

# Pacific Electric Magazine



Vol. 14

LOS ANGELES, CAL., NOVEMBER 10, 1929

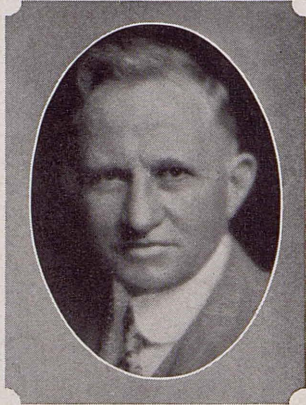
No. 6



## Let Conscience Guide You

**T**O RELIEVE distress among the poor, the sick, the orphan, the crippled and the helpless aged, funds are now being solicited for the Community Chest.

Quite naturally when we are approached to aid this worthy cause, our minds recall some of our own immediate obligations. We all have them, and quite often they are burdensome.



On the other hand, if we will ponder a moment we will see how fortunate we really are. We have health, the greatest of all assets. We have a regular income from steady employment with this railway. We live in an age when those who toil enjoy a broader and happier life than ever before.

Enough thought of ourselves; let us visualize the condition of those for whose relief we are asked to give.

Crippled and orphaned children. They are entitled to a chance for a sturdy body, to a home, and to become useful citizens.

The sick and helpless aged are usually the victim of conditions over which they had no control. They cannot work and earn their own livelihood. Life simply dealt harshly with them. Our humane instinct would not permit them to be cast out. We should aid them!

Employees of this railway have responded nobly to previous Community Chest appeals. This year, however, due to the great growth of the city, the need is greater and our quota is larger. As a large city grows its charity needs increase even more; poverty and distress hovers in metropolitan centers.

I bespeak consideration of the foregoing by the employee mass of this railway and urge a liberal gift, specifying no amount, but rather that your giving be dictated by your conscience.

A stylized, cursive signature in black ink, reading "A. J. Goulet".

President.

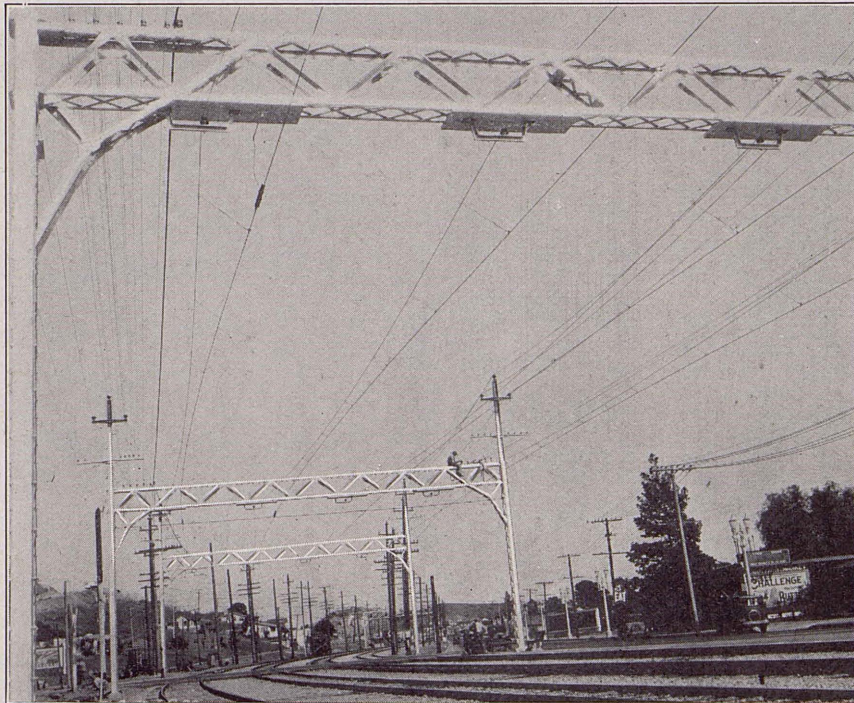
## Table of Contents

<i>New Steel Bridge Overhead Section on Pasadena Short Line</i> .....	Cover
<i>Let Your Conscience Guide You</i> .....	2
<i>Complete Steel Bridge Overhead Link, By Julian Adams</i> .....	3
<i>World Praises Edison as "Greatest Living Man"</i> .....	4
<i>Scales Must Measure Correctly</i> .....	5
<i>Eliminating The Step Accident, By George Grace</i> .....	6
<i>Public Appreciation Expressed</i> .....	7
<i>Express Agency is Proving Popular with Arrivals</i> .....	8
<i>Mr. Shoup Named Ranking Executive of A. E. R. A.</i> .....	9
<i>Health Hints, By Dr. W. L. Weber</i> .....	9
<i>Cox is Selected for Higher Post on Southern Division</i> .....	10
<i>Movie Shows Now Twice Weekly</i> .....	11
<i>Sports</i> .....	12
<i>Editorial</i> .....	13
<i>How Trainmen Can Build Patronage For Railway</i> .....	14
<i>Pacific Electric Club Affairs</i> .....	15
<i>Pick-ups Around the Club</i> .....	16
<i>What, Where and When of Study Courses</i> .....	17
<i>News of the P. E. Family</i> .....	18
<i>Jokes</i> .....	21

# Complete New Steel Bridge Overhead Link

Construction on Pasadena Short Line Last Word in Overhead Steel Bridge Work. Made Necessary on Account of Insufficient Street Width.

A total of 3160 feet of the overhead construction seen in the picture has just been completed on the Pasadena Short Line between El Serreno and Van Horne Street. The steel bridges eliminate all poles.



Overhead bridges support four trolley wires; two 15,000-volt transmission lines; feeder cables; telephone and signal lines. On straight track bridges are spaced 150 feet, while on curve they are 120 feet apart.

**S**TEEL bridges spanning the 4 tracks of the Pasadena Short Line and supporting all overhead lines have recently been installed between El Sereno and Van Horne Street, a distance of 3160 feet.

This is the first construction of this type to be used by the Pacific Electric. On most of our lines wood poles have been used almost exclusively because of their lower first cost and the greater ease with which wood pole lines can be moved or reconstructed when necessity arises. In a country growing as fast as Southern California rapid changes are made in routes of travel and frequent changes in rail lines are necessitated. There is therefore less incentive here toward the use of steel supporting structures than in some of the more fixed centers of population in the East. Also there has been an abundant supply here of durable wood poles at low prices which has made their use quite satisfactory.

### Why Necessary

The primary reason for adopting the steel bridge construction in this case was the limited width of right-of-way which did not give sufficient room for guying wood poles. Incidentally, however, the appearance of the overhead lines has been very much improved by this type of construction.

The bridges support 4 trolley wires, two 15,000-volt transmission lines, feeder cables, telephone lines and sig-

By **JULIAN ADAMS**  
Asst. Superintendent of Power

nal lines. They are spaced 150 ft. apart on tangent track and 120 ft. apart on a 3 degree curve.

Single messenger catenary construction is used and over the curved track what is known as "inclined catenary construction" is used. This type of construction gets its name from the fact that the hangers supporting the trolley wire from the messenger cable, instead of hanging vertically, as in the case of ordinary catenary construction, are inclined at an angle and support the trolley wire both horizontally and vertically. This avoids the necessity of frequent horizontal "pull offs" from messenger and trolley wire and gives a very smooth curve resulting in longer life to trolley wire, as well as less strain on overhead supports. The absence of "pull offs" and "back bones," also gives the overhead system a pleasing appearance (as may be seen from the accompanying photographs).

The customary "high strength" 7/16" steel messenger cable and 4/0 copper trolley wires are used. The messenger cable is pulled to a tension of 2,000 lbs. and the trolley wire to a tension of 2,500 lbs.

### Protective Measure

The steel stirrups supporting the messenger insulators are insulated from the grounded steel bridges and

wood guards are placed between the "hot" messenger cables and the grounded steel structures. This has been done partly to prevent short circuits in the event of trolley de-wirements and also as a protection to maintenance forces.

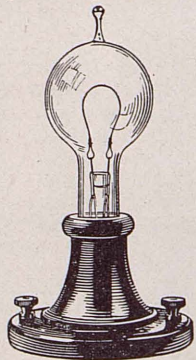
The bridges were designed by our Engineering Department under M. C. Halsey's supervision and were made as light as practical. The weight of the structural steel in one typical bridge is 7,000 lbs. They are designed to safely take the transverse strain of the overhead lines but are not intended to be self-supporting as regards longitudinal strain which might result from broken conductors. Such strain is intended to be taken by longitudinal guys and by support from other conductors. Also there are three special bridges for supporting block signals, as well as overhead, and these combination bridges are heavier and stronger than the others and tend to strengthen the line longitudinally.

Lattice steel poles were released from the Visalia Electric Railroad and were cut and made use of on the tops of all the bridges for the support of the 15,000 volt lines.

The bridges were erected under the supervision of D. E. Plank, Bridge & Building Supervisor, Engineering Department, and the overhead construction by R. M. Cobb, General Overhead Construction Foreman, Electrical Department.

## World Praises Edison As 'Greatest Living Man'

THE whole civilized world joined hands on October 21st to commemorate the fiftieth anniversary of the invention of the incandescent light and to do homage to Thomas Alva Edison for this and his many other contributions to science that make living in this age the blessing it is. Because we of the electric railway industry are so closely allied and our jobs may be traced back to the brain-



The first incandescent light bulb.

children of this genius it seems right and proper that we recount, briefly at least, some of his incomparable accomplishments.

By inventing and creating the incandescent light and designing the fundamentals of our present systems of distributing power, light and heat, Mr. Edison has well earned the title generally bestowed upon him as "the founder of the electrical industry."

### His Scope Varied

It would require and justify great length to name and properly explain the numerous contributions to science of this great character. His inventions have been in many fields removed from the electrical industry and the benefits derived have been and will be enjoyed for all time by people of all nations. As showing the versatility of his genius we need only to recall some of his outstanding and well-known achievements. With no attempt to list them in the order of their importance:

Mr. Edison perfected the typewriter; he invented the carbon telephone transmitter; paraffin paper; motion picture camera; switches; sockets; meters, and the storage battery. He made the dictaphone and stock ticker possible and multiplied greatly the value and usefulness of the telegraph by inventing the quadruplex sending instrument. We learn further that he invented the mimeograph and phonograph; he discovered an electrical phenomena which he termed "Ethereic Force" and which later became the foundation of radio. Indeed, there are few modern contrivances or developments the usefulness of which in some stage has not been stimulated or made possible in full by the magic of Mr. Edison's fertile mind. Hence it is not surprising that on October 21st leaders of nations and people throughout the globe joined in an unanimous acclaim on a scale never before accorded any individual.

Mr. Edison was born at Milan, Ohio, on February 11th, 1847, being now in his 83rd year. His education came in the school of "hard-knocks" and that he could have accomplished, without

academic training, all that he did is quite as difficult to comprehend. In his boyhood he was a "candy butcher" on trains in Michigan. Later he became a telegraph operator and spent five years in that occupation. He has been described as a "voracious reader, a tireless experimenter and indefatigable worker."

### President Honors Him

In a radio broadcast from Dearborn, Michigan, which reached the four corners of the earth, President Hoover's eulogy of Mr. Edison was beautifully expressed. He said in part:

"Mr. Edison has given a long life to service. Every American owes a debt to him. It is not alone a debt for great benefactions he has brought to mankind, but also a debt for the honor he has brought to our country. Mr. Edison by his own genius and effort rose from modest beginnings to membership among the leaders of men. His life gives renewed confidence that our institutions hold open

the door of opportunity to all those who would enter.

"Our civilization is much like a garden. It is to be appraised by the quality of its blooms. In degree as we fertilize its soil with liberty, as we maintain diligence in cultivation and guardianship against destructive forces, do we then produce those blossoms, the fragrance of whose lives stimulate renewed endeavor, give to us the courage to renewed effort and confidence of the future."

Convulsed with gratitude and in a voice that evidenced the feebleness of his advanced age, the great benefactor generously and characteristically shared his great honors in these words:

"I would be embarrassed at the honors that are being heaped on me on this unforgettable night were it not for the fact that in honoring me you are also honoring that vast army of thinkers and workers of the past, and those who are carrying on, without whom my work would have gone for nothing.

"If I have spurred men to great efforts and if our work has widened the horizon of man's understanding even a little and given him a measure of happiness in the world, I am content."

### 16 MILLION WALNUT CROP

Sixteen million dollars is the expected return to growers from this year's walnut crop in Southern California the yield of which will rival the most bountiful one yet recorded according to information made public last month by the California Walnut Growers' Association.

Carlyle Thorp, general manager of the association, declared that the return to local growers, in spite of the low prices fixed by the association, will be one of the largest on record. He estimated that more than 68,000,000 pounds of walnuts will be harvested in Southern California this year.

Each year it is the custom of the association to fix the prices that will be paid the growers for the crop. This is done after taking into consideration the foreign crops and allowing for the steady increase in the demand. The prices just announced for the better known grades follow:

Diamond No. 1 softshells, 21½ cents per pound; Diamond large budded, 23½ cents; babies, 14 cents. Retail prices will be about 10 cents a pound higher.

### Boss

A man who arrives early when you are late, and late when you are early.

### Nor Sitting In His Lap

The dictaphone is a valuable asset in any office. It never takes a man's mind off his work by crossing its knees.

Parson: "Does you-all take this man fo' bettah or fo' worse?"

Bride: "Lan' sake, how kin Ah tell so soon?"

## Sunday School Training Vital to Children

*President Pontius believes all children should have the lasting benefit of Sunday School training and says so in no uncertain terms in the following statement which was broadcast over his signature to all Sunday Schools in the state recently by the Southern California Council of Religious Education:*

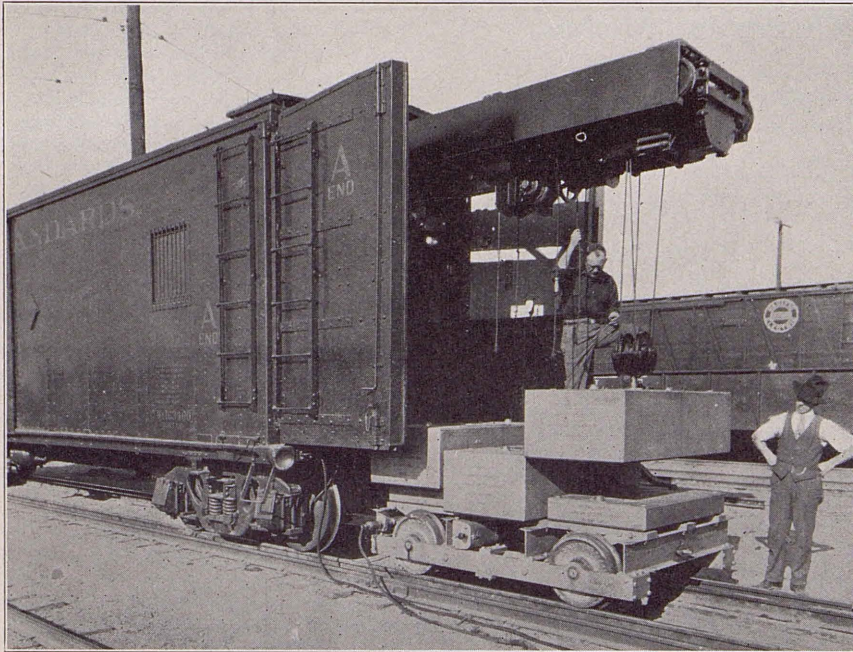
**I**N the words of Solomon: "Train up a child in the way he should go and when he is old he will not depart from it."

The Sunday School work can truthfully be called the foundation for the building of countless spiritual structures. The child thought is pure, receptive and teachable.

It is sad to know that countless homes do not have any religious background, yet those very parents as a usual thing feel the need of religious teaching for their children. The human mind is always reaching out for good and this very desire shows how essential it is to give to the youth of our land such pure, Christian training as will leave a lasting impression with them.

The teachers in Sunday Schools should be consecrated in their efforts to bring to the children such simple lessons as will appeal to their understanding and bring out the good in their natures. Such foundation work surely tends to the destruction of evil suggestions. The great need of humanity is that of overcoming evil; and there is no place where the foundation for this can be so effectively laid as in the Sunday School.

## Scales Must Measure Correctly



Bureau of Standards scale test car which makes periodical tour of country checking the accuracy of scales. Picture was taken preparatory to testing our Butte scales last month which were found within a minute fraction of being correct.

JUST as does your Uncle Sam zealously guard the quality of our foods, so does he also, and rightfully too, endeavor to see that full quantity is given by all who sell a commodity of whatever nature. Not only does the federal government engage in this activity, but also the state, county and city administrations. The law is no respecter of persons and in its scale testing activities all railroads are subject to frequent and comprehensive testing of scales which measure the cost for services performed.

In this endeavor the Bureau of Standards, Department of Commerce, have two master scale testing cars, one of which visited this section last month and during its sojourn made check of our Butte Street scales which are a modern 150-ton unit with four sections and type registering beam. Incidentally these scales tested almost perfect.

Mr. C. R. Letzkins, Chief Engineering Inspector, in charge of the government car dispensed some interesting information relating to this equipment.

### Features of Tester

The car well qualifies as a master scale tester by reason of its indisputable accuracy, being within 1/100 of 1% correct. It generates its own electricity with a gas motor, the power being used to operate a 5-ton hoist which is installed on an overhead track within the car. The interesting feature of this hoist is that it works on a worm gear and extends out the end of the car about 15 feet. From this

hoist the weighing car and weighing block are lowered in the testing operation.

The weighing, or testing car, is a miniature railroad car, weighing 5,000 pounds, having two trucks, being operated by its own motor, power for which is supplied by the mother car.

The testing operation is as follows: The weighing car is lowered to tracks and run on scales, a test weight being taken on each section of scales. It is then run back to the mother car and a block weighing 2500 pounds is lowered onto it and the operation of checking each section of scales repeated. This is repeated with another 2500 pound weight; again with 10,000

pounds and continued until a total weight of 80,000 pounds has been put on the car and registrations made. Adjustments, when found necessary, are made by shifting levers to proper positions so that correct weights are obtained.

The test weights are made of cast iron, two weighing 2500 pounds, and seven 10,000 pounds each and are corrected when leaving Washington to 1/1000 of a pound in 10,000 pounds.

After completing the test of the Butte Street scales Mr. Letzkins asked the average number of cars weighed on the scales and when informed about 75 stated that the scales were maintained in an excellent condition.

### P. E. MASONIC CLUB AFFAIRS

The Seventh Annual Dinner and Re-union of the Pacific Electric Masonic Club will be held at the City Club, 833 South Spring Street, on Thursday evening, November 14th, 6:45 P. M. sharp. Price \$1.50.

It is planned to have the affair in two parts—starting at the City Club and ending at the Pacific Electric Club, where the families are invited to participate in the entertainment feature.

Past Grand Master W. E. Fisher will be the principal speaker at the dinner and a fine program has been arranged to follow.

On October 31st the Club visited Euclid Lodge, No. 519, and conferred the Third Degree upon F. Peer of the Mechanical Department.

Optimist: "A knock is a boost."

Pessimist: "You're wrong. Some people knock just to attract attention."

"You never miss the sunshine  
'Till it begins to rain.  
You don't regret Welsh rarebit  
Until it starts to pain.  
The trolleys and their troubles  
Don't worry you. But, say!  
It would double traffic trouble  
Without trolleys here today."

### COMPARISON OF ACCIDENTS DURING AUGUST, 1928 and 1929

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1929	1928	1929	1928	1929	1928	1929	1928
Interferences with Vehicles	94	105	90	93	165	153	20	19
Collisions and Interferences with Cars	2	1	2	3	1	1	0	0
Persons Struck	5	5	2	6	5	10	0	2
Derailments	10	8	4	11	2	2	0	0
On and Off Moving Cars	11	10	8	7	15	8	2	3
Miscellaneous	16	13	28	22	40	19	8	6
	138	142	134	142	228	193	30	30
			1929	1928				
Interferences with Vehicles			369	370	1 Dec.			27%
Collisions and Interferences with Cars			5	5	Same			Same
Persons Struck			12	23	11 Dec.			47.83%
Derailments			16	21	5 Dec.			23.81%
On and Off Moving Cars			36	28	8 Inc.			28.57%
Miscellaneous			92	60	32 Inc.			53.33%
			530	507	23 Inc.			4.54%

# Eliminating the Step Accident

## Strict Rule Observance Best Means of Avoiding This Too Frequently Occurring Mishap

By GEO. H. GRACE,  
Transportation Department

**I**N CHECKING up our accident records it is quite apparent we are having too many so-called step accidents involving passengers immediately at the time of boarding or leaving cars.

A few years ago such accidents were properly so classed; but since the advent of the center entrance cars, with double sliding doors, there has been thrust upon us an equal, if not greater number of step accidents than before, due to passengers being struck by closing doors while boarding or alighting.

### Should Decrease

It was generally believed that boarding and alighting accidents would be nearly or quite eliminated in so far as the center entrance car was concerned, due to the safety features provided to prevent such casualties. For illustration, the doors could not be opened while the car was moving, nor could the car start without the doors being closed. Passengers could not board nor alight from moving cars, nor could the car start before everyone was safely aboard.

Notwithstanding, the new cars were no sooner in service than accident reports started to accumulate; passengers were being caught in the doors, not only in boarding and alighting but even while standing inside the car; and while a study of the accident reports did not indicate any gross carelessness on the part of Trainmen, it did reveal too many cases of negligence in their not making sure that everything was safe before closing the doors.

In many cases, the passenger contributed to the mishap in attempting to jump through the doorway after the doors started to close. In other cases, they came around rear end or from the head end just after the last passenger at the landing had boarded.

The conclusion is reached that the passenger is paying little or no attention to the doors, and if accidents are to be avoided it will be necessary to exercise more care in this particular operating feature.

Rule 202 covers this very definitely, as will be noted:

"Signal to Start. Conductors must never give a signal to start unless they can see the steps and know that passengers leaving the train are clear of same, or that passengers boarding the train are safely on the car. They must be careful not to give a starting signal when passengers are approaching, or close to train and about to board it."

The essential safety feature of this rule is covered by the first three words, "**Conductors must know**" before starting car, and, of course, this includes closing doors.

### The 'Dark Past' of the Early Trolley Car

**'M**EMBER when the interior, headlights and destination signs of electric cars were lighted with oil lamps? We don't either, but S. H. Anderson, Superintendent of Power and Equipment does. In reminiscing after the 50th anniversary of the incandescent light last month, Mr. Anderson said: "I well recall that in the early days of the electric cars they were lighted by oil lamps. The headlamps and destination signs also were illuminated by the crude rays from the old style oil lamps.

"The railway managements in 1889 felt that they had taken a long step forward when they became so progressive as to adopt the electric lamp bulb. Five lamps, all connected in series, were used. Incidentally, these lamps in those days cost \$2.00 each and had a comparatively short life.

"When the cars were first equipped with electric lights they created much consternation and awe and people traveled many miles to see this 'new fangled idea.'"

Attention should not be diverted, even momentarily, from the doorway and the landing extending the entire length of the car; and on occasions of heavy loads, where the view is obscured inquire of passengers standing near the doorway, if everything is clear.

The winter season is approaching, with shorter days, tending to slow up boarding and alighting after dark; the nearing holiday season, with stores keeping open during the evenings, means heavier loads during a longer period.

Passengers will be carrying packages and there will be many more children than usual,—a combination that will further add to our transportation difficulties and to such an extent that only through extraordinary care and vigilance on the part of all concerned may we avoid accidents which may result in personal injuries.

We desire to make our service safe for all who make use of it and through the wholehearted co-operation of all who are engaged in the operation of cars and trains we may crown our efforts with success.

### MAGAZINE'S STAND ON POEMS

One of the most embarrassing problems in editing the Magazine is that of dealing with poetry offerings from employees. Our problem is no different, however, than with other railways or industries who publish a house-organ.

The day is indeed a rare one when a poetic offering is not received. They cover all manner of subjects and many of them too are quite creditable. Inspired by the beauty and gratitude for our new Club no less than seven poetic appreciations were received for the last issue of the Magazine. They ranged in length from one to twenty-five verses. It would have required about four pages to have published all of them.

Obviously we had no alternative but to return each of these with a polite letter of explanation as to why they could not be used. To have published one would forever have brought upon us the condemnation of the other six writers; and rightfully so.

Infrequently the Magazine uses short verses by writers of national reputation, but we aim to choose only that which is inspirational and yet of a character that would appeal to the rank and file of readers.

We wish our poet friends also to understand that rejection of their gems is not the only material received at the Magazine's headquarters that it is impossible to publish. Due to limited space our regular contributors offer material frequently that cannot be used and they accept gracefully to it being blue-penciled or rejected in whole.

The foregoing is recited in the hope that we may convince poetically inclined employees that our stand in this matter is not an arbitrary or personal one, but rather one dictated by conditions over which we have no control.

### "Staggering" Traffic in New York

Every skyscraper put up in New York adds to the congestion in the streets and increases the burden on the subway lines. Recently the health commissioner of the city suggested that employers of large numbers of people could help relieve the subway congestion by having their employees come to work in platoons, at different hours, and having them leave in the same order. The Metropolitan Life Insurance Company has put the plan into effect, and relief has been observed at the stations these employees use. Various city departments are expected to adopt the plan, and it has the possibility of becoming a desirable innovation in any large community where traffic congestion is a major problem.

Foreman—And in that large room in the rear we have several dyeing vats.

Lady Visitor—Oh, isn't that a shame! And can't you do a thing for them?

## SAN MATEO SHIPS 7 MILLION DOLLAR FLORAL CROP

A \$7,000,000 bouquet, requiring more than 200 refrigerated freight cars to transport to the furthestmost sections of the country, has been the 1929 contribution of a single California county to the floral marts of America.

Further establishing its claim as the "flower garden of the world" San Mateo county, lying directly south of San Francisco, has accomplished this unprecedented achievement and supplied virtually every major city in the United States with fresh cut flowers.

From September 1 to October 20, according to a statement from the Southern Pacific Company, that company shipped approximately 200 cars of cut flowers to Chicago, New York, Boston, New Orleans and other far distant cities, from the flower beds of San Mateo.

During the week ending October 19, the company stated, it moved a total of 46 carloads of flowers to the East. Flowers of every variety were included in the shipments, although chrysanthemums formed the major part of the cargo.

Heavy shipments are expected to continue up to November 15.

The floral cargoes are given the same care and treatment as fruit and other perishables, the refrigerated cars being operated by the Southern Pacific on near passenger train schedule.

New Orleans has been one of San Mateo county's "best customers," it was stated, with heavy demand for white flowers for religious festivals there on October 31 and November 1.

The county's 1929 flower output has been estimated at \$7,000,000, eclipsing all previous records. An equable climate, allowing slower growth of flowers and thus a sturdier stock, has aided in making possible the marketing of these California flowers along the Atlantic seaboard and in every other part of the country.

## TWO DEATHS DURING MONTH

Two deaths, the smallest number recorded for some months past, occurred among the rank of employees last month. Those called and to whose sorrowing relatives we express our sympathy, were:

Arthur S. Prather, Stores Helper, Macy Street, and Howard McKarney, Car Repairer, Mechanical Department.

Group insurance was quickly paid to the beneficiaries named and in one instance Mortuary Insurance. Incidentally, it is interesting to note that the Mortuary Fund now pays a total of \$1,033, the largest in its history, increase being due to new members joining P. E. Club also becoming contributors to the fund.

Twenty-five employees are receiving an aggregate of \$1880.25 monthly benefits under the total and permanent disability clause of the Group Insurance plan.

## Public Appreciation Expressed Service and Courtesy Bring Their Reward.

A TOTAL of 57 letters complimenting Trainmen for splendid service performed have been recently received by the management from appreciative patrons.

Many instances of exceptionally worthy service have been commented upon, praising Trainmen over the entire system, courtesy, capability and honesty being the keynotes which inspired the writers to pen their letters.

Analyzing the 57 letters we were impressed with the fact that 39 stressed the courtesy virtues of those whom they commended. From this fact we may easily visualize how the public intently observes and is deeply moved by acts of courtesy.

Today the public, including ourselves, demand courtesy, and rightfully so. None of us very long patronize a surly, abrupt, tactless or discourteous merchant, whatever it may be that he sells.

Next to the quality of service rendered, courtesy can win more patronage and discourtesy lose more than any other element. Hence our management's insistent plea for thoughtful, considerate and polite treatment of our patrons, a virtue we owe our employers and one which they have every right to insist that we practice with unceasing diligence.

Those who were the recipients of recent commendatory letters are:

### WESTERN DIVISION

Trainmen	Line	Nature of Commendation
C. L. Harris	.....Redondo Beach	..Efficiency and courtesy.
J. P. Hathaway	..Western Franklin	..Unusual courtesy always.
J. E. Kindoll	....Western Franklin	..Cheerfulness and courtesy.
H. F. Fortna	....Echo Park	.....Pleasing manner and efficiency.
W. H. Neff	.....Echo Park	.....Courtesy and efficiency.
C. F. Shultz	.....Santa Monica	....Exceptionally splendid conduct.
R. A. Schambers	..Venice Short Line	..Splendid conduct of duties.
E. Adler	.....West Hollywood	..Unfailing courtesy and efficiency.
E. H. Fay, Gtmn.	..Hill Street Sta.	...Courtesy and efficiency.
J. H. Robertson	..West'n & Franklin	..Special act of courtesy.
B. J. McCamy	..Glendale M. C.	..Returning lost article and courtesy.
Operators in gen'l.	..Western Div. M. C.	..Efficiency and courtesy.
P. D. Demarest	..Glendale M Coach	..Courtesy to all passengers.
R. A. Schambers	....Venice Short Line	..Cheerfulness and courtesy.
L. Klein	.....Hollywood	....Pleasant and courteous.
E. Adler	.....Hollywood	.....Courtesy and efficient conduct.
P. E. Steller	.....Glendale	.....Splendid conduct of duties.
J. W. Howard	....Vineyard	.....Affable and pleasing manner.
H. J. Hamilton	..Universal City	..Returning lost purse.
A. E. Stowe	.....North Hollywood	..Courtesy and efficiency.
F. Groshan	.....North Hollywood	..Pleasing manner and efficiency.
T. Slack	.....Hollywood	.....Strict attention to duties.
G. F. Crowther	....Echo Park	.....Exceptionally splendid conduct.
T. R. Burt	.....Echo Park	.....Capable, careful and courteous.
L. E. Koch	.....Hollywood	.....Efficiency and courtesy.
N. B. Roberson	..Venice	.....Particularly pleasing and efficient.
E. Adler	.....Santa Monica	.....Assisting blind man.

### NORTHERN DIVISION

W. G. Carrier	....Altadena	.....Efficiency and courtesy.
W. H. Windsor	..Altadena	.....Courteous treatment of passengers.
J. J. Ryan	.....Glendora	.....Cheerfulness and courtesy.
R. N. Hosford	..Pasadena S Line	..Returning lost article.
H. G. York	.....Pomona	.....Returning lost article.
W. E. Montrose	..El Monte	.....Efficiency and courtesy.
F. M. Costner	..El Monte	.....Affable and pleasing manner.
R. M. Peak	....Pasadena	.....Returning lost bank book.
H. Kraft	.....Arcadia	.....Outstanding efficiency.
T. M. Lloyd	....Sierra Vista	.....Unfailing courtesy and efficiency.
G. W. Ott	.....Colton-San Berdoo	..Splendid conduct of duties.
G. Fielder	.....Oak Knoll	.....Exceptionally splendid conduct.
I. E. Nicholson	..Sierra Vista	.....Particularly pleasing and efficient.
W. H. Cannon	....Pasadena	.....Courtesy and efficiency.
W. H. Pohlman	..Pasadena	.....Courtesy to all passengers.
J. H. Baxter	.....Pasa. M Coach	.....Efficiency and courtesy.
H. H. Slocum	....Pasa. M Coach	.....Affable and pleasing manner.

D. C. Berget ....Pasa. M Coach....Cheerfulness and courtesy.  
 R. M. Steele ....Pasa. M Coach....Pleasing manner and efficiency.  
 R. S. Smith .....Pasa. M Coach....Capable and courteous.  
 L. B. Bate .....Pasa. M Coach....Courtesy and efficiency.  
 D. B. Gardner ....Pasa. M Coach....Splendid conduct of duties.

#### SOUTHERN DIVISION

S. W. Carpenter..San Pedro .....Exceptionally courteous conduct.  
 A. P. Sisk .....Long Bch. Hunt.  
 ..Pk. M Coach ..Splendid conduct of duties.  
 J. R. Johnson .....Santa Ana M. C..Unfailing courtesy and efficiency.  
 E. L. Bulmer ....Long Beach .....Cheerfulness and courtesy.  
 H. P. Bates .....San Pedro .....Efficiency and courtesy.  
 C. W. Lebscher ..Long Beach .....Affable and pleasing manner.  
 J. Beck .....Redondo-Gardena Pleasing manner and efficiency.  
 J. W. McCowan..San Pedro .....Capable and courteous.

### Travel Tips Sell Tickets for Parent Company

**T**WENTY-EIGHT tips furnished by employees to the Passenger Department of the Southern Pacific Company resulted in the sale in recent weeks of 25 round trip tickets and 25 one-way tickets to various points in the United States.

That through these tips our parent company derived considerable revenue is evident from the fact that ten of them were to Atlantic sea-board cities and twelve to Chicago, St. Louis and points east. Also we learn that very frequently the opportunity to furnish helpful information for successful solicitation of prospective travelers comes to many of us if we but make a mental note to turn the information we frequently gain over to the trained business-getters of our parent organization.

These solicitors perform a free and helpful service to travelers, such as delivery of tickets, checking of baggage, planning of itinerary and unravel other travel details which frequently annoy and confuse even the most experienced traveler.

Those thoughtful employees to whom credit and appreciation is due and expressed for obtaining the fore-mentioned passenger business are as follows:

J. A. Birmingham, Manager Motor Coach Service, 5 round trips, New York.

Heber Blankenbiller, Carpenter, Torrance Shops, 1 round trip, New York.

A. J. Polach Conductor, Pasadena, 3 one-ways, Chicago.

James Gould, Accounting Dept., 1 round-trip, Cleveland.

M. E. Turner, Los Angeles Street Yard, 2 round-trips, Kansas City.

J. W. Van Sickle, Conductor, Pasadena, 2 round-trips, Des Moines, Iowa, and 1 round-trip, Oklahoma City.

Leo J. Bush, Paving Supervisor, Engineering Dept., 1½ one-ways, Kansas City.

Howard Bennett, Conductor, Southern Division, 1½ one-ways, Casa Grande; 1 round-trip, Nashville.

Earl L. McCall, Buyer, Purchasing Dept., 1 round-trip, Boston; 1 round-trip, Chicago.

Chas. E. White, Conductor, Glendale, 2 round-trips, New York.

R. Hunsley, Conductor, Redlands, 2 round-trips, Philadelphia.

F. J. Colley, Assistant Baggage Agent, 4 one-ways, Atlanta, Georgia.

George W. Weaver, Retired Cabinet Maker, Mech. Dept., 1 one-way, Fort Worth.

Hugo Dummer, Freight Clerk, Glendale, 1 round-trip, Chicago.

E. L. Converse, Motorman, Sherman, 1 round-trip, Chicago.

S. Edward Medland, Engineering Dept., 2 one-ways, Buffalo, N. Y.

E. P. Engelmann, General Signal Inspector, 2 round-trips, Detroit.

M. C. Hooper, Motorman, Northern Division, 1 one-way, Nashville.

C. R. Robitson, Bus Driver, San Dimas, 1 one-way, El Paso, Texas.

Jack Gibson, Conductor, Southern Division, 1 one-way, Casa Grande, N. M.

O. L. McKee, Supervisor, Western Division, 1 one-way, Portland.

W. L. Brown, Clerk, Accounting Dept., 2 one-ways, Urban, Ohio.

G. A. King, Clerk, Accounting Dept., 3 one-ways, Live Oak, Florida.

Nicholas Labond, Conductor, Western Division, 1 one-way, Shreveport, Louisiana.

L. Klein, Conductor, Western Division, 1 round-trip, St. Louis, Mo.

J. W. Shepard, Flagman, Section Gang, 1½ one-ways, Dover, N. J.

W. L. Brown, Clerk, Accounting Dept., 1 round-trip, Chicago.

A. F. Pabst, Claim Dept., 1 half-fare one-way ticket, Kansas City.

#### LIGHT TODAY—YESTERDAY

For \$2.20 worth of electricity we now get as much illumination as our grandfathers would have obtained from \$450 worth of candles, according to Elektrikat, which says this is a reason why candles now are a luxury.

In 1790 at a reception given in honor of George Washington 2000 candles were used in lighting a hall at a cost of about \$10 an hour. The same degree of illumination can be obtained through the use of electricity today at a cost of only 20 cents an hour.

### Express Agency is Proving Popular With Arrivals

**F**OR the convenience of the traveling public arriving by boat with baggage to be forwarded to Southern California points where checking is not possible, the Pacific Electric baggage room, Sixth and Los Angeles Streets, was made an agency of the Railway Express recently.

The advantages to be gained by a downtown express office were soon seen by nearby merchants and other lines of express matter began to pass through this office.

Before the establishment of the baggage room as an express branch, whenever a patron arrived with baggage to forward to points on Pacific Electric where checking was impossible, it was necessary to direct the passenger to either the Railway Express Agency or an interurban truck company to arrange for the movement of baggage.

To forward it by express required the patron to go to the express office at 547 South San Pedro Street which was often a hardship after a long journey and consumed considerable time. The result was that most of such baggage moved by truck.

The truck companies made a flat charge per piece, whereas the Express Company has a schedule of rates which quite often are cheaper. To illustrate, the truck rate from Los Angeles to Long Beach is \$1.25 per trunk, while the Express Company is 95c per hundred pounds. Since many modern trunks weigh around one hundred pounds it will be seen that a material saving to passengers is often possible.

Quite often passengers offer baggage, which, because of its nature, may not be checked, according to baggage checking rules, and delays and disappointments previously ensued. Now our Baggage Agent can explain the matter to them and arrange for the forwarding of such matter by express. A further convenience can be afforded the passenger who may be coming from some inland Pacific Electric point to Los Angeles, then leaving by boat from the port.

Such passengers not having through tickets over Pacific Electric and steamship may express baggage from point of origin to Pacific Electric baggage room, Sixth and Los Angeles Streets, from which point baggage cars operate direct to steamship dock and checking on steamship tickets is done. Where this method of handling is used Agent at point of origin should collect express charge in advance and baggage very plainly marked for P. E. baggage room, Sixth and Los Angeles Streets, Los Angeles.

There is also another reason why this baggage room is useful to Pacific Electric Railway as an express office and that is, people are inclined to want to carry large bundles or carpenters tool boxes on passenger cars. People with articles of this kind can be referred to express office instead and passengers need not miss their car or be otherwise inconvenienced.



## Mr. Shoup Named Ranking Executive of A. E. R. A.

NAMING our former ranking executive, Paul Shoup, as President of the American Electric Railway Association for the coming year and decision to hold the 1930 convention in San Francisco were two of the outstanding features of the 48th Annual Convention of the American Electric Railway Association held last month in Atlantic City. Messrs. Mercier, Anderson, Thorburn and Clark represented this company at the conclave.

The selection of Mr. Shoup as President of the Association is a distinctive honor, placing him as it does as the executive head of an organization representing practically every electric railway property in the United States. The Association proper deals with the major problems of the industry in a broad and comprehensive way and Mr. Shoup's selection for the post is still another recognition that further emphasizes his standing among the leaders of the railroad industry in this country.

Decision to hold the 1930 convention in San Francisco marks the first time in the history of the Association ever to bring the annual gathering to California, it never before having been held west of Denver. It will be staged in June in contrast to the late September dates usually marking the eastern gathering. Contemplating that the next year's conclave would be held in California, W. V. Hill, Manager of the California Electric Railway Association decorated all of the representatives from California with a silk poppy and badge welcoming members and manufacturers to California in 1930.

This year's meeting in Atlantic City was held in the new municipal auditorium erected at a cost of \$15,000,000, and having a seating capacity for 41,000 persons. The outstanding feature of these conventions is the exhibit of a very large quantity of specialties, seats, rail cars, coaches and appurtenances of all descriptions representing the latest productions of the industry manufacturers.

Some of the rail cars on exhibit last month were designated to operate on lines that required special designed cars; others exhibited were new designs that have never been given a test. Special attention was paid to seats and seating arrangements, as well as interior decorations with a view of trying out different interior painting combinations. Careful examination was made of exhibits of seats and seat coverings by the seat manufacturing companies.

There were coach exhibits of 6 manufacturers, each having 3 or 4 different designs and capacity of equipment, ranging in capacity from 21 to 40 passengers. It was noted that the manufacturers have made improvements in design and seating arrangements in coaches on exhibit.



## HEALTH HINTS

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

DIET! DIET! What a magic word to conjure with.

"I'm on a diet and just look at me—no hips or anything! Aren't you on a diet? h'm!"—then, thinking to herself, or himself—"you sure ought to be."

Everybody's doing it—if not for health, then just to be in on the latest fad.

Americans are the greatest faddists in the world. Just let some one start something unusual and the majority of us follow. And Southern California seems to be the hotbed of faddists of all kinds, the majority of whom reap substantial rewards from the credulous.

In the old days it was a mark of distinction and a sure sign that a man had arrived, when, at about the age of 40, or thereabouts, that portion of his anatomy, vulgarly known as the stomach, assumed large and pretentious proportions; that when he could disport a huge link watch chain across the abdomen from one lower vest pocket to another, the chain nestled comfortably and securely upon a sizeable rotundity; then, indeed was that person proud; and when viewed from the side the individual presented a view that would make even a pouter pigeon envious. And as for our women—they sat complacently by and took on weight "ad libitum"—with no thought of the consequences or the fact that they were riding to a fall.

### Milady's Difficulty

But about this time Dame Fashion decreed that the ladies should wear less and shorter clothing—and finally, even less clothing. Now, in order to bring this remarkable and highly desirable condition about, at least from the spectators standpoint, something had to be done and done quickly. It was obviously impossible to fit over a body of generous proportions clothing designed for a school girl of 16. There were curves and localized collections of adipose tissue that could not be cramped into clothing in which no provision had been made for spare parts. Well, what happened?

The inevitable, of course; for when our ladies make up their minds to do something, its about just as good as done. They went on a diet, and oh boy! How they went to it was nobody's business. At this point is where the faddists came to the fore. They saw what the women—and the men for that matter, too—wanted, and gave it to them. Everybody began to diet—some went at it properly, under the guidance of competent physicians. Some starved themselves without a thought of the possible consequences;

some took the famous 18 day diet, others took up the diets prescribed by cultists of greater or less renown; and so, each person to his or her own way of thinking, went on some kind of diet.

Seriously speaking though, this dieting fad, while it was perhaps harmless enough, soon reached epidemic proportions and became highly contagious.

While much good has come from careful observation of our diet, there are numerous instances where individuals, and especially young women, have so lowered their resistance by indiscriminate dieting as to readily fall victims to disease. It is a well known fact to medical science that one of the predisposing causes of many diseases is insufficient food or under-nourishment—starvation, not in the sense of actually going without all food, but to so deprive our bodies of a well-balanced ration to the extent that our resistance and vitality are way below par.

### Worthy Impulse

Of course, it must not be assumed that the dictates of fashion is the only cause for this dieting spree. It is not. Most people have come to realize that to be excessively fat is to be unhealthy—one who is carrying around a large amount of excess baggage in the way of fat labors under a distinct handicap as compared to the person who is of normal weight. This desire to reduce, in my opinion, in the majority of cases, is a very natural and healthy reaction on the part of the people to do everything possible to be in the best possible physical condition. It is simply the trend of the times—we are all paying more attention to our physical well-being than ever before—and attention to over diet is one of the prime considerations. Many diseases are due directly to excessive and indiscreet diet and it has been well said that "more people eat themselves to death than drink themselves to the same destination." However, this must not be mistaken for a plea for non-observation of the 18th amendment.

The immortal Osler in speaking of the causes of arterio-sclerosis, says: "I am more and more impressed with the part played by overeating in inducing arterio-sclerosis. There are many cases in which there is no other factor."

Therefore the normal diet, whether the individual be fat or thin, should contain an adequate number of food units, or calories, to maintain that individual under usual activities, at a normal weight for the age, sex and height.

There are three groups of calorie-yielding food elements, the carbohydrates, the proteins and the fats. The carbohydrates include sugars and starches; the proteins are the nitrogen containing and are found in meat, fish, shell-fish, eggs, milk and milk products, nuts, cereals, peas and beans. The fats may be of animal origin, such as butter, suet and lard, or vegetable origin, such as the olive, nut and corn oils.

It is well known that sufficient food is necessary to the maintenance of life, and that food requirements increase proportionate to our physical activity, and present day medicine is able to definitely measure just what the food requirement may be in any individual case.

This is done by obtaining the basal metabolic rate, and which means the calories required in a person who has fasted in bed 12 to 14 hours, at the end of which time bodily activities are at their lowest ebb. So, when so great an authority recognizes the harmful effects of over-eating we must literally sit up and take notice.

Going back ever further: Geo. Cheyne, an English physician who flourished from 1671 to 1743, and who grew enormously fat and weighed in excess of 400 lbs. secured relief by a milk and vegetable diet, has this to say: "Every wise man at 50 ought to begin and lessen at least the quantity of his Aliment, and if he would continue free from great and dangerous distempers and preserve his Senses and Faculties clear to the last, he ought every seven years to go on abating gradually and sensibly, and at last descend out of life as he ascended into it, even into a "childs diet!"

It must not, however, be forgotten that many persons suffer from overweight due to disturbances of one or more of the glandular structures that furnish secretions that normally maintain a proper balance of the bodily functions and structure as a whole. Indiscriminate dieting in such cases may cause serious consequences, hence the importance of any one overweight seeking medical advice.

**What Is a Calorie?**

We all hear much about calories. Some one says "I'm on a diet of so and so many calories," but I wonder if the person actually knows what a calorie is, or how many calories are necessary in a well balanced diet.

The calorie is the unit used to express the heat or energy-producing value of food, and is defined as the amount of heat required to raise one liter (approximately a quart) of water one degree centigrade.

The food requirements of the average adult under varying conditions of rest and activity:

- Resting in bed .....1000 calories
- Invalids, .....1500 calories
- Sedentary occupations ..2000 to 2500
- Hard labor .....3500 calories
- Fighting rations of armies of
  - U. S., Great Britain, and
  - Germany .....5500 calories
- Requirements for Artie
- Expenditures .....8000 calories

Young people need more food than older people do—young and growing boys especially need ample food, due, of course, to their development at this age and because of their more or less strenuous activities.

Under-nutrition is often due to ignorance of the caloric requirements of the body under varying conditions, and many persons, especially women and children, often suffer from ill health and are not able to lead normal lives

**Cox is Selected for Higher Southern Division Post**

**S**UCCEEDING Ora Taylor, deceased Asst. Superintendent of the Southern Division, announcement of the selection of S. H. Cox to fill the vacated post was made early this month.



S. H. Cox

Having begun his service with this Company in 1913 Mr. Cox has a splendid record and diversified service which well qualify him to capably fulfill the duties of the important post to which he has been assigned. Characteristic of practically every official and the supervisory forces of this railway, Mr. Cox began with the rank and file and by dint of honest, loyal and efficient service advanced to posts of greater importance and reward.

Starting as a Conductor on the Southern Division in 1913, Mr. Cox served in that capacity for a period of six years. In April, 1919, he was appointed Dispatcher; six months later he became Asst. Trainmaster, in which capacity he worked until Jan. 1, 1927, on which date he was appointed Trainmaster. He served in this latter post up to November 1, when he assumed the reins of Asst. Superintendent, succeeding Ora Taylor, whose death from heart failure occurred on July 28 last.

Many friends within the ranks greeted Mr. Cox's latest elevation with keen pleasure, feeling that the appointment was a worthy one and that he will acquit himself creditably and beneficially to his employers.

because they do not eat sufficient food.

Wear and tear is going on constantly in our bodies, even when at rest or asleep, hence sufficient food should be supplied to meet the demand of the system. Weight loss, general ill health, irritability, nervousness, "nervous prostration" and kindred ills are very frequently the direct result of improper dieting. Hence, if you are overweight, or underweight for that matter, or your child seems undernourished, do not attempt to correct these faults without proper supervision. Your caloric requirement is a very definite thing and should be determined before going on any diet.

A word of caution to young women or girls who think they are too fat. In the adolescent female the healthy condition of the body is often dependent upon food reserve stored up in the way of fat—many taxing demands are being made upon your economy, and it is necessary that there be sufficient fuel held in storage to meet these requirements.

I understand that in the near future full curves and all the other appurtenances of well rounded figures are to be the fashion, and which no doubt will result in lessening, or doing away with altogether, the evils of indiscriminate dieting.

**LADIES' AUXILIARY DOINGS**

By Mrs. Lon Bishop

At the meeting on October 10 an assembly of seventy-five ladies were present and it was certainly most gratifying to the officers of the Auxiliary, who are striving so hard to give the members interesting programs.

We all feel so "chesty" over our new Club Building and being able to hold our sessions in such beautiful surroundings.

After the regular routine business had been taken care of and the President had appointed her committees for the year, a musical program began.

Mrs. J. F. King, wrote a clever club song to the tune of "Auld Lang Syne" and after trying it out the ladies paid the compliment of adopting it as their official song.

Selections rendered by Miss Frances Zimmer and Miss June Chandler were greatly enjoyed, the former young lady being a niece of Mrs. George Miles, our 1st Vice-President.

The speaker for the afternoon was Mrs. Gertrude Maynard, Vice-President of the Jones Book Store, who gave an interesting half hour's talk on "Books for Children."

The Club has decided to hold Parliamentary Law classes, prior to the regular meetings, Mrs. Tyler in charge. Remember the time—12:30 to 1:30 p.m. every second and fourth Thursday.

Miss Fulton's Arts and Crafts class is held every Thursday morning from 10:00 to 11:00 a. m.; English class held every Thursday morning from 11:00 to 12:00.

Due to an oversight on the part of this correspondent, no mention was made in the October Magazine of the beautiful flowers presented to the Club on our opening day, but the ladies certainly appreciated them and thanks is due Mr. Heisel of the Mechanical Department.

On the 17th of October we had the largest and most enjoyable card party we have ever had. Ten tables of players in our beautifully lighted ball room presented a very happy picture. First prize in 500 was awarded to Mrs. Sadler; second to Mrs. Heustis. First prize in bridge went to Mrs. Dyer and second to Mrs. Crawford.

Remember the date for the next party and bring your friends—November 21 at 2:00 p. m.

We had another fine meeting on the 24th of October; nine new members enrolled. Invitations to the outside clubs to be special guests of the day brought fifteen ladies from San Bernardino, headed by their President, Mrs. Andrew Miller; eight ladies from Riverside with their President, Mrs. James Gilbert; and Mrs. Frank O. Evans with four members of her organization from Pomona.

The home club was indeed glad to welcome these ladies and hope they will find time to come in and be with us often.

We were especially honored on that occasion with a visit from our President, Mr. Pontius, who extended his cordial greetings to the ladies, and

then talked briefly of the Club, what it can do, will do and is doing to better conditions for all of us. He emphasized the hope that the ladies will realize the Club belongs to them and would take advantage of its restful surroundings. We certainly are very, very grateful to Mr. Pontius for his time and cordial talk.

Another guest speaker, Mr. Ed. Thomas, spoke of the Club as "The Temple of Friendliness" striking a harmonious note in the hearts of the Auxiliary members, who are working together to make our new home just that very thing.

The musical part of the program was in charge of Mrs. Womersley, cellist and leader of the "Echo Trio," assisted by Marie Dieken, violinist, and Adele Hatch, pianist and Mr. Womersley, soloist of the hour. Some old favorites were played and sung and greatly enjoyed by all.

Altogether it was an afternoon well spent and we are extending another invitation to all of you ladies who have not joined us. Meetings will be held November 14 and 28 at 1:30 p. m.

We are happy to announce that Dr. W. L. Weber, Chief Surgeon, will be the guest speaker at the meeting on November 14th. Dr. Weber's talks are always instructive and his presence on the program will justify a large attendance.

#### RESPONSIBILITY OF AUTOISTS

When one visualizes a railroad grade crossing accident, it is to see a gigantic, speeding locomotive crash into a small automobile, destroying the car and maiming the occupants. "But this is not always the case," say the California Development Journal.

"Last year more than 25 per cent of all grade crossing accidents resulted from automobiles running into trains, either standing or in motion. The increase in such accidents was several times greater, when compared with 1927, than the increase in accidents caused by trains striking cars.

"The public, in spite of intensive accident prevention efforts by the railroads and others, grows steadily more careless and indifferent to danger.

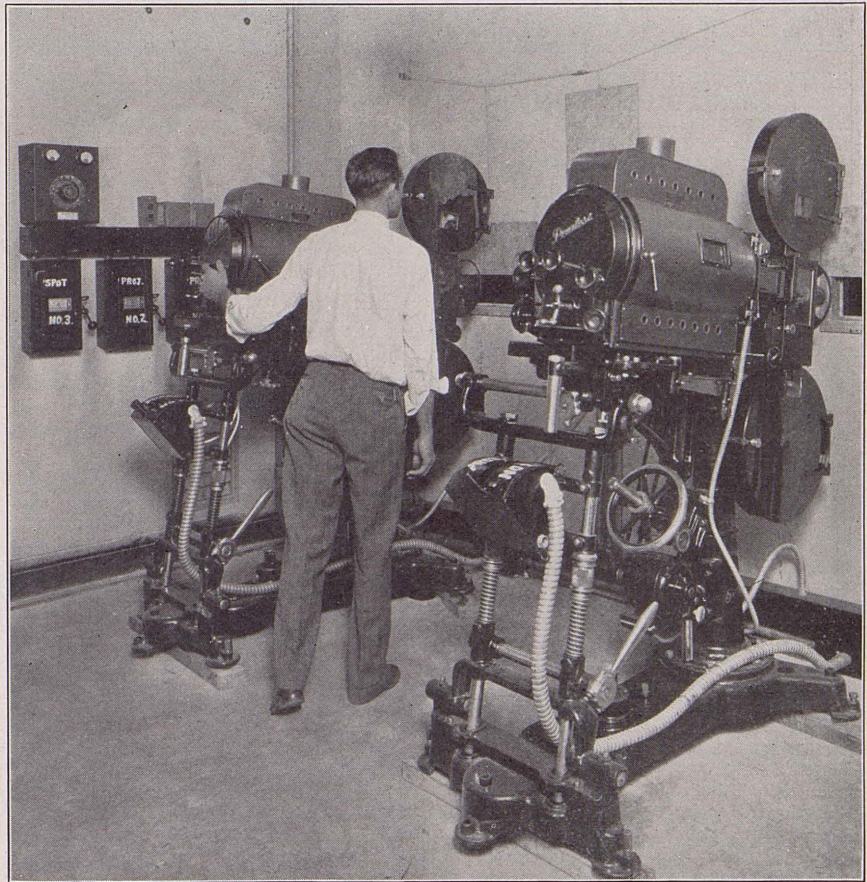
"It is an economic truth that to eliminate all grade crossings would be a financial impossibility. The taxpayers and the railroads have spent tremendous sums reducing grade crossings, only to have more grade crossings demanded than ever before.

"The railroads have spent millions installing safety devices to warn the public. Courts have now held that responsibility for seeing that a train is not coming at a railroad crossing, rests on the driver of the automobile. A little care on the part of motorists and all such accidents would be prevented, and thousands of lives saved each year."

#### Knew the Commands

She was only a drill sergeant's daughter, but she knew when to call a halt.

## Movie Shows Now Twice Weekly



No, the machines shown are not the latest Ford tractor, or a gas plant, nor lie detector. They are the projecting devices used in the Club's theatre.

**WE PRESUME** you have, but if not you should attend the weekly picture shows being staged in the new Club theater. So popular have these shows proven with the employee mass that already it has been found necessary to stage two each week and henceforth either Friday or Saturday will be "show night" at the P. E. Club theater.

Many of those who have attended recent performances at the Club have remarked upon the clearness of the picture and the splendid music which accompanies. These two factors may be attributed to two causes, (1) the management's desire for and action in securing the best and latest in modern projection equipment, and (2) capable and experienced handling in projection room.

Perhaps a brief explanation of the equipment used will be of interest. Two Simplex projectors, to insure continuous and uninterrupted performance, are equipped with mirror arc lamp-houses, the latter tending to increase screen illumination and making the picture stand out. A high grade theater generator converts alternating current to direct current which eliminates the "flicker" so predominant in the early period of perfecting displays

on screen. An automatic film re-winder, the latest in fire prevention storage equipment and a spotlight for use in vaudeville and stage presentations complete the equipment.

H. K. Nickerson and Howard Christiansen, employed in the Engineering Department, and both widely experienced in theater projection rooms, attend to the technique of projection on screen and furnishing the accompanying musical scores. These features have and are being performed quite as capably as is done in any theater. Failure of either to function correctly would greatly mar a performance, so if you have enjoyed a show in the Club theater credit some of it at least to Messrs. Nickerson and Christiansen.

#### Waiting for the Signal

"I heard the absent-minded Professor Jones driving his car into the garage at daybreak this morning. Where do you suppose he had been all night?"

"Well, Mrs. Jones told my wife that he saw a red lantern beside that excavation down the street and had sat there waiting for it to change to green."



**CLUB TEAM LEADS BOWLERS DURING FIRST MONTH**

By R. M. COBB

The end of the first month of this season finds the majority of the teams closely bunched in the race for leadership, with the honors resting for the time being with the strong P. E. Club team led by Archie Brahm, while the Signal and Macy Street teams are knocking at the door.

The Ladies Accounting team has upset the "dope bucket" and is winning points consistently and getting better as the time passes. The Local Freight team has also astonished everybody with their fine showing. The P. E. Club Ladies are beginning to function and it is expected that they are due for a big winning streak.

The rest of the teams are gaining their normal stride, but look for a big scramble from now on.

Among the individuals, Lloyd Covell has high series with 622, and Gowanlock right after him with 620. Walter Ohlinger, Captain of the Telephone team, shot a high game of 262 to qualify for the first P.C.P.C. 250 medal to be awarded from Jensen's this season. That mark represents a very fine game and one that is likely to stand for the rest of our season. Among the ladies Mrs. Brown has both high series, 523, and high game, 199, showing what our ladies are doing with their game.

The high team series of 2529 was rolled by Macy Street, while the high team game to date was rolled by the Electrical Department team, 924.

Standings as of November 1, 1929:

	Won	Lost
P. E. Club .....	14	6
Signal Department .....	13	7
Macy Street .....	13	7
Ladies Accounting .....	11	9
Local Freight .....	11	9
Electrical Department .....	11	9
Southern Division .....	10	10
Southern Freight .....	10	10
Engineering .....	9	11
Telephone Department .....	7	13
P. E. Club Ladies .....	6	14
Roadway Equipment .....	5	15

A small boy had watched a telephone repairman climb a pole, connect a test set and try to obtain connection with the testboard. There was some trouble obtaining the connection. The youngster listened a few minutes and rushed into the house exclaiming, "Mama, come out here quick. There is a man up a telephone pole talking to Heaven."

"What makes you think he is talking to Heaven?"

"'Cause he hollered 'Hello! hello! hello!, good lord, what's the matter up there; can't anyone hear?'"

**Trainmen's Baseball Team Going at Fast Clip**

WHETHER or not our Trainmen's baseball team was stimulated to greater ability by the thoughts of new uniforms or whether it was a case of "class will tell" remains to be seen.

The fact remains, however, that during the month of October the team performed at a peak not heretofore exhibited. All four games during the month were won by the Trainmen tossers against teams of known quality and with scores which indicated the wins were not flukes.

Starting the month the Los Angeles Manufacturing Company nine were overwhelmed by a score of 25 to 12. The following Sunday the Graham Merchants were even more decisively defeated to the tune of 21 to 2. The colors of the Wilmington Merchants were next lowered by a 9 to 6 score. Blackmar, the club's star twirler, returned to the line-up in this contest.

Dolled in their new uniforms the Trainmen next met and defeated the fast Monterey Park club by a score of 5 to 2 in probably the best played game which they have displayed to date.

Manager F. L. McCulley proudly points to the fact that during the last eight games played his boys have scored a total of 94 runs against their opponents and adds that the team compares favorably with any semi-pro club in Southern California. The team and place where the club plays each Sunday is noted on the weekly Club bulletin and fans are asked to come out and root for the club.

**RABBIT DRIVE AND TURKEY SHOOT FOR SPORTSMEN**

Two outstanding events dear to the hearts of P. E. Rod & Gun Club sportsmen are scheduled during the month of November, we are advised by official bulletin from Secretary Gonzales.

On Sunday, November 10, the yearly rabbit drive is planned, the kill from which will form the tid-bit for a rabbit feed on November 13. Those who wish to attend and participate in this event are asked to meet at or near the lumber yard in Lancaster, from whence the caravan departs en masse. Those attending are asked to bring their lunch, shells, guns and water.

At the Bangle shooting grounds on Sunday, November 24, the usual turkey shoot will take place. There will also be the regular 16-yard target and quail shooting with handicap system for the less experienced or proficient marksmen. The Club will furnish coffee and those who plan to make a day of it should bring their lunches, although sandwiches and pie will be sold on the grounds.

Standard ammunition will be sold at the shooting grounds and targets will be trapped at 2 cents a bird. The Club will appreciate the purchase by members of ammunition as this is the only means of financing the shoot. All employees, whether or not a member of the Rod & Gun Club, are invited to come out and try his luck or skill.

The next regular monthly meeting will be held in the new Club rooms at 6 p.m. Wednesday, November 13.

The man who cannot hold his tongue is not liable to hold his head.

The one who never tries can never fail; But he who fears defeat will ne'er prevail!

"Is Clara bright?"

"Bright? She's so dumb that she thinks the store is closed because the sign reads, "Home Baking."



Manager McCulley and his Trainmen baseball team decked out in their new uniforms. The team won all its games last month. Top row left to right: J. Bell, left field; F. Reiber, right field; S. Newlan, coach; F. L. McCulley, Manager; E. Blackmar, pitcher; A. R. Aldworth, utility pitcher; D. W. Yeager, center field. Bottom row: J. R. Huber, Jr., mascot; L. R. Hill, short-stop; M. E. Turner, 3rd base; J. D. Henry, 2nd base; H. C. Garrison, catcher; H. A. Holmes, outfielder and E. A. LaRue, 1st base.

# THE PACIFIC ELECTRIC MAGAZINE

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

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

Vol. 14; No. 6 November 10, 1929

## CONTRIBUTORS TO THIS ISSUE

N. B. Vickrey .....P. E. Club  
Thos. A. Lyons .....Trans. Dept.  
D. B. Van Fleet .....Terminal Foreman  
L. H. Appel .....Electrical Dept.  
Daniel Sanchez .....L. A. Freight Terminal  
R. M. Cobb .....Elec. Dept.  
George Perry .....Acct. Dept.  
B. M. Bowman .....Trans. Dept.  
H. C. Hunten .....Trans. Dept.  
Carleton B. Bell .....Mech. Dept.  
Walter R. Bloom .....Trans. Dept.  
Edmund C. Fox .....Trans. Dept.  
Margaret Maitland .....Engr. Dept.  
Max Shuring .....Engr. Dept.  
Mrs. Lon Bishop .....Ladies Auxiliary  
Dr. W. L. Weber .....Chief Surgeon  
W. H. Jenkinson .....Hill St. Station  
Julian Adams .....Electrical Dept.  
Reed Christiansen .....P. E. Club  
Geo. H. Grace .....Trans. Dept.  
H. Vander Zee .....Stores Dept.

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

**M**ORE and more it becomes apparent that eventually, if not sooner, the public is going to heed the slogan cry of our Advertising Department—"Ride the Big Red Cars."

## What Does The Future Hold?

This is not a prediction inspired by hopefulness, but rather the mature judgment of persons well qualified to commit themselves upon the subject. Indeed one need not be a traffic expert to arrive at this happy conclusion. Visual evidence is at hand on all our major highways, both within and outside of Los Angeles, every day during the peak hours of travel. If further assurance is desired we need only to recall some of our own recent experiences in negotiating via automobile between home and the office.

The one thing which contributed more than any other factor to the daily use of the private automobile as a means of transportation was the time element. Where and when minutes could be saved the public at large was not hesitant to use their own machine, regardless of the fact that the parking fee alone in many instances was greater than the cost of the round trip ticket via our cars. With uncrowded highways it was possible to make rapid speed and the motorist took keen delight in comparing his running time to that of our service. Comparison today is not so pleasant from the auto-user's standpoint,

and bids fair to become even less so with each passing month.

The brunt of slowing down travel, when it became necessary to install "stop and go" signals and other restrictions at heavily traveled intersections, first fell most heavily upon this railway, inasmuch as the initial signals invariably were placed on streets traveled by our cars. Formerly, the time-saving motorists avoided these intersections and hid himself to thoroughfares whereon he was not subject to these necessary, but distasteful delays. Today, however, all of the major highways control traffic by signals at frequent intersections, and more such signals are constantly being installed.

A trip downtown has ceased now to be a joy-ride, and is instead a constant series of stops and unpleasant traffic delays. The parking problem is becoming increasingly vexatious and fees are constantly mounting to higher levels. Moreover, from a great many locations it is possible to travel via our cars from home to office considerably quicker than by auto.

We mention the foregoing as a verification of Mr. Pontius' repeated statement that "in years to come the public of Southern California will need Pacific Electric service more than it has in the past."

This Company will continue to grow and opportunity for advancement to posts of greater responsibility will come to those who serve it well."

## Veteran P. E. Traveler Commends Service

*It is pleasant to record that we are still privileged to serve a patron who has commuted over our lines for 22 years. It is decidedly more pleasant when such a valuable patron, unsolicited, writes that he cannot recall one case of discourtesy toward himself, nor toward any fellow passenger during 22 years of commuting between Los Angeles and Glendale.*

*Mr. Chas. A. Rudel of the Trust Department of the Security National Bank, 6th and Spring Street, is the gentleman who apprised us of the foregoing and made other complimentary statements regarding our service. We thank Mr. Rudel most kindly and compliment Trainmen of the Western Division for having merited such commendation. Mr. Rudel's letter in full follows:*

**M**AY I submit statistics that may be of interest to you? Yesterday I completed my twenty-second year as a commuter on the Glendale line, having moved to Glendale October 8, 1907, and during this period I have travelled 88,088 miles over your road, making two trips daily, except Sundays and holidays, and I have deducted two weeks from each year for vacations. In other words, I have deducted fifty-two Sundays, nine holidays and fourteen days' vacation from each year, making 12,584 trips, figuring seven miles for each trip.

I am mindful of the many complaints that come to you from the patrons of your road, and you will no doubt appreciate it when I state that during these twenty-two years of practically daily contact with the operative end of your company, I cannot recall one case of discourtesy on the part of your employees toward me, nor have I observed any toward any fellow passengers.

There have been very few delays in transportation in either direction during this period. Indeed, I doubt if any other road can beat your record day after day for over twenty years.

It occurred to me that in the course of your duties, in hearing complaints, that it may be the means of some satisfaction to you to know that you hear from a very small minority, and that no doubt many share my experience.

## RESOLVED THAT . . .

I will study the language of gentlemen and refuse to use words that bite and tongues that crash.

I will practice patience at home lest my temper break through unexpectedly.

I will remember that my neighbors have troubles enough without unloading mine on them.

I will excuse others' faults and failures as often and fully as I expect others to be lenient with mine.

I will be a friend under trying tests and wear everywhere a good-will face unchilled by aloofness.

I will love boys and girls so that age will not find me stiff and soured.

I will gladden my nature by smiling out loud on every fair occasion and by overlooking optimistically.

I will pray frequently, think good things, believe in men, and do a full day's work without fear or favor.

—The Great Western.

## On The Bean

Many a man thought he was king in his house until his wife crowned him.

## Count Ten

She: "You used to call me sweetheart before we were married. Now you don't call me anything!"

He: "That shows my self-control."

In a man as in an automobile, knocking is an indication of lack of power.

"To speak wisely may not always be easy, but to refrain from speaking ill requires only silence."

## How Trainmen Can Build Patronage For Railway

*Personal service and its importance in the developing of business for a transportation company is excellently set forth in the following editorial which appeared in a recent issue of AERA.*

IN THE technique of salesmanship one of the most important phases is what is known as "the approach". The so-called specialty salesman handling a preferred line, whether it be vacuum cleaners, bonds, books, life insurance or what not, lays his plans with infinite tact to get face to face with his prospect—to make a favorable first impression, depending upon his personal magnetism or persuasiveness to carry him through the process which will lead to a successful "close". But the approach, the contact, the first impression which he makes, he regards as highly important, and cultivates most assiduously those elements which will make this first impression a pleasing one.

To very few salesmen in any industry is there afforded the opportunity to make contact with as many customers as in the case of the average street car conductor. Drawn from all walks of life, his customers form a cross-section of the population of any community. They are the people whose votes decide the elections, who influence the granting or rejection of franchises, and who, in the last analysis, decide many matters affecting the railways. Moreover, by their fares they supply the revenue which pays the wages and all other expenses of operation. They are the star customers, the heavy buyers, of the street railway industry. And with them the conductor makes daily contact.

Here, then, is an opportunity for the display of real salesmanship. If the average conductor can be trained to make his approach, i. e., his fare collection, with sufficient tact to convince the customer that a real service had been rendered, there will be a decided change for the better in the business of public transportation. If, for instance, the man on the platform would put into his dealings with his passengers some of the enthusiasm that the specialty salesman puts into getting the name on the dotted line, the problem of many a street railway executive would be immediately simplified.

True, many trainmen already conform to this pattern. Every sizable property, every line on some of them, has its star trainmen with whom the patrons like to ride. They are the men for whom the school children wait from one car to another; the men with whom the lady shoppers like to return from a busy afternoon in the city. The species is by no means rare—but there are not enough of them. To increase the number is one of the major problems before the industry today, for the business of running a street railway is not so much a problem of management and operation as it is of salesmanship, and salesmanship must begin on the platform.

## Five Happy Creatures Because of 3 Pets



Vivian and Douglas Cooper and three reasons for their happy smiles

Dear Children:

*Remember last month we wrote to you through the Magazine and asked that you tell us about your pets so we could publish a story and your picture?*

*The first letter and picture we received was from Vivian and Douglas Cooper. Vivian wrote the letter, and while she is only nine, her letter was sure a keen one. She and brother Douglas have a pet, in fact, three of them, and they have just lots of fun with them.*

*Any more letters and pictures we get will be numbered and they will be published in the order received, so hurry if you want to tell the other young folks about your pet and its funny stunts, pranks or tricks.*

*Here's just the way Vivian's letter came to me and if you young folks enjoy it as much as I did this idea about publishing picture of you youngsters and your pets is going to be a lot of fun.*

EDITOR.

Dear Mr. Editor:

I am a little girl nine years of age. My little brother is seven. We are the children of Conductor A. S. Cooper of Macy Street Terminal, Northern Division.

We read your article of October 10th in the Pacific Electric Magazine about little children of the P. E. family and their pets.

We are proud to tell you that we have three wonderful pets. Two of them are Rhode Island pullets given to us when they were baby chicks by Mr. and Mrs. L. A. Young of Yucaipa. We have taught them to be great pets. We can put them on our shoulders and walk around in the yard with them. They seem to enjoy it

very much, and try to talk to us.

Daddy built us a coop in the back yard for them to roost in, but they always wait for us to put them to roost. At night, instead of going to their coop, they go to a geranium bush at the corner of the house and get under it. There they wait for us to get them and put them to roost in their coop. Another thing about them which is real funny is that we always find that the smaller one is sitting down and the larger one is standing as though on guard.

Our other pet is our little dog. She has long white hair with a few brown spots. We call her Dixie. Her age is 3½ years and she was given to us by Mrs. Chandler of Maywood at the age of three months. She is a real pal to us and a good playfellow. She plays hide-and-seek with us and likes to get a little stick or anything in her mouth and run with it to have us chase her around the yard.

Our yard has a fence around it with a gate in front and when Dixie finds that someone has left the gate open she sometimes will stand by it and bark until some one comes and closes it as she seems to know that our mother does not permit us children to play in the street.

Dixie watches for us out the window when it is time for us to come home from school and when she sees us coming she runs for mamma to let her out to greet us at the gate.

She also comes in our room every morning to wake us up. She likes to go riding in the car and will not allow any stranger to touch the car while she is in it. She has a set of harness, but doesn't like to wear them. She is a good watch dog, unless the intruder happens to be wearing a P. E. uniform and then he is always welcome.

We are enclosing two pictures of ourself and pets taken with our kodak. Maybe they are not satisfactory for your purpose. If not please return and we will be glad to have you arrange for better ones as you said in the Magazine.

Vivian and Douglas Cooper.

## HUGE NEW LINER AT PORT

The new Japanese liner, Asama Maru, visited Los Angeles Harbor late last month and by reason of her size, cost and refinements was the subject of the admiring gaze of some 30,000 persons during her brief stay at the local port.

Costing more than \$6,000,000, the Asama Maru is said to be the largest vessel ever built in Japan. It is a motor driven liner with four Diesel-driven engines developing 16,000 horsepower. She has accommodations for a total of 839 passengers.

The vessel will be assigned to the California-Orient service and has the distinction to carry the first floating bank ever to anchor off the Pacific Coast. The liner has an established branch of a prominent Japanese banking institution on board for the convenience of travelers and as a means of promoting foreign commerce.

# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

The Executive Committee of the Pacific Electric Club met in regular session in the Ballroom of the Club Building on October 2, at 2:00 P.M. The following members were absent: W. J. Scott, G. P. Terry, H. J. Lee, C. A. Thomas, B. L. Livingston, J. E. Flathers and T. J. Day.

Due to the illness of J. L. Smith, Club accounting officer, financial report of Club and Relief Funds was not available. These reports are to be prepared and submitted at a later date.

Motion was made by F. L. McCulley that letters of appreciation be forwarded to Messrs. D. W. Pontius and Paul Shoup, also to Board of Directors of the Southern Pacific Company, by Club President, or through such channels as he may deem proper, on behalf of Pacific Electric Employees for providing the most excellent quarters that are now occupied by our Club. The motion was duly seconded and unanimously approved.

Club President Young read the following resolution:

WHEREAS, the membership of Pacific Electric Club by popular vote did approve the increase of monthly dues from 25c to 35c effective upon completion of the new club quarters; and

WHEREAS, the new quarters will be placed in operation Wednesday, September 18th, 1929.

NOW, THEREFORE, be it resolved by the Governing Board of said Club that the Auditor of Pacific Electric Railway Company be and is hereby authorized and requested to increase the dues to 35c per month effective October 1st, 1929.

The above resolution was duly passed by the Board of Governors and transmitted to Auditor.

On behalf of the Mechanical Department employees at Torrance, W. W. Robbins presented Club President E. L. Young with a gavel made by the Torrance employees.

R. E. Labbee inquired as to whether or not it is the intention of the Club to conduct a class in dancing. Mr. Vickrey replied that there was under consideration a plan whereby a class in physical culture for girls and another in dancing would be given and that an effort was being made to obtain an instructor who could take charge of both classes.

Club Manager Vickrey gave a resumé of the present situation regarding picture shows and dances, stating that approximately 650 people attended the motion picture entertainment on September 26 and that in the neighborhood of 500 were present at the dance held the preceding night. He stated that all pictures were being booked under an arrangement whereby they can be used two nights if it is later decided to hold two shows each week.

Mr. Vickrey also brought to attention several instances where the building and furnishings had been mistreated and asked assistance of Club committeemen in an effort to stop such malicious practices.

Following general discussion of the subject, motion was made by P. T. Porter that each committeeman consider himself a watchman of Club property and be vested with authority to personally undertake the correction of unlawful practices or to bring same to attention of Club management. The motion was duly seconded and approved.

F. E. Mayfield inquired into the possibility of dances being held on Saturday nights occasionally. Mr. Vickrey replied that he would be pleased to put on Saturday night dances providing they were attended by a reasonable number of Club members, but that it had been the experience in past years that Saturday dances were not successful from an attendance standpoint. Assurance was given, however, that if a reasonable attendance could be assured, the Club would hold dances on any week night desired, so long as there was no conflict with other activities.

Ruling was given regarding the use of Camp boats on Lake Arrowhead to the effect that only persons actually staying at the Camp were eligible to use same and that application for such use should be made at Camp office.

B. W. Botts asked if arrangements could be made to accommodate the Mechanical and Engineering Department employees from San Bernardino at dances and shows if they came to Los Angeles en masse. Mr. Vickrey stated that everything possible would be done in the way of supplying entertainment for Club members residing outside of Los Angeles and cities closely adjacent.

Mr. Vickrey stated that there are now two parking places closely adjacent to the new Club building that are available to employees at a reduced rate of 15c after 5:30 P.M. daily, such rate being available only upon proper identification by Club Membership card. The two places referred to are located at the southwest corner of Sixth and Maple and in the Pacific Electric Garage.

W. H. Jenkinson made request that baseball supplies be furnished employees at Hill Street Terminal. Mr. Vickrey stated that he would arrange for them to be supplied in a reasonable amount.

Mother (to noisy Robert): "Why can't you be a good boy?"

Robert: "I'll be good for a nickel."

Ma: "You ought to be ashamed of yourself. You'll be good for nothing, like your father."

## P. E. CLUB BULLETIN

From Nov. 10 to Dec. 10, 1929

### Sunday, November 10:

Annual Rod & Gun Club Rabbit Drive in Antelope Valley. Meet at Lancaster at 6 a.m.

Baseball games—(See weekly bulletins).

### Monday, November 11:

Car Foremen's Club meeting, 7:45 p.m.

### Wednesday, November 13:

Rod & Gun Club meeting—Big rabbit feed, 8 p.m.

### Thursday, November 14:

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

### Friday, November 15:

Motion picture show—"Win That Girl," 7:30 p.m.

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

### Saturday, November 16:

Motion picture show; same as Friday.

### Sunday, November 17:

Baseball games—(See weekly bulletins).

### Thursday, November 21:

Ladies' Auxiliary card party, 2 p.m.

### Friday, November 22:

Motion picture show—"The Water Hole," 7:30 p.m.

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

### Saturday, November 23:

Motion picture show; same as Friday.

### Sunday, November 24:

Rod & Gun Club Turkey Shoot at Bangle Station on San Pedro Line, 9 a.m.

Baseball games—(See weekly bulletins).

### Wednesday, November 27:

Club Dance, 8 p.m. Due to the regular dance night falling on Thanksgiving, dance has been advanced one day.

### Friday, November 29:

Motion picture show—"Trent's Last Case," 7:30 p.m.

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

### Saturday, November 30:

Motion picture show; same as Friday.

### Sunday, December 1:

Baseball games—(See weekly bulletins).

### Wednesday, December 4:

Club Executive Committee meeting, 2 p.m.

### Friday, December 6:

Motion picture show—"Glad Rag Doll," 7:30 p.m.

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

### Saturday, December 7:

Motion picture show—same as Friday.

### Sunday, December 8:

Baseball games—(See weekly bulletins).

### Monday, December 9:

Car Foremen's Club meeting, 7:45 p.m.

A woman's idea of a hopeless fool is a man who praises some other woman.

## MORE BOOKS ARE DONATED TO P. E. CLUB LIBRARY

Increasing the books in our rapidly growing Library by 27 volumes, three contributions were received by the Club during October. The donors, together with a list of their respective gifts, for which the Club offers grateful acknowledgment, are as follows:

Charles F. Randolph, Passenger Department, donated the following list of 12 books: Home-Spun and Gold by Alice Brown; Paul, Son of Kish, Lyman I. Henry; Tanglewood Tales, Nathaniel Hawthorne; The Marriage Portion, H. A. Mitchell Keays; The Apple of Discord, Earle Ashley Walcott; Friends Though Divided, G. A. Henry; Millbank, Mary J. Holmes; The Fighting Chance, Robert W. Chambers, and The Great Republic by the Master Historians—Volumes I, II, III, IV.

Again our good friend H. A. Crocker of the Westinghouse Air Brake Company helped the cause along with a generous gift of eleven volumes: The Sheriff's Son, Bonanza, The Desert's Price and A Daughter of the Dons, all by Wm. MacLeod Raine; By the World Forgot, Cyrus T. Brady; Knights of the Desert, W. D. Hoffman; The Guests of Hercules, C. N. and A. M. Williamson; Jaffery, W. J. Locke; The Heritage of the Desert, Zane Grey; The Luck of Blind Gulch, Joseph Montague, and Foreigners' Guide to English by Azniv Beshgeturian.

The third contributor was G. G. Hall, Mechanical Department, Torrance, who gave Last Days of Pompeii, Bulwer-Lytton; The Cab of the Sleeping Horse, J. R. Scott; The Purple Heights, Marie C. Oemler, and Captain Blood by Rafael Sabatini.

## CLUB COMMITTEE VOICES ITS THANKS FOR NEW HOME

Unanimously passed by the entire Club Executive Committee a resolution at the meeting on October 4th instructed E. L. Young, President of the Pacific Electric Employees' Club to voice that body's thankfulness to Mr. Pontius and Mr. Shoup, and also the Board of Directors.

In complying Mr. Young thus addressed our President:

"At a meeting of the Executive Committee of the Pacific Electric Club on October 4th, the President was unanimously instructed to express to you, as President of Pacific Electric Railway Company, and through you to Mr. Shoup and the Directors, the sincere thanks and appreciation of the committee for the splendid club facilities which have been provided for the employees."

### Worse and Worse

Golfer (to partner): "Just look at that girl dressed like a man. What are her parents thinking of, anyway? I think it's disgraceful."

Partner: "That, sir, is my daughter."

Golfer: "I beg your pardon. I didn't know you were her father."

Partner: "I'm not. I'm her mother."

## Pick-ups Around the Club

### Picture Shows Friday and Saturday:

The large number of employees and their dependents desiring to attend Club motion picture shows has dictated the wisdom of showing the pictures on both Friday and Saturday nights. This policy permits a larger number to attend the shows as they have either of two nights to choose from.

### Employees' Barber Shop:

Giving employees the benefit of reduced barber prices, the Club last month opened a first-class Barber Shop, the same being located in the Trainmen's Room of the Club Building. The reduced barber prices are made possible through the reduction of overhead expenses and not by any sacrifice in quality of work. Hair cuts are 35 cents, shaves 20 cents and all other service is reduced accordingly.

### Transportation Regulations:

Employees and their dependents are entitled to special transportation for use in attending Club activities. To secure such passes make application through regular channels, specifying that same is to be used in attending activity for which desired. Before leaving Club on date pass is used, holder thereof should have same validated at Club office so that it will not be charged against employee's regular allowance.

### Thanksgiving Eve Dance:

Because of our regular dance night falling on Thanksgiving and the Club's desire not to have its activities conflict in any way with the usual Turkey Day festivities, the Club's Thanksgiving Dance will be held on the preceding night, Wednesday, November 27. There will be no dance Thursday, November 28.

### Low Rates to Shakespearean Plays

Club members are to have an opportunity of witnessing two Shakespearean plays to be presented by professional cast under the sponsorship of The Shakespeare Foundation of California at the University of California at Los Angeles Auditorium.

Special reduced rate exchange tickets can be obtained at the Club Office which will permit holder to obtain regular \$2.50 tickets for \$1.25; \$2.00 for \$1.00 and \$1.50 for \$0.75 for the performances "Richard III" on December 2 and "Merry Wives of Windsor" on December 5.

### Marine Item

What did the seasick man say when you asked him if you could bring him anything else?

He said, "bring me an island."

### Self Preservation—

Man (to small boy eating apple): "Look out for worms, little boy."

Boy: "When I eat an apple the worms must look out for themselves."

## CLUB CARD BEING ISSUED TO MEMBERS AND DEPENDENTS

Following closely the opening of the new Club Building issuance early this month of new membership cards to all Club members and their dependents was begun. Bearing the signatures of E. L. Young, President, and N. B. Vickrey, Manager, the new Club cards are green and pink in color, the former being the membership card and the latter for dependents.

New cards were made out for all members and distributed through their respective departments. With each membership card was a blank application to be filled out for dependent cards, these being made out as the applications are received.

It is the desire of the Club that all old membership cards be turned-in at 299 Pacific Electric Building. "They can be of no legitimate use to the holder and are often cause of confusion," informs Mr. Vickrey.

Cards for dependent members of employees families are issued without charge upon application of Club member. The holders of dependent cards are admitted to the Club upon presentation of same at the office. Dependents may attend motion picture shows, dances and other Club activities, as well as borrow books from the library, through the proper use of their Club card.

The new Club, with all its many conveniences, and privileges, is for the use of its members and their dependents. It is desired that all those eligible to do so make full use of the Club facilities. The Club, however, is for the use of members and their dependents only. For this reason, and in fairness to all members, it is necessary that cards be shown each time the Club is entered.

## AUTOMOTIVE THEORY CLASS NOW BEING CONDUCTED

Automotive Theory, a subject much used and greatly abused in practice, is the latest addition to our educational classes. The first class was held Friday evening, November 1, and subsequent classes will be held the same evening each week for some months to come.

J. W. Corley, a member of the local Board of Education, was secured as the instructor of this class. He has taught the subject, both in theory and practice, in the local schools for a number of years and needless to say is well qualified to handle it in a manner that will be conducive to students gaining some very helpful knowledge.

The main object of this course is the interpretation of some of the scientific laws and principles which apply to automotive practices. From this knowledge general and specific methods in automotive upkeep and repairs will be developed.

She: "You look badly this morning."

He: "I have a cold or something in my head."

She: "It's probably a cold."



**CAMP HEAD SAYS THANK YOU FOR MANY KIND LETTERS**

The recipient of many kind letters from employees expressing their pleasure while at the Camp last summer and appreciation for the untiring efforts of Mrs. Geo. E. Huntington, Camp Superintendent, to make their stays pleasant, the lady wishes to express through the Magazine her pleasure for being so kindly remembered. Writes Mrs. Huntington:

"After receiving so many beautiful letters and 'phone calls from my friends and patrons of the P. E. Vacation Home, I feel I should express my gratitude to them for their kindness and I know no better way to reach all of you than through the Magazine.

"If it were not for the kindness and willingness of the patrons of the Camp to help and cooperate, it could not be a success. As Superintendent of the Camp for the past season I thank all of you.

"It was indeed a great pleasure to be there and we should all be very proud to be a member of such a grand family.

"I am only hoping that the coming season will be bigger and better yet."

An absent-minded man called upon his equally absent-minded physician, and they spent a pleasant evening together, playing checkers and exchanging anecdotes. Finally came the hour for parting, and the visitor exclaimed:

"Doctor, I had some errand here. Oh, yes, now I recall it. Our maid has fainted, and we want you to see her right away."

"That reminds me," replied the doctor. "Your wife wanted you on the telephone a while ago. The maid died."

**What, Where and When of Study Courses**

NUMEROUS inquiries are made each day regarding time and dates on which the different educational classes are conducted and as a guide to those wishing this information the tabulated list below will serve the purpose.

At the present time a total of twenty classes are being conducted each week and more than 400 employees are enjoying the benefits to be derived through the opportunities afforded.

Automotive Theory and First Aid, taught by J. W. Corley and Dr. W. L. Weber, respectively, are the latest additions to the curriculum.

With the added and larger class rooms in the new Club building it is possible to care for more students and those wishing to join any of the classes being taught should do so immediately before the work is too far advanced.

All classes are held at the P. E. Club with the single exception of Airbrake Maintenance, which is conducted at Macy Street.

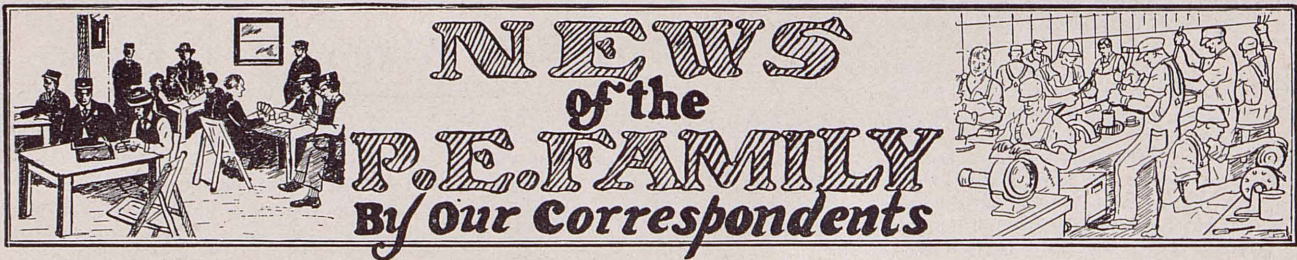
Conversational Spanish I .....	Tuesday	6:30-8:30	E. M. Egas
Conversational Spanish II .....	Thursday	6:30-8:30	E. M. Egas
Stenography I .....	Mon.-Wed.	6:00-8:00	E. Parker
Stenography II .....	Tues.-Thur.	6:00-8:00	E. Parker
Typewriting I .....	Tues.-Thur.	6:00-8:00	R. A. Probst
Typewriting II .....	Mon.-Wed.	6:15-8:15	R. A. Probst
Business English and Correspondence .....	Mon.-Wed.-Fri.	4:45-5:45	A. C. Latimer
English Grammar .....	Thursday	11-12 a.m.	A. C. Latimer
Public Speaking .....	Monday	6:30-8:30	Virginia Rowell
Personal Leadership .....	Wednesday	6:30-8:30	J. B. Green
Traffic Management I .....	Thursday	6:30-8:30	E. W. Hill
Traffic Management II .....	Friday	6:30-8:30	J. B. Porter
Engineering Mathematics .....	Tues.-Thur.	4:45-6:45	L. H. Appel
Engineering Electricity .....	Tues.-Thur.	6:45-8:45	L. H. Appel
Psychology .....	Thursday	6:30-8:30	D. G. Humm
Art Decoration .....	Thursday	9-11 a.m.	Dorothy Fulton
Dramatic Art .....	Wednesday	6:30-8:30	June Annable
First Aid .....	Wednesday	6:30-8:30	Dr. L. Weber
Automotive Theory .....	Friday	6:30-8:30	J. W. Corley
*Airbrake Maintenance .....	Friday	5:00-6:00	J. B. Green



Did you get in the building elevator last month and sort of unconsciously have a feeling come over you that perhaps you were a little careless or hasty in your toilet preparations that morning? You weren't, necessarily. That feeling came about due to the fact that our Elevator Operators had just blossomed forth in brand new uniforms and semi-military caps. Permitting the slang expression "they looked the money."

Incidentally, the time is opportune to remark that the building elevator service rendered by the force pictured above is splendid. The cars are kept on good schedule and the Operators are courteous and careful of passengers safety. The service is rendered under the direction of Edward Morgan, Starter.

Those in the picture, from left to right: Starter Edward Morgan, Leslie Jones, Salvador Mora, Ova Christensen, George L. Stephens, William C. Kreins, John A. Hoffman, Orlis Rosencrans, Herbert P. Harrison, Stanley Gronck, John Coghill, Asst. Starter.



# NEWS of the P. E. FAMILY By Our Correspondents

## MECHANICAL DEPARTMENT By Carleton B. Bell

That San Bernardino team is certainly hard to satisfy. They have twice beaten our Shop's team but they just cannot realize that it is true. They understood, from something they read in the P. E. Magazine, that we had just about the best team in the world here in Torrance and they evidently want the experience at least once of being beaten by our team.

Anyway they have again asked the Torrance team to be their guests in San Bernardino and play another ball game and if possible, live up to their reputation as champions. It is not a question of beating a ball team, but a question of hitting a pitcher that is both-ering the Torrance ball players.

You P. E. Shops ex-service men that do not belong to or attend Legion affairs had better look out now. We have a real Legion officer among us with all the necessary authority to attend to your cases now.

Harry Cull, of the Wiring Dept., was elected Sergeant-at-arms of the Torrance Legion Post at their election last week and he plans to make it hot for any of you buddies that are A.W.O.L.

Many of the men are congratulating Jake Groskopf on his start toward a goal he has had in mind for some time. Last Wednesday he took the first step toward becoming a member of the Masonic order and several fellow employees were present to cheer him on his way. He is now studying hard and it should not be long before they get another chance at him.

S. D. Johnson, the pinch hitter at time card checking, paid a visit to Mexicali over the week-end, driving his speedy Harley bike to the Mexican town Saturday afternoon and back early Monday morning. He evidently had a wonderful time while there because he discovered several towns on the way back that he had never seen on the map or on his way down there.

More work showed up the last of the month in the form of five more of the express and baggage cars which this Company purchased from the Southern Pacific. These cars, like the twenty others received from the north during the last year, were in use on the Portland, Eugene and Eastern and the Oregon Electric Lines.

Everybody is glad to see Jas. W. "Beck" Beckwith again on the job. Mr. Beckwith has been off for several months on account of illness and it no doubt feels good to him to be back on the job and among his fellow-workmen again.

Otto Martin says he learns something every time he drives around the great city of Los Angeles. Last Saturday evening he learned that he should not park on Broadway at 5 p.m. This little lesson cost him just \$2.

Alma Merritt, son Dale, and Robert Hunt, together with their friends, enjoyed a trip to Tia Juana and Agua Caliente last Sunday. Naturally they reported a good time but rather hot. The only excitement experienced on the trip was on the way back when a good-natured speed cop caught up with them and suggested to Dale that he "hold her down to around forty".

Fred Fox is a new one on the sick list, having been off several days. Robert E. McBride finished up his vacation sick in bed and is still off. Theodore Ingram and Samuel Perman are still among the missing and not at all certain when the doctor will give them releases.

Lee Bignall had the misfortune to hit his foot with his sledge hammer some five or six weeks ago. He thought nothing of it till the other day it began to pain him and developed a swelling. The doctor cut it up a bit and told him it needed some more cutting but Lee talked him out of it, at least until after the Hallowe'en dance.

E. B. Blume and his shadow, Niccolo Blume, had a very harrowing experience the other morning coming to work. As they drove along they all of a sudden became aware that their faithful Chevrolet was on fire all around them. Hastily pulling aside and getting out they managed to extinguish the fire before it had done great damage.

Our office family is complete again. Otto Martin has returned and reports that his good wife and trusty Ford stayed with him all the way to Indiana and back. He had good fortune in missing the bad weather and wash-outs both ways. He looks a bit thinner but I cannot understand it for he says he had fried chicken three times a day all the time he was in Indiana. Otto brought his sister back with him to make her home in California.

Jack Davis, welder, was visited by his son from Santa Barbara the other day at the shop. The son conducts a welding shop in his home town and was glad of the opportunity to see how "Dad" did it.

William Prediger has quite a record for being on time. For more than twenty-nine years he was on time every morning only to have it broken a few mornings ago by being a few minutes late. One good thing about it is that if he had not been late this one time no one would have noticed the other twenty-nine years of perfect record. Just another proof of the old saying that it is the exception that proves the rule.

Howard Clark was very pleasantly and completely surprised last Thursday by friends coming in to help him celebrate his twenty-second birthday. Howard said they did not bring the eats with them but that there were lots of them when the time came to eat and he is still wondering where his mother had them hid away. He declares that if he had any idea such an event was to occur he would have found the eats long before time.

The chief news from the Blacksmith Shop is that everybody has been going lobster fishing, but no lobsters caught to date. Dan-Leonard was a bit late to join the other fishermen as he wanted to go home first to let his wife know where he was going. That is right, Dan, explanations beforehand are much better than afterward, especially if you have the misfortune to get your pants wet and torn like Tom Atkins did.

## HILL STREET STATION By W. H. Jenkinson

The following men have enjoyed their regular annual vacations:

Conductors:—From Hollywood Line—T. W. Staples, R. L. Smith and J. H. Rowe; Glendale Line—E. P. Linkroum, J. C. Davidson, L. Lundholm, A. Draper and H. A. Gaskell; Extra List—H. G. Haggard.

Motormen:—Rendon Line—H. Gerlach, N. M. Simmons and C. B. Short; Hollywood Line—R. Heick, and W. H. Goodnight; Glendale Line—J. T. Connell and P. D. White; Van Nuys Line—J. H. Arnold; Mail Car—E. A. Welbourn; Extra List—W. J. Stewart.

O. W. Stanifer and wife have just returned

from Dallas, Texas after vacationing there for thirty days.

Conductor Pont of the Echo Park Line reports a very enjoyable trip to San Diego and vicinity where he spent two weeks, and how many dollars?

Supervisor W. L. Jenks took a thirty day leave to rest up and reports that he didn't do much except paint two houses, spade plenty of ground, cut acres of lawn, act as barber for all the shrubbery to be found around the place and then did a few other small jobs.

Motorman Hontz of the Extra List was married a short time ago, we just learned. We extend our congratulations and good wishes.

Another case of heart trouble—Conductor F. Rich of the Glendale Line has just become engaged to a young lady from Santa Monica whose name we have been unable to learn.

Night Terminal Foreman Hauselman was elected Manager of the Subway baseball club. This should be an asset on account of his former experience.

Conductor D. G. Bailey of the Van Nuys Line and his wife took a four day trip to San Francisco and return, going up on the Harvard and returning on the Daylight Limited.

They report that the scenery from the boat was the most picturesque ever witnessed. They also visited many points of interest in and around San Francisco.

L. E. Smith, Night Cashier, went to Pa'o last Saturday to witness the football game.

N. Ferguson is some cartoonist. If you don't believe it just take a look at some of his work.

Come on you scandal mongers with the news for Hill Street to W. H. Jenkinson who would like to "see all, hear all, and know all."

## ENGINEERING DEPARTMENT By Margaret E. Maitland

Gesford Thompson had the misfortune of turning his Buick over in an effort to avoid hitting another machine. Ges escaped with nothing more serious than a "Charley horse."

"Judge" Dowling has been reading about a tree you drive through, the "Judge" picked out a good looking tree but disaster was the result—no opening.

Jack Greenberg is spending his vacation in Catalina.

E. Eaton's wife is now home from the hospital and getting along nicely.

W. J. Blackburn, formerly with the Drafting Dept., has been transferred to the Field Dept.

E. Eaton is now champion of the Structural Dept. bowling team, with a score of 204. His hat now fits (it was loose before).

Ray Lyons, formerly with the Valuation Bureau, died Oct. 24th. He had been working for a number of years with the Pacific Gas & Electric Co. A brother is still with the Pacific Electric in the Freight Bureau.

Wm. Woods has left the service to take a position with the Union Pacific, and Walter

Stratman has taken his place as Asst. to Maintainer Foreman.

Albert Enoch was transferred from Venice Short Line to the Subway Terminal, and Hamilton H. Webb took Mr. Enoch's place at Vineyard.

Foreman Mike Duffy has been quite ill for past week and is still under Dr. Weber's care. Roadmaster James Foster is also on the sick list.

The following vacationists returned to the fold:

Robt. Garden has just returned from a vacation at Salt Lake City.

Geo. B. Barclay, who visited at Kansas City, Joplin and (Oh, memories that bless and burn) Milwaukee!

Dave McCulloch, who made his customary mileage to West Virginia.

Wm. R. Grant, who spent a pleasant time in San Francisco (better known as North Los Angeles).

Fred. Linne, who put in two whole week's building a chicken coop about the size of an over-grown shoe box on his place near Santa Ana.

Ray Cragin, who spent one week on his vacation in bed, nursing a cold and the other week convalescing on the front porch of his Gardena mansion.

San Newland made a couple of expensive if not bum guesses. One on the world-series and one on the Walker-Hudkins fight. Oh, Samuel, how could you do it?

Earl Haskell thought he had a sure winner in a base ball pool, but . . . It's a cold, cruel world.

Daddy Woods is still on a mush-diet, but the dentist is doing his D. D. S't to get him fixed up in time for the Thanksgiving Turkey.

Dominick Guarino almost got transferred to the Signal-shop but this fell through and the boys won't have to hide their tobacco after all.

Ed Weston has been nursing a bruised arm, as a result of a little tilt with a ferocious rabbit. Ed and three other big-game hunters had gone to Lancaster on a little rabbit-drive, when one of the jack-rabbits attacked Ed and before anyone could come to the rescue nearly ruined Ed's bowling arm.

Young Dave Foyle, who some time ago left the service of the Company to cast his lot with Mrs. Baxter's Little Willie, took another important step in life this week, when he took unto himself a wife. Our best wishes to the young couple.

Tommy Russell spent his vacation visiting the "home folks" in Arizona.

J. P. Gould and four others were successful in getting one lone deer. There has been much discussin as to whether it was a small deer or a large jackrabbit. The hide is now in the hands of a Taxidermist to settle the question.

### NORTHERN DIVISION PASADENA By Edmund C. Fox

To the following new members, who are now breaking in on the Pasadena Lines, we extend a hearty welcome. M. S. Harwood, O. E. Olafson, K. L. Skinner, O. F. Stevens and A. S. VanNest.

L. Tonopolsky, from Mt. Lowe, accompanied by Mrs. Tonopolsky are visiting relatives and friends in Kansas City.

A matter worthy of congratulations. A new son was born to Mr. and Mrs. J. J. Lockshaw on October 1st. Mother and baby are doing fine. The Lockshaw's are now the proud parents of two girls and three boys.

R. W. Damon is on vacation and with his family are motoring through Oregon.

And let it be remembered that W. M. Lovelace and W. C. Markway are now confined in the California Luthern Hospital. A visit will be appreciated.

### ACCOUNTING DEPARTMENT By George Perry

A. L. Marsh, Disbursements Accts. Bureau, modestly says the reason he does not get Jerusalem or India on his new Grebe radio is because he has never tried.

Morris Brown is our new office boy.

W. L. Brown, Misc. Accts. Bureau, was quite surprised to read his own death notice in the papers a few days ago, but on learning that the W. L. Brown who died was worth several millions, he decided it could not possibly be himself.

Who's that young fellow with the beaming smile on his face?

Oh! that's "Chuck" Schmitt. He bet on California against the advice of the whole office (with the exception of Louis Tighe) and you know the rest.

Heartiest congratulations to Mr. and Mrs. Earle Moyer upon the birth of a daughter on Halloween evening, Oct. 31st. Mother and baby are both doing well.

Hear Ye! Hear Ye! Wedding bells rang out on Oct. 9th, heralding the marriage of Phillip Still and Dorothy King. We take this opportunity to extend our best wishes to the happy couple.

Following is a brief resume of the vacations for the month of Oct., 1929:

J. H. Goldsworthy spent his vacation at home in Venice doing those jobs one always saves for such an occasion.

"Andy" Nielsen is visiting relatives in Omaha, Neb.

"Jimmie" Gould journeyed to New York to meet his wife on her return from Scotland.

Doris Lindeman is spending her vacation in Portland, Oregon.

Agnes and Bill Keelin motored to Yuma, Ariz., via Imperial Valley. They report a very nice trip with the exception of the heat through the valley.

Florence Haldeman stayed at Hermosa Beach during her vacation.

Edna Ware and Lucille Kelch spent a few days together at Mt. Lowe enjoying the bracing mountain air and beauties that only Mt. Lowe affords. The balance of their vacation spent at home.

Ruth Johnson spent her vacation at home. Irma Engle visited friends in Ventura.

Best wishes for every happiness are extended to Mr. and Mrs. Francis Ryan who were married Oct. 12th. Mrs. Ryan was formerly Miss Jane Cassidy, Conductors Accts. Bureau.

### STORES DEPARTMENT By H. Vander Zee

Three new members have been added to the office payroll, owing to the increase of work in connection with the taking of our annual inventory. The new members welcomed to the Stores Department are Zelma Barlow and Elma Wilson, Comptometer Operators and George Henrioud, Price Clerk.

B. Martz, Statement Clerk, has left the service to accept employment in other fields. We all wish him success. Vacancy created being filled by Orville Strosnider, former assistant to Chas. Stock.

Also two new members have been added to the Stores Shop Delivery, same being Clifford De Mots and Samuel Phillips, both husky easterners and good additions to Southern California, as well as the Store Delivery.

It is with deep regret that we must report the death of one of our loyal fellow workers, Arthur F. Prather, employed at Macy Street. A small sore on his face which developed into blood poison and lockjaw, after being in evidence only a day or two, proved fatal to this young man.

The employees of the Department extend sincere sympathy to the deceased's bereaved

family, which consists of his wife and two small children.

Another sad event to record is the death of Gladys Raney, sister of Don Fuller, one of our employees, who passed away October 8th, after undergoing an operation for Sinus trouble. This caused other complications which resulted in her death.

The kind sympathy of everyone is extended to the sorrowing relatives and many friends of the deceased.

New Caritus, a prevalent disease of modern times has again claimed a member of the Stores Department, the victim this time being Frank Winterberg, Storekeeper, 6th and Los Angeles Street, who we understand, has purchased a new sedan of popular make. This affliction is always hard to combat (most of us having had experience) and before we realize what's happened we're hooked and for 18 months. But during that period we have the satisfaction of being immune from the disease and driving a new car is a pleasure worth some inconvenience.

### NORTHERN DIVISION POMONA By Walter R. Bloom

Conductor H. K. Riordan and wife made a business trip to Oakland and San Francisco for a few days, returning on the Daylight Limited.

Motorman A. R. Butler and wife attended the Stanford, U. S. C. football game at Palo Alto.

Conductor Lawrence Woodruff and family are on their vacation. They drove to Santa Barbara to visit relatives.

The Pacific Electric has just completed the platform at Pomona yards for motor transport business which has shown a marked increase.

Motorman Walter R. Bloom and wife are leaving on vacation. Their itinerary will include Florida and Havana, Cuba, with stopovers at the principal cities enroute. Bloom is taking a thirty-day leave of absence.

### 7TH ST. WAREHOUSE By Daniel Sanchez

We are glad to see Foreman O. T. Flood back on the job again after a short illness.

After resting at home for two weeks, we have back with us again Checkers J. J. Burke, and A. V. Rhodes.

C. J. Eckman, Stevedore, is back to work again after being laid up some time on account of injuries.

Isidro Tellechea, Checker, spent his vacation in his home town, Cananea-Son, Mexico.

Enjoyable vacations spent at home are reported by Sam Bradford, Night Watchman, and Jack Oglesby, Dan Page, J. F. Pressnall and W. E. Odell, all Stevedores.

We are sorry to announce that Raymond Slazar, Meliciano Lopez and J. J. Thomas, Truckers, are all confined to their beds on account of injuries.

Interesting news comes from Bill Clerk Ralph Malone now on leave. Mrs. Malone has presented him with a daughter and all reported very happy and getting along fine.

Joe Holloway, retired Janitor, is reported on the sick list by his niece Mrs. Jessie Lassiter. Hope you speed up the recovery Joe.

Odetta Coulam reports a pleasant trip while on her vacation visiting friends in New Orleans, finishing up with a day or so with her parents at Las Vegas.

Expense Clerk W. A. McConnell had an experience the other night when a thug held him up at the point of a "huge" revolver and relieved him of his watch, ring and cash. Mac says it sure was a cannon.

A charming luncheon was held by the ladies of the Terminal Freight station the other

noon celebrating the return of all the vacationists and the re-union of the fairer members of our office force. No, we did not get a chance to eat.

Following vacationists report a pleasant, restful period—Commercial Checker B. H. Fisher, at home; Industrial Checker, W. W. Wade, at home; Harry Holt, motoring; W. J. Evers, leave of absence.

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

The bowling team is doing very well this year. Up to date it has won the major part of the games and expects to finish among the leaders at the end of the season.

Brakeman McLearn used a telephone book to stop a car from running away, and Lindsey Britt has been laughing about it ever since.

Just before Motorman Paul entered the hospital for an operation, Harvey Smith and he came very close to killing an innocent little burro, mistaking its long ears for horns.

Society Note: Brakeman Christy reports the dancing is excellent at the Ambassador at the Ted Lewis afternoon programs.

Walter Paulson looks strange on that Torrance job. He worked the Whittier job for over eight years. Strange things and strange faces are the order of the day.

Orange County population is going up. Fullerton and Orange report a heavy influx of railroad men.

The Walker-Hudkins fight and the Trojan-California game have taken some of the boys for an awful ride. Arthur Brisbane says: "Don't put your money on anything uncertain and your money draws interest."

Frank Bradley has a home in Santa Ana. He reports at Orange and hauls to Los Angeles. Sees three towns every day and walks the distance in the caboose there and back.

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

Conductor C. Pearce, Macy Street, proudly announces the arrival of a five and three-fourth pound baby girl on the night of September 30th.

Congratulations, Mr. and Mrs. Pearce!

We are glad to welcome Motorman L. M. Green back to Macy from Riverside, he having bid in Run 146, South Pasadena Line.

On October 9th, Conductor L. B. Bower, Macy Street, became the very happy father of a 7½-pound baby girl.

Congratulations, Mr. and Mrs. Bower!

Conductor A. P. Baker, Sierra Vista Line, is now sporting a new Essex sedan.

We shouldn't forget that Motorman L. C. Paulson, Macy Street, is in the California

Lutheran Hospital. A visit by his friends will be appreciated.

Since "Safety-first" is a motto of this company that is so prominently emphasized it is deplorable to see a few of our Trainmen taking unnecessary chances. Mention of an incident that occurred one night last month may help to refresh all of our minds of the necessity of constantly being on guard against letting down in our vigilance.

On the night referred to a Trainman just after going on duty saw his train approaching. He hurried out of the Terminal Building, ran around a Southern Pacific freight train that was about to block his way on the inbound local track and rushed across outbound local track. He was almost on inbound main line when the sudden blast of the whistle of an inbound train made him hesitate. He didn't jump for he barely had time to whirl himself into the clear as said train shot by. This man in his rush saved himself a few seconds possibly, but at the risk of his life.

"Safety-first" has been proven time and again to be the safest policy, therefore it certainly behooves all of us to live up to our Company's motto at all times.

Let's all do our best toward the Community Chest goal and help put the campaign over the top.

**Lest We Forget**

1. Longfellow could take a sheet of paper worth one-tenth of a cent, write a poem on it and make it worth \$5,000.—That's Genius.

2. Rockefeller could take a similar sheet of paper, write a few words on it and make it worth \$10,000,000.—That's Capital.

3. The United States Government can take an ounce and a small fraction of gold, stamp the eagle on it and make it worth \$20.—That's Money.

4. A skilled workman can take 30 cents worth of steel, make it into watch springs and make it worth \$8,000.—That's Skill.

5. A merchant can take an article that cost him 90 cents and sell it for \$1.—That's Business.

6. A woman can buy a good fall hat for \$10, but prefers one that costs \$50.—That's Foolishness.

7. A miner can dig a ton of coal for less than we would wish to.—That's Labor.

8. The man that wrote this article can write a check for \$1,000,000, but it wouldn't be worth 30 cents.—That's Tough.

Dealer: Let me sell you a loud speaker!

Henpecked Husband: Don't need it; I married one!

**ELECTRIC ENERGY RELEASED  
BY LIGHTNING COMPUTED**

A single lightning flash during a severe thunder storm may release 1,000,000 kilowatts of electrical power, the Bureau of Standards, Department of Commerce, has ascertained in connection with the preparation of its new "Code for Protection Against Lightning," it was recently announced. The full text of the statement follows:

The damage which such a vast amount of uncontrolled power is capable of inflicting is appalling, and it is indeed surprising that there is not more destruction of property and loss of life from this cause. As a matter of fact the number of fatalities reported is only about 500 for the entire United States, but the property damage, particularly in rural districts, is known to be very large. One reason why greater destruction does not result is found in the short duration of the flash, which is probably only three one-hundred-thousandths of a second for an individual flash. Thus, although the power generated is 1,000,000 kilowatts, it represents only eight one-thousandths of a kilowatt hour, or, if someone had to pay for it at the rate of 5 cents per kilowatt-hour, an expenditure of 0.04 cents, not an extravagant sum.

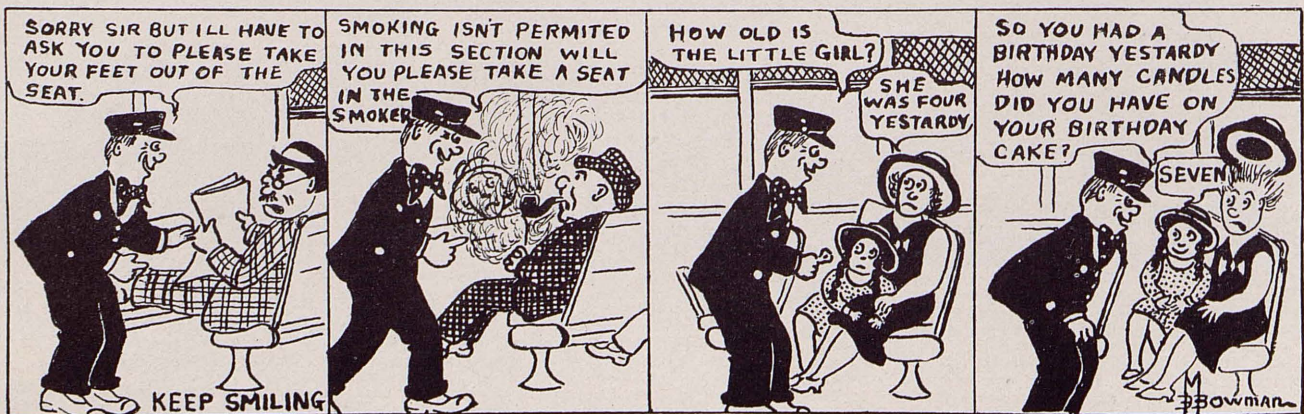
One naturally wonders at the source of the power given off by lightning. The bureau explains that a likely theory is found in the upward currents of air which exist in all thunder storms. These currents meet the descending drops of rain, breaking up the large drops into smaller ones carrying an electrical charge.

A rough quantitative analysis shows that the order of magnitude of the electric charges produced by the breaking of a drop of water is sufficient to account for the electrical effects observed in the most violent thunder storms.

Foresight: The quality that makes a woman date a letter twelve days ahead when she gives it to her husband to mail.

Hubby: "It's queer, but the biggest idiots seem to marry the prettiest women!"

Wifey: "Now, you're trying to flatter me."



## OUR CALENDAR ORIGINATED DURING CAESAR'S REIGN

Speaking of seasons, and months, and years, and a recent agitation for a thirteen months year, it may interest you to know just how our present calendar originated. It dates back to 46 B. C., during the reign of Caesar, and except for a minor error in calculation, is the one we use today, informs the Kodak Magazine.

These ancient calendar makers were conscious of this error too, but they did not bother to try and correct it. Back of all this is the reason why the year 1900, though exactly divisible by four, was not a leap year. Nor will the year 2100 be a leap year either, but we won't have to worry very much about that.

Caesar's calendar makers figured that each year was  $365\frac{1}{4}$  days in length, and to easily keep the calendar and time together, they threw in leap year every fourth year. The joker was that each year is exactly 11 minutes and 10 seconds less than a quarter of a day.

So in 1582, when the calendar had gotten ten days out of line, they fixed it all up by working a new rule that centuries which could be divisible by 400 evenly would be the only centuries which would be leap years, even though divisible by four.

This takes care of the variation for 5,000 years, which seems fairly satisfactory.

## AUTOMOBILE ACCIDENT TOLL LARGE DURING 1928

Eternal care in driving is the highest insurance on life and limb.

In its intensive drive for the prevention of automobile accidents, the State Chamber of Commerce issued the above statement as the title of its May bulletin devoted to automobile accident prevention.

In spite of the intensive campaign being waged toward automobile accident prevention and the gratifying results being attained, much is yet to be desired when we realize that 1,876 persons came to death during 1928 in automobile accidents in the State of California.

Other facts and figures contained in the May circular of the State Chamber of Commerce's accident prevention bulletin are that during the same period scores of persons miraculously escaped death in automobile accidents that injured 28,921 persons, 3,806 of which were of school age.

The records reveal that 20,622 automobile accidents occurred last year in which one or more persons were killed or injured and that in this number of accidents 31,849 drivers were involved.

Excuses are not worth while because your friends don't care and your wife won't believe you.



Lady (to druggist): "Have you any Life-Buoy?"  
Druggist: "Just set the pace, lady!"

Do you remember the time when if a neighbor told you how many quarts she had put up you knew she meant fruit?

### Not Enthusiastic

Golfer to Caddie: "Notice any improvement since last year?"

Caddie: "Had your clubs shined up, haven't you?"

"There's Madge Bahr. I understand she bought that dress by installments."  
"I suppose that's the first installment she's wearing."

Moseley: "Why all the bandages on Neble's head?"

Valle: "Rotten bridge."

Moseley: "Break through?"

Valle: "No trumped his wife's ace."

### Couldn't Stand the Noise

Foreman: "What's the big idea of quitting?"  
Riveter: "Oh, I don't mind hammering rivets all day long, but the man who works with me hums incessantly."

"It's so good of you, doctor, to have come so far to see my husband."

"Not at all madam; not at all. I have a patient next door, and I thought I'd kill two birds with one stone."

If you don't like these jokes,  
And their dryness makes you groan;  
Just stroll around occasionally  
With some good ones of your own.

### If You Believe in Signs

Sign in bathroom in the corner boarding house:

PLEASE CLEAN TUB  
AFTER BATHING  
LANDLADY.

### That's Different

Emigration Agent: "Married or single?"

Applicant: "Married."

"Where were you married?"

"I don't know."

"Don't know where you were married?"

"Oh, I thought you said 'Why'."

### Grank and Earnest

A modern young man kissed a beautiful girl. "I'll be frank with you," he said, after the embrace was over. "You're not the first girl I've kissed by a long shot."

"I'll be equally frank with you," she said. "You've got a great deal to learn, even at that!"

### Translation

It was their first day in a military camp and the two colored recruits were sitting in the kitchen more or less industriously removing the skins from potatoes.

"Huccum," demanded the first, "huccum dat officer keeps callin' us K. P.—K. P.?"

"Hesh yo' mouf, iggorance," advised the second. "Dat am de abbreviation fo' 'Keep peelin'—keep peelin'."

### Down to Brass Tacks

Before I married Maggie dear

I was her pumpkin pie,

Her precious peach, her honey lamb,

The apple of her eye.

But after years of married life

This thought I pause to utter,

Those fancy names are gone, and now

I'm just her bread and butter.

"That reminds me," said the man who watched the steam shovel at work, "that I am to play golf tomorrow afternoon."

### Easy

Van Jay: I wish I could find out just how many relatives I have here on this earth.

Van Puf: Why, that's the easiest thing in the world—just buy a summer cottage.

### The Little Mother

In a church, at the font, her brother age eight is being christened.

Little Sister (hoarsely): "Behind his ears, too, Reverend Smythe!"

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

He: "A small one."

Photographer: "Then close your mouth."

### Martyr

Neighbor—"How many controls are on your radio set?"

Owner—"Three; my mother-in-law, my wife, and my daughter."

### A Young Observer

"Mother," said Archie, gazing at her as she was leaving for the party, "is it healthy to have pink cheeks?"

"Yes, dear," she answered, wondering.

"Then," said Archie, "one of your cheeks is healthier than the other."

A medical examination had disclosed the fact that Sam Johnson had a floating kidney and he was quite worried over it. Meeting the pastor of the African Baptist Church on the street, he asked for help.

"Revern," he said, "De doctah done tole me Ah got a floatin' kidney and Ah wish you would say some prayers fo' me next Sunday."

"How come prayers fo' a floating kidney?" inquired the good pastor. "All mah congregation would bust right out laughing."

"Ah don't see why," insisted Sam. "Last Sunday you done prayed fo' all the loose livers."

The attorney conducting the cross-examination had grown disgusted with the evasive answers of the witness.

"Answer my question yes or no," he admonished.

"Your question can't be answered yes or no," replied the witness.

"Any question can be answered yes or no," expostulated the lawyer. "Ask one and I'll prove it."

The witness replied, "Have you quit beating your wife?"

A man said to a Jew: "How is it you people have so much brains?"

"Fish," said the Jew.

"I must try it," said the other man.

"Give me a pound," said the Jew, "and I will send you some nice fish."

The pound was handed over. Some while after this the two men met again.

"Like your fish?" asked the Jew.

"Oh, yes; but it was a very small amount of fish for a pound, I thought."

The Jew smiled. "It is beginning to vork already," he said.

### Between Friends

Says Abie: "Cohen, I've been to the bank to borrow some money, and they say all I need is that you should sign to this note your name. Then I can have all the money I need. Ain't that fine?"

"Abie," says Cohen, reproachfully, "you and I have been friends many years, and yet you go to the bank when you need money. Abie, you just go again to the bank and say that they should sign the note, and then Cohen will lend you the money!"

Prince Albert: "I hear that you have just opened up a beauty parlor."  
 Fatima: "Yes. I'm living off the fat of the land."

Drunk (lying on the sidewalk): "I'll climb this wall if it takes me all night."

**What To Do**

"My wife says I talk in my sleep, doctor, what should I do?"  
 "Nothing, you shouldn't."

Any girl can learn to love a man, especially if she thinks some other girl wants him,

It was the first time the shy young man had been to a big dance, and when his partner decided she did not want to dance the next, he was at a loss for something to talk about. "Do you ever have indigestion?" he asked, in a desperate effort to make conversation. The girl looked at him queerly. "No," she replied shortly. "What a pity," murmured the youth. "I know such an excellent remedy."

Have you heard the latest Osteopath balad: That's how I feel about you.

There's the Scotchman who signs all telegrams he sends his girl Xerxes. In that way he gets in two kisses without paying for them.

"You're so dumb I wouldn't call you a ham."  
 "Why not?"  
 "A ham can be cured."

**Fable**—Once upon a time a backseat driver was bawling out her husband. He pulled up his chariot right alongside a traffic cop, and the officer, after listening a minute, arrested her for impersonating an officer.

**In Reverse**

A man, running after a taxicab, panted to the driver, "How much to the station from here?"  
 "Fifty cents," replied the driver.  
 The man continued to run, and, having covered another stretch, inquired breathlessly of the driver, "How much now?"  
 "Seventy-five," retorted the driver. "Ye're runnin' the wrong way."

**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.

Pacific Electric Bldg.  
 6th & Main Sts.

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

**PARTIAL LIST**

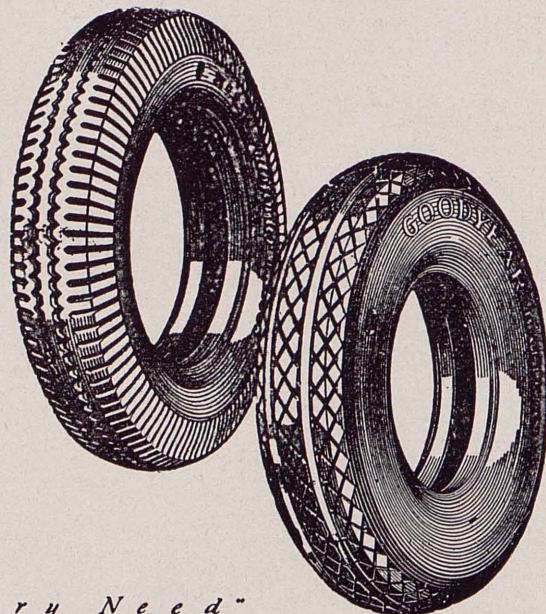
Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid
Addudel, M. E.	Sunburn	\$14.00	Bullock, Stanley W.	Boil	10.00	Forsyth, Campbell	Hemorrhoids	30.00
Askins, Hattie	Strain	10.00	Cain, David A.	F. B. in Eye	16.00	Gallahar, Jno. W.	Auto Intoxication	10.00
Baker, Herman E.	Cold	10.00	Carhart, Fred J.	Skin Trouble	12.00	Gillice, Francis E.	Electrical Burns	80.00
Bates, Herbert	Bruise	12.00	Carlsen, Louis	Acute Gastritis	34.00	Hammill, Michael	Stroke	60.00
Batterton, John A.	Fracture	93.33	Carlson, Irvin A.	Sprain	72.33	Hampton, Harry C.	Flu	11.00
Blair, Claude C.	Lumbago	32.00	Clinton, Grover D.	Tonsilitis	10.00	Henry, Ellis E.	Indigestion	13.33
Bower, Loyd B.	Fracture	280.00	Cole, Lee A.	Gastritis	86.66	Hickman, Chris. Lee	Bruise	22.00
Bramen, Harvey D.	Hernia	67.10	Crouse, Jos. S.	Kidney Disease	21.33	Highton, Edwin	La Grippe	14.00
Briggs, Chas. B.	Cold	16.00	DeVries, John	Strain	20.00	Hobbis, Byron R.	Removal of Tonsils	18.00
Brooks, Lewis C.	Bruise	10.00	Edmondson, Noah H.	Crushed Pelvis	720.00	Ives, Chas. E.	Bladder Trouble	138.00
Brown, Edw. H.	Infection	12.00	Epp, Frank Edw.	La Grippe	10.66	Kennedy, John K.	Sunburn	12.00
Bruner, Frank A.	Broken toe	18.00	Evans, Jno. E.	Influenza	70.00	Livingston, Joseph M.	Tuberculosis	330.00

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 Goodyear 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. -----



*"A Tire for Every Need"*

**Motor Tires, Inc.**

1244 East 8th St.  
 Los Angeles  
 TRinity 6565



1119 So. Hope St.  
 Los Angeles  
 WESTmore 2233

1529 Wilshire Blvd.  
 Santa Monica  
 283-86

6523 Santa Monica Blvd.  
 Hollywood  
 HOLLYwood 5524

220 East Anaheim St.  
 Long Beach  
 622-79

## Table Showing Guaranteed Interest Plan

You Merely Do This!  
Decide to Save a Few Dollars Each Month

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

### THE RAILWAY MUTUAL BUILDING AND LOAN ASSOCIATION

201-3-5-7 Pacific Electric Building (Sixth and Main Sts.)

LOS ANGELES, CALIFORNIA

UNDER STATE SUPERVISION

## 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

## THE FARMERS AND MERCHANTS NATIONAL BANK

OF LOS ANGELES



*Your Pay Check is Payable at*

**THE OLDEST BANK IN SOUTHERN  
CALIFORNIA**

COMMERCIAL ACCOUNTS

TERM ACCOUNTS

SAFE DEPOSIT

ESCROWS

TRUSTS

This is the oldest Bank in Southern California, and the largest Bank therein whose assets have never been increased by mergers, or consolidations with other Banks.

**THE FARMERS AND MERCHANTS NATIONAL BANK**  
OF LOS ANGELES

P. E. Dental Surgeon

Authorized branch of your  
Medical Department

**Dr. Samuel Kaufman**

826 P. E. Building  
Sixth and Main Streets

## Newton Moore OFFICIAL WATCH INSPECTOR

FOR

**Pacific Electric, Southern  
Pacific and Santa Fe  
Lines**

*Very best service offered in Re-  
pairing and Adjusting of Railroad  
Watches.*

*Watches sold on terms to new  
Employees.*

**301-2 O. T. Johnson Bldg.**  
Cor. 4th and Broadway  
Phone METropolitan 3967

## ASSOCIATED OIL COMPANY

SAN FRANCISCO

For over a quarter of  
a century the name  
"Associated" on Petro-  
leum Products has been  
synonymous with high-  
est quality.