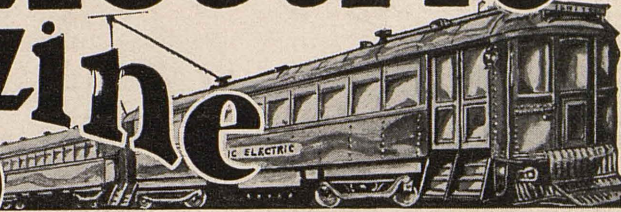


Pacific Electric Magazine



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No. 2



Where Sea Soothes Summer Throngs.

“I Like Railroaders”

An editorial from the Dexter, Iowa, Sentinel, reprinted in the
Ohio State Journal.

I'm certainly friendly toward the railroads. If I want to go somewhere they'll take me safely, swiftly, and in a style not inferior to that enjoyed by royalty. They'll insure my life and well-being, and the charge will be less than it would cost me to drive an automobile. They'll take me day and night, through all kinds of weather, and the direction matters not at all. They'll furnish me with bed and meals en route, and every courtesy and privilege will be accorded me.

I'm friendly toward the railroads because they are the most cordial and sympathetic co-operators in the community-building enterprise. They help us maintain our schools, they help us maintain our streets, they pay largely toward laying water and sewer mains, they keep their own property in the best possible physical condition, and they stand ready to meet every community fairly on the subject of community welfare. They maintain a goodly payroll in every community they serve and they pay their bills promptly and without haggling. I certainly like these railroad boys, and I think we'd all be better off if we endeavored to plan our business ventures on systems similar to theirs.

I like them because they are not a bunch of lily-handed never-sweats. They toil at their jobs. They'll transport anything from there to here and vice versa. They don't make a fuss if the freight is dirty and smelly. They don't holler if it is heavy and hard to handle. They don't complain if it is shipped either local or carload. They'll give me the same consideration for a 100-pound box as for a hundred tons. They are a democratic outfit of folks, those railroaders—they play no favorites.

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D. W. Pontius Elected President of Company

A. T. Mercier to Succeed as Vice President and General Manager;
 F. L. Annable Made President of San Diego & Arizona R. R.

INTRODUCING, fellow employees—

D. W. Pontius, President, Pacific Electric Railway Company.

A. T. Mercier, Vice-President and General Manager.

Bidding adieu—

F. L. Annable, President, San Diego & Arizona Railroad.

Bringing well-deserved recognition to two of our executives, the advancement of Mr. Pontius and Mr. Annable early this month caused a feeling of keen satisfaction among the entire employee personnel.

The selection of Mr. Mercier to succeed Mr. Pontius as Vice-President & General Manager will bring into our fold a most capable engineer and operator of long and broad experience. Speaking for the employee mass we bid you a hearty welcome, Mr. Mercier.

It is hardly necessary to qualify the "well-deserved recognition" statement in the foregoing paragraph. We are familiar with the work Mr. Pontius has done, the energy and tirelessness of his efforts to make of the Pacific Electric Railway the outstanding electric railway of the United States. We can and do, modestly, make the statement that under his leadership this railway is generally conceded to be one of the finest and most progressive properties in this country.

Began Humbly

Characteristic of most of the presidents of American railways, Mr. Pontius began railroad work in a humble

capacity, making his start as clerk in the Roadmaster's office of the Pennsylvania Railroad in Ohio at \$30.00 per month 38 years ago. Step by step he advanced in his chosen field, having served successively as Operator, Agent, District Freight and Passenger Agent, Traffic Manager with the Pennsylvania Railroad; Chicago, Great Western Railway; Northern Pacific; Union Pacific and Southern Pacific. During the World War he was sent to San Diego as General Manager of the San Diego and Arizona Railway, which was under construction at that time. When completed he returned to the Pacific Electric Railway as Vice-President and General Manager, which post he filled until the resignation of Mr. Shoup on July 3rd. With the election of Paul Shoup to the Presidency of the Southern Pacific, he filled until early this month the Presidency post of both the Southern Pacific and Pacific Electric.

Company One of Nation's Best

Returning to Los Angeles eight years ago, after the war, Mr. Pontius began an aggressive and intensive campaign to bring Pacific Electric properties to a standard not exceeded by any other electric railway in the country, and he has succeeded in bringing about improvements which have, in the opinion of railway men, made of the Pacific Electric today one of the most splendidly maintained and efficiently operated of any electric railway property in the United States.

Mr. Pontius is a member of the Cali-

fornia Club, Jonathan Club, Municipal League, Los Angeles City Club, Los Angeles Transportation Club, and two college fraternities, the Chi Alpha and the Signa Alpha Epsilon. He is President of the Los Angeles City Health Commission and Director of the United States National Bank.

One of Mr. Pontius's hobbies has been the promotion of social and group activities among Pacific Electric employees. Under his direction has been developed the Pacific Electric Employees' Camp in the San Bernardino Mountains, near Lake Arrowhead, which is known as the finest industrial mountain home in America and the most beautiful camp of its kind in the nearby mountains. The Pacific Electric Club for employees, now nearing completion, was also brought about through the efforts of Mr. Pontius.

As Vice-President & General Manager, Mr. Mercier's addition to our executive forces will bring a man of many creditable achievements, both as an engineer in construction work and in operation of railroad properties. His advancement to the high post given him comes as due reward for the long trail of noteworthy achievements.

Broadly Experienced

Mr. Mercier is a graduate of Rugby Academy, a preparatory school for entering Tulane University, in which institution he completed a course in Civil Engineering. He began his railroad career in 1904 with the Southern Pacific as traffic man; continuing until



In the center is D. W. Pontius; to the right, A. T. Mercier, and F. L. Annable, all of whom advanced far in their chosen profession upon the resignation of Paul Shoup as President on July 3.

1906 as Roadmaster and Assistant Gang Foreman at Los Angeles.

During 1906 and 1907 he was Assistant Engineer in charge of reconstruction work in the Colorado River District following which he was Engineer of steel construction of Southern California rail lines of the Southern Pacific. From 1908 until 1917 he was Assistant Division Engineer and later Division Engineer of several operating divisions of the Southern Pacific, following which, in February, 1917, he was appointed Assistant Superintendent of the Shasta Division.

In September, 1918, he was made Superintendent of the Portland Division, where he remained until his appointment as General Manager of the San Diego & Arizona Railroad. With the death of J. D. Spreckles about a year ago Mr. Mercier succeeded to the Presidency of the San Diego & Arizona Railroad, holding the office of President and General Manager from that time until appointment to Vice-President and General Manager of the Pacific Electric Railway on July 3rd.

Reward Well Deserved

Only the thought that he advances far, consoles us with the loss of Mr. Annable, who becomes President of the San Diego & Arizona Railroad. Kindly, lovable and extremely capable, Mr. Annable leaves a host of loyal friends who wish much happiness for him and unlimited success in his new field. Always for anything and everything that would contribute to the pleasure and happiness of employees, Mr. Annable either pioneered or worked strenuously for much that we now enjoy and profit by, outstanding among which are the Pacific Electric Club, our mountain camp, mortuary insurance, the magazine, and many others.

Mr. Annable began his railroad work in 1893 in San Bernardino with the Santa Fe Railroad (Coast Lines) with whom he remained until 1904, being employed later at both Los Angeles and Winslow, Arizona. From 1904 until 1910 he was Chief Clerk to the Superintendent of the L. A. & S. L. R. R. in Los Angeles. For two years he was General Superintendent of the Arizona & Swansea Railroad at Swansea, Arizona.

In 1911 he came with the Pacific Electric where began the career which lead to his high appointment a few days ago. Beginning as Asst Superintendent he later was advanced to Division Superintendent, serving on each division in that capacity. In 1913 he was made General Superintendent, which position he capably filled until his appointment on July 3rd to the Presidency of the San Diego & Arizona Railroad.

Promotion

Promotion comes to him who sticks
Unto his work and never kicks,
Who watches neither clock or sun
To tell him when his task is done;
Who toils not by a stated chart,
Defining to a dot his part
But gladly does a little more
Than he's remunerated for.

—Edgar A. Guest.

S. F. ENGINEER RECOMMENDS ABOLISHING PAVING TAX

Recommending that the railroad be relieved of the general paving costs and that a plan of operation be initiated which will show an estimated annual deficit of not less than \$2,346,867, the same to be met through taxation, City Engineer M. M. O'Shaughnessy of San Francisco recently completed an intensive nine months' study and submitted his report and recommendations on the amalgamation of the Market Street Railway, the California Street Cable Railway and the Municipal Railway system, to the board of supervisors.

Having set forth a plan for the purchase of the properties, Mr. O'Shaughnessy proceeds with certain operating recommendations which are of more than casual interest in that they indicate a reverse in a municipality's point of view simultaneously with its taking over the operation of privately owned street railway properties.

Some of the operating recommendations are briefly as follows:

That a general rerouting plan be placed in effect; that all parking of vehicles be prohibited between 7 and 10 a.m. and between 3 and 6 p.m. within a designated area; that all licenses to operate jitneys be withdrawn and their operation prohibited; that the practice of exchange of transfers between buses and street cars be discontinued; that the railroad system be relieved of all costs of paving except those incidental to making track repairs and any additional cost of street paving occasioned by the presence of car tracks; that "skip-stop" method of operation be

C. THORBURN ELECTED TO ELECTRIC CLUB OFFICE

Having previously served well and faithfully in other important posts, C. Thorburn, Purchasing Agent, was last month elected to the office of Secretary and Treasurer of the Los Angeles Electric Club. Mr. Thorburn will take over his new duties with commencement of the Club's regular Monday noon meetings after the summer vacation.

For several years past Mr. Thorburn has been an active member of the Electric Club, last year having served on the Executive Committee of the organization.

At the present time F. E. Geibel, Assistant Superintendent of Equipment, is a member of the Executive Committee of the Electric Club, he having been elected to office when Mr. Thorburn's term expired.

Scat!

"Mamma, what's sufficient?" asked a little railroad tot.

"Sufficient," explained the fond mother, "is a word that indicates enough or plenty. Now, for example, the cat is drinking buttermilk and she gets all she wants or needs, and we say she has 'sufficient'. Do you understand now what the word 'sufficient' means?"

"Yes, mamma, I know," replied the little girl, "it means a cat full of buttermilk."

placed in effect, and that U. S. Postoffice Department be required to pay the transportation of its employees on duty, now carried free.

No Confusion In Inauguration of New Fares; Advantages of Monthly Passes are Cited

PLEASEING to the management was the splendid manner in which Conductors and employees in general responded in putting into effect the new fare schedule on July 1. Particularly effective and efficient was the work of all Conductors in the application of the new tariffs and to their complete understanding of details may the smoothness of applying the new modified schedule be attributed. No major difficulties were brought to attention.

While figures indicative of the first few days' results are not available, all preliminary reports are of an optimistic tendency.

Based on the results attained from the use of monthly passes during the past year on a few lines, on all of which there has been a steady increase in the number sold each month, the extension of the same form of transportation to many additional cities is believed to be the means of attracting greater travel via the Big Red Cars. It is expected that the public will quickly avail themselves of the savings that can thus be effected.

When it is realized that each pass may be used for an unlimited number of rides during the calendar month for which purchased; that they are transferable, being honored for transportation of any member of the family or friend; and also that the holder is privileged to ride local cars any number of times within Zone 1 in Los Angeles, the saving to be effected by the traveling public through their use can readily be understood.

With the extended use of monthly passes also came greater travel possibilities in connection with the \$1 Sunday Passes. The Sabbath Passes are now known as Sunday and Holiday Passes, their use having been extended to holidays, in addition to Sundays. For the person desiring to see Southern California at a minimum of travel expense, Sunday and Holiday Passes are unexcelled.

New Modified Fares Are Placed In Effect

Monthly Pass to Various Cities Expected to Prove Travel Stimulus.

Other Fare Adjustments Are Slight

EXTENDING to many cities an innovation in the form of monthly card passes, the Company's new schedule of fares went into effect on July 1, it having been authorized by the California Railroad Commission a few weeks ago, and being in fact a continuation of experimental fares which were made effective in April of last year.

Of particular interest to commuting patrons of the Pacific Electric Railway is the provision for greatly extended use of the monthly card passes which previously have been tried out in only comparatively few cities. By reason of its appeal to the public, decision was made to extend its use to all heavy commuting points on the system.

Because of the unlimited number of rides for which the passes may be used, the fact that they are transferable to any member of the family, their use by regular patrons of the Pacific Electric Lines will result in a considerable saving, particularly so where several members of the family are enabled to use them.

In all cases unlimited riding is permitted between points for which monthly pass is originally purchased, as well as upon local Pacific Electric cars within the inner zone of Los Angeles, which covers practically the entire business and industrial sections of the city. The only limitation placed upon the use of the monthly pass is that they will be honored for transportation of bearer only.

In the cities of Pasadena and Glendale three forms of monthly passes are being sold, while in Long Beach and San Pedro two such card passes are available. The price of each of the various passes is based upon the use to be made of it; where the commuter does not require the use of local motor coach or rail lines in their respective cities recognition is made of that fact and passes covering such transportation are sold at a lesser figure than where local service within the inner and outer zones is desired.

The sliding scale of monthly pass

rates to Glendale is \$6, \$7.50 and \$8.50; to Pasadena, \$7.50, \$9 and \$10; and Long Beach and San Pedro, \$12 and \$13. Monthly Pass rates to a few of the other cities are: Alhambra, \$6; Burbank, \$8.50; Culver City and Beverly Hills, \$7.50; Hermosa, Redondo and Manhattan Beach, \$11.50; Van Nuys, \$11.50; Whittier, \$10.50; Compton, \$7.50; Bell, \$6, and Ocean Park, Santa Monica and Venice, \$9.50.

Where Passes Are Sold

Monthly passes are sold by Conductors and Agents the last and first five days of each month. They may also be secured, from Ticket Agents only, for that portion of the month between the 16th and last day on the basis of one-half the monthly rate, plus 50 cents, a provision not heretofore in effect.

per ride. The coupon book which was sold for \$2 has been discontinued due to the small number used. All local zone limits remain unchanged, they being the same that have been in effect during the past year.

The Railroad Commission also ordered the cancellation of the 25 cent round-trip fare that was in effect between any four contiguous zones and the establishing in its place of a 25 cent round-trip fare between zones 1 and 4 only. A straight 15 cent one-way fare is now in effect between any four contiguous zones.

While in some cases one-way and round-trip fares are slightly increased, the new rates which are computed to the nearest multiple of five cents, are below those in effect prior to the experimental fare period which began on

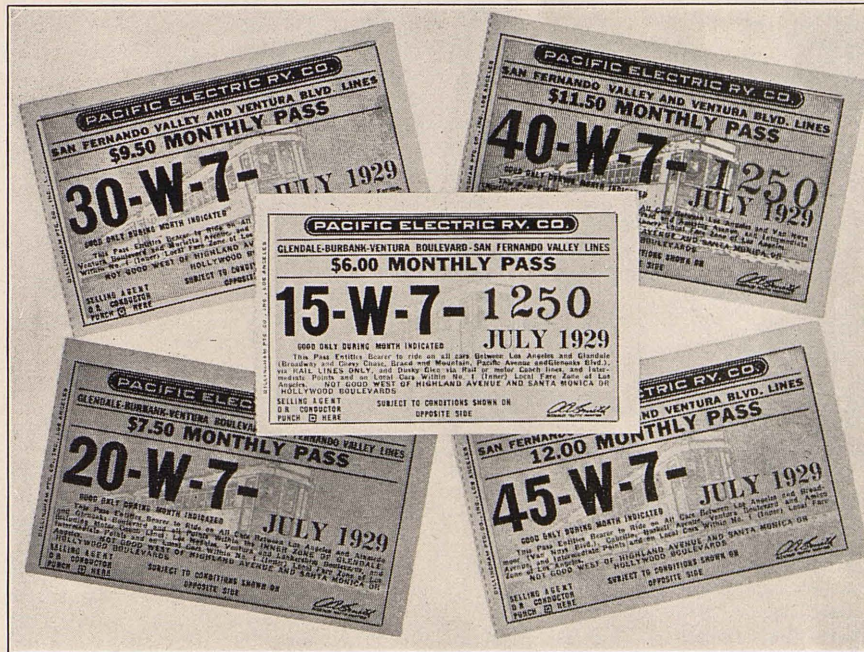
April 27 of last year. When the experimental fares were introduced it was to determine the theory that decreased rates would stimulate travel to the extent that it would produce a greater net revenue. This theory in actual practice produced slightly increased travel, but actually resulted in a large loss of revenue.

In its decision the Railroad Commission pointed out that for the 12 months ending April 30, 1929, when the experimental fares were effective, the Pacific Electric Railway passenger traffic increased 0.7 per cent but that revenues fell off 9.6 per cent during the same period.

ADDITIONAL NIGHT SERVICE ON MOTOR COACH LINE

Serving patrons desiring later service than was previously available, an additional night trip was added to the regular schedule of the Huntington Park-Long Beach Motor Coach Line on July 1 and will continue in effect until October 1.

Under the new arrangement the last coach will leave both cities one hour later than the final trip under the old schedule. The last motor coach now leaves Long Beach at 11:30 P. M. and returning leaves Huntington Park at 12:30 A. M.

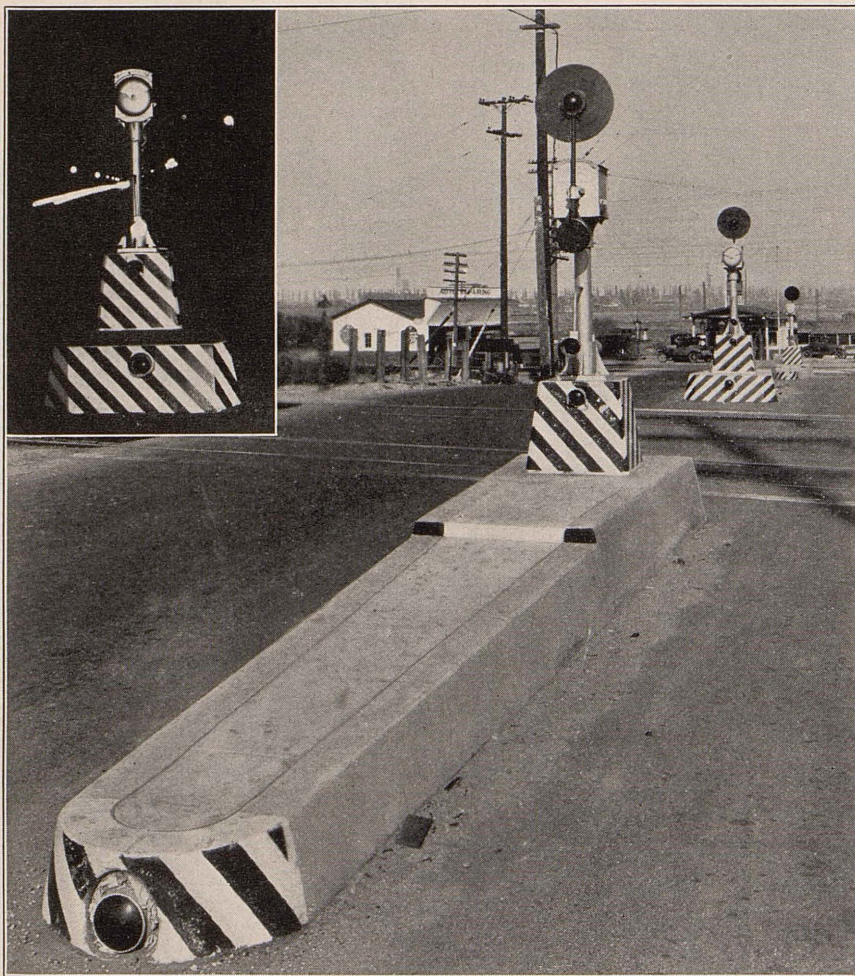


A substantial reduction in travel expense is available to regular commuters through the use of Monthly Passes. The large, legible figures assist Conductors in the collection of fares.

In addition to the new monthly pass, the benefits derived through the use of the \$1 Sunday Pass, which has been in effect during the past year, are greatly increased in that they are now being sold on holidays, as well as Sundays, thus greatly increasing the days on which this travel bargain is offered. Sunday and holiday passes may also be purchased from Conductors and Agents.

The only important change in local fares in Los Angeles is a slight increase in the price of the first and second zone coupon ticket book which formerly sold at the rate of 20 rides for \$1. Under the new schedule the rate is 16 rides for \$1, or 6¼ cents

Conceived and Developed Wig-Wags



The last word in modern crossing protection, the installation shown being located at Watson on the San Pedro via Dominguez Line.

By S. R. FLORENCE, Signal Engineer

“PACIFIC Electric Railway's first highway crossing signal was placed in service today.”

This statement is one that might have appeared, and, in substance at least, probably did, in newspapers of Southern California on October 15, 1907, that being the date this Company took the first step publicly toward the developing of a device to efficiently augment the, even then, familiar cross-arm railroad sign.

From this first endeavor in the field of railroad crossing protection has followed a steady development of new devices to meet the ever increasing and perplexing problems. In marked contrast with the initial installation, are the automatic flagmen placed in service a short time ago on the San Pedro via Dominguez Line at Watson crossing. The layout of the Watson crossing protection was made to meet a condition where extremely heavy traffic was encountered and where trains operated at great frequency. It is an innovation

insofar as the layout is concerned and is proving very satisfactory in actual operation.

The fact that this Company was the first to use wig-wag crossing protection, and because the idea of such protection originated in the mind of a Pacific Electric employee and has been developed largely by this Company, makes its evolution from the first inefficient gong to the highly efficient present day automatic flagmen of interest to us all.

The first signal, a type of automatic bell, was installed at El Nogal, now known as Michelinda, on the Monrovia Line. The mechanism consisted of a vibrating gong controlled by a walking beam on which two silver wires were suspended, each dipping into glass cup containing mercury. The walking beam was actuated by a pendulum which started to swing by contact of car wheels with an insulated section of rail, momentarily closing an electric circuit to coils of walking beam, caus-

ing pendulum to swing and silver wires to make contact with the mercury, every contact meaning a stroke of the gong.

Advent of Automobile

Though crude in the extreme and consequently causing considerable trouble for those responsible for its operation, the gong signal at crossings was gradually developed to the extent that it worked with reasonably good results. Even though the augmenting of the cross arms with a gong was a big improvement over the cross arm alone, with the advent in 1909 of the “gas buggies,” the ancestors of our present day motor vehicles, it became apparent that something more efficient than the old type of crossing signal was needed to protect the occupants of the faster moving vehicles. Before the first generation of automobiles were more than in their infancy it became apparent that something more than sound was needed. Just what would it be?

Having appeared on the scene as if by divine providence, an inventive genius by the name of Albert C. Hunt (now deceased) entered the employ of the Pacific Electric Railway early in the year 1909. Mr. Hunt conceived the idea of a swinging banner and a sounding gong, and placed his plan before J. McMillan, our General Manager at that time, and A. E. Roome, then Superintendent of Telephone, Telegraph and Signals. These executives immediately saw the value of the idea and arrangements were made for Mr. Hunt to develop it.

First Flagman

After some intensive study and no small amount of work, the first automatic flagman was tested out at Albia crossing on the Long Beach Line. Crude though it was, this first automatic flagman was the beginning of a development in crossing signal protection destined for the following years, it having been the first automatic flagman in the world to be placed in service.

This flagman consisted of a banner actuated by a crank arrangement driven by a small motor with a separate electric gong ringing device. The banner, or moving part, was equipped with small flange wheels and a curve track provided to guide it when in motion.

Experimentation continued in search of a more satisfactory mechanism and shortly after the Albia flagman was tested, the type of automatic flagman known as the motor driven made its appearance. The first unit of this type of equipment was installed at 8th and Tennessee Streets, now known as 8th and Hooper, Los Angeles, in August, 1910. Proving considerably more satisfactory and working with a fair degree of success, decision was reached that this type should be installed at the crossings of the system where heaviest travel was encountered.

The Company undertook the construction of these motor driven automatic flagmen in its own signal shops and between August, 1909, and No-

vember, 1914, 117 had been built and installed.

Although being a big improvement over any type of a crossing signal that had preceded it, the motor driven crossing flagman was not all that was desired due to the expense of maintaining them, this being the result of a large number of moving parts and its delicate motor requiring constant inspection and repairs.

Magnetic Flagman

As a result of close observation of the motor driven flagmen and further experimentation toward the elimination of difficulties encountered, the first magnetic type of flagman made its appearance the latter part of the year 1914.

The magnetic type of flagman had no motor, but in its place two sets of coils, each set being energized in turn by an ingeniously designed pole changer, causing the banner to swing and the gong to ring. Immediately the advantage of the magnetic flagman was seen, there being a lesser number of moving parts and consequently it reduced operating cost, and it soon began to replace the motor driven type. As fast as the magnetic flagmen were available they replaced the motor driven type and in a period of three years saved their cost in maintenance alone.

Since August, 1909, the Pacific Electric Railway has installed 600 automatic flagmen, which are now all of the magnetic type, at an average cost of \$500.00 each, or a total investment of \$360,000.00 for highway signal protection. This does not include the cost of developing the apparatus, which would no doubt reach an additional \$25,000.00.

The maintenance costs of the magnetic type of flagman averages approximately \$7.50 per month for each unit, or a total monthly expense of \$4500.00. Regular inspections are made of all flagmen so as to insure their performance being as near perfect as is mechanically possible. The wisdom of such a practice is shown by the fact that there was only one failure to every 70,000 train movements during the last twelve months.

As to the number of accidents that have been avoided because of the warning given of approaching trains by automatic flagmen, or perhaps better known as wig-wags, is incapable of calculation, however, the wisdom of their use is shown by the fact that the Interstate Commerce Commission and the California Railroad Commission have been for several years past and are now directing that they be placed at railroad crossings at grade where heaviest traffic is encountered.

The wig-wag is truly a sentinel of safety.

"What does your wife say when you come home late?"

"Oh, she becomes historical!"

"You mean hysterical?"

"No—historical. She digs up all my past."

Complete Electric System Is Installed at Camp

WITH the installation of the Camp's new electric lighting system completed, our vacation resort in the San Bernardino Mountains is shortly to be transformed into a "great white way". Within the next few days the power will be turned on, all that remains to be done is the extension of the transmission line a short distance to the Camp site.

Being one of the most important improvements in facilities at the Camp in recent years, Electrical Department forces have rushed the installation in order that it will be of the greatest possible service during the present season. Somewhat of a record was established in the speed with which the work was done, being ordinarily a two-months' job, the work was started on June 12 and completed in just a few days over three weeks.

As to the extensiveness of our Camp's new lighting system, some idea may be gained from the fact that over five miles of wire—29,000 feet—and in excess of two miles of iron conduit of various sizes—10,800 feet—was used in the installation. There are 219 light sockets with globes of different sizes, depending upon use and location. Each of the 40 cabins is equipped with a convenience outlet, in which to plug electrical appliances such as irons, heaters, milady's curling irons, etc.

The equipment and fixtures are of the newest and most convenient type and all wires are laid in underground conduits, thus eliminating fire hazard. Every building of the resort, as well as the grounds, is adequately lighted. Radio and piano outlets, card table, dining room, kitchen and office fixtures, are all provided for.

Involving a capital expenditure of \$7500, the new electric lighting system brings this year's investment in our San Bernardino resort to \$14,500 and the total investment in the Camp to date to \$119,500.

Stimulated by this latest improvement, reservations have been coming in at the Club Headquarters with record-breaking indications. Inquiries and reservations so far this season have exceeded those of a similar period of any previous year and indications are that last summer's record attendance of 1631 will be surpassed before the season closes on September 15.

The 10-Cent List Grows

There are now 252 cities in the United States having a 10-cent cash fare, the latest city added to the list being Sioux City, Iowa.

The average cash fare is 8.3266 cents. Nearly all cities having a 10-cent cash fare sell 3 tokens for a quarter or 6 for 50 cents.

The last month showed some improvement in riding, due to the greater degree of industrial employment throughout the nation.

COMPANY SONG-BIRD HEARD ON DAILY RADIO PROGRAM

With music as his hobby and a vacation at hand, Grey Oliver, Secretary to the Vice-President and General Manager, co-ordinated both into a radio program, he having been heard each morning from 9 to 9:30 over KHJ as a member of the Breakfast Nook Philosophy entertainers while on his annual leave of absence.

Interspersed with the speaking parts of the program, of which he made the opening and closing announcements, was heard the melodious baritone voice of friend Grey. Singing both as a soloist and in groups, he won the admiration of thousands of radio fans.

Mr. Oliver has long been interested in music and for the last five years has studied voice culture. Although never having taken German in school, he has studied it at home and sings many German songs, being able to present an entire program in that language. At the present time he is delving into the mysteries of French in furtherance of his musical ambitions.

Concentrating on the popular ballads, he has a stock-in-trade of some 100 songs of various types so as to provide him with music for all occasions. His pleasing baritone voice is rapidly gaining popularity and numerous requests are being made of him to sing at public gatherings throughout the Southland.

Having entered the service of the Company in 1917, Grey was first employed in the Passenger Department, advancing later to his present position.

HOLLYWOOD BOWL OPENS FOR EIGHTH SEASON

Hollywood Bowl, the home of the "symphonies under the stars," opened its eighth season on July 9. Southern California's unique amphitheatre, as indicated from the opening performance, and the list of artists scheduled to appear during the course of the season, is to be the scene of many inspiring spectacles this year.

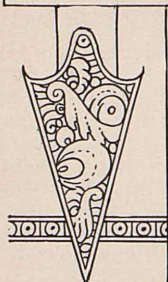
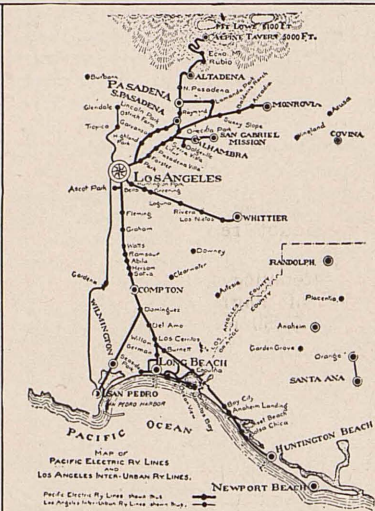
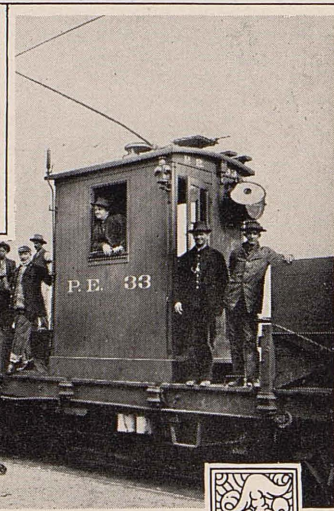
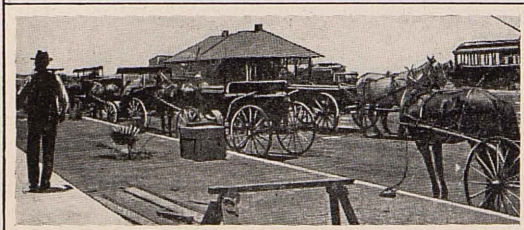
Heading the list of conductors who will appear at the Bowl is Bruno Walter, the eminent German musician. He is coming to America in midseason and will be heard every Tuesday, Thursday, Friday and Saturday night from August 20 to August 31.

Among the other characters of note on the Bowl program are Gossens, English Conductor; Molinari, baton wielder of note; Mary Fabian, the young American operatic artist; Elsa Alsen, concert and operatic star; Barre Hill, young baritone of the Chicago Opera, together with Ney, Fokine Lewis, DeSeguro and Martino.

Providing frequent service direct to the Bowl, the Pacific Electric will operate special cars from the Subway Station during the entire concert season.

Toastmaster (to next speaker): "Shall I call on you now, Bill, or shall I let them enjoy themselves a while?"

HUNTINGTON BEACH CELEBRATES '25 YEARS AGO'



P EACEFUL little village of Huntington Beach on July 4th, 1904, was in a turmoil of excitement.

The day had arrived; said "day" meaning the completion of this railway's link that made direct connection with Los Angeles, which then, as now, was the metropolis of the great southwest. Country folk from distances as far as 20 miles, then considered as a huge day's travel, arrived via horse-drawn surreys and buckboards to participate in a program of festivities that was to mark the beginning of a new era.

Indeed the day was a long to be remembered one to the 800 persons who then comprised the population of this now thriving south beach city. They visualized the transformation of barley fields, the building of a real city now that Huntington Beach had been so signally recognized as to be on the

❖ **Many are the changes that have transpired in Huntington Beach in the last quarter century. Here are a few pictures taken many years ago. The work-train shown in center was used in constructing Huntington Beach extension. Map shows Pacific Electric System after completion of the line.**

❖ main line of the southern terminus of the Pacific Electric Railway, which also was still in its swaddling clothes.

First Train

Excitement was at fever heat when the faithful Chester Walley, now Station Master at the Sixth and Main Street Station, pulled to a stop the first train-load of officials and of passengers ever to travel over the newly completed link.

Guns roared, speakers spoke and a mammoth barbecue was held on the east side of the shaky old wooden pier.

All joined in a memorable three-day celebration.

Commemorating 25 years since the building of this link, the citizens of Huntington Beach on July 4th again celebrated, but amid entirely different surroundings and atmosphere. In this span of years, true to the predictions of 1904, a thriving city composed of some 6000 population has been built along progressive lines. Unforeseen towering oil derricks that have yielded millions of dollars worth of liquid gold are seen in all directions. Splendidly paved streets, fine business structures, mammoth concrete pier, excellent churches, schools and city park all stand in marked contrast to the village of 25 years ago. With Huntington Beach now on the threshold of a great boom and in the direction of the natural growth tendency, one wonders what the next 25 years will bring forth.

Infrequent and circuitous operation to Huntington Beach was permitted before the building of this link by way of Long Beach over what was known at that time as the Alamitos Extension. The construction of the line from North Long Beach, (then known as Willows) to Huntington Beach, a distance of 14.94 miles, was done in two sections—one extending from Alamitos Heights to Huntington Beach, a distance of 10.6 miles. The other extended from Willows, (now North Long Beach) to Alamitos Heights. The former construction was commenced in February, 1904, while the shorter link was not completed until October, 1904, due to heavy construction features encountered.

The entire line was not completed until October 16, 1904. It was constructed of 60-pound rail, double tracked the entire distance and on private right-of-way, except at street crossings. George E. Pillsbury, then Chief Engineer of the Pacific Electric Railway, was in charge of the construction.

In marked contrast to the service rendered by the Pacific Electric today, service at several hour intervals for many years after the line was built sufficed to well meet the travel requirements of the district. Also it was possible to make the run from Los Angeles, a distance of 32.46 miles, in approximately 50 minutes, due, of course, to the small number of stops, few road crossings and practically no speed restrictions. When it is considered that this run is now made in one hour and six minutes, despite the tremendous automobile traffic, many additional stops, treble street crossings over right-of-way at greatly reduced speeds, the lengthening of schedules by only 16 minutes stands as a tribute to efficient operation.

Through the growth that Huntington Beach has experienced during the past few years this railway enjoys a considerable volume of passenger traffic, which bids fair to increase in the next few years. It also handles approximately 400 carloads of mixed freight per year, and the Southern Pacific, which also serves the city, derives a considerable carload volume.

EMPLOYEES IN HOSPITAL

There were 10 employees receiving medical attention at the California Lutheran Hospital, under the supervision of the Chief Surgeon, Dr. W. L. Weber, when the Magazine went to press. The report of the Medical Department shows the following as being so confined:

Charles Ives, Motorman; E. C. Schenk, Signal Maintainer; Miss May Smith, Head Waitress, Mt. Lowe; Wm. McGruder, Gateman; Jose Bernabe, Laborer; Leo Strong, Lineman; Dolores Dominguez, Laborer; George Glasser, Foreman, Store Department; T. Oropesa, Laborer, and N. Chavez, Laborer.

Everything possible is being done by those in charge to hasten a speedy recovery of our unfortunate co-workers.

Travel Tips of Employees Secure Many Passengers

SOLICITATION efforts on the part of employees during the month of June were again productive of considerable business for our parent Company. Tip cards in large numbers were received, all of which were carefully followed up by trained solicitors.

A compilation reveals that from employees' tips 30 round-trip and 10 one-way tickets to distant cities in the United States and Canada were sold as a direct result. In addition to those successfully solicited last month, many other tips that were sent in will at a future date be productive of still more business.

Through the efforts of H. E. Fosskett, Agent, Compton, 54 Rotarians and Kiwanians of that city held an excursion to Mt. Lowe on June 11. Special trains were run for the accommodation of the party and one of those famous Mt. Lowe dinners was served, after which dancing was the diversion of the evening.

Following is a list of employees whose tips were successfully solicited last month:

W. O. Toenjes, Conductor, Los Angeles, 1 one-way, St. Paul.

H. F. Miller, Engineering Department, 1 round-trip, Cleveland.

E. C. Erickson, Conductor, San Bernardino, 2 one-ways, Abilene, Texas.

James Gould, Accounting Department, 1½ one-ways, Greenville, Tenn., and 1 round-trip, Dallas, Texas.

A. F. Simpson, Conductor, Pasadena, 2 round-trips, Kansas City.

R. B. Snedaker, Conductor, Northern Division, 1 round-trip, St. Louis.

Wm. Hayden, Conductor, San Bernardino Line, 1 round-trip, Chicago.

George W. Weaver, Torrance Shops, 1 round-trip, Houston.

Carl McGill, Station Operator, Pasadena, 2 round-trips, Kansas City.

Monte Brooker, Passenger Department, 2 round-trips, Chicago.

Richard Brucker, General Passenger Office, Los Angeles, 2 round-trips, Des Moines.

Andrew J. Hampton, Conductor, Los Angeles, 1 one-way, Washington, D. C.

A. D. Downe, Clerk, Inglewood, 3 round-trips, Kansas City.

F. L. Annable, General Superintendent, 1 round-trip, Chicago.

Lysle Brown, Clerk, Van Nuys, 1½ round-trips, New York.

D. J. Wing, Conductor, Pasadena, 2 round-trips, Chicago.

B. B. Ayres, Conductor, Northern Division, 1 one-way, Chicago.

D. F. Gleason, Passenger Department, 1 round-trip, Chicago.

Bob Dorman, Dispatcher, Pasadena, 2 round-trips, Nashville, Tenn.

Floyd Knecht, Conductor, Western Division, 2 round-trips, Winnipeg.

G. W. Orr, Assistant Agent, L. A.

PUBLIC UTILITY "OVERHEAD" MEN STAGE BIG PICNIC

"Overhead" representatives of the various public utilities serving Los Angeles, numbering approximately 30, held forth in a most enjoyable picnic on Sunday, June 30, at the famous prune ranch in Bouquet Canyon, over which W. H. Brown of the Electrical Department presides.

Having been suggested by J. E. MacDonald, Secretary of the Joint Pole Committee, the idea of such a gathering met with instant favor and the Brown Ranch was suggested as the place for the big set-to.

"Mr. and Mrs. Brown left nothing undone to make everybody present feel at home," reports R. M. Cobb, who was one of this Company's representatives at the picnic, "and two 'hot' baseball games, also horseshoes bridge, etc., were indulged in."

With representatives of the Joint Pole Committee, L. A. Gas & Electric Corp., Southern California Edison Co., Bureau of Power & Light, L. A. Railway and this Company in attendance, the good fellowship growing out of such an event is a valuable adjunct to the good relationship now existing between the various utilities.

VERNON AMERICAN LEGION IN MEMBERSHIP DRIVE

Vernon Post 338 of the American Legion extends an invitation to all eligible Pacific Electric employees to join with that organization for the furtherance of the well-known principles for which it has stood, is the message conveyed by P. H. Lyon, Traveling Freight Agent of this Company and one of the enthusiastic Vernon Legionnaires.

The Vernon Post is comparatively young, having been organized only last November, but in accomplishments, in spite of its short existence, ranks among the best of California.

To Pacific Electric employees, Vernon Post 338 offers a comradeship among a group of men who are intimately concerned with Legionnaire activities, informs "Pat" Lyon. The organization also serves as a clearing house for matters which concern the various industries and the best means of securing the co-operation between them that will promote trade and commerce.

All employees interested can secure further information concerning the Vernon Post and its activities, as well as its place in the industrial community, from P. H. (Pat) Lyon, Room 624 Pacific Electric Building.

Freight Terminal, 4 one-ways, Galt, Ont.

William McAllister, Motorman, West. Div., 1 round-trip, New York.

O. L. Matthew, Collector, Hill Street, 1 round-trip, Rock Island, Ill.

D. Cheever, Accounting Dept., 2 round-trips, St. Johnsbury, Vermont.

"Math" Reference Booklet To Aid School Class

THE OLD saying that "necessity is the mother of invention" can very fittingly be applied to the course of action taken during the last few months by L. H. Appel, Assistant Superintendent of Power, who, having been drafted into the service of the Los Angeles Public School System for the purpose of conducting a class in engineering and economic mathematics in connection with the Pacific Electric School, proceeded to prepare his own text book.

With the class composed of Engineering, Mechanical and Electrical Department employees who desired specific instruction on problems they were daily called upon to solve, the curriculum was so arranged.

Laying a foundation for problems that would follow, the first part of the class was devoted to a review of the fundamentals of algebra, trigonometry and logarithms, particular emphasis having been placed on the latter because of its importance in engineering calculations; then followed a study of problems in surveying with railroad curves, areas, elevations, bearings, latitudes, departures and other related subjects being considered.

Each lesson was prepared in advance by Mr. Appel on uniform blue-printed or multigraphed sheets so they could be made into a loose-leaf book. The completed series of lessons has been compiled into a book of 50 pages and provides a vast fund of information that was not previously available in this particular form in any single publication.

The purpose of the syllabus, as stated in its foreward, is to provide a summary of important mathematical formulae and tables together with suitable typical illustrative problems with solutions which will furnish a future ready reference.

At the National Education Association Convention, held this year at Atlanta, Georgia, Mr. Appel's "Syllabus of Engineering and Economic Mathematics" was displayed by Educational Director E. W. Hill and it received considerable well deserved attention from those in attendance.

C. H. BELT NOW LIEUT. COL.

Recent transfers in the 160th U. S. Infantry, Los Angeles' own, has resulted in C. H. Belt, Assistant Superintendent of the Northern Division, being advanced from the rank of Major to Lieutenant Colonel.

In making the changes on June 12, Brig. General Walter P. Story transferred Lieut. Col. Belt from duty as plans and training officer and placed him in the executive officership of the 160th.

Lieut. Col. Belt has been with the army reserves for several years, having risen step by step to the ranking position he now holds. His many co-workers extend congratulations to him upon occasion of this worthy recognition.

New Protection Embodied In Accident Insurance

OFFERING one of the most complete and far-reaching accident and sickness policies ever placed on the market, negotiations were completed last month with the Pacific Mutual Life Insurance Company for the incorporation of several additional protection provisions into policies written for Pacific Electric employees. All benefits of the special policy have been specially designed to meet the needs of railroad men.

For many years past the Pacific Electric employees have had the benefit of a very liberal accident and sickness insurance policy from the same company, a policy that has attracted hundreds of employees and through its provisions has given considerable assistance when such was most needed.

A few weeks ago the Pacific Mutual recently saw fit to offer a more liberal protection and upon submission of details to the Club Executive Committee a special committee, consisting of N. B. Vickrey, Club Manager, Chairman; L. H. Covell, Transportation Dept.; B. F. Manley, Engineering Dept.; L. D. Bailey, Electrical Dept.; E. A. Stevens, Mechanical Dept., and John Jackson, Stores Dept., was appointed to consider the provisions of the new offer.

After a thorough investigation, the special committee rendered a report to

the effect that the policy, as outlined by the Insurance Company, was a most liberal accident and sickness insurance, and one which was well suited to the needs of Pacific Electric employees.

One of the outstanding provisions of the new insurance is that in case of total disability from accidental bodily injury, the full monthly indemnity is payable for a year in the event the policyholder is prevented by the bodily injury from performing the duties of his occupation. After a year if the disability is of such a nature that he is unable to engage in any occupation which brings him in a livelihood, benefits will be paid as long as such disability lasts.

Under this clause the policyholder who receives a severe injury of such a nature that he cannot continue to follow his regular occupation is given a whole year in which to adjust himself to some other occupation, and if the injury should be so severe that even after a year he is unable to perform the duties of any occupation, he will continue to receive indemnity.

Another new and liberal benefit that has been inserted in the policy covers partial loss of time from bodily injury. If, during a period of recuperation from a severe bodily injury, it is necessary for the policyholder to go back on part time for a few months until he is wholly recovered, the policy provides for the payment of one-half of the monthly indemnity up to a six-months period of such partial disability.

The ordinary accident and sickness policy pays a reduced amount ranging from 25 per cent to 50 per cent of the principal sum of the policy in the event of the accidental loss of one hand or one foot. Under the provisions of the special policy being offered railroad employees, the full principal sum is paid for such loss. It also pays the full principal sum for the accidental loss of life, or of both hands, both feet, one hand and one foot or the sight of both eyes, and one-third of the principal sum for the accidental loss of sight of one eye.

Under the sickness indemnity feature, full monthly indemnity is payable for a period of one year if the policyholder is totally disabled by sickness and confined inside of the house. If the total disability does not confine him in the house, or if he is able to be outside after having been confined for a period, he will receive full monthly indemnity for a period of one month.

Two other benefits under the new policy provide for one-half of the monthly indemnity for two additional months of non-house-confining sickness disability, and for a cash payment of \$100 to help defray expenses in the event a sickness for which indemnity is payable under the policy, results fatally.

With the mortuary, group and the new accident and sickness policy, employees have at their disposal forms of insurance that give very broad protection against the uncertainties of life at a cost that is very low, considering the full measure of protection offered.

"Hey, Skinny, Big P. E. Picnic August 17th"

WITH the date of this year's picnic set for Saturday, August 17, and committees appointed and working out plans for the introduction of several new features, assurance is given that our annual outing this year will be one of the best in many a moon.

Following the custom established last year, there will in reality be two picnics, one at Redondo Beach and a special outing for Mexican employees at Rose Hill Park. A committee has been appointed to handle the Rose Hill celebration and a full program of games, amusements, sports, dancing, refreshments and gifts for the kiddies are to be provided.

A golf tournament to be held at the Palos Verdes Country Club will this year be added to the Picnic Day program, which, with the annual baseball game between the Transportation Department and the Torrance Shops, together with many other events, promises a full day of varied entertainment.

Next month's Magazine will carry full details of our August 17 gathering.

"Hurry, If You'd Go to Camp!"

Reservations Far Exceed Those Made in Any Previous Month of Our Mountain Resort

GROWING! Growing! Growing! Reference is made to the list of Camp reservations for the coming four weeks, which, as compiled by Club Manager N. B. Vickrey, shows that 73 employees have made reservations for the accommodation of 239 persons to visit our summer resort during the next thirty days.

Exceeding last month's reservations figure for total number of persons by 101, assurance is given that our popular Camp will be well filled throughout its mid-season run. Just a tip to the wise, if you haven't made that reservation for your visit to the Camp this year, it may be too late a month hence.

Following is a list of employees who will visit the Camp during the period July 10 to August 10, compiled as of July 1:

L. B. Deaton, Eng. Dept., wife, 2 sons, July 9-22.
 Florence T. Gretz, R. E. T. and R. Dept., mother, guest, July 7-13.
 E. J. Smith, Brakeman, So. Div., wife, 3 children, 4 guests, Aug 3-9.
 Geo. S. Beer, West. Div., wife, son, July 28-Aug. 3.
 C. H. Michael, West. Div., wife, July 28-Aug. 3.
 A. J. Speak, West. Div., wife, son, July 10-16.
 Mrs. R. Whitefield, Mech. Dept., son, July 10-23.
 J. W. Buchanan, Eng. Dept., wife, 2 children, July 14-27.
 L. Cross, Mech. Dept., wife, baby, July 14-20.
 C. L. Cross, Mech. Dept., wife, daughter, July 14-20.
 L. S. Dunham, So. Div., wife, 2 sons, July 3-9.
 C. O. Thorngren, Motorman, No. Div., wife, 2 children, July 21-27.
 G. W. Seaman, Mech. Dept., wife, daughter, July 3-9.
 W. H. Snyder, Mech. Dept., wife, July 3-9.
 T. C. Langdon, Mech. Dept., mother, 2 girls, July 24-30.
 Mrs. Belva Dale, Accounting Dept., 2 guests, July 18-20.
 J. L. Smith, Accounting Dept., daughter, July 18-20.
 L. Saal, Mech. Dept., wife, 2 children, July 13-19.
 C. P. Dixon, Conductor, So. Div., wife, 2 children, 2 guests, July 23-24.
 G. Townsend, Mech. Dept., wife, 2 children, July 31-Aug. 6.
 Mrs. J. V. Scofield, Pass. Traffic Dept., mother, July 10-16.
 G. W. Furnace, Switchman, So. Div., wife, 4 children, July 21-26.
 Harry H. Dietch, City Ticket Office, wife, 2 children, July 31 to Aug. 6.
 W. C. Swartwout, Conductor, No. Div., wife, baby, Aug. 4-10.
 Wm. F. Calderwood, P.E. Bldg. Dept., July 10-23.

H. A. Green, Mech. Dept., wife, son, 2 guests, July 3-9.
 J. T. Diebolt, So. Div., June 30 to July 13.
 S. H. Cox, So. Div., July 7-13.
 Family of Anton Pejsa, Mech. Dept., July 17-23.
 J. G. Clark, Motorman, West Div., wife, son, 3 guests, July 10-16.
 G. F. Wheeler, Mech. Dept., wife, 2 children, July 14-20.
 I. Warden, Mech. Dept., wife, 2 girls, July 14-20.
 Louis Lipschultz, L. A. Freight, 5 guests, July 21-27.
 Family of F. L. Lindner, West. Div., 1 guest, July 7-20.
 O. T. Peak, Conductor, West Div., wife, daughter, mother, July 10-16.
 W. E. Wicks, Conductor, So. Div., wife, 2 sons, July 7-13.
 T. B. Newell, Mech. Dept., wife, daughter, July 16-22.
 E. G. Rieber, Store Dept., wife, baby, July 5-11.
 F. B. Spencer, L. A. Freight, wife, 3 children, July 14-20.
 Meredith Kealey, R.E.T. and R. Dept., July 28-Aug. 6.
 L. W. Lawrence, Elec. Dept., wife and son, July 15-21.
 J. Prestegaad, Mech. Dept., wife, son, Aug. 4-17.
 A. E. La Chance, wife, son, 4 guests, July 28-Aug. 3.
 Wm. L. Fox, Elec. Dept., wife, son, July 15-21.
 Wm. L. Brown, Acct. Dept., wife, son, mother, July 14-20.
 Family of J. M. Gustafson, Motorman So. Div., July 24-Aug. 6.
 Son of L. W. Gosnell, So. Div., July 28-Aug. 3.
 D. A. Bonar, Elec. Dept., wife, 2 children, July 3-10.
 L. E. Titus, Motorman West. Div., daughter, July 14-20.
 M. W. Dawson, West. Div., wife, July 14-20.
 L. C. Brooks, West. Div., July 14-20.
 C. E. Chaplin, Mech. Dept., wife, son, daughter, July 7-13.

Geo. A. Carroll, Mech. Dept., wife, daughter, July 21-27.

Jack Playmale, Elec. Dept., 3 guests, July 14-16.

Wife of W. J. Hodge, Motorman, No. Div., 4 sons, July 7-13.

Nat Reed, R.E.T.&R Dept., July 28-Aug. 6.

Harry Foltz, R.E.T.&R. Dept., July 28-Aug. 6.

Haydon Smith, R.E.T.&R. Dept., July 28-Aug. 6.

James Larinan, R.E.T.&R. Dept., July 28-Aug. 6.

I. I. Christie, West Div., 2 sons, July 31-Aug. 6.

J. Vanderzee, Store Dept., wife, 5 children, July 21-27.

F. T. Taylor, Mech. Dept., wife, son, July 21-Aug. 3.

C. K. Bowen, Eng. Dept., wife, daughter, July 21-27.

Geo. H. Miller, Mech. Dept., wife, July 7-13.

C. H. Lay, Eng. Dept., wife, child, July 14-20.

A. H. Hildebrandt, Eng. Dept., wife, July 21-27.

A. K. Hardman, L. A. Frt., wife, July 14-20.

W. B. Blevins, No. Div., wife, 2 children, July 28-Aug. 10.

T. A. Marren, Conductor West. Div., wife, 5 children, July 10-16.

Mrs. N. B. Butler, Elec. Dept., 2 sons, July 14-20.

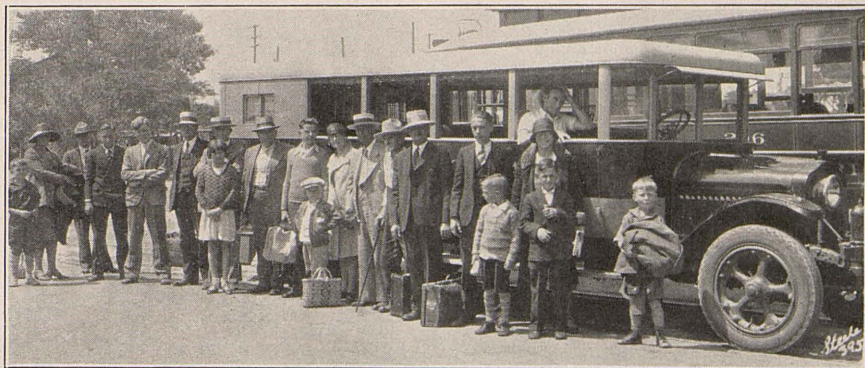
Mrs. P. Byrne, Mech. Dept., July 7-13.

Mrs. G. I. Booth, Mech. Dept., July 7-13.

Frank M. Hart, Elec. Dept., wife, 5 children, July 28-Aug. 6.

One day a very pretty young lady who had a poodle dog in her lap chanced to be riding on a street car. A bluenose lady sitting next to the girl addressed her thusly: "My, what a nasty little dog. Don't you think, my young lady, it would look much nicer if you had a little baby in your lap?"

"No," the pretty one replied in calm even tones, "it wouldn't. You see, I'm not married."



Every Wednesday and Sunday during the summer months there are scenes such as the above at San Bernardino of vacationists transferring to the Camp Motor Coach for the final leg of the journey to our Vacation Resort.

NUMEROUS SHRINE SPECIALS OPERATED LAST MONTH

With the Fifty-fifth Annual Session of the Imperial Council, A. A. O. N. M. S., more commonly known as Shrine Convention, now a matter of record, a survey of this Company's part in the success of the mammoth celebration is in order.

Proof of the street car's supremacy in the transporting of large groups was demonstrated on several occasions during the three-day convention, the largest single movement having been on June 5 when 64 special cars were operated between the Los Angeles Subway and Universal City. Another movement of enormous proportions took place on June 3 when thousands of Shriners journeyed to Catalina, which movement required 44 special cars in addition to regular five-car Catalina train.

Other special movements included 26 cars between Los Angeles and Exposition Park and return, and six cars from Pasadena to the same destination on June 4; the following day 25 cars were operated from Los Angeles and three from Pasadena to Exposition Park and return. Fifteen specials were placed in service between the Subway Terminal and Hollywood Bowl on the Sunday preceding the opening of the convention.

With all hotels within the city crowded, it was necessary that several delegations live in outlying districts. For the accommodation of such groups, specials were operated direct to Exposition Park, or other destinations desired, with return movements for such groups when desired.

During the convention 196 cars and 10 motor coaches were operated in special service, this in addition to the thousands of Shriners who reached their destination via regular service, to which was added numerous extra cars in trains.

School Awards Are Given Largest Number Yet

OUTSTANDING in the many important events that have transpired in the history of this Company's educational activities for employees, was the presentation on June 19, of 168 diploma certificates to those who had successfully completed the prescribed work in one or more of 11 study classes offered.

Preceding the regular exercises was a banquet given in honor of the Business English Class, which group had distinguished themselves by winning first place in an attendance contest. After the appetities of the approximate 200 present had been appeased, Educational Director Earl W. Hill introduced the winning class, the instructor of same, Miss Anna C. Latimer, as well as Instructors of other classes.

Mr. Pontius, one of the most enthusiastic supporters of this Company's educational activities, was introduced. Frank Karr, Vice President and Chief Counsel, delivered a short address to the assembly on the real advantage of individuals bettering themselves through participation in study classes. John Hurley, Principal of the Sentous Evening High School, the institution through which this Company's educational work is connected with the Los Angeles public school system, gave assurance that they would continue to cooperate with Pacific Electric in its educational program.

Appropriate remarks followed by past Club President C. Thorburn and F. E. Geibel, present Club President, whereupon the assembly adjourned to reconvene at the Sentous High School.

With approximately 400 Pacific Electrics in the High School Auditorium and Education Director Hill presiding, Mr. Pontius responded with an appropriate address in which he told of the advantages of education and of this Company's desire to assist in every way possible. He told of the new Club

Building where classes will be held upon its completion next fall and of special rooms being so equipped as to best care for the needs of the various classes. He also complimented Mr. Hill on his success in conducting the Company classes.

Dr. Robert S. Fisher, prominent Psychologist, delivered an inspiring address to the graduates, following which the ladies of the English Literature Class presented an original comedy skit entitled Sister Masons, much to the enjoyment of all. The play was cleverly prepared by A. J. Campbell and the individual members of the cast, in which Mrs. A. W. Kitto took the leading role, enacted their parts in a very creditable manner.

The members of the cast were:
 Sister Angel Cake (Exalted Ruler)Mrs. Kitto
 Sister GossipMrs. Leatherman
 Sister BackbiteMrs. Ruffle
 Sister BusybodyMrs. Wormsley
 Sister BluebloodMrs. Donnette
 Sister LonesomeMrs. Gilkes
 Sister ThankfulMrs. Ashcroft
 The GoatMrs. Bishop
 PolicemanMrs. Pierce
 CandidateMrs. MacClure
 Other MembersMrs. Smart

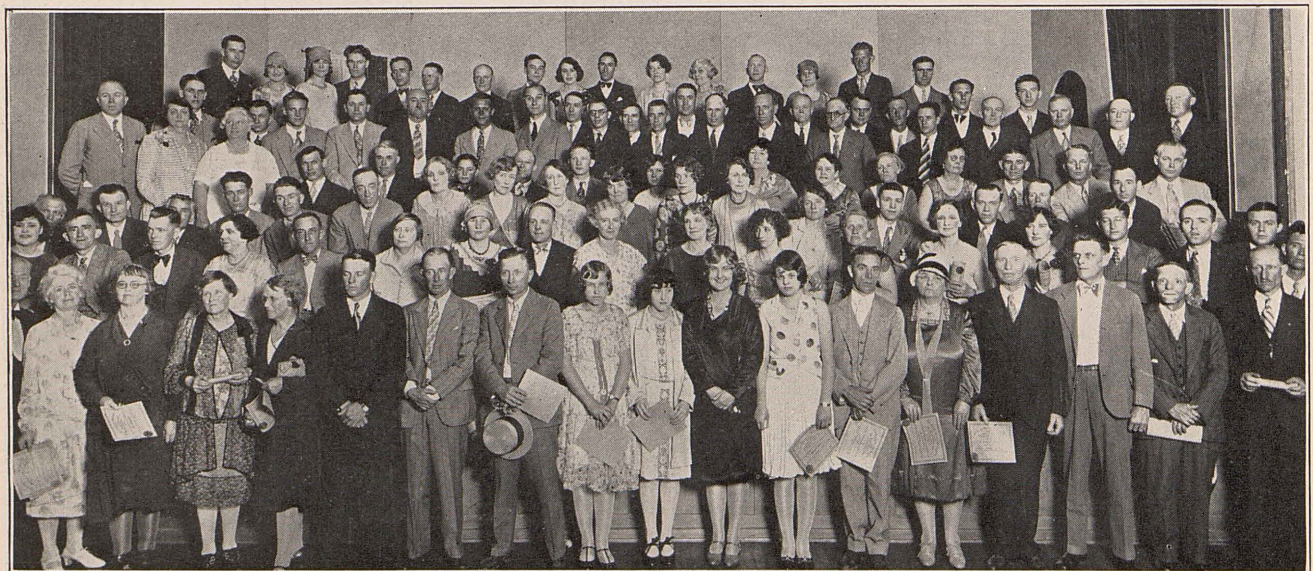
After the applause had ceased following the completion of the performance, Club President F. E. Geibel addressed the assemblage and later presented the individual employees with certificates signifying the successful completion of various courses of study.

The Wormsley Trio furnished several instrumental numbers.

Those to whom awards were made, together with the class for which the award was given, are as follows.

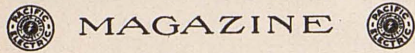
Personal Leadership—Fred H. Allen, D. Anraad, Edgar D. Arthur, H. C. Averill, D. W. Banks, E. H. Beauchamp, Walter Bloomfield, Robt. C. Byrd, John J. Byrne, John S. Bair, A. J. Campbell, H. B. Cherry, H. T. Cock, Harold K. Cole, L. Cross, Thomas E. Dickey, Roy E. David, Walter Diggle, John W. Ehl, Roy A. Fortner, J. R. Foster, Walter Frampton, H. A. Green, J. T. Greenberg, J. G. Hansen, James G. Hill, Jas. G. Hocken

(Continued on Page 19)



Diploma certificates, numbering 168, were awarded with appropriate exercises on June 19 to the largest graduating class in the history of the Company's educational activities. A still more extensive course of study is planned for next year.

THE PACIFIC ELECTRIC



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. 2 July 10, 1929

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L. H. AppelElectrical Dept.
Mrs. Lon BishopLadies' Auxiliary
W. Z. ShawEng. Dept.
Daniel SanchezL. A. Freight Terminal
Ruth Thompson Northern Division
E. D. Arthur Mech. Dept.
Edmund C. FoxTrans. Dept.
Max ShuringEngineering Dept.
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R. M. Cobb Elec. Department
Don HoustonTrans. Dept.
Willis M. Brooks Mech. Dept.
Samuel J. Mason Trans. Dept.
H. Vander Zee Stores Dept.
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George Perry Acct. Dept.
S. R. Florence Signal Engineer
J. P. Geopfert Electrical Dept.

Contributions of Items of Interest by all employees solicited. Address all communications to the Magazine, to Bureau of News, Room 664, Pacific Electric Building, Los Angeles.

TO THE old axiom "a soft answer turneth away wrath" might well be added—"and a complete one makes a friend."

The soundness of the foregoing conclusion was indelibly impressed upon the writer's mind in witnessing recently an incident of outstanding service and courtesy to patrons on the part of Conductor D. B. Simmons of the Edendale Line.

How Do You Answer Questions?

A lady patron, evidently a newcomer in strange surroundings, boarded his car on Sixth Street and asked if the car went near the 1100 block on

Glendale Boulevard. "Yes," he replied, "five cent fare; get off when I call Park Avenue. A moment later Mr. Simmons duplicated his splendid answer in replying to a gentleman's inquiry as to whether the car passed the 1700 block on Glendale Boulevard. "Yes, ten cent fare; get off when I call Effie Street. Both streets in due time were audibly called and each of the two inquirers in leaving the car nodded and smiled a "thank you" to Mr. Simmons.

Let's analyze the effect of these two apparently minor incidents:

A splendid impression was made for this railway, the kind that make and keep patrons. Not only were the two individuals concerned thankful for the service rendered but at least a dozen other passengers, the ever present "silent audience," over-

heard and too, were favorably impressed by the incidents.

Giving a complete and full answer to queries lessens and makes more pleasant a routine which otherwise may become dull and irksome.

Best of all, helping others is to render a service to mankind, which should be considered a privilege and pleasure. Whenever we become so warped that the application of the "Golden Rule," is not a pleasure, that rendering a service or courtesy to others fails to pay a reward in satisfaction to ourselves, there is something radically wrong in our make-up.

The sooner we locate and correct it, the sooner we'll experience the real joy and thrill of life.

FOUR DEATHS DURING JUNE

Answering the summons to the great beyond, four of our co-workers were called from this earth last month. Again group and mortuary insurance proved its worth in time of need, there having been a total of \$10,000 paid to the beneficiaries named within a comparatively few hours after passing.

Those answering the call last month were: Ira C. Wood, Sub-station Operator, Electrical Dept.; Santiago R. Campos, Toolman, Engineering Dept.; Wm. R. Smith, Trolleyman, Transportation Dept., and Wm. F. Weilbrenner, Mechanic, Torrance.

As sad as death is, the insurance provisions of the Company always offer a measure of relief. All beneficiaries of last month's deceased received substantial sums through group insurance payments; however, only two of the four were members of the Mortuary Fund.

On behalf of all our employees, the Magazine extends to the homes saddened by death, heartfelt sympathy.

Clarice: Are you sure Fred loves you, and you alone?

Gladys: Oh, yes; more than that any other time.

TRAINMEN NAMED FOR WORK ON SAFETY COMMITTEE

In continuance of the Company's intensive safety campaign, Division Superintendents A. C. Bradley, E. Clark and O. P. Davis announced late last month the names of the following Trainmen to represent their respective divisions on the Safety Committee during the months of July, August and September:

Northern Division

L. O. Goodwin, Conductor, Macy Street; C. F. Kellogg, Motorman, Pasadena; J. R. Houseman, Freightman, State Street; M. O. Hooper, Freight Motorman, State Street; Bert Perry, Conductor, Pomona, and C. E. Ives, Motorman, Riverside.

Southern Division

S. H. Williams, Motorman, L. A. Street Yard; M. P. Hendricks, Conductor, Long Beach; M. B. Bradford, Motorman, Long Beach; C. O. Pierson, Conductor, Watts; C. R. Stanley, Freight Conductor, Eighth and Hemlock, and E. D. Foore, Freight Motorman, Eighth and Hemlock.

Western Division

R. D. Webb, Conductor, Hill Street Station; W. K. McPheely, Conductor, West Hollywood; J. W. Duncan, Motorman, West Hollywood; W. R. Grisinger, Motorman, Ocean Park; S. J. Burdge, Freight Conductor, West Hollywood; G. L. Leete, Freight Motorman, West Hollywood, and C. H. Michaels, Motor Coach Operator, Glendale.

In addition to representing all Divisions of this railway, the above listed men represent local, interurban, freight and motor coach service and are therefore in a position to study conditions and unsafe habits as they might affect any branch of the service.

The Safety Committee will appreciate the assistance of all employees to the extent of calling to its attention any matters constituting unsafe operation or hazardous condition.

COMPARISON OF ACCIDENTS DURING MAY, 1928 AND 1929

	Northern Division		Southern Division		Western Division		Motor Coaches
Interferences with Vehicles	101	100	80	68	173	157	31
Collisions and Interferences with Cars	0	4	0	1	3	6	0
Persons Struck	2	2	2	1	8	5	0
Deraillments	3	7	10	11	7	4	0
On and Off Moving Cars	8	12	5	10	12	19	3
Miscellaneous	22	13	31	22	42	31	6
	136	138	128	113	245	222	40
	2 Dec.		15 Inc.		23 Inc.		10 Inc.
Interferences with Vehicles	385		347		38 Inc.		10.95%
Collisions and Interferences with Cars	3		11		8 Dec.		72.72%
Persons Struck	12		8		4 Inc.		50.00%
Deraillments	20		22		2 Dec.		9.09%
On and Off Moving Cars	28		43		15 Dec.		34.88%
Miscellaneous	101		72		29 Inc.		40.28%
	549		503		46 Inc.		9.14%

Nearly all of life's barriers we have made ourselves, and we can take them down or jump them if we will.

—Arthur E. Stilwell.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

CLUB EXECUTIVE COMMITTEE HOLDS REGULAR MEETING

The Executive Committee of the Pacific Electric Club met in Room 711, P. E. Building, for the regular June meeting on Wednesday, June 5, at 2:00 P.M. The following were absent: F. E. Billhardt, F. O. Evans, E. L. Young, E. C. Seivers, M. E. Shay, C. A. Thomas, C. F. Langley, L. H. Newport, C. E. Moser, O. C. Black, J. W. Anderson, E. A. Stevens, H. R. Bullock, P. T. Porter, B. F. Manley, Wm. Moesby, T. L. Wagenbach, and W. A. McCammond.

Club Fund	
Balance, 5-1-29	\$1,375.22
Receipts	1,087.15
<hr/>	
Total	\$2,462.37
Disbursements	1,527.25

Balance, 5-31-29.....\$ 935.12

Relief Fund	
Balance, 5-1-29	\$ 157.29
Receipts	1,594.00
<hr/>	
Total	\$1,751.29
Disbursements	1,160.90

Balance, 5-31-29.....\$ 590.39

Unfinished Business

Glenn Hatt, Committeeman from Ocean Park, stated that seats for that Terminal had been received and that they are satisfactory.

John Jackson asked for horse shoes for the Store Department at Torrance.

New Business

N. B. Vickrey stated that the Annual Pacific Electric Picnic would be held at Redondo Beach on Saturday, August 17. On the same day a Picnic will be held at Rose Hill Park for the Mexican Employees.

Committeemen were informed that electric lights were being installed in the P. E. Camp. This additional feature will greatly enhance the active-ness of our Camp.

The meeting was addressed by S. A. Bishop, General Claim Agent, relative to a new and better sick and accident insurance policy of the Pacific Mutual Life Insurance Company. The motive underlying the incorporation of the additional benefits into the new policies is to make them best suit the needs of railroad employees.

Talks were also made regarding the new insurance by Wm. L. Thomas, General Agent of the Pacific Mutual Life Insurance Company, Dr. W. L. Weber, F. L. Annable and N. B. Vickrey.

Unanimous approval of the new sick and accident insurance was given by the Club Executive Committee and a special Committee, consisting of N. B. Vickrey, Chairman, E. A. Stevens, Mech. Dept.; L. H. Covell, Trans. Dept.; John Jackson, Store Dept.; B.

MERCHANDISE SHOOT TO BE HELD BY ROD & GUN CLUB

Sunday, July 14, at 9:30 a.m., the P. E. Rod & Gun Club will stage another of those famous merchandise shoots on the Bangle Grounds.

The event is to be a handicap shoot, thus giving each participant an equal chance. Squads of new shooters will also be lined up and prizes awarded for their best efforts.

The day's program calls for shooting

F. Manley, Eng. Dept.; and L. D. Bailey, Elec. Dept., appointed to investigate all details of the policy. The Committee will make a report of its findings at the next regular meeting of the Club Executive Committee.

at 16 yards and quail target practice. If you have never seen a squad shooting at quail targets you have missed some real fun, according to Rod & Gun Club members. The wives and kiddies are invited and the program is arranged so that they will enjoy it. Bring your lunch and a cup for coffee, plenty of the latter will be furnished at the grounds.

To reach the Bangle Grounds just take a San Pedro train and tell the Conductor where you want to get off.

Don't forget the big Boise Outing on August 31.

Face powder may catch a man, but it takes baking powder to hold him.

Playin' "500"

Doctor—"What did you operate on Jones for?"

Surgeon—"Five hundred dollars."

Doctor—"No, I mean what did he have?"

Surgeon—"Five hundred dollars."



With inside finishing on our new Club Building progressing at a rapid pace, as is plainly evident from the fact that windows have been placed in the lower floors, assurance is given that "it won't be long now." Note the artistic architecture.

Company Sportsmen Plan Boise City Outing

OUTSTANDING in the list of events to be participated in by the Rod & Gun Club during the next few months is the Annual System Field Meet of the Union Pacific System to be held at Boise, Idaho, on September 2 and 3, preliminary announcement of which was made in last month's issue of the Magazine.

Being invited guests of the Union Pacific, the Pacific Electric party will travel on the same special train as the excursionists of the former company. The U.P.-P.E. Special will leave the Union Station on Saturday, August 31 at 8:00 a.m., arriving in Boise September 1 at 8:00 p.m. On the return trip the party will leave Boise September 3 at 8:00 p.m., arriving in Los Angeles at 9:00 a.m., September 5.

An exceptionally low rate has been given Rod & Gun Club members of from \$5.00 to \$7.00 per person, including Pullman charges for the entire 3000 mile trip. The committee in charge of the excursion has announced that there will be a few accommodations available for Company employees other than Rod & Gun Club members at the above stated rate. The number of such accommodations, however, is limited and those desiring to make the trip should make their reservations without delay. Transportation for this trip will not be charged against regular allowances.

Arrangements have been made for a special 150-mile motor tour to the Payette Lakes country, the charge for which is to be very nominal. Trips will also be arranged to the Arrowrock Dam, the largest of present irrigation projects in the world.

Sign-up sheets for this trip are now posted at the various terminals on the system and all employees who intend making the trip are urged to sign-up at the earliest possible date. Yes, the wife and kiddies are welcome.

Further information can be secured from Rod & Gun Club officers or the Committee in Charge, consisting of Chas. P. Hill, A. M. Cross and C. G. Gonzalez.

TWO EMPLOYEES WIN PRIZES IN STATE GLADIOLUS SHOW

The Gladiolus Show which took place on the 13th and 14th of last month in the Biltmore Hotel Ballroom was a pronounced success from a Pacific Electric family point of view, there having been at least two of our members who captured prizes. A. G. Owen, Agent at San Dimas, was awarded a "first" in the florist class with a basket of beautiful "Souvenirs" and Earl Moyer of the Accounting Department walked away with "second" on the most artistic basket in the non-commercial, or amateur class.

While there probably were not so many individual "spikes" on exhibition as in 1928, the quality of bloom and delicacy of color were far superior to those of previous years, inform our floral culturists.

BOWLERS ARE PLANNING BIG PICNIC DAY TOURNAMENT

The next event of importance to Company bowling alley artists will be the Picnic Day Tournament to be staged at Redondo Beach in conjunction with the Annual Outing. Those desiring to participate in this event should register their team personnel with L. H. Covell or C. G. Gonzales, Secretary, before August 1 in order that provision may be made for alley accommodations.

Following a final check-up of prize winners at the Fresno meet of the Pacific Coast Bowling Conference it was revealed that the following members of the Pacific Electric Team were among the leaders, having placed "in the money": A. Brahm, W. J. Hodge, E. D. Ralph, Robert Arzate and R. M. Cobb. The boys made an excellent showing and are to be congratulated for their accomplishments.

Several of the Company bowlers participated in the L.A.B.A. City Championship Tournament at Beverly Hills, all having made very creditable showings. A new member of the bowling fraternity, Miss A. Squires of the Duplicating Bureau, not only won first prize in her class of singles, but rolled the highest series of any lady, her score having been 507.

EDUCATION DIRECTOR HILL ATTENDS N. E. A. SESSION

Representing this Company and the Los Angeles Evening High School Teachers' Association, Earl W. Hill, Educational Director, attended the National Educational Association Convention at Atlanta, Ga., from June 28 to July 4, inclusive. The Convention was attended by several hundred delegates representing local chapters in every State in the Union, many Provinces in Canada, as well as a group of 32 educators from the Hawaiian Islands.

Mr. Hill told the Convention of the progress that has been made in the matter of adult education during the past year in the city of Los Angeles, pointing to the Pacific Electric Railway as the outstanding industrial concern on the Pacific Coast in the matter of providing educational opportunities for its employees.

Two exhibits were taken to the convention by our Educational Director, both of which were put on display and attracted more than casual attention. The Interior Decoration class prepared an exhibit for that purpose, the other display being a Syllabus of Engineering and Economic Mathematics prepared by L. H. Appel, Assistant Superintendent of Power, for use as a reference handbook by employees of this Company.

The program of the convention divided the delegates into different sections, each discussed the various matters of their particular subject in detail and reported to the general assembly.

Ladies' Auxiliary Closes Busy Initial Year

WITH members of the Ladies' Auxiliary suffering from an attack of "vacationitis" and thoughts such as "We're going to the P. E. Camp next week" rambling through their minds, the first meeting in June was converted from a business session into a jolly program, reports Mrs. Lon Bishop, Ladies' Auxiliary Scribe.

Ladies of the Riverside Auxiliary celebrated the first birthday of that branch on June 5 with an appropriately arranged party at the Elmwood Street home of Mrs. James Gilbert. A short business session, followed by an enjoyable program, was the order of the day. The game prize of the afternoon was won by Mrs. George Gilks.

The play presented by the Auxiliary on the evening of the graduation exercises, June 19, proved to be a scream, living up to all advance reports. The "Sister Masons" certainly did themselves proud. The members of the cast, together with the "Ma-a-a" extend to A. J. Campbell appreciation for his assistance in the successful presentation of the play. Details of the performance are recorded elsewhere in the Magazine.

On June 20 the card party brought together a goodly number of Club members and a jolly time was had. Prizes for proficiency in Bridge were won by Mrs. Gilbert of Riverside and Mrs. Curtis, while Mrs. McKee and Mrs. Al Smith won the "500" awards.

Activities on June 27 started with classes in the morning, followed by a farewell luncheon at noon for Miss Fulton, Interior Decoration Instructor. The last session of the season was called to order at 1:30 p.m. the same day and after a drill on Parliamentary Law, conducted by Mrs. G. Tyler, the annual election of officers was held with results as follows:

Mrs. J. B. Green, President; Mrs. Geo. Miles, First Vice-President; Mrs. Miller, Second Vice-President; Mrs. Guy McClure, Secretary; Mrs. Curtis, Treasurer, and Mrs. Grace Tyler, Parliamentarian. A Board of Directors consisting of the following members was also elected: Mrs. F. E. Geibel, Mrs. Walter White, Mrs. E. H. Pierce, Mrs. Van Deren and Mrs. James Lloyd.

Unless notice to the contrary is issued, the next meeting of the Ladies' Auxiliary will be held on September 12, place to be announced later.

Ladies of the Auxiliary voice their appreciation to E. T. Holmes, Janitor, who has untiringly given assistance for the furtherance of their activities during the past season.

Adios until next September.

Well, Now!

"Iceland," said the teacher, "is about as large as Siam."

"Iceland," wrote Willie afterwards, "is about as large as teacher."—Tit-Bits.

New Block Signals in Service



Cross spans for eight new signal bridges were last month placed in position by Company Engineering forces without major interruption to service.

EIGHT additional steel signal bridges with 30 new automatic three-color light signals on the Company's heavily traveled four-track section between Indian Village and Newton Park, involving a capital expenditure of approximately \$63,000, are soon to be in service. The installation of steel bridges has been completed and Signal Department forces are now engaged in the placing of the automatic signal lights.

With the placing in effect of these new block signals, they will automatically space trains, thus permitting of high speed operation with the greatest measure of safety. The new signals will also be instrumental in speeding up service.

The new equipment is of the latest type, having been chosen due to its particular adaptability for service on heavily traveled tracks. The high-speed interurban trains operate over this section at an average of two-minute intervals throughout the day, there being 612 scheduled trains during the 21-hour period from 5:00 A. M. to 2:00 A. M. Pasadena, Mt. Lowe, Sierra Madre, Glendora and Alhambra-San Gabriel line trains are all routed over these tracks before branching off on their respective lines.

In connection with the work involved in the installation of the new block-signal equipment, four existing signals were relocated so as to provide proper spacing over the entire length of the block signal section.

Erection of the steel bridges without a major interruption to service was an engineering feat of some moment when it is considered that each of the spans are 60 feet in length and weight four tons. All trolley wires

having been spread so as to clear the space over the tracks, placement of the cross-sections was accomplished in record time, through the use of a railroad lifting crane operating on one of the main line tracks.

With the completion of the new block signal installation there will be 70 such signals in service on the 7.5 miles of track between Anderson Street in Los Angeles and Oneonta Park.

In addition to the above installation, a big improvement is soon to be made in the appearance of Pacific Electric right-of-way in connection with the widening of Huntington Drive in El Sereno by the replacing of present wooden trolley poles with steel trolley bridges, the latter to be similar in design to the above mentioned signal bridges.

P. E. MASONIC CLUB NOTES

The regular monthly meetings will be omitted during July and August on account of vacation season.

The next regular meeting will be held September 10th and from present indications we will be able to meet in the new Club Building on Los Angeles Street.

The meeting for June was addressed by William R. Tanner, Assistant Director of Forestry, Los Angeles City Schools, on the subject "Los Angeles City School Boys and Forestry". Mr. Tanner's talk, which was illustrated with numerous slides, revealed an activity going on with a definite plan of conserving our natural water and lumber resources, of which apparently very few are aware.

During June the Degree Team con-

Employees Make "Whoopee" At Catalina Outing

BIGGER and better than ever before was the popular verdict accorded the seventh annual Catalina Outing by those who participated in the week-end excursion of June 29 and 30.

Overnight reservations far exceeded those of any previous year, there having been accommodations for 585 persons spoken for prior to the commencement of the trek toward the Magic Island as compared with slightly more than 400 for last year's event. Additional parties who came on the Sunday morning boat swelled the total number considerably.

All preparations for the event having been thoroughly planned far in advance by the Committee on Arrangements, Chas. P. Hill, Chairman, every detail worked out to perfection. The assignment of quarters on the Island was greatly speeded through the establishment on the boat on the way over of special office to take care of same.

With ideal weather conditions prevailing, every form of amusement was participated in. The new Casino attracted hundreds on Saturday evening, as well as the following afternoon; swimmers by the score were at the water's edge at all times; sight-seeing trips; visits to the new bird farm and all the many other diversions received a full allotment of attention.

In defeating the Catalina Cubs 5 to 1 in as fast and well played a game of ball as could be desired, the Pacific Electric team added one more notch to the long list of consecutive victories over the Catalina boys. Harold Chamberlain, pitching for the P. E. Team, allowed only four hits, while our team gathered eight off the offerings of Schulte, the Catalina pitcher. The batting hero of the game, insofar as net results are concerned, was Jim Blewett, who smacked out a home run with two men on bases, thus accounting for three of the five runs scored.

An entirely new event was added to the list of activities in the form of a tennis match. Under the direction of H. D. Turner, Captain, the P. E. Team administered a defeat to the Santa Fe boys by taking seven out the nine matches played.

Our tennis team that distinguished itself in the Catalina match was composed of Vernon Bowers, C. S. Leslie, Merrill Melsheimer, H. D. Turner, Jack Zundel and A. A. Amundson.

An invitation is extended to all employees interested in tennis to take part in future matches, several of which are now under consideration.

ferred the Third Degree upon two fellow employees in Gardena and Bellflower Lodges, respectively.

On July 30th the Club will visit Rising Light Lodge, Huntington Park and confer the Third Degree upon a prominent member of the Passenger Traffic Department.



NEWS of the P. E. FAMILY By Our Correspondents

ACCOUNTING DEPARTMENT By George Perry

There has been a strong odor of roasted peanuts around the Freight Accts. Bureau for the past month. Upon investigation it was found that the real culprit was H. E. Huestis who is trying to get fat on same.

The annual outing to Catalina was voted a wonderful trip by all those who spent the week-end at Avalon. There is no difficulty in listing the names of the employees that went from Accounting Dept. as they are easily discernable with sunburned noses, etc.: Geo. Watson and wife, Herman Grenke, Geo. Chrystal, Dean Watson, Edward Uecker and wife, Eugene Lince, Mildred Edwards, Anna Smith, C. A. Bone, Albert Eurich, Wallace D'ry, Godfrey King, Maud Winter, Bernice Cavalliere, Lillian Toley, Violet Phillips, Alice Hillstrom, Dorothy McCoy, May Painter, Martha Adams, Mildred Corbett, Nina Jordan, Mrs. Edna Abell and daughter and Mrs. Arvilla Curran and family.

Congratulations to Mr. and Mrs. Milton Bachelder who were united at the Grace Lutheran Church, June 16th. Mrs. Bachelder was formerly Miss Bertha Stokes of the Calculating Bureau. A beautiful downy blanket was presented to the bride by her many friends of the Accounting Dept.

The new junior clerks are George Davis, who handles the office mail and Walter D'ry (Pronounced Dree not like the 18th Amendment) who distributes the mail in the Freight Accts. Bureau.

The following employees left the service during the month of June with best wishes and a little gift to recall the many friends they have with the P. E. Ry.:

Daisy Murphy is deserting California for New York. Louis Norton is taking over her duties. Stephen Webertz plans to take up commercial advertising here in the City; Clayton Scholl replaces "Steve". Charles Brandt is buying out a service station at Sunset Blvd. and Golden Gate Ave. Charles English is taking his place. Ernest C. Ater left the service for other fields of endeavor. G. J. Bleck will now handle the L. A. U. T. Co. desk. Silvia Altpeter has accepted a position with the Pickwick Stages in Los Angeles and Mary Hickman left June 29th to be married. She is now Mrs. Davis.

The dentist is doing more for "Pop" Knight than he bargained for. He has given him prettier dimples and an awfully cute lisp.

Don't you wish you were on vacation now? We just glanced over this list and see how some of our friends have spent theirs. Miss Polhemus went to San Pedro for a week, incidentally staying at the Polhemus Hotel there. L. B. McNelly stayed at home for a couple of weeks and in his own words, "Had a beautiful rest." The feminine hearts of our office will not go pit-a-pat for awhile, that is not till "the boy friend," Charles Schmitt, gets back from vacation at the Citizens' Military Training Camp. J. R. McDonald had to be shown so he journeyed back to Missouri for his. T. E. Dickey and family were at P. E. Camp. Did they hate to come back? Ask him. That J. H. Goldsworthy is as deft with the brush as with a pencil is evidenced by the shiny new coat of paint his house has gained since he's been on vacation. Earle Moyer stayed in Sierra Madre with those beloved Gladiolas. Hal. McCall and Sam Tay-

lor spent a week together at Long Beach. Then Hal went to Hermosa where he caught a shark. Sam went to Balboa, but didn't catch anything but a good sunburn. Phil Still is supposed to be spending his vacation at home, but we'll bet he spends most of it with "that certain party," who phones him at 4:30 every day. Irene Hurlburt is at home enjoying a good rest. F. J. Ogden and W. S. H. Weeks are staying at home, and taking short trips in and about Los Angeles. Aura King is visiting in San Francisco and at Klamath Falls, Ore. Mildred Muth also is visiting in San Francisco. S. W. Howe enjoyed a delightful stay at Glen Ranch. Mrs. W. Brown stayed at Santa Barbara for part of her vacation, the balance at Hermosa Beach. Mrs. Esther Craig vacationed at her new home on Lido Isle at Balboa. Anna Ferrer went to San Francisco. Mrs. Mathilda Johnson to San Francisco, Monterey and Carmel. Elizabeth Reckwig stayed in Oakland during her vacation. Mrs. Maybelle Wirz stayed in the mountains, visiting Lake Arrowhead and Camp Baldy.

7TH ST. WAREHOUSE By Daniel Sanchez

Vacation time has arrived for some of the boys, and we find J. J. Browing, Night Foreman; Harry L. Cornstock, Stevedore; Harry Holland, Trucker, and James S. Jasmanka, Trucker, back on the job after their annual sojourns.

Arnold Winquist, Checker, and his wife are spending their vacation in the old home town in Illinois. Albert Welmuenster, Checker, accompanied them and will visit friends and relatives in St. Louis.

Charlie Keller, Stevedore, resigned to take care of his Southern interests. He can be found at Agua Caliente.

Harry Dennison, Stevedore, is on the sick list this month, but we hope to see him back on the job soon.

The following employees from the yard are on vacations: L. C. Maloney, Portland, Seattle and points north; Bert Wadleigh, Minneapolis and Marietta; M. J. Davison, San Diego; Frank Garner, at home.

From the office: Perry Netzley, visiting north; Dorothy Collins, Stenographer, at home; Seymour Lipschultz, Chicago and Louisville; James Coyle, Bill Clerk, at home. Victor Lynn, Expense Clerk, St. Louis and Evansville, Indiana; and Edward Hume, Claim Department, at home.

Assistant Chief Claim Clerk, A. H. Stillson, reports a pleasant trip north, stopping en route to visit Yosemite National Park.

Ra'ph Malone, Bill Clerk, has had to leave his duties on account of the ill health of his wife. They have gone north in the hopes that the change of climate will be beneficial to Mrs. Malone.

Richard O. Schwisdt of the Accounting Department has been ill for some time, but is getting out and around now and we hope to see him back on the job soon.

Chief Revising Clerk, Charles Salazar, reports that his wife, who has been ill, is now steadily improving in health.

Wm. A. McCosnell, Expense Clerk, received news that his little daughter Margaret was seriously injured in an automobile accident back east. You have our sympathy, Mac, and we all hope for a speedy recovery of the little girl.

Tommy Walker, Night Bill Clerk, began handing out cigars the other morning when he reported the birth of a fine baby boy at his home. Congratulations, Tommy.

NORTHERN DIVISION Eastern Lines By Ruth Thompson

Conductors O. I. Gough, J. M. Morrison, and Agent C. A. Bruce of Colton, and families, attended the Pacific Electric outing at Catalina and reported a most enjoyable time.

The Pacific Electric Club dance held at Urbita Springs on the evening of June 14th, was well attended by the Transportation, Electrical and Engineering Departments. The Pacific Electrical orchestra from Los Angeles, furnished the music, and all had a splendid time.

Conductor J. M. Livingston has taken leave of absence on account of his health and is moving to Banning for the present.

Conductor C. E. Ives is in the hospital at Los Angeles for an operation.

June, being one of the favorite vacation months, we have the following to report:

C. T. Nolan and family are in Illinois visiting relatives.

B. G. Jones and family are in Texas.

Conductor R. L. Patterson is spending his vacation at the various beaches.

Motorman W. L. Work is in the East.

Motorman L. G. Wilson has just returned from a trip to New York, stopping off at Niagara Falls.

Conductor V. A. Morgan and family are in Missouri.

Motorman R. S. Evans is spending his vacation in Southern California.

Mrs. Mary Surr returned to the Asst. Superintendent's Office for a couple of weeks while Mrs. Thompson was on her vacation.

Conductor C. O. Gardner and wife are in Kansas City, having been called there by the serious illness of Conductor Gardner's mother.

The Christian Endeavor Convention held in San Bernardino, June 26th to 30th, stimulated travel on the San Bernardino and local lines. Delegates from the North were brought to this city from Los Angeles over the Pacific Electric on a special three-car train on June 26th.

NORTHERN DIVISION PASADENA By Edmund C. Fox

One of our Official Watch Inspectors of Pasadena has made it possible for you to secure a standard railroad watch from your Terminal Foreman, in case of an emergency. The watch is loaned you until you have the opportunity to take your watch to your inspectors for repair. This is a service which should prove very beneficial, being furnished through the courtesy of Geo. W. Collis.

H. E. Rodenhouse, Asst. Superintendent, and Mrs. Rodenhouse, are enjoying a pleasure trip to Alaska.

O. H. Hawes and L. F. Hawes, together with their families, have returned from Woodward, Okla., where they enjoyed a vacation with relatives and friends.

H. T. Hawley has returned from his vacation,

having traveled through Northern California and Washington.

B. B. Stewart, in pursuit of a lofty ideal, has taken up the art of flying.

Happiness be yours now and always—is our wish to C. J. Gandy, who was recently married.

J. W. Bartholomew and family are on vacation, motoring to Sequoia National Park.

A matter worthy of congratulations. A new daughter of 8½ pounds was born to Mr. and Mrs. L. Keppy on June 27th. Mother and baby are doing fine.

To the following new members, who are now breaking in on the Pasadena lines, we extend a hearty welcome: P. C. Knight, C. B. Montgomery and G. F. Welker.

SOUTHERN DIVISION Samuel J. Mason, Passenger Director

Have you heard about our Chief Dispatcher C. B. Smith winning a first prize in a guessing contest? Yes, a very handsome watch was presented to him. Ask him to tell you all about it.

Boys, the Trainmen's ball club is going good since we got our new left-handed pitcher, Young Blackmor. Sunday, June 30, he let Hawthorne down with only three hits. What we need now is a little support from our fellow employees. Come out some Sunday.

Wm. H. McGruder, Gateman at 6th and Main Streets, who was injured recently, is doing nicely, and will be out in a few days. This is good news to his many friends.

O. D. Turner, Conductor, Extra Board, Southern Division, has resigned to go to South Africa. O. D., why South Africa, when Abila is so near?

C. A. Newman, Dispatcher, is spending his vacation in New York.

H. E. Henderson, Conductor, Redondo Line, is on the sick list, due to being struck by a trolley line pole.

Clyde Gates, Motorman, Whittier Line, is back to work after a vacation with friends in Nebraska. Clyde reports a fine corn crop back there. One day while Clyde was eating dinner he was asked if he would have some corn. He answered yes, and passed his cup.

Ben F. Hammock and wife have recently returned from a trip to Seattle.

F. S. Cook of Run No. 84, spent his vacation in the northern part of the State with friends. He also reports taking a ride in the old car "Alabama," formerly H. E. Huntington's private car.

Leslie A. Dix, Gateman, 6th and Main Streets, and family enjoyed their vacation spent at the Pacific Electric Camp.

Boys, have you noticed that chesty look on Sam Penny, Car Inspector at L. A. Street Yards? It's because of a 7¼ pound baby girl, who has taken over the Penny Ranch out El Monte way.

SHERMAN TERMINAL By E. D. Arthur

E. R. Daniels, Inspection Car House Foreman, recently returned from his vacation with a highly colored coat of Mojave Desert tan. Mr. Daniels reports that the "Desert Rats", snakes and owls have full sway now that he is back.

E. M. Beall, Freight Car Repairer, has returned from his vacation after having spent most of his time nursing a scald on his hand received while assisting with the home duties.

Nels Sorenson, Day Watchman, spent most of his vacation at home taking the rest cure.

T. Kobata, who has been sick for more than a year, has been retired from service. Kobata was employed at Glendale as Signal Man for several years prior to his retirement.

A goodly number of Mechanical Department employees enjoyed the Pacific Electric Annual Outing at Catalina June 29 and 30.

H. H. Hapgood, Day Foreman at Ocean Park Car House, accompanied by his wife, is touring points of interest in Southern California while on vacation.

Don't forget that the Pacific Electric classes start September 4 in the new Club Building. You should enroll in one of these classes.

J. E. Post, wife and son Jack, are spending their vacation visiting the "old home town" and friends in Missouri and Arkansas. They return home by the way of Denver and Salt Lake.

Mrs. Clara Painter, who underwent a major operation several months ago, is reported as being greatly improved. However, due to her weakened condition and splendid service record with the Company, she has been retired from active service.

MECHANICAL DEPARTMENT "OLD TIMERS" By Willis M. Brooks

Born in Flushing, England, A. J. Goulding, Chief Clerk, Mechanical Department, came to Hamilton, with his parents when seven years old. There in that beautiful old Canadian town on the shores of Lake Ontario, he spent his boyhood school days graduating from the Collegiate Institute of Hamilton.

His first employment was with the great Western Railway Company as Junior Clerk in the General Manager's office, later being transferred to the Accounting Department. The Great Western was absorbed by the growing Grand Trunk System, and John was transferred to the Accounting Department, at Detroit, where he remained for four years. John had an eye open for advancement and was transferred to the Mann Boudoir Car Company, as Cashier, at Chicago. Then another little step upward and we find him Secretary to the Secretary of the Grand Trunk System, with headquarters again in Detroit. This position he retained until he came to Los Angeles, in 1902, where he soon enlisted in the Pacific Electric, as Timekeeper in the Electrical Department.



A. J. Goulding

In 1904 he was transferred to the Mechanical Department as Statistical Clerk, and shortly thereafter was promoted to Chief Timekeeper, and in 1907 was again promoted to Chief Clerk of that Department, which position he has held since, with the exception of one year, when he served as Chief Clerk in the General Manager's Office.

In 1893 he married Ella K. Boothroyd of Detroit, who has shared with him the pleasures and sorrows of his life. Of their wedlock, two children were born, a son and a daughter, both of whom are still members of his family.

There is no man in Pacific Electric organization who has given more of constructive service than A. John Goulding. For the eleven years of our association with him, he has never failed, never hesitated to lend his aid to any branch of the work in which he saw an opportunity for co-operation. Our hats are off to him in humble admiration.

STORES DEPARTMENT By H. Vander Zee

Herewith is a list of a few of the Store Department vacationists, together with the place each is spending his annual leave:

Floyd Gill, Chief Clerk—Yosemite National Park.

Wm. Jolley, Section Storekeeper—at home.
Leonard Jones, Section Storekeeper— Ft. Worth, Texas.

Clifford Ruppel, Helper—at home.
Louis Richardson, Deliveryman—at home.
Orville Strossider, Helper—at home.
LaVerne Wallquist, Helper—No. California.
George Jolley, Trucker—at home.
Chas. Wakefield, Stationery Storekeeper—Yosemite National Park.

It has been reported that a certain young man (name withheld) connected with the Store Department, being ambitious, undertook the job of painting his house during his spare moments. Everything went along smoothly until one day while moving the ladder, said ladder hooked on a rosebush dislodging a bucket of paint, spilling the contents on his head and shoulders. He angrily commenced hacking down the offending bush, but the axe being dull he did no damage with it. Finally he contented himself with making the air "blue," in which said rose bushes were generously mentioned.

The Catalina Outing June 29th and 30th was well attended by members of the Store Dept., there having been 30 persons who made the trip.

At about the time the June issue of the Magazine went to press Stationery Storekeeper Wakefield and his forces were putting in some extra time in moving from the stationery store's temporary location, on the 7th floor to the ground floor space south of the tracks under the Mezzanine. There was little or no delay in filling requisitions while move was being made, and business went on as usual. The reason for there being no confusion was that all space in the new location was charted as to what space each form or other material was to occupy. As each article was moved to new location it was placed in permanent space allotted to it and quickly available from the chart hanging on each rack.

The new store is equipped with permanent fire resistant, steel shelving, and is convenient for handling the business and is economical of space.

The stenographic position created through the resignation of Elaine Farrell has been filled by June Johnson.

The American Railway Association Convention of Division VI, Purchasing & Stores, held in San Francisco the 24th, 25th and 26th of June, was attended by Messrs. Thorburn and Fenimore.

Roy Confer, Deliveryman, is the proud owner of a new model Ford sedan purchased this month.

Glen Robinson, former Helper at Macy Street, is now on the Stores Delivery, Torrance. Wm. Bone, Helper, West Hollywood, has been transferred to Macy Street as Helper; Wm. Clark, Helper, 6th and L. A., is now at West Hollywood, and Robert Wells has taken over the Helper's job at 6th and L. A. Street.

LONG BEACH TERMINAL By C. H. Spence

Conductor Harry Wells tells us that he is bating it again for a few days, his family having gone east to visit relatives. Don't worry, Harry Bulmer is doing the same.

Did all you boys get a cigar from Motorman W. E. Thomas? He has taken unto himself a wife. They spent a short honeymoon in and around Long Beach.

Long Beach mourns the loss of Motorman W. R. Smith who passed away recently. Mr. Smith was well liked by all his co-workers and our heartfelt sympathy is extended to his family.

Motorman L. A. Hurtle has returned from his vacation spent in Boston, New York and other points east. Hurtle says he is always glad to get back to Long Beach.

Roy Postions didn't get quite so far on his vacation, but says he still gets a kick out of going to Tia Juana and San Diego.

Conductors Nutter and Demoret are still nursing blistered backs which they received while swimming at Catalina Island. Both report an enjoyable vacation.

**MACY STREET TERMINAL
D. B. VAN FLEET
Terminal Foreman**

The 9th of June will always be memorable to Motorman Wm. Bready, Macy Street, for on that date he was united in marriage with Miss Elizabeth Louise Everetts, of Upland, California. The beautiful ceremony was performed at the residence of the bride's parents in Upland.

After receiving congratulations the happy couple enjoyed a very delightful week's outing at the Pacific Electric Camp in the San Bernardino Mountains, and managed to keep their wedding a secret until the next to the last day of their stay; then everyone found it out. From the camp the honeymooners proceeded to Wilmington and thence by boat to San Diego and later to San Francisco. After several days' visit they returned and now reside in South Pasadena.

Congratulations and best wishes.

So great has been the pressure of popular sentiment among the trainmen at Macy Street, toward giving Conductor O. C. Dorsey, a fellow Macy Trainman, the recognition due him, that we feel in duty bound to hereby publicly express their heartiest congratulations for the signal honor recently bestowed upon him while in attendance at a ball at the Cinderella Roof Ball Room. Mr. Dorsey was awarded the grand prize of \$5 for being the "most handsome red-headed man on the floor."

On Monday, June 3rd, the addition of an extra car to the 7:24 a.m. San Bernardino train marked the commencement of the summer service to accommodate the vacationists destined to the Los Angeles Municipal Playground at Camp Seely, in the San Bernardino Mountains. This service during the next three months will be increased to four and six cars for different delegations. The going service is taken care of on Mondays while the return journey is made on Saturdays.

A truly obliging friend advises the writer that Motorman C. H. Womack's name was not mentioned as a new arrival to the Terminal. We sincerely regret the omission and though somewhat tardy we are indeed glad to welcome him to Macy.

The more recent arrivals into our midst are those of the class of the 1st of June: Conductors J. H. Hardy, J. F. Mason and R. A. Yost and Motorman H. E. Delaney. A little later in the month the following group joined us: Conductors T. F. Carty, W. C. Fay, F. Forden, J. D. Forden, L. D. Jenkins and J. Purvis and Motorman F. R. Quinney.

Welcome to Macy, boys!

On June 7, Conductor F. H. Morrison, Sierra Vista Line, became the proud father of a 7 1-2 pound baby girl.

Congratulations, Mr. and Mrs. Morrison.

Conductor A. S. Cooper, South Pasadena Line, is now the proud and satisfied owner of a new Essex Six Sedan. He expects to try it out soon on a trip to our Camp in the San Bernardino Mountains. Go to it, Cooper, for it surely is a trip worth while.

The sincerest sympathy of the Macy Street Trainmen is extended to Freight Conductor J. W. Salisbury, State Street, whose mother passed away last month.

Conductor R. H. Frantz, formerly of Macy Street, recently transferred to the San Bernardino Terminal.

Macy Street was well represented at the Employees outing at Catalina over the weekend, Saturday and Sunday, June 29 and 30.

**OCEAN PARK CAR HOUSE
By Lawrence Klein**

D. Tucker, Motorman, Venice Short Line, is spending a vacation at the P. E. Camp with his family. Dan and his four sons are all accomplished musicians and we are sure the guests at the Camp will enjoy the music furnished by them.

The boys at Ocean Park "knew their stuff" when they picked Motorman G. Hatt and Conductor D. Moore, both from Venice Short Line, to represent them on the P. E. Club Committee. Thanks for your efforts in securing the new stool-room, as well as additional seats in the Trainmen's quarters.

Some of our wandering boys are back again at Ocean Park. Conductor E. Gode and Motorman H. E. Tooker gave up their runs at West Hollywood for the extra list in Ocean Park Car House. Conductor A. G. Tanner from Hill Street bid in a night run on the Sawtelle line.

Mr. and Mrs. Sid Torgan spent their vacation at Mammoth Lakes, where they had a wonderful time. Sid, who operates a one-man car on Third Street, says he is glad to be back on the job again.

**FREIGHT DEPARTMENT
SOUTHERN DIVISION
By Thomas A. Lyons**

Lyle Foord, who recently had several toes amputated, is feeling much better now and is well on the road to complete recovery. He appreciates the help given him by his many friends and extends to them his thanks for their kindness.

Charlie Stanley has returned from the Port. Roy Soule, Charlie Ventriss and Christie say they are going to remain there.

The person who moved the lockers at 8th Street did not take into consideration that Pat Combs would have a very tough time getting by them.

The new man helping George Terry, Green by name, is a real fellow.

George Priest misses the watermelon this year on the inside yard job.

Ray Bond is in the California Lutheran Hospital, having undergone an operation. He will welcome a visit from the boys.

Victor Hemphill is contented back on his old job at Butte Street.

The day board is due to "perk" up now that several vacations are due.

When Dinty Moore passes by in his new Ford he doesn't notice his old friends. "Just wait until we get you on a narrow road sometime, Dinty."

For Brainy People Only

How much does Toledo, O.?
How much does Harrisburg, Pa.?
How many eggs did New Orleans, La.?
Whose grass did Springfield, Mo.?
What made Chicago, Ill.?
You can call Minneapolis, Minn.,
So why not Annapolis, Ann?
If you can't figure these out, why
We'll bet Topeka, Kan.

**SCHOOL AWARDS ARE GIVEN
(Continued from Page 12)**

berry, G. Grosch, Walter L. Jenks, Ralph W. Mohr, Granville Read, Simon Rinkus, Floyd A. Shultz, Vernon Swart, Dan Teleky, Fred I. Tingleaf, Roy Wadleigh, George Weatherby, J. W. Wilcomb, Anthony Zahradnick, Fred B. Eggeman, Raymond Zullig.

Traffic Management—C. F. Caldwell, R. O. Christiansen, J. F. Conners, K. Cottum, R. J. Cowan, C. A. Crowell, H. R. Davis, Milton J. Dickson, L. M. Drake, L. E. Evans, J. W. Getty, W. R. Greenwood, G. W. Hudkin, F. R. Holtzwardt, L. T. Leary, L. L. Lubiez, Nathan Messenger, B. H. Meyer, Howard McKeown, J. A. Padon, A. Ristrom, R. E. Haynes.

Engineering Mathematics—John Blackburn, C. E. Bowman, W. D. Boyle, F. U. Brown, J. G. Farmer, Jr., E. C. Hall, A. Hildebrandt, C. E. Hunt, Vic Labbe, R. W. Large, P. J. McCabe, L. A. Meeker, H. K. Nickerson, F. A. Rieber, H. R. Searing, G. L. Smale, A. C. Smith, H. B. Smith, Burton Keyes.

Psychology—J. B. Green, Mrs. J. B. Green, Roy E. David, B. M. Geissinger, Mrs. B. M. Geissinger, W. B. Abraham, Mrs. W. B. Abraham, K. Dietrick, Mrs. K. Dietrick, Raymond Zullig, Arthur Terflinger, Bert Zullig, Gilbert Boswell, Mrs. Gilbert Boswell, Bessie Bundy, Lou Bundy, B. E. Wilson, Mrs. B. E. Wilson.

Public Speaking—J. B. Green, Mrs. J. B. Green, Mrs. M. MacClure, G. W. MacClure, Thos. H. Green, Dan Erickson, Ruth Fuqua, Harold Fuqua, Wm. E. Ruppel, Mrs. W. E. Ruppel, L. H. Young, Mrs. L. H. Young, Cecil C. Rice, Mrs. John T. Ashcroft, John T. Ashcroft, J. W. Harry, Lorando R. Snell.

Spanish—Elizabeth Brahm, Patrick Byrne, Katherine Carrol, Bertha Davie, Minnie Davie, Mrs. Johanna Dorsey, Mrs. Catherine A. Rohwe, Mrs. MaBelle Rosenberg, Loreso Snell, E. A. Stevens, Mrs. Harriet A. Worsley, Raoul Balcaen, Orson W. Stewart, Mrs. Rachel Balcaen, Frank Gryder, Adam Linton, Richard F. Slough.

Interior Decoration—Mrs. Lon Bishop, Mrs. A. C. Smith, Mrs. W. E. Smart, Mrs. E. D. Rand, Mrs. C. O. Leatherman, Mrs. J. B. Green, Mrs. W. E. Ruppel, Mrs. G. W. MacClure, Mrs. T. J. Galahan, Mrs. F. E. Geibel, Mrs. W. B. Abraham, Mrs. Bertha Keneinger, Mrs. K. Dietrick, Mrs. Geo. A. Gilks.

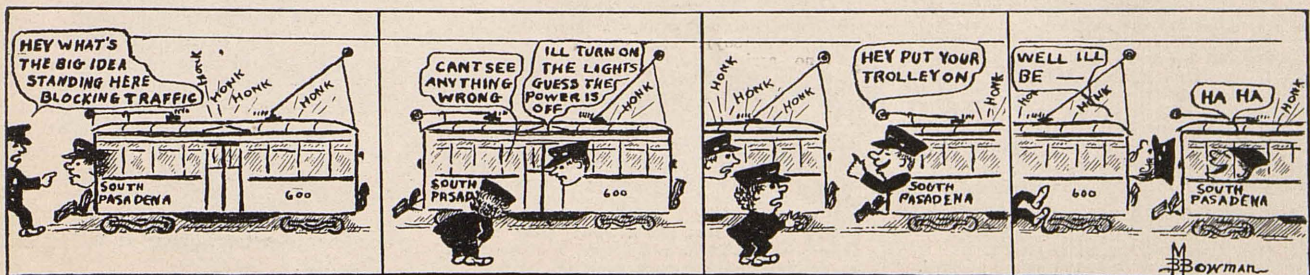
Business English—Monroe Faulkner, Otto Martin, James Shafer, W. S. H. Weeks, Raymond Zullig, Evelyn Lawson, Nellie Martin, Agnes Parnell, Fannie Schumacher, Elvira Romero.

Shorthand—Mary Blackburn, Mary Hardiman, Meta Hoogendyk, Evelyn Lawson, Mae Rowe, Edna Cruickshank, Ruth Read, Thelma Sevrens, Mable Garrett.

CATALINA TRAVEL INCREASES

That travel to Catalina Island this year will be the heaviest yet experienced is indicated by reports just released by the Wilmington Transportation Company to the effect that the past month saw the biggest June travel to the Magic Isle of any in the history of the Company. The report states that during this period more than 110,000 people were handled on the ships between Wilmington and Avalon.

This Company, in operating special trains to connect with all Catalina ship arrivals and departures, is handling a proportionately larger number of excursion passengers.





Elinor—Why does Miss Oldons wear such tight shoes?
Trudie—It's her only chance of being squeezed.

Convict 17936—When I get out I'm goin' to have a hot time, ain't you?
Convict 17937—I hope not. I'm in for life.

Friend—Is it true, doctor, that the appendix is absolutely useless?
Dr. Quack—Useless? Why, it's a veritable gold mine for us surgeons.

Cop—Let me see your license.
Autoist—Marriage, car, driver's, camper's; fishing, dog, hunting, or builder's license?
Helen, reach me the license file from under the seat.

Hubby—I like those clinging gowns on you, my dear.
Wifey—I'll say you do. This one has been clinging to me for over a year.

Teacher—Johnny, what is a cannibal?
Johnny—I don't know.
Teacher—Well, if you ate your father and mother, what would you be?
Johnny—I'd be an orphan.

Dorothy—Is there any indelible ink in the house, mother?
Mother—No, dear, there isn't any but ordinary ink.
Dorothy—That's good. I just spilled a bottle on the Oriental rug.

Father—Young lady, do you mean to tell me you've been carrying that money around in your stocking?
Dora—Why, daddy, you told me to put it where it would draw interest.

A colored preacher gathered his congregation about him one Sabbath morning by the banks of a stream. His main topic of conversation was "Free Salvation." After preaching at great length on this subject he said, "Now, Brother Smith, will you take up the collection?" At this, one old darky at the far edge began shifting away and said, "Rev, I thought you said salvation was free, free as the water we drink."
"Well," responded the preacher, "water is free, and salvation is free, but when we pipes it to you, you has to pay for it."

They Call Her—

HIVES—she's always itching to do something rash.
GRAND CANYON—she's deep stuff.
SPOON—she leaves them all deeply stirred.
MODEL A FORD—her upkeep costs more than formerly.
MASSEUSE—she's always rubbing it in.
ALMOND BAR—she's sweet but a little nutty.
HAIR OIL—she's the chief thing on a lot of sheiks' brains.
CRICKET—it doesn't take much to make her chirp.
PUNK—she's all smoke and no fire.
FOLLIES—she outstrips all the other girls.
BOIL—she gives them a pain in the neck.

Americanism

A policeman we call cop,
But for father we say pop;
For potatoes we say spuds,
And our clothing we term duds;
To us a sailor's known as gob,
But a haircut's just a bob;
For government just say Uncle Sam,
And crowded traffic is a jam;
When we're cheated it's a gip,
But to us a tear's a rip;
Now all these things just go to show,
That about us there's lots to know,
And foreigners are all amazed
In learning how these things are phrased.

"Listen, remarked the exasperated driver over his shoulder, "Lindbergh got to Paris without any advice from the back seat."

Notes and Kernels

Mac: "How gracefully Cushman seems to eat corn on the cob!"
Eph: "He ought to. He's a piccolo player."

"The general was taken rather sick at the banquet last night."
"What from?"
"Oh, things in general, I suppose."

Min—You said you spent every cent you made on me before we were married.
Andy—I certainly did.
Min—Well, if you could live then without any money, why can't you do it now.

"With a single stroke of a brush," said the school teacher, taking his class round the National Gallery, "Joshua Reynolds could change a smiling face to a frowning one."
"So can my mother," said a small boy.

Lingerie Note

There was a young lady named Mollie
Who ran like the deuce for the trolley.
To her zeal she proved martyr,
For snap went her—shoestrings.
And of mortification died Mollie.

Time To Go

Caller: "Won't you walk as far as the street car with me, Tommy?"
Age Seven: "I can't."
Caller: "Why, not?"
Age Seven: "'Cause we're gonna have dinner as soon as you go."

Salesman: This Speedzee Coach has just been reduced one hundred dollars—
Prospective Buyer: I don't care anything about the price. How much is the first payment?

Teacher: "William, how many bones have you in your body?"
William: "Nine hundred."
Teacher: "That's a great many more than I have."
William: "But, teacher, I had sardines for lunch."

I remember, I remember
The house where I was shorn;
The hollowed place where little lambs
Came peeping in at morn.
The playful bears, the friendly bulls
Who wisely counselled me,
And where I bought at 88—
And sold at 43.

Extremes

"Say old man, pardon my curiosity, but I don't understand why you're going around with that thin light coat on, and your beautiful wife bundled in furs."
"I'm plenty warm. Every time I think of the price of those furs I burst out in perspiration."

Detective (Investigating a murder, speaking to office boy):

"Who arrived first in the morning, Mr. Jones or his partner?"

Office Boy: "Sometimes one, sometimes the other, sir."

Detective: "On what day is Mr. Jones likely to arrive first?"

Office Boy: "Well, sir, to tell the truth, at first he was always last, but later he began to get earlier, till at last he was first, but afterwards he got late again, though of late he has been sooner, and after awhile he got behind as he did before, I expect he'll be getting earlier sooner or later, sir."

CALIFORNIA RANKS FOURTH IN MERCHANDISE EXPORTS

Showing a net gain in merchandise exports of \$35,891,912 during the year 1928 over the previous 12-month period, California now ranks fourth among the States of the Union, being exceeded only by New York, Texas and Michigan, in the order named, according to figures made public late last month by the Department of Commerce.

California's 1928 merchandise exports were valued at \$345,436,658, as compared with \$309,544,746 the preceding year and \$207,601,684 in 1926.

Gasoline ranked first in order of value among the commodities sent from the State during the year, being valued at \$63,228,204, compared with \$56,885,997 in 1927.

SAFETY OF RAILROADS CITED

A good many years ago Mark Twain was quoted to the effect that railway trains were safer than beds, as fewer people died in them. The president of the American Railway Association now states that a person runs less risk of losing his life traveling on the railroads of this country than he does staying at home. As proof of this he cites the fact that last year 24,000 home fatalities occurred in the United States, against a loss of only sixteen lives among 800,000,000 passengers carried by the railroads. When the safety of railway travel is compared with that of automobile travel an even more impressive fact is discovered. The average number of persons killed daily in automobile accidents during 1928 was five times the total number of passengers killed on the railroads during the entire year.—*Detroit Free Press.*

SUMMER EXCURSION FARE TO NEWPORT-BALBOA BEACH

Certain to have the effect of attracting many summer visitors to the Newport-Balboa Bay District, details of the Company's \$1 summer excursion fare were announced by the Management late last month.

Tickets at the excursion rate of \$1 are on sale each day throughout the summer months at Main Street Station, Los Angeles; Watts and Company Ticket Offices. Excursion tickets must be purchased before boarding cars as they are not sold by Conductors. Provision is also made for a 50-cent excursion fare for children under 12 years of age. Permitting the purchaser to spend several days at the south coast beaches, the return limit of the summer excursion tickets is seven days from date of sale.

While the summer excursion fare of \$1 can be used only in traveling from Los Angeles and adjacent cities, to Newport or Balboa and return, there is a week-end excursion ticket, obtainable at the same price, which is in effect the year around and good for transportation beginning at either end of the line.

Doctor: "Did that medicine straighten your huband out all right?"
 Wife: "Yes, we buried him yesterday."

My Error

"Pardon me, sir," indignantly snapped the lady in the subway jam, "your glass eye has just broken my hatpin."

Vivienne: "Last night Jack asked me to marry him and make him the happiest man in the world."
 Beatrice: "Which are you going to do?"

Pat—"Why are you wearing so many coats on such a hot day?"
 Mike (carrying a paint can)—"I'm going to paint me fence and it says on this can, 'To obtain best results, put on at least three coats.'"

"Where is the electrical department?" asked the girl.
 "Just walk this way, Miss," said the bow-legged clerk.
 "You fresh young thing," said the girl, "I'd die first."

Sweet—"Do you let the boys kiss you?"
 Adeline—"No. But I'm not very strong."

In 1929

Teacher: "Who was George Washington?"
 Pupil: "He's the guy whose wife makes candy!"

Desperate Remedy

"What have you there?"
 "Some insect powder."
 "Good heavens! You aren't going to commit suicide?"

Narrow Escape

Fond Parent (finishing story)—"And so they lived happily ever after."
 Angel Child—"Gee, Pop, lucky they didn't get married."

The policeman entered the restaurant and with great dignity announced to the man at the table next to ours: "Your car awaits without."
 "Without what?" retorted the rather loud-mouthed gentleman.
 "Without lights," said the cop.
 "Here's your ticket."

**Flowers and Designs
 For All Occasions**

Special Prices Given
 Pacific Electric Employees

**TERMINAL
 FLORISTS**

Located in Waiting Rooms of

Subway Terminal Bldg.
 423 So. Hill St.

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 6th & Main Sts.

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

PARTIAL LIST

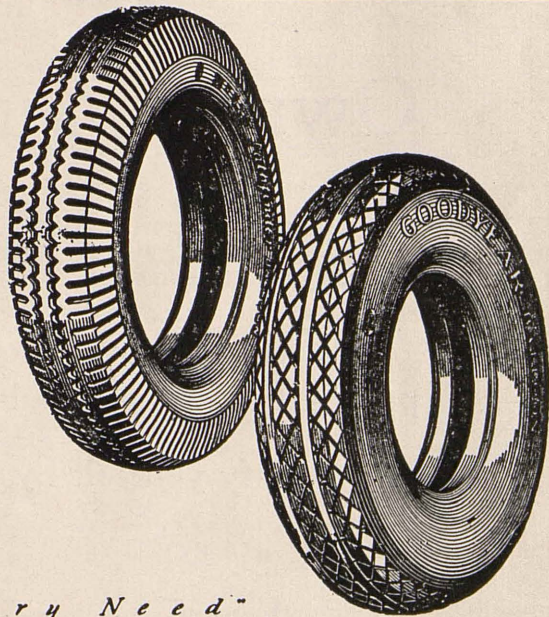
Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid
Bower, Loyd B.	Bruises	\$ 57.10	Honz, Robert E.	Lumbago	8.00	Rowe, Clifton John	Headache	8.00
Burt, James H.	La Grippe	8.33	Hood, Clinton I.	Nose Operation	10.00	Russell, Chas. C.	Indigestion	14.00
Comstock, Cass L.	Injured Eye	10.00	Humphrey, Richard J.	Bronchitis	24.00	Scholl, Wm. C.	Stomach Disorder	30.00
Edmondson, Noah H.	Crushed (Internal)	400.00	Keohane, T. J.	Bruised Face	10.00	Tate, Geo. F.	Foot Injury	40.00
Francis, Russell C.	Cold	14.00	Livingston, Jos. M.	Pneumonia	60.00	Usher, Gerald F.	Cold	8.00
Gallahar, Jno W.	cold	8.00	Martinez, Tula	Cold	10.00	Vial, Henry G.	Tonsilitis	22.00
Gardner, Robert	Ankle Broken	300.00	May, Renard Russell	Cold	10.00	Ward, James D.	Bruised Limbs	8.00
Goodman, Robert B.	La Grippe	48.00	Noel, Franic B.	Appendicitis	60.00	Watkins, Orville V.	La Grippe	10.00
Griffin, Roscoe E.	Ankle Sprained	24.00	Ophus, Emmett T.	Intestinal Flu	22.00	Weeks, James L.	Intestinal Flu	12.00
Herzman, Herman E.	Gastritis	12.00				Wise, Louis W.	Blood Poison	40.00

FOR A POLICY SEE OUR AGENTS ABOUT THIS INSURANCE.

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

New Low Prices

Now you can buy GOODYEAR TIRES at the lowest prices these famous tires have ever carried. New Low Prices on the entire Good-year line are now in effect. We suggest that you visit the Motor Tires, Inc., store nearest you and get your Special Wholesale Price on your size Goodyears... Remember, too, Motor Tires, Inc., Service goes with every sale. -----



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6523 Santa Monica Blvd.
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 HOLLYWOOD 5524

220 East Anaheim St.
 Long Beach
 622-79

\$100,000.00 IN INTEREST AND DIVIDENDS

To Our Members in the Past Year.

Open an Account Now and Receive Your Portion Next January.
Funds received up to and including July 10th will earn interest as of the First.

RESOURCES NOW \$2,000,000.00

THE RAILWAY MUTUAL BUILDING AND LOAN ASSOCIATION

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Own a Quality Diamond

Our diamond stock is more complete than ever and prices are reasonable.

You can own one of these gems by paying a small payment down and the balance monthly.

Satisfy yourself by comparing them.

V. A. Corrigan Company

Official P. E. Watch Inspector

J. E. Adams, President

631 South Main Street

Accident and Sickness Insurance Announcement

FOR many years The Pacific Mutual Life Insurance Company of California has issued Accident and Sickness Insurance to employees of the Pacific Electric Railway Company under policy forms designed and approved by Pacific Electric officials.

The Insurance Company has always co-operated with the Pacific Electric in giving the employees the broadest form of coverage possible. At the suggestion of the Pacific Electric the Insurance Company has just added several new benefits to its policy forms which will better fill the insurance needs of Pacific Electric employees. This liberalization has been made without increase in premium.

In addition to all other liberal benefits, the new specially-designed Pacific Electric Policies now pay for a period of six months partial disability from bodily injury and pay benefits for three months of non-house-confining total disability from sickness.

Accident and Sickness Insurance is not a luxury. It is a vital necessity. The Pacific Electric recommends this form of insurance to employees. Be sure to complete and return to Mr. N. B. Vickrey the questionnaire that is being sent you.

Policyholders now carrying Pacific Mutual Policies may change their present policy to one of the new forms by applying to

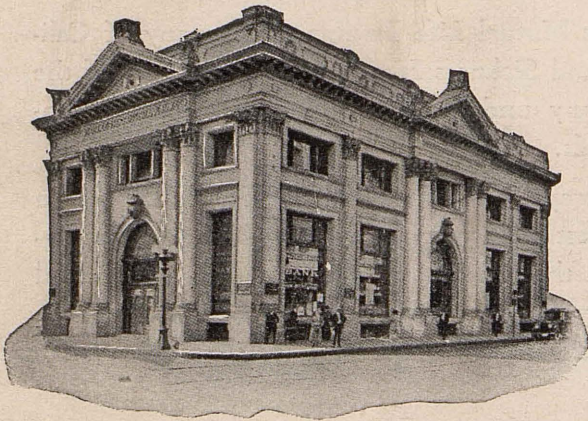
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