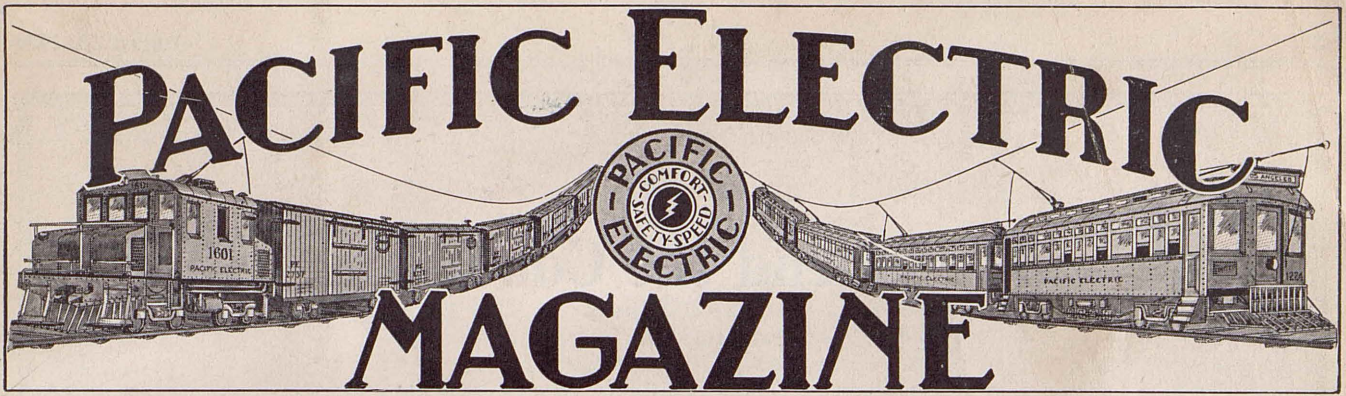


PACIFIC ELECTRIC



MAGAZINE

Vol. 15

LOS ANGELES, CAL., AUGUST 10, 1930

No. 3



Motor Transit Stage, New Ally of Pacific Electric, on Shore of Lake Arrowhead

My Friend the Conductor

MY FRIEND the conductor he works might and main—
 Always "on duty," in sunshine or rain!
 Many years now, he has spent on his "run";
 Taken in fares by the bushel and ton!
 People all know him and hail him as "Jim,"
 And they would "bank" their last dollar on him!
 Years he has traveled, and miles without end—
 My friend the conductor is ev'ryone's friend!

Always he's smiling and shedding good cheer;
 Never is frowning, or doleful, or drear;
 Folks tell their troubles to him on each trip;
 Some on their shoulder are packing a "chip"!
 Some are plain "grouchy" and wearing a sneer;
 Some are in sorrow, with hearts that are drear;
 "Jim" makes them feel life is worth-while again—
 My friend the conductor's a brother to men!

Friend to the children, and friend to the old,
 Giving the love from a heart that's pure gold!
 Soft-voiced and gentle, with sympathy deep;
 Sowing kind deeds for a harvest he'll reap;
 Giving the best that is in him to give;
 Loving—and knowing to love is to live!
 Upright and honest, sincere and true blue—
 My friend the conductor's a man through and through!

—James Edward Hungerford.

Table of Contents

<i>Electric Railways Seek Tax Equalization</i>	3
<i>Building of Motor Transit System</i>	5
<i>Saving Comes From Sliding Less</i>	6
<i>Public Appreciation Expressed</i>	7
<i>Comparison of Accidents during July</i>	8
<i>Junior Orchestra in Making Among Future Railroaders</i>	9
<i>New Feature Adds Greatly to Group Insurance Plan</i>	9
<i>Speed is Demand of the Public</i>	10
<i>Twenty-Four Studies to be Offered P. E. Students</i>	11
<i>Follow Rules in Vote Cast For Club Committeemen</i>	14
<i>Editorial</i>	15
<i>Sports</i>	16
<i>News of the P. E. Family</i>	18
<i>Jokes</i>	21

Electric Railways Seek Tax Equalization

California Carriers Appeal to Public to Put Their Tax Rate on More Comparable and Equitable Basis. Problems of the Railways

PRIOR to 1911 taxes on all property were levied under the ad valorem plan, that is, taking the assessed value and applying the tax rate sufficiently high to raise the necessary amount of revenue. The counties included in their tax rate a figure sufficient to raise additional revenue for state purposes.

In 1911 Amendment No. 1 to Article XIII of the Constitution was adopted. This provided that taxes on all public utilities, including railroads, should be taxed for state purposes only, and that all of the property of these utilities used in the operation of them, so-called "operative property" should be exempt from all local taxation except for the purpose of paying certain past bonded indebtedness. The rates established at that time on steam railroads and electric railways was 4% of the gross earnings from operation. This rate was considered to be comparable to the taxes paid on general property under the ad valorem plan. The legislature is empowered to readjust these rates to meet changing conditions by a two-thirds vote in favor thereof. Subsequently the legislature raised the rates of the steam railroads and the electric railways to 5¼%.

King Tax Bill

In 1921, following the long fight over what was known as the King Tax Bill, the legislature again raised the rates of all public utilities, including steam railroads, approximately 33 1/3%, raising steam railroads from 5¼% to 7%, but leaving the electric railways at 5¼%. Subsequently the so-called short-line steam railroads were reduced from 7% to 5¼% by passage of an amendment to the Constitution and ratified by the voters.

In 1927 the leg-

***T**HE article herewith is the first of a series designed to give employees and their families authentic and complete information concerning the fairness of an adjustment in taxation of electric railways in California from 5¼% to 4¼% of their gross earnings. We urge all employees not only to read, but thoroughly study and digest the data in each article and statement. Having done so, you will be able to discuss the issue intelligently and can convincingly talk on the subject to the end that those whom you contact may see the fairness and justice in relieving electric railways to the reasonable extent they are entitled.*

islature passed an act appropriating \$75,000 to enable the Governor to establish a tax commission to make a study of the tax system in the state. This commission made its report to the Governor on March 5, 1929. It found in its report that the tax burden on common property throughout the state on \$100 full value (not tax value) was \$1.79. It found that the taxes on the electric railways, under the present rate of 5¼% was \$2.20 on the full value of their property.

The legislature having this report before it, passed Assembly Constitutional Amendment No. 34 (No. 4 on the ballot), which will reduce the taxes

as required of it under the law, found that the electric railways were over-taxed approximately 1% of gross receipts, and approved of A. C. A. No. 34.

The tax commission, appointed by Governor Young, in its findings stated, "The electric railways bear a disproportionately large burden" of state taxation.

In commenting on the difficulties of the electric railways, the tax commission states, "With certain of the short-line railroads and electric railways, permission to charge a higher rate would be a ghastly joke because the conditions surrounding the demand for

of the electric railways from 5.25 to 4.25, which figure is comparable to the 1.79 rate on the full value of common property throughout the state.

In other words, Assembly Constitutional Amendment No. 34 equalizes the taxes, and places on a parity taxes of the electric railways with the taxes levied on all common property such as farms, lots, buildings, etc.

The State Board of Equalization in making a separate investigation

their services are such that an increased rate would mean less rather than more gross revenue." In other words, the electric railways are in no position to pass on an excessive tax to their customers.

The experts of the tax commission found that, under the present tax of 5¼%, the electric railways were paying 53.06% of their NET revenue in state and local direct and indirect taxes.

Judge Approves

In a recent tax case before the State Supreme Court, former Chief Justice Myers stated to the court "That street railways at 5¼% are paying 50% more than

Why Equalize Electric Railways' Taxes?

BECAUSE the rate is excessive compared to rates assessed on common property. The Tax Commission found that the tax rate on full value of common property was \$1.79 per \$100. On basis of present 5¼% of gross earnings electric railways pay \$2.20 per \$100 on full value of their property.

Because the Tax Commission found that electric railways pay 53.06 per cent of their NET revenue in taxes. Think of it—more than half of what is left from revenues after paying all operating and other expenses now goes to pay taxes!

Because in its report to the Governor the Tax Commission stated that "The electric railways bear a disproportionately large burden" of state taxation.

Because it is only fair and just to a leading industry of this State; one which has aided the progress and development of many cities and districts; one which has increased property values many millions of dollars; one which now employs more than 20,000 persons with an annual payroll in excess of \$33,000,000.

Because the State Board of Equalization believes it right to relieve the electric railways of a portion of their tax burden; also the County Assessors of the State in convention unanimously approved the justice of the railways' appeal.

all other state taxed properties."

A. C. A. No. 34, in addition to reducing electric railway taxes from 5¼% to 4¼% of gross revenue, also reclassified, thus placing them in a separate group for taxation purposes. The state Supreme Court, in its decision on June 17, 1930, unanimously decided that the legislature had the power to assess electric railways at one rate and steam railroads at another, notwithstanding that the language in the Constitution groups them together. This decision sustained the action of the legislature in levying a rate of 5¼% on electric railways, and a rate of 7% on steam railroads. It is therefore unnecessary to dwell on the reclassification question involved in A. C. A. No. 34.

In commenting on A. C. A. No. 34 in the case mentioned, the State Supreme Court stated in its decision, "As to the action of the last legislature in proposing a constitutional amendment fixing the tax on gross receipts of street railways at 4¼%, we fail to see how this in any way affects any question before us. The legislature evidently considered this a question of such importance that it should be settled by a vote of the people rather than by an act of the legislature. The members may all have been of the opinion that they possessed the power to fix the 4¼ per cent rate, but preferred that the question be submitted to the people for their approval or rejection."

The county Assessors in convention unanimously endorsed A. C. A. No. 34 after the amendment had been given thorough study by this important taxing body of the state.

The amendment simply seeks to place electric railways on a parity with general property throughout the state for taxation purposes. Considering the serious financial condition of the electric railways by reason of loss of patronage due to the competition of private automobiles, there can be no justification for compelling them to pay an excessive tax and, as this amendment has been endorsed by the taxing powers of the state, there can be no question as to its merits and fairness. The 4¼% rate carried in the amendment is identical to the rate now applying to the motor bus lines and, as stated above, the amendment equalizes the taxes of electric railways with common property and with the motor bus carriers.

When It Is You

Tell me not with reckless action,
Life's a game of "Take a Chance,"
Or you'll be the main attraction
At the undertaker's dance;
Make life real; make it safer;
Accidents are not its goal,
Death's no sugar-coated wafer
When it's YOU that's in the hole!

If you your lips would keep from slips,
Five things you observe with care:
To whom you speak, of whom you
speak,
And what and when and where.

Protect Medical Rights Of Employees on Leave

IN order to protect employees, temporarily laid off, against loss of hospital and medical benefits during period of non-employment, a plan to avoid this was made last month, details being given in the following bulletin:

"Employees who have been granted a temporary leave-of-absence account reduction of forces may, if they so desire, have the benefit of hospital services, providing they continue payment of regular monthly dues, if they are not engaged in any other employment.

"In other words, it is the management's desire to continue hospital and medical services so as to take care of any sickness that may occur to employees while temporarily laid off.

"If illness or accident occurs, such employees should secure from their department office, Form S-5616 "Hospital Order for Treatment," and present it at medical office when applying for medical aid."

TRAFFIC TIPS RESPONSIBLE FOR CONSIDERABLE TRAVEL

Showing that many employees are ever alert to be instrumental in gaining business, 19 travel tips last month resulted in 17 round trips and 7 one-way tickets being sold over our owning company's lines, the Southern Pacific.

Most of the tickets sold were to points jointly served by other carriers in the local field and but for quick action in transmitting the information to the proper sources unquestionably much of the travel would have been routed over competitor's lines.

In addition to travel resulting to Southern Pacific lines, C. O. Leatherman, Mechanical Department at Torrance, was instrumental in effecting the sale of 6 round trips to Mt. Lowe, his version of the trip to visitors from Colorado impelling them to make the journey.

Those to whom appreciation is extended for "getting the business" are:

C. C. Dickson, Freight Department, Los Angeles, 1 round-trip, Hot Springs, Ark.

Roy Faulkner, Mechanic, Pomona, 1 one-way, St. Louis.

J. W. MacMillen, Motorman, Pomona, 1 round-trip, Washington, D. C.

C. H. English, Accounting Department, Los Angeles, 2 round-trips, Chicago.

C. W. Hempstead, Towerman, Pasadena, 1 round-trip, Chicago.

Victor E. Lynn, Clerk, 7th and Alameda St., 4 round-trips, Ashville, N. C.

County Assessors Resolve Lower Tax for Railways

HAVING investigated and found to their satisfaction that electric railways of this State pay an excessive taxation the County Assessor's Association, representing all counties in California passed the following endorsement of approval for the reduction of the tax burden of electric carriers in the State:

"WHEREAS the State Board of Equalization and the State Tax Commission have stated in their recent reports that the present taxes paid by the Electric Railways in California are in excess of the taxes paid on general property, and,

"WHEREAS in order to equalize said taxes on Electric Railways in accordance with the findings of the State Board of Equalization and the Tax Commission the Legislature at its last session passed Assembly Constitutional Amendment No. 34, which Amendment reduces the rate from 5¼ to 4¼ per cent of gross receipts from operation, and which will equalize the taxes on Electric Railways with that on general property in the State.

"NOW THEREFORE BE IT RESOLVED that the County Assessors Association of California in session in the City of Susanville does hereby endorse Assembly Constitutional Amendment No. 34 and recommends it to the favorable consideration of the voters of California when it is submitted for approval at the general election to be held in November, 1930."

G. E. Ralls, Motorman, Western Division, 1 round-trip, Cincinnati.

Wm. F. Scatcherd, Motorman, Los Angeles, 2 round-trips, Winnepeg.

C. R. Robitson, Motor Coach Operator, San Dimas, 1 one-way, Atlanta, Ga.

Chas. Ives, Motorman, Riverside, 1 round-trip, Omaha.

Van Schroeder, Clerk, Alhambra, 1 round-trip, St. Paul, Minn.

R. L. Leadaband, Conductor, Pasadena, 1 one-way, Springfield, Ill.

V. A. Morgan, Conductor, Riverside, 1 one-way, Montgomery, Ala.; 1 one-way, New Orleans, La.

R. Riley, Hollywood, 2 one-ways, New York, N. Y.

Nicholas J. Tweeddale, Freight Car Department, Torrance, 1 round trip, New York.

M. R. Malcolm, Freight Traffic Dept., 1 round-trip, Phoenix to Boston.

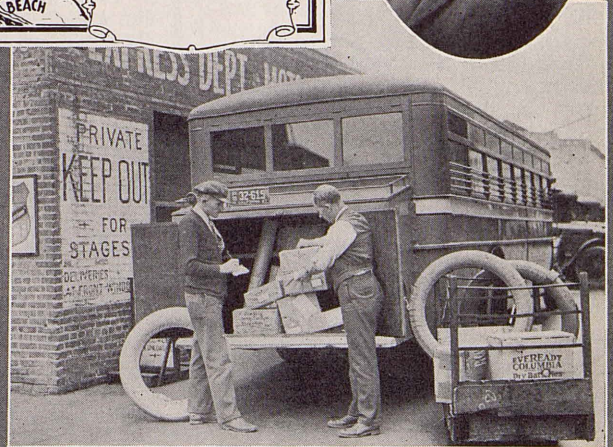
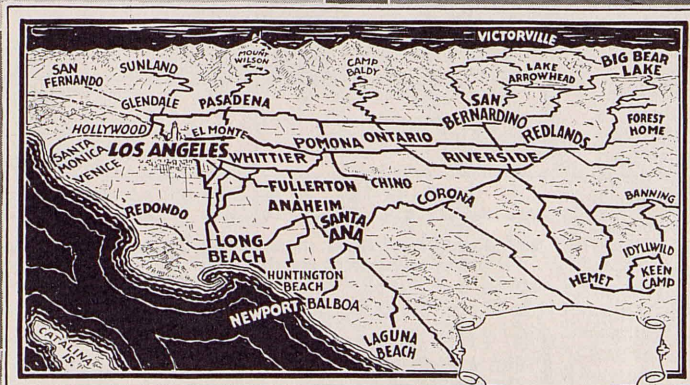
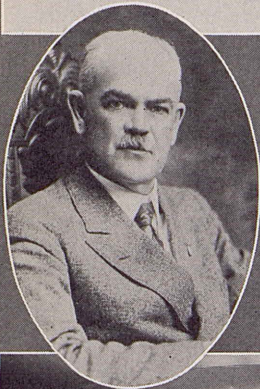
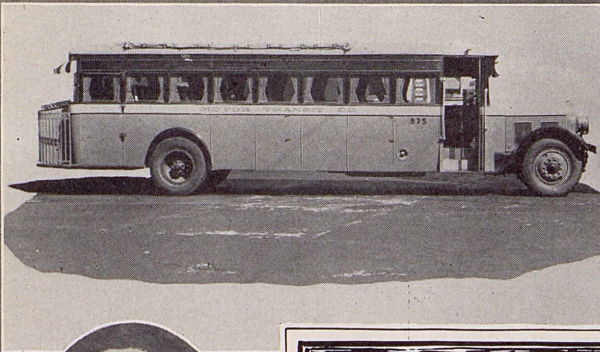
W. O. Toenjes, Conductor, Glendale, 1 round-trip, Omaha.

C. O. Leatherman, Mechanical Dept., Torrance, 6 round-trips, Mt. Lowe.

USE COURTESY IN DRIVING

Courtesy is not an obsolete word. Translated into action, on the streets and highways of California, its meaning of "genuine politeness" will materially increase the safety of motorists and pedestrians!

BUILDING OF GREAT MOTOR TRANSIT SYSTEM



F. D. Howell, Vice President & Gen. Manager, and Max Green, Traffic Manager, who have figured prominently in the development of the system. With the Pacific Electric's acquirement of a large interest in the Company Mr. Pontius became Chairman of the Board of Directors.

THE history and development of the Motor Transit Company, of which the Pacific Electric Railway now owns controlling interest, is practically a true parallel of the romantic and rapid growth of highway transportation in general in the State of California.

The early motor stages of California were merely an outgrowth of the "jitneys" or private touring cars running hither and thither without any regular schedules or routes, charging whatever fares their passengers would stand, without responsibility and going wherever their passengers desired.

Along in 1915 when the so-called motor bus business was

mostly a "free-for-all" so far as routes and methods of obtaining business were concerned, O. R. Fuller was practically forced into the picture. At

IN ORDER to acquaint employees with the scope of operations, improvement in transportation that will result through Southern California, and the mutual benefits to be derived by the coordination of the Motor Transit Company into our system the accompanying article tells the historical background and development of this splendid motor coach system.

Another article will follow in the September issue detailing present methods of operation, equipment, passenger, freight and express service.

the time, he was local distributor for White Trucks and had sold a few trucks upon which bus bodies had been built and operated under the fictitious name of "P & E Bus Line" (Passenger & Express) and doing business between Los Angeles and Whittier.

Naturally, through the lax methods of operating busses in those hectic days most operations at that time were more or less "fly-by-night" attempts without capital or business experience.

So when the "P & E" suspended operations in November, 1916, as did many in those days, Mr. Fuller was obliged to take back

(Continued on Page 12)

TWO CARS OF EMPLOYEES SIGN FOR OGDEN OUTING

With two standard sleepers assigned to Pacific Electric employees completely reserved for the annual outing to Ogden, Utah, where the Annual System Field Meet is held by the Union Pacific System, only a few days remain before the happy party starts its journey to Mormonland. While the time is short, for the benefit of those who may not have seen last month's announcement and who perhaps would like to make this pleasant trip, which the Union Pacific kindly extends to this company's employees, we repeat details which appeared in last month's issue, to wit:

Being invited guests of the Union Pacific, the Pacific Electric party will travel on the same special train as the excursionists of the former company.

The U. P.-P. E. Special will leave the Arcade Station on Wednesday evening, August 13th, at 7:00 p.m., arriving about 10:00 p.m., August 14th. The 15th and 16th will be used in attending the U. P. meet and to those who do not care to attend, there will be excursions to various scenic places around Ogden. On the return trip the party will leave Ogden about 10:00 p.m. Saturday, August 16th, arriving back in Los Angeles about midnight, August 17th.

An exceptionally low rate of \$6.00 has been given Rod and Gun Club members. This includes Pullman charges for the entire 2000-mile trip. The Committee in charge wishes to announce that there will be accommodations for company employees other than Rod and Gun Club members who wish to make the trip at the above rate. The number of accommodations, however, is limited and those desiring to make the trip should make their reservations without delay.

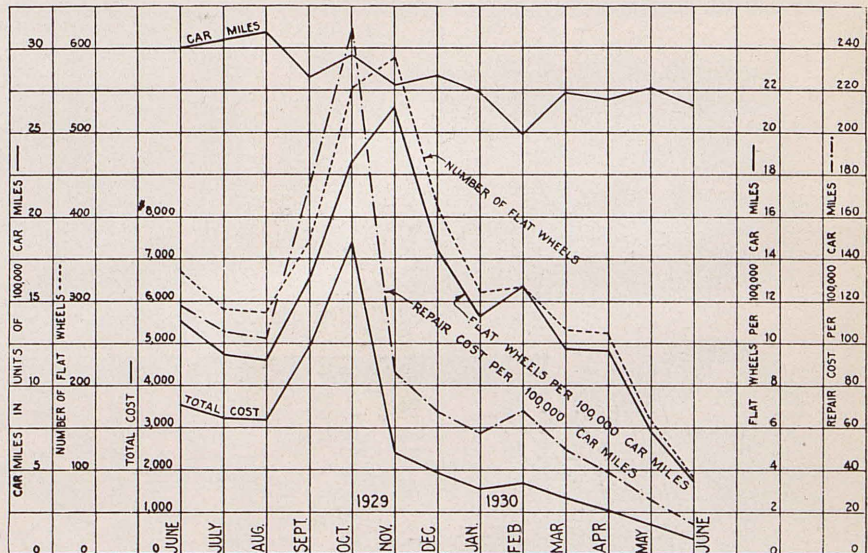
Further information can be secured at the P. E. Club or from the Committee in charge consisting of A. M. Cross, Charles P. Hill and C. G. Gonzales.

PARKED CAR SEIZURES IS UPHeld BY SUPREME COURT

Towing of parked automobiles found in restricted areas to police stations was upheld by the Brooklyn Supreme Court recently. On August 7, 1929 police seized an automobile owned by Herman Jaffee of 571 Montgomery Street, Brooklyn and towed the machine to a public garage. The car was parked in a restricted district. A charge of \$10 was levied before Jaffee could recover his machine. Jaffee sued for \$100 which included the \$10 fine and \$90 alleged damage to the automobile, caused Jaffee said, by careless towing.

Municipal Court Justice Edward A. Wynne first upheld the police department. Jaffee appealed and the Appellate Term of the Supreme Court in Brooklyn affirmed the judgment without comment. This ruling will aid police in enforcing parking ordinances.

Saving Comes From Sliding Less



The graphic chart above clearly shows the fine reduction in slid flat wheels accomplished by Trainmen in recent months. Note the steady downward trend in number of flats per 100,000 car miles.

IN THE fall of last year the slid flat wheels rather suddenly reached alarming proportions, and an intensive campaign was started to reduce the number and cost of repairing this class of damage. In October over 500 wheels were flattened, and repairs cost over \$7,000.

A glance at the chart accompanying this article will show the immediate results of the campaign, the number of flat wheels and cost of repairs showing a steady and rapid decrease, until in July (for the first three weeks) there have been repaired just twelve flat wheels on the entire system, at a cost of \$75. One car had eight wheels flattened and another had four.

This proves without any doubt what splendid results can be accomplished by careful study, supervision and co-operation and help on the part of all concerned.

Mechanical Department forces have interested themselves most enthusiastically in this drive, with result that brake adjustments have been effectively maintained and cars are being placed in the hands of the Operating Department in excellent condition.

Motormen on all divisions have taken a very keen personal interest in the campaign, closely following rules and instructions concerning the proper handling of the brake, and have made a most excellent record on all divisions.

If every man who has any part in maintenance and operation of equipment will constantly keep in mind the importance of avoiding the flattening of wheels, we shall be able to keep this expense down to a minimum, and continue to maintain the very satisfactory condition that we have reached.

HARBOR TONNAGE SHOWS BIG GAIN DURING YEAR

The Los Angeles Harbor continues its triumphant march as one of the outstanding world ports, having won new honors last month when imports and exports totaled more than \$15,000,000, according to a published statement of Collector of Customs, Lewis H. Schwaebe.

July also will stand out as a notable month because it saw the advent of silk imports which will shortly mean additional business of \$25,000,000 a year through this port, Schwaebe declared. Several days ago a single shipment of silk valued at \$650,000 reached here from Yokohama. Through the cooperation of Schwaebe and his assistants the silk was quickly cleared here for New York, its destination. In all the run from Yokohama to New York will be fifteen days, a new record.

Import, export and collection figures for July were announced by Schwaebe as follows:

Imports	\$4,700,000
Exports	10,500,000
Shipments to Hawaii	815,000
Collections	550,000

Declaring that the situation is highly encouraging and that the increase is more than satisfactory, Collector Schwaebe offered the following comment:

"The Customs District of Los Angeles shows a highly gratifying volume of business for the month of July, 1930, even with the district recently divided for the establishment of the new district of San Diego.

City Traffic Officials in Meet With Trainmen

AT TRAINMEN'S meeting, Western Division, held at West Hollywood in Trainmen's room, Thursday, July 17, those assembled were honored by the presence of Captain A. W. Gifford, Sergeant E. J. Johnson and Officer J. P. Miller members of the Traffic Division, Los Angeles Police Department.

Captain Gifford, who was a former Motorman on the old Los Angeles Pacific Railway, made a brief talk on the necessity of avoiding accidents, making a point of the fact that times have changed since he was a Motorman. In those days an accident was just an accident and was easy to settle, but now there are thousands of people looking for an opportunity to bring suit, and that in addition to careful operation, that in all cases, no matter how trivial an accident appeared, witnesses should be secured in order to protect the Company.

Sergeant Johnson then spoke to the Trainmen, asking for their co-operation with the Traffic officers, in assisting to keep traffic moving, laying particular stress upon waiting for the second bell of the traffic signal to ring, before proceeding, and when at an intersection, before attempting to pull across, be sure that there was sufficient room on the other side to clear the crossing.

He also appealed to Motor Coach Operators to drive carefully, to always be sure to give proper hand signals, to be certain they were entirely safe in any move they might wish to make before attempting it. He also stated that a concession had been made to motor coaches, allowing them to make turn from first line of traffic in front of second line of traffic, which was a violation of traffic rules, but due to the fact that it was necessary to discharge passengers at the curb, this concession had been granted. This is a move that means extreme caution on part of motor coach drivers in order to avoid accidents.

Traffic Officer Miller then presented a two-reel film depicting various types of automobiles and traffic accidents which was very interesting to all present, Sergeant Johnson commenting on each one, and explaining how it might have been avoided.

A vote of thanks is due Capt. Gifford, Sergeant Johnson and Officer Miller for the splendid presentation of traffic matters they gave the 85 Trainmen assembled to hear them. The management of this railway appreciates the tremendous problem which confronts our Police Department in handling the traffic of this city, generally conceded to be more complex than that of any other American city. By co-operating to the fullest extent Trainmen will facilitate the movement of their equipment.

It is hoped to have these gentlemen give a similar talk to Trainmen of other divisions at an early date.

Public Appreciation Expressed Service and Courtesy Bring Their Reward.

FORTY-FOUR letters from patrons expressing their good-will toward Trainmen for especially courteous and capable service, also honesty, have been received in recent weeks by our management.



L. B. Bower

While each of the letters were glowing in their praise and worthy of more detail, space forbids in treating at greater length. Both because he returned a purse containing \$85.00 and refused to accept a proffered reward, special honor is due and given Conductor L. B. Bower, Sierra Vista line. The loser of the purse was a working mother with six children dependent upon her and but for Mr. Bower's honesty a near tragedy would have occurred.

We compliment each of the Trainmen listed below for having so conducted themselves as to merit praise of the public who pay our wages and bills and to whom it is our duty to treat with consideration and render a worthy service:

WESTERN DIVISION

Trainmen	Line	Nature of Commendation
I. Iverson	Ocean Park	Special act of courtesy.
S. T. Clond	Ocean Park	Efficiency and courtesy.
C. Forsyth	Santa Manica-Saw	Courteous and obliging.
J. C. Froham	Hollywood Blvd.	Assisting ill passenger.
T. Slack	Hollywood Blvd.	Strict attention to duty.
C. D. Kidd	Hollywood Blvd.	Assisting passenger to locate street.
J. H. Daly	Venice Short Line	Courtesy and efficiency.
J. E. Hawksworth	Venice	Assisting elderly lady. Courtesy.
L. Klein	Hollywood	Efficiency and courtesy.
C. A. Pope	Venice Short Line	Courtesy, especially to elderly ladies.
I. I. Christy	Venice Short Line	Returning lost pass.
K. Rhoads	Edendale	Courtesy and efficiency.
H. F. Fortner	Beverly Blvd.	Paying passenger's fare.
J. H. Fish	Hollywood	Pleasant and attentive to duties.
A. E. Landers	Hollywood	Assisting blind man across street.
C. Forsyth	Santa Monica-Saw	Pleasant and efficient.
L. J. Snyder	Edendale	Courteous in trying situations.
A. G. Pederson	West. Div.	Exceptionally splendid conduct.
J. W. Howard	West. Div.	Splendid conduct of duties.
W. Scarf	West. Div.	Returning lost purse.
G. F. Usher	Bev. Hills M. C.	Unfailing courtesy.
R. C. Hollinger	Redondo Beach	Special acts of courtesy.
Daniel Keely	Edendale	Returning lost purse.
W. F. Linsley	Hollywood	Helping elderly people to cross street.
A. J. Meyer	West. Div.	Congenial, courteous and efficient.

NORTHERN DIVISION

Trainmen	Line	Nature of Commendation
H. S. Zink	So. Pa-Alh M. C.	Courtesy and thoughtfulness.
L. E. Neal	Pasa Short Line	Neat, pleasant and efficient.
H. K. Riordan	Pomona	Unfailing courtesy. Directing passengers.
R. J. Ballinger	Alhambra	Returning lost purse.
P. D. Wheeler	Pasadena M. C.	Kindness and courtesy.
A. S. Cooper	South Pasadena	Planning trip to Mt. Lowe for party.
A. I. Patterson	Pasadena	Special act of courtesy.
F. R. Cummings	Pasadena	Courtesy and efficiency.
F. P. Ream	Pomona	Attentive to duties. Courteous.
L. E. Neal	South Pasadena	Courteous, business-like.
T. J. Morgan	Lamanda Park	Kindness to school children.
B. B. Ayres	South Pasadena	Unfailing courtesy and kindness.
O. L. Sweek	Oak Knoll	Efficiency and courtesy.
W. O. Johnson	Oak Knoll	Affable and pleasing manner.
C. H. Yapple	Alhambra	Quick action to avoid accident.
L. B. Bower	Sierra Vista	Returning lost purse.

SOUTHERN DIVISION

Trainmen	Line	Nature of Commendation
J. H. Doherty	Long Beach	Courteous, kind, attentive to duties.
J. H. Doherty	Extra	Calling streets clearly. Courtesy.
C. H. Welch	Belmont	Returning lost glasses.
F. A. Vidano	Belmont	Courtesy and efficiency.
H. R. White	Santa Ana	Neat, efficient and courteous.

**RAILROAD MISHAPS REDUCED
53% IN PAST 7 YEARS**

Casualties to persons of all classes on the American railroads have been reduced over 53 per cent in the past seven years, as a result of the organized and aggressive safety work of the railroads, it is shown in reports issued by the Interstate Commerce Commission. This figure accounts for total casualties—both killed and injured—affecting both employees and the general public.

Total casualties to railway employees on duty decreased 60 per cent from 1923 to 1929, according to the Commission's figures. Casualties affecting passengers showed a reduction of 32.3 per cent, while those involving trespassers were cut 20 per cent.

The only type of railroad fatality showing an increase in the seven-year period is that which is primarily under the control of the public; namely, the grade crossing casualty.

The following table summarizes the railroads' accomplishments in the seven-year period:

Casualties, including both killed and injured, to persons on all railroads, 1923 compared with 1929 show reductions to the following per cent.

Railway employees, on duty	60.0
Passengers	32.3
Other persons not trespassing	1.7
Trespassers	20.0

Total persons all classes 53.3

Polite Plumber

The gentleman had sent for a plumber to fix an upstairs tap, and as he and his wife started downstairs they met the plumber coming up. The gentleman said:

"Before I go downstairs I would like to acquaint you with the trouble."

The plumber politely removed his hat and murmured:

"Pleased to meet you, m'am."

The stenographer who spelled pneumatic "neumatic" had a perfectly good explanation after all. The "k" on her typewriter was out of order.

**Editor Urges Fairer Break in
Traffic for Railways**

THE following editorial urging fair play in traffic matters for electric railways was recently printed in the Harrisburg, Pa., Patriot:

"Not long ago an official of the American Electric Railway Association uttered some comments on the modern large city transportation problem that cannot be dismissed as unworthy of the thought or discounted because they have come from a person who may be said to have 'an ax to grind'.

"Mr. Charles Gordon says among other things that 'one modern four-track transit line will carry as many people in a given period of time as will twenty-five grade separated express boulevards for automobiles', that 'similarly, an ordinary street having one modern two-track street car line will carry as many people as will four express boulevards for automobiles exclusively', and that 'approximately 70 per cent of all people who use the streets—for transportation are passengers in street cars'.

"That is not all he said that provokes thought. After the twenty-five automobile boulevards are built by the city, its job is not finished. It must find terminal space for the cars before the people can conduct their business.

"As Mr. Gordon accurately says the primary purpose of streets is people not vehicles. 'The vehicles are secondary: they don't buy goods; they don't work in offices; they don't patronize theatres.' In a word, he says, that in solving transit problems, thought should be given to the convenience of the person rather than the vehicles.

"The most readily accepted doctrine is that involving the greatest good to the greatest number. That has its application, Mr. Gordon believes, in the approach to the traffic problem. A street has a certain traffic capacity. It seems both uneconomic and unjust that

the largest part of its capacity should be dedicated to the smallest part of its traffic as represented by persons.

"If it is true that 70 per cent of all persons using the street for transportation are street car riders, then it is stupid and unreasonable that this phase of the traffic problem should be subordinated to the auto traffic which at most cannot involve more than 30 per cent of the persons. The rights of the 70 per cent certainly are entitled to the same consideration all majority expect.

"The mere fact that this phase of the question is emphasized by a street car company official ought not to blind the public to whatever truth there is in it. There is a disposition among some car owners, of course, to ask for the right of way over the larger group that must or prefers to ride in street cars. The selfishness of that viewpoint is quite obvious and impossible to defend.

"It must not be forgotten that the street car is a nuisance to the thoughtless motorist but no more so than the automobile is to the street car rider whose progress is halted by long-strung lines of parked or moving automobiles. The greatest good to the greatest number clearly must be considered in the study of traffic problems."

Running and Steering

Over the cabin table the captain and the chief engineer grew warm over which of the two the ship could best get along without, so, by way of a test, they agreed to swap jobs. The chief climbed the bridge and the captain dived into the engine room. Two hours later the captain suddenly appeared on deck covered with oil and soot. One eye was blackened and he appeared much the worse for wear.

"Chief!" he called, wildly beckoning with a wrench. "You'll have to come down here at once. I can't make her go."

"Of course you can't," replied the chief calmly removing the pipe from his mouth, "she's ashore."

Comparison of Accidents During July 1929 and 1930

	Northern Division		Southern Division		Western Division		Grand Total All Divisions		INCREASE OR DECREASE
	1930	1929	1930	1929	1930	1929	1930	1929	
Collisions:									
With Pedestrians	1	3	1	5	2	3	4	11	7 Dec.— 63.63%
At Railroad Crossings other than Company's	0	0	0	0	0	0	0	0	2 Dec.— 33.33%
Between Cars of Company	1	1	1	3	2	2	4	6	68 Dec.— 23.45%
With Vehicles and Animals	59	65	49	60	114	165	222	290	1 Dec.— 16.67%
Derailments	2	4	1	0	2	2	5	6	5 Dec.— 50.00%
Equipment	1	2	1	3	3	5	5	10	5 Dec.— 31.25%
Boarding Cars	1	4	6	3	4	9	11	16	4 Dec.— 28.57%
Injuries on cars (not in collision)	1	3	1	4	8	7	10	14	7 Inc.— 36.84%
Alighting from Cars	5	7	7	4	14	8	26	19	1 Dec.— 100.00%
Falling from Cars (not purposely alighting)	0	0	0	1	0	0	0	1	14 Dec.— 53.85%
Doors, Gates and Guard-Rails	0	2	2	2	10	22	12	26	5 Dec.— 100.00%
Ejectments and Disturbances	0	1	0	0	0	4	0	5	4 Dec.— 36.36%
Miscellaneous	0	2	6	5	1	4	7	11	109 Dec.— 26.27%
Total	71	94	75	90	160	231	306	415	1 Inc.— 14.29%
Employees	2	1	2	2	4	4	8	7	108 Dec.— 25.59%
Total Car Accidents	73	95	77	92	164	235	314	422	2 Inc.— 6.67%
Motor Coach Accidents	8	11	2	3	22	16	32	30	106 Dec.— 23.45%
Total Passenger Accidents	81	106	79	95	186	251	346	452	16 Dec.— 39.02%
Freight Accidents	4	9	13	29	8	3	25	41	122 Dec.— 24.75%
Total all Accidents	85	115	92	124	194	254	371	493	
	30 Decrease		32 Decrease		60 Decrease		122 Decrease		

Ticket Interchange Now to 19 Cities of So. Calif.

SERVING public convenience, saving time and greatly increasing the frequency by which travelers may go to or from Los Angeles, a joint ticket arrangement between the Pacific Electric and Motor Transit became effective on August 1st. Nineteen cities were given this added travel advantage and others will be added at a later date.

Under the new plan purchasers of round trip tickets may travel one way via the cars of the Pacific Electric and return by Motor Transit coaches, or vice versa.

A considerable saving of time results for the patron under the new arrangement. Frequently a motor coach or train is missed by a few minutes, in which case a considerable wait may now be avoided by using the opposite means of transportation. Particularly during the midday and late evening hours, when schedules are less frequent, will this acceptance of tickets on either train or motor coach be helpful to the traveler.

Arriving in Los Angeles over different thoroughfares the traveler also may save time and local car fare by having the two travel means at his disposal. Another advantage is that it breaks the monotony for those who travel frequently and will appeal to the tourist by affording different routes in sightseeing around Southern California. To many cities the frequency of service under the new plan is practically doubled.

This new ticket arrangement was made possible through the recent purchase of a considerable interest in the Motor Transit Company by the Pacific Electric and an intensive study is now being made of service rendered by the two companies in order that other ad-

Junior Orchestra in Making Among Future Railroaders

IF HARD work, plus youthful enthusiasm, plus able leadership are full musical organization it won't be long until we have one such made up of junior members of the P. E. family.

Under the able tutorship of Miss Crystle Marie Bronnenberg, a teacher of broad and varied experience, a dozen or more young ladies and future railroaders have met each week for the past several months for the purpose of both furthering their musical talents and becoming members of a Junior Orchestra. Splendid progress has been made and ere September rolls around Miss Bronnenberg hopes to have developed an orchestra of Juniors who will do credit to themselves.

All of the members have shown a keen interest and most of them have displayed real ability, while others not so far advanced in their musical training are taking special lessons in order to qualify themselves as members of the orchestra.

Miss Bronnenberg states that plans are under way to develop a trio and quartet, and adds that the orchestra will welcome a few additional members, string bass, cello and drums being especially desired.

Advantages may be passed on to the rider.

The cities to which the interchanging of tickets became effective between Los Angeles were: Rosemead, El Monte, Pomona, Etiwanda, Rialto, San Bernardino, Redlands, Colton, Riverside, Yorba Linda, Orange, Santa Ana and Glendale.

The worst thing that happens to you may be the best thing that has ever happened to you, if you don't let it get the best of you.

New Feature Adds Greatly To Group Insurance Plan

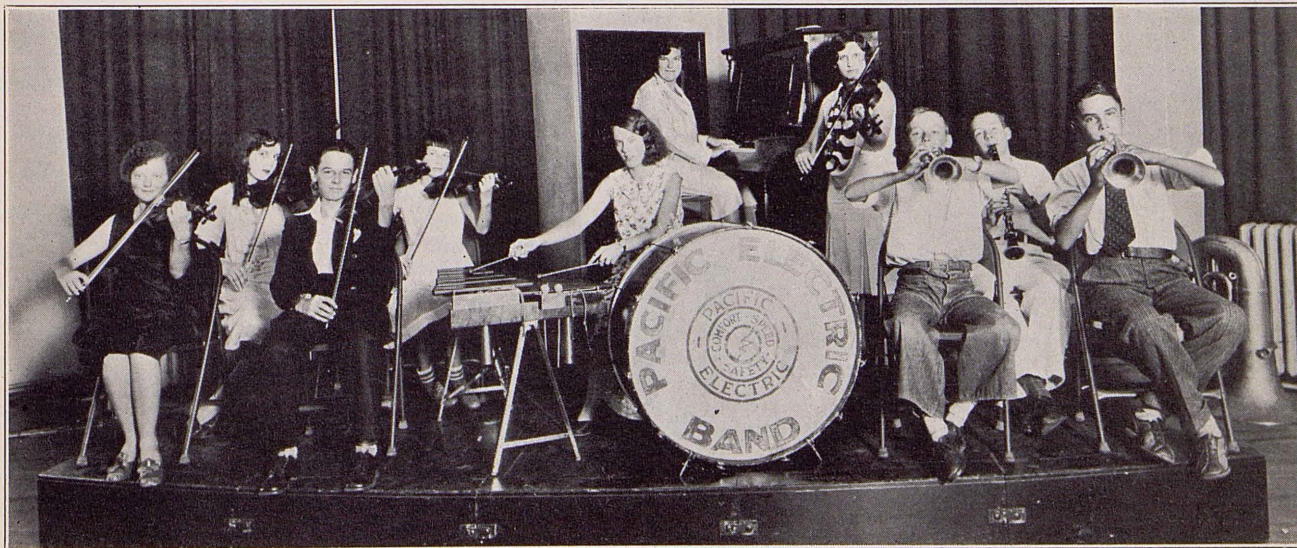
THE Metropolitan Life Insurance Company has just advised that a new feature has been inaugurated whereby employees who have been granted the benefits of total and permanent disability, and who recover and return to work will have their insurance reinstated for the full amount carried before such disability was granted. This new feature affects only those returning to work since November 26, 1929.

Heretofore in the event of an employee recovering from total and permanent disability and returning to work, it was the practice to reinstate his insurance for an amount equivalent to the unpaid installments.

Under the new arrangement, the employee's insurance will be reinstated for the full amount carried by the policy, but this amount will be payable as a death benefit **only**. In case the employee again becomes totally and permanently disabled, disability payments will be limited to the amount unpaid at the end of the first disability.

Citing an example: an employee, having been granted disability in January of this year and who we will say carried \$2500 insurance, regains his health and is able to resume work in August, his insurance will be reinstated for the full amount of \$2500 and premiums collected on this basis. But, in case he becomes disabled later on and is again allowed his disability benefits, the former seven monthly installments will be deducted from the \$2500 and only twenty-three installments will be due.

This advantageous concession to the employee upon the part of the insurance company is gained at no expense and makes the policy even more protective and desirable.



Members of the P. E. Club Junior Orchestra are making fine progress and hope to display their talents in recital next month. Miss Crystle Marie Bronnenberg is Director. Members from left to right: Dorothy Collins, Assistant Directress; Rosemary Klotz; Eugene Gehrs; Margaret Tighe; Freda Palmer; Mildred Moss, Pianist; Miss Bronnenberg; Eric Chaplin; Ralph Cobb and Gerald Brown. Members on vacation and not in the picture: Virginia Lane; Phil Bonney; Wm. Smith; Catheline Thorburn and Harold Redd.

Speed is Demand of the Public

Official Points Out How Motormen Can Greatly Increase Speed by Scientific Braking

By JULIAN ADAMS,
Assistant Superintendent of Power

THERE is an insistent demand on the part of the traveling public for higher speed in transportation. It is imperative therefore that every effort be made to speed up electric railway service and that every practical means be taken to accomplish this.

Fast Starting and Stopping

With the increasing number of stops and slow downs which electric railways have to contend with the schedule speed of cars is influenced less by the maximum running speed of the cars and is influenced more and more by quick starting and quick stopping or by the rate of acceleration and rate of braking. These things therefore deserve more and more attention. The electric car must compete with the automobile and one of the most important elements in that competition is speed, involving fast pick up and fast braking. The electric car cannot equal the automobile, but should approach it as to these features.

The rate of acceleration on the ordinary automobile is around 4 miles per hour per second; the rate of acceleration for the best electric cars with the best operation is about 3 miles per hour per second, but on the average electric car with the average operation it is only about 1½ miles per hour per second.

As regards braking rates, the maximum rates found practical on electric cars with air brakes applied to wheels only is about 4½ miles per hour per second, but the average braking actually done with the average operation is not much more than one-third of this.

Opportunities for Improvement

Under existing conditions the greatest practical opportunity for improvement in service, and at the same time for reduction in cost of service, lies in faster braking and faster acceleration. Of these, faster braking offers the greatest opportunity without change in equipment. Undoubtedly there is a large preventable waste in the operation of electric railways today due to unnecessarily slow braking rates. Much improvement can be made by the use of higher brake pressure while the speed of the car is high. In the ordinary braking done the pressure used is high enough, and sometimes too high, while the speed of the car is low but during the braking interval when the speed of the car is high, maximum practical braking pressures are seldom used. A brake pressure which will slide the wheels at 10 miles per hour can be doubled at 50 miles per hour without sliding the wheels. In other words, it takes more than twice as high a brake pressure at 50 miles per hour as compared with the brake

pressure required at 10 miles per hour to produce the same retardation or braking rate. This is due to the fact that the friction between sliding surfaces decreases as the speed increases. In this case the sliding surfaces are the brake shoes sliding on the wheels.

It is obvious, therefore, that in stopping a car under ordinary conditions the most efficient braking consists of applying a very high initial brake pressure, gradually tapered off as the speed of the car decreases. This requires a high degree of skill, but the saving of time and money represented by such braking as compared with some of the braking done is very great.

Effect of Speed on Safety

The question of safety is often brought up in connection with this matter and it seems to be the feeling of many that any increase in operating speeds necessarily results in more accidents. Extensive records have been kept on this in Detroit, however, and strange as it may seem it has been very conclusively demonstrated there that when they increased their operating speeds there was a reduction in the number of their accidents.

RADIO PROGRAMS LONGER

Lengthening the stay on the air to one-half hour periods, "Seeing Southern California," the radio advertising offering of the Pacific Electric Railway and Motor Transit Company, began a new ether schedule on Tuesday, July 29th.

Programs are now being rendered each Tuesday and Friday afternoon over KFI between 12:30 p.m. and 1:00 p.m., while the program over KGER, Long Beach's popular station is being given from 3:15 p.m. to 3:45 p.m. Each Wednesday, listeners over KHJ are being entertained from 5:00 p.m. to 5:30 p.m.

Giving visual and informative travelogues of both famous scenic spots and points not so well known, "Seeing Southern California" broadcasts have made a popular appeal; and with the travel stories being interspersed with well arranged music rendered by popular and talented radio artists these programs are destined to make an even more appreciated half hour. Seymour Hastings, popular veteran broadcaster, continues to do credit to himself and the program by his able presentations.

Finding His Bearings

Heavy Stranger (returning to theater between the acts): "Did I tread on your toes as we went out?"

Seated Man (grimly): "You did, sir."

Heavy Stranger (to wife): "That's right, Matilda, this is our place."

Attendance Record at Camp May be Broken in August

WITH 61 reservations having been made up to July 29th and 135 persons scheduled to visit the Pacific Electric Camp during August, this month promises to rival in attendance any previous month in the history of our resort. In fact for the week beginning August 17th every available accommodation had been sold for that period, and it is not unlikely that space will be at a premium during most of the month, so hurry if you would not be disappointed in obtaining accommodations.

Sunday, August 17th, promises to be a banner day at the Camp in the matter of arrivals, no less than 78 persons being scheduled to begin their vacation stay on that day. In order to provide sufficient transportation between San Bernardino and the resort the motor coaches assigned to the Camp will make three round trips, two in the forenoon and one during the afternoon.

During the several "unusually" hot days last month, weather at the resort was ideal. Owing to it being located a mile high it is seldom indeed that the atmosphere is uncomfortably warm. After the middle of August the night chilliness begins to herald the approach of fall and early in September a decided crispness tells that winter is creeping nearer.

The following is a list of names of those who have made reservations during August, published in order that others who plan to go may time their stays during the period their friends are at the Camp:

- C. H. Poole, Elec., wife, Aug. 17 to 30.
- W. J. Hodge, Trans., wife & 4 sons, Aug. 30 to Sept. 6.
- H. S. Dowding, Trans., wife & 2 daughters, Aug. 31 to Sept. 9.
- Clifford McKee, Elec., Aug. 17 to 31.
- E. H. Heckert, Special Agt., wife & 2 children, Aug. 17 to 23.
- G. A. Stevens, Mech., wife, Aug. 17 to 30.
- C. F. Holt, L. A. Frt., wife, Aug. 10 to 16.
- S. R. Mitchell, Trans., wife & 2 sons, Aug. 6 to 12.
- J. G. Hansen, Mech., two children, Aug. 17 to 30.
- E. Kevorken, Trans., Aug. 11 to 23.
- R. M. Arnold, Trans., wife, Aug. 10 to 16.
- Geo. Fielder, Trans., wife & 2 daughters, Aug. 10 to 16.
- H. L. Knapp, Trans., wife & daughter, one guest, Aug. 11 to 17.
- Joe Galbavy, Mech., two guests, Sept. 5 to 14.
- L. C. Boles, Trans., wife & 2 children, one guest, Aug. 20 to 26.
- W. F. Schenk, Mech., son, Aug. 3 to 16.
- L. Keppy, Trans., wife & 2 children, Aug. 5 to 15.
- T. H. Green, Mech., wife & daughter—son, Aug. 17 to 23.

D. E. Downs, Trans., wife & son, Aug. 10 to 16.

C. H. Dyer, Mech., wife, Aug. 10 to 16.

Mrs. J. Whitley, Mech., Aug. 27 to Sept. 2.

E. A. Swan, H. B. L., wife, one guest, Aug. 17 to 23.

Mrs. J. M. Gustafson, Trans., two sons, Aug. 6 to 19.

W. B. Abraham, Mech., wife, Aug. 6 to 12.

J. T. Austera, Eng., wife, Aug. 13 to 19.

J. B. Green, Mech., wife & 2 children, Aug. 17 to 30.

L. V. Shove, Trans., wife & 2 children, Aug. 8 to 14.

W. J. Sadler, Mech., wife & 2 children, Aug. 17 to 23.

H. Blankenbiller, Mech., wife & 2 sons, Aug. 9 to 15.

J. R. Hughes, Mech., wife, Aug. 17 to 23.

C. H. Jones, Trans., wife & 2 sons, Aug. 3 to 16.

C. Johnson, Trans., wife & 3 children, Aug. 17 to 23.

A. G. Thomas, Trans., wife, two guests, Aug. 17 to 23.

Gerald Kealey, R. E. T. & R., Aug. 20 to 26.

Joe Kennedy, R. E. & R., Aug. 20 to 26.

H. Clark, Trans., wife, Aug. 23 to 24.

Fred Franson, Mech., wife & daughter, Aug. 17 to 23.

W. L. Brown, Acct., wife & son, Aug. 17 to 23.

M. D. Flint, Trans., wife & 4 children, Aug. 10 to 16.

Esther Quast, Acct., two guests, Aug. 17 to 23.

C. W. Staff, Trans., wife & 2 children, Aug. 17 to 23.

B. A. Collins, Mech., wife & daughter, Aug. 17 to 23.

R. W. McDougall, Trans., wife & 2 sons, Aug. 10 to 23.

Fred Fox, Mech., Aug. 24 to 30.

J. G. Quinn, Eng., wife & 2 children, Aug. 17 to 23.

D. G. Garlock, Trans., wife & son, Aug. 27 to Sept. 2.

S. E. Matheney, Trans., wife & 2 children, Aug. 13 to 19.

A. Ghezzi, Mech., mother & 1 guest, Aug. 17 to 23.

H. M. Benson, Mech., wife & 2 sons, Aug. 3 to 12.

T. J. Clifford, Mech., wife & child, Aug. 17 to 23.

A. F. Pabst, Claim, wife, father, mother, 2 sons, Aug. 3 to 16.

F. J. Griffin, Trans., wife & child, Sept. 3 to 9.

R. W. French, Trans., wife & child, Aug. 10 to 16.

P. G. Winter, Trans., wife & mother, Aug. 24 to Sept. 6.

P. E. Cowden, Trans., wife & son, Aug. 27 to Sept. 2.

Mrs. F. N. Milburn, Trans., three children, Aug. 17 to 23.

H. M. Chandler, Mech., wife & daughter, Aug. 24 to 30.

Herbert Koy, Mech., wife & child, Aug. 24 to 30.

M. A. MacLean, Trans., wife & daughter, Aug. 17 to 23.

Twenty-Four Studies to be Offered P. E. Students

“SCHOOL days, school days, dear ol' golden rule days . . .”

Which reminds that the commencement of another school term is now close at hand, the date for resuming of scholastic activities having been set for Tuesday, September 2.

Arrangements for the coming term, now nearing completion, give indication that the 1930-31 school year will be the most comprehensive in both number and diversification of subjects offered and enrollment.

Educational Director Hill informs that several of the same instructors who so capably conducted classes last year will be back again. The Board of Education has given assurance that the teaching staff will be completed with well qualified instructors, all specialists in their respective subjects.

At the present writing there are 24 subjects on the Club curriculum, the largest number yet offered at the beginning of a school year. Showing the remarkable growth that has taken place in our educational activities is the fact that in September, 1928, there were but seven subjects offered; at the beginning of the 1929 school year the number of subjects offered had been increased to 12; and at the present time 24 study courses are listed, an increase of 100% over last year.

The list of subjects offered employees by our Educational Department for the school term commencing September 2, is as follows: Automotive Theory, Business and Transportation Law, Dancing, Dramatic Art,

English Grammar, Engineering Electricity, Engineering Mathematics, Glee Club, Home Decoration, Letter Writing, Orchestra (Junior), Orchestra (Senior), Personal Leadership, Physical Culture (Girls), Psychology, Slide Rule, Spanish I, Spanish II, Stenography I, Stenography II, Traffic Management, Typewriting I, Typewriting II, and Voice and Speech Improvement.

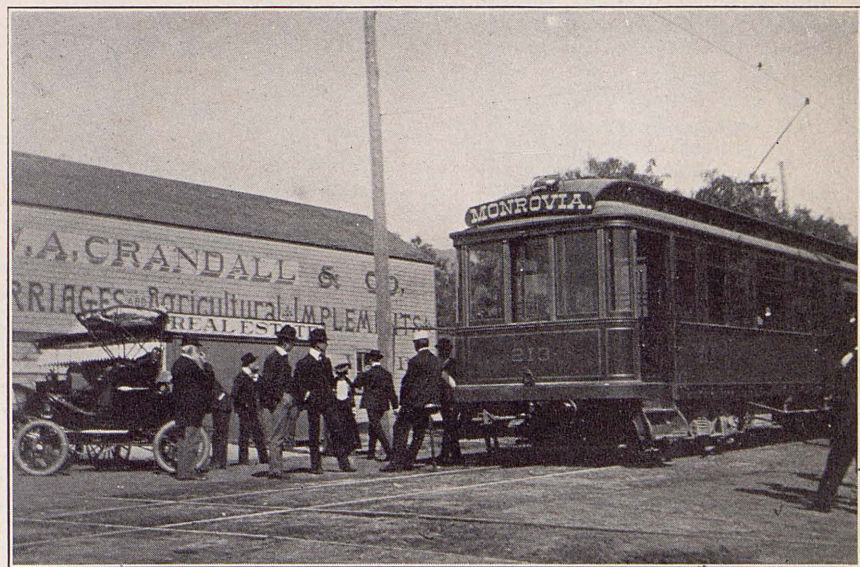
A bulletin giving the details as to the days, hours and place for the holding of each class will be distributed throughout the system just as soon as all arrangements have been completed.

With the diversification of subjects offered, there should be courses of interest to everybody. Classes in additional subjects, however, will be organized upon application of 15 or more persons.

FRANK CLARK IS HONORED

At the Annual Installation Banquet of the Hotel Greeters of Southern California last month our own Frank B. Clark, Manager of Mt. Lowe Tavern, assumed the office of First Vice-President following his selection to that important post in June in this widely known and active organization.

Mr. Clark has long been identified with and an active worker in furthering the interests of the Greeters and the signal distinction shown him is in appreciation of his valued efforts and services. Capable, congenial and widely known, Mr. Clark unquestionably will prove an ideal selection and fully justify the confidence placed in him by the Board of Governors.



Here is a picture of the first electric car to operate into Monrovia back in the day when Monrovia boasted of 2,000 population and autos were known as "horseless-carriages." It was taken on March 1st, 1903, the date of first operation of the line.

The line to Monrovia was constructed by the original Pacific Electric Railway, being an extension from Oneonta Junction to California Avenue in Monrovia. Extension of the line to Glendora, present terminus, was completed in 1907.

Among old-time residents of Monrovia in the picture are Judge Carpenter, Charles Anson, and H. Kirckenslager, the latter being the first Ticket Agent to serve in Monrovia.

his trucks again with the bus bodies on them. These busses could not be used as trucks again without being rebuilt, so he continued to operate the bus line in order to realize some revenue from his investment.

Mr. Fuller must have realized there were "possibilities" in the bus business, for he changed the name to the "White Bus Line" in December, 1916, and the business began to show decided increase in both passengers and revenues.

Having gotten "his feet wet," so to speak, in the bus business, and satisfied himself that it held encouragement, Mr. Fuller then acquired the operating rights of the Clark Bus Line which ran from Los Angeles to San Bernardino via El Monte, Pomona and Ontario, and consolidated it with the White Bus Line in Feb., 1918.

Following a decision of the Supreme Court that motor stage lines were common carriers, the State Legislature passed an act conferring jurisdiction over them to the California State Railroad Commission, effective as of May 1, 1917. Since that date the commission has definitely outlined the operations, the schedules, the tariffs, the routes of travel of the various lines and such other factors for public convenience and necessity.

Some time during 1919, Mr. Fuller fortunately secured the services of Franklin D. Howell, a prominent civil engineer, who had formerly been Assistant Engineer of the Pacific Electric Railway and in the construction of various lines of this company, as well as also having been Chief Engineer of the Board of Public Utilities of Los Angeles, and otherwise well known in transportation activities in various parts of the country.

Go Into Long Hauls

Mr. Howell took over the active management of the White Bus Line as Assistant General Manager and as the "long distance" business offered additional opportunities the company later in November, 1919, purchased the El Dorado Stage Company which served the territory from Los Angeles to Bakersfield and Taft via the newly constructed Ridge Route. A little later in February, 1920, the Blue Line Stage Route owned by the Golden State Auto Tours Co., operating between Los Angeles, Palmdale and Lancaster via both the Mint Canyon and Bouquet Canyon routes, was purchased.

Also in February, 1920, the operating rights of the A.R.G. Bus Company were purchased and as this latter line brought the territory between Los Angeles and San Diego via the Coast Route through Fullerton, Anaheim, Santa Ana and Ocean-side into the fold it then presented quite a sizable system.

In fact, in number of passengers, miles of operation, number of busses used it was then the largest motor stage line in the United States. So in order to make the system convey a broader meaning, April 14, 1920, the name was changed from the White Bus Line and all lines consolidated under the name of the Motor Transit Company, with O. R. Fuller as President and sole owner. Shortly after, Mr. Howell became Vice-President and General Manager, which position he now occupies under the present ownership.

By this time, the reconstructed touring cars which had been acquired through the purchasing of the various lines had served their time and were being replaced with specially constructed motor coaches with bodies specially built in the company's own shops to fit the requirements of the various lines in the Motor Transit system.

In order to remove the loading and unloading of motor stages from the street curbs and provide additional comforts and conveniences to the passengers, Mr. Fuller built and dedicated the Union Stage Depot in September,



This net work of rail and motor coach lines depicts how thoroughly the Pacific Electric and Motor Transit Company serve Southern California. There are connecting lines that furnish rapid, convenient and comfortable transportation to all cities, mountain and beach resorts. The acquirement of a large interest in the Motor Transit Company by the Pacific Electric will result in a better and more complete service to the

1919, at the corner of Fifth and Los Angeles streets, which is still its present site, although it has been greatly enlarged since then. This was the beginning of the construction of many other depots in various cities on the Motor Transit System and resulted in more than \$1,000,000 being invested in passenger terminals of the company. These depot facilities have accomplished much in the way of popularizing motor stage travel and creating public confidence.

The Orange Belt Line operating between Los Angeles, Pomona, Ontario and Riverside was next added to the

Motor Transit system in June, 1920, and later in November of the same year the company also purchased the Mountain Auto Line's operations in the San Bernardino mountains which included the famous "Rim of the World" drive tour.

Through the purchase of the Mountain Auto Line the Motor Transit Company obtained the services of Max H. Green, one of the partners in the mountain line, who became Traffic Manager for the company and is responsible to a great extent for the rapid advancement of the system since then. Mr. Green still occupies that position.

With such able assistants at the helm, numerous additions were made to the already large motor stage system and in quick order came the purchase of the Liberty Stage Line between Los Angeles, Downey and County Farm in April, 1921, then the United Stages, Inc., operating rights between Los Angeles and San Diego via Long Beach. Then later in November, 1922, the G. & W. Stage Line operating between Los Angeles, Upland, San Bernardino, Redlands, Hemet, San Jacinto to Gilman's and Soboba Hot Springs also became a part of the system.

A lapse of a few years allowed the closer knitting of the company's network of motor stage lines, during which time the general equipment and volume of business made great strides and gained tremendous popularity with the traveling public.

Then again in December, 1925, the Ogden & Wilson Lines between Los Angeles and Santa Ana; the addition of the Dillingham Lines between Pasadena and Long Beach via both Whittier and Downey, in March, 1926; the Verdugo Hills Transportation Co., operating between Los Angeles, Montrose and Sunland, and the City Transit Co. lines from Pomona to La Verne and San Dimas both became a part of the system in March, 1926.

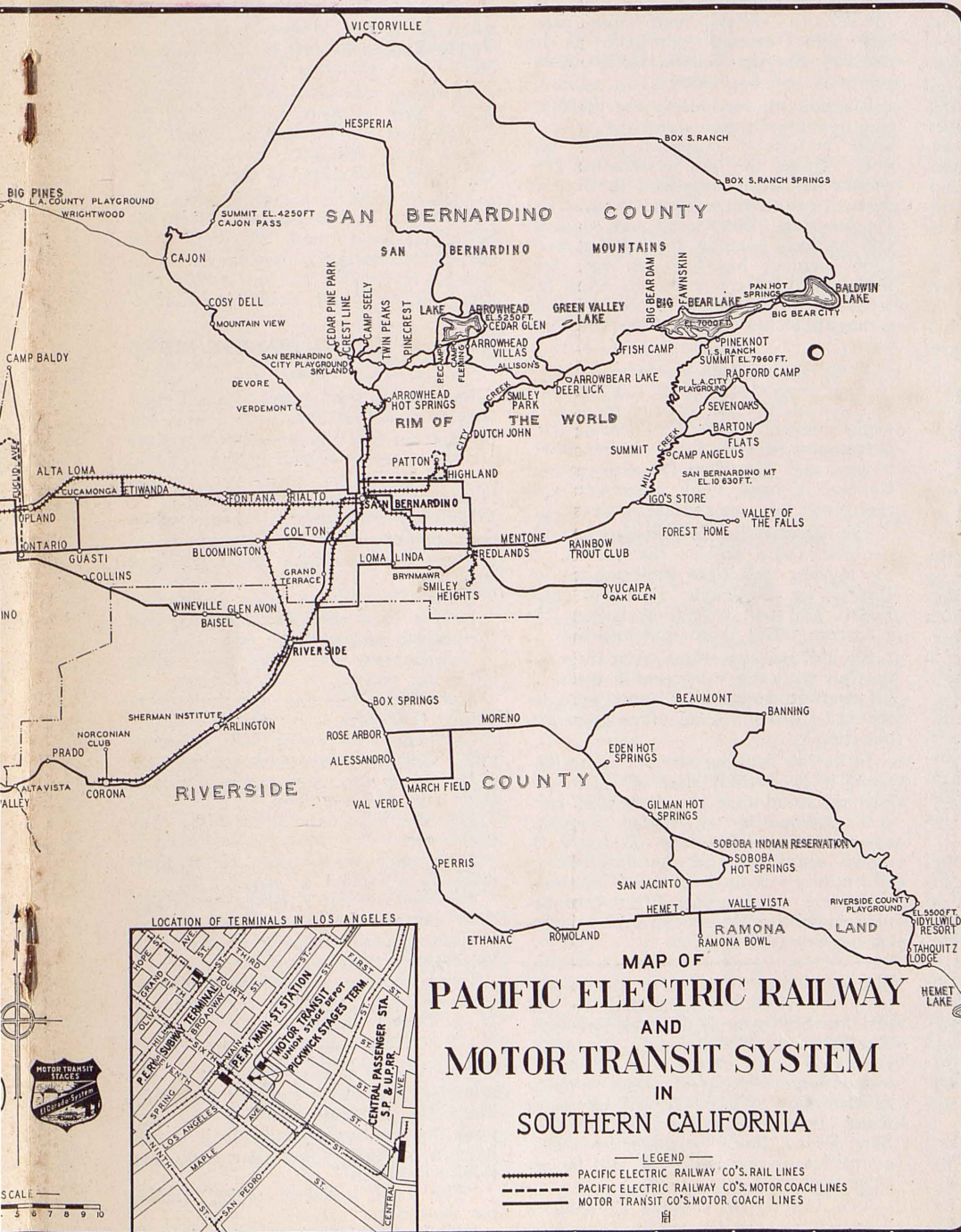
Early in 1926, Mr. Fuller, realizing the necessity of still more closely concentrated operations, sold his operations between Los Angeles, Bakersfield and Taft to the California Transit Co. and his Los Angeles to San Diego lines to the Pickwick Stages.

More Additions

Quickly followed the addition of the Creager Lines from Riverside to Idyllwild and Keen Camp in the San Jacinto mountains, together with local operation to Hemet and San Jacinto via Perris valley. Then shortly after were added the Crown Stage Lines between Santa Ana, Riverside, Pomona, Long Beach, Newport-Balboa Beach and Laguna Beach, as well as the Victorville Stage Line between San Bernardino, Victorville and Oro Grande, and the Yucaipa Stage Line between Redlands and Yucaipa all in the same year.

The Motor Transit Company's motor stage system then covered approximately 1400 miles of highway in the four counties of Los Angeles, Riverside, Orange and San Bernardino which made a closely woven network of service in these populous counties.

Since 1926 there has also been added to the system the Fullerton-Placentia-Yorba Linda line, the Los Angeles-Belvedere Gardens-Montebello line and the



public through coordination that is to follow. Already a joint ticket arrangement is in effect between many points on the Pacific Electric and resorts reached by the Motor Transit in the San Bernardino and San Jacinto Mountains. Six agencies have been consolidated and passengers purchasing round trip tickets from 19 cities may travel via train or motor coach on either going or returning trip.

Pasadena-Pomona Stage Line.

The foregoing operations represented in the Motor Transit Company system comprises the motor stage routes as purchased January 1, 1930, two-thirds interest by the Pacific Electric Railway and one-third by the present Pacific-Greyhound Lines.

MORE SERVICE TO BE GIVEN ON GLENDALE COACH LINE

Giving much greater frequency of service during the mid-day on the west side of motor coach line No. 1 in Glendale between Broadway and Brand and Lake Street and Allen Avenue, a revised schedule goes into effect on Sunday, Aug. 10.

Under the new schedule a 30 minute frequency of service will be operated over this section of the line from 6:25 a. m. to 6:58 p. m. Previously between 9:00 a. m. and 3:00 p. m. hourly service was scheduled. On the new schedule hourly service begins at 6:58 p. m. and continues until 9:58 p. m. On Sundays straight hourly frequency will be scheduled throughout the day.

The Glendale Airport and the entire Lake Street district will be better served with the straight half hour service during most of the day, while hourly service on Sundays when travel is light will meet travel needs.

No change in the frequency of service on the east side of Line No. 1, viz. Chevy Chase or East Glenoaks Boulevard is made.

NEW \$5,000,000 FACTORY TO LOCATE AT LONG BEACH

Second only to the coming of the Ford Motor plant, the construction by Proctor & Gamble of an immense factory to cost \$5,000,000, work on which was begun late last month, may be heralded as another important chapter in the industrial history of our district. One of the world's largest manufacturers of soap, and gradually expanding its activities into food products, the coming of this widely known organization bespeaks its confidence in this territory and will encourage other manufacturers to heed the sage advice to "go west."

The mammoth plant being erected by the Proctor & Gamble firm is located at the foot of Seventh Street on the Long Beach channel in Long Beach. The Class A factory building, part of which will be eight stories in height, will rest on a thick bed of concrete supported by clusters of deep driven piles. The foundation alone will cost \$155,000. The site is of 15 acres, about 9 of which will be covered by buildings to carry on the various processes of manufacture of soaps, edible oils, and other products.

When under full operation about 600 workmen will be employed and the yearly receipt of raw and output of finished material will approximate 2,000 carloads, according to J. J. Moran, Pacific Coast representative of the company. Much of raw and finished products will be shipped via steamer, this

Follow Rules in Vote Cast For Club Committeemen

SPEAKING of politics, the Pacific Electric Club will hold its annual election during the week prior to Wednesday, August 20, at which time 34 representatives and a like number of alternates will be elected Executive Committeemen. Election instructions and ballots have been mailed to all Club members.

There are two important facts to remember in connection with the coming election: (1) be sure and vote, and (2) read the election instructions carefully before casting your ballot as the rules specify that ballots filled out incorrectly will be voided.

Election rules covering the distribution of representatives and voting have been materially changed since last year. Under the new system the procedure has been simplified in that all departments, with the exception of the Engineering, Electrical and General Offices, have been so divided that each Club member has but one vote and that must be for a candidate from the terminal, building or locations, or group of locations, to which voter reports.

There having been no divisions made in their respective departments insofar as the Club election is concerned, each Club member of the Engineering Department will vote for three representatives, and Electrical Department and General Offices Club members will each vote for two representatives.

Transportation Department Club members who are in the service of the Harbor Belt Line Railroad are included in Southern Division, San Pedro, and will cast their ballots for a representative from that location.

Should any questions arise in connection with the forthcoming election, information concerning same may be secured from the Club office upon application.

In voting for Executive Committeemen, it is desired that all members keep in mind that the degree of success attained by any group depends upon the qualifications of its individual members and the enthusiastic effort they put forth in behalf of those they are representing. Elect committeemen who will take an active interest in the Club!

location being intended as the export base for shipments destined to the Orient, South and Central America. The factory will also supply the southwestern section of the United States, welcome news to ourselves, particularly as the plant will be served by spurs from this company's Wilmington-San Pedro line. Also considerable quantities of raw materials will be received by rail.

The Proctor & Gamble Company's headquarters are located in Ivorydale, a suburb of Cincinnati, Ohio, and the company has about 20 large plants scattered throughout the United States.

CALL AGENT'S ATTENTION TO NOTED GAY'S LION FARM

Appreciating the increasing interest of the public in Gay's Lion Farm on Valley Boulevard near El Monte, a bulletin issued late last month called agents attention to the fact that the Motor Transit stages operating east of El Monte should be referred to in answering inquiries as to how to reach it.

Some Agents have been under the misapprehension that the Los Angeles-El Monte coaches of the Motor Transit reached this farm. This is erroneous; only the stages operating on Valley Boulevard east of El Monte directly serve this lion farm.

Attention was also called to the fact that a rate of \$1.00 is made by the Motor Transit Company, which includes round-trip fare from Los Angeles and admission to the Farm.

This location is a considerable distance from Pacific Electric's line, the bulletin stated, and therefore you should recommend to passengers desiring to reach Gay's Lion Farm that they use the Motor Transit service.

HELP PREVENT FOREST FIRES

Rangers of the United States Forest Service want but little here below, but there are a few things, especially during the vacation season in the national forests, that they want very badly. Here are some of them:

Matches that use their heads when their owners don't.

Cigarettes without a forest fire in a trainload.

Cigars that go out when dropped.

Empty cans that automatically roll themselves into garbage pits.

Newspapers that decompose when left lying around.

Signs that rebound the bullets at vandall shooters.

Campers who never fail to extinguish their campfires with water.

Motorists who carry ash receivers in their cars and use them.

Hunters who only shoot after they see horns.

Fishermen who never clean their catch in a stream or lake.

Tourists without a mania for writing their names on signboards.

Nature lovers who do not destroy the flowers, shrubs and trees.

Good citizens who realize their responsibility to prevent forest fires.— U. S. Forest Service.

The young lawyer didn't like the minister, and so he thought to corner him. "Now, Doctor," he asked, "suppose the parsons and the devil should have a lawsuit, which party do you think would win?"

"The devil, unquestionably," replied the parson.

"Ah," chuckled the young lawyer. "And will you tell us why?"

"Because he would have all the lawyers on his side."

THE PACIFIC ELECTRIC MAGAZINE

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

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

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CONTRIBUTORS TO THIS ISSUE

N. B. Vickrey P. E. Club
D. B. Van Fleet Terminal Foreman
L. H. Appel Electrical Dept.
R. M. Cobb Elec. Dept.
Edmund C. Fox Trans. Dept.
Margaret Maitland Engr. Dept.
Max Shuring Engr. Dept.
W. H. Jenkinson Hill St. Station
Reed Christiansen P. E. Club
Ruth Thompson Northern Division
Daniel Sanchez L. A. Freight Terminal
William Kaplan Southern Division
E. M. Daniels Trans. Dept.
Thomas A. Lyons Trans. Dept.
George Perry Accounting Dept.
Carleton B. Bell Torrance Shops
L. K. Housley Trans. Dept.
Julian Adams Elec. Dept.
H. Hall Agent
Walter R. Bloom Northern Division
A. E. Dendy Elec. 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.

WORDS do not always win arguments.

On the contrary, they frequently lose verbal tilts, and reveal the true character of the individual who leans to the belief that loudness of voice overshadows soft words with better logic.

Soft Answers Turn Wrath and Win Friends

In fact, the writer observed a Trainman a few days ago who not only won an argument without speaking a word, but also gained the admiration of a carload of passengers in an encounter with an unreasonable patron.

The offending one, unbecoming in words and loud of voice, upbraided the Conductor in question for not having called her street. "I'm sorry you didn't hear me, madam, but I called your street," was the soft-spoken, gentlemanly reply of the Conductor. The passenger continued to stand in the door of the car, the while vulgarly and coarsely airing her views, winding up her broadside of abuse by calling the Conductor a "big boob." No doubt the Conductor "boiled" within, but no further reply did he make.

Passengers throughout the car gave the Conductor a look of admiration and two of them at least upon leaving his car complimented him for his com-

posure. The abusive passenger, far from humiliating the Conductor, brought shame upon herself, showed her poor breeding, and at the same time emphasized the fact that the Conductor was a true gentleman. Unquestionably he won the argument, made friends for himself, kept his self-respect and also made friends for his railway.

There is a great deal of praise to be said of the man in train service who has the self control sufficient to retain his gentlemanly poise in the face of provocation. But there are many good reasons why he should hold the impulse to retaliate in kind. The first is that it is his duty to do so. But it is equally important for his own peace of mind that he should not enter into argument with the occasional passenger who goes about with a chip upon the shoulder. While the unreasonable patrons are comparatively few, they are sufficient in number to make life utterly miserable were they all to be taken seriously and engaged in wordy combat with.

If only for your own peace of mind, Mr. Trainman, don't argue with them! By not doing so you will be the happier, and at the same time stamp yourself as a true gentleman.

EDUCATORS TO MEET NEXT YEAR IN LOS ANGELES

Successful in bringing to Los Angeles next summer the National Education Association convention, some twelve to fifteen thousand teachers and educators from all parts of the United States will swell our visitors' roll during 1931. Word of the California Committee's success in winning this large delegation of conventionists was given last month by Earl W. Hill, our own Educational Director, following his return from the convention held early in July at Columbus, Ohio.

Mr. Hill was again called upon to address the gathering on the further progress and development of our own educational work among employees. He was signally honored by being elected as a member of the executive board of adult section of the N. E. A. and made editor of the evening high school division of Adult Journal.

The theme of this year's convention was the enrichment of adult life through the school by means of thought culture, knowledge and appreciation of art and music, and getting a broader view of life through mental advancement generally.

Abie (who has cornered a burglar in his living room)—Hands up or I will shoot!

Quick-witted Burglar—Five for de gat.

Abie—Sold!

HOBO SLANG STILL LINGERS

Railroad hobos, or "boomers," are fast disappearing from the railways. Though one seldom sees the ragged figure sauntering along the tracks the language employed by the boomer lives on. It was his imagination which created railroad lingo, used today in train yards and round-houses.

The talk of the boomers gave a key to their character and revealed their hatred of discipline. A general manager was always "whiskers," a superintendent the "old man," a trainmaster a "wart-hog," and a yardmaster a "switchdog" or a "dinger." The master mechanic was "the master maniac," round-houses were "madhouses," while a railway policeman was a "cinder dick."

Engineers were "hogheads," "eagle-eyes," and "positive blocks," a conductor was a "Big O" or "bakehead," and a brakeman was a "shack," a "roughneck," a "groundhog," a "stinger," a "fielder," or a "carcatcher," according to the type of work he did. Firemen were called "tallow pots" or "diamond pushers," while all switchmen were cursed with the name "snakes."

Clerks had to answer to the call of "paper weights," and yard clerks were "number grabbers," their office being called the "knowledge box." The track laborers were familiar to them as "jerries" and "snipes," their foremen the "king snipe," while extra gang laborers were called "gandey-dancers." Telegraphers were "brass-pounders," or "lightning slingers."

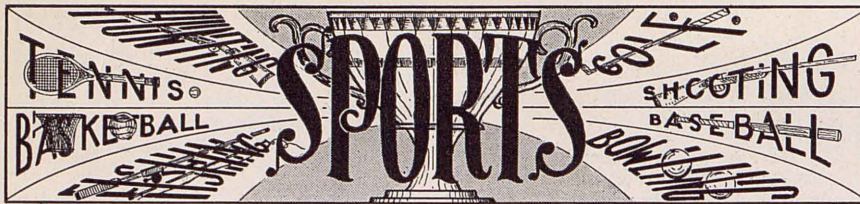
The boomers also had their names for the various types of cars and locomotives. Any locomotive was a "hog," a "kettle" or a "teapot." A large locomotive was a "battleship," while switching locomotives were "goats." Caboose were "dog houses," "crum-meries," "crumb-boxes," and "buggies," while the toolbox underneath was a "possum-belly." The pay car was the "family-distributor" or the "bandwagon," refrigerator cars were "freezers," Pullman trains "snoozers," and a private car a "drone-cage," or "brain-wagon." An empty coach was a "bull-fighter," a passenger car a "varnish-wagon."—Pantagraph.

EMPLOYEES TO HOLD DANCE AT REDONDO BALL ROOM

Saturday evening, August 23, will be Pacific Electric Night at Redondo Beach. All employees and their families are invited to participate in an evening of free dancing in the famous Mandarin Ballroom.

Transportation to and from Redondo Beach for this occasion may be secured through regular channels and will not be charged against employees' regular allowance.

Keep this date in mind! We're going to have a good time on Saturday, August 23!



BALL GAMES DURING MONTH

Away to a discouraging start, the West Hollywood Trainmen baseball team vindicated the hopes of its supporters last month by winning all four of its scheduled games. All the more credit is due the Hollywood Trainmen due to the fact that the opposition encountered were teams which rank high in local semi-pro ranks. Pitchers Blette and Carroll both had two wins to their credit and much credit for the winning of the four games may be attributed to the splendid hurling of these two twirlers.

The following gives box score details of games played during July:

	R	H	E
No. Civic Center	3	11	2
West Hollywood Trainmen..	7	11	3
Batteries: Cruz, Murrietta and Pusich; Blette and Sowers.			

	R	H	E
I. O. F.	3	11	1
West Hollywood Trainmen..	4	4	2
Batteries: Due and Preston; Carroll, Blette and Williams			

	R	H	E
Armstrong Bakery	5	9	4
West Hollywood Trainmen..	6	5	2
Batteries: Smith and Pope; Carroll and Williams.			

	R	H	E
L. A. News	3	4	3
West Hollywood Trainmen..	5	5	2
Batteries: Vignes and Valentino; Carroll and Williams.			

BOWLERS TO ORGANIZE

A meeting will be called during the early part of September at which the bowling league for the coming season will be organized and other necessary business transacted. All bowlers are urged to attend, as those who are not attached to any team at present will have an excellent opportunity to sign up on one of the teams that will be organized that night.

An entry fee of \$3.00 per bowler will be collected from all who will participate in our coming schedule which starts October 3rd. The exact date of this meeting will appear in the next issue of the Magazine, and in the meantime a hearty invitation is issued to all interested to join in this most enjoyable activity during the coming fall and winter. Additional information is available at the Club.

"Dad, who was Shylock?"

"Goodness, boy! You attend the finest school in this town and don't know who Shylock was! Son, you go and read your Bible!"

LOSE CLOSING CONTESTS FOR CHAMPIONSHIP OF LEAGUE

The P. E. Trainmen team gained the right to play off a three game series with the Bell Home Builders for the Championship of the Bay District League, having finished the league schedule as the winning traveling team, with a 500% average.

The first game of the playoff was at Bell on July 27, with C. Garrison and M. Turner as the battery for Trainmen. Only four hits were made off Garrison, and if he had been given the proper support the game would have been won by the Trainmen, but account of errors Bell won in the tenth inning, 3 to 2.

On Sunday, Aug. 3, the final game was played and again errors on the part of our boys beat them by a score of 9 to 7. The Bell team was given a scare as the Trainmen put over a 4-run rally in the ninth inning and the bases were loaded when a double play was made for the last outs.

Below is the result of games played in July:

	Hits	Runs
Southwest Merchants	6	5
Pac. Elec. Trainmen.....	7	3
Batteries: Flack and Cross; Green, Spencer and Garrison.		

	Hits	Runs
M. G. M. Studio.....	8	6
Pac. Elec. Trainmen.....	7	2
Batteries: L. Portman and W. Portman; Green and Garrison.		

	Hits	Runs
Soldiers Home	13	8
Pac. Elec. Trainmen.....	17	9
Batteries: Dihel and Gray, Gibson; Blackmarr and Huston.		

	Hits	Runs
Bell Home Builders.....	4	3
Pac. Elec. Trainmen.....	8	2
Batteries: Radonits and Epps; C. Garrison and M. Turner.		

	Hits	Runs
Bell Home Builders.....	13	9
Pac. Elec. Trainmen.....	13	7
Batteries: Radonits and Epps; Green, Spencer and M. Turner.		

Woman!

Call a girl a chick and she smiles; call her a hen and she howls. Call a young woman a witch and she is pleased; call an old woman a witch and she is indignant. Call a girl a kitten and she likes it; call her a cat and she hates you. Women are queer.

Man!

If you call a man a gay dog, it will flatter him; call him a pup, a hound, or a cur, and he will try to alter the map of your face. He doesn't mind being called a bull or a bear, but he will fight if you call him a calf or a cub. Men are queer.

GENERAL OFFICE BALL TEAM WINS THREE OF FOUR GAMES

The P. E. General Office Team had a very successful month in July, by winning three out of five games played, losing one game by one run, on errors.

Some of the old-timers are getting their eyes on the ball and socking the old apple far and wide, but the fielding has been atrocious. The pitching of McGraw, Redding and Green has been very good, and with better fielding, these boys should win many games.

Some of the leaders in batting and run-scoring are Houston, Sisk, Rachford, McGraw and L. R. Hill. Some of these names, no doubt, are familiar to some of the old-timers who have watched our Company teams in the past. The record of games for July is as follows:

	R	H	E
P. E. General Office.....	5	7	7
Douglas Bldrs.	4	2	2
Batteries: McGraw and Houston; Salazar and Ponce.			

	R	H	E
P. E. General Office.....	4	3	7
Union Pacific	12	16	2
Batteries: McGraw, Green and Houston; Payne and Mayer.			

	R	H	E
P. E. General Office.....	1	2	4
E. K. Wood	2	4	2
Batteries: Redding and Houston; Grove, Finney and Malone.			

	R	H	E
P. E. General Office	11	14	3
E. K. Wood	3	3	1
Batteries: Redding and Houston; Campbell, Grove, Dunn and Malone.			

	R	H	E
P. E. General Office.....	11	16	3
Brunswick Drug Co.	3	4	1
Batteries: Green and Houston; Lurie, Meyers and H. Brown.			

LOW RATE FOR PEE WEE GOLF

Through special arrangements just completed, Pacific Electric Club members and their dependents may now avail themselves of reduced rates at the Foxy-Lynx Golf Club, 854 North Western Avenue. The regular rate for playing on this newly opened 18-hole course is 35c, while by the presentation of Club membership card the same privileges may be secured for 20c.

The course is easily accessible, fronting on Western Avenue and being between Lemon Grove Avenue and Institute Place. The lay-out is comparatively large and embodies many unique hazards that combine to make it a real sporty course.

Plans are now under way for the staging of a miniature golf tournament among Pacific Electric Club members. Both individual and departmental competition is included in the plans.

To make use of the privilege of special rate simply show your membership card in the P. E. Club.

Bachelor: An unmarried man who has been singularly lucky in his love affairs.



Executive Committee of the Pacific Electric Club met in regular session in the Ballroom of the Club Building on Wednesday, July 2, 1930, at 2:00 p.m. The following members were absent: Paul T. Porter, R. H. Dorman, G. P. Terry, H. J. Lee, C. J. Hileman, B. L. Livingston, J. W. Anderson, W. W. Robbins, C. C. Rice, I. E. Mankins, J. M. Goepfert, B. F. Manley, H. E. DeNyse, R. E. Labbe, and T. J. Day.

Minutes of Executive Committee meeting held June 4, 1930, and Manager's various reports were read and duly approved.

The following financial report as of June 30, 1930, was submitted:

Club Fund	
Balance, 6-1-30	\$1,921.45
Receipts	1,508.36
Total	\$3,429.81
Disbursements	1,664.73
Balance, 6-30-30	\$1,765.08
Relief Fund	
Balance 6-1-30	\$ 694.01
Receipts	1,750.19
Total	\$2,444.20
Disbursements	1,660.00
Balance, 6-30-30	\$ 784.20

Club Manager Vickrey read proposed amendment to Article IV of the Pacific Electric Club Constitution. The amendment makes a reference to the Club By-Laws as to method of electing representatives to the Executive Committee. After a short discussion, the resolution to adopt the amendment was unanimously approved.

Mr. Vickrey read resolution to amend Pacific Electric Club By-Laws which proposed a reduction of 15 members in the Executive Committee and that representatives be elected from fixed locations, as set forth in said amendment.

F. L. McCulley made a motion that the number of representatives on the Executive Committee from the Mechanical Department at Torrance and General Office be reduced from five to one. The motion was duly seconded and followed by a general discussion. When put to a vote of the Committee, Mr. McCulley's motion was defeated by a vote of 7 to 29.

Henry Kraft moved that the entire amendment be defeated, it being his opinion that the proposed changes were not in the best interests of the Club. After a short discussion, Mr. Kraft's motion was also defeated.

In order to correct amendment so that it would conform with recent changes in Mechanical Department, E. A. Stevens made a motion that the

Los Angeles Freight be taken out of Northern Division Car Repair Shops and placed under Southern Division Car Repair Shops; also that Pomona be taken out of Northern Division Car Repair Shops and placed in Eastern Division Car Repair Shops. Motion was unanimously approved.

With the first above changes, the resolution to amend the By-Laws was approved and will become effective in the next Club election.

Committeeman Allen brought up the subject of first-aid kits for Torrance Shops. Mr. Geibel stated that he would take this matter up with the Medical Department at once with the idea of having an ample supply of first-aid kits placed at the disposal of Torrance employees.

Meeting adjourned at 3:15 p.m.

WANT OLD MAGAZINE ISSUES

The Bureau of News keeps a complete file of Pacific Electric Magazines on hand and employees who may wish back copies from time to time may procure them by applying to Room 708 P. E. Bldg. Extra copies are available for almost any month in the history of the Magazine.

Check on files reveals a shortage of the following issues: February, April, June and August of 1929, and January, April and July, 1930.

Anyone having extra copies of any of the above issues will oblige by forwarding to the Bureau of News at address named.

CLUB THEATRE IS CLOSED

After a careful study of the infantile paralysis situation in Los Angeles and vicinity, it was deemed to the best interests of all concerned to keep the Pacific Electric Club Theatre closed during the entire month of August. The present condition is not one to cause alarm, but dictates the wisdom of taking all precautions possible to prevent the spread of this disease.

Beginning on July 12th motion picture shows were discontinued and it has been decided to withhold them until such time as City Health Department decrees that it will again be safe to hold public gatherings. A special notice will be issued in advance of the next picture show.

"Who is that terrible looking woman standing next to the door?"
 "That is my wife."
 "Er-er, I didn't mean her. I meant the young lady beside her."
 "That's my daughter."

MORE BOOKS GIVEN LIBRARY

Having been contributed by five Club supporters during the last month, there are now 24 additional books at the disposal of members. To those who helped to build our library last month, the Club, on behalf of its entire membership, expresses appreciation.

The contributors, together with the books each donated, are as follows:

H. A. Crocker, Westinghouse Air-brake Company: The Gun Tamer and The Thunder God.

Marie Gabbard, daughter of B. G. Gabbard, Motorman, Western Div.: Mary Marie, The Adventures of Tom Sawyer, and The Corner House Girls.

Stephen Moore, Jr., son of Stephen Moore, Sr., Conductor, Western Div.: The Bobbsey Twins at the County Fair, The Bobbsey Twins at Meadow Brook, Nobody's Girl, The Poetry of American Wit and Humor.

Kathleen Cross, daughter of Louis Cross, Mechanical Dept., Macy Street: Camp-Fire Girls at Twin Lake.

F. J. Oriva, Conductor, Southern Div.: Bombay and Son, Posthumous Papers of the Pickwick Club, Our Mutual Friend, A Child's History of England, Great Expectations, A Tale of Two Cities, The Adventures of Oliver Twist, Green Mountain Boys, The Pioneers, The Children of the Abrey, Arabian Nights, Faust, The Scottish Chief's, and Love Letters of a Violinist and Other Poems.

FOUR DEATHS DURING JULY

About the average quota of deaths, four, marked the list of those of our fellows taken from this life during July. Those whom death called were:

Glenn E. Ewing, Conductor, Western Division; Gilbert DeFreest, Retired Carpenter; Howard Garrison, Foreman, Engineering Department; and Andrew J. Hampton, Retired Painter.

Sympathy of the entire employee mass is extended to the bereaved families of our fellow workers.

The Insurance Bureau of the Accounting Department informs us that approximately \$8,000.00 was paid to the beneficiaries named by the deceased, all of whom, with one exception, carried protection offered by the Mortuary Fund, in addition to their group insurance.

Two additional claims were granted during the month, which brings the total up to 33 employees now receiving an aggregate of \$2,186.55 monthly benefits under the total and permanent disability clause.

A Hot Argument

Never helps develop cool judgment.
 Is a poor way to make warm friends.
 Seldom settles any real differences.
 Can not be conducted in low tones.
 Means tongues in high with brains in neutral.
 Never smothers any old animosities.
 Seldom increases anyone's self-respect.



ACCOUNTING DEPT.

George Perry

Leaving the service to become the bride of Mr. James Cole was the happy lot of our friend, May Painter. Upon departure the girls of the Conductors' Accounts Bureau surprised May with the gift of an electric coffee percolator and a cream and sugar set. The happy couple will make their home in Avalon, Santa Catalina Island.

A recent telephone message from J. H. Goldsworthy brings the good news that "Don," who has been ill, is much better and will soon be entirely recovered.

Although we don't know who the lucky fellow is, we wish to extend our heartiest congratulations to him and Myrtle Gilbert, for you must know that Myrtle is wearing a beautiful diamond solitaire now.

Bernice Grose became Mrs. W. J. Horner on July 12th, last. Friends and co-workers presented her with a lovely silver dish as a token of their regard. The newlyweds will spend their honeymoon at Agua Caliente.

Those on vacation during the month of July are as follows

- Mildred Edwards P. E. Camp
- Amelia Grenke Elsinore
- Kathryn Fox Catalina
- Marjorie Stringfellow Salt Lake
- Margaret Bell Manhattan Beach
- Ellen Sparks Rogue River, Ore.
- Hazel Weber Catalina
- Alma Shouse High Sierra
- Mabel Potter Catalina
- Geraldine Dinkla Home
- Esther Ross Newport Beach
- Nina Jordan Hermosa Beach
- Elizabeth Lensen Home
- A. L. March P. E. Camp
- Harold Huestis P. E. Camp
- Leo Becker P. E. Camp
- "Bill" Reed P. E. Camp
- Dale Hyde San Clemente Island
- Albert Manhart Home
- R. J. Jones Home
- Thomas Hinkle San Francisco
- Paul Fancier Home
- James Gould Home



NORTHERN DIVISION PASADENA

Edmond C. Fox

A new and arresting idea for a vacation is that of H. R. Goller's, he is motoring to Portland, then up Columbia River to La Grande, to Blue Mountains, to Wallowa Lake, returning by way of Boise, thence to the Pacific Electric Camp, where he will rest before returning to work.

Mr. and Mrs. R. W. Damon have left for a month's vacation motor trip. They will visit Portland, Seattle and Yellowstone National Park.

R. H. Horn and family vacationed at the Pacific Electric Camp and enjoyed it immensely.

Delighted beyond measure was the expression

from A. I. Patterson after a vacation with his family at the P. E. Camp.

Pleasing was the marriage last month of H. O. Borrowdale to Isabelle Diran. The ceremony was performed July 8th. Our best wishes are extended to the happy couple.

Mr. and Mrs. F. C. Roberts and their son, Charles, have recently returned from a vacation trip of more than passing interest. Traveling through the central west, thence to Chicago, Detroit, up through the north eastern part of the states to London, Canada, where they motored to Niagara Falls, N. Y. The return trip was equally as interesting.

A most unfortunate happening befell L. L. Westcott when he accidentally injured his right arm. Which at first was thought to be a fracture proved to be only a sprain. This, we might say, was a "lucky break" for Westcott.

J. W. VanSickle became a grandfather July 12th, when a baby girl arrived at the home of his daughter, Mrs. L. Martin. Congratulations to Mr. and Mrs. Martin and to Grandpa and Grandma Van Sickle.

Congratulations are due Mr. and Mrs. C. J. Gandy upon the arrival of a fine baby boy on July 31st. Mother and baby are doing nicely. thank you.



HILL ST. STATION

W. H. Jenkinson

Ben Porter, Trainmaster, has returned to work after taking his annual vacation.

Motorman H. G. Edwards has moved to Van Nuys from Los Angeles. We hope he enjoys the well-known new climate.

J. Kincaid, Depot Master, has returned to work after spending two weeks in Alaska. He reports a very enjoyable trip.

We see two familiar faces back at Hill Street Station. They are no other than Gus Carnegie and R. L. Robinson.

Conductor W. P. Lynch of Glendale Line reports having a very enjoyable trip to New Orleans.

Night Terminal Foreman Jesse Hausman has reorganized the Subway Trainmen's Base ball club and up to the present time they have played two games, winning one and losing one.

Conductor H. Snyder of the Glendale Line is back to work after an eight day fishing trip up in the Sierra.

Conductor S. B. Stowe is the proud papa of a new baby girl. Congratulations.

Night Depot Master, F. F. Leininger left for the P. E. Camp where he intends to spend his vacation.

Motorman C. E. Newberry has returned to work after spending his vacation in Fort Worth.

The following men have taken their annual vacation in the past month:

- Conductors:** F. M. Keathly, M. W. Johnston, E. E. Wilcox, A. C. Porter, I. T. Aney, C. H. Micheals, R. M. Hamilton, P. A. Marren, S.

B. Stowe, J. S. Taggart, M. M. Wood, L. K. Keith.

Motormen: C. A. Kohlhoff, C. B. Hunt, J. Hallisy, T. R. Burt, E. Craig, J. E. Games, E. A. Gschwind, E. Nixon, C. E. Murray.



SOUTHERN DIVISION

William Kaplan

Motorman B. J. O'Dell is our latest nimrod. Last month he caught a live rabbit between the tracks at Thenard. The rabbit now resides in or with Conductor "Epidemic" Spence.

Dwarfing prohibition, the tariff, and the London Naval Pack by comparison, a new great burning question has arisen—Just why does Bill Otto call his dog "Peg"?

Another burning question might be whether Conductor Lockwood has settled that pressing financial matter with Miss Harrison of Abila.

The goats of Abila are becoming familiar fixtures in the life of the Southern Division. President E. Wilbet says that he will back up the goats of Abila against any other goats in the world.

Joe LaClaire was married last month and gave a sumptuous banquet at the Virginia Hotel, Long Beach for a group of friends.

William B. Hester announces the arrival of William B. Hester, Jr., weighing in at ten and one-half pounds. Verne Davidson was present to chortle out that young Davidson on his arrival weighed a mere twelve and one-half pounds.

Conductor Cothingham of Long Beach was ousted from the Sheiks' Club on petition of his wife. "I want to see "Cottie" at home more often," she is alleged to have demanded.

A collection is being made to buy T. B. Potter of the Edendale line a new corn cob pipe. The pipe he uses at present looks and smells like it came through the great war unscathed.

It seems that A. R. Nack saved a ball game for the P. E. Trainmen by hitting a two-bagger with the bases loaded.

Who was it that said Pat Pope is the answer to a maiden's prayer.



OCEAN PARK CARHOUSE

E. M. Daniels

Charlie Robinson, Assistant Business Manager and Umpire, has left the service to sell radios in Oklahoma City. The boys will miss Charlie and his tales of woe. He reports having a fine job and says Oklahoma City is the best town in the world. We hope he gets along fine.

Vacation periods this month have been enjoyed by J. H. Daily, Iver Iverson, D. L. Moore, H. Clark, W. L. Williams, E. M. Daniels, J. B. Yorke, C. C. Martin, P. O. Ingraham, and D. O. Tucker.

Pinochle, checkers and cribbage are the out-

standing games played at the car barn. Horse-shoes, or barnyard golf, was started, but did not last.

The name of the ball club has been changed to Ocean Park Trainers again, due to the fact that Hill Street is building another team of their own. Supporters needed badly by the Club and we hope to see you at the games.

Mrs. R. B. Goodman and daughter have returned from a three-month vacation in Chicago. They expressed the opinion that Chicago was getting warmer every day.



MECHANICAL DEPT.

Carleton B. Bell

The modern problem of what to do with your spare time should never worry June Tarbit, John Borland, Tommy Smith and Charles Bomback. These GENTLEMEN have taken up real golf and declare it to be the best means for a Gentleman to spend his spare time they have as yet discovered. In fact, they declare it is so wonderful that they only wish they had more spare time to spend that way. Bomback is an old-timer at the game, but the rest of this bunch are, or were, mere beginners when they landed on the Palos Verdes links last Sunday. They are proving apt pupils under the wise guidance of Mr. Bomback, excepting June, and he insisted on throwing the ball as he could not hit it. Mr. Smith proved the sensation of the bunch by hitting the ball so hard that it has not yet been found. They all hope to be in fine shape to play in the next P. E. tournament. No records were broken.

Everybody was greatly and agreeably surprised to learn recently of the marriage of an old member of the family, Ernie A. Stevens. The boys all chipped in toward a present for Ernie and his bride. The report of disbursements rendered included these items which should interest everybody on account of their reflecting the care and thoroughness with which the committee completed their work: "1 rolling pin—15c. Unexpended balance 2c, left in the gravy bowl". I'll bet the bride will make good use of both these items.

Don't think for a minute that Alma Merritt has lost any of her good nature. No, siree! That look often seen on her face of late, but usually so rare there, is because the dentist is doing some of his roughest work on her. It'll soon be over now.

Dwight Johnson, he of the orchids and motorcycles, recently took a vacation trip to Old Mexico. He did not make the most promising kind of a start, as when he was already to start and was on the way back home to tell the folks goodbye, he had to take a spill and tear the west end clear out of his nice new riding breeches.

Several of our folks have recently returned from vacation trips to the torrid East, and all of them express themselves as being tremendously happy at being back in the glorious California Climate. For instance—Richard Brucker lost 14 pounds while on a trip to St. Louis, Mo., and A. J. Fitzgerald was so used up by his trip to Missouri that the first Saturday afternoon he was back he took a long nap while his wife mowed the front lawn and kept the boys quiet.

Notwithstanding the many reports of hot weather, Mr. Straub, with his wife and son, also his daughter and son-in-law, are now on a trip to Minneapolis and other points. There are sure to be more reports about the weather when he gets back.

Two old-timers received well-earned retirement, effective July 1st. Frank Walker and Michael Shannon were retired after serving this Company well for many years. The best wishes of their many friends go out to these two members of the family and we hope that we may frequently see their faces among us as visitors to the shops.

C. L. Peterson believes in recalling old days. His vacation trip led him to Vancouver, where

he is inspecting some fine brass and plate glass interior finish.

Louis Dossi and Tony Zamperini have just returned to work after a trip which took them to Pittsburgh, Pa., being gone a month. Of course the main thing they talk about is how hot it was. Tony says it was so hot that it took 50 pounds of ice to cool one quart of water. (But why water by the quart?)

Mr. Taylor, Chief Draftsman, is still learning about women, especially PBX Operators. He recently told one such Operator that he would never fall a victim to ANY gold-digger. Said Operator came back with the offer of a bet that before the week was over he would have been a victim—and the Operator won, by a bowl of soup. She worked it this way: Mr. Taylor eats at the restaurant across the street from the office. When he got well settled at his meal, said Operator sits down beside him and orders soup, and chats pleasantly till the soup is consumed. She then arises and tells the cashier that the gentleman she was with would pay her bill—and he did. I don't believe any other woman will ever get to sit beside Mr. Taylor in a public eating place again.



7th ST. WAREHOUSE

Daniel Sanchez

Members of Freight Terminal force enjoyed their vacations as follows:

Chief Accountant F. B. Spencer—P. E. Camp. Switching Statement Clerk, Louis Lipschultz—P. E. Camp.

Bill Clerk, Seymour Lipschultz—Motoring. Bill Clerk, Lawrence C. Flood—at home and P. E. Camp.

Expense Clerk, James Coyle—at home and Catalina.

Bill Clerk—Clair Alexander—P. E. Camp. Chief Claim Clerk, J. Anderson—Motoring to San Francisco and points north.

Car Checker, B. J. Wadleigh—Portland and Seattle.

Car Clerk, J. B. Blich—Texas, El Paso, etc. Car Clerk, Harold Pickler—Richmond, Calif. Car Clerk, A. K. Hartman—at home.

Car Clerk D. J. Cotter suffered painful injury a few days ago by falling and breaking his arm near the shoulder. He is now in the hospital.

Rose M. Lloyd has been transferred back to the Terminal Freight Station from the Engineering Department and was warmly welcomed by her many friends.

Tracing Clerk A. H. Stillson is back from his trip to the Arctic Circle and reports a wonderful trip.

"EXTRA!" Late report: Our old friend Frank E. Maddox, Checker and Inspector, shyly announced his marriage July 22nd to Mabel M. Cleveland. Orange, Calif., was the spot selected for the nuptials. Don't let it happen again, Frank.

Our deepest sympathy goes out to Raymond C. Salazar, Trucker, and his family, in the loss of their son Richard, who passed away last month. We all remember Richard when he was with us some time ago.

It takes more than a common appendicitis operation to keep a good man down. Stevedore R. E. Stone was operated on last month for appendicitis, but the doctors were unable to keep him in bed after three days.

Our Foreman, Walter King of Shed No. 1, is back on the job after his annual vacation which was spent at home.

To prove that there is no place like home, we can ask the following boys who chose that place for their vacation: Nick LeMatta, Trucker; R. C. Harding, Trucker; Wm. H. Turner, Checker; C. Markle, Checker; G. Horcasitas, Checker, and Earl Lowe, Checker.

Since Wm. Hernandez, Checker, has been appearing in knickers for the last few days we have had several inquiries as to whether a pee

wee golf course has been established in the freight house.

It was just too bad that Stevedore Harman Gauss was not able to be present at the studios of KFRC at San Francisco July 28th, as we are sure that he would have carried off the grand prize for hog calling in the contest held there.

No wonder Jim Burke, Checker, is all smiles. He is the owner of another car. This time it's a Chev.



ENGINEERING DEPT.

Margaret Maitland

Gilbert W. deFreest, who was retired some time ago from active duty, died suddenly at his home on July 17th. Our heart-felt sympathy is extended to his family.

Knowing that the boys at Washington Street Yard are honest and desiring to keep them that way, the Office has installed a Time-clock. A musical note on the gong announces to the outside world our Ins and Outs and also "time out" for refueling.

George Redd, having heard some place that Faith could move mountains, and not having either for experimental purposes, tried to move a string of loaded flat-cars with one of Wee Willie Baxter's trucks. Good thing that George has a sweet disposition and a nice even temper, for the flats refused to budge.

Who's Who on Vacation

Fred vanDover, the un-crowned mayor of Maywood, went to San Francisco to get a few pointers from our next governor.

Jerry Rons left Pasadena flat and moved to Los Angeles. One of these towns is getting the worst of this deal, but Jerry won't tell us which one.

Ray Cragin said he spent his vacation, taking in the sights in his home town, Gardena. He didn't say what he did the other eleven days and 23 hours. During his absence Lesley Bolen was acting store-keeper and had to work so hard, that the two weeks rest he enjoyed at the Macey Street Store after that, was well-deserved.

Fred Linne took one week of his vacation and built a shed for the family goat. Fred donates the surplus milk to the stray cats of Lynwood. Incidentally he is not losing any weight himself either.

The Bonding Department have some new Speeder-Cars and trailers and have been trying them out along the line. The main feature of these new Bonding Cars is, that the boys can use them for watch-fobs after they are through with the work.

Here is a brief of the Who and the Where of vacationees last month:

Miss S. Durnerin—enjoyed a trip to San Francisco.

Bob Houseman—fished at Bridgeport and Yosemite.

G. T. Robertson—San Diego and Catalina. Chas. E. Wheeler—at home.

Albert de Pfyffer—swimming and fishing at the beach.

Geo. Raidt—sightseeing in Hollywood. F. Compton—visited his Mother and brother in San Diego.

L. B. Denton and family—P. E. Camp. H. K. Nickerson spent one week with his family at Mammoth Lakes.

Mrs. A. E. Patterson—visited Old Mexico, Kansas and Chicago.

E. P. Engelmann—visited his Avocado ranch at Vista.

Nancy Kelly and her sister motored to Sequoia.

The Field Department went fishing on their vacation: J. P. Gould—Tuolumne Meadows; J. E. Nixon—Walker River; F. W. Spencer and G. Thompson—Rock Creek; L. W. Perry—Mammoth Lake and Lake Tahoe.

S. R. Florence and Dr. Weber went fishing at Hetch Hetchy for one week. Sam is spending the rest of his vacation at hard labor enlarging the cabin at Balboa. You know Sam

has a son-in-law now and we must make room for him.

E. Hayward may be seen any night on the various miniature golf courses in Hollywood. The only trouble is they build them faster than he can play them. Bob Humphreys confines his playing to Glendale. L. W. Perry is about to capitulate if he can talk his wife into playing with him.

Roy Swanson was operated on recently for appendicitis and is getting along fine. Geo. Frye is taking his place while he is absent.

A. J. Guercio has been absent account illness for a few days. We expect him back soon.

Lawrence McKoane surprised the Signal Dept. by getting married. Congratulations and best wishes.

Geo. J. Curtiss, who has been in the hospital since June 16th, is now at home, but has not returned to work.

A. H. Periard is on a forced vacation on account of a broken bone in his wrist, the result of an accident.

S. E. McFarland is the proud father of a baby girl, and I mean PROUD. Why not? After five boys, the long longed for daughter.

On account of infection in his fingers, it is possible that Max Shuring will have to be assigned to other duties to get away from the handling of paints and oils, so as to give his hands a chance to heal.

Ruth Sterling had an accidental introduction to a young field engineer on her way to work the other day. Now she is in search of spare parts for her "dear tin lizzie."



MACY ST. TERMINAL

D. B. Van Fleet

"It's a boy," wouldn't quite cover the fact of the case this time, so instead, "They're twins," was the surprising declaration of Motorman S. T. Sherreitt, Macy Street, on June 28th, last, when he proudly announced the arrival of two baby boys at his home. One, John Charles, tipped the scales at 6 pounds, 15 ounces, while the other, David Rowland, registered 5 pounds, 14 ounces. Both babies and mother are doing nicely. Congratulations, Mr. and Mrs. Sherreitt!

We are glad to welcome back to Macy Street, former Macy Conductors W. F. Dougall from Pasadena, who bumped onto Run 110, Sierra Vista Line, and C. T. Nolan, from San Bernardino, who bumped onto Run 145, South Pasadena Line.

Motorman L. H. Therolf, who worked from Macy Street for over ten years, is now working out of Pasadena Terminal.

"The bigger they are, the harder they fall," can very aptly be compared with, "The heavier they are, the farther they fall," as evidenced by Motorman W. B. Cook, Macy Street, while fishing in a deep Texas lake a short time ago. It seems that Mr. Cook's fishing line became entangled and in retrieving it, he lost his balance and realizing he was in for a ducking anyway, he took a header into the lake rather than capsize the boat. Now Mr. Cook, who, by the way, doesn't pay any attention to a set of scales until the indicator passes the 250 mark, sank like a plummet. According to Cook the lake was 65 feet deep and he declares that he went down 50 feet before he could stop himself and head for the surface.

Ill, indeed, was the luck that decreed that Terminal Foreman E. B. Griffin's automobile and garage should be consumed by fire, especially at a time when he was not at home to at least attempt the rescue of machine. Odd enough were two occurrences in connection with the fire, one, being the draining by firemen of the gasoline tank after the fire was extinguished, and next, the fact that though the fire occurred on the 3rd of the month that on the 23rd, when workmen started to rip up the par-

tially destroyed flooring of the garage, the fire suddenly broke out again from underneath.

When the wreck that was once an automobile was salvaged for the sum of two and one-half dollars, Mr. Griffin stated he had to turn over the "pink" slip to the wrecking parties.

We are glad to see Jas. F. "Scotty" Doone, Switchtender at Sierra Vista Junction, back on the job again after a forced layoff due to an illness of three months' duration.

Over the week-end, July 26th and 27th, Conductor I. E. Nicholson and wife, accompanied Brakeman N. A. Radney and wife, to Hodges Lake, where many productive hours of bass fishing were enjoyed.

On the last three days of July, Motorman H. W. Polzien, Sierra Madre Line, with wife, made a camping and fishing trip onto the West Fork of the San Gabriel River, where fishing was reported to be exceptionally good.



Recent vacationists: R. J. Ballinger, home; G. S. Blaine, Yosemite; J. E. Bush, Victorville; F. H. Clark, home; B. L. Copeland, home; H. W. Gaze, San Francisco; W. T. Gryder, rail trip to Middlewest; R. W. Gergen, home; P. W. Hays, home; O. W. Hale, home; I. W. Holm, fishing and hunting in Colorado; C. A. Johnson, beach; L. D. Jenkins, Tiajuana and San Diego; S. J. Kernick, home; J. K. Kennedy, rail trip to Southern Canada; J. E. Lambert, home; J. W. Loyal, home; J. F. Mason, Catalina; J. A. Martin, home; L. I. Mosier, P. E. Camp; J. W. McDonald, San Francisco; A. L. Norris, Anaheim Landing; J. Purvis, home; S. T. Sherreitt, home; A. R. Talbot, home; R. L. Tozier, P. E. Camp; H. T. Whipple, home; E. L. Young, home; G. A. Carpenter, quite an extensive rail trip over the U. S. A., of especial interest will be his visit of old cronies in the village of Jelks, Arkansas.

LONG BEACH TERMINAL

L. K. Housley

Jack Hugenott, who had the misfortune to sprain his ankle, when he attempted to board a car about a month ago, says his condition is slowly improving and that he will soon be able to come back to work. We will all be glad to welcome him back.

Another Trainman who has been off duty for several months is Conductor Edmondson. Due to injuries received in an accident he has been unable to work until recently. Although he was formerly a Conductor he has broken in as Motorman and is now working as such.

Although Henry Ford has been selling cars for over twenty years, there are still some people who do not know how to operate them. Recently Motorman C. O. Humphrey gave his keys to Conductor "Freddy" Hodgekinson with instructions to drive his "T" Model Ford from Fairbanks Yard to Morgan Avenue Yard. After waiting about thirty minutes "Freddy" finally showed up with the car and C.O.H. asked him how he got along. "Just fine," said Freddy, "but how do you make the dern thing back up?"

L. S. Organ, well known and well liked Long Beach Conductor, left the service this month to take a trip East. When questioned as to just where he was going he replied he did not know for sure but thought he would land in Missouri. Every man to his own country.

Conductor "Alibi" Doherty: (talking to the Dispatcher) Hello, Mr. Topp, this is Run 319." Dispatcher: "I didn't give you that run number, did I? I gave you 316."

Alibi: "Oh, excuse me, Mr. Topp, I guess I was reading it upside down."

Wanted: A pair of shoes large enough to fit "One Car" Coombs.

Favorite Sayings:
"What seems to cause this condition?"—W. E. Renfrew.

"What causa deesa condish?"—Mijanovich.
"Go to Morgan and pick up a trailer."—Joe Engomar.

"Now when I was working in Detroit"—Dexter.



NORTHERN DIVISION

Eastern Lines

Ruth Thompson

L. O. Bowman left for the Lone Star State July 31st, where he will spend his vacation.

Mrs. H. E. DeNyse, wife of the Asst. Engineer, has just recently returned from a trip to Hawaii on which she was the conductor of a vacation tour through the Islands. A very wonderful time was had by all. Mrs. DeNyse arrived home just in time, as Mr. DeNyse was debating whether he should wash the dishes and haul away the tin cans or buy a goat.

Freight Conductor C. T. Nolan has changed to passenger service and is now located at Macy Street.

On account of reducing the freight list, Brakeman H. F. Trockel and G. Osman bid in braking jobs on the Corona freight. We wonder what they think of our summer climate??

Conductor R. A. Arensberg, who has been in the employ of the company for the last eight years, is leaving the service and has joined the Post Office force at Riverside. He ought to talk somebody at the Post Office into going into train service so he could trade uniforms with them.

Asst. Trainmaster Monroe motored his family to Santa Barbara for the week-end to try to escape a little of the summer sunshine here.

We overheard one of the extra men asking Dispatcher Hatch if he needed a good man to work yesterday and the Dispatcher replied that he didn't know where he could find one if he did.



NORTHERN DIVISION POMONA

Walter R. Bloom

Motorman Frank Hite and family are enjoying a 12 days' vacation—part of which was spent at the P. E. Camp.

Mrs. A. H. Greeley and daughter, family of Ticket Agent A. H. Greeley, have just returned from a three weeks' trip through the east. The principal cities visited were New York, Buffalo, Washington, D. C., and New Orleans. They report a fine trip.

Conductor Roy Herr and family are spending their vacation at Huntington Beach this year.

Conductor C. G. Young of run 73 will leave soon for Quincy, Illinois, to visit relatives.

The P. E. bus operators out this way are very much pleased with the order which has been posted giving them the privilege of not wearing their coats during the hot weather.

Billy Henon of the Mechanical Department is enjoying a visit with his son and daughter who arrived recently from Pennsylvania.

Conductor C. M. Hall was off duty for several days on account of illness.

One of our Conductors reports an incident of

a Filipino who when leaving his car said, "Please, Mr. Conductor, give me one of your programs,"—meaning a time table.

Conductor H. K. Riordan is still off duty on account of fractured ankle.



**FREIGHT DEPARTMENT
SOUTHERN DIVISION**

Thos. A. Lyons

The sugar beet crop this year is a small one, but with the new tariff on sugar, next year they are going to plant 27,000 acres. This is good news for all of us. It will mean more jobs next summer.

Cheering news also comes from Long Beach. The Pacific Electric will do the Proctor & Gamble work—both hauling and switching.

Several of the boys are leaving next Saturday, the 16th, for Sacramento, to attend the American Legion Convention there.

See Tom Hammond if you want to go to Ogden, Utah, on that P. E. Club trip next week.

When "Dinty" Moore came over on the day board, "Willie" McCormick shouted, "Hurrah!" That Redondo bath has made some of the boys tender. Jack Grider has tender feet, and "Ham" Brown is tender as ever. Right!

Frank Anderson returned to work after a nose operation. He is as active as ever again.

We can never say again that all car washers are tough guys after watching "Coke" Rokole feed those kittens with an eye dropper. Some patience.

"Frenchie" Neville started for Montreal in his car. He reached Needles, turned back, procured passes and rode the cushions. Perhaps it was the heat, we don't know.

Charlie Franklin and Jack Cody send greetings from "little old New York."

Joe Stevens and Bill Span are in favor of having their job put on the time-table.

Lindsey Britt drew just one dollar for an entire pay, but Lindsey should worry. There are other pay days.

WITH AGENTS DURING JULY

Ed. Foskett, Agent, Compton, with Buddy, his youngest son, spent his vacation on the Rotary Special and at Chicago attending the Rotary Convention. Mr. Foskett spent his early years of life in and around Chicago, so had many places of interest to see and old acquaintances to renew. He had been connected with the Illinois Central Railroad for many years before coming to California.

Agent Claud Anderson, East Long Beach, is on vacation and Relief Agent Al Hough is taking his place.

A. G. Owens, Agent of San Dimas, left July 31st for his annual leave. He and his wife will spend some time at Catalina Island.

Relief Agent Brock is back at Etiwanda having served as Agent at San Bernardino while C. Stephens, Freight Agent, was on his vacation in the north.

C. J. Hileman, Agent Claremont, will be on his vacation, also, before issue of next month's Magazine, and probably will get into the mountains. The colleges at Claremont will have begun before Mr. Hileman returns. Pity the relief agents.

Charles Mullins, Agent, West Hollywood, is motoring north to Oregon and Washington during his vacation, while Relief Agent Stockberger is doing his daily dozen.

Agent King of Fullerton is now handling the Motor Transit tickets as well as Pacific Electric. Jack Minnick is acting as Assistant Agent at Fullerton.



Mrs. Newlywed: "Oh, Jack! What can we give mother for a birthday present?"
Husband: "How about a nice traveling-bag, my dear?"

Unfair Advantage

"I am sorry I married you," sobbed the bride.
"You ought to be. You cheated some other girl out of a mighty fine husband."

Alice: Can you do any of the old-fashioned dances?
Virginia: I think I remember the Charleston!

And the maiden's cry on the Nile was, "Egypt Me!"

Love Test

Wife: "You don't love me any more."
Husband: "Why, dear, I do."
Wife: "You couldn't love a woman with such old clothes as I have."

Here lies the body of Willie Brace,
He sure was one fine fella,
He said in his sleep, "I love you
Grace,"
But—his wife's name was Stella!

Diplo—"What makes you think that man is Scotch?"
Matt—"After he finished eating his grape-fruit, he licked his spectacles."

In the Garden of Eden

When Adam in bliss,
Asked Eve for a kiss,
She puckered her lips, with a coo;
With looks quite ecstatic,
She answered emphatic
"I don't care, Adam, if I do"

These Scotchmen

An American, who had taken a shooting lodge in Scotland, got lost one day in a heavy mist. Finally he came across a native of the moors.

"I'm lost," said the American.
The old Scotch mountaineer answered him: "I know you are lost; but is there any reward for finding you?"

Just So

Little Sidney—"Daddy, is today tomorrow?"
Daddy—"Certainly it isn't."
Sidney—"But you said it was."
Daddy—"When did I ever say today was tomorrow?"
Sidney—"Yesterday."
Daddy—"Well, today was tomorrow yesterday, but today is today just as yesterday was today yesterday but is yesterday today and tomorrow will be today tomorrow which makes today yesterday and tomorrow all at once. Now run along and play."

Mr. Gaddis was playing golf alone. A strange boy kept following him around the course. At the seventh hole he became impatient and turned to the boy, saying, "Son, you'll never learn to play by watching me."
"I'm not watching you," the boy replied. "I'm going fishing as soon as you dig up a few more worms."

Made a Difference

"I've decided on a name for the baby," said the young mother. "I shall call her Euphrosyne."
Her husband did not care for the selection, but, being a tactful fellow, he was far too wise to declare his objection.
"Splendid," he said, cheerfully. "The first girl I ever loved was called Euphrosyne, and the name will revive pleasant memories."
There was a brief period of silence, then: "We'll call her Elizabeth, after my mother," said the young wife, firmly.

Handy: "What is the National Air of Italy?"
Andy: "Garlic."

Teacher—Did your father help you with this problem?
Willie—No, I got it wrong myself.

Whiz—"How did you get that black eye?"
Bang—"I reached for a sweetie instead of a Lucky."

"How'll you have it—a cuff in the pants and a belt in the back?"
"Say, do you want a sock on the nose?"

Confidence

Father: "Now that you've finished college, my boy, hadn't you better be looking out for a job?"
Son: "Not on your life, old thing, let the blighters scramble for me."

Some Personal Pronouns Defined!

I—Mussolini.
We—Lindbergh.
Us—Siamese Twins.
It—Clara Bow.

Looking Up the Matches

"I never could understand why a fellow should not be allowed to have more than one wife."
"Well, after you are married you'll realize that the law protects those who are incapable of protecting themselves."

A Scotchman living in the suburbs had purchased a second hand Ford. He hailed a passing motorist and asked him to tow him to town. When they arrived in town the motorist asked the Scot what the trouble was and the Scotchman replied, "No use of both of us buying gas as long as we were both coming to town."

Teacher: "And just think! One of you may be President some day. All of you who would like to be President, please, rise."
(All rose except little Willie).
"Well, Willie, what's the matter? Wouldn't you like to be President?"
Willie: "Y-yes'm, b'but I ca'ca'can't."
Teacher "Why not?"
Willie: "Because,because, I'm a D-d-democrat."

Some Application

The Power Department had a visitor in the person of a big blond tow-headed Scandinavian in quest of a job as linesman. He filled out the usual Application Card and we reproduce his spelling exactly as filled in:
Place of Birth: Narvay.
Nationality: Narvagin.
Married or Single: Singel.
Dependents: Non.
Health: God.
How soon could you begin work: At ones.
Education: Grad Scoal.
Reason for leaving former position: Riduch-jen in Vages.
—Puget Sound Electric Journal.

One for the Smokers

Two ministers were walking along a country road. One of them took a cigar out of his pocket, lit it and began to smoke. Whereupon the other remarked:
"Brother, I see you smoke. I am amazed at you. Do you know that it is a vile habit? Why, even a pig won't smoke."
They walked on in silence for a few minutes, and then the other said:
"Brother, I've been thinking of what you said just now about a pig not smoking, and I infer that you mean to suggest some subtle resemblance between me and the pig. But, my dear brother, inasmuch as you do not smoke, and the pig does not smoke, it appears to me that there is a greater resemblance between you and the pig than between me and the pig!"

A Scotsman dashed into a telegraph office and wanted to send a night letter during the recent eclipse of the sun.

Current Talk

Wife: "Wire your insulate? Watts the matter?"
 Husband: "Fuse where I was you'd be late, too."

Wife: "This is positively shocking. If it happens again, I'll get a switch and socket to you. I conduit, too."

Me-a-i-a-w!

Young Wife—"How fortunate I am in possessing a husband who always stays at home in the evening."

Bosom Friend—"Yes. Your husband never was much addicted to pleasure."

Hesitant

Judge: How do you know you were only going 20 miles an hour?

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

First Steno.: "George's mustache makes me laugh."

Second Steno.: "Tickled me, too."

Small Child: "Granny, what made the Tower of Pisa lean?"

Stout Grandma: "I wish I knew, darling—I'd take some myself."

Budget

Mrs. Goldberg and Mrs. Silverstein were gossiping over the back fence.

"I heard it today dot Abie Kazinsky vos keeping a budget."

"Vot!—und his vife too?"

Another Name for Him

Little Jane was severely reprimanded by her mother for saying "devil."

The following Sunday when the little miss returned from Sunday school her mother asked: "What was the lesson about today?"

"Why, mother," said Jane. "It was about our Lord being tempted by—by—by—the gentleman that keeps hell."

Tit for Tat

An Irishman was seated in a train beside a pompous individual, who was accompanied by a dog.

"Foine dog ye have," said the Irishman. "What kind is it?"

"A cross between an Irishman and an ape," was the answer.

"Sure, an' it's related to both of us," the Irishman rejoined.

The Elusive Keyhole

Voice from the eleventh floor: "Smatter down there. Have you no key?"

Noisy one on the pavement: "Gotta key all right, but wouldja jussason throw down a few keyholes?"

Sentiment

Harold: "There's the handkerchief you dropped last night, dear. I slept with it under my pillow, and I've kissed it a thousand times."

Alice: "That isn't my handkerchief. That's little Fifi's sweater."

Partial List of Claims Paid to Pacific Electric Ry. Employees During July, 1930, by the Wm. L. Thomas Agency of the Pacific Mutual Life Ins. Co.

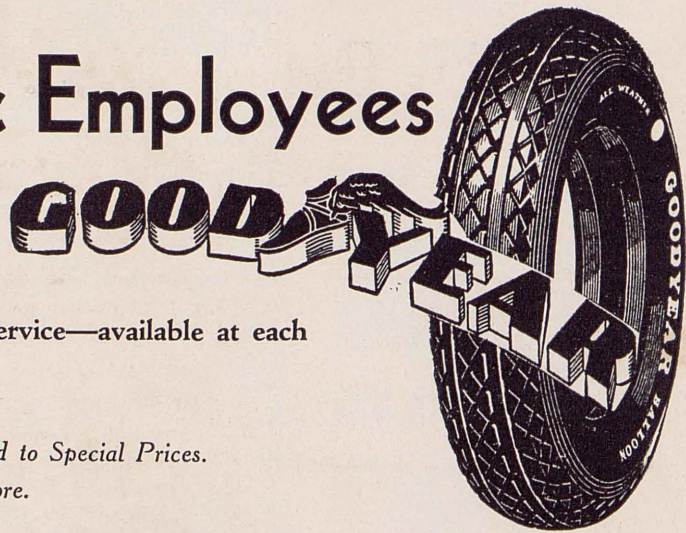
PARTIAL LIST

Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid
Andrae, F. O.	Strained muscle	\$ 14.00	Jensen, Ove	Influenza	17.00	Polzien, Harry W.	Cold	10.00
Barnett, Dave, Jr.	Ptomaine	29.33	Kenner, Clarence W.	Influenza	82.00	Pont, Ernest W.	Cold	20.00
Cash, Arvin F.	Indigestion	10.00	Koy, Bruno H.	Bruised side	52.00	Rhoads, Kressent	Influenza	10.00
Damewood, Isaac B.	Torn ligament	20.00	Lallich, Geo. N.	Influenza	14.00	Rindone, Joe	Influenza	32.00
Dietz, Emil F.	La grippe	16.00	McCown, Jas. W.	Indigestion	16.66	Skemp, Milton R.	Cold	38.00
Forsberg, Henry	Influenza	33.33	McCulley, Flo	Influenza	18.00	Tipton, Edw. F.	Foreign body in eye	10.00
Frasure, Mode	Intestinal infection	58.00	Mills, Carey W.	Fractured foot	134.00	Warfield, Ora D.	Constipation	10.00
Gardner, Boyd B.	Indigestion	24.00	Mohler, Harvey H.	La grippe	12.00	Waters, Gilbert S.	Influenza	16.00
Hale, Fred W.	Ptomaine	14.00	Mudd, Chas. W.	Influenza	28.00	Weeks, Dallas	Cold	7.00
Herzman, Herman E.	Influenza	20.00	Murphy, Bernard J.	Influenza	15.00	Whipple, Theo. H.	Cold	34.66
Holyoke, Thos. C.	Stomach ulcer	176.00	Nelson, Aage	La grippe	8.33	Woodard, Will R.	Billiousness	16.00

SEE OUR AGENTS ABOUT THIS INSURANCE: J. J. Hull—J. R. Dougher — or — Wm. L. Thomas, Room 219, Associated Realty Bldg. Phone: TRinity 3526 or TRinity 3527

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