

Pacific Electric Magazine



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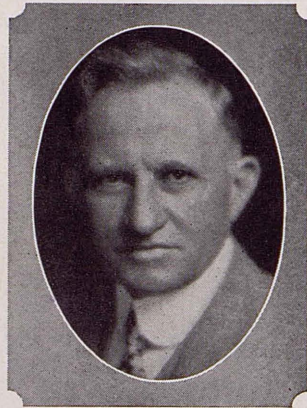
No. 7

Merry Christmas To The Pacific Electric Family



Thank You and a Very Merry Christmas!

It is with gratitude that I address members of the Pacific Electric family as the year 1929 approaches its close.



During the past twelve month period many obstacles in our industrial life have been overcome; many intricate problems have been met and solved and others are well upon the way toward solution.

We have, by the co-operative effort of all of us, rendered a very satisfactory service to our patrons and in return have been rewarded by a somewhat increased patronage and especially do I solicit a continuance of the unwavering support and cooperation you have manifested in the past.

Our particular region has been reasonably prosperous; we have had a minimum of non-employment and business conditions generally have been good.

The new Pacific Electric Employees Club that we have looked forward to, became a reality this year. It is a decided step forward, and because it is a real, definite and lasting expression of a close co-operation between officers and employees, has attracted the attention of industry throughout the Nation.

At this intermediate time, in the midst of the trio of annual holidays, I desire to express to you my gratitude and appreciation of your every effort in behalf of our Company. I wish each of you a very Merry Christmas and earnestly hope that the New Year will bring to you every desire that will contribute a measure of prosperity and happiness through the coming year.

A. E. Norrbom
President.

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Are YOU "Pacific Electric-Minded"

FOR SEVERAL years past, throughout the nation, a steady stream of publicity has been pouring upon the reading public for the purpose of producing "air mindedness." Speakers, lecturers, motion pictures and airplane exhibits have all been brought into play to assist in accomplishing the same end.

To a great degree all this activity on behalf of the aeronautical industry has been productive, as is evidenced by increasing numbers of air travelers, increased burden of air mail and the gradual development of air-transit parcel delivery. This condition has been brought about in the creation of "Air-mindedness."

Recently, in the east, a large department store conducted a survey of its personnel—an investigation quietly made over many months to determine what was delaying the progress of the institution. For some time the store's business had been running along upon a very slightly varying financial level—a revenue level as indicated by its general balance sheet.

The result of the survey brought to the owners the knowledge that the majority of their employees were not "store-minded." They did not think of the institution in terms relative to its greatness, not only as regarded the enormous stock carried, but as an institution of service to the public; as an industry outstanding in the community because of its large employment roll. Its employees were not conveying to the public, as they should, a knowledge of the business on which they themselves were dependent. They were creating no "store-mindedness" in their patrons on behalf of their store.

How About Ourselves?

The thought occurs that it would be well for all of us, as employees of this railway, to take an inventory of ourselves. Are we "Pacific Electric-minded" as we should be? Are we making any real effort to transmit to the public the knowledge of our industry that we possess; the high class, adequate service that we are rendering; the reasonableness of charges we make for transportation; the comfort and freedom from hazard we offer, in order, that they may become "Pacific Electric-minded" and reflect our efforts with increased patronage?

We have here an institution whose fundamental principle and reason for being is service for others.

We have every reason to view it with pride and be "Pacific Electric-minded" about it, for nowhere is there a similar institution rendering a better service at a lower charge for such services than this railway.

In its physical properties, there is no electric railway more modern. In point of service, as well as mileage, it is the world's greatest electric interurban railway, operated by a force of 6500 employees; distributing to the commercial interests of Southern California over \$10,000,000 annually through its pay-roll; supporting government, schools and civic institutions of the state to the extent of more than a million and a quarter dollars a year. Greater than all else it is rendering an essential service each year to approximately one hundred million persons.

Certainly, we should be able to increase "Pacific Electric-mindedness" in the communities we serve!

It has been definitely proven that there is not now, and probably will never be, any other agency that can so well handle mass transportation as the electric railway.

In our own section this railway has been the greatest reliance of, and the greatest single element in promoting the growth and progress of over forty-five cities and their adjacent territory.

It was not only the pioneer, but the permanent resident.

It was not content with things as they were, but has kept pace with things as they are—yes, even in advance of the present—for in equipment and all of its facilities it has had the future in mind and anticipated needs of years hence.

Let's Sell It!

Many persons "have gone after strange goods" in the transportation realm. Many have returned, and others will follow, to the servant of the great masses—the electric railway, because of its comfort, its reliability, its safety and its economy. The mass can be made to realize its ever-increasing value to the communities to and through which it operates if we—all of us—6,500 of us—will each, at every opportunity, give our little effort in making the public "Pacific Electric-minded."

By so doing we will not only confer a favor upon the person who becomes a patron, but will both directly and indirectly benefit ourselves. How?

Greater patronage means a better financial condition of our Company; assurance of steady employment; expansion of our service; enlargement of working forces and greater opportunity and reward for which to strive.

It will pay us individually to ever be "Pacific Electric-minded"!

Service is Our Stock in Trade

The Prosperity of Company Linked with Service Given Individually and Collectively

By A. E. Norrbom
Assistant to Freight Traffic Manager

NO MATTER how good an article may be, it is necessary to constantly keep it before the public if the business of that company is to grow and prosper. The public is becoming more discriminating and more exacting in its purchases, and the outstanding success in any competitive field is that man or that company which earns the confidence of the public and gives the best value for the dollar invested, whether it be tooth paste, automobiles, or that intangible quality of service well performed.

We who are engaged in the transportation business have a far greater responsibility than other business activities for our relations with the public are broader in scope and more personal in contact. We are daily serving many thousands of people and every transaction, whether it is freight or passenger, generally involves a personal contact. It is the kind of contact we make and the impressions we create which determine our character as an institution, and we must therefore be constantly alert not only to serve the public well, but to create a demand and a desire by the public for a constant and continued use of the service which has been provided.

All Play a Part

To the freight and passenger traffic departments of a railroad has been primarily delegated the responsibility for creating a demand for the service. It is the focal point of contact with the traveling and shipping public. It is, however, only the instrumentality created for the co-ordination of the ac-

tivities of all branches of the railroad in selling transportation. I mention this advisedly because every department is a necessary adjunct in selling our service, and without the aid and co-operation of every branch the efforts of the traffic department would produce very meager results. Now what are the departments which working together accomplish the objective of creating, stimulating and supplying the exacting demands of a discriminating public? The departments are identified by name, but they are more than a name. They are you and I pulling together as a unit with a definite purpose.

We are all potential salesmen. Each of us in our frequent contacts with the public has an excellent opportunity to personally sell Pacific Electric and Southern Pacific transportation or secure information which can be transmitted to the traffic department to follow up. Because of the technical knowledge required in freight and passenger traffic, it is often times desirable to have the trained representatives of the traffic department complete the transaction.

The freight traffic department in the fulfillment of its responsibility to the public and as an integral part of its own organization has three very definite functions. These are the development of traffic, the solicitation of traffic and the formulation and maintenance of a rate structure to support the activities as a whole.

In the development of traffic many factors must be taken into considera-

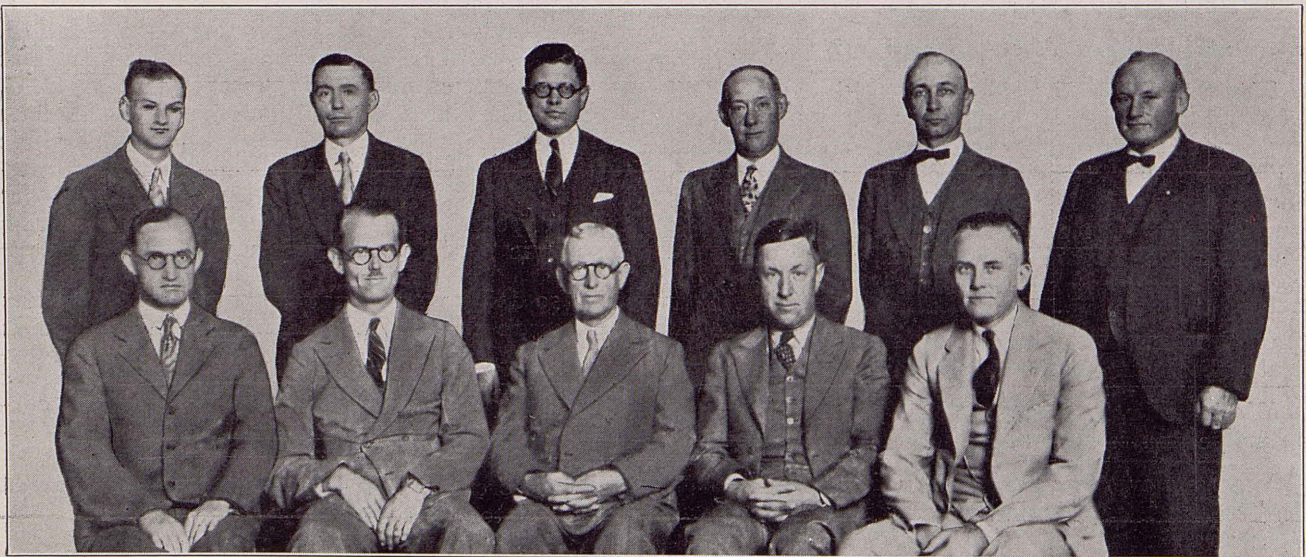
tion, such as the location of industries, encouragement to manufacturing, aid and assistance to agriculture and many other economic conditions important in building up a freight tonnage. To do this necessitates a knowledge and study of many conditions. There must be considered the factors of climatic conditions, availability of raw materials, marketing and distribution area, labor conditions, power and water, and last but not least transportation, as the success of a project is largely dependent upon transportation.

In the maintenance of an adequate rate structure, the cost of transportation frequently determines the location of the industry. If the product to be marketed is not in close competition with a similar product the element of transportation cost is important, but not controlling, provided the level of the rate is such as to permit a free movement and return a profit to the shipper. However, where there is close competition, the rate structure must be so made as to permit each competitor to have access to the same market.

Service That Serves

From the viewpoint of the shipping public, however, the service, the courtesy, the integrity and the wholesome and willing co-operation of the railroad to satisfy the shipper determines our success as an institution. We have a corps of trained general agents and traveling freight agents contacting so far as possible every shipper and receiver of freight in the territory served by the Pacific Electric Railway Company.

Solicitation of traffic is selling our service for, under regulation by Federal and State bodies, the railroads are not permitted to prefer one shipper to the detriment of another. The rate for one is the rate for all, whether the shipper be small or large; consequently our service to that shipper determines whether we acquire or lose his business. Our service may be manifested



Competition being the life of trade requires constant close contact with the shipping public. The picture shows Freight Traffic Manager T. J. Day and his troop of "close contacters". From left to right, top: P. H. Lyon, J. M. McQuigg, G. P. Billhardt, E. W. Fisher, H. H. Williams, M. D. Rosenberger. Lower: C. H. Jones, A. E. Norrbom, T. J. Day, W. G. Knoche and D. W. Layne. Not present, F. C. Weeks and C. C. Dickson.

him in many ways by helping him in his problems, and there is no satisfaction like that of a service well performed.

And may I leave this thought with you; that in helping each other we are helping ourselves, and we are making it possible for the Pacific Electric Railway Company and the Southern Pacific Company to earn the goodwill and the co-operation of the shipping and traveling public.

LARGE INCREASE THIS YEAR IN STATE COTTON ACREAGE

California's cotton crop this year is the largest in its history, there being a total of 319,000 acres under cultivation, reports the Agriculture Department of the Los Angeles Chambers of Commerce. The 1928 cotton acreage of the State is said to have been 218,000.

Consistently California has held a record for average acre yields of cotton in the United States with the Southwest exceeding that of the United States for many years, the report points out. All sections have been maintained at a high level of production and it has been demonstrated that under good management the Southwest's supremacy in the production of cotton can be continued.

Cotton first was grown in California in the early 70's, but because of lack of facilities the industry did not take on commercial importance. It was not until 1910 that any appreciable acreage was planted. War prices stimulated plantings in the years following. The history of the cotton industry here begins with the introduction of the Acala variety in 1919. In 1925 this area got under way on a sound commercial basis.

TWO DEATHS IN NOVEMBER

Two deaths were numbered among those called from our ranks during the month of November. The deceased, and to whose relatives we extend the sympathy of the Pacific Electric family, were:

Charles L. Hyde, Motorman, Northern Division.

Lors P. Larson, Motorman, Northern Division.

Group and Mortuary Insurance were thoughtfully provided for the family of both of the deceased and payments were made promptly.

Another disability claim was allowed during the past month for a disabled employee of the Engineering Department, who will receive \$51.75 for 30 months provided total and permanent disability continues. Twenty-eight employees are now receiving a total of \$2,035 monthly benefits under the total and permanent disability clause of the Group Insurance plan.

Mistress—"I am glad to hear you will be staying on with me after you are married. Do I know the lucky man?"

Maid—"Oh, yes, mum. It's your son!"

End Looms in Long Litigation

Favorable Decision of U. S. Supreme Court May Prove Climax in Plaza Terminal Case

RENDERING a decision that will go far toward definitely concluding, if indeed it does not entirely close the issue, the United States Supreme Court late last month handed down a ruling to the effect that the Interstate Commerce Commission is not empowered under existing legislation to compel the railroads entering and serving this city to build a union terminal station. Chief Justice Taft delivered the opinion of the high court.

The State Supreme Court is shortly expected to render a decision as to whether the Railroad Commission of this State is clothed with power to order the railroads to construct the city-proposed ten million dollar Plaza terminal.

Inasmuch as this railway's future expansion and improvement program is closely interwoven with the construction program of the major steam lines, conclusion of this issue, which has been before the courts since 1915, is looked upon as a happy omen, clearing the way, as it does, for the railroads to forecast their future problems and needs and to individually and collectively carry out expansions in a manner that will best serve both the public and carriers. Our Vice President and Chief Counsel, Frank Karr, throughout the long term of the entire case, has been one of the leading legal lights sponsoring the cause of the railroads and the favorable decision of the highest court is a victory well and honorably won in which he may feel proud to have so actively and effectively participated in.

Too lengthy for entire reproduction in the Magazine, we quote some of the highlights in the Supreme Court's decision, made public on November 24:

"Without more specific and express legislative direction than is found in the act, we cannot reasonably ascribe to Congress a purpose to compel the interstate carriers here to build a union passenger station in a city of the size and extent and the great business requirements of Los Angeles.

"If it was to be clothed with the power to require railroads to abandon their existing stations and terminal tracks in a city and to combine for the purpose of establishing in lieu thereof a new union station, at a new site, that power we should expect to find in congressional legislation.

"Such authority, if conferred in Los Angeles, would have application to all interstate railroad junctions, including the numerous large cities of the country, with their residential, commercial, shopping and municipal centers now fixed and established with relation to existing terminals.

"It would become a statute of the widest effect and would enter into the welfare of every part of the country. Various interests would be vitally affected by the substitution of a union station for the present terminals.

"A selection of its site from the standpoint of a city might greatly affect property values and likewise local transportation systems.

"The exercise of such power would compel the carriers to abandon existing terminals, to acquire new land and rights of way and enter upon new construction, to abandon large tracts and to sell territory of the same extent as no longer necessary for the use of the carriers.

"There would have to be tribunals to apportion the expenditures and cost as between the carriers. A proper statute would seem to require detailed directions, and we should expect the intention to be manifested in plain terms and not to have to be left to be implied from varied regulatory provisions of certain scope.

"To attribute to Congress an intention to authorize the compulsory establishment of union passenger stations the country over, without special mention of them as such, would be most extraordinary.

"Ousting from their usual terminal facilities of the general great interstate carriers would work a change of title and of ownership in property of a kind that would be most disturbing to the business interests of every state in the country.

"To recognize what is here sought as within the power of the commission to order to be done in each of all the great cities throughout the United States and to sustain it as legal, without provision for effective restraint by the carriers, or other interests, would expose the community to possible abuse, with nothing but self-imposed restraint on bureaucratic extravagance.

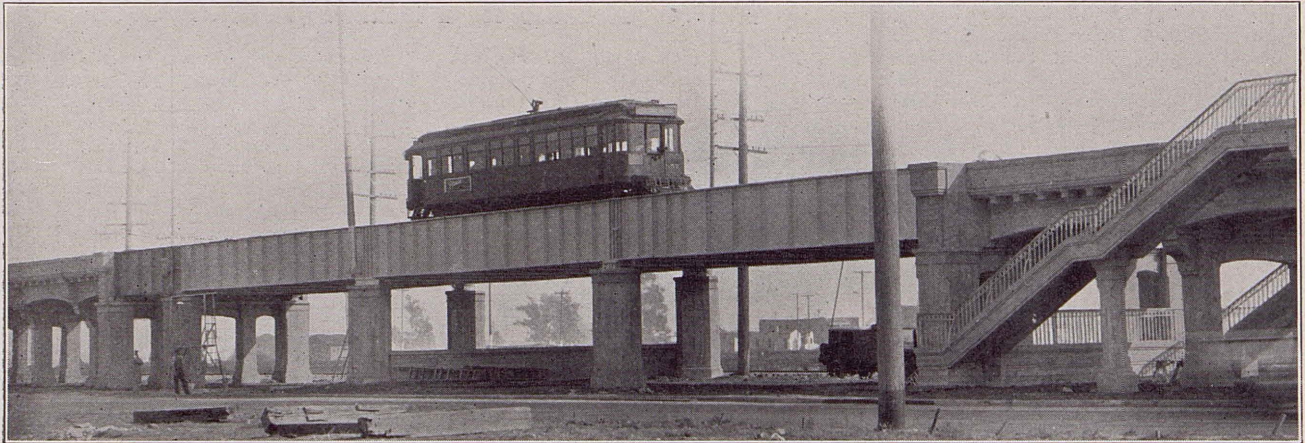
"When the interest of a great city in its improvements is to be promoted entirely at the expense of railroads that enter it, Congress would be expected to hesitate before it would change discretionary leave for the erection of such stations into positive command. In such a case the expenditure of a large amount of capital will not bring with it corresponding increase in the railroad revenues.

"The suggestion of complainants is that out of provisions for local union of main tracks and switching tracks we should use our imagination and develop them into provisions for giant union passenger stations.

"It is true that the railway systems may be united through switches and connecting tracks in physical connections, but this has not been held to justify great monumental structures, extended in their complicated machinery and superficial extent and expense.

"There is a difference of real substance between such connecting tracks and switches and junctions and a passenger metropolitan union station. The latter calls into being a new entity naturally requiring new legislative authority."

STILL ANOTHER LINK TO SPEED AND SAFETY



Put into full service on December 5th the La Cienega grade separation on the Venice Short Line has the distinction of being the second longest structure of its kind on our system. It is the ninth separation made on Pacific Electric lines in the past three years.

By W. Z. Shaw, Cost Engineer

A GAIN the City of Los Angeles and this railway who are co-operating in the enormous task of eliminating as rapidly as possible major highway grade crossings over the lines of the Pacific Electric, announce the completion on November 27, 1929, of a mammoth grade separation that has been under construction since April 19, 1929, at La Cienega Boulevard on the Venice Short Line. It represents an expenditure of approximately \$200,000. The track work was completed December 5, at which time full operation of trains over it was begun.

The total length of this structure, which was constructed under contract, including approaches, is 2300 feet, the length of the structure proper is 730 feet, the center portion of which is 182 feet in length, is of structural steel with concrete approaches, which are supported on reinforced concrete columns. The section on either side of center portion is constructed of concrete between the abutment and the steel structure. The structural steel for this job was furnished and erected by contract.

On account of poor foundation material encountered at this location, it was necessary to support this structure on Raymond concrete piling; 453 piling being driven, having a total length of 13,140 feet. These piling were furnished and driven by contract.

Two 8-foot concrete passenger loading and unloading platforms 225 feet in length with stairways leading to the sidewalk on west side of La Cienega Boulevard are constructed as a part of the unit of the structure.

In order that our train service be not interrupted during course of construction, a temporary double track shoofly was constructed and maintained in the south roadway of Venice Boulevard which was protected by block signals.

The work of opening and paving the

street under the structure, including installation of automatic signals, is now under way by the City of Los Angeles, who expect to complete the work, which will join the south with the north roadway of La Cienega Boulevard, by the first of the year, at which time this mammoth improvement will be opened to public use.

La Cienega Boulevard was constructed about two and one-half years ago as a 100-foot highway and when opened will accommodate north and south vehicular traffic to the district east of Culver City on the south and the rapidly growing districts of Hollywood, Pico and Robertson Boulevard, and Beverly Hills on the north, and will intersect the following important vehicular arteries, leading toward Los Angeles: Sunset Boulevard, Santa Monica Boulevard, Melrose Avenue, Beverly Boulevard, Wilshire Boulevard, Country Club Drive, Pico Boulevard, Washington Boulevard, and also Venice Boulevard, when opened, the opening of which is now under way by the City of Los Angeles between Culver City and Vineyard Junction.

La Cienega Boulevard will carry a large volume of vehicular traffic when opened to the public and as the Venice Short Line is an important high speed interurban line having at the present time 170 train movements each day, a separation of grade at this point will materially expedite service and protect all traffic.

This structure, which is of the noiseless type, being of ballast deck construction similar to that of the Pico Boulevard structure, was designed and constructed by the Engineering Department. During the past three years the Pacific Electric Railway Company has designed and constructed nine grade separations, of which the La Cienega structure is the second largest, the Pico Boulevard structure at Vineyard being the largest and most elaborate structure on our system.

NOW IS GOOD TIME TO VISIT HUNTINGTON ART GALLERY

The Henry E. Huntington Library and Art Gallery at San Marino received 7505 visitors during November, it was announced early this month.

Officials point out that the average number of visitors during November and December is lower than during the winter and summer seasons, thus making December a particularly desirable time for visits of residents of Southern California. Cards of admission for Tuesdays, Wednesday, Thursdays and Fridays in December are immediately available on application. Educational groups, women's clubs and garden clubs desiring cards obtain them on short notice.

FIRST STREET RAILWAY

Ninety-seven years ago, on Nov. 26, 1832, the first street railway in America opened in New York City.

The road was known as the New York & Harlem railroad on which a horse car, much like an old English stage coach in construction, ran from Prince street on the Bowery to Yorkville and Harlem.

The first railway followed for some distance the route now occupied by the Fourth Avenue railway, which still operates under the original charter granted in 1831.

It was operated as a horse car line until 1837, when it was temporarily changed to a steam car line. In 1845 the operation of horse cars was resumed and it remained the only horse car line in New York until 1852.

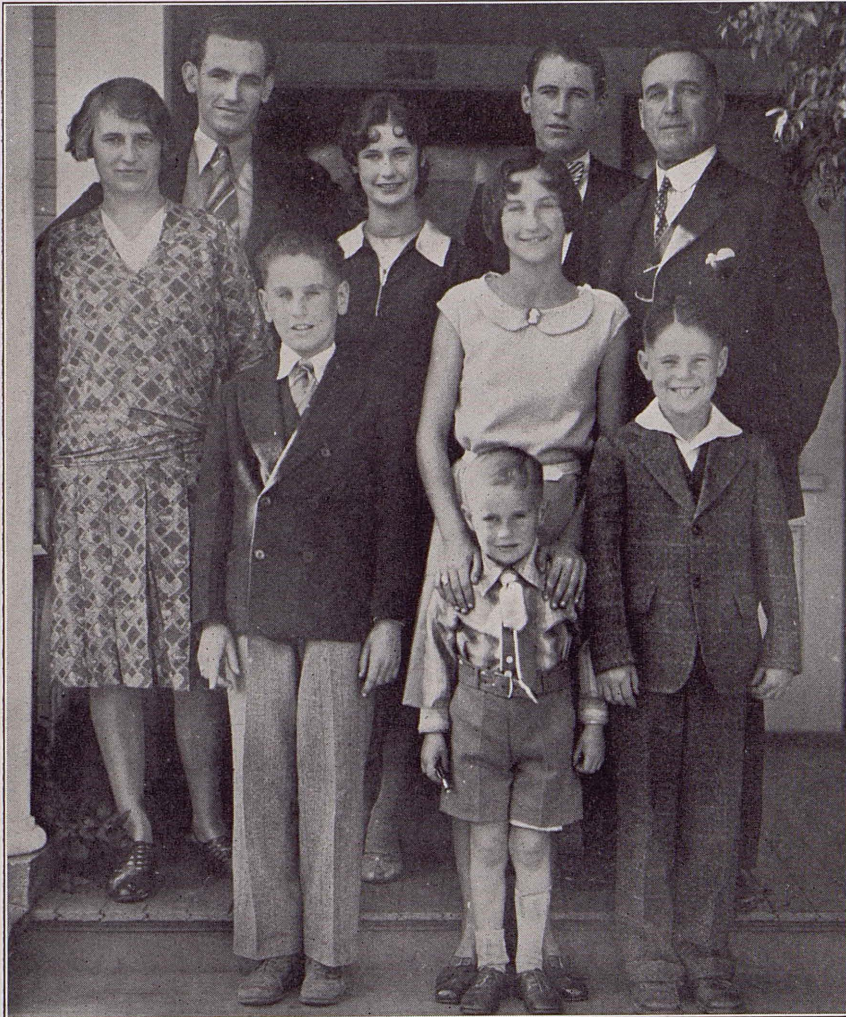
Today, virtually all street railways are operated by electricity.

A New "Staff of Life"

Small Boy—"What is college bred, pop?"

Pop—"They make college bred, my son, from the flour of youth and the dough of old age."

Another 'Seventh Heaven' Version



The champion family of the Pacific Electric family, presided over by Mr. and Mrs. P. F. Griffin. From left to right, top: Mrs. Griffin, Frank (20), Kathleen (18), Stanley (17), Mr. Griffin. Below: Teddy (12), Lois (15), Donald (10) and Bobby (5).

WHAT is a large family? And whose is the largest among employees of this railway?

To the former query we can refer to the fine group above, which is certainly large enough to make almost any landlord tremble and run to hide his "for rent" sign.

To the second question, for the time being at least, the honors and congratulations must be awarded to P. F. Griffin, Conductor, Southern Division and wife, whose family of seven children during the past season won the award for the largest family visiting the Pacific Electric Camp. If there be a larger family, or even one as large, among our ranks it certainly will be a pleasure to record it in the Magazine.

Formerly an agriculturist and dealer in farming implements and hardware in Canada, the Griffin family moved to California when the post-war slump came. After settling in Long Beach, Mr. Griffin came into the employ of

this Company in June, 1923 and shortly after purchased a home at 7th Street and Locust Avenue, a corner which at no far future date may be adorned by a sky-scraper.

A strange coincidence as regards this large family is the fact that Mr. Griffin is the seventh son of a seventh son, his parents having had five boys and two girls. The family history is further unique by the fact that Mrs. Griffin is also one of a family of seven, her side being divided into two boys and five girls. And in continuing the good work of their forebearers Mr. and Mrs. Griffin have also seven off-spring, five boys and two girls answering the family roll-call.

While the picture speaks for itself we can add that the entire group is a sturdy, pleasant, intelligent, well-groomed and mannered family, and one that Mr. and Mrs. Griffin can be proud to call their own.

LADIES ENJOY FINE PROGRAM

By Mrs. Lon Bishop

The ladies held their November 14 meeting in the Club auditorium, presided over by First Vice President, Mrs. George Wiles, in the absence of President, Mrs. Green.

We had a splendid talk by Mr. Jensen, a representative of the Post Office Department in the Air Mail Division. He gave some very interesting statistics and with a thought of the holidays in mind, informed his audience as to proper postage and rates on different kinds of mail to be sent via air route.

Miss Martha Meek entertained with several selections on her piano accordion and, judging by the applause she received, won the hearts of all with her delightful playing.

Dr. Weber, our Chief Surgeon, with his interesting talk and picture shown in connection with it, gave the Auxiliary one of the most worthwhile afternoons that could possibly be spent.

The educational film shown was gotten out by the Metropolitan Insurance Company and depicted the systematic check up that is usually given an automobile or other piece of machinery in comparison with the neglectful way the most delicate machine ever made, the human body, is taken care of. We certainly hope Dr. Weber may find time to visit with us again.

After the program the business of the meeting was resumed; minutes read, Treasurer's report given and following the announcement of the members who are ill, Mrs. Rand of the Flower Fund Committee gave her report.

On a motion by Mrs. Pierce, the ladies stood in silent prayer for Mrs. H. W. Kiddo, who is very ill at her home in Torrance.

Sympathy was expressed for our President, Mrs. Green, who certainly has had more than her share of trouble lately.

On the night of the 14th the Auxiliary repeated their play, "Sister Masons," before quite an audience in our own theater and hope all of the brother Masons, for whom it was given, enjoyed it.

The goat certainly appreciated the gorgeous "soup bunch" and sends a big thank you to the donor or donors.

The second regular meeting falling on Thanksgiving Day, notice was given that the next session would be held December 12.

On that date we are to have Miss Ashby, Engineering Department nurse, speak to us on welfare work. Mrs. Bowman, a well known reader, will entertain and the big musical treat of the afternoon will be a chorus from the Wednesday Morning Club.

Let's give these entertainers a big welcome. Invite your friends to come.

We are glad to report a better attendance at the card party than ever before, and hope to add a few more tables at the next one to be held in January. Prizes in 500 awarded to Mrs. G. W. Demarest and Mrs. Sadler. Bridge honors were won by Mrs. Retta Smith and Mrs. Elizabeth E. Cammock.

Young Folks Learn to Swim



A typical Saturday morning swimming class at the Redondo Beach Bath-house. Lessons are given free of charge.

FOLLOWING the success of the venture last year our Redondo Beach bath-house is becoming a mecca for children, particularly each Saturday morning when youngsters are given free instruction in swimming. Every Saturday between 9 and 10 a.m. about one hundred children don bathing suits and receive, without cost, coaching in the art of swimming.

Beginning in shallow water the young folks are segregated into classes, both as to age and previous knowledge. Under the trained guidance of Harvey Hamilton and Violet Briggs, professional instructors, and watchful eyes of lifeguards, confidence is first inspired and with its mastery, the fundamentals are next taught. As the youngsters progress they are advanced to the higher classes and gradually become adept until they are quite proficient.

It has been decided to hold these Saturday morning classes until next spring when it is planned to have a public exhibition with the young people showing their elders what they have accomplished.

This opportunity being available to all children suggests that employees wishing to have their boys and girls learn to swim will never have a better or cheaper chance. We are empowered to state that the employee form of ticket can be used for admission to the plunge, making the only expense 20 cents per person, which includes use of suit, towels and lockers. Both from the standpoint of the physical development of the child and pleasure to be derived, not to mention that it may at some time mean life preservation, the ability to swim is an essential in a child's educational program that should not be considered lightly.

GAVE LIBERALLY TO CHEST

Exceeding, with one exception, the total amount subscribed by employees in all previous Community Chest campaigns early this month a total of \$3828.61 had been turned in to chest headquarters. With a final turn-in yet to be made in concluding this year's campaign it is hoped that the record collection of \$4,011 may be reached or exceeded. Last year \$2751 was subscribed by employees.

With the slogan to "let your conscience guide you" departmental key-men made a splendid campaign among workers in the various departments and in practically every instance last year's figures were exceeded in the respective departments.

At any rate, the person who never says much, doesn't have to waste a lot of time apologizing.

The new minister arose on his first Sunday, beamed at his congregation, and said, "As I gaze about I see before me this morning many bright and shining faces."

And immediately eighty-seven powder puffs came out!

Mr. Trainman, Be Extra Careful, Please!

The following appeal for extraordinary care in operation of trains and motor coaches during the coming Holiday season is made by A. T. Mercier, Vice President and General Manager:

THE Holiday season is upon us and with it comes an obligation on our part to render a safe and satisfactory transportation service.

During this season of the year conditions admittedly are trying and difficult to those directly engaged in handling our patrons. There are more travelers; days are shorter; rains may be expected. In addition, and emphasizing even more the need of extra care on the part of Trainmen and others, is the fact that the public is "Christmas-minded."



Tired and weary shoppers are not so thoughtful about their own safety; heavy bundles to handle and prankish children to care for are more than ever in evidence. People are either exuberant with joy or perplexed with problems. Everyone's mind, being imbued with Christmas thoughts, we may reasonably expect more than the usual number of mental lapses, not only upon the part of those who ride our cars, but also from persons driving automobiles.

In order to minimize all classes of accidents Trainmen should:—

- Take into consideration the mental state of the public.
- Use extra care in starts and stops to avoid step and door mishaps.
- Especially careful operation through heavily traveled intersections.
- Lend assisting hand to those burdened with bundles, particularly women.
- Be even more certain of and allow just a bit larger margin of safety in every phase of operation.

Carrying out the foregoing will avoid many mishaps that inevitably will occur if Trainmen fail in their duty to the traveling public and to this Company. Strict and close observance will insure, so far as this railway and we individually are concerned, a "Merry Christmas" to our mass of patrons.

I bespeak for unusual care for our throng of patrons during the holiday season, and am sure it will be forthcoming.

Hollywood to Ocean Park Now via Motor Coach

THROUGH motor coach service between Hollywood and Ocean Park, serving en route West Hollywood, Beverly Hills, Westwood, University of California, Sawtelle and Santa Monica, was begun Wednesday, November 20. Previously operating only a limited number of trips daily between Hollywood and the University, favorable decision of the California State Railroad Commission early last month permitted extension of the line to Ocean Park, failure to do so before being due to protest by another carrier.

In addition to supplying needed transportation of students attending the University at Westwood, the new line also traverses territory not previously served and doubles the present frequency of rail service between Hollywood and the Santa Monica bay district.

Under the tentative schedule which became effective a total of 30 round trips daily are being operated between Hollywood Boulevard and Vermont Avenue and Marine street in Ocean Park, the respective terminals of the line. A half hour schedule throughout the day and hourly during the evening is maintained. The schedule is correlated with that of the rail line, making for a 15-minute frequency of service between Hollywood and Ocean Park during the day.

A 25-cent single trip fare applies between the line's terminals and both student reduced rate commutation ticket books to the University and regular commutation books are provided from many points on the line. All fares include a transfer to Windward Avenue, Venice.

Some of the fares named are as follows: Students' books from Hollywood to the University, 46-ride for \$6 and 60-ride for \$9. Regular commutation ticket 46-ride, Hollywood to Ocean Park, 46 rides for \$6.95, and 60 rides for \$10.40.

Some of the cash fares are as follows: Vermont Avenue to Beverly Hills, 15c; La Brea Avenue to West Hollywood, 5c; to Beverly Hills, 10c; Sawtelle, 15c; from West Hollywood to Ocean Park, 20c; to Santa Monica, 15c; and from the Hollywood terminal to the University, 20c.

Terminating at Marine street in Ocean Park, motor coaches are routed north on Main street to Pico Boulevard; west to Ocean Avenue; Wilshire Boulevard, Westwood Boulevard; LeConte Avenue; Hilgard Avenue; University Drive; Hilgard Avenue; Beverly Boulevard to Sunset; Holloway Drive; Santa Monica Boulevard; Highland Boulevard; and Hollywood Boulevard to Vermont Avenue, the line's local terminal.

Under the schedule adopted for initial operation the first motor coach leaves Ocean Park at 6:20 a.m., continuing with half-hour frequency until 6:45 p.m., from which time until the last trip of the day, 12:10 a.m., hourly service is operated. From Hollywood

His Travel Tips Help Secure \$2,000 Passenger Revenue

NOTING that C. A. King, Clerk, Freight Accounts Bureau, was being credited with an unusually large number of successful traffic tips, our curiosity was aroused as to his methods or sources of developing in-



C. A. King

formation on prospective travelers. The thought occurred that by learning his secret we could pass it on to other employees that they too, might profit by knowing just how he did it.

We learn, however, upon interviewing the young man, that in securing more than \$2000 worth of passenger traffic in the past year for our parent company that he has employed no sleight-of-hand tactics, nor does he have any advantage not enjoyed by all of us. His reply to our query as to how he did it was the simple statement: "I just keep my ears open."

Pressed for details, Mr. King divulged that neighbors, associates and persons with whom he came in contact frequently mention that either themselves or relatives were contemplating a journey. Invariably he asks how they are going and when, and if he can have an Agent of the Southern Pacific Company call.

The casual remark of a friend recently that he was being transferred to Phoenix, Ariz., upon further inquiry developed that a total of 71 employees of the Biltmore Hotel in this city were shortly to make Phoenix their headquarters. King forthwith handed in his "tip" with the result that the entire party was secured. The foregoing, two round trips to San Francisco and one to New York City, were secured last month through his vigilance.

We are happy to publicly acknowledge Mr. King's good work and to compliment him for his successful and effective efforts.

the first coach leaves at 6:30 a.m., half-hour service continuing until about 7 p.m., and hourly service until 11:06 p.m., the last coach of the day to the bay district.

The schedule and tentative operation of the line will be closely supervised and such changes made as will better serve the greatest number.

When She Swears

"I know a girl who says she's never been kissed—so she swears."
"Who wouldn't?"—Film Fun.

Early Wisdom

Jim—"How long have you been married?"
Bill—"Long enough to learn that there are some things you can't say with flowers."

Correct Untruths Regarding Ceased Trolley Lines

AIMING to correct much misinformation circulated regarding the abandonment of electric railway service in recent years, the American Electric Railway Association has broadcast a statement setting forth the true facts concerning such abandonments. We reprint the full text of the Association's statement on the subject:

"There have been various abandonments of small city and minor interurban properties but this fact does not warrant the assumption that the industry as a whole is in danger," the statement declares.

"Two outstanding causes of such an erroneous conclusion have occurred recently in connection with abandonments in Nevada and Vermont. Neither state ever had any appreciable amount of rail service, yet when small lines passed in each, the incidents were hailed as of national significance to public transportation. The Reno, Nevada, property consisted of five cars. It happened to be the only line in Nevada and that fact was played up. Recently a small interurban property was abandoned in Vermont. It was erroneously heralded as the last electric line in that state and likewise said to have been significant. It consisted of six cars.

Mostly Small Cities

"Abandonment of such small properties are of little consequence insofar as the whole industry is concerned. The fact is that most of the communities affected are so small that in only one-third of all those in which railway service was abandoned during the last fifteen years has there been sufficient need for transportation to permit any other form of public transit to be operated.

"Bearish stories regarding street railway abandonments have been based solely on miles of track involved. Of course this is a wholly unsound basis. The prosperity of the transportation industry can be judged only by taking several factors into consideration. They include passengers carried, rates of fare, earnings and future prospects. On this basis, the electric railway industry, in centers capable of supporting service, is in better shape than it has been at any time during the last fifteen years.

"Its total annual traffic is 16 billion riders, divided 15 billion rail and 1 billion bus. Its average city fare is 8 2/5 cents. Buses have replaced less than four per cent of the rail lines of the country. Its only serious competitor is the private motor car. No one seriously predicts this vehicle ever will carry mass transportation in cities. Hence, the future of the rail car in this service is assured.

"Adjustments are still taking place in the local transportation industry of course, but that is to be expected when an industry is faced by the competition of some 25 million vehicles

(Continued on Page 21)



Up-Sets Mark Bowlers in Leadership Scramble

By R. M. COBB

Climaxing a month of upsets, the wild scramble for leadership of the Bowling League shows the Signal Department team perched on the coveted top position, with Macy Street right behind and going strong.

The Pacific Electric Club and Electrical teams apparently have run into a slump and gradually lost ground, while the Roadway Equipment and the two ladies' teams have run wild, winning points with such reckless abandon that they rank as the hardest teams in the league to take points from.

Despite some fine individual performances, the Engineers and Telephone Department teams seem unable to get out of the cellar positions, but we all know that their time is coming.

The monthly individual prize for October was won by Jay Gowanlock and the one for November by Lloyd Covell. They have both been turning in wonderful series and well deserve the honors won. The weekly necktie prizes for November were won by Ohlinger, Bordelon, Johnston, Gilbert and Potter.

Miss Squire of the P. E. Club ladies raised her average to 160 by establishing a new ladies' high series of 551, with a high game of 212. Mrs. Brown with 523 and Mrs. Cobb with 521 for the series have been going fine as have all the other ladies. They have all teamed together to make life for their opponents as unpleasant as possible.

The night of December 13, being the last night of the first half of the season, will be the scene of a great amount of rivalry as the two bowling balls will be contested for. Provisions are being made to accommodate a large crowd of spectators who will surely get their money's worth. At the opening of the second half, on the evening of January 4, efforts are being made to secure the presence of several officials to perform various acts of service in presentation of prizes, etc. A record crowd is desired at this affair as pictures will be taken and we all want to show the popularity of our sport as represented by numerical strength. So be sure not to "miss out" on this date, if possible, bring some friends to watch you "do your stuff."

Standing as of December 1, 1929:

| | Won | Lost |
|-----------------------|-----|------|
| Signal Department | 24 | 12 |
| Macy Street | 23 | 13 |
| Southern Division | 21 | 15 |
| P. E. Club | 20 | 16 |
| Roadway Equipment | 18 | 18 |
| Ladies Accounting | 18 | 18 |
| Electrical Department | 17 | 19 |
| Southern Freight | 17 | 19 |
| P. E. Club Ladies | 16 | 20 |

| | | |
|----------------------|----|----|
| Local Freight | 15 | 21 |
| Engineers | 14 | 22 |
| Telephone Department | 13 | 23 |

A CHICKEN FEAST IS GIVEN TRAINMEN'S BALL TEAM

A chicken dinner given the members of the Trainmen's baseball team is the main topic of discussion this month in Manager McCulley's report of the team during the month of November, due perhaps to the fact that the previous good record of the boys was not maintained, they having split even on games won and lost. However, it must have been quite a spread as you will see from McCulley's version which follows:

On Sunday evening, Nov. 17, the Pacific Electric Trainmen's baseball team was given a chicken dinner at the home of Mr. and Mrs. Fred E. Stites Motorman on the Watts Line, Southern Division, as a reward for the fine showing the boys have made against the opposition for the past three months.

And what a cook Mrs. Stites is! Every one certainly did full justice to the bountiful meal she kindly prepared. Little Hill may be small in stature, but, boy, what an appetite he has for chicken! Pop Henry claims to have stomach trouble, but after eating for an hour he was seen to get away with three pieces of pumpkin pie, while Nack said that was the first real dinner he had had in ten years, and we all will take his word for it, as he needed assistance in getting away from the table.

The members of the Team wish to take this opportunity of again expressing their thanks for such a wonderful dinner and it will long remain in the memory of each and every member of the team.

The Team won two games and lost two during the past month by the following scores: Sunday, Nov. 3, Trainmen 8, El Porvenir Gro. Co. 0; Sunday, Nov. 10, Trainmen 4, Hawthorne 8; Sunday, Nov. 17, Pac. Elec. Trainmen 12, Graham Merchants 1; Sunday, Nov. 23, Trainmen 5, Star Truck Co. 8.

Auto's Upkeep Is \$1.14 a Day

The average motorist expended \$293 in operating and maintaining his car last year, the American Motorists Association has revealed.

Figuring depreciation at \$125 annually, the association said this would bring the total cost up to \$418 for the year, or about \$1.14 per day.

The average costs for maintenance and operation were distributed as follows: Fuel and lubricants, \$101; labor incident to repair work, \$82; replacement parts, \$55; tire bill \$34; accessories, \$21.

Employees Organizing For Entry in Golf League

HERE'S an announcement that should cause the old golf sticks to be shined and prepared for excavation hostilities.

Under the direction of Grey Oliver, Manager, a team is to be formed among Pacific Electric golfers and entered in the second Los Angeles Industrial and Commercial Golf League.

For this tournament the plan is to play one match per month throughout the year commencing next month. The play will come either on the second or fourth week of each month on either Saturday or Sunday, whichever best suits the desires of the majority. Players have been asked by bulletin to indicate their wishes. If Saturday is decided upon the play will be from 1:00 to 2:00 P. M. and if Sunday, from 9:00 to 10:00 A. M.

Montebello Park Golf Club has been selected as the playing field and this course is now being improved by a five thousand dollar expenditure on the fairways. Clover and Bermuda have been planted and the course should be in fine condition by the time the tournament begins.

For this tournament the green fee will be \$1.00 instead of the regular fee of \$1.50.

Some of the leading industries are numbered among the Division "B" in which the Pacific Electric has been placed in the league. Among them are the Standard Oil Company, Shell Oil Company, Union Pacific, Goodrich Tire, Firestone Tire, Western Electric Corporation, Truscon Steel, County Surveyors, Ralston Print Company, Water and Power Department, City Engineers and General Paint Corporation.

Through arrangement made by Club Manager Vickrey, participants in this tournament will be able to secure a standard quality golf ball at 50c, and other inducements of a like nature will be available to golfers.

The original notice of the tournament was sent to those employees of record known to be golf enthusiasts. In addition to the tournament it is the desire to assemble and hold weekly golf matches among employees and those who have not received bulletin and who desire to participate or are interested in this sport are urged to obtain full details from Grey Oliver, located in room 675, Pacific Electric Building.

Lady: "Do you see that pile of wood in the yard?"

Hobo: "Yes'm, I seen it."

Lady: "Tck, tck! What frightful grammar! You mean you saw it."

Hobo: "No'm, lady. You saw me see it, but you ain't seen me saw it!"

"ER-AH-SIR-I-ER—that is, I came to say that your daughter tells me that she-er loves me."

"Oh! and you have come to ask my permission to marry her?"

"No, sir; I came to ask you to make her behave."—Grinnell Malteaser.

Electric Railway Industry Future Looms Bright

THE LOCAL transportation industry of the United States, operating rail cars and buses under traction management, did a billion dollar business last year. Encouraged by this income it is spending \$20,000,000 monthly this year in improvements and betterments.

These official figures have just been released by the American Electric Railway Association.

Rail service is being modernized, buses co-ordinated with cars, and city-wide taxicab fleets taken over.

The private motor car remains the most serious competitor of the co-ordinated services. Buses no longer are considered a serious competitor. Most of the important urban lines have been absorbed by rail line managements, about 12,000 being operated by the traction companies in conjunction with 75,000 rail cars. Most of the independent bus operators are running interstate service.

Fares are at a peak for all times, averaging approximately 8 $\frac{2}{5}$ cents for the entire country. The greatest single unit of cash fares is 10 cents. Less than a score of cities have the nickel fare, and most of them are small. Where the five-cent fare obtains, the Association heads explain it is due to a special reason. Included in these "special reasons" by which officials explain the low fare are New York, where the deficit is paid from taxes; New Jersey, where a zone ride system obtains; San Francisco, where certain taxes are refunded, and a number of small cities where interurbans charge five cents within the city limits as a part of a higher fare for service outside of town.

Wages have held at an even keel, there being a change of less than one-half a cent per hour during the last year. Little change in taxes is noted.

Net revenue for the first half of 1929 has been 1.75 per cent higher for the entire country than it was during 1928. This is due to increased fares. Traffic for the same corresponding periods is off about three-quarters of one per cent for the entire co-ordinated systems. The total passengers carried last year was 16 billion, divided 15 billion rail cars and one billion buses. Expenses are 1.90 lower. Car miles run are off one-half of one per cent.

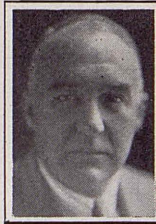
MASONIC CLUB MEETING

The next regular meeting of the Pacific Electric Masonic Club will be held Tuesday evening, December 10, at 7:45 p.m. at the Pacific Electric Club. This will be a very important meeting as the annual election of officers will take place at that time.

We overheard two small children in boastful conversation the other day.

"My father," said the first, "has electricity in his hair."

"That ain't nothin'," came back the second. "My old man's got gas in his stomach."



HEALTH HINTS

by
W.L. Weber, M.D.
Chief Surgeon.

I AM TAKING up this possibly complicated topic in view of the fact that since focal infections play such an important part in the causation of serious diseases, I feel every one should know something about such infections, the diseases that may be produced in the distant parts, and the steps to be taken to prevent and cure them.

What is a focal infection? A focal infection may be defined as an infection resulting from circumscribed collections of bacteria in tissues, and by reason of bacterial activity, capable of infecting and producing disease in distant organs. The subject is, of course, an exhaustive and profound one, but sufficient can be taught the layman to make him fully realize the importance of ever being on the alert to recognize the danger signals that are flashed from time to time. However, certain of these focal infections are most insidious in their manner of producing disease, and only too often, the ultimate systematic disease is not discovered until serious and irreparable damage has been done. The distressing aftermath of focal infections we see very often, and the sad part is that health might have been preserved and lives saved had the importance of preventing and curing focal infections been known. Medical Science has advanced tremendously during the past 25 years, and I dare say, that had the significance of these primary and neglected infections been realized, that many persons, now hopeless invalids, would be well, and that many persons, now dead, would be alive.

Tell of Danger

Our present knowledge is such that we have means of recognizing and interpreting the danger signals that are flashed, and by the removal of these areas of infection, the possibility of the development of systemic disease is minimized, or entirely done away with. You may well inquire, how do you know that these so-called focal infections play such an important part in producing disease?

We know it to be true because a very definite relation of these disease producing bacteria to systemic disease has been definitely proven by the study of bacteriology.

Bacteriology is the science concerned with the growth, the cultural characteristics, the particular shapes displaced by bacteria, the development of the characteristic disease in animals, and lastly, the recovery of the bacteria from the infected person or animal. Also the careful coordination of clinical observation and laboratory experimentation has helped to definitely establish the relation of focal infection to systemic disease.

A focal infection, then, is the growth

and development of disease producing germs, in definitely circumscribed or localized areas, within or on the body, and it is because of this definite localization in the tissues that it is called a focal infection. It is the point at which a definite disease process has been established, and is a region from which any organ or structure within the body may be secondarily infected.

A focus of infection may be acute or chronic, depending upon whether or not it be of short or long duration, and may exist without producing local disturbance, that is to say, we may harbor a definite focus of infection, without it producing symptoms primarily recognized by the individual, and which frequently are only discovered by the most painstaking and thorough examination.

Nature Combats

You may well wonder and naturally inquire how it is that we all do not fall victims to these focal infections. That we all do not fall victims to focal infections is due in the main to the natural defenses of the body against bacterial invasion, and which may be roughly divided into the primary and secondary defenses.

The primary defense depends upon the integrity of the epithelium of the skin and mucous membranes and also upon the chemical nature of the surface fluids. The presence of bacteria on the surface of the skin or on the mucous surfaces within the body does not mean that an infection has occurred. However, should the skin or mucous surfaces be broken or injured in any manner, and then invaded by the everpresent bacteria, infection may occur. The cells lining the mucous surfaces secrete fluids that have the power of hindering the action of, or actually destroying, the invading organisms. When a break does occur in the skin or mucous membrane, and harmful bacteria gain access, it is known as the "portal of entry"—i. e., the gate through which infection may enter.

This may occur at any place in the skin or in any of the mucous membranes, such as the tonsil, the nose, the sinuses, or anywhere in the respiratory, digestive or genito-urinary tracts. The resistance of the skin, due to its natural toughness, is greater than that of the mucous surfaces, hence infection is more apt to occur in the latter. Healthy mucous membrane, on the other hand, is not likely to harbor infection. In fact, disease producing bacteria have been demonstrated to be able to pass directly through healthy membranes only to be destroyed by the natural defenses of the body; however, when injured, the sensitive and tender mucous membrane readily lends itself to the development of infection.

The Secondary Defense

Should the primary defenses fail us, and they often do, we have yet the secondary defense to fall back on. The secondary defenses are found in the cells of the deeper tissues and in the fluids between the cells, mainly the blood and lymph. The white blood corpuscles and the tissues of the lymphatic glands are especially concerned

in these defenses, and perhaps are the most powerful factors we have in the protection of the body against bacterial invasion.

In the blood, when infection occurs, there are formed definite protective substances that tend to immunize the body against infection. These bodies in many instances are so powerful as to be able to overwhelm and actually destroy the invading bacteria.

Thus, there is in reality a constant warfare between the invading hosts, bacteria, and the natural defensive forces of the body. If the reaction on the part of our natural defenses is sufficiently powerful, the invading bacteria are killed, but if our natural resisting powers are lowered, or if the invaders are present in too great numbers, or are too virulent, infection occurs. While it is true, that by the process of inflammation, the infection may be walled off by a ring of protecting tissues and further extension stopped, the fact remains, that the invading hosts have attained a foothold and may live and multiply indefinitely, and while so alive, are a potential source for further damage.

We have, therefore, two possible stages in the development of our focal infection:

(1) The primary involvement, or focalization, which occurs at or near the point of entry, and:

(2) The secondary focalization or infection and which may occur in any organ or tissue in the body.

Diseases Which Result

The area in which the initial infection occurs is known as the primary focus and may be located anywhere in the body. Infection of the teeth, either pyorrhoea, or abscesses about the teeth roots, infection of the tonsils and the nasal sinuses are perhaps the most common forms of primary focal infections. The general or systemic diseases most frequently produced from these foci are acute rheumatism, heart disease, St. Vitus Dance, or Chorea, chronic inflammation of the joints, or arthritis, kidney disease, inflammation of the eye, appendicitis, ulcer of the stomach and a host of other diseases too numerous to mention; chronic infection of the respiratory tract, such as bronchitis, of the gastro-intestinal tract, for example, inflammation of the appendix, or gall bladder—of the genito-urinary tract, all, by harboring bacteria, may act as primary foci of infection and cause disease in distant parts.

The symptoms produced by focal infections may be either local or those produced by the invasion of the distant organs or tissues. The local symptoms are at times mild, and may be disregarded by both patient and doctor, and only too often, it is not until the local reaction becomes severe, that a doctor is consulted.

Danger Signals

A person may suffer for years from chronically diseased tonsils, capable of producing the most serious diseases in distant parts without actually realizing the danger. There are persons who go through life with pyorrhoea, or infected teeth, and not infrequently

"Cost Is Cheap; Service Good," Says Patron

Commenting upon another person's expressed views of street car service in Los Angeles an appreciative patron, identifying him- or herself only as "Hollywooder," last month addressed the following letter concerning Pacific Electric service to the Los Angeles Times from which it was extracted:

"**H**E OR SHE (probably she) gives only one side of the Los Angeles street-car service picture. I am only a newcomer to this city, but I would like to give the other.

"For 5 cents I can travel from La Brea to Vermont avenue in the most comfortable cars I have ever come across and I have sampled street cars in many different cities. For another 5 cents I can go all the way from La Brea to the downtown shopping district of nearly ten miles.

"These cars are fitted with luxurious stuffed leather-backed cushions—some of them are divided into single seats—and the lucky patron feels as though he were provided with an individual arm chair. The service is smooth and ample—cars every few minutes. I don't see how anyone in any form of conveyance could travel with equal comfort for the small charge of 1 cent a mile.

"Hollywooder."

both, without even suspecting that such conditions exist. Again, what to the patient, is merely a cold, may be a chronic infection of one or more of the nasal sinuses, liable to produce general ill health or any one of the more serious diseases above mentioned. We often see patients who suffer from indefinite complaints. They are run down, so to speak, they suffer from indigestion, and sleeplessness, they may have slight weight loss; or they suffer from pains in the joints and muscles, especially the back. If, in such an individual, only a cursory examination be made, the true cause of their troubles is apt to be overlooked and they may so go on indefinitely and become chronic invalids.

The symptoms of the involvement of the distant organs are usually characteristic of the parts affected, but the unfortunate thing is that when these symptoms do appear, the tissues of the affected parts have been so damaged as to be beyond repair.

Fortunately, present day medicine is ever on the alert to detect focal infections and their sequellae, and since people are paying more attention to personal hygiene and the care of their bodies, it naturally follows that focal infections are more frequently found and eradicated.

LETTER-WRITING CLASS TO PREPARE STUDY MANUAL

With the objective of improving letter writing among those employees whose duties involve this important phase of transacting the Company's business, the initial class completed early this month a series of gatherings designed to bring about a better general understanding of the subject.

With C. Thorburn as leader of the class, nineteen employees, appointed by the respective heads of their department, have assembled twice weekly and discussed every phase of the art. Each member of the class has been assigned a definite subject upon which he will submit his views and interpretations. Each in turn will be discussed, and after approval by the class as a whole, will be incorporated in a manual which will be prepared and become the text book for succeeding classes to master.

The specific objectives as laid down to the initial class were as follows:

(1)—For personal improvement in letter writing, preparation of written reports, instructions, telegrams, etc.

(2)—To prepare a manual to be used in succeeding classes, manual to be a reference to Pacific Electric procedure on these subjects.

(3)—To study Pacific Electric practices and standards, with a view of improving, if possible.

(4)—By personal contact and class discussions to become more familiar and better acquainted with each other's problems.

During each of the six gatherings of the initial class Messrs. Pontius, Mercier, Lovell, E. L. Young, Cornell and Thomas were called upon singly to discuss their views and give the class the benefit of their wide experience in the subject.

Among the different phases of the art which received intensive thought and study and which will become the keynote of the manual were the following points: clearness; conciseness; correctness, including completeness; character; courtesy; tone; promptness and form, including make-up.

A Matter of Age

In the course of the trial the Judge turned to the negro lady on the stand and asked:

"How old are you?"

"I'se seventy-three, Jedge."

"Are you sure?"

"Yass, suh."

"Mandy, you don't look seventy-three."

"I'se sure, Jedge."

After a few moments the trial was interrupted by Mandy.

"Jedge, I'se mistaken about my age being seventy-three, that's my bust measure, suh."

A diplomat is a man who remembers a woman's birthday but forgets her age.

Again, when a systemic disease occurs which our present day knowledge associates with a possible focal infection, the site of the latter is sought and removed if possible.

Trainmen's Quarters Deluxe



Convenient both to the yards and viaduct the new Trainmen's quarters in the Club building is well filling the needs of the five hundred Trainmen who work out of the Main Street Terminal.

OCCUPYING a portion of our new Club building is probably one of the best appointed terminal Trainmen's headquarters to be found upon any railway system of the country. For a number of years this feature had been given close study by our transportation officials and from the experience gained in the operation of such features at several points on the system the latest one serves all needs well.

Gradually, over the period of several years, better facilities for Terminal Foremen and Trainmen have been brought about, notably at Long Beach, San Bernardino, Macy Street, Hill Street Terminal, Sherman and Ocean Park. At all these places betterments have been effected for the comfort of the platform men, and thought by the executives is being continuously given to further improvement.

The latest, as indicated, has been the construction and furnishing of the Sixth and Main Terminal room in our new Club building, a picture of a portion of the new headquarters being herewith.

The new quarters provide a Terminal Foremen's office, receiving cashiers' room, lounging room equipped with writing and card tables, locker room, toilets and showers, all complete and adequate to the large number of men who report at this terminal; and is very convenient to the yards and viaduct, with entrance from the mezzanine floor of the building.

One outstanding new feature is a barber shop wherein all the tonsorial needs of Trainmen, and other employees also, may be obtained. Prices are considerably lower than elsewhere obtainable and there is hardly a mo-

ment during the day when the chair is not occupied.

Terminal Foreman McCulley is the proud ruler of his new domain, and he may well indeed feel so, for after a long wait and conducting his work under trying circumstances, he is now located in what might be termed a small piece of railroad heaven. We are assured that the Trainmen join McCulley most heartily in their appreciation.

CAR LOADING ON COAST SET RECORD DURING 1928

Revenue freight car loadings on the Pacific Coast reached a new high mark of 2,000,764 cars in 1928, according to the annual report of G. A. Leither, district manager of the American Railway Association.

The 1928 total represented an increase of 38,096 cars, or 1.9 per cent, over the 1927 total. Last year's figure was also 2.9 per cent over 1926, 6.4 per cent over 1925 and 20.9 per cent over 1924.

The following table shows the number of cars loaded in various industries during 1928, with increases over 1927:

| | | |
|--------------------------|---------|-------|
| Grain and grain products | 49,362 | *2.2 |
| Livestock | 69,567 | 4.8 |
| Coal and coke | 21,161 | *9.2 |
| Forest products | 369,680 | 4.5 |
| Ore | 50,418 | *0.8 |
| Merchandise | 308,564 | *0.9 |
| Sand, stone and gravel | 197,947 | *11.9 |
| Perishables | 314,317 | 6.1 |
| Miscellaneous | 619,748 | 5.9 |

*Decrease.

PRIZE WINNERS AT P. E. CAMP LAST SEASON ARE NAMED

Winners of cash prizes offered for several events during the past season at the Pacific Electric Camp were last month announced by N. B. Vickrey, Club Manager, and checks were mailed to the respective winners. The 1929 season was the second time that prizes were offered.

The events and winners during the past season were:

J. D. Osborn and wife, Motorman, Southern Division, married August 16, arrived in Camp two days later awarded \$5.00 prize offered.

Luther A. Martin, Motorman, Southern Division, winner of the fishing contest, having caught a trout 17½ inches long, weighing two pounds eight ounces. Prize of \$5.00 paid.

Chas. Dyer, Mechanical Department, Torrance, won second prize of \$2.50, having caught trout 16 3/16 inches long and weighing one pound thirteen ounces.

The first prize of \$5.00 for youngest baby was paid to Mrs. E. F. Dietz, wife of E. F. Dietz, Motorman, Western Division, as their son, Emil F. Dietz, Jr., was but seven weeks old upon arrival at Camp.

Second prize was won by Mrs. A. J. Fitzgerald, wife of A. J. Fitzgerald, Mechanical Department, Torrance. Their son, James Douglas, was born October 27, 1928, and arrived in Camp June 30, 1929, making child about eight months old.

First prize of \$10.00 for largest family was paid to P. E. Griffin, Conductor, Southern Division. He had wife and seven children in Camp for one week.

Second prize of \$5.00 was won by H. S. Lynn, Mechanical Department, Torrance, he having had wife and seven children in Camp for one week.

"Dip Plan" Offered Detroit

Preliminary plans for an extensive downtown dip system for Detroit, Mich., which would place underground 5,800 of the 7,000 street cars that pass through the district daily, were made public recently at a meeting of the rapid transit commission.

The street car dip project, Chairman Sidney D. Waldon explained, will relieve the downtown area of most of the street cars and at the same time permit the construction of tunnels and stations that can be expanded later for use by high-speed subway trains.

Not all the details have been settled, but the new plan contemplates three downtown loops and two straight dips, the stations for each connected by underground passenger walks.

Installment Plan

Young Man—"How much do I pay for a marriage license?"

Clerk—"Five dollars down and your entire salary each week for the rest of your life."

SUBWAYS IN SIXTEEN CITIES

Of all the great cities in the world, there are according to a compilation made by the Board of Transportation, New York, only 16 with underground mileage, in electric rapid transit lines, with a total trackage of 695 miles.

The cities are Barcelona, Berlin, Budapest, Buenos Aires, Glasgow, Hamburg, Jersey City and Hoboken, Liverpool, London, Madrid, New York, Paris, Philadelphia, Sydney and Tokio.

New York has the greatest mileage of any city, with 270 track miles or 38.78 per cent of the total; Paris is second with 117 track miles or 16.93 per cent of the total, and London is third with 115 track miles or 16.53 per cent of the total. There are nearly 44 track miles in Berlin and nearly 32 miles in Philadelphia. Budapest has 4.60 track miles and Tokio 5.0 track miles.

New York City and its environs have more than 40 per cent of the total track mileage and about 48 per cent of that total is in the United States.

L. A. RAILWAY FARE CASE

The past week the United States Supreme Court handed down a decision sustaining the Los Angeles Railway Corporation federal court decision of the seven cent fare which has been a matter before the State Railroad Commission and in the courts for some time.

At this time, because of the fact that copy of the transcripts and decision have not been received, and that a further appeal may be made by the city to the State Railroad Commission, the yellow car line is continuing to issue fare receipts for the additional 2c exacted as fares, such as it has done since the first decision of the case in the lower court.

In the event that appeal is not made and the seven-cent street car fare is established, President Kuhrt of the Los Angeles Railway Corporation, has announced extensive additions to service, improvements in equipment and a number of outstanding betterments that tend to be very much in the interest of local transportation.

The case pending for a long time has held much interest throughout the United States because of the form of appeal made from Railroad Commission decision.

"Electricity is sometimes known as science gone crazy with the heat, and if you can understand its maneuvers you can do anything with it except open a can of peanut butter at a picnic.

"Electricity was locked up in ignorance for centuries until Ben Franklin let it out with a pass key, and since then it has been pulling off more new stunts than a pet monkey.

"With it you can start a conversation or stop one permanently, cook dinner, curl your hair, press your trousers, blow up a battleship, run an automobile or signal Mars, and many more things are being invented."



THE Magazine of ten years ago announces the completion and opening of our new shops at Torrance, the article stating that it "makes another step forward in modern shop construction in keeping with the fast development of the territory served by lines of the Pacific Electric Railway.

As is known by the oldtimers our original main shops were located at the southeast corner of Seventh and Alameda Streets on the site now occupied by the great terminal markets.

J. W. Houghton of the Mechanical Department returned to Pacific Electric service after two and one-half years with Uncle Sam, having been called from our service by the government in July, 1917, as Lieutenant in charge of reconstruction of German interned craft. He was later appointed superintendent of construction, his work including the construction and placing in service of torpedo boat destroyers and he had a prominent part in the construction of the battleship California. In 1918 he was promoted to Lieutenant Commander in the Navy. He retired from the government service October 2, 1919, and returned to the Pacific Electric Mechanical Department, where he is now Assistant to Superintendent of Equipment.

Ten years ago our Club had been in existence three years. The then President, S. A. Bishop, issued a letter congratulating the P. E. family

Discarded Clothes, Toys Will Bring 'Xmas Joys

WITH Christmas close at hand, the Club is endeavoring to gather discarded, yet usable, clothes, toys and various other articles to be distributed where needed during the holidays. The co-operation of all employees in this undertaking is solicited.

In our homes there are many such articles that have been discarded, insofar as their present owners are concerned, but could be put to good use if properly placed. We can thus play "Santa" to hundreds of kiddies who might otherwise be forgotten.

All Christmas donations will be gladly received at the Club office, 299 Pacific Electric Building, where they will be properly classified and distributed. Early delivery to the Club will be appreciated.

upon the co-operative work reflected by the Club, and solicited increase of membership.

Those of us who were so interested in the Club in those days had no conception of the one we today occupy. But it was the faith in the principle of the Club held by those of ten years ago that makes it possible for us to enjoy the one of today.

Ten years ago this month John Munson, well known by present-day employees of the Engineering Department as one of our Roadmasters, in 1919 was appointed Roadmaster of the Arizona-New Mexico Railroad.

A. Herskind, Southern Division Line Foreman of the Electrical Department, contributed the first article of a series on "Overhead" in the Magazine of December, 1919. Mr. Herskind is still an expert in his line of work with our Company, as well as one of our best known and best liked employees.

Ten years ago this month the electrically propelled battleship, "New Mexico", then the only 100 per cent electrically operated ship afloat, was chronicled in the Magazine. The article remarks among other things that the new turbo-generator had a capacity of 36,000 horsepower or approximately 27,000 kilowatts, capable of generating 27,000 kilowatt hours per hour. It further stated that, excepting for the peak period, the electrical energy requirements for propelling the battleship is greater than that required for the operation of the Pacific Electric Railway system.

This ship has nine boilers capable of delivering 4000 horsepower continuously and containing three miles of 2-inch seamless pipes.

Money

If you save all you earn, you're a miser.

If you spend all you earn, you're a fool.

If you lose it, you're out.

If you find it, you're in.

If you owe it, they're always after you.

If you lend it, you're always after them.

It's the cause of evil.

It's the cause of good.

It's the cause of happiness.

It's the cause of sorrow.

If the government makes it, it's all right.

If you make it, it's all wrong.

As a rule it's hard to get.

But it's pretty soft when you get it. It talks!

To some it says, "I've come to stay."

To others it whispers, "Good-bye."

Some people get it at a bank.

Others go to jail for it.

The Mint makes it first.

It's up to you to make it last.

—Life

When he wants to borrow money every man finds that he has a lot of close relatives.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

Executive Committee of Pacific Electric Club met in regular session in the Ballroom of the Club Building on Wednesday, November 6, 1929, at 2 p.m. The following members were absent: P. T. Porter, O. R. Newhouse, L. J. Lockwood, L. H. Covell, B. L. Livingston, T. H. Green, F. B. Patterson and H. C. Froude.

The following report of Club finances was submitted:

Club Fund

Balance, 10-1-29\$1,727.89
Receipts 1,115.90

Total\$2,843.79
Disbursements 1,643.86

Balance, 10-31-29\$1,199.93

Relief Fund

Balance, 10-1-29\$ 253.17
Receipts 1,699.70

Total\$1,952.87
Disbursements 1,557.00

Balance, 10-31-29\$ 395.87

In accordance with action taken at Club Executive Committee meeting of October 2, 1929, a letter, signed by Club President E. L. Young, was sent to Mr. Pontius expressing appreciation for the Club and its many fine facilities.

Inquiry was made as to reason for some members of families receiving dependent Club cards while others did not, yet request had been for all. Explanation was given that dependent club cards are not issued to persons under 12 years of age, nor to other members of families not dependent for support on Club member. Dependent cards are issued only to such members of Club members' families as are entitled to Pacific Electric Railway transportation and are at least 12 years of age.

Motion was made, seconded and duly approved to have Saturday evening picture shows start at 8 p.m. instead of 7:30 p.m. so as to permit persons living in outlying districts and those working during the early evening hours to get to the theater on time for the show. It was understood that this change shall apply only to Saturday picture shows, the Friday evening performances continuing to start at 7:30 p.m. Change is to become effective Saturday, November 16.

Request was made by J. K. Ford that Surveying Department employees, who have their headquarters on the mezzanine floor of the Pacific Electric Building, be given permission to use showers in Trainmen's Room of new Club Building. Mr. Vickrey stated that this procedure would be satisfactory, providing all employees of that department are Club members.

Committeeman H. J. Allen asked that Mechanical Department employees at Torrance be provided with a shelter where they could go to

smoke during their lunch or rest periods when the rainy season sets in. Information was furnished to the effect that this matter was already under consideration. The subject was turned over to F. E. Geibel for investigation and report at next meeting.

It was requested that checks be made as to the feasibility of installing showers for use of employees at Hill Street Station, Butte Street and Ocean Park. Club Manager Vickrey is to investigate.

Discussion was participated in as to the possibility of organizing a Pacific Electric Baseball League. The Committee was informed that there are now five teams organized at various places on the system. It was agreed that such a league would be desirable and that plans for the formation of same should be made as soon as the various teams are properly organized.

Committeeman C. C. Rice made inquiry as to treatment employees were entitled to under company hospitalization plan. Reply was made to the effect that at time employees entered service of company they were furnished with pamphlet setting forth details of plan and that duplicate copies of this plan may be secured from Medical Department.

Committee was informed that there is no company doctor at Gardena at this time. Club Manager Vickrey will write Dr. Weber to determine arrangement regarding medical service in effect at this point.

Question was also raised as to what privileges employees are entitled to from Medical Department in regard to service of eye specialists. It was suggested that whenever employees are sent to eye doctor for treatment they should be informed by our Medical Department as to what services they are entitled to under the company hospitalization plan.

EMPLOYEES IN HOSPITAL

The smallest number confined at the California Luthern Hospital in many months, only four employees were confined at that institution as the Magazine went to press. The unfortunate were:

Hugh Lamont, Watchman: Robert Large, Motorman, South. Division: Virgil Connell, Car Repairer, and W. J. Scott, Supt. of Employment.

Visiting hours are from 2:00 to 4:00 and 7:00 to 9:00 p. m. daily. Hospital is located at 1414 So. Hope Street. A visit from friends lessens pain and shortens lonesome hours.

While on his vacation the zoo director received the following note from his chief assistant: "Everything is all right, except that the monkey seems to be pining for a companion. What shall we do until you return?"

Best Christmas Party Yet Planned for P. E. Club

JOLLY Old Saint Nicholas will be at the Club!

The first Christmas of the Club in its new quarters is to be a gala affair for all members and their dependents, informs Club Manager N. B. Vickrey. Preparations are practically completed for what is to be the most pretentious holiday party ever undertaken by our employee organization.

Monday, December 23, at 7:30 p. m. in the Club Auditorium the big event will commence with the presentation by the Dramatic Art Class of two one-act Christmas plays. The plays are being coached by Miss Helen Oger, Dramatic Art Instructor, and the cast of characters includes many artists, whose stage names are not as yet so well known, but who in civilian life are readily recognized members of the Pacific Electric family.

Next on the program will be the big event of the evening for children—the distribution by Santa Claus of gifts for the kiddies. The ballroom will be adorned with a huge Christmas tree, which in turn will be bedecked with a sparkling array of bright decorations. Santa is to store his several hundred gifts on, under and around the stately pine, from where he will personally present them to the kiddies.

With all youngsters happy, the balance of the evening will be devoted to dancing—music being furnished by the Pacific Electric Orchestra.

Christmas dinner is to be served by the Club Cafeteria from 4:00 to 9:00 p. m. on the day of this big holiday celebration. The menu is headed by Turkey and accompanied by all the trimmings. The charge for the excellent dinner promised will be only 75c a plate.

P. E. CLUB BULLETIN

Dec. 10 1929, to Jan. 10, 1930

Tuesday, December 10:

Masonic Club meeting, 7:45 p.m.

Wednesday, December 11:

Rod & Gun Club meeting—annual election of officers, 8 p.m.

Thursday, December 12:

Ladies' Auxiliary meeting, 1:30 p.m.
Club Dance, 8 p.m.

Friday, December 13:

Motion picture show—"Son of the Golden West," 7:30 p.m.

Bowling at Jensen's Recreation Center, 8 p.m.

Saturday, December 14:

Motion picture—same as Friday—show starting at 8 p.m.

Agents' Association meeting, 7:45 p.m.

Sunday, December 15:

Baseball games—watch weekly bulletins.

Thursday, December 19:

Ladies' Auxiliary Card Party, 2 p.m.

Friday, December 20:

Motion picture show—"Docks of New York," 7:30 p.m.

Saturday, December 21:

Motion picture show—same as Friday—8 p.m.

Sunday, December 22:

Baseball—watch weekly bulletins.

Monday, December 23:

Christmas Party at Club—Two 1-act plays presented by students of Dramatic Art Class. Santa Claus will be on the job with presents for the kiddies. Dancing. A good time for all. 7:30 p.m.

A special Christmas dinner consisting of turkey and all the trimmings will be served in the Club Cafeteria from 4 to 9 p.m. 75c a plate.

Friday, December 27:

Motion picture show—"Street Angel"—7:30 p.m.

Saturday, December 28:

Motion picture show—same as Friday—8 p.m.

Sunday, December 29:

Baseball—watch weekly bulletins.

Friday, January 3:

Motion picture show—picture yet to be selected—7:30 p.m.

Bowling at Jensen's Recreation Center, 8 p.m.

Saturday, January 4:

Motion picture show—same as Friday—8 p.m.

Sunday, January 5:

Baseball—watch weekly bulletins.

Wednesday, January 8:

Rod & Gun Club meeting, 8 p.m.

Thursday, January 9:

Club Dance, 8 p.m.

Ladies' Auxiliary meeting, 1:30 p.m.

PAY ENVELOPES REGULAR

Public utility employes in the United States are at least on a par with employes of other industries in scale of wages, but they have an advantage of continuity of employment that is almost unique, the National Industrial Conference Board, New York, finds after an exhaustive study of the subject.

The ups and downs of business have comparatively little effect upon the operation of the public service companies, the conference board states, and for this reason their employes have regular employment and a wage that remains more constant than that paid by other industries—such as coal and steel—whose operations closely follow the business barometer.

Public utilities in the United States, excluding steam railroads and telegraph companies, have about 1,000,000 employes whose wages can be anticipated by both the workers and the merchants of their communities.

A "blind" beggar sat at the subway entrance with a tin cup in his hand. A passer-by, somewhat under the influence of alcohol, took out his pocket flask, and started to pour a drink into the old man's cup.

The beggar peered from behind his black glasses suddenly, saw the flask, and yelled—"Nix! Nix! None of that stuff. Do you think I wanna go blind?"

Dire Deed

Vaudeville Singer—"And for Bonnie Annie Laurie I'd Lay Me Down and Die."

Listener (rising)—"Is Miss Laurie in the audience?"

Pick-ups Around the Club**Basketball Teams Organizing**

A basket ball team was organized last month among Eastern Division Employees. The team is entered in the YMD League of the YMCA Physical Education Department and is scheduled to play each Friday evening at San Bernardino. No admission charge is made for the games and the public is welcome.

Boys at the Hill Street Terminal have also organized a basketball team and from ability and enthusiasm being displayed in practice sessions, there'll be stiff competition furnished by these boys in the near future. H. J. Hamilton, Conductor, is managing the Hill Street team and would like to get in touch with any of the fellows interested in playing basket ball.

Five Ball Teams Formed

The national pastime of baseball is making rapid strides among employes, there being five teams now organized. The respective teams are playing under the names of P. E. Trainmen, Hill Street, Ocean Park, Macy Street and Mechanical Department.

Transportation to Classes

It is the desire of the Company to furnish free transportation to all employes and their dependents who attend educational classes. Trip passes should be obtained in advance and the instructor of the particular class must approve the request for same. In order that such transportation will not be charged against employee's monthly allotment, it is necessary that return portion of pass be validated at Club office after attending class. All other special passes issued for attendance at Club activities must also be validated before leaving building.

Phonograph Records Wanted

If you have some phonograph records that are of no further use at home, the Club will gladly receive them, as such records, through proper classification, can be used advantageously on our non-synchronous record machine, which furnishes the music for the motion pictures.

More Books for Club Library

A contribution of books from H. A. Crocker, an event that has come to be almost a monthly event, was graciously received by the Club early last month. Mr. Crocker's latest gift to the Library includes the following 13 volumes:

North of 36, Where the Trail Divides, Max, The Penalty, The Mysterious Rider, Desert Gold, The Eyes of the World, The Ranchman, The Coming of Cassidy, The Two-Gun Man, Colorado, and Doom Canyon.

Mr. Annable Pays Visit

F. L. Annable, former General Superintendent of this company and first President of the Pacific Electric

Club, and who is now President of the San Diego & Arizona Railroad, was a luncheon visitor at the Club on December 2. Come again, Mr. Annable, we are always glad to see you.

Now a Dramatic Art Class

Miss Helen Ogg, Dramatic Art Instructor, was last month added to the educational staff of the Club. She is at the present time preparing two one-act plays to be presented in conjunction with the Club's big Christmas party and from early indications the plays are going to be most excellent. The Dramatic Art Class meets each Wednesday at 6:30 p. m. and is open to both children and adults.

Club Closed on Sundays

Announcement is made that in the future the Club will be closed all day each Sunday due to the extremely small number who make use of it on that day.

On week days the hours will be from 8:00 a.m. to 11:00 p.m. and on holidays from 10:00 a.m. to 6:00 p.m.

FORESIGHT REAPS REWARD

While it is true that we have all of us a measure of protection in our group insurance, the hazard of accident and sickness in many classes of our employees is not contemplated in the group policy. It was for that reason that the Company arranged with the Pacific Mutual Company for a policy that would meet the needs of what is termed hazardous classification, as well as for those who desire protection from ordinary illness. This has been forcibly brought to attention by a letter received during the last few days from one of the employees of this Company, N. H. Edmondson, Conductor Southern Division, which follows:

"It has occurred to me that some of the boys of the Pacific Electric Railway have not taken out a policy with the Pacific Mutual Life, but that they should do so, for I have carried my policy since 1923, and find it has been valuable to me.

"I am employed as a conductor on the Southern Division and would like for my friends to know how I have been treated since my last accident that happened on January 19, 1929. Since then I have not performed any work, and as my policy pays at the rate of \$80 per month, and my proofs have been made at the end of each 30 days, I have each time at once after delivering or sending the proof, received a check that was handed to me with a smile. To date I have been paid a total of \$800, and expect to be paid for any further loss just as I have in the past.

"On account of the way the Pacific Mutual has treated me I would be glad to have my friends take a policy, and recommend the company to any person needing such protection."

"I wonder why Maude claimed she was only twenty-five when that rich old man was courting her?"

"Oh, I suppose she made a liberal discount for cash."

THE PACIFIC ELECTRIC MAGAZINE

Published Monthly by the Bureau of News (Executive Department) in the interest of Employees of the Pacific Electric Railway.

E. C. THOMAS...Gen'l. Agt. Executive Dept.
PAUL T. PORTER.....Editor

Vol. 14; No. 7 December 10, 1929

CONTRIBUTORS TO THIS ISSUE

- N. B. VickreyP. E. Club
- Thos. A. Lyons Trans. Dept.
- D. B. Van FleetTerminal Foreman
- L. H. AppelElectrical Dept.
- R. M. CobbElec. Dept.
- George PerryAcct. Dept.
- B. M. BowmanTrans. Dept.
- Carleton B. BellMech. Dept.
- Walter R. BloomTrans. Dept.
- Edmund C. FoxTrans. Dept.
- Margaret MaitlandEngr. Dept.
- Max ShuringEngr. Dept.
- Mrs. Lon BishopLadies Auxiliary
- Dr. W. L. WeberChief Surgeon
- W. H. JenkinsonHill St. Station
- Reed Christiansen P. E. Club
- Ruth ThompsonNorthern Division
- A. E. NorrbomFreight Traffic Dept.
- W. Z. ShawEngineering Dept.
- V. L. SwartMechanical Dept.

Contributions of Items of Interest by all employees solicited. Address all communications to the Magazine, to Bureau of News, Room 708, Pacific Electric Building, Los Angeles.

THE Magazine joins with Mr. Pontius in extending to every member of the Pacific Electric family its earnest and sincere good wishes and expresses the hope that the coming year will bring each of you a full measure of everything that will contribute to your happiness and well-being.

FOR quite a long time it has been noticed with a great deal of pleasure by the writer that many of the Pacific Electric Conductors are brightening their own work and gratifying their patrons by the use of the expressions "tickets please," as they pass through their car, and upon receipt of

**Courtesy
Makes
Everyone
Happier**

their fares are agreeably saying, "thank you." These expressions have not been perfunctory ones, but have been given in a tone that indicated sincerity upon Conductors' part.

It has been interesting to note that where Conductors have adopted these forms in handling their trains there has been an absence almost completely of any unpleasant situations arising.

It has recently developed that a knowledge of this condition was not unknown to the operating officials of the road, with the result that a recent bulletin under date of November 19, makes the suggestion to all Trainmen that this method be sincerely adopted by them. The crux of the bulletin is reflected in two paragraphs in which it says, "It will probably be useless to

use these phrases unless we say them as if we meant them. However, it is just such little courtesies that make the difference between first class service and just reasonably good service.

"Try it out and see if it does not make your day's work easier and more pleasant."

The above suggestion on the part of the management is merely adding to the sum of little attentions necessary to produce good service. Good service is not to be encompassed in simply clean cars, efficiently operating equipment, maintenance of schedule and proper compliance with train rules; these constitute merely the mechanical operation.

It is the personal equasion manifested by the men who operate the trains in their attitude toward their job and toward their patrons embodying real courtesy that constitutes real first-class service. Such service is not only productive of appreciation upon the part of patrons, but reflects itself in the men who render it by making them happier in their work and creating better conditions surrounding them.

Might it not be well at this time that all of us whose work brings us in contact with patrons resolve to so conduct ourselves as to make the Pacific Electric known throughout the land as "the railway of greatest courtesy in the nation?"

"Our minister is so strict he won't even perform a marriage ceremony."

"Good heavens! What's that got to do with his morals?"

"He says his conscience won't permit him to participate in any game of chance."

With Malice Toward None

"Don't you sometimes wish your wife had married some other man?" asked Smith.

"No," replied Henry Peck. "I hold no grudges against any man, but I have wished a good many times she had remained an old maid."

SOUND RULES FOR AUTOISTS

We have read many rules of conduct for the automobile public to be guided by, but the soundest and most thoroughly complete that have come to our attention are those recently set forth by the Automobile Club of Southern California.

Here are the 10:

First—Keep your car in sound condition.

Second—Keep your car under control—you are always in danger if you cannot stop in the insured clear distance ahead.

Third—Keep your eyes on the road—one second's inattention may mean disaster.

Fourth—Never fight for the right of way.

Fifth—Go along with the procession—you have no more right to "drag" traffic than you have to jeopardize yourself and others by unnecessary "cutting in."

Sixth—Be as courteous on the road as you are in your own home.

Seventh—Know your local traffic rules and obey them.

Eighth—Take pride in your driving skill. If normal people are nervous while riding with you something is wrong with your driving.

Ninth—don't mix liquor, worry or anger with your gasoline.

Tenth—Study local maps and experiment for shorter and less congested routes.

A Distinction

Willie—"Paw, does bigamy mean that a man has one wife too many?"

Paw—"Not necessarily, my son. A man can have one wife too many and not be a bigamist."

Consolation

A rich man lying on his death bed called his chauffeur, and said, "Sykes, I am going on a long journey, rugged and worse than you ever drove me."

"Well, sir," consoled the chauffeur, "there's one consolation; it's all downhill."

COMPARISON OF ACCIDENTS DURING OCTOBER, 1928 AND 1929

| | Northern Division | | Southern Division | | Western Division | | Motor Coaches | |
|--|-------------------|------|-------------------|------|------------------|------|---------------|------|
| | 1929 | 1928 | 1929 | 1928 | 1929 | 1928 | 1929 | 1928 |
| Interference with Vehicles .. | 127 | 102 | 88 | 91 | 167 | 154 | 30 | 29 |
| Collisions and Interferences with cars | 2 | 3 | 13 | 4 | 2 | 0 | 0 | 1 |
| Persons Struck | 3 | 2 | 2 | 3 | 5 | 4 | 0 | 0 |
| Derailments | 4 | 4 | 11 | 6 | 4 | 4 | 0 | 0 |
| On and Off Moving Cars | 16 | 5 | 8 | 6 | 19 | 18 | 3 | 3 |
| Miscellaneous | 17 | 14 | 26 | 21 | 44 | 37 | 9 | 8 |
| | 169 | 130 | 148 | 131 | 241 | 217 | 42 | 41 |
| | | | 1929 | 1928 | | | | |
| Interferences with Vehicles | | | 412 | 376 | 36 Inc. | | 9.57% | |
| Collision and Interferences with Cars..... | | | 17 | 8 | 9 Inc. | | 112.50% | |
| Persons Struck | | | 10 | 9 | 1 Inc. | | 11.11% | |
| Derailments | | | 19 | 14 | 5 Inc. | | 35.71% | |
| On and Off Moving Cars | | | 46 | 32 | 14 Inc. | | 43.75% | |
| Miscellaneous | | | 96 | 80 | 16 Inc. | | 20.00% | |
| | | | 600 | 519 | 81 Inc. | | 15.61% | |

If you THINK you can't do it YOU'RE SLIPPING; if you ADMIT you can't do it YOU'RE GONE!



NEWS of the P.E. FAMILY By Our Correspondents



NORTHERN DIVISION Eastern Lines By Ruth Thompson

Asst. Trainmaster W. C. Monroe and family are spending several days in Santa Barbara.

Motorman G. A. Smithson has gone to the desert on a quail hunt.

Dispatcher W. G. Bodkin is vacationing in Southern California.

Conductor J. W. Morrison and wife are visiting in Owensmouth during their vacation.

We have had several shipments of naval oranges from Highland and Sunkist, which is unusually early.

Thanksgiving travel between San Bernardino and Los Angeles was very heavy. As is the custom, people like to come to San Bernardino to eat their Thanksgiving turkey.

About thirty of the Pacific Electric Masonic Degree team came to San Bernardino and put on the Third Degree, initiating Ray Wilson, Ticket Clerk in this city. Everybody seemed to enjoy themselves very much as members of the San Bernardino Lodge No. 348 gave them a good reception.

We understand that Conductor W. E. Mas-singale is on the road to recovery and will soon be able to go back to work.

The Engineering Department is relaying the track between Rialto and Poole on the Crestmore Line.

NORTHERN DIVISION PASADENA By Edmund C. Fox

The passing of Motorman L. P. Larson on November 9 caused deep sorrow among us all. Mr. Larson was a man of cheerful good nature, rendered meritorious service to the traveling public and to our Company, having entered the service 23 years ago. Our heartfelt sympathy is extended to the bereaved ones.

W. R. Lummis has hastened to Indianapolis in a feverish anxiety to reach the bedside of his father, who is pronounced very ill.

C. W. Nysewander has announced the arrival of a new member to the family. It's a boy. Congratulations to the Nysewanders.

M. H. Lee has gone East on an extended leave of absence.

A praiseworthy effort. P. D. Wheeler has qualified as an aviator and has received his pilot's license.

Mr. and Mrs. G. M. Britt motored north on their vacation, visiting San Francisco and other bay region cities.

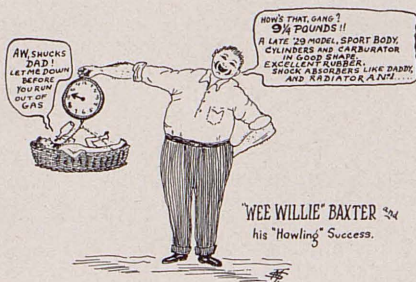
Mr. and Mrs. I. H. Lundy have returned from Denver, where they visited relatives and friends.

Introducing the following new members: A. S. Germain, N. Hennem, H. Levison, J. T. Lovett, R. D. Maris, M. D. Swerdfeger and H. K. Williams. An expression of friendship is extended from all hands.

The Trainmen's meeting held in Pasadena on November 20 was well attended by more than one hundred members. The meeting was absorbingly interesting and everyone expressed themselves as having a very enjoyable evening.

ENGINEERING DEPARTMENT By Margaret E. Maitland

Mr. and Mrs. Wm. Baxter of Washington Street Yard, and Sunset Beach, are the proud parents of the coming heavyweight champion and Bill don't give a darn who knows it. Just wait till "Poppy" Bill has to walk the floor all night with the baby and bottle, and



he'll be able to tell us how many gallons he got to the mile. Anyway, congratulations, Bill, and—say it with safety-pins; also thanks for the candy and cigars.

We were very glad to see George Watson come back to us after a severe sick spell, looking better than ever. We still have hopes for that shower, George.

George Curtis is enjoying a late vacation and Laddie is looking for a step-dad.

Daddy Woods and Roy Davis have learned a valuable lesson. Each took one week of their respective vacations during the summer and reserved the other week to overcome the after effects of their favorite Turkey Day pastime.

Friday night is the official bowling night for the different P. E. teams around Washington Street Yard. On Saturday morning they change to either "Bawling" or "Blowing" Teams, all according to the score of the night before.

B. F. Manley and party of 13 went quail hunting; after walking about 85 miles they returned with four birds. J. P. Gould shows a better average, who, with a party of four, came back with seven birds.

Jas. McCulloch was glad to get back to Sunny California after spending a month in Chicago.

Jos. Frownfelter, Jack Farmer and Chas. Bowman have been returned to the Field Dept. from the Structural Dept. with thanks.

Howard Christenson has moved from Burbank to his new home in North Hollywood.

I. A. Hubon, who has been ill for several days, a touch of flu, we believe, is back on the job again.

We are glad to learn that Mrs. Lee Cash is recovering from an attack of pneumonia.

Homer King was off a week on account of flu, and by the way, working twice as hard this week to make up for the week at home.

Foreman Moesby, after a great deal of night work on the elevated structure in the rear of the P. E. building, is now trying to get accustomed to sunlight.

Mrs. Stephen McNeill has just returned from a trip to New York State where she spent

three months on account of ill health. We are glad to learn that she was greatly benefited and hope she will be able to stand the California climate.

Chas. H. Lay worked 48 hours overtime, for which he took one day (8 hrs.) off, but felt it his duty to work about 4 hours of that day. Who wants to work in the Signal Dept.?

Now that corsets are coming back S. R. Florence is very much in favor of them for men as well as ladies. To say nothing about the girlish figure feature, they are a great protection to a ticklish person.

We have a number of people taking late vacations this year. Miss Emma Smith has just returned from her home in Tucson; A. J. Guercio is spending his in Los Angeles and vicinity, and Jay Gowanlock is taking a month this year, to be spent at his home in Santa Monica.

Mike Duffy, who has been ill for some time, is back at work, and Scott Braley expects a release from the doctor very soon.

E. D. Ralph has been transferred to Maintainer on the Whittier Line and A. H. Period is now in the Signal Shop.

Helen Rapp, who has been ill for some months, started work again on Nov. 18. We are all very glad to have Helen with us again.

Believe It Or Not:

Judge Dowling's car, which ran now and then, has been sold for cash.

L. W. Perry has a new pair of cheaters to enjoy the scenery on Broadway; also a feather in his cap. Why the feather?

The "Ode to the File Clerk" by Dowling, was greatly appreciated, and anyone wishing to read same may procure it from the File Clerk, Room 694.

FREIGHT DEPARTMENT SOUTHERN DIVISION By Thomas A. Lyons

Motorman Jack Cody's boy, Clinton, has arranged a beautiful bound volume of back numbers of the Pacific Electric Magazine which dates back to early in 1927. Clinton is a student at Manual Arts High School and the volume bears evidence of the fine work taught to the boys at that school.

It is strange to see "Ham" Brown on the day board. "Ham" worked nights so long that he had a terrible time of it adjusting his "glimmers" to the bright sun.

There is plenty of reserve fuel on that inside yard day crew with "Cole" and "Wood" Ander "son" that "Stace" bright.

Lysle Foord is getting along fine since his last operation: He says, "I will be home in two weeks if the improvement continues as it has been."

To see George Preece stepping around a dance floor, would you ever suspect that he packs close to 200 pounds around with him?

The Watts Post of the American Legion has the following freight men on its roster: Walter Bayless, Bob Locke, Mason Jacot, Thos. A. Lyons; also there are 10 other Pacific Electric men.

The bowling team is knocking them dead. During the past month it lost only one series. Jockey Swartz rolled one game of 240 which is some score in any man's league.

Several big industrial buildings close to the Pacific Electric tracks will some day cause another job to be created at Long Beach.

Ben Mobley has timetables pasted up all over the walls of his caboose. Ben ducks those passenger trains like nobody's business.

Harry Conklin is back from the state of good football teams, Indiana; and Harry looks glad to see California sunshine again.

Ted Packer is going to work every day this winter. He said he has grown tired of those extra men getting fat off him.

SUCCESS COMES WITH PATIENCE

For many years Victory Hemphill, Yardmaster at 8th Street, sat in his cabin up on the Marengo Range, picturing in his mind's eye glowing success. He prospected here and there, but never with much luck.

It was his habit to spend his vacations and his days off in taking the long trek up to his mountain cabin, and then one day about three years ago he struck upon a ledge of metal ore, a strata of lead, silver and gold. Single-handed he built a shaft and dug deep into the mountain side. His brother came to aid him and they had the findings assayed and the result was good. Mining men came and a startling discovery was made—an entire side of a hill was found to bear talc, an important ingredient in paint mixing. Experts said there were 500,000 tons of talc with a commercial value of six dollars a ton.

Then on this same mountain side the water ran clear as crystal and people came to visit and there to stay; people who were not enjoying good health. As they stayed they became well. Soon word was passed that here was a paradise, with water bearing minerals that gave health to those sorely in need of it.

Now a health resort is in the making, a company is in the process of formation and many Pacific Electric men are interested. A working capital of \$100,000 is being subscribed to. Outside interests are trying to get in, the news is flying fast, and many are the offers to the rights for the health resort.

Tom Hammond, another Yardmaster, is helping Mr. Hemphill in the details. Tom recently purchased 160 acres adjacent to the health resort property.

Auto trucks are soon to start hauling away the talc, a contract is soon to be closed for the entire output. Riches are in view, and so another story is told where success comes with patience.

LONG BEACH & HARBOR
By V. L. Swart

General Foreman J. B. Green is again supervising his work following a recent illness. Mr. Green also had the misfortune to have his home partially destroyed by fire while convalescing, and but for the prompt action by the fire department, it would have been a total loss.

The marriage of Mrs. Mary Fuller, Mechanical Department, and Mr. Harry Widrig, Line Department, was solemnized at the Christian Church, Long Beach, on Thanksgiving Day. After the ceremony a wedding dinner was served, followed by a reception.

Following a brief honeymoon, Mr. and Mrs. Widrig will make their home in Long Beach.

Assistant Foreman William Griffith, Long Beach, is again on the job after a two weeks' absence on the sick list. Bill says he combined business with sickness and took his two weeks' vacation, thereby keeping himself out of the "red."

The passing last last month of Mrs. P. E. Scribner, wife of P. E. Scribner, Conductor, Southern Division, occasioned deep sorrow among her many friends who had the pleasure of knowing her in life. Her death followed an illness of several months.

What proved to be a very clever piece of detective work on the part of Mechanical Inspectors John Eastwood and J. L. Gaines, San Pedro, brought to justice an ex-convict who was attempting the burglarizing of the restaurant situated on Pacific Electric property near the San Pedro Inspection Yards.

The robber upon being observed attempted his escape, at the same time reaching for his hip pocket. The boys, disregarding the danger, tackled him and a right cross to the jaw brought the bandit to the ground where he was held until the arrival of officers. Gaines and Eastwood are to be congratulated for their display of courage and the apprehension of a criminal character.

MACY STREET TERMINAL
D. B. VAN FLEET
Terminal Foreman

The Macy Street Trainmen extend their sincerest sympathy to Conductor A. L. Matthews, San Bernardino Line, who was recently urgently called east to the bedside of his dying mother.

The Grim Reaper once again has swung his fateful scythe within the home of one of our number, this time decreeing that Mrs. L. B. Bower, wife of Conductor L. B. Bower, be the "one".

The Macy Trainmen wish to express their truly heartfelt sympathy to Mr. Bower for his great bereavement.

Macy Street was well represented on the annual fall rabbit drive of the P. E. Rod and Gun Club which was held on November 10th in the Palmdale district on the Mojave Desert. Due to the presence of so many members in the small army of hunters, who either misunderstood the rules of the drive or else knew nothing of said rules, many rabbits were unintentionally permitted to sift through the lines. Consequently the number of rabbits brought home was rather small. According to leaders of the drive, however, this condition will be corrected in the future, by making sure in advance that all prospective participants in the drive know the rules and order of procedure for the day.

Taking our past successful drives as a criterion, the success of which were due primarily to cooperation, it might be well to emphasize that no such drive can ever succeed unless we cooperate 100 per cent.

Conductor C. Bennett, San Gabriel Line, is temporarily transferred to Pomona to work a motor coach run on account of a shortage of help at that terminal due to vacations.

For the past month, Freight Motorman E. F. English, Macy Street, has been working out of 8th Street Yards, Southern Division Freight Terminal.

Though we didn't receive the following information in time for the November issue of

the magazine, we now take great pleasure in announcing the marriage of Conductor L. D. Jenkins, Macy Street, to Miss Louise McCoy, of Los Angeles, on October 12th, last. Congratulations and best wishes!

On the morning of November 26th, Conductor C. E. Owens, Macy Street, became the very happy and proud father of an 8-pound baby girl. Congratulations, Mr. and Mrs. Owens.

November 25th being the official date set for the opening of bids for Christmas Day off, competition started bright and early. In fact, in the first four and one-half minutes of the day sixteen names were enthusiastically entered. From then on the list steadily grew until the end of the month when the total was in the neighborhood of one hundred.

To hear the Trainmen tell it, who were working on Thanksgiving morning, practically the entirety of Southern California's population moved into Los Angeles, to witness the huge and beautiful parade announcing the arrival of Santa Claus of 1929.

We are indeed glad to welcome back to Macy Street, former Conductor J. W. Colbert who re-entered the service early last month.

It is with pleasure that we introduce and heartily welcome to Macy Street, Conductors G. A. Forden, R. E. Boddy and L. A. Cutler, all three being newcomers to our terminal.

To insure the regular appearance of cartoons in the magazine each month, the writer of this column respectfully requests that Trainmen witnessing an incident that is amusing to kindly mention the happening to him so that the details can be worked out with our cartoonist, Conductor B. M. Bowman.

The writer also wishes to thank those Trainmen who from time to time have so thoughtfully assisted in supplying information, not only for this column but for the comic strip as well.

NORTHERN DIVISION
POMONA
By Walter R. Bloom

Conductor Roy Herr of the line car is at the Weager Health Sanitarium at Redlands, for a rest cure.

Conductor Bert Perry has bid in a Riverside trailer run and expects to move to Riverside in the near future.

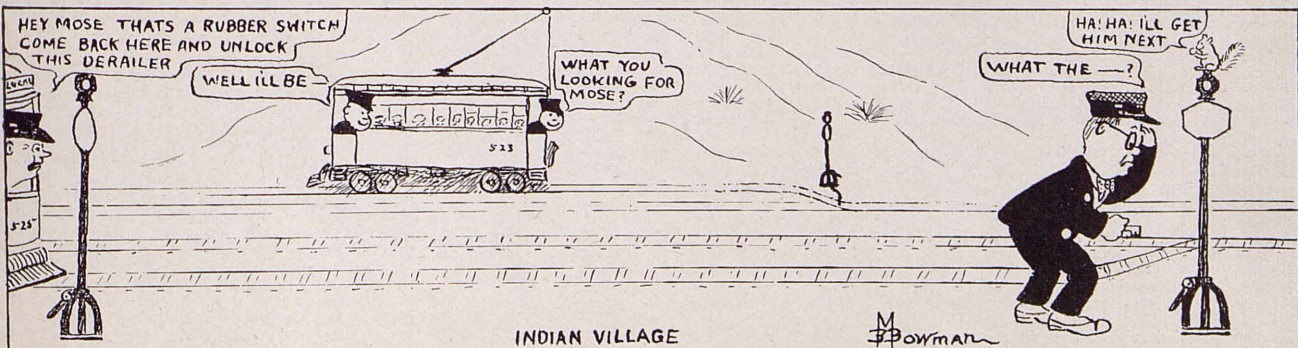
We are sorry to report that Motorman C. L. Hyde, who has been sick for some time passed away at his home on October 31st. We extend our sincerest sympathy to the bereaved family.

Motorman A. Roy Butler is away on vacation.

Conductor Bennett of Macy Street has been working here for several weeks, as there are yet quite a few men off on vacation.

W. R. Bloom and wife have just returned from their vacation spent at points in Florida and Havana, Cuba. They report a very interesting and enjoyable trip.

Motorman F. O. Evans and family are spending their vacation in San Diego.



HILL STREET STATION By W. H. Jenkinson

We are glad to report that G. W. Demarest, Motor Coach Operator, Hollywoodland-Beverly Hills Line, is progressing nicely from the illness which last September required him to be confined to the hospital. He will be glad to have any of his friends call any day between 3 and 5:30 p.m. at the U. S. Veterans' Hospital in San Fernando, where he is confined.

Conductor and Mrs. J. W. Howard announce the birth of an 8 pound baby boy on Thursday November 21st. Congratulations Howard. Conductor Howard works on the line that is known to Trainmen as the one which runs to Vinegar Valley.

Motorman Schmidt of the San Fernando line reports that he and his wife motored to Riverside where they spent a very enjoyable week end.

Motorman J. H. Arnold of the San Fernando line has returned to work after spending his vacation motoring in and about Los Angeles taking in all places of interest. Mr. Arnold and family reside at Van Nuys.

This news has escaped publication for some time, but here it is: Motorman Dietz of the Echo Park line is the proud daddy of a baby boy which was born last June. Is he going to become a Motorman too, Dietz?

New faces appear both on the front and rear end of the car on the San Fernando line. Motorman F. G. Lane from Ocean Park and H. A. Miller from Sherman, also Conductor M. E. Shay from the Glendale line.

The following men enjoyed their annual vacation recently: Conductors, M. Stople, G. F. Crowther and J. D. Mobly of the Echo Park Line; H. Snyder, and G. S. Beer, Glendale Bus; E. Black, San Fernando Line; W. B. Dixon, Sawtelle Line; and Motormen: J. H. Arnold and M. R. Skemp, San Fernando Line; F. G. Carhart, Sawtelle Line; A. A. Moore, Echo Park Line; and K. M. Booth, R. E. Hontz, B. R. Goodwin and W. G. Baldwin, Extra List.

John Neff, second tower operator, claims his '8' will do 20 to the gallon.

Maintainer Enoch, successor to Jack Shea, is busy finding the ins and outs of lights, ramps, blocks, pumps, stops and whatnots.

ACCOUNTING DEPARTMENT By George Perry

Best wishes are extended to Mrs. Helene Wright, formerly Miss Helene Belt of the Conductors Accts. Bureau. A wedding gift consisting of a beautiful bowl and candlesticks of imported Italian pottery was presented to the bride by her many friends in the Bureau.

It is a pleasure to report that Leland Smith is improving rapidly and has been at home in Tujunga since Thanksgiving Day. We are all looking forward to the time when he will be able to be with us again.

Mrs. Dale says she regrets losing two of her best girls, Jeannette Smith and Esther Nieman, but they were evidently someone else's best girls, too.

Jeannette Smith was married Dec. 5 at the Little Church of the Flowers in Glendale and will reside in Azusa. A beautiful Seth Thomas Radio clock was the wedding gift presented by this department.

Esther Nieman was married Dec. 3, the nuptials being performed at the Lutheran Church in Orange. The bride and groom will make their home in Anaheim. A miscellaneous shower was given for Esther on Nov. 30 in the Ladies' Lounge of the Pacific Electric Club, twenty-four invitations being extended by Margaret Waldo and Hazel Weber. The decorations were carried out in a motif of orange and white and significant of the event were tiny parasols, being used as favors. Mildred Edwards carried away the first prize in a novel hemming contest and, last but not least,

Juanita Hoover captured the "booby" prize. Many beautiful gifts too numerous to mention were bestowed on the bride.

Edward Brady has been transferred to the Freight Accts. Bureau to fill the vacancy left by Ralph Sprecher, who recently left the service.

Heartiest congratulations to the newlyweds—Mr. and Mrs. W. H. Alexander. We know you will be pleasantly surprised to learn that the charming Miss Frances Jensen, who we all know, is now Mrs. Alexander.

Hal McCall tried a little football practice over the Thanksgiving holiday. Result—Harold is wearing a felt slipper and a heavy limp on his right foot. Better leave that game for the kids, Hal.

To Mr. and Mrs. Fred H. Breneman we extend our best wishes for a happy marriage. Mrs. Breneman was formerly Miss Ruby Kuebler of the Conductors Accts. Bureau. A handsome electric waffle iron was given to the newlyweds as a remembrance of their many friends of the Pacific Electric Railway.

The inventory work this year is being handled in the Disbursement Accts. Bureau by A. J. Waltz. The typing in connection with this work is being done by Pauline Lutz.

A brief resume of the vacations for the month of November are as follows:

George Watson—Spent Thanksgiving in San Francisco; the rest of his vacation in Eureka.

C. H. Keller—Visited his daughter and son-in-law at the Circle "Z" Ranch near Nogales, Ariz.

T. W. Fleschner—Visited in Ogden and San Francisco.

R. T. Knowlton—Is enjoying his vacation at Sunset Beach.

Helen Bettis—Is having a delightful trip to San Francisco.

Aura King—Has just returned from a trip to Ogden.

Jessie Kramer—Is visiting friends in Kansas City.

Alice Hillstrom—Vacationed at Balboa.

Bonnie Barker—Remained at home.

Mildred Corbett—Remained at home.

MECHANICAL DEPARTMENT By Carleton B. Bell

Al. Winkler is a great 'celebrater', rather than a hunter. Of course, he calls it a hunt, because he goes out where there is something to hunt and then shoots away three or four boxes of perfectly good shells and enjoys all the noise. When all the shells are gone he calls it a perfect day and merrily returns home. Such a day was last Sunday, spent by Al in the vicinity of Palmdale. No rabbits were hurt.

Herman Davis also went a-hunting, but got mixed up regarding the boudry of a certain gun club's preserve. The hunting was fine and a satisfactory number of ducks were bagged, but along comes an obstinate officer of the law and the day was ruined. That little lesson cost Dave just \$50.00. No more mix-ups for Dave.

James Madigan is making quite a reputation for himself among his fellow-workmen as an expert on stocks and bonds. The boys don't know just how to take him for they have not yet decided whether he is one of the Bears or one of the Bulls. In the meantime they are following Babson's advice.

News from the Blacksmith Shop is on the subject of lobsters. Johnnie Julian and George Goff went lobstering last Saturday night and Johnnie soon snagged a very fine lobster. He got a bit excited and fell into the water where it was plenty deep. George looked in time to see his fellow-fisherman's hat under about ten feet of water and immediately jumped in to find and rescue Johnnie. He succeeded, but the lobster got away.

A tip from the Blacksmith Shop—If you want to win some money find out how Roy "Mizzouri" Brucker is betting and then bet the other way. This holds good in anything from croquet and barnyard golf to football games and horse races.

Mary Baldrick got herself some job by being so sure U. S. C. would win their foot-

ball game with U. C. She bet on U. S. C. and consequently has to bake a cake for George Gilks according to his ideas of size and fitness. George tells me that he has a big new washtub for Mary to bake that cake in and that it will be big enough for everyone in the shop to have a piece. Mary will surely have to sell some glad bulbs to pay for that cake.

Everywhere I go looking for news I hear reports of that stag party. Must have been SOME party. I did not run into anybody that was actually there, but almost every man in the shops knew somebody else that was there and could tell something good on him.

The building boom has struck the test room and Ed Leahy is now ensconced behind a beautiful glass wall.

Everybody was glad to see Hiram L. Bates back in the varnish room Monday morning after quite a spell off on account of illness.

George Gilks is not sure yet whether he ought to get sore or just laugh—everybody else laughed. He was over at the Torrance Chamber of Commerce and got fresh with the young girl there with the dark brown eyes. He told Deedee that he had known her dad for so long that he ought to know her. He did not know all about her for she came back at him with "Oh! yes, you are the man that runs the shop jigger."

Joe Berdelle has quite a reputation in the pipe shop as a "Mammy" singer. He is now in Sacramento and the boys believe he is to sing before the Governor. The name of the song he is to sing for the Governor is "It's Up to You Now."

Arthur Hiatt is now harvesting his second crop of plums from his trick plum tree. The samples left on my desk were O.K., and I would suggest that Arthur turn his tree over to some modern Burbank to improve and propagate, then retire and live on the royalty from trees sold.

Modern publicity is a wonderful thing. When its spotlight is turned on a shady deal, or injustice, it usually has the effect of righting it. Such was the case with the debt of honor that Fred Minor owed Alma Merritt after a certain football game and refused to pay. Fred also disclosed something in paying this debt that surprised his many acquaintances—he is a follower of Bob Shuler, at least he paid his debt in pennies.

John Reese had a wonderful time on his vacation. He spent most of the time fishing on Turtle Creek.

Jack McEwing celebrated his 42nd birthday November 23rd by having a dinner party at his home in Redondo at which all his children were present. He said before the party was over he was feeling as young as he ever did. It was at that time that we got the information as to its being his 42nd birthday.

Sweet Thing: "I didn't accept Jack the first time he proposed."

Catty Thing: "No, dear, you weren't there."

Willing to Help

She had done everything wrong. She had disregarded the signal lights, then stalled in the middle of the street, and before starting, had taken out her powder puff and started to apply it to her face. An irate traffic cop rushed up: "Say, lady, do you know anything at all about the traffic rules?" "Why yes, what is it you want to know?"

Within the Reach of All

A clergyman, anxious to introduce some new hymn books, directed the clerk to give out a notice in church in regard to them immediately after the sermon. The clerk, however, had a notice of his own to give with reference to the baptism of infants. Accordingly, at the close of the sermon he announced, "All those who have children they wished baptized, please send in their names at once." The clergyman, who was deaf, supposing that the clerk was giving out the hymn-book notice, immediately arose and said: "And I want to say for the benefit of those who haven't any, that they may be obtained from me any day between three and four o'clock, the ordinary little ones at fifteen cents, and the special ones with red backs at twenty-five cents each."

Correct Untruths Regarding Ceased Trolley Lines

(Continued from Page 9)

which were not in existence when it originated. The very fact that only 11 per cent of the mileage of the country has been abandoned since the introduction of the automobile is proof of the necessity for rail line transportation. During the same period 11 per cent of all the newspapers in the United States and 10 per cent of all banks also have gone out of business. Most of the suspensions in these three groups, newspapers, banks and transportation companies, occurred in small cities. No one would say that because of these suspensions, the end of newspapers and banks is at hand. Yet this statement would be as sound as the one that because two inconsequential electric railway lines in Nevada and Vermont have suspended the whole electric railway industry is going out of business.

"The local transportation industry is proceeding along sane and progressive lines. It is coordinating rail and bus services, improving old and adding new equipment, serving territory never tapped before and getting rid of profitless and useless lines. It is this latter step which is causing false impressions to arise regarding the industry."

HOW MUCH WATER POWER?

To those who believe that water power will eventually provide most of the energy required by industry, transportation and other activities, it will be interesting to note that in 1927 only 6.3 per cent of the total energy was produced by water power. Oil accounted for 21.4 per cent, natural gas for 5.8 per cent, coal 58.4 per cent, fire wood 5.5 per cent, and animals 2.5 per cent. In other words coal supplied more than nine times as much energy as water power and even oil supplied over three times as much.

From Swords to Razors

Long ago imagination suggested to the dreamer that spears might be converted into pruning hooks and swords into plough shares. It remains for Spain, sometimes called backward among the nations, to make a definite example of converting romance, poetry and adventure into something altogether useful. The famous swords of Toledo, known as the Toledo blades, have become razor blades manufactured in Spanish sword factories.

What Einstein Knows

Don't be discouraged if there are some things you don't know, some things you aren't good at. Dr. Einstein has amazed mathematical experts of the world by his scientific findings. Comes now Mrs. Einstein, who tells Mrs. Wise, wife of Rabbi Stephen Wise of New York, that Dr. Einstein knows nothing about ordinary household arithmetic. He can't even keep his check book balance straight, according to the wife.

—Hollywood News.



Mrs. Bleep: Does your car have a worm drive?
Mrs. Bleep: Yes, but I tell him where to drive.

"Does your fiancee know much about automobiles?"
"Heavens, no! She asked me if I cooled my car by stripping the gears."

He: "A month ago my wife left me without any reason."
She: "I felt sure some one had left you without it."

Will He Leave Any?

"Do you believe in heredity?"
"Absolutely; that's how I got all my money."

A Good Line

"How can you afford to take girls to such expensive restaurants?"
"Well, before we go in I always ask her if she hasn't been putting on weight?"

Employer: "Why were you discharged from your last place?"
Applicant: "For good behavior."

Employer: "What do you mean?"
Applicant: "They took three months off my sentence."

John, wishing to play truant from school, phoned to his schoolmaster, saying in a deep gruff voice: "I am very sorry my son John cannot attend school today. He is very ill."
Schoolmaster: "And who is this speaking?"
John (in same gruff voice): "My father."

What Father Did

"And what does your father do?" asked the kind gentleman of the little boy.
"Oh, he's a numismatician," the lad replied.
"Why, a numismatician is a coin collector."
"Yes, that's what my father is," said the boy. "He's a conductor on a street car."

Rastus was dead! A wonderful funeral was in progress. The preacher talked at great length of the good traits of the deceased brother; what a good, honest man he was; what a good provider for his family; what a loving husband and father;—

The widow grew restless.
"Johnnie," she whispered, "go up dar and look in dat coffin and see if dat's yore pa."

The teacher was telling her open-eyed class about the dolphin and its habits.

"And, Children," she said impressively, "just think, a single dolphin will have two thousand baby dolphins."

"Goodness!" exclaimed the bright little girl at the bottom of the class, "and how many do the married ones have?"

Abie was taking his son Ikey to see a football game. In his excitement he drove past a stop light. The cop called him back and said: "Say, where do you get this fast stuff, anyway?"

"Oi, oi, Mister Policeman, me and little Ikey are going to the football game."
"Is that so, you smart-aleck. I guess I'll hand you a ticket."

"Oi, thank you, Mister Policeman. Can you giff me one for little Ikie, too?"—Exchange.

An old Dutchman, returning to Holland, was asked by a friend what in his estimation was the strangest thing he had noticed, and he replied: "The United States has many wonderful things but the strangest is a drink called the cocktail—and here is how they make it. They put in whiskey to make it strong, then water to make it weak; gin to make it hot and ice to make it cold; lemon to make it sour, sugar to make it sweet; then they say 'Here's to YOU!' and drink it themselves."

Judge—Why didn't you speak to your wife for a whole year?
Prisoner—I didn't want to interrupt her.

"What would you do if you had a son like mine?"

"I'd do all in my power to disprove the theory of heredity."

Scientifically Correct

Teacher: "Johnnie, what month has twenty-eight days?"
Johnnie: "All of 'em."

"Nothing that the mind of man can conceive is impossible!" thundered the lecturer.
"Say, mister," piped up a voice, "try and scratch a match on a cake of soap."

The Office Flirt says the reason she refuses every Tom, Dick and Harry is because she has always wanted to marry Jack.

Her Best Party

When Betty came in from the children's party she had attended, her mother said: "Well, daughter, did you have a nice time?"
"Oh, yes," said Betty enthusiastically, "it was the best party I ever tasted."

Heim Gemacht

"Gosh, but that man over there is fat. He must drink patriotic beer."

"What kind is that?"

"The kind that goes to the front."

Boy: "No, Mister, I don't want to sell this trout."

Angler: "Well, just let me measure him so that I can truthfully say how big the trout was that got away from me."

No Man Would!

First Neighbor (returning from the afternoon's golf): "Good Heavens! You don't mean to say you've been gardening ever since noon? I wouldn't think of doing such a thing!"

Second Neighbor (limp and exhausted): "I wouldn't either, it was my wife who thought of it."

Jeweler: "If I were you, I would not have 'George to his dearest Alice' engraved. If Alice changes her mind, you can't use the ring again."

Young man: "What would you suggest?"
"I would suggest the words, 'George, to his first and only love.'"

Recipe for Bliss

A real estate salesman of West Texas had just finished describing the glorious opportunities of that part of the country. "All west Texas needs to become the garden spot of the world is good people and water," he said. "Huh!" replied the prospect. "That's all hell needs."

"I'm leaving Saturday night," said the boarder. "Such dirty towels—a rim around the bathtub, and never any soap."

"Well," said the landlady, "You've a tongue in your head, haven't you?"

"Yes," he admitted: "but what do you think I am—a cat?"

SHORT STORY

"I shall die," he sobbed, unless you marry me."

"I'm sorry, kind sir," was her firm reply, "but it can never be."

So he went out west and after 72 years, three months, and 11 days, he became suddenly ill, and sure enough, he died.

A Scotchman was taking a friend over a new house he had built.

"But," exclaimed the visitor, "I notice that you've not pasted the paper on the walls, but nailed it. What is that for?"

"Oh, aye," responded the Scotchman. "You see, we may not be living here always."

Jerry: "Why has Leap Year the extra day?"
 Jack: "To give the old maids one more chance."

Never believe a man who brags he's boss in his own house; he'll lie about other things too!

"Do you wish the court to understand that you refuse to renew your dog license?" asked the judge.

"Yes, your honor, but—"
 "We want no 'buts.' You will be fined. You know the license has expired."
 "Yes, but—so has the dog."

"You've heard of Naples, the famous Italian port, haven't you?"
 "No. How much is it a bottle?"

Saint Peter scanned the latest applicant for admission to the pearly portals.

"What did you do on the earth?" he asked.
 "I was a truck driver," said the applicant.
 Saint Peter jumped several feet into the air. "Open the gates, boys!" he shouted.
 "Give this fellow the right of way."

A bird in the hand is not to be compared with a chicken in the arms!

But there really is a difference between being married and being in jail. Sometimes a man in jail gets time off for good behavior.

Schoolma'am: "Emulate George Washington."

Dusky Lad (from rear of room): "No'em I'se been heah de whole time."

He Has To

"The man who gives in when he is wrong," said the orator, "is a wise man, but the man who gives in when he is right is—"
 "Married," said a weak voice in the audience.

"You seem very quiet tonight, Roland. Are you—are you sure you love me?"

"Love you!" Roland exclaimed. "Why good heavens, Rhoda, when we were saying good-bye at the gate last night your dog bit a piece out of my leg and I never even noticed it till I got home."

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During the Month of November THE PACIFIC MUTUAL LIFE INSURANCE CO. paid the following P. E. Employees Disability Benefits Through the Wm. L. THOMAS AGENCY

PARTIAL LIST

| Name | Kind of Disability | Amt. Paid | Name | Kind of Disability | Amt. Paid | Name | Kind of Disability | Amt. Paid |
|------------------------|--------------------|-----------|----------------------|--------------------|-----------|---------------------|--------------------|-----------|
| Aleshire, C. F., | Sore throat | \$ 26.00 | Ehl, John W., | Boils | 22.00 | Lovelace, Wm. M., | Operation | 54.00 |
| Auforth, Frederick W., | La Grippe | 8.00 | Gardner, D. B., | Infection | 24.00 | Lovelace, Wm., | Pain | 10.00 |
| Averill, Horace Colby, | Stomach trouble | 14.00 | Gibson, Loran C., | Dizzy headache | 8.00 | Lynn, Harold S., | Pleurisy | 29.33 |
| Bower, Loyd B., | Bruises | 326.00 | Gillice, Francis E., | Burns | 160.00 | Markway, Wm. C., | Bruised foot | 40.00 |
| Broswell, S. J., | Cold | 26.66 | Hamilton, Berl L., | Sprain | 18.00 | Massingale, Wm. E., | Fracture | 120.00 |
| Carter, John L., | Cold | 8.00 | Holbrook, Bruce S., | Cold | 13.33 | May, Renard R., | Toothache | 12.00 |
| Carter, James H., | Sore throat | 10.00 | Honz, Robert E., | La Grippe | 20.00 | Miller, Cliff H., | Cold | 12.00 |
| Conly, James, | Neuritis | 16.00 | Hudson, Geo. T., | Ulcers | 14.00 | Mulry, Lawrence M., | Cold | 8.00 |
| Cook, Wm. B., | Indigestion | 8.00 | Hurley, Giles R., | Tonsils removed | 52.00 | Murphy, Irving E., | Cold | 8.00 |
| Cooke, Raymond E., | La Grippe | 12.00 | Jensen, Ove, | Influenza | 17.00 | Noel, Francis B., | Gastritis | 14.00 |
| Cronin, Michael E., | Cold | 16.00 | Keohane, Timothy J., | Wrenched shoulder | 34.00 | Ogden, Carl B., | Sore throat | 10.00 |
| De Haan, Geo., | Injured eye | 12.00 | Livingston, Jos. M., | Tuberculosis | 390.00 | Osborn, Robert A., | Sprain and bruise | 11.00 |

FOR A POLICY SEE OUR AGENT ABOUT THIS INSURANCE.

J. J. HULL — J. R. DOUGHER, Telephone TRinity 3528.

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|----------|------------------|----------------|------------|------------------------|--|
| | \$ 5.00 | \$ 665.00 | \$ 335.00 | \$ 1,000.00 | Just Imagine! These Amounts in a Short Period of 133 Mos. |
| 7% | \$ 7.50 | \$ 997.50 | \$ 502.50 | \$ 1,500.00 | |
| Interest | \$10.00 | \$1,330.00 | \$ 670.00 | \$ 2,000.00 | |
| Credited | \$12.50 | \$1,662.50 | \$ 837.50 | \$ 2,500.00 | |
| and | \$15.00 | \$1,995.00 | \$1,005.00 | \$ 3,000.00 | |
| Com- | \$17.50 | \$2,327.50 | \$1,172.50 | \$ 3,500.00 | |
| pounded | \$20.00 | \$2,660.00 | \$1,340.00 | \$ 4,000.00 | |
| for | \$22.50 | \$2,992.50 | \$1,507.50 | \$ 4,500.00 | |
| 133 Mos. | \$25.00 | \$3,325.00 | \$1,675.00 | \$ 5,000.00 | |
| | \$27.50 | \$3,657.50 | \$1,842.50 | \$ 5,500.00 | |
| | \$30.00 | \$3,990.00 | \$2,010.00 | \$ 6,000.00 | |
| | \$40.00 | \$5,320.00 | \$2,680.00 | \$ 8,000.00 | |
| | \$50.00 | \$6,650.00 | \$3,350.00 | \$10,000.00 | |

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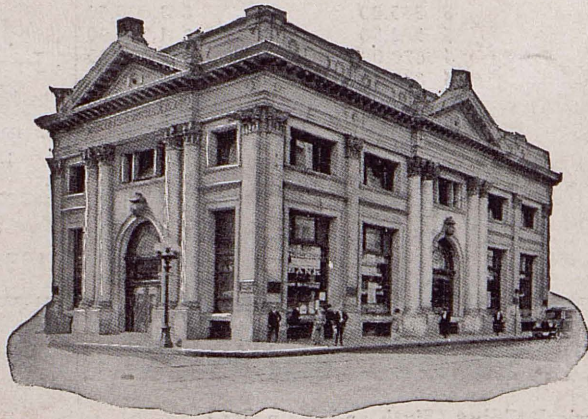
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