the hospital, but says he will be unable to work for some time.

ENGINEERING DEPARTMENT

By V. P. Labbe

Sextuplets and quintuplets in the same family in the same week. This record double blessed event occurred in the family of H. T. Dullnig, Rear Towerman, 6th & Main. We refer, of course, to the champion studded pedigreed Collies of Jim's son, Howard. The proud mothers, B Bar Bewitching and Bewitching Bar Maid are receiving visitors at 343 Kenmore Avenue, Baldwin Park, Jim's "country estate". The fathers, undefeated champions B Bar Bandmaster and Champion B Bar Bucaneer, are expected to recover.

Bob Dorner, while surf fishing recently, was struck by a board which

had nails in it. It certainly caused severe damage to his leg, which we hope mends quickly.

The latest reports are that F. W. Spencer, Asst. Engineer who is now home after confinement at St. Vincent's Hospital, is getting along very nicely. We hope to see him back on the 6th floor real soon. E. Hayward has been pinchhitting for F. W. while on the sick list, with H. R. Searing batting for Hayward.

L. H. Appel is now located in room 460, Schedule & Research Dept. Although we miss him, we wish him every success and good fortune in his new undertaking.

Maye Bredenstener was one whole week ahead with her Easter outfit, and was it becoming?

Nancy Kelly would like to learn how to wear the new shoes with the toes sticking out. Stocking maintenance is expensive.

Hugo Meneghelli certainly goes to town with his girl friend in a photographic way. The latest, a beautiful bound book and several pictures of the girl friend, with the border marked blue, red, etc. Your guess is as good as mine regarding the marked border, but Hugo can explain.

Is Noel J. Owens Jr. really married, or just kidding all concerned?

Bill Moesby no longer plays pinchle. Says he can't stay up late any more.

Chester Davis has his hands full handling the Field parties, etc., while

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P. E. CLUB CAFE

CHAS. J. KEKICH, Manager

H. R. Searing is assuming E. Hayward's place.

Chester Davis has acquired a Lafayette car, this making three of that ancestry for the Field Department.

Jim Flathers passed out the cigars. We all wondered if it was a blessed event, but no, the occasion being his son, James Lee Flathers, taking unto himself a wife. Lots of luck and success, James. The wedding occurred April 8th, the bride being Pauline Joyce Rowland.

We'll have news about some new boys in the Field Dept. later, namely: Curly Dusel, Tiny Gerfen and Blondie Hammersmith.

This column aims to print all the Department personnel news. We welcome your aid and assistance.

MOTOR TRANSIT COMPANY

By M. J. Creamer

Surprise! Surprise! At last we in Los Angeles were to hear of the recent marriage of Jack Burgess (Santa Ana) on or about April 8th (One of those whirl-wind affairs, that started over a mere theater ticket). Understand she was trying to sell him a theater ticket and he not only bought the ticket, but threw himself in as a bargain! Best of luck!

Jack still remains at the head of the class in the accounting department of the local night school. Along with his various researches, he is a busy person, although he has his first fish to land this season. Those spot-fins in the bay just don't respond to higher science. Kingfish Carr says he will be glad to furnish the holes if Jack wishes to weave a net—and for only the half-catch, too!

Local news in a nutshell: Harper expects to go fishing about May 1st, probably at Big Bear Creek in the San Bernardino mountains. Sam Porter is getting his lines ready for a try at deep-sea fishing. Looks like most everyone has got the bug. Swanson bought a new hoe. Says he needs the exercise! Come to think of it, the waist line is getting thataway. Joe Hernandez is to be married April 30th, at the Little Church of the Fowers, Forest Lawn. Congratulations will have been in order as this goes to press.

Motor Transit has some new faces, Vernon Bryant, Ted Hanson and James Thorp being the new operators, who were transferred from the P. E. division. We likewise have a new Ticket Clerk at Long Beach, John H. Hutton. Welcome to youse!

Operator Ed Brant has his original five dollar bill given him when he started with this Company back in 1926 (change fund). Quite a souvenir it is! Operator E. Wickham (Star Operator who heads the list since 1919), could probably tell us an interesting yarn about breaking-in Pete Peterson, who couldn't speak English back in those days. Must have been interesting!

Operator Harry Gross was off work for a spell, being in the hospital, but

is up and around again. Is expecting his wife and baby home soon. Operator Goeschel would like to tell each of you about his recent operation . . . so just ask him. He actually fainted on us one day recently, but then ups and gets better all of a sudden!

Operator Johnnie Knapp is finally going to make his long-planned trip to Sweden this coming June. Going to be a swell trip and we're envious, but don't think many of us could stand the "cracker and milk" diet that he welcomed for a number of years to enable him to make this trip. ZAM!

Would like to thank Bill Kennedy, agent at Santa Ana, for contributions toward this month's column. We'll pass it along to you. Incidentally, Bill's wife is a horticulturist as evidenced by sweet peas ten feet in height and burdened with blossoms. Keeps Bill busy hauling bouquets to the county hospital where they are sent to brighten up the old folks' wards. She also has a rare plant from the tropics (started from seed) which is supposed to keep ants, mosquitos, flies, etc., away. The Horticultural Commission has requested a preview.

Charlie Rhinard, actuating impulse of the Laguna Beach Stages (connecting carrier from Santa Ana) recently returned from an excursion to Imperial Valley points where he went in guest of goedes and blood-stones. Kingfish Sam P. Carr warmed up the old frying pan thinking perchance that these belonged to the geo-duck family, but anyhow had hamburger again as Charlie returned with a sack of

rock specimens and incidentally with an appetite and a sunburn.

Capt. Phil Kellogg, also of the popular beach line, is re-furnishing his 30-foot launch for the summer season, now in the painting stage of progress. Will launch the venture on Decoration Day; promises to make all his friends sea-sick. (A sturdy ship, but don't forget your Travelers Insurance). That Capt. part of the name has nothing to do with navigation—understand it's an army title (home guards—you know).

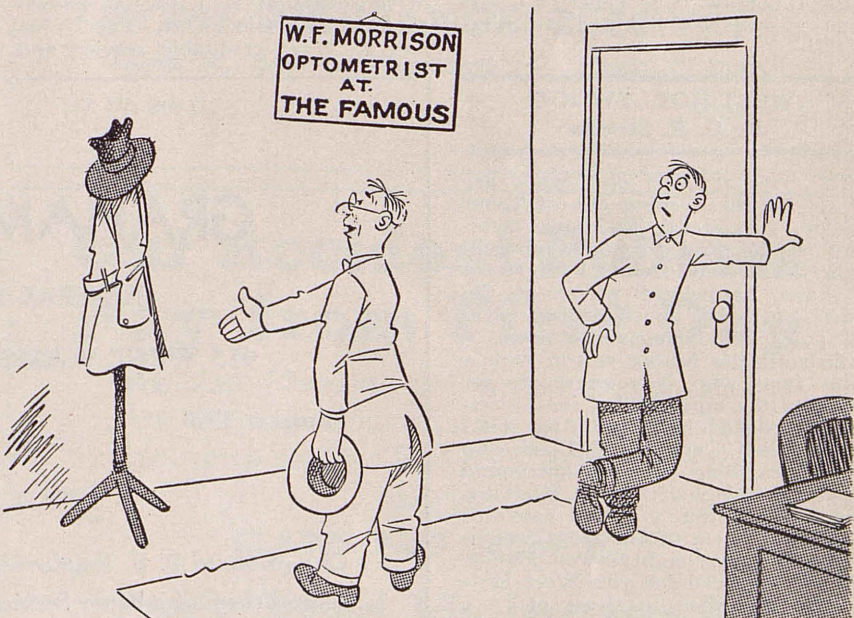
"Benny" Kimball is exhibiting a strong yen for Idaho points along with this warm weather, so don't be surprised if he becomes listed with the missing because he will show up again with a lot of mineralogical lore. "Better make him produce the assays and samples and also examine his palms for callouses."

Oper. Bill Tribble left post-haste for Virginia points following news that his father was very ill. All his many friends hope that his trip will not be on a mission of sadness.

Any doubts about Otto Gardner's ancestry may not be allayed . . . he is putting up sauer kraut now, so any suspicious looking package he may be sneaking home should turn out to be pig knuckles or frankfurters.

"Honest" John Brown refuses to disclose the origin of the shiner he carried which now shows as a scar with stitch marks. Can't say whether it is evidence of discipline or accident.

Peter Mallinckrodt of Whittier, so-journed in Santa Ana a few days during the flood period. He later found out that it wasn't jaundice he was



"How do you do, Doctor. I think I need my eyes examined."

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suffering from, but just plain nostalgia.

Hank Faulkner's pride took a mighty flop when Ham Hammond (P. E. agent) balanced the beam at 283 advo—well just gross poundage. "Hank" says, "Well, I might be just a poor little midget that everybody picks on—but just wait until I am eating six times a day and getting up twice a night for a snack."

Al Henson and "Tommy" Daiker must live good lives as we can't get any low-down on them. They just DON'T talk!

Gene Wickham recently returned to his satchel limited after an absence occasioned by the untimely passing of his mother at Coos Bay, Oregon. The sympathy of all went to Mr. Wickham in this sadness.

Do you know these fellers?

"SNAPPY" (D'Arcy), "DUB" (Tucker), "PAPA" (Strong), "Slim" (Seifried), "PEET" (Peters), "DOODLE BUG" (Allen), "DUGAN" (Harper), "DOC" (Beckett), "POP" (Reynolds), "POTLO" (Cooper), "BELL" (Darden-Red-Cap), "HOOTSIE" (Moore), "SUIRREL" (Otero), "SAM" (Porter), "Mickey" (Mickley), "GILMORE" (Roaring Deal),—and more next time!

Can vaguely remember when we used to receive contributions toward this column from M. J. Freeman, J. D. Puffer and W. T. Kennedy . . .

Next time—more "intrusting" things about more "intrusting" people.

Would-Be Patron: "Pardon the dumbness of my question, but is there any way that you could arrange to send me to Seattle, Wash., via Greyhound C.O.D.?"

Clerk: "Who'll accept delivery—and who'll guarantee the charges?"

A brickbat to the patron who says, "Can I borrow your pencil? I lost mine!"—Well—I did, and lost mine. TOO!

WEST HOLLYWOOD

By G. R. Stevens

The boys at West Hollywood are all set for the opening day of Trout Season. As usual Trainmen members of the Rod & Gun Club will make their annual trek to P. E. Camp at Lake Arrowhead where at the crack of dawn on May first fishing poles will be over the sides.

To start the fishing season with a bang (and who isn't eager to get away on the opening day for a first-hand thrill of hooking a big one) comes Relief Clerk, Vaugh Black who tells of catching a twenty-six pound cut-throat rainbow trout in Montana. Mr. Black claims a record catch of fourteen big cut-throat trout weighing in all around eighty-seven pounds. Here is a record for you West Hollywood fishermen to shoot at.

Motorman E. L. Converse recently was in the hospital, being off duty for eighteen days. We are glad to report that he has fully recovered from his illness.

Motorman Hanna, well known to

the boys at West Hollywood for his ability to take fine pictures, has been busy lately with his favorite hobby and displays some shots that would do a professional proud.

Mr. and Mrs. Jack McGilvary are the happy parents of a new baby girl, christened Annie. The arrival occurred on March 23rd. Super congratulations are in order for Mr. and Mrs. McGilvary, who now have three boys and two girls.

Conductor R. F. Hart and wife are the proud parents of a seven pound and six ounce baby girl, born to them on Friday, April 22nd. Mother and baby are well and happy. Congratulations, Mr. and Mrs. Hart.

Your correspondent and wife made a hurry up trip north to Eureka last month upon receiving word that one of the family had passed away.

6TH & MAIN TERMINAL

By G. V. Brown

G. C. Holcomb and family traveled to Brownwood, Texas, to visit his mother last month. They had a fine trip, but encountered late winter weather.

We are very sorry to hear of the death of I. C. Tarleton's father in New York. Our condolence.

Leo Goodman, our ex-columnist, who was confined to his home because of sickness, is back on the job.

It seems that Mr. McCulley, our Terminal Foreman, can't make up his mind if he's fortunate or unfortunate. He had X-rays all one week and discovered he has lost his appendix as picture failed to show it. He doesn't remember that it was ever taken out. Awow! Awow!

We certainly were sorry to hear of the death of B. J. O'Dell, known to his many friends as "Pop." He had 15 years creditable service and

we are going to miss his eternal smile and all the jokes he used to tell. Since his wife passed away ten years ago, he has lived alone until his death April 19th at St. Vincent's Hospital. We all join in sympathies to the two daughters who survive him.

It seems that two of our former 6th & Main boys, Eddie C. Griffin and H. P. C. (Uncle Horne) Erlenmeyer, have obtained regular runs. This keeps their wives busy sewing on their vest buttons. Good luck fellows.

The Class A Board shows that Motorman Ford has become a one-man operator. Congratulations, Ford. We are all behind you (about one block).

C. E. Ferguson bid in the morning Cashier's job at 6th & Main. Welcome to our gang. Good old Sunshine decided to see what the moon looked like and took a day off relief

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job. He just had to be sure the rest of the system was under control. It will be when he turns on that old personality smile. Atta boy, Sunshine, give-it-to-heem!

6th & Main Street Terminal lost five good men the other day, namely: Conductors C. J. Cody, T. J. McDonald, I. C. Wilson, S. W. James and Motorman B. B. Johnston, they being transferred to Long Beach terminal. Well fellows, you don't have to get high hat and stay down there all the time. Come up and see us sometime.

Our good friend, R. C. Vanderpool, has been under the weather for the past week. Here's hoping for a speedy recovery.

TORRANCE SHOPS

Willis M. Brooks

Henry Bates, retired, came in the other day, proudly puffing a new pipe. The pipe, with a pound of tobacco, was a gift from his fellow workers at the Cabinet Shop, given to Henry when he retired. He is getting lots of pleasure from the pipe and wants the boys to know it and also to thank them for their kindness. Henry says he is enjoying his leisure, and feeling like a million.

Mrs. Ada Arthur, also recently retired, visited the shops on April 1st and to spend the noon hour with her cronies in the Coil Taping Room and to tell them of her lovely trip north to her married daughter. Mrs. Arthur looks and feels years younger.

Lacy King, Pipe Fitter, plans a trip east to visit the old folks. He has been granted a 30 days leave.

Albert Nolan, one of our "Old Timers," has been off most of the month; on the sick list.

Mrs. Alma Nixon plans on early vacation to visit her folks in Loveland, Colorado. She will be accompanied by her husband and son Dale and will go via automobile.

Work on the San Fernando cars is progressing rapidly and keeps the shops on the Qui Vive to maintain the schedule, especially as there is some delay in obtaining necessary material. They are something of an innovation in P. E. color scheme and present an attractive appearance.

George Thatcher, Leader, Carpenter Shop, made a trip to Phoenix, Ariz., over the week-end. He intended to stay longer, but found about 25 women to 1 man in Phoenix and being the bashful little man that he is, couldn't take it and rushed away.

Wandered over to the Store in search of news and was informed by Miss Alpha Barrett that they had their own reporter. It was worth the trip anyway, for Alpha looked perfectly charming in a new spring dove grey outfit.

Mrs. Frank Thompson is in Tucson, Arizona, having been called to the bedside of her mother who is reported very ill.

Anent Harry Pierce's trip to Arrowhead Lake on May 1st. We understand Harry has a pet dog and

when ever the dog sees Harry get out his fishing tackle it immediately goes into the garden and starts digging a can of worms.

We are sorry to hear that Mrs. Harry Pierce has been on the sick list suffering with a dislocated hip, but understand she is again up and about.

Don Towler, Carpenter, has obtained a 30 days leave to go to Hot Springs, Arkansas, where the boys claim he takes an annual "boiling out."

George Langley, Painter, is in the hospital and we hear that his condition is very serious.

Harry Clark, General Foreman, Winding Shop, has a parrot. It used to be a pet parrot, but it snipped a piece out of Harry's finger the other night and is now on the black-list. Harry we know is not a profane man, nevertheless, the neighbors tell me they learned a lot of new and potent cuss words just at that time.

Howard Bernhard, Machine Shop, was rushed to St. Vincent Hospital

last Saturday and underwent an emergency operation for appendicitis. Understand he is progressing nicely.

Ralph Mohr is also on the list of sick and injured. A refractory wound on his leg has caused lots of suffering, but we hope it is now on the mend, and that he will soon be back.

Al Rice, Foreman, Air-Control Shop, wears spectacles when writing at his desk. He wears 'em whether they have glass in them or not.

The pair he used on April 1st were innocent of anything, but a hole where the lens should have been. Al couldn't understand for some time why everything seemed cockeyed when he tried to write a requisition.

Mark Francis, after an extended absence due to sickness, has returned to work. He came disguised in a new cap and necktie and was here some time before the boys recognized him. The boys gave him a hearty welcome.

Arthur Buckley, recently retired from the Air-Control Shop, is trying

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'em out at Redondo Pier with a brand new reel, given to him by his fellow workers as a token of affection and regard, when he retired.

Fred Gill, also Machinist in the Control Dept., is a proud grand-daddy. His daughter "Peggy," who you will remember, married B. Martz of the Store Dept., has a baby girl.

Bob Wilson, retired Air Brake Mechanist, strolled into our office the other day with real or assumed nonchalance. All he needed to be a real Kentucky Kunnel, Suh, was a broad brimmed black fedora and a frock coat. The mustachio and goatee were in full flower.

Eaton B. Blume returned to work on the 26th, after an illness early last month.

Harvey F. Beckwith, Air-Control Shop, probably owes his life to his agility. Parking his auto by the roadside to repair a flat, another car smashed into the rear end of his car. Harvey saved himself by leaping to one side, but suffered a severe wound from a flying piece of metal. The driver of the other car was arrested in Redondo Beach with a tire from Harvey's car still stuck on his bumper.

We were delighted last week to receive a visit from our old friend Mr. Sherlock, for many years cashier at 6th & Main. He looks fine and seems to be enjoying life. Here's hoping he continues to do so for many years.

William Ruppel and family have house guests from Canada who have visited him in Los Angeles every other year for many years past. The great feature of their trip that they will miss this year is the Mt. Lowe trip which they never before missed.

The sympathy of all is extended to Rufus G. Young, whose mother passed on recently, and also to Clarence Burnett, who lost his father. Death has been called by many names, but I like to think of it as a graduation from this life into one brighter, bigger and on a higher plane than this one.

Gus Gunderson, Tinsmith, will be a bachelor for a few weeks. Mrs. Gunderson plans to visit the old folks in Amarillo, Texas.

We are informed that William Sutherland, after 8 months work, has at last broken in his new automobile with 550 miles registered on the speedometer. He is now tightening up the car and tuning it for greater speed.

With Harry Pierce on the Arrowhead Lake trip May 1st went Augustus J. Fitzgerald, Burt Collins, V. Viellenave, K. Oefinger and H. Field. We are given to understand that Isaac Walton has a lot to learn from these sportsmen.

GLENDALE DISTRICT

By C. L. Settle

W. O. Toenjes is really getting up in this world. First he purchases a new Studebaker, and then to strike a

happy medium, he bumped on the East Broadway Whirligig.

J. C. Hawley is still talking about the wonderful trip he and the Mrs. recently made to Mexico. It is charged that he has been hired by the Mexican Chamber of Commerce to sell the beauties of their country to the rest of us.

C. C. Carney has just finished his term as Commander of the Glendale V.F.W. Post and now is the Adjutant of the Post. He really set a record for his successor to shoot at. The new Commander is none other than Ye Humble Scribe, and if any of our readers are interested in Veterans work or Veterans Legislation just contact Carney or myself.

While on this subject of Veterans, may I use this column to congratulate Floyd Gill on the P. E. Stationery Dept. on his election as Commander of Veterans of Foreign Wars of the U. S., Post 1013.

We have a tobacco chewing Motorman on our line who doesn't have power enough to keep the side of his car free of tobacco juice. Both Bill Scatchard and A. C. Thomas

claim they are not the guilty ones, because they swallow theirs.

At this writing George Franklin is on the sick list. Hurry back George and help us handle Poison Ivy.

M. W. Hanson is making real progress in his efforts to learn Masonry. He takes his Third Degree Thursday, May 26, in Glendale Lodge No. 544.

E. P. Linkroum is the latest of the old timers to weaken and break in as a bus herder.

OCEAN PARK CAR HOUSE

By J. H. Robertson

Captain McDaniels is now arranging another fishing trip to San Diego. Anyone interested, see Mac, he can no doubt find room for you. The more fishermen, the bigger the pot for Mac, because he may catch that large one that got away on his last trip.

The Ladies Lodge at Venice gave a Card Party on April 15th, which was another outstanding success.

The boss of Jerry Meyers (his daughter) has been quite ill. She is much improved we are glad to hear.

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Our boss at Ocean Park, Mr. Day, has had some sadness at his home, his wife's mother having passed away. We extend our sincere sympathy. We also sympathize with Motorman Sutter, whose sister passed away last month.

We have a new "big shot" at Ocean Park Car House. Conductor Cornelison is strutting a new Essex Terrepplane. Says he got tired of walking to work.

Our Soft-ball team started in a League in West Los Angeles, Tuesday, April 26th. We are hoping to win our share, but need a lot of rooters. So come out and fill the bleachers.

The West Los Angeles Field is located at Stoner Avenue and Missouri Street, between Santa Monica Blvd. and Pico Blvd. So all come, we are hoping to show you some real ball playing. Regular schedule calls for games each Tuesday night at 9 o'clock. Results of the games will be posted on our bulletin board.

Just a word to you smokers, please be careful where you blow your smoke, because Junior Lowell can't take it.

AID CORRESPONDENTS

It is quite natural that the personnel section of your Magazine be the most interesting and thoroughly read of any of its pages. The contributors of these columns are doing a splendid job, not, for any personal gain or glory, but rather unselfishly for the pleasure of their fellows.

It is within the power of the employee mass to have these columns even more interesting by co-operating in thoroughly covering all of personnel news of the month. Quite obviously, contributors cannot see or hear all, but they will be more than happy to receive information of interest for publication in their columns.

You can best express your appreciation for the time, and trouble, and work your correspondent donates by giving information that will help him or her in compilation of the news of the month. Also, a little word of praise now and then won't be amiss.

Thank you for the help we hope you will give.

—Editor.



TRIBUTES TO TRAINMEN



C. H. Miller, Operator, Motor Transit: complimented for his efficient, polite and patient performance of duties.

W. Smith, Operator, West: commended for sounding horn to attract child waiting for bus whose route had been changed owing to flood damage.

R. S. Crabill, Conductor, North: quoting patron: "I always like to take his car because he is so cheerful and pleasant and helps me on and off car at both ends of my trip."

Carl Geisigh, Operator, West: complimented for being efficient, courteous and thoughtful of patrons.

D. P. Quiring, Conductor, West: "he treats all passengers with consideration and politeness."

B. E. Wasserman, Conductor, South: cited by regular rider for the splendid manner in which he performs his duties.

G. C. Cleek, Operator, West: his kindness to an ill patron "qualify him as an asset to your organization and a pleasure to your patrons."

F. S. Scheffler, Motorman, South: complimented for the efficient manner in which he operates his train."

Wm. Kaplan, Conductor, North: "I have been impressed with his patience, politeness and the careful manner in which he gives directions," writes patron.

J. H. Daly, Conductor, West: cited for kindness, patience, and never failing to aid woman passenger on and off cars.

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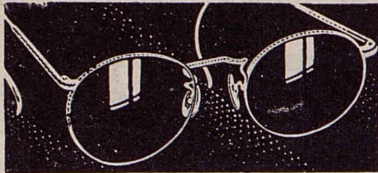
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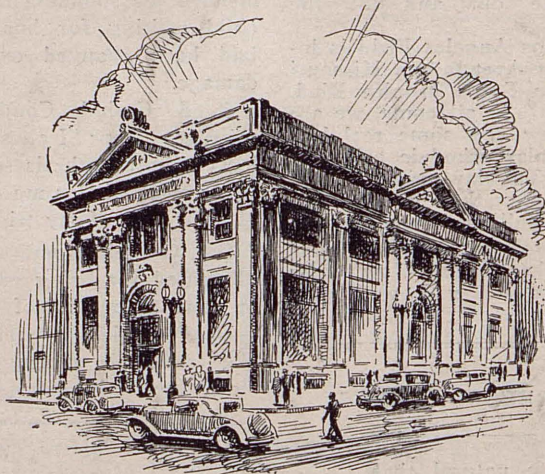
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