

PACIFIC ELECTRIC



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No. 7



A Merry Christmas and Happy New Year!



A Merry Christmas to You!



ANOTHER Yuletide approaches and again it is my pleasure to sincerely wish each of you a very Merry Christmas.

Looking back upon the past twelve months it is recalled that there were disappointments, difficulties and conditions that were not to our liking, and that even brought unhappiness.

Yet the year was not without its rainbows. Conditions in our glorious Southern California were not as severe as elsewhere, and actual need and privation was far less than experienced in many sections. Doubtless before many months shall come we will be upon better times.

When we reflect, there is much for which to be grateful. Among these are our dear ones at home; enjoyment of life and many of its pleasures; good health in a large measure; the association of fellow workers and knowledge that we are engaged in rendering a real service to the community.

Not the least for which our management is thankful and appreciative is the loyalty of employees and the splendid service they rendered during the past trying year. Never before was there greater need for team-work, nor was it ever better demonstrated.

With the urge that you look hopefully forward and be of good cheer, I repeat—a very Merry Christmas and Happy New Year.

D. J. Goulet

President.

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Street Announcer Given Trial



Automatic street announcer now being tried out in our Hollywood service to determine its value to traveling public.. It is the brain child of Walter D. Hawk shown in picture.

HERETOFORE the privilege of telling you "where to get off" has been confined largely to wifey's mother and traffic officers. Threatens to come now an automatic device to perform this function.

In the present instance, however, "where you get off" comes as a suggestion, rather than a command, and is intended to supply a convenient service for street car patrons of the Pacific Electric and throughout the nation.

Making its try-out debut late last month on a Hollywood-Western Avenue car to determine its merits, the automatic street announcer was put into service for the first time in the United States. Its main purpose is to make an automatic announcement of street arrival upon the screen in either end of the car visible at all times to passengers aboard the car.

How It Works

The announcer performs its function by means of registering the street at hand upon a screen from an ordi-

nary motion picture film, the mechanism of which is geared to the wheels of the car so that whenever the wheels move the film must move proportionately, gears and sprockets providing the mechanical operation.

Each street name as the car approaches the regular stop, appears first at the lower part of the screen and slowly moves toward the top of screen. At the top an arrow on which is placed "this is" points to the present location of the car. There are usually two street names on the screen at one time, the one at top giving present location and the other the name of street being approached. Thus a passenger is warned of the approach of his street well in advance of arrival.

The entire mechanism and screen of the announcer is contained in a metal case which measures approximately 30x30 inches and is 8 inches deep. While only one announcer has been used during the experimental work on the lines of the Pacific Electric it is the intention of the manufacturers to

put an announcer at each end of the car so that all passengers will have a clear view of the screen in whichever direction car may be going.

The motion picture film is fastened in a belt and varies in length depending upon the length of the car route, with an average length of approximately three feet. It is absolutely silent and is placed against the ceiling of the car where it will not obstruct the free use of the car.

Special Value

The announcer is of particular service to tourists and others unfamiliar with the difficult pronunciation of some of our streets, for it shows the name in print and one unfamiliar with pronunciation is not forced to guess whether or not the street called by the Conductor is the one he desires.

The announcer can also have placed on the film the end of zones so that a passenger will know when he should pay an additional fare. Likewise it can show at what points transfers should be made to another car. It is readily seen that this will free the Conductor of many troublesome details which often lead to disagreement and unpleasant feeling between the street car company and the passengers.

Immediately adjoining the screen on which is shown the street names, a larger screen is provided on which may be shown advertisements. This has a particular value, the sponsors pointed out, in that the advertisements can be synchronized to the street name film so that an advertiser having a store at a given point may have his ad appear on the advertising screen at the same time that the car reaches that particular location. The location of the screen in the front of the car where passengers are looking is of distinct advantage. Added to this is the fact that the advertisements are constantly moved and changing on the screen which will attract the attention of the passengers.

Pictures or pen and ink sketches may be shown as readily on the screen as ordinary printed matter. In this way, a great variety of advertisements may be developed. Similarly short comic strips may be shown on the screen.

Tryout Results

During the period of experimentation the manufacturers advise that the device had demonstrated its accuracy to a very pronounced degree. In trial run just before it went into actual service on a car carrying passengers, in a distance of 46 miles a total of 266 street registrations were made at the end of which the film was less than one-half inch of being in perfect adjustment. Sponsors state that the changing of film is a very simple matter and can be done in less than one minute where car is changed to a different run.

The announcer is being sponsored for nationwide distribution by the Automatic Street Announcer Company, Ltd., of California, who have been experimenting and developing the device for the past two years. Walter D. Hawk, a well-known lawyer specializing in international problems, for-

merly of Chicago and now a resident of Los Angeles, is the inventor.

Our Company has announced that we are co-operating with the sponsors of the device to definitely determine its practicability under the varying conditions to which it will be subjected.

Merge Two Hollywood Major Motor Coach Lines

CONSOLIDATION of the Hollywood-Ocean Park Motor Coach Line and the Hollywoodland-Beverly Hills Line was put into effect on Monday, Dec. 1. While the frequency of service continues under previous schedules the consolidation was designed to avoid a considerable duplication of service between Vine and Highland on Hollywood Blvd., and also along Sunset Blvd. between Hollyway Drive and Beverly Hills Hotel.

Under the new plan through service is operated between Hollywoodland and Ocean Park, the line traversing Beachwood Drive, Franklin Ave., Argyle, Yucca, Vine, Hollywood Blvd., Laurel Canyon Road, Sunset Blvd., Beverly Blvd., Hilgard and University Drive, U.C.L.A.; thence over present route to Ocean Park. In the reverse direction coaches follow the same route.

To meet the needs of University students, morning and evening motor coach service during the heavy hours of student travel operate from Hollywood Blvd. and Vermont Ave. over the previous route. During the morning peak hours tripper coaches leave Hollywood and Vermont at 6:30, 7:00 and 8:00 a.m., destined directly to the university, and arriving there at 7:11, 7:41 and 8:41 a.m., respectively. During the afternoon heavy student travel hours two trippers leave the university at 3:15 and 4:15 p.m., arriving at Hollywood and Vermont Ave. over the same route at 3:56 and 4:56 p.m., respectively. Additional tripper service, in some instances at five-minute frequency, also operates during heavy class periods over this same route between the Hollywood district and the university, frequency being dependent upon requirements of travel.

Students residing along Hollywood Blvd., east of Vine St. or along Santa Monica Blvd., desiring to travel to or from their homes and the university at times other than heavy class periods now use rail service to or from connecting points with motor coaches operating to and from the university.

Through service is also being operated between Hollywoodland and Canyon and Wilshire via Beverly Hills Hotel under 30-minute headway. In addition shuttle service is operated between Canyon and Wilshire and Beverly Hills Hotel connecting at this point with through coaches traveling between Hollywoodland and Ocean Park. In effect this provides a 15-minute service between Hollywoodland and Wilshire and Canyon Drive as heretofore.

Another motor coach line was es-

Watch Closely, Mr. Trainman!

Below is a message from A. T. Mercier, Vice President and General Manager, appealing to all for careful and effective service during the Holiday Season:

TO BE a Trainman always necessitates carefulness and good judgment, but the arrival of the Holiday Season each year places upon those in charge of our cars and trains an added burden of responsibility.

In the tumult of traffic, as well as the mental turmoil that exists in the masses of shoppers, comes a challenge to Trainmen to be alert at all times to avoid accidents of varying degrees of severity.

The exercising of ordinary care will not pull us safely through this trying period of rendering service to the public. Everyone's mind is distracted from themselves and concentrated upon the problems of commemorating Christmas. Traffic jams, jostling in crowds, handling excited kiddies, and carrying bundles, induce weariness and encourage unthoughtfulness of the individual's own safety.

Under the conditions that exist we cannot expect the public, both pedestrians and motorists, to execute their normal practices of precaution, and if severe injuries, and even fatalities, are to be avoided, unusual and extraordinary carefulness must be exercised by Trainmen.

Aside from the humanitarian obligation, there is another good reason why all of us should be on our mettle to render an exceptionally good service during the Holiday Season. Many persons not regular patrons, knowing of parking and traffic difficulties in the downtown districts, will use our cars in their shopping expeditions. Good service, which means carefulness of the safety and comfort of riders, a helping hand to the aged and persons burdened with bundles and children, will do much to inform those not so well acquainted that the street car is the better way to travel under many conditions. We can thus win new patrons, and if ever this railway needed new and more business the time is now.

Last year Trainmen and others responded nobly to a similar appeal at the Yuletide season. Please again be even more certain and allow just a bit larger margin of safety in every phase of operation. Also, give to our patrons the service and little courtesies that you expect from the persons with whom you trade.

established between Hollywood Boulevard and Highland Avenue and Santa Monica and Crescent Heights Boulevard over Santa Monica and Highland Boulevards. This service is scheduled under a 30-minute headway and provides a local and connecting service with rail lines in either direction on Hollywood Boulevard.

Transfers are issued as heretofore between coaches and rail lines enabling patrons to reach points in the Hollywood district not served by the newly consolidated coach lines.

SANTA ANA LINE COMPLETED TWENTY-FIVE YEARS AGO

Twenty-five years ago last month the Santa Ana line was completed and put into service. The inauguration of service was marked with a civic celebration, details of which appeared as follows in the Orange Daily News of November 24:

"And it all happened 25 years ago last Saturday . . ."

Such was the statement made today by numerous Orange residents who paused to recall the celebration held in Santa Ana, November 22, 1905, in honor of the opening electric car service between the county seat and Los Angeles.

As a result of the new service there was great rejoicing locally.

Served by the old steam dummy system traversing between Santa Ana and Orange, local residents were enabled to make direct connections with

cars on the new electric line in traveling to Los Angeles.

It was a great forward step and those residing in this locality all joined in the huge celebration of a quarter century ago.

Heralded as an event of vast importance, old-timers recall that Santa Ana took on a holiday appearance, that crowds flocked to the county seat from miles around, and "that a parade was given which was considered the finest ever held in this vicinity."

Col. S. H. Finley of the 7th regiment, National Guard company, headed the procession, which was composed of more than 35 automobiles and about 100 carriages. Music was furnished by bands from Santa Ana and Anaheim.

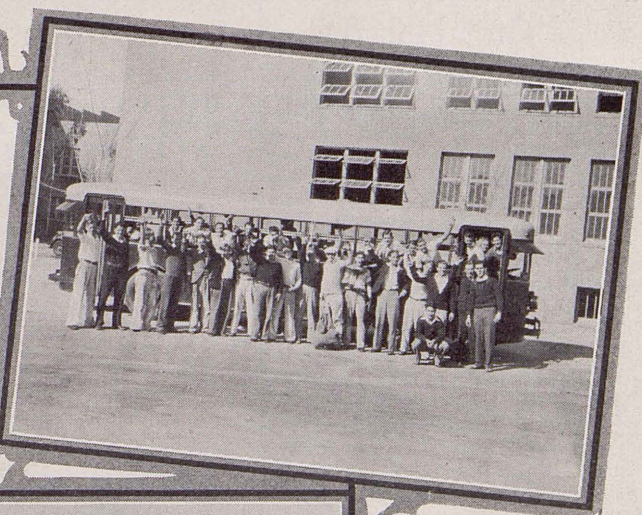
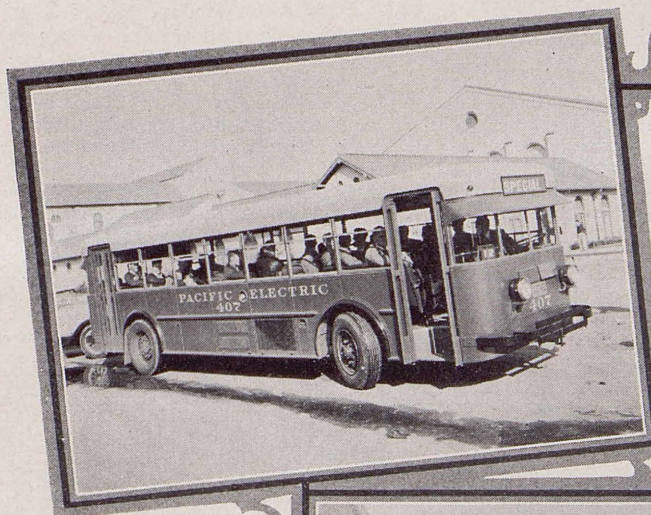
That at least is a partial picture of the gala celebration occasioned by the opening of Pacific Electric service between Los Angeles and Orange county.

The man who does not read good books has no advantages over the man who can't read them.

Faux Pas

A pretty school mam who prided herself on knowing the parents of all her pupils, on the street car one day said: "How are you, Mr. Smith?" Then perceiving he was a total stranger, she apologized: "Beg your pardon; I thought you were the father of one of my children."

MOTOR COACHES SERVE FOOTBALL TEAMS



Pasadena, Glendale and Fairfax high school teams enroute to the lairs of their opponents. Seventy-two movements of football teams have been handled by chartered coaches during the past season.

So. Cal. varsity, U. C. L. A. and other major conference teams utilize our motor coaches during the season. Coaches are also popular with other athletic teams, 75 such movements being made during past year.

REMEMBER the day when, as a member of your high school football team, you dug down in your jeans to pay your fare to the scene of conflict? Or maybe in a game or two your school team competed in a championship event, in which case the team members rode in a six-horse "tallyho" with a high-hatted driver who manipulated a long whip.

Like many other memories those days are gone forever. The modern high school football team travels in motor coaches.

Our Passenger Traffic solicitation forces, under the direction of F. E. Billhardt, General Agent, a few years ago initiated a campaign to charter our motor coaches as the transportation medium for football teams in this section. Each year the business has increased, last year reaching the point where further solicitation was discontinued owing to lack of a sufficient number of coaches being available to handle the business.

This year, however, due to our acquirement of the Motor Transit Company and the occasional use of coaches of the Los Angeles Motor Coach Company, sufficient equipment has been available to take care of all the business offered. As a result income from chartering coaches for football team

movements will exceed that of any previous year. To date no less than 72 movements have been made and 84 coaches chartered.

These movements are both city and intercity and are chartered on a mileage and hourly basis. While most of them involve the movement of high school teams, during the past month the Southern California freshmen team was transported to Westwood where it contested U.C.L.A. On several occasions the S. C. varsity team was handled from the campus to the Vista del Arroyo Hotel where it was quartered prior to big games, the object being to get the team members away from the excitement prevailing on and about the campus.

In addition to football teams other athletic games, particularly basketball, track and baseball, are the source of a considerable volume of special movement business. During the past season no less than 75 such movements were handled.

Both because of good service rendered and high standard of equipment the school managements have looked with favor upon our service and indications are that we may look for yearly increases in this class of business.

Incidentally our special movement business is the one bright spot so far

as business during the present year is concerned. The combined movements of all classes, both rail and motor coach, exceeds that of last year by about 30 per cent. This business in addition to providing a considerable revenue is valuable also from the standpoint of advertising it yields and familiarity it breeds with our system and the points we serve.

WANT PUBLIC TRANSIT

Alton, Ill., citizens, threatened with the loss of their public transportation, now appreciate its value. The city council recently advised the local company that if it did not apply within sixty days for a new franchise, it would be ordered to tear up its tracks. Since the new franchise promised to carry heavy paving obligations, and other costs, the company said it would gladly comply with such an order. Then Alton woke up. Now it is trying to save its transportation.

"To what do you attribute your great age?" asked the city visitor of Grandpa Eben Hoskins.

"I can't say yit," answered Grandpa cautiously. "They's several o' them testimonial fellers a-dickerin' with me."

Know Too Little About Taxes

Public Thinks and Acts Too Little Upon Problem That Has Become Grave Public Issue

We read too little and think even less about a matter which is one of grave concern—taxation.

The only thought the average individual ever gives to taxation is when he or she receives the annual tax bill. A groan or two, the bill is paid, and all is serene until another year rolls around.

We commend to readers thoughtfulness upon the accompanying article, an address in part by Dr. Milbank Johnson, an authority of the first rank.

NO PROBLEM is of more serious import in the fiscal policies of a government than that of public expenditures. The disbursement of public monies is, in a last analysis, the kernel of our tax problems. How to raise and how to expend public money arouses prolonged discussion and agitation over assessments, tax bases, the incidence of taxation and the shifting of tax burdens. Large expenditures are continually being made for tax investigating commissions to devise ways and means of plucking the feathers from the goose with the least amount of squawk.

State and local governments have been increasing their expenditures during the last decade at the rate of about half a billion dollars a year. The bonded indebtedness of state and local governments has been increasing at the rate of one and one-half billion dollars a year.

This heavy tax burden is becoming an unbearable load to the taxpayer. The increase in public expenditures has been out of all proportion to the increases in population, assessed valuation and wealth. Taxpayers are seriously questioning whether government should rightly cost one-sixth of the total annual income of our nation.

Waste in Government

One of America's eminent political scientists, William Bennett Munro of Harvard University, says that forty cents out of every tax dollar spent in the United States is wasted. Now if this 40 per cent waste could be saved, without impairing the efficiency of government in the least, we would have gone far toward controlling expenditures and bringing tax relief. Archaic systems under which our local governments operate cause tremendous wastes in administrative costs.

The primary responsibility for the rapid rise in the cost of state and local governments lies with the public, which demands more and more service from its government. This is especially true in education and highway construction.

The people, by initiative, referendum and constitutional amendment, are continually expanding the services of government and consequently of public expenditures. Public expenditures cannot

be cut by the use of budgets and similar forms of expenditure regulation so long as the people insist upon increasing the services of government.

In the State of California we have a State Budget which, during the last biennium, amounted to approximately \$245,000,000. Our State Budget is segregated into three parts, general, educational and highway. The general budget, which called for an expenditure of approximately \$59,000,000, is the only portion of the budget which is under the control of the Governor and the Legislature. Constitutional provisions determine the educational budget of approximately \$79,000,000 and the highway budget of \$106,000,000.

The people of California have so tied the hands of the Governor and the Legislature that they control only 24 per cent of the total budget. It is practically impossible to reduce the size of 76 per cent of our Budget by economies in administration because of Constitutional provisions.

Loose Thinking on Taxation

We have too much loose thinking on tax questions. The public mind is in a condition of murkiness on the problem. Millions of people are under the impression and sincerely believe that a tax stays wherever you put it. They believe that if you tax the rich, the rich pay the tax. They do not see where the tax finally rests. They seem to believe that when railroads are taxed, the owners of the roads pay for the tax out of their own pockets. They do not appreciate the fact that railroad

County Vote Barometer of Public Good Will

MORE than 900,000 votes were cast upon Proposition No. 4, "Electric Railway Taxation" measure last month in which the industry won such a splendid victory. The final and official State figures will show that the margin of "Yes" votes was almost two to one for granting the relief sought by the managements of the 18 electric railways of the State.

In the four counties served by the Pacific Electric the official vote, as given by the County Clerks, was as follows:

	Yes	No
Los Angeles	244,263	134,870
Orange	15,359	8,737
San Bernardino	16,801	5,858
Riverside	8,054	3,938

Total 284,477 153,403
The vote in Los Angeles city was 130,317 79,058

owners only pay the taxes in the first instance and then collect every dollar of them from the passengers and the shippers. They fail to realize that taxes affect the cost of living. They do not seem to know that there is no such thing as a nontaxpayer outside of the prisons or poorhouses.

We would have a tax conscious public if we could make everyone who smokes realize that his smoking is really taxpaying, for at least half the cost of tobacco is made up of contributions to Uncle Sam's purse. Nine-tenths of the extravagance of government is due to the delusion that the people do not have to pay the bill.

Public Apathy

A general condition of apathy exists in our country with regard to all governmental problems, an unwillingness to be bothered with the question of their solution. Voters are ignorant of what government is doing. People do not want to be troubled with these problems. At tax time they rave and rant about the size of their tax bills, but when you suggest that they do something about them, they reply, "Why bother? It's too much trouble and you never get anywhere."

The trouble with us is that we have attained too much political welfare in this country. If we trace the history of citizen participation in government in the United States, we find that the quality of our citizenship reaches its highest peak in times of great stress and of storm. In periods of struggle for religious and civil liberty, the right of suffrage, national independence, freedom from oppression and in our battle for fundamental constitutional rights, the political interest of our people was intense. They felt a deep responsibility for the problems of government. Today all that we have sought as a people has been accomplished. Our civil liberties are protected. We have a large amount of social legislation, a great public school system, free higher education, an efficient postal service, the rural free delivery, air mail, highways linking the nation from the Atlantic to the Pacific, modern systems of sanitation and protection, huge areas devoted to parks and playgrounds. What more can the citizen demand of his government?

More and more burdens and responsibilities are annually being placed on government agencies. Less and less are the people depending on themselves and their personal initiative. The taxpayer is more heavily weighted each year, and to force him to carry these steadily increasing burdens is a costly business.

Until Mr. Average Citizen is more fully awake to the consciousness of how much all of these things are costing him, he will be lax in demanding an honest, efficient and economical government.

The great mass of people must be made to see clearly the present trend of taxation. There must be publicity in the matter of public expenditures. There must be devised an effective method of securing an intelligent understanding regarding what a commun-

ity desires and what it can afford to spend collectively out of its limited economic resources.

The tax shoe is beginning to pinch. Taxes upon thousands of acres of land and millions of lots have become delinquent. The real estate men of the nation, who have promoted, aided and encouraged every possible improvement of a public character that has been proposed, are now sitting on the mourners' bench decrying the existing conditions.

The Root of the Problem

Having killed the goose that laid the golden egg, they are now seeking to shift the burden of taxation elsewhere instead of coming to the root of the problem—the size of the expenditures. They forget the warning of Alexander Hamilton that a scrupulous care of public expenditures underlies the foundation of honest and efficient government and that a disregard of this has scattered distress and want, caused rebellions and even led to the collapse of great nations.

There will be no effective control of public expenditures until we reawaken the interest of the citizen in his government. We must build up a civic consciousness which will create an effective and articulate public opinion with regard to the services, functions and costs of government.

Contractors, to make a few dollars for themselves, circulate petitions for entirely unnecessary public works, which the befuddled public can ill afford. Merchants charge excessive prices for their wares, if counties, cities or the state are the purchasers, apparently believing that public money is no one's money and, therefore, to be spent extravagantly and without due return.

Land sold for government purpose is usually appraised at a sum far in excess of that which the private purchaser would have to pay.

Public officials seem prone to think that the public treasuries are fair game for raiding. As no one seems definitely responsible for these abuses, the practice has grown until even the people who bear the injury wink at it.

These are dishonest practices, dishonest now as they always were. Those who follow these practices are cheaters.

Why should our government, either local, state or national, be given the worst of anything?

Where five million men were willing to face the onslaught of the enemy a few years back, it now seems as if all of us who were then willing to die for our country are willing to cheat her to the best of our powers.

POST OFFICE WARNS PUBLIC

If you would have your Christmas packages reach their destination in good condition and in plenty of time it will be well to follow the "do's" and "don'ts" issued by the Post Office department last month. Here they are:

Wrap parcels in strong paper with stout twine securely knotted.

Mail early.

Address legibly, with street, number, city and state on one side only. Re-

Pasadena's Entry In Quest For Tallest And Shortest

"HELLO there, you little Austin."

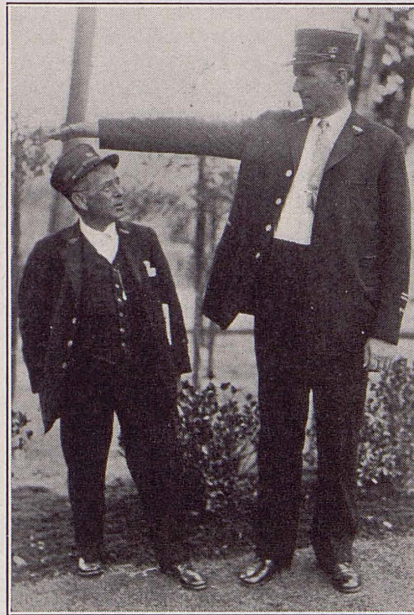
"Anyway I can park where you can't. And besides I don't make the tailor groan whenever I enter a store."

"One look at you and you're sent to the boys' department."

"Yes, and one suit for you and a month's profit is gone."

The foregoing might be an appropriate kidding repartee between W. B. (Shorty) Bowers and C. F. Kellogg, the skyward headed gent, both of whom are Trainmen working out of the Pasadena Terminal.

The Austin proportioned one from foot to pate measures 5 feet 3 inches, while the other stretches the tape 6 feet 5 inches



Our quest to find the tallest and shortest Trainmen now is a deadlock, the foregoing measurements being identically those of two candidates of Terminal Foreman McCulley whose likenesses appeared a few months ago.

We will be glad to take the pictures of new candidates from other terminals whose heights rival or exceed those already appearing in the Magazine.

turn address in upper left corner.

Prepay postage in full.

Do not use exceptionally dark or brilliant stationery.

Purchase money orders early.

Use air mail with special delivery stamp for quick service.

Do not send mail for Eastern points later than December 10; Middle West, December 13; near points, December 15.

A certain husband, whose wife uses his razor to open tin cans, has discovered that his wife's large powder puff makes an elegant shoe brush.

Club Wants Information of Employees in Distress

DO YOU know of any of our former employees, particularly those temporarily laid off, who may be in need of assistance at this time?

With the thought that there may be actual need among such families (and a hesitancy upon their part to ask aid) the Pacific Electric Club, through President E. L. Young and Manager Vickrey, last month addressed a bulletin to the General Staff asking that any member who knew of such a case to submit the facts. Late last month only one case had been reported and with the thought that perhaps employees may have information of where assistance is needed, we reprint the bulletin issued that all may know to what extent and under what conditions the Club is willing and glad to lend a helping hand:

"During the past year a number of Pacific Electric employees have been relieved from service because of adverse business conditions and it may be that some of those have been unable to find work. Pacific Electric Club, through the Executive Committee, feels that the situation should be investigated to find out how many of these people actually need assistance and to what extent.

A special committee of the Club with a representative of Pacific Electric Women's Club, discussed the entire situation today to determine just what are the conditions.

The known cases are few, but there may be quite a number of these employees whose real needs are unknown and in order to develop this information it will be appreciated if you will ask your assistants and others in position to know of such matters to make a report of the cases to the Manager of the Pacific Electric Club. If this can be done within the next week it will be of great assistance to us in working out a solution.

It is not the purpose of the Club to attempt to set up any form of permanent relief agency as that should be handled by the established organizations, but to those of our employees, and particularly those temporarily out of service, who are in need of immediate assistance, we feel that the Club organization is willing to, and should, lend aid and assistance temporarily."

Will you please see what cases of this kind exist in your department, or any cases not connected with your department of which you may have heard, and forward the information direct to Mr. Vickrey.

There had been a motor accident. The driver climbed out angrily and up to a man whom he thought was the other driver. He said:

"Hey you! Where's your tail light?"

The innocent bystander looked at him with amazement and said:

"What do you think I am? A bloomin' lightning bug?"

Events told in MAGAZINE of Ten Years Ago

THE issue of the Magazine ten years ago featured the personnel and organization of the Passenger Traffic Department. At that time O. A. Smith, head of the department, bore the title of General Passenger Agent; E. C. Thomas, General Agent, Promotion and Advertising; H. O. Marler, General Agent, Solicitation and Service; E. H. Sharpe, General Agent, Publicity and Relations; C. H. Jones, General Agent, Passenger and Freight Solicitation, San Bernardino.

Since then Mr. Smith has become Passenger Traffic Manager; Mr. Thomas, Publicity and Public Relations Agent of the Executive Department; Mr. Marler, Assistant Passenger Traffic Manager; Mr. Jones retains his original title and location at San Bernardino; Mr. Sharpe is now Assistant to the President Southern Air Fast Express, Inc., headquarters in Los Angeles.

Several former staff members of Traffic Manager Smith ten years ago have gone to the great beyond. Others have left the service and still more have changed to other positions of activity with this Company. In the main, however, the majority of those then engaged in Passenger Traffic are still with this Company in the same capacity.

The Magazine of ten years ago notes the return of "Pat" Patterson of the Engineering Department from a vacation spent in the southern part of the State of Sonora, Mexico. Mr. Patterson is still with the Engineering Department, his present position being Signal Inspector.

In the Engineering Department notes of ten years ago Donald Batman receives mention as having returned from a vacation, and the inquiry is made as to why a certain young lady is looking for an explanation as to why he has to leave by 9:00 P. M. The inference is that Donald had numerous appointments, either of a business or social character. However, ten years has made quite a change in Donald. He is now married, is the father of a young son and has been transferred from his former position in the Engineering Department to that of Office Engineer of the Executive Department.

Ten years ago this month the position of Chief Car Clerk was created at the Los Angeles Freight Terminal and Stewart Price appointed to the position. At that time what is known as the Jumbo Car Record was first installed, thus placing this line in the standard of steam lines in the matter of car accounting.

Ten years ago the Information Bureau as a part of the Passenger Traffic Department forces, was comprised of five young ladies, Misses Sybil Mather, Grace Anstead, Hazel Raymond, Isabelle Smith and Pearl G. Snyder, three of whom are still in the information service. This branch has increased because of public demand for information until it now numbers eight persons.

Interesting to note in the Magazine of ten years ago is a commendation from Admiral Hugh Rodman of the Pacific Fleet because of splendid services rendered by both our Traffic and Transportation Departments on the occasion of the Fleet's visit to port and the great football game held at that time.

The traffic end of the service was handled by F. C. Patton, at that time Traveling Passenger Agent, now Assistant Manager, Los Angeles Motor Coach Company.

Ten years ago marks the establishment of our station at Colton and the installation of R. E. Murphy as Agent; and on that date J. C. Newton was appointed Agent at Huntington Beach, having previously been Agent at Compton. Mr. Newton's transfer brought H. E. Foskett, at that time Relief Agent, to the agency at Compton where he is still located.

December 6th, ten years ago, the Company opened its agency at Beverly Hills, with J. R. Hutchins as Agent.

Most Do

The sweet young thing entered the office of the fashionable dog kennels and tripped up to the handsome young man at the desk.

"I want a pet," she cooed.

"I'd love to," he answered sadly, "but the boss is mighty strict."

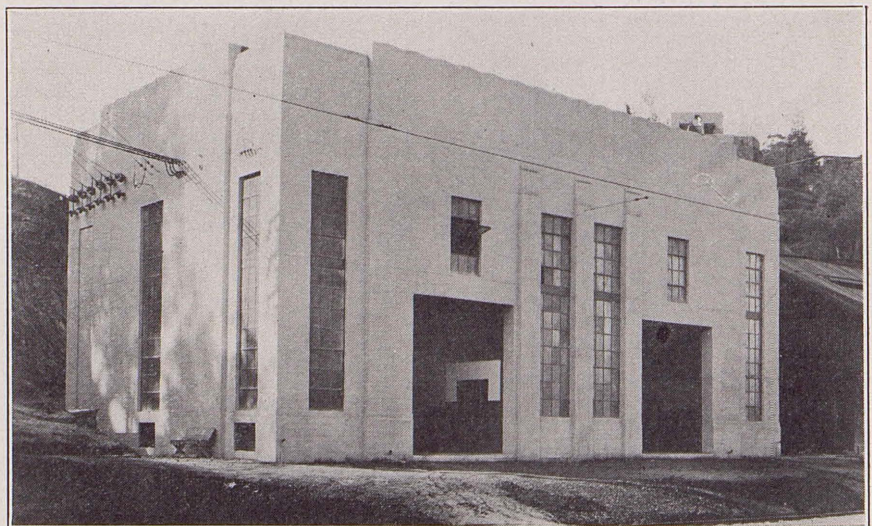
Many Historic Events Are To Be Staged In 1931

IF PLANS now in process of formation are carried to a conclusion the year 1931 will go down in history as a banner one in point of historic celebrations commemorating "the days of old and the days of gold" in California. Sponsored by the State Chamber of Commerce and 357 newspapers of California the idea is to focus the attention of the country upon California during the year prior to the Olympic games, as well as to encourage knowledge of the romantic episodes of the state among the residents.

The plans call for a statewide celebration or pageant of some sort on practically every day throughout the year which is to be known as "Fiesta Year." The Indian play Tahquitz at Palm Springs, the Santa Barbara Fiesta, the leap frog of Calaveras, made famous by Mark Twain, Mission Play, Rodeo at Salinas are among the more noteworthy events which will be presented more elaborately than ever before.

Already plans are under way for more than 180 pageants at as many locations throughout the state. The newspapers of California will join hands in widely publicizing the events and wage letter writing campaigns encouraging their readers to urge their friends in distant cities to visit California some time during the year.

During 1931 the city of Los Angeles will celebrate its 150th birthday and it is planned to re-enact upon a very pretentious scale the founding of the city by Phillip DeNeve. As indicative of the scale and elaborateness of the spectacle to be presented in this event it is of interest to know our city government and enterprising Chamber of Commerce have prepared an elaborate invitation, embossed and morocco



Keeping pace with the service requirements of the Glendale Line, a new substation building, with added motor generator capacity, was constructed and recently placed in operation adjacent to the old substation which it replaced.

The building, which was designed by the Engineering Department, might be described as of the conservative modernistic type and presents a very pleasing appearance. The structure is of concrete fire-proof construction and modern in every particular.

bound, inviting the King and Queen of Spain to be the guests of the city at this celebration. No other than John Steven McGroarty, widely known Californian and playwright, has been entrusted to personally present the invitation to these rulers and about now is due to arrive in Spain for that purpose.

MR. SHOUP POINTS OUT MOST EFFECTIVE ACCIDENT CURE

"Even though all grade crossings were eliminated, which is economically impossible, it would only reduce fatal motor vehicle accidents by 8 per cent."

The foregoing and other pointed remarks concerning the toll of automobile accidents in the United States were made by Paul Shoup, President of the Southern Pacific Company, in a statement last month in behalf of the activities of the National Conference on Street and Highway Safety.

Traffic accidents claim an annual list of 31,000 killed and 1,000,000 injured, and unless more effective steps are taken the casualties will mount to still greater proportions, the executive stated.

Basing his conclusion largely upon the facts and opinions reached by the California Committee on Public Safety, the basis of the best remedy thus far suggested for improved conditions lay in the proper education of the individual, he said.

President Shoup said that fatalities and accidents may be reduced by the pedestrian and driver being instructed in the matter of personal responsibility. Records show, he said, that no mechanical device is a substitute for individual care.

"Railroads have spent vast sums in the separation of grades and installing protective devices at crossings," said Mr. Shoup.

"The elimination of all grade crossings is virtually an impossibility, especially with the way new roads are being built. Even if all crossings were eliminated, it would mean doing away with only 8 per cent of the fatal motor vehicle accidents."

P. E. MASONIC CLUB DINNER

Climaxing the Masonic Club's activities for 1930 the Eighth Annual Dinner and Reunion was held at the Pacific Electric Club Wednesday evening, December 3. Over 300 members of the Club were present, establishing the record attendance for the Annual Reunion to date.

A very fine turkey dinner was served by the Pacific Electric Club Cafeteria, who left nothing undone to make the affair a success.

After the dinner the principal address of the evening was given by Wm. Rhoades Hervey. Entertainment was furnished by the Jose Arias Spanish Artists.

And now we have the Scotchman who married a tattooed dancer, so his children could see moving pictures.

Writer Reveals Unfairness Of Motorists' Practice

MANY electric railways throughout the country have waged justifiable campaigns endeavoring to show the motorists of the community the manifest unfairness of their practice of picking up and carrying prospective railway passengers. To do so is comparable to one about to make a purchase in a store and have another person step up and say "you needn't purchase that, I'll give you one." This argument against the practice has made many business men and others see the justice of the electric railways' argument.

A columnist in an eastern publication recently aided the cause of the railways by setting forth his views, to-wit:

"I guess everybody will have to chip in a couple of tokens a day if we want to keep our street car service up to its well-known standard.

"Take me, for instance. I don't live within walking distance, and I got to get a ride when I come downtown. Like most people I want to live out a ways where I can get some fresh air and a place for a garden.

"I'm not a chronic hitch-hiker, but I've been in the habit of grabbing a ride with the neighbors occasionally when one of them happened to be coming downtown at the same time that I was. I figured they were coming down anyway and it wouldn't cost them any more to give me a lift as long as they had a vacant seat.

"But this morning as I was standing on the curb waiting for someone to pick me up two of my old standbys passed me up like a vegetarian passing up a T-bone steak. When the second one went past without giving me a tumble, it set me to thinking.

"Street car service is indispensable. If the cars stopped running for just one day we'd be running around like a flock of lambs that have lost their mamma. But we can't expect them to keep on running cars past our property just for us to ride on when we can't get a ride any other way.

"We've got to patronize them regularly. I feel better on the street car anyway, than I do when I am snitching rides. I can use my thumb to better advantage turning my newspaper than I can to highball a passing motorist."

CLAIM PARKING IS DOOMED

Growing traffic demands spell the doom of general parking in congested districts of large cities, according to indications at the sixth annual conference of the International Road Congress, recently held at Washington, D. C. Parking is a secondary and inferior use of public streets, says the Washington Star, and must be prohibited when it interferes with traffic requirements. Legislation in line with suggestions made at the Congress would relieve congestion, the Star said.

ANSWERS TO ERRORGRAMS

The intentional errors in picture shown on Page 17 are as follows:

Tools left between rails. Rule 756 Elec.

Flag too close to workmen. Rule 751 Elec.

Leaving motor car on tracks. Rule 761A Elec.

Piling material between tracks. Rule 867A Eng.

Leaving rubbish about yard. Rule 746 Elec.

Arm on wrong side of signal mast. Rule 105 Trans.

Employees not standing clear of tracks. Rule 822 Eng.

Tie laid incorrectly. Rule 1071 Eng.

Trains too close together. Rule 157 Trans.

Switchboard left unlocked in midway position. Rule 154 Trans.

Men working on car without protection. Rule 99 Elec.

Guard rail shown on wrong side; trolley wire broken; motor cars do not have trolley poles; pole between cross-over tracks.

S. F. PUBLIC FAVOR PRIVATE OVER MUNICIPAL RAILWAY

Citing the fact that the public does at times rise upon its haunches and express its views upon political issues, a San Francisco writer throws some interesting light on several issues which appeared upon last month's ballot. Incidentally this onslaught of the bay city public reveals their attitude toward the municipally owned electric railway by the defeat of two measures which would have adversely affected the privately owned railway operating in that city.

The interesting comments of the San Francisco scribe follow:

"As illustrating the thought given to these matters of direct legislation, one charter amendment affecting civil service was decisively beaten, while another on the same subject was as decisively carried. A proposal to extend the franchises of the privately owned street railway system received a comfortable majority in spite of clamor from the supporters of the publicly owned rival system.

"On the very next item the voters defeated a proposal to perpetuate the five-cent fare by imbedding it in the city charter. The vote on these two proposals was almost a repudiation of the city ownership policy which at one time had attained the fervor of a municipal religion in San Francisco and which saddled the city with a municipally owned and politically operated street railway. But whatever was done in times past, this year the voters were in a mood for careful scrutiny."

"I admit that women are more vain of their personal appearance than men," confessed the lady lecturer. "Why, at this moment the handsomest man in my audience has his necktie knot pulled around under his collar." Whereupon 47 masculine hands furiously reached up and adjusted neckties.

WHAT A 5-CENT FARE DOES

San Francisco's Municipal Railway, though it started with everything brand new and with all the discrimination in its favor the city government could exert, though it picked what it thought were the fattest routes, though it pays no taxes, is losing money and threatens to lose much more. It is beginning to wear out and it has no reserves, no depreciation fund from which to make replacements. At this very moment it is looking frantically around for the wherewithal to meet its Nov. 1 bond interest and principal payments and sees no source except the taxpayers' general fund.—San Francisco Chronicle.

HANDS GREAT GERM PASSERS

If you don't want to give cold microbes a hand, wash yours often. That's the advice of Dr. W. W. Peter of Cleanliness Institute.

Of course, don't get your feet wet, don't sit in draughts, and don't do any of the things that make microscopic "colds" chuckle with delight—but also consider that a large number of the 200,000 colds which lay people up every 24 hours in the United States come from hands.

Somebody sitting next to somebody who sneezes openly, shakes hands with someone else who shakes hands with you. The cold is now in your hands. Unless you keep yours clean, the cold may get inside you the next time you scratch your nose reflectively or pull your lip in thought.

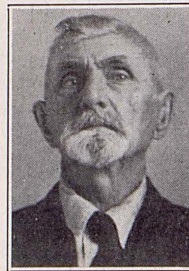
Wash your hands with hot water and soap before eating or handling food. If you must shake hands with people who have colds wash your hands afterward.

Don't use common drinking cups or roller towels. Eat only from dishes washed clean in hot soapy water. Give coughers and sneezers a wide berth.

Esteemed Veteran Passes to the Great Beyond

CALLED to his reward, Peter Brown, veteran retired Blacksmith, passed from this life on Saturday, November 1st.

"Pete," as he was intimately known by a legion of friends within our organization, died in San Bernardino, where he had lived most of the time since his well-earned retirement in September, 1927. His former sturdy body succumbed to the passing of time and those who saw the genial old character in recent months knew the day wouldn't be long. A son in San Pedro was his lone survivor.



Peter Brown

Entering the service of the Los Angeles & Redondo Ry. at Redondo in February, 1891, "Pete" always gave his best, which was ample, to his employer. He continued at the Redondo Shops until they burned down in April, 1921, when he was transferred to Torrance Shops. Possessing the bodily frame of a giant, "Pete's" feats of strength were the wonder of his fellow workers, and seldom, even in his advanced years, could be found a man his equal.

Faithful and loyal, "Pete" was generous beyond wisdom and loved and cherished to the last his associates of many years. He kept track of where and what all were doing through the Magazine since he retired. Only a month before he passed away we received a letter from "Pete" which touched the heart strings. In a shaky hand that denoted a struggle to pen his thoughts, he wrote that he would like "my Magazine" sent to a certain address in San Bernardino, adding that "my infirmities are getting the best of

GET OUT YOUR SKID CHAINS

If you are planning a trip to the Pacific Electric Camp during the snow period be sure to equip your car with skid chains, not only for safety but to insure your reaching there.

A statement was issued last month by Captain Boone, head of the California Motor Patrol in San Bernardino County, to the effect that motorists driving in the San Bernardino mountains during rainy weather or when there is snow on the ground will be required to equip their machines with tire chains.

Motor patrolmen will be stationed at the foot of the grade in Waterman canyon on days in which heavy traffic is expected and will question each motorist as to his equipment and give warning that chains are necessary for safe driving on the mountain roads.

Captain Boone pointed out that cars going up without chains not only endanger the lives of passengers but often become mired in the snow so that traffic cannot pass until the car is either moved to one side or a new traffic lane established.

The Rim of the World route from Waterman canyon to Big Bear Lake, will be kept open to motorists throughout the winter, if possible, according to E. Q. Sullivan, state highway commissioner for the county. A large crew of men will be kept busy after heavy snow falls clearing the roads, while new equipment recently added to the mountain district will speed up the removal of snow.

Although the high gear road probably will be kept clear throughout the year, many of the side roads will be covered after the heavy snow falls and visitors are urged to attach chains before leaving the pavement.

me, but I still like to know what the boys are doing."

Peace and eternal rest a thousand friends wish "Pete."

Comparison of Accidents During November 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	2	2	4	8	7	11	13	2 Dec.— 15.38%
At Railroad Crossings other than Company's.....	0	0	0	0	0	0	0	0	
Between Cars of Company.....	0	4	1	2	2	7	3	13	10 Dec.— 76.92%
With Vehicles and Animals.....	60	80	57	97	169	146	286	323	37 Dec.— 11.46%
Derailments.....	0	1	2	2	1	3	3	6	3 Dec.— 50.00%
Equipment.....	1	3	3	2	4	3	8	8	Same Same
Boarding Cars.....	3	5	0	3	8	8	11	16	5 Dec.— 31.25%
Injuries on Cars (not in collision).....	5	2	2	3	6	4	13	9	4 Inc.— 44.44%
Alighting from Cars.....	8	9	4	12	11	15	23	36	13 Dec.— 36.11%
Falling from Cars (not purposely alighting).....	0	1	0	0	0	0	0	1	1 Dec.— 100.00%
Doors, Gates and Guard-Rails.....	1	0	3	2	4	9	8	11	3 Dec.— 27.27%
Ejectments and Disturbances.....	0	1	1	3	3	1	4	5	1 Dec.— 20.00%
Miscellaneous.....	1	4	6	5	4	5	11	14	3 Dec.— 21.43%
Total.....	80	112	81	135	220	208	381	455	74 Dec.— 16.26%
Employees.....	2	2	1	4	3	0	6	6	Same Same
Total Car Accidents.....	82	114	82	139	223	208	387	461	74 Dec.— 16.05%
Motor Coach Accidents.....	18	14	1	2	31	23	50	39	11 Inc.— 28.20%
Total Passenger Accidents.....	100	128	83	141	254	231	437	500	63 Dec.— 12.60%
Freight Accidents.....	7	5	27	15	11	2	45	22	23 Inc.— 104.54%
Total All Accidents.....	107	133	110	156	265	233	482	522	40 Dec.— 7.66%
	26 Decrease		46 Decrease		32 Increase		40 Decrease		

Street Car is Shown To Be Safest Public Vehicle

RIDING in a street car is 22 times safer, and in a steam train 13 times as safe as when you are making tracks in an automobile.

The foregoing conclusions, which place the street car upon a pinnacle so far as fatal accidents are concerned, are the findings of the Massachusetts Committee on Street and Highway Safety and approximate closely the comparable relationship of hazard existing throughout the nation. Analysis of thousands of motor accidents show that four out of every five mishaps are due to the fault of the driver, the Committee stated in its comprehensive report.

"All available statistics, as well as common experience, point to the conclusion that you will be safer if you ride on railways and street cars than in your automobile," declares the Committee's statement. "It is not our province, nor within our ability to change the transportation habits of the people. Since use of motor cars is becoming more and more widespread, what we can do is urge the operators of these vehicles to use the type of vigilance which has established such confidence in mass transportation lines.

"When an individual boards a street car or train he does not give a further thought to his safe passage, nor does he need to, for experts are guiding his journey every instant with safety uppermost in mind. When this same individual drives off in his automobile, to judge by the wake of death and injury on the highway, he does not give any more thought to his safe passage than when on train or trolley. To be sure, here also hundreds of experts are now doing their best to protect his journey, but the difference is that four-fifths of all accidents are due to fault of the driver himself. Before we can achieve any sort of safety on the highways, every person must realize that when he takes the wheel he must assume the same responsibility as any employee in a big transportation system."

Mileage Records Per Fatality

The comparative safety of automobiles, railroads and street cars is strikingly shown by mileage records. Throughout the country, for every fatality, automobiles travel 11,400,000 passenger miles, which is the number of passengers moved, multiplied by the average number of miles each passenger travels. On the other hand, for each fatality on their systems, either to passengers or others, railroads rolled up a mileage of 16,450,000 and street cars of 34,760,000. When the hazard to passengers only is compared, the results are even more striking. The figures are: Passenger miles per passenger fatality: Autos, 20,840,000; railroads, 270,240,000; street cars, 455,000,000.

Mother—Johnny, if you eat more cake, you'll burst.

Johnny—Well, pass the cake and get outa the way.

Public Appreciation Expressed Service and Courtesy Bring Their Reward.

SEVENTY-ONE letters, recently addressed to our management, briefed below, testify to splendid service being rendered by Trainmen.

Analysis of the thoughts of patrons, as indicated by their letters, shows that more than two-thirds of the letters received were inspired by courtesy of the Trainman employee concerned. More and more courtesy is becoming a vital element in business. The time was when an electric railway had a monopoly upon the transportation business. That condition no longer exists; the public can and will use their own machines if they receive discourteous treatment.

Happily the rank and file of our Trainmen are courteous at all times. The Editor of an eastern electric railway magazine only a few days ago told the writer that in all his travels he had "never encountered such an obvious desire to be helpful to strangers as had been manifested to him by Pacific Electric Trainmen."

Compliments are extended to each of the Trainmen listed below for having so conducted himself as to justify the written praise of our patrons:

WESTERN DIVISION

Trainmen	Line	Nature of Commendation
R. H. Kettelkamp	West. Div. Gen.	Efficiency and courtesy.
F. M. Wood	West. Div. Gen.	Exceptionally splendid conduct.
I. Iverson	West. Div. Gen.	Pleasant, and attentive to duties.
C. F. Shultz	West. Div. Gen.	Strict attention to duties.
V. B. Bonham	West. Div. Gen.	Kindness and courtesy.
D. G. Bailey	West. Div. Gen.	Courtesy and efficiency.
F. B. Owen	Santa Monica	Affable and pleasing manner.
J. W. Howard	Echo Park Ave.	Pleasant and efficient.
L. E. Koch	Santa Monica	Efficiency and courtesy.
I. J. Shaffer	Hollywood	Helping elderly lady passenger.
L. G. Washford	Wstrn & Franklin	Exceptionally splendid conduct.
L. T. Shockley	Redondo	Courtesy and efficiency.
T. Slack	Beverly Hills	Congenial, courteous and efficient.
J. F. Connell	Glendale	Special acts of courtesy.
W. P. Lynch	Glendale	Efficiency and courtesy.
J. D. Mobley	Echo Park	Splendid conduct of duties.
J. H. Daly	Venice Short Line	Outstanding services rendered.
W. J. Griffin	Hollywood	Particularly pleasing and efficient.
A. C. Porter	Hollywood	Affable and pleasing manner.
B. H. Hershey	Beverly Hills	Splendid conduct of duties.
T. A. Marren	Hollywood	Specially attentive to duty.
R. A. Schamber	Hollywood	Calling streets distinctly.
A. T. Butler	Girard M. C.	Returning lost purse.
G. C. Cleet	Venice Blvd.	Efficient operation.
J. H. Fish	West. Div.	Unfailing courtesy.
H. B. Anderson	West. Div.	Courtesy and efficiency.
G. Hall	Hollywood	Pleasant and courteous.
L. P. Patterson	Vineyard	Returning lost purse.
R. Wallis	West. Div.	Affable and pleasing manner.
G. T. Usher	Bev. Hills M. C.	Unfailing courtesy.

NORTHERN DIVISION

Trainmen	Line	Nature of Commendation
J. K. Kennedy	So. Pasadena	Giving information to tourists.
H. Wiser	Alhambra	Special act of courtesy.
R. T. Forsythe	Nor. Div.	Courtesy and efficiency.
W. W. Montrose	Pomona	Quick action to avoid accident.
W. J. Hunt	Pasadena	Efficiency and courtesy.
R. B. Snedaker	Pomona	Exceptionally splendid conduct.
C. W. Knight	Nor. Div. M. C.	Affable and pleasing manner.
O. C. Jordan	Orange Grove	Pleasant and efficient.
W. H. Owen	Pasa. Short Line	Unfailing courtesy.
F. Castner	Pomona Local	Returning lost purse.
L. V. Thompson	Arlington	Efficiency and courtesy.
J. W. Morrison	San Bernardino	Congenial, courteous and efficient.
I. M. Cammack	Alhambra	Helping blind passenger.
R. F. Bird	Hill Ave. M. C.	Courtesy and efficiency.
H. H. Schiffler	San Bernardino	Returning \$10.00 given agent in error.
E. H. Trieschman	So. Pasadena	Pleasant and attentive to duties.
T. J. McClelland	Oak Knoll	Efficiency and courtesy.
R. B. Snedaker	San Bernardino	Exceptionally splendid conduct.
M. H. Smith	Pasadena S. L.	Affable and pleasing manner.
J. M. Wilson	Mt. Lowe	Particularly pleasing and efficient.
T. J. Morgan	Pasadena M. C.	Outstanding services rendered.

- S. G. Swanson.... Glendora Quick action to avoid accident.
- W. R. Bloom..... Upland-Ont. M.C. Splendid conduct of duties. Courtesy.
- A. F. Simpson.... Oak Knoll..... Pleasant and tactful.
- B. L. Brown..... Pomona Returning lost purse.

SOUTHERN DIVISION

Trainmen	Line	Nature of Commendation
S. G. Randall.....	Long Beach.....	Efficiency and courtesy.
F. S. Cook.....	Bellflower	Returning lost watch.
W. S. Colley.....	Bellflower	Special act of courtesy.
C. P. Dixon.....	San Pedro.....	Exceptionally splendid conduct.
F. E. Cornwell....	San Pedro.....	Courtesy and efficiency.
H. N. Christensen.	Long Beach	Paying passenger's fare.
C. A. Post.....	Haw.-Redondo ...	Outstanding services rendered.
H. K. Moss.....	Agent, Redondo...	Splendid conduct of duties.
C. Turner.....	Newport-Balboa ..	Affable and pleasing manner.
C. E. Rose.....	Watts	Splendid conduct of duties.
H. N. Christensen.	Tor. & Newport..	Special act of courtesy.
F. M. Milburn....	Tor. & Newport..	Special act of courtesy.
K. F. Burke.....	Santa Ana	Particularly pleasing and efficient.
C. A. Rost.....	Torrance	Special act of courtesy.
G. W. Nesbit....	Torrance	Attending ill passenger.
E. C. Holland....	Naples	Returning lost watch.

Women's Club Resolves To Encourage Optimism

THE activities of the Club began with the monthly night card party given on Nov. 3rd—twelve tables of players, all reporting a fine time.

Mrs. Dyer and Mr. Tyler scored high in bridge; Mrs. Blarkenbiller and Wanken, second high. Mrs. Shermers and Mr. C. B. Smith contested for booby honors. Mrs. Haughton and Mr. Dyer were high in five hundred; Mrs. Powers and Mr. Caseldine a close second, with Miss Bundy and Mr. Murphy carrying away consolation prizes.

The one meeting of the month was pretty well divided between business and pleasure. The class in parliamentary law conducted by Mrs. Tyler is always looked forward to with interest by the members. During the drill a motion carried that a resolution submitted by Mrs. Lon Bishop be printed in the Club's column of the Magazine. The resolution follows:

"Whereas, the principal trend of conversation seems to be of the material business depression, hard times, etc., and

"Whereas, we recognize conditions,

yet we realize that moaning and talking doesn't help matters and only tends to create distrust and discontent in the minds of listeners, and

"Whereas, we can find blessings on every hand for which every sane man and woman should be grateful, be it therefore resolved that each member of the Pacific Electric Women's Club pledge herself to refrain from speaking of present conditions except in terms of encouragement, optimism and cheer."

Mrs. Inez Jackson Welling, guest of the afternoon, spoke on "Fraternity Among Women." Owing to the other interesting features, her talk was necessarily cut short, but it is hoped she can be prevailed upon to give us more of her views on this interesting subject.

Bunko was played and prizes awarded to Mrs. Shoup and Mrs. Huestis. Mrs. White and her assistants served home-made cake and coffee, and while the weather outside was cloudy and cold, our club room, filled with good cheer and the warm friendship of the members, was indeed a very "comfy" and delightful place in which to be.

The women were delighted to have

with them Mrs. Young, wife of Club President Young, as a guest.

The afternoon card party of November 20th was a happy gathering of members of the Club and their friends. Prizes were awarded to Mrs. E. Kramer, first in bridge; Mrs. Fred E. Geibel, second; to Mrs. Baglin, first in five hundred, with Mrs. Haughton, second; Mrs. Breese, first in bunko, and Mrs. Robert Dunn, second.

In December the afternoon card party will meet on the 11th so that the one regular meeting of the month may fall on the 18th, a date closer to Christmas for the annual Christmas party, which this year promises to be a most enjoyable affair. Members will bring donations of food, canned goods or other non-perishables, which will be distributed at Christmas to any among our Pacific Electric Family who are temporarily in need of assistance. Packages brought in any time before the 18th may be left in the Club Office.

TRAINMEN TO PLAY BRIDGE

A bridge tournament for Trainmen working out of the Los Angeles Street Terminal will be staged from December 15 to January 15.

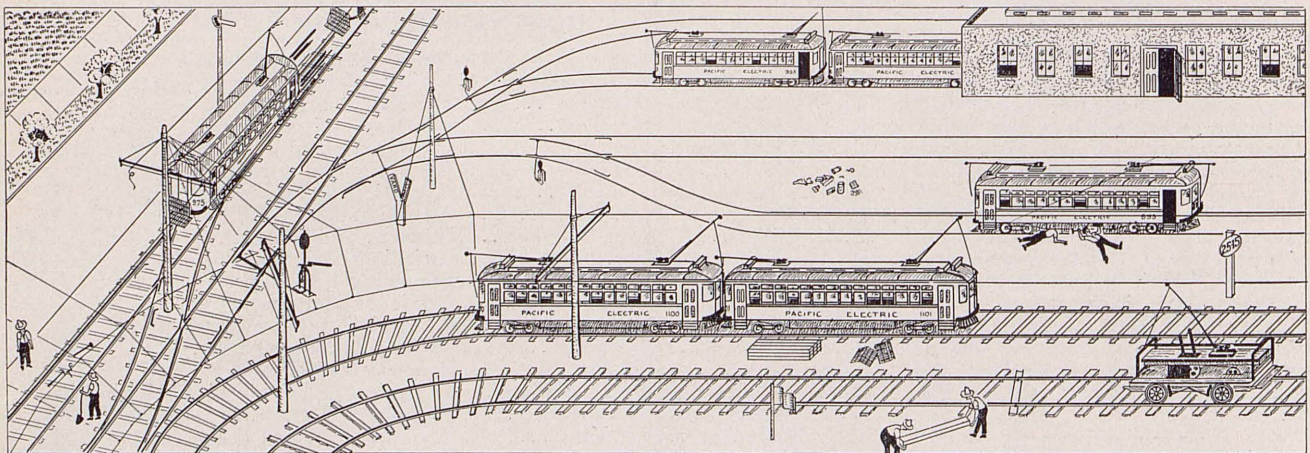
Terminal Foreman McCulley, who will supervise the tournament, states that entries must be made before December 12 following which drawing will be made for partners and a round robin of three games played. The team registering the highest score will be awarded an individual silver cup for each member of the winning players. The cups have been generously donated by Mr. Goodman of the Adams-Goodman sporting goods company.

Get your name in early if you wish to enter this tournament, Mr. McCulley urges.

Superior Layer

"My chicken laid an egg!" boasted Willie, who had a bantam hen for a pet.

"Huh! that's nothing," the Major's son retorted; "my father laid a cornerstone yesterday."



Here's the third edition of "what's wrong with this picture." In it are 15 obvious errors in the physical makeup of the equipment and facilities shown. Eleven of the mistakes relate to non-observance of existing rules, five being electrical, three transportation and three engineering department rules that are violated. How many can you account for? The answers appear on Page 9.

GEORGE BILLHARDT ELECTED TRAFFIC CLUB HEAD

Election of three well-known workers in the traffic promotion field as leaders for the ensuing year of the Freight Traffic Representatives' Association occurred at the monthly meeting of the organization early this month.

Our own George P. Billhardt was the Association's choice as President, succeeding Paul B. Wilson, Traveling Freight Agent of the Chicago Northwestern Railroad. Mr. Billhardt is a Traveling Freight Agent in our Freight Traffic Department.

T. F. Hanley was named Secretary, Mr. Hanley being associated with the Illinois Central Railroad as Traveling Freight and Passenger Agent, with headquarters in Los Angeles.

For the post of Vice President E. R. Millfelt was elected. Mr. Millfelt is a Traveling Freight and Passenger Agent of the Western Pacific Railroad.

Having been organized eight years ago, the Freight Traffic Representatives' Association has among its member personnel practically every freight traffic promotion agent in the local railway field. The organization meets monthly and is designed to promote understanding of problems of those engaged in the promotion of freight traffic as well as to encourage acquaintance and social activities.

AUTOS TAKE TO RAIL ROUTE

With regular motor routes across the Sierra Nevada mountains in Northern California blocked by heavy snowfall, the only "steam-heated highway" for automobile travel in the United States is again providing safe passage over the snowy 7,000-foot summit between Sacramento and Reno. Which means that Southern Pacific's now famous automobile baggage car service has resumed operations for the winter season of 1930-31.

Otherwise known as the "snow ferry" over the high Sierra, this innovation in railroading was first offered the motoring public of California and Nevada two years ago. Its success was immediate, and the Iron Trail is now called upon annually for assistance in getting motor cars over the mountain summit in snow time.

Special equipment in the form of steel baggage cars with end doors is furnished by the railroad for the transportation of autos on the "steam-heated highway"—so-called because both auto and owner ride in warmth and security while passing through the deep snow drifts of the more-than-a-mile high Sierra Nevada.

Automobiles are checked at small cost and driven aboard the baggage cars on inclined runways, as the owner takes passage on the train for the 150-mile journey. Arriving either at Sacramento or Reno, the motorist claims his car and drives on his way. Daily service in both directions is provided.

**Roamin' Round
6th and Main Station**

By Max Schuring

NOISY newsboys in front of the spacious vestibule . . . that Catalina window always looks "fishy" to me . . . People around the Information Desk, where an all-knowing, all-seeing lady knows the answer to any question you may want to ask her . . . Without batting an eye or looking in a book she can tell what time the wife will have dinner ready, or the exact time you'll get to Pumpkin Center . . . The benches in front of the Information Desk form the greatest "Rendez-vous" in the city, where after a day's work the supposed head of the family meets his better-knowing half. . . . From this meeting place they start for a restaurant, movie, party, or what have you? . . . Now let's go look in the back end . . . Sam Mason's "eveready" smile and Leslie Dix's melodious grand opera voice . . . the mysterious code of signals "Wally" has with the gatemen inside, to let them know what gate to open . . . that



scary "High Voltage" sign, and the sheepish look on the faces of those who are turned back from danger by the gateman's whistle . . . Trainmen-Instructors with an incubator load of students . . . Old-timers among the Trainmen, with more "Stars than Hollywood and Stripes than San Quentin" . . . and new men, proudly swinging their little black boxes and trying to look sophisticated. . . . Officials and brass collars with a "Hello, Bud" spirit and petty pen-pushers and bosses with that "holier than thou" attitude . . . (Hope this isn't "Lese Majeste") . . . Bert Annan giving some of the switches and signals their daily dozen, under the watchful eye of the little "alderman" in the rear tower . . . Mount Lowe passengers (largely cornfed) easing their way to a place in front of the gate, so as to make sure of a seat by the window . . . Over near the Watts car . . . No, that's all for today . . . Some other time . . .

ACCIDENT DATA SHOWS WHO CAUSE MOST ACCIDENTS

Drivers with two or more years of experience at the wheel figured in the greatest number of motor vehicle accidents in California during the first half of 1930 in statistics issued by the Division of Motor Vehicles.

The total number of accidents during the period was 14,213, resulting in the deaths of 1066 persons and the injury of 18,696. The experience of the drivers involved in the mishaps was listed as follows:

- Two years or more, 12,673.
- One or two years, 333.
- Six to twelve months, 108.
- Three to six months, 49.
- Less than three months, 69.
- Not stated, 8272.

The "dangerous age" for motorists, according to the figures, is from 20 to 29 years, with 5296 drivers in that range topping the list, although somewhat offset by the fact that the age of the driver was not stated in 6014 cases. From 30 to 39 years came next with 3998 accidents, followed by 40 to 49 years in 2657 accidents; 50 years and over in 1908 cases; and the youngest class, 10 to 19 years, in 1631 instances.

In accidents for which the driver was definitely responsible leading causes were given as follows:

- Did not have the right of way, 3492 cases.
- Exceeding speed limit, 2896.
- Reckless driving, 1046.
- Drove off roadway, 1004.
- On wrong side of road, 943.
- Skidding, 512.
- Failed to signal, 165.
- Cutting in, 161.
- Car parked on roadway, 122.
- Passing standing street car, 55.
- Passing on curve or hill, 29.
- Driving through safety zone, 25.
- "Hit and run" cases, 534.

THREE DEATHS IN NOVEMBER

November's death toll among our fellow workers numbered three employees, the smallest total of any month during the present year. Those taken from us and to the families of whom we extend our sincere sympathy are as follows:

Peter Brown, Retired Blacksmith; Frank E. Maddox, Checker, Terminal Freight; Jarvis F. Stokes, Wireman, Mechanical Department.

All of the above carried both group and mortuary insurance, approximately \$7500.00 being paid to beneficiaries named by the deceased.

No new disability claims were granted during the month.

Thirty-one employees are now receiving an aggregate of \$2,051.35 monthly benefits under the total and permanent disability clause.

Pass the Aspirin

Mary had a little lamb,
A regular go-getter,
But it wandered into Wall Street
And now it needs a sweater!

THE PACIFIC ELECTRIC MAGAZINE

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

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

Vol. 15; No. 7 December 10, 1930

CONTRIBUTORS TO THIS ISSUE

N. B. Vickrey P. E. Club
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R. M. Cobb Elec. Dept.
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P. G. Winters Trans. Dept.
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Walter Bloom Trans. Dept.
Margaret Maitland Engr. 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.

NOT casually because it is a custom to do so, but sincerely do we wish all members of this great family, and to those near and dear to them, health, peace of mind, and the fulfillment of all that will contribute to their well-being and happiness during 1931.

IT HAS been wisely said that planning ahead is the most certain way of getting ahead.

To make the income cover expenses, both as to personal and household expenditures, is one of the most perplexing problems that confronts the average individual. In practically every instance the one who successfully manages his or her income does it by well

Budget If You Would Save More

laid and preconceived plans. Conversely, those who fail to systematically save may attribute their trouble to

lack of planning or failure to abide by a plan. The budget plan needs no recommendation. It is the principle which our own company and all business enterprises, in fact, all nations of the world, use in guiding their business destinies.

Budgeting is figuring before you

"The wise man weighs his words, while a fool squanders them and advertises his foolishness."

The First Christmas!

* * * And there were in the same country shepherds abiding in the field, keeping watch over their flock by night.

And, lo, the angel of the Lord came upon them, and the glory of the Lord shone about them; and they were sore afraid.

And the angel said unto them, Fear not, for, behold I bring you good tidings of great joy, which shall be to all people.

For unto you is born this day in the City of David a Savior, which is Christ the Lord.

And this shall be a sign unto you; Ye shall find the babe wrapped in swaddling clothes, lying in a manger.

And suddenly there was with the angel a multitude of the heavenly host praising God, and saying,

"Glory to God in the highest and on earth peace, good will toward men."

And it came to pass, as the angels were going away from them into heaven, the shepherds said one to another, "Let us now go even unto Bethlehem, and see this thing which is come to pass, which the Lord hath made known unto us."

And they came with haste, and found Mary and Joseph, and the babe lying in a manger.—Luke 11:8-16.

spend. It plans to the last cent just what your expenses will be and then living up (or rather down) to the program. Simply stated, it is a plan for estimating what you will spend for various purposes and accurately gauging expenditures in relation to income. The test and degree of success of such a plan is the making certain that you keep within the limits of your estimate.

When you manage your income by a budget you know in advance just how much you can spend for clothing, food, shelter, insurance, education, play and investments. Followed rigidly a budget will relieve of worry and make possible the cheerful facing of the future and "rainy day" which comes to all of us.

Incidentally, the Metropolitan Insurance Company, which administers our Group Insurance plan, has issued a booklet entitled "Let Budget Help," which describes clearly the practical way of budgeting and points out just what percentage of the income should be spent upon the various items. A copy of this booklet may be obtained by writing the insurance company in this city.

Now that a new year is approaching it will be well to consider our failures of the past twelve months and profit by them, remembering that to "plan ahead is the surest way of getting ahead."

YOUTH!!

YOUTH is not a time of life—it is a state of mind. It is not a matter of ripe cheeks, red lips and supple knees; it is a temper of the will, a quality of the imagination, a vigor of the emotions. Nobody grows old by merely living a number of years. People grow old only by deserting their ideals. Years wrinkle the skin but to give up enthusiasm wrinkles the soul. Worry, doubt, self-distrust, fear and despair—these are the long, long years that bow the heart and turn the greening spirit back to dust. Whether sixty or sixteen there is in every human being's heart the lure of wonder, the undaunted challenge of events, the unfailing childlike appetite for what next and the joy of the game of living. We are as young as our faith, as old as our hope; as young as our self-confidence, as old as our fear; as young as our hopes, as old as our despair.—The Commonwealther.

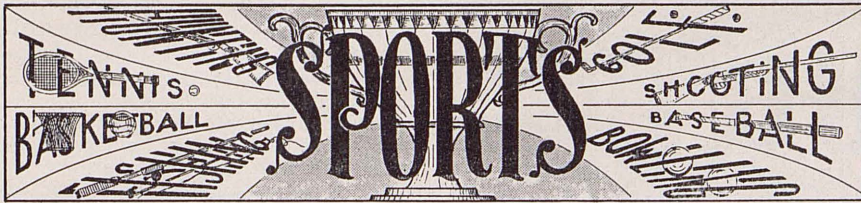
"Every day something is being done that couldn't be done."

"Opportunity and responsibility go together."

"Man is like a tack, useful if he has a good head and is pointed in the right direction.

"But even though he is driven, he can only go as far as his head will let him."

Think right and you do right.



Eight of Ten Teams Have Chance for First Place

By R. M. COBB

WITH the teams so closely bunched that eight of the ten quintets comprising our league had a chance to get in the money class on the last night of the first round, the crack Southern Division team went into first place by defeating the famous "Black Shirts" representing the P. E. Club.

As these two teams were tied for the leadership, the latter club slid into second place. Earl Haskell and his Roadway Equipment crew took third place after a sensational spurt which brought them up from the depths of the second division.

Among the individuals Gowanlock is leading with 182 average. Covell is in second place and Ted Cuccia in third. This Cuccia person went wild on the last night to assume leadership in the high series with 618, which is going to be extremely hard to beat. Gowanlock's 230 remains the highest single game to date.

The ladies are still waiting for the proper time to charge and are secure in the cellar position. Mrs. Cobb has high series, 492, and high game, 180; with Mrs. Swartz running a close second with a high game of 166. The remaining ladies are holding their own and promise rough going for their opponents from now on.

The merchandise orders during November were won by McLeod, Williams, Gilbert and Cuccia. Both Gilbert and Cuccia are going great guns and show promise of giving the league leaders a tough battle for place.

The standings at the end of the first round are:

	Won	Lost
South Division	25	11
P. E. Club	23	13
Roadway Equipment	21	15
Engineers	20	16
Macy Street	19	17
Electrical Dept.	19	17
Telephone Dept.	18	18
Claim Dept.	18	18
Signal Dept.	12	24
P. E. Club Ladies	5	31

BALL GAMES DURING MONTH

With rain and wind storms causing postponement of two games for Trainmen's team, only two contests were played by that club last month, one of which was won and the other lost.

The strong Soldiers' Home team was encountered on Sunday, November 9th, at Sawtelle and resulted in an overwhelming victory for our boys, the final score being 22 to 12. Garrison

FINISH GOLF TOURNAMENT

Final round of the Pacific Electric Golf Tournament, sponsored by the Pacific Electric Club, was played over the links of the Montebello Park Golf Club on Sunday, November 23.

Due to the high wind and unsatisfactory playing conditions, only six players finished the competition and, there being six prizes, everyone who finished was both lucky and happy.

Phil Tower, "shark" from Redondo Beach, won first prize—a spiffy golf bag. He scored an 82, 83 and 86, which with handicap gave 216 for three rounds, a most creditable mark in any company.

Joe Kennedy, another slicker from Redondo, copped second prize, a \$12 merchandise order, a 77, 76 and 82 with handicap giving a 224 for three circuits.

Earl McCall, big buy and order man of the Purchasing Department, took third prize—an \$8 merchandise order.

Frank Converse, professor of leases holding out in the Real Estate, Tax and Resort Department, took a lien on the fourth prize, amounting to a \$5 merchandise order.

George Chrystal, purveyor of pay checks, nosed out Monte Brucker for fifth prize, a handsome plaque. The breath-taking finish of Chrystal and Brucker was a classic. Brucker wound up in sixth place, a turf digging No. 3 iron being his reward. Monte Brucker, king of Excursions, took the sixth prize, a turf-digging No. 3 iron.

Next year it is hoped for a better turn-out as all had a good time.

The plan of having three days of play instead of one seemed to work out fine this year and it looks as though it will be done likewise in future Tournaments.

All the boys participating wish to extend thanks to Mr. Vickrey for the donations and support he rendered through announcements in the Club.

and Green allowed 14 hits, but kept them scattered when needed.

The last Sunday of the month at the Brookside Park field the Trainmen bowed to the East Pasadena Merchants to the tune of 8 to 6. Garrison and Green held these strong hitters to 10 hits which came, however, at opportune moments. In contrast our team collected 13 hits from Lillis, but he held when danger threatened.

Patron—"May I have some stationery?"

Hotel Clerk (haughtily)—"Are you a guest of the house?"

Patron—"Heck, no. I'm paying twenty dollars a day."

AUTO DEPRECIATION VERSUS OUR MONTHLY CARD PASS

How greatly depreciation enters into the cost of operating an automobile few people really understand, yet in most instances it is the largest single expense involved in the ownership of such a vehicle.

It is surprising to know how much Pacific Electric transportation can be bought with one year's depreciation. For our own information we figured it out, using as a basis a \$1000 automobile, granting eight years of life and comparing with cost of a monthly pass.

We found as follows: Depreciation would be \$125 yearly, for which a \$6 pass could be purchased for 20.8 months to Glendale; a \$12 pass to Long Beach for 10.4 months; \$8.50 pass to Pasadena for 14.7 months; \$7.50 pass to Burbank for 16.7 months, and a \$9.50 pass to Santa Monica Bay District for 13.2 months.

Too, on the above basis of calculation the auto owner is given a margin the best of it, due to the fact that an eight-year life is figured, whereas the average car is disposed of in about four years, in which case depreciation is proportionately higher.

It would be interesting and probably astounding to know for how many months a person could ride on a pass to the forenamed points if other costs, such as gasoline, oils, repairs, storage, parking and insurance were added to the depreciation charge. If everyone really kept an accurate account the traffic problem would not be quite so severe.

MORE BOOKS GIVEN LIBRARY

A gift of eleven books by M. D. Rosenberger, Traveling Freight Agent, Freight Traffic Department, heads the list of nine library donations received by the Club last month, reports N. B. Vickrey, Pacific Electric Club Manager. Mr. Rosenberger's contribution includes a set of five volumes, entitled The World's Great Events, also Ghost Stories, Adventures and Romance, Detective Stories, Handbook of Composition, Myths of Greece and Rome, and Kings of the Platform and Pulpit.

Other contributors, together with the books presented, are as follows:

Marjorie Knapp, daughter of H. L. Knapp, Motorman, Western Div.—Keeping Up With Lizzie, The Iron Heel, The Cruise of the Snark, and Tales of the Fish Patron.

Mrs. Grace Shreeves, Accounting Dept.—The Sherrhode and Merle's Crusade.

H. A. Crocker, Westinghouse Air-brake Co.—Emerald Trails.

William Clark, Real Estate, Tax & Resort Dept.—The Doom Dealer.

J. R. Groom, Motorman, Western Div.—My Lady of the South.

S. W. Moore, Conductor, Western Div.—Lessons in Truth.

Walter Fredericks, Carpenter, P. E. Bldg.—Tang of Life.

C. C. Rice, Foreman, Mech. Dept., Macy Street—The Young Midshipman.



Executive Committee of the Pacific Electric Club met in regular session in the Ballroom of the Club Building on Wednesday, November 5, 1930, at 2 p.m. The following members were absent: E. H. Heckert, O. R. Newhouse, P. H. Mann, R. B. Hooper, E. S. Donaldson, W. H. Lowry, H. E. DeNyse and G. L. Breininger.

The following financial report as of October 31, 1930, was submitted:

Club Fund

Balance, 10-1-30\$2,513.93
Receipts 1,458.25

Total\$3,972.18
Disbursements 1,551.83

Balance, 10-31-30\$2,420.35

Relief Fund

Balance, 10-1-30\$ 298.25
Receipts 1,640.92

Total\$1,939.17
Disbursements 1,620.00

Balance, 10-31-30\$ 319.17

Club Manager N. B. Vickrey reported that the subject of a company tailor for Eastern Division employees had been taken up with A. C. Bradley, who is making a study. A report as to results of this survey will be made at the next meeting.

Club President E. L. Young introduced E. C. Thomas, who thanked members on behalf of the management for their splendid co-operative support in the matter of the successful enactment of Proposition No. 4 at the November 4 election.

B. F. Manley reported that a drinking fountain had been installed at Eighth Street Yards and that toilet facilities had been improved.

P. G. Winter requested that showers be installed at Butte Street Yard, stating that the necessary connections are now accessible and that partitions for the showers are available at that location.

R. Powell called attention of the committee to a proposal for the establishment of a pension system for Pacific Electric employees. After a short talk in which the disadvantages of the present condition in regard to elderly employees were pointed out and the advantages, both to employees and Company, of some form of pension system, Mr. Powell presented a petition signed by 230 employees in Pasadena urging that steps be taken toward the establishment of a pension system.

No definite plans were submitted, but a few suggestions were made that might be incorporated into a pension program. One proposed that each employee contribute three percent of his

salary toward such a fund and that the company appropriate a like sum; that should an employee leave the service before retirement age is reached, all monies paid into the pension fund by such individual to be refunded with a reasonable amount of interest.

Mr. Young thanked Mr. Powell for his suggestion and stated briefly the efforts of the company during the past several years to formulate plans for a pension system. A general discussion followed in which Messrs. Young, Vickrey, Geibel, Powell and others participated.

Motion was made by Mr. Geibel that this matter be submitted to the

Appeal for Santa Visit For Mexican Kiddies

HAVE you any outgrown or discarded clothing for children?

Have you any toys about the house which have ceased to amuse your own youngsters?

If a "yes" answer to either of the above queries you can do a deed that will make Christmas indeed for some needy youngsters.

Miss E. L. Hoch, Camp Nurse, who supervises and administers to the needs of Mexican employees throughout the camps of the Company, has made a call that must appeal to the hearts of all of us more fortunate. In the 19 camps operated in various locations there are some 500 Mexican children, many of whom are in a deplorable state as regards necessary clothing.

Miss Hoch states that while toys will gladly be acceptable, clothing is a crying need, and that if we could but see for ourselves the conditions that she daily encounters we could not fail to answer the call. Children from a few weeks old to 15 years are among those for whom she asks all employees to lend a helping hand.

Bundles delivered either to the Pacific Electric Club or care of Miss Hoch in Room 690 Pacific Electric Building will reach these needy and thankful children.

Resolve now to act upon this call—to delay may mean that you will forget, and be sorry.

management at an early date. The motion was duly seconded and unanimously approved.

R. Powell stated that he had been approached by transportation department employees of the Pasadena district as to the reason for the Club being closed on Sundays.

Mr. Young stated that this was the first complaint he had heard relative to the closing of the Club Sundays since the plan was inaugurated on December 1, 1929. Explanation was also made that the decision to keep the Club closed on Sundays was only made after a careful survey. It was felt by the Governing Board that the very small patronage on Sundays did not justify keeping the Club open and after securing opinions from a large number of Club members, decision was reached to put the Sunday closing plan into effect.

On request of Mr. Young for an opinion as to the effect of the closing of the Club on Sundays in the Riverside district, Mr. Attridge stated that in his opinion there is no demand from his district for the Club to be open on Sundays.

Ven W. Botts informed that as far as he could see it would be of no advantage to San Bernardino employees to keep the Club open on Sundays.

George E. Rice informed that prior to the time the Club was closed on Sundays a straw vote was taken at Ocean Park to determine their views in this regard. The result was that not a single person expressed a desire for the Club to remain open on Sundays.

T. J. Day moved that his subject be referred to the Governing Board for study and recommendation, and that a report should be ready for the Executive Committee at its next meeting. The above motion was seconded by R. M. Cobb and unanimously carried.

Attention was called by Mr. Young to the present distressing financial and employment conditions among Pacific Electric employees who have been required to take indefinite leaves of absence. The members of the committees were asked for suggestions as to what the Club might do to help out.

F. E. Geibel suggested that contributions of food and clothing be made and distributed to those in need.

Suggestion was made by P. G. Winter that an employment agency be organized at the Club and that all persons having odd jobs about their homes or hearing of work that they might secure could make such facts known at the Club and the Club could in turn notify those desiring to find work.

Chas. P. Hill suggested that a benefit entertainment, such as a minstrel, be given and the funds so raised be used for relief purposes.

Mr. Vickrey suggested that probably employees would be willing to contribute to a relief fund.

Mr. Young suggested that possibly individuals would be glad to do per-

sonal relief work if the individual cases were called to their attention.

B. F. Manley suggested that a salvage department be established to which all employees could contribute and the proceeds be used for relief work.

F. E. Geibel moved that the Chair appoint a committee to make a study of the relief situation and report at the next meeting. The motion was seconded by P. G. Winter and unanimously approved.

M. C. Munson asked that steps be taken to provide some sort of heat in the pits of the erecting shops at Torrance during the early morning hours in the winter. Mr. Geibel will handle.

W. A. McCammond stated that it had been called to his attention that some employees were under the impression that the 35 cents monthly dues collected by the Club were used to some extent to maintain the Pacific Electric Camp. It was explained that all dues were used exclusively for Club purposes.

H. J. Lee having been transferred to the Subway Terminal, W. J. Staudigel was appointed to represent the Western Division, Sixth and Main, on the Club Executive Committee.

P. E. CLUB BULLETIN

Dec. 10, 1930, to Jan. 10, 1931

Wednesday, December 10:

Rod & Gun Club Meeting at Club Building—8:00 p.m.

Thursday, December 11:

P. E. Women's Club Afternoon Card Party in Ballroom of Club—1:30 p.m.

Club Dance in Ballroom of Club—8:00 p.m.

Friday, December 12:

Motion Picture Show—"Young Eagles" with Charles (Buddy) Rogers and Jean Arthur—7:30 p.m.

P. E. Club Bowling Matches at Jensen's Recreation Center—8:00 p.m.

Saturday, December 13:

Motion Picture Show—"Young Eagles"—8:00 p.m.

Agents' Association Meeting in Club Ballroom—7:45 p.m.

Sunday, December 14:

Baseball games—see weekly bulletin.

Thursday, December 18:

P. E. Women's Club Christmas Party in Ballroom of Club—1:30 p.m.

Friday, December 19:

Motion Picture Show—"The River"—with Charles Farrel and Mary Duncan—7:30 p.m.

Bowling at Jensen's Recreation Center—8:00 p.m.

Saturday, December 20:

Motion Picture Show—"The River"—8:00 p.m.

Sunday, December 21:

Baseball Games—watch weekly bulletin.

Monday, December 22:

Pacific Electric Club Christmas Party—program in Theater, Christ-

mas tree and Santa Claus for the kiddies, and dance—7:30 p.m.

Thursday, December 25:

Merry Christmas—Club open 10:00 a.m. to 6:00 p.m.

Friday, December 26:

Motion Picture Show—"Conquest" with Monte Blue, Lois Wilson and H. B. Warner—7:30 p.m.

Saturday, December 27:

Motion Picture Show—"Conquest"—8:00 p.m.

Sunday, December 28:

Baseball Games—watch weekly bulletin.

Thursday, January 1:

Happy New Year—Club open 10:00 a.m. to 6:00 p.m.

Friday, January 2:

Motion Picture Show—"The Big Pond" with Maurice Chevalier and Claudette Colbert—7:30 p.m.

Bowling at Jensen's Recreation Center—8:00 p.m.

Saturday, January 3:

Motion Picture Show—"The Big Pond"—8:00 p.m.

Sunday, January 4:

Baseball Games—watch weekly bulletins.

Monday, January 5:

P. E. Women's Club Night Card Party in Club Ballroom—8:00 p.m.

Wednesday, January 7:

P. E. Club Executive Committee Meeting in Club Ballroom—2:00 p.m.

Thursday, January 8:

Regular meeting of P. E. Women's Club in Club Ballroom—1:30 p.m.

Club Dance in Ballroom—8:00 p.m.

Friday, January 9:

Motion Picture Show—"Under-tow" with Mary Nolan and John Mack Brown—7:30 p.m.

Bowling at Jensen's Recreation Center—8:00 p.m.

Saturday, January 10:

Motion Picture Show—"Under-tow"—8:00 p.m.

Magic Square Solution

LAST month in the Magazine there appeared a block with 16 squares with the numerals 1, 4, 13 and 16 inserted in the foremost corners or squares. The "catch" was to insert twelve numbers in the remaining squares so that the sum of every horizontal, vertical and diagonal column would add up to 34.

It can be done, as will be found by adding in all directions the numbers in the squares below.

1	15	14	4
12	6	7	9
8	10	11	5
13	3	2	16

SANTA CLAUS TO VISIT CLUB MONDAY BEFORE CHRISTMAS

Word has just been received from ol' Saint Nick giving assurance that he will visit the Pacific Electric Club this year, the date having been set for Monday, December 22. In his honor a special evening of entertainment of interest to both young and old has been arranged. Every member of the Pacific Electric Family will want to be present!

The evening's program will begin promptly at 7:30 P. M. with a Christmas entertainment in the Theatre. Featured in this special entertainment will be a one-act play presented by the Dramatic Art Class under the direction of Miss Alice McKie, and musical numbers rendered by the Club Chorus and Concert Orchestra, directed by Mrs. Ethel Boothe and Miss C. M. Bronnenberg.

An hour devoted exclusively to the Kiddies will follow in the Ballroom immediately after the conclusion of the Theatre program. With a giant Christmas Tree and other appropriate decorations lending to the holiday spirit, and amid hundreds of sparkling eyed youngsters waiting in anticipation, "Santa" will make his appearance and personally present each of the young folks with presents to remember him by. By all means, bring the Kiddies to the Club on the evening of Monday, December 22.

Concluding the evening's entertainment will be a Christmas Dance, music being furnished by our popular Club Dance Orchestra.

Keep this date open—Monday, December 22—and be sure and bring the Kiddies with you to the Club Christmas Party.

RAILROADS' ACTUAL OWNERS

Each tick of the clock, day and night, through the entire year of 1929, cost the Class I railroads of the United States \$13.32 in taxes, says the Bureau of Railway Economics, and adds: "Between 1911 and 1929, cash dividends paid to the stockholders of Class I roads increased 23 per cent. During that same period, the taxes of Class I roads increased 302 per cent."

American People Must Pay Taxes

The most important point in this statement, and in similar statements from almost all great corporations, is entirely lost to sight: It is the American people—individual citizens, widows and orphans dependant on trust funds, insurance companies and other business concerns which have invested some of their funds in securities—who receive these dividends and pay these taxes. In many corporations, the employees, from high to low, form a substantial percentage of the ownership. Grouped under the terms "railroads" or "telephone companies," and so on, the true identity of these owners is submerged and forgotten.

If and when the American people realize this truth, the contrast between dividends and taxes may become less conspicuous.—From the Manufacturers Record.



STORES DEPARTMENT

H. Vander Zee

Once again the annual inventory taken as of September 30th, is nearing completion. Considering the small amount of extra help employed its completion within sixty days is a record of which the Stores Department is justly proud.

Ward McCall Storekeeper and Mrs. McCall made another trip to Omaha and surrounding points during their vacation this year. Ward reports a very pleasant trip the most pleasant part being the thought of and the journey back to beautiful sunny California.

The following vital statistics are rather old to report at this time but our column in the Magazine has been missing for the past month or two for several reasons, the main one being lack of time to devote to this work. However, the news is very pleasant and worth mentioning and so we are glad to report the following marriages:

Matt. Arch and Ann L. Creek, July 21st.
Max White and Ida Kline, Oct. 19th.
Hessel Vander Zee and Margaret J. Scarsbrick, Oct. 21st.

The Stores Department extends best wishes to the happy couples.

Vacation season for 1930 is practically history. However, there are always a few stragglers this time of the year, one of them being Clifford De Motts, who is at present vacationing at home and Southern California points.

Mr. Charles A. Wakefield, Stationer, was also a frequent visitor at the doctor's office for the past two weeks, with an infection of the face caused by an ingrown hair. The sore healed up very nicely and Charles was able to stay on the job every day.

The Stationery Store seems to have been rather hard hit in the past month but we hope their troubles are ended in this respect.

James Shafer, Asst. Stationer, has been on the sick list for the past three weeks with an infected finger. The infection was caused by a slight injury, sustained performing his duties in the Stationery Store and necessitated an incision. At present the injured member is not doing so well, and it is impossible to say when Mr. Shafer will be able to resume his work.



HILL ST. STATION

W. H. Jenkinson

Cashier G. M. Huggins has returned to work after taking an additional leave with his vacation. He visited Seattle, Portland and Vancouver.

Conductor R. C. Milnes and his family spent a week-end last month at Mt. Lowe.

Supervisor G. E. Steward has transferred from Vineyard to Glendale. T. J. Kisky has taken his place at Vineyard.

Any one interested in basketball please get in touch with Hanselman for he can use a few more candidates in the team being organized.

It is rumored that Motor Coach Operator T. H. Wolfe of Glendale has in his possession a marriage license. All are wondering what he intends to do with it.

Conductor W. H. Griffith is taking a leave of absence late this month. He intends to visit the southeastern states.

Motorman L. H. Newport has a new sheepskin coat and believe us it's some coat.

The bugle has been silent for a few weeks. Conductor B. V. Williams of the extra list has gone to the government hospital at Sawtelle for treatment of a broken ear drum which he received during the war in France.

H. W. Bradbury reports that his wife is recovering from an operation performed recently.

O. B. Glandon, Conductor on the Echo Park line, is back to work after spending several weeks in the hospital.

The following men have returned to work after taking their annual vacation: Conductors C. P. Wagner, G. F. Growther, J. D. Mobely, D. K. Messamer, L. J. Shockley, N. Labarde, R. R. Stubbs, H. Snyder and M. J. White. Motormen G. W. Edwards, G. E. Culver, W. G. Baldwin, A. A. Batch, C. H. Johnson, B. R. Goodwin, P. D. White, L. V. Nelson, R. Wallis, J. C. Froham, A. M. Moore, O. W. Standifer and L. A. Finley.

J. D. Mobely flew to Mexico City on his vacation.



OCEAN PARK CARHOUSE

E. M. Daniels

The following men have taken their vacation this month: R. B. Goodman, J. H. Robertson, "Dak" Boardman, Jim Dodge, Ray Hightower and W. H. Neff. All report having an enjoyable time.

Mrs. J. L. Weeks returned home from Texas where she has been for the past two months. J. L. was tired of eating canned beans and what not and surely was glad to see his "Boss" return.

Beverly Grace arrived at the home of Mr. and Mrs. J. H. Robertson, November 10th. The little lady weighed six and one-quarter pounds.

The ball club has shown improvement this month by winning a few games. The ground is in fair shape after the rain and before long we hope to see many of our friends who attended last year turn out again to see the games this year. The ballground is at Main and Colorado Streets in Santa Monica.

There is a baseball benefit dance December 20th at the Santa Monica ballroom. Make plans for this for we need your support. Further announcement of dance will be broadcast over the radio from Santa Monica.

"Turkey Day" was celebrated by the boys around the Park. Everyone reported for work Friday and with a smile. Turkey was cheap this year, which helped a lot.

S. W. Moore, Conductor Short Line, found a lady passenger standing on the seat of the car screaming. When the lady calmed down enough to speak she told Moore that there was a spider on the floor. Moore captured the monster and became a hero.



NORTHERN DIVISION Eastern Lines

Ruth Thompson

The San Bernardino P. E. Women's Club have been having some fine meetings. They decided to make their time count for something worth while, so have been fixing over clothing and making comforters which have been turned over to the Tuberculosis Nurse.

On Armistice Day they met at the home of Mrs. Wm. G. Bodkin. Those enjoying the afternoon were Mrs. L. M. Sinotte, daughter and cousin, Mrs. Andrew Miller, Mrs. M. Frasure, Mrs. T. C. Trolinger, daughter and son, Mrs. Bert Perry of Riverside, Mrs. Bailey Burch of Arlington, Mrs. Robert Jarrard and the host and hostess, Mr. and Mrs. Bodkin.

Motorman Paul Dusserre's wife has just returned from the hospital where she underwent an operation for appendicitis. She is well on the road to recovery.

Three of our Trainmen have left the family here and have moved to Macy Street and Pasadena terminals. They are Conductor J. W. Morrison, Conductor F. K. Bard and Motorman S. Swenson. We hated losing them and hope they find the pickin's good down there.

Bachelor Motorman W. W. Cooper likes 'em with red hair, so they say.

One of our most highly respected and esteemed Motormen came in with a story of losing an automobile and having to walk three miles home. We are in quite a bad way up here when things like that happen. In time, the car was found by the owner (not the person mentioned above), and the whole thing was hushed up as quickly as possible and I suppose, will go down in history as one of the unsolved mysteries. Of course, after telling the story, we wouldn't mention any names or he might know who we meant and we don't like to embarrass people. The only clue we were able to find was that some sawdust was connected in some way in the affair.

Among our Thanksgiving vacationists are: Dispatcher Wm. G. Bodkin, Motorman B. McCumsey, Conductor A. E. Babcock, Conductor T. C. White and Conductor E. Jackson.

We understand that Brakeman H. F. Trockel is taking cooking lessons now.



MACY ST. TERMINAL

D. B. Van Fleet

An increase in membership of the junior P. E. family was registered last month with the arrival of Donald Lamon, an 8-pound baby boy, at the home of Conductor B. L. Copeland on November 23rd. Congratulations Mr. and Mrs. Copeland!

We are pleased to welcome to Macy Street Motorman S. Swenson, who last month transferred to Macy from the San Bernardino Terminal.

Yes, it is strange when one of the supposedly confirmed "regular" extra men deserts the extra board to take over a regular run. Conductor J. E. Bush, Macy Street, now holding Run 44, Sierra Madre Line, is the latest such deserter.

Those few Motormen who were so sure Run 102, daylight Sierra Vista run, would be taken by an older man that they withheld their bids on same, now are wondering how it happened for Motorman C. H. Yaple with much lower seniority won the run. It is safe to say that such a happening will hardly occur again for some time.

The returns of recent bids showed that two Macy Conductors chose runs in Pasadena Terminal, while two others from Pasadena selected runs in Macy Street. Conductor R. S. Copeland is now working Run 141, South Pasadena Line, while Conductor R. F. Waugh is on Run 7, Pasadena Short Line. Those conductors coming to Macy Street are W. F. Dougall on Run 112, Sierra Vista Line, and I. H. Lundy on Run 146, South Pasadena Line.

Motorman H. A. Eickstaedt's progress on the road to recovery, though very slow, does show an evidence of a definite improvement. It is sincerely hoped by his fellow workmen that he will soon be back in our midst.

Motorman F. H. Clark, San Bernardino Line, enjoyed the Thanksgiving season by making a four day trip to Fresno.

The quick decision of Motorman D. E. Coleman, Glendora Line, to immediately stop his train before a serious automobile accident occurred at an intersection just in front of him, saved his company from becoming involved in what proved to be a fatal accident. Highest praise is due Mr. Coleman for his keen alertness at the critical moment.

The Macy Street vacation season for 1930 is drawing to a close. However, it will not be long before we will hear plans for the 1931 rest periods. Remember in making your plans that our camp in the San Bernardino Mountains is open all winter.

E. B. Baker, weather prophet, says, "The non-appearance of a well-known sheepskin coat around Macy Street so far this winter, has led many beside myself to doubt the declaration of nature observers who claim that we are in for a very severe winter, due to the fact that the muskrats have built themselves larger houses than usual this year. I believe our doubt is justified, for in times past this particular article of wearing apparel has been associated almost without exception with the most adverse weather we have had in the West."



**NORTHERN DIVISION
PASADENA**

Edmond C. Fox

Conductors F. K. Beard and J. W. Morrison, formerly of San Bernardino, are now permanently located in Pasadena and are qualifying for service out of this terminal. Welcome to our City.

Conductor R. S. Copeland of Macy terminal bids in South Pasadena run No. 141.

W. H. Owen has decided to exercise his seniority and has bid in a Lincoln Ave. night run.

Our expression of sympathy is extended to R. C. Wells upon the passing of his Mother, November 19th.

Congratulations are due Mr. and Mrs. F. E. Wheeler. A seven pound girl arrived at their home November 25th. Mother and baby are doing fine, thank you.

The Dinner Dance sponsored by the Pacific Electric Club is going to be a big affair, and, as it is intended for members residing in Pasadena and vicinity we should all endeavor to make it a big success. Plan now for this event and prepare for a good time. The date, December 17th. The place, Pacific Electric Club, Los Angeles.

G. M. Britt is enjoying his vacation in Portland, Oregon.

A round trip to San Francisco via Western Air Express was presented to M. L. Anderson, Motor Coach Operator on the S. P. station line. He was the holder of the lucky number in a drawing held at the Y. M. C. A.



ACCOUNTING DEPT.

George Perry

"Last night—de vind, came andt blew"—the roof off Earle Moyer's house at Sierra Madre. It also blew trees down on the front porches of the homes of Harry Thomas and George Watson, both found that they were unable to use the front entrance when they were leaving for work—thus is summarized the damage done to property of employees of this office by the last freak windstorm.

Welcome back to the big Pacific Electric family our former co-worker—Louise Briggs, who has been away from the fold these past 3 years. She is again in the Stenographic Bureau with Mrs. Dale.

We have just received a postal card from A. J. (Dixie) Brand, who is visiting his children in New Orleans, to the effect that it has rained every day since his arrival. He also sends best wishes to all.

Gilbert Lamm believes in buying to stop the business depression, he therefore purchased a new home in the Carthay Circle district. How about it G. B.—are you going to give a house warming?

The P. E. Golf Tournament included two members from this department both of whom placed in the finals. Joe Kennedy took second place with an award of a \$12.00 merchandise order. George Chrystal (whose countrymen originated the game) placed sixth.

Joseph Kennedy is our new office boy and he hails from Redondo Beach. Hope you can stand us, Joe!

Carol Bone has been made assistant to the Agents' accounts desk also to the contract desk, which with various other changes has brought Dale Hyde back to the Miscellaneous Bureau.

Farewell and best wishes for future prosperity are extended to Mrs. Emma Franklin, who left the service Saturday, Nov. 29th. She is giving up business to take up the duties of housewife. As a parting gift she was presented with a set of table linen.

Did you know that: Bill Keelin motored to San Francisco with friends recently to see the California-Stanford game. Anna Smith vacationed in Phoenix and Tucson, Ariz., where she had a keen time. Leland Smith stayed at home and rested during his vacation. Mrs. Bobby Bachelder is on a 3 months' leave of absence and is visiting friends and relatives in Toledo, Ohio. Betty Gorrell took several days' vacation following the Thanksgiving Holiday. The following clerks of the Conductors Accounts are vacationing at the points shown: Alice Elliott, at home; Nelda Coy, Oklahoma; Ethel Mae Merwin, Forrest Home; Virginia Kershner, Local Points; Lucia Waggoner, San Jose; Bonnie Barker, Texas; Dorothy Gilliam, Local points; Marie Klaxton, Mexicali??

Heard Around the Office

Uecker speaking!
Long and a short on 321 please—Bisseee!!
Mildred!—your Fenimore bills are ready.
Watcha eatin' Herm?
The 14th comes on Saturday this month.
I got station WENER on my Grebe last night without a bit of static.
The score is 0 to 0 at the half, Notre Dame's ball.
Don't get fresh.
Go ahead this end is ready.
Hey you guys! doncha want any stationery this month?—all right then gimme a list.
Rush this voucher willya, Ben?

**FREIGHT DEPARTMENT
SOUTHERN DIVISION**

By P. G. Winters

We wish to extend our best wishes to our old friend and pal, Tommy Lyons, who has been so faithful in writing the Southern Division Freight news for the past four years.

Clyde (Abbie) Coutts is now on vacation. (Jockey) Swartz passed the news out that Clyde intended to paint the homestead while off duty. It has been suggested that Clyde secure a net and place it under the ladder to save him from that old picket fence.

Our General Yardmaster expects to take a much needed rest on or about the first of December. Here's hoping he gains in health and feels much better on his return to duty.

We now have two of the largest small men in the employ of this company, working the two night jobs at Butte St. Conductors Shorty (High Pockets) Wamsley and Willie or (William) Nolan.

The writer noticed that the 8th Street boys have a new drinking fountain and also other improvements which make things more convenient. Ask George Terry to tell you about the times when they had to work longer hours.

Victor Hemphill is sure to travel in class. We noticed a nice Paige sedan taking the place of the old reliable Oldsmobile.

L. Covell, R. Cobb, their wives and families, Miss Hauge, (Lime) Ventress and wife spent an enjoyable evening at Jocky Swartz's home at North Hollywood. These city slickers Covell and Cobb proceeded to take Ventress and Swartz on for a bowling match, but as the Magazine went to press the score was a tie. Now if you don't think it was some contest ask any or all concerned.

Chas. Coutts, wife and children, with the writer and his wife spent a pleasant Thanksgiving Day at P. E. Camp.

Walter Poulson is now on the firing line. Top end of Butte Street. He says he surely misses John Shanley and Ben Mobley, his two star car hands.

Amos Tang told a fast one the other night. Tang said he went out to gather some eggs to fill an order for Chas. Noonan, but to his surprise found only 19 eggs from a flock of 500 laying (or lying) hens. There is surely something wrong in Denmark.



SOUTHERN DIVISION

William Kaplan

Last month Conductor N. A. Schmidt rushed down to the Watts car barn with chest thrown out and a cigar box in each hand, announcing the arrival of a baby boy at his home. The new arrival weighed 8½ pounds.

Charles T. Bliss and "Bat" Nelson, without any hubbub or clamor, were recently married.

Ray Jones is back on the job after a trip east.

Julian Beck, universally known as "hot-shot," is now connected with the City Attorney's office. Beck is a graduate of the University of California at Los Angeles.

This is our first chance to welcome Conductors Wholf and Lyons, transferred here from the Freight Department.

B. A. Smith, formerly of the Western and the Southern Divisions, is now settled permanently in Jefferson City, Iowa.

Norman G. Pollock is now conducting a lusty window cleaning business, working out of Whittier. Pollock was one of our best bridge players.

Did you know that Charlie Button, genial Trainmaster, was once a big league baseball star? Way back in '87 Button was playing with the greatest of baseball history. Charlie is famous for his good temper and quiet effectiveness.

The Los Angeles Terminal office is certainly a hot bed of sport interest. Anyone who wants to get the real "dope" on any sport need only to visit the "Bull Pen" to get inside information from "experts."

Believe it or not, Robert "Wild Bill" Simp-

son claims that he can speak six languages. Fred Groth, however, holds that everything Simpson says sounds like Greek to him.

SOUTHERN DIVISION
Long Beach Terminal
 W. H. Lowry

Three Nimrods returned to work on Monday, November 17, after a successful rabbit hunt near Lancaster. At least Phall, Tenard and Senbert think it was successful enough that they are going again in December. Senbert says he refuses to take a gun along next time, preferring rock instead. After shooting at a rabbit with his muzzle loader the rabbit became confused and didn't know whether to dodge the shot or the parts of the gun.

Mrs. F. C. Phall, wife of Assistant Foreman, at San Pedro, is reported improving after several weeks illness.

Our General Foreman, J. Boswell is back on the job after spending a pleasant two weeks with his folks in Shelbyville, Kentucky.

Our old friend Tex Laury is back again after 45 days spent in Texas and Old Mexico. We think most of his time was spent in Mexico, from all reports.

P. Zepoda is spending his vacation on the sick list. We all wish him a speedy recovery.

Our Chief Carpenter, "Ham" Patton, is spending his vacation at home.

Mac—What is the speed limit in Long Beach?



NORTHERN DIVISION
POMONA

Walter R. Bloom

Conductor Fletcher Upp of the Ontario line, and Mrs. Upp are spending a 30-day vacation in Missouri and Chicago, Illinois.

Conductor Ford Costner and brother have returned from a hunting trip to the Salton Sea. Ford reports lots of game down there, and proved his statement by the ducks and rabbits he brought home.

Chas. Kinne and family are planning a trip to Arizona to visit his father. They expect to be gone ten days.

George Miller, Foreman at the Yards, has returned home from his vacation which was spent at Salt Lake City, Utah. George stopped over at Las Vegas and looked over the proposed dam site. He says it is well worth one's time to see it.

Conductor Cecil Hall of Run 505 has been working Ontario bus during the absence of Fletcher Upp.

Johnny Tate, Upland Agent, is back on the job after being off duty for some time on account of sickness.

John Gilmore, Motor Transit Agent, is taking a six-day vacation.

Everett Parker, Substation Operator, and wife, left via the Southern Pacific for Guadalajara, Mexico, for several weeks' vacation.

Harry Null, of the Signal Department, surprised his friends several weeks ago by getting married. He is on a thirty-day vacation.

Marjorie Foote, daughter of W. B. Foote, is the possessor of a new Ford Roadster.

Motorman Frank Evans has purchased a Chrysler sedan and Conductor Harold Riordan a Ford Coupe.

Motorman Lawrence M. Green has erected a new store building on East 5th Street with filling station and tourist cottages in connection.



7th ST. WAREHOUSE

Daniel Sanchez

Vacation period is nearly at a close. Two of our boys, Al J. Horspool, Stevedore, and J. J. Burke, Checker, are back on the job after spending a pleasant two weeks at home.

In order to help the country back to prosperity, Checker A. B. Winquist is doing his part by offering to the boys of the Company a chance to buy their Christmas candy at a bargain. Call in person at any time.

Stevedore Santo Salazar is at present on the sick list, but we hope his recovery will be a speedy one.

The boys in this department are using this means to wish their fellow workers and their families a very joyful Christmas and a happy New Year.

A new face is present on the day shift, Chas. Markle having been transferred from the night shift. Welcome, Mr. Markle.

Checker Guillermo Hernandez has been transferred from day to night shift.

WITH AGENTS IN NOVEMBER
 By H. C. Hall

The Southern Division is ahead in the Agents' Association attendance race: Southern Div., 78.9; Northern Div., 71.8; Western Div., 68. Secretary John Winterberg being on Southern Division may account for sudden raise in attendance on that division. Anyway if they win over Northern Division we should call for a recount. The Northern Division has won for so many years in a row that they have forgotten anyone else could win.

At the November 8th meeting Clyde Whiteley, Agent at Upland was Chairman in the absence of B. W. Livingston of Inglewood, our regular President. Clyde had the boys telling the truth about their stations.

Agent Jack Young of La Habra reported one of the best months in October, shipping perishable fruit, and stated that the outlook for November was the best he had seen in many moons.

The Agents voted to send Dave C. Cowan, former Agent at Gardena, a little remembrance. Mr. Cowan has gone to Tucson, Arizona for his health and will be there for some time. A check for \$50.00 was sent to Dave to tide him over any rough spot. Anyone wishing to send a little cheer along to Dave get in touch with John Winterberg, Agent at Bellflower and same will be taken care of.

Agency forces have joined the P. E. Orchestra. One saxophone player, Dick Bedding of West Los Angeles has been seen on hand at practice. Can any of the Agents toot a horn, play a violin, or strum a guitar or any other instrument? If so, for your information, Monday and Friday evening at 6:30 p.m. to 8:30 p.m. practice is held at the P. E. Club ballroom. You are invited to participate.

Clyde DeLong, Assistant Agent at Claremont is back on the job. Clyde became the father of a fine son during his recent vacation. Congratulations!

Our good friend and busy business man, D. Keller is plenty busy with P. M. T. Co. work. Since Mr. Gilmore has been in Pomona on P. M. T. Co. work, Mr. Keller has been given the position of Traveling Freight Agent and is working out of the main office in Los Angeles.

By the way boys, John Tate is back on the job at Upland Second Avenue. John has spent quite a few weeks in the hospital in Los Angeles and a week or so around home to gain back his strength. He came back on the job November 20th and we wish to extend him the glad hand.

George Winslow, Relief Agent has been honest enough to admit to another department, namely, Getz of Car Service, the fact that

some Agents and Relief Agents know not what work is. Maybe he's joking; anyway the other man's job seems softer than ours.

The first smudging on Northern Division was done the night of November 18th. Anyone riding our cars across the vineyards toward Grapeland would have seen a total eclipse of the sun, so dense was the smudge.

Traffic Management class meets on Thursday evenings from 7 to 9 p.m. E. W. Hill is the teacher and everyone is welcome to come. Better go and join. Much is to be gained from it.

Glenn Hasse, Relief Agent, has been relieving several of the boys on the east end of the line. First comes Freddie Neumeyer, Asst. Agent, Freight Depot at Riverside who has been taking his belated honeymoon. Next comes Agent O. J. Hamble at Rialto who was vacationing around home account too much cold weather. Next, Agent Etiwanda prowling around system looking for agency news for Magazine.

Agent A. E. Stemple of Fontana and Glenn Hasse, Relief Agent will take their vacations the holidays. They will remain at home.

This last wind coming over the week end of November 22nd caused a drop of 10 per cent in carloads of citrus fruit from Southern California shipping territory. The wind knocked quite a few green lemons and oranges onto the ground and bruised a good many more as well as tore the leaves from the trees. In some places it blew hedges down on producing trees, thus destroying valuable limbs and in some cases whole trees.

Pacific Electric Railway Company Agents have in most cases taken over the work of Motor Transit and Greyhound interests in each community served by both. This is better for the patrons as well as our parent companies. It means better service to all places concerned and a lot less expense in office equipment. In this case Upland has one of the best located stations on the Northern Division to handle everything right in the center of town. Clyde Whiteley, Agent, reports each department under his agency is doing a fine business.



ENGINEERING DEPT.

Margaret Maitland

Re: Fred Linne—no girls, it's not a corset, it's a Bella Donna plaster he is wearing.

Miss Emma Smith has just returned from a vacation spent at her home in Tucson.

Helen Rapp is now on vacation, to be spent in and around Los Angeles.

Miss Anna Peterson, who has been in a sanatorium since leaving the Engineering Department, passed away Sunday night. The body was returned to her home in Salt Lake for burial.

Martha Falbaum is no longer with us, and we surely miss her sunny smile.

Well, the Swede got a break this time; had to go back to Salt Lake on Company business, and, since home is just around the corner, got to say "Hello" to the folks at home.

Richard Poschman, the "Big Relay Man," spent Thanksgiving in San Diego. Richard ate very heartily with the result that he split his coat open and lost his card pass.

Jack Foster spent his vacation trying to wear out his new Chevrolet. The car outlasted Jack's finances.

Big-hearted Max White helped out the City Treasurer by paying \$2.00 for a traffic tag.

Jerry Rons took his "Hup" over the Hump to Wakena. Jerry reports a pleasant trip and had plenty of turkey and tongue to eat.

Dave Foyle has at last found a winner. This time it is the Compton Jay Cee football team. However, this is a matter of location and not good judgment.

A Smile

Nothing on earth can smile but man. Gems may flash reflected light, but what is a diamond-flash compared to an eye-flash and a mirth-flash? Flowers cannot smile; this is a charm that even they cannot claim. It is the prerogative of man; it is the color which love wears, and cheerfulness and joy—these three. It is the light in the windows of the face, by which the heart signifies it is at home waiting. A face that cannot smile is like a bud that cannot blossom, and dries up on the stalk. Laughter is day, and sobriety is night, and a smile is the twilight that hovers gently between both—more bewitching than either.—Henry Ward Beecher.

“How long have you been working for that firm?”

“Ever since the boss threatened to fire me.”

Midnight came and “wow, wow, wow” and another “wow” came from the baby. “Four bawls and I walk” groaned the baseball player daddy as he slid out of bed.

The Sign Language

Ginsberg: “Mistah Ottist, I vant you should make me a doughnut sign.”

Painter: “Certainly, Mr. Ginsberg, but I thought you were a butcher, not a baker.”

Ginsberg: “Sure, I am a butchch; I vant it a sign: ‘Doughnut Hendel de Feesh.’”

The Muzzle

A man took his wife to a doctor, who put a thermometer into her mouth and told her to keep her mouth shut for two or three minutes.

When departing, the man tapped the doctor on the shoulder and said:

“Doctor, what will you take for that thing?”

An Honest Engineer

The engineer was having his trouble getting over Oshkosh Hill and at the next station received a message from the superintendent reading: “Why the delay at Oshkosh Hill?” The answer was short but plain—“Out of sand.” At the next telegraph office he received another message: “What were you doing on Oshkosh Hill without sand?” The reply was still short but full—“Slipping.”

Two youths, evidently college boys, were seated in a trolley car directly opposite a stout woman. The woman attempted to rise to get off, but, on account of her weight and the motion of the car, she experienced some difficulty.

“If she ate yeast, maybe she’d rise better,” said one of the youths to his companion, in what was meant to be a whisper. But the car had come to a stop, and the “whisper” was audible throughout the entire car.

The stout woman, who had by this time gained her feet, turned on her taunter suddenly and rasped: “And if you’d try some yourself, young man, you might be better bred!”



When a woman refers to her late husband it doesn't follow that she is a widow.

Fuller Gloom says: “You hardly know these days when you hear a woman telling about having nothing to wear, whether she is boasting or complaining.”

The saddest story of the month was about the too-observant fellow who remarked to his girl, “Your stockings seem rather wrinkled, dearest.”

“You brute,” exclaimed the dear girl, “I have no stockings on.”

When I was a baby my mother paid a nurse to wheel me around, and I've been pushed for money ever since.

A Smile a Second: One of the funniest things in the world is to listen to a bachelor and a married man giving each other advice.

You've heard of Naples, the famous Italian port, haven't you?

No, but how much is it a bottle?

A builder who was speaking in public for the first time, said: “I am unaccustomed to public speaking. My proper place is on the seafold.”

Golfer (to members ahead): “Pardon, but would you mind if I played through? I've just heard that my wife has taken seriously ill.”

Potted Wisdom

Don't speak of your private worries in public—she might hear you.

Don't laugh at your own jokes. Age deserves respect.

Opportunities are like girls—a man only embraces the pleasant ones.

Wedding bells are the alarm that terminates love's young dream.

Vodo: “Why don't you get your car greased and oiled?”

Dodo: “S-sh! It squeaks so beautifully now I can't hear a word my wife says.”

Horace: “What is a bachelor, daddie?”
His Father: “A bachelor, my boy, is a man who looks before he leaps—and then doesn't leap!”

Town Belle—Oh, aren't those stockings lovely. I want a pair of them to wear to the ball tonight.

Clerk (absentmindedly)—Will that be all?

Best Man: “Wasn't it annoying the way that baby cried all during the ceremony?”

Maid of Honor: “It was dreadful! When I am married I shall have engraved on all the invitations, ‘No babies expected.’”

A Racial Impossibility

In the smoking room of a hotel the guest from Scotland had been boring everybody with tales of the wonderful things he had done.

“Well,” said a bored Englishman, after a time, “suppose you tell us of something you can't do, and, by jove, I'll undertake to do it myself.”

“Thank ye,” replied Sandy. “I canna pay ma bill.”

X-actly

- X in the Roman notation is ten;
 - X is the mark of illiterate men;
 - X means a crossing, as drivers should note;
 - X in a circle may count as a vote;
 - X is a quantity wholly unknown;
 - X is a ruler removed from his throne;
 - X may be xenon, a curious gas;
 - X is a ray of a similar class;
 - X-mas is Christmas, a season of bliss;
 - X in a letter is good for one kiss;
 - X is for Xerxes, that monarch renowned;
 - X is the place where the body was found.
- Arthur Guiterman.

Two can live as cheaply as one if they don't eat or sleep or wear clothes.

When a woman sets out to give a man a piece of her mind, she frequently gives him all of it.

Another Momentous Question

She: “According to the latest fashion notes, skirts are going to be worn below the knees.”

He: “I don't doubt it, but how are they going to keep them on?”

Steve—“Well, dad, I fooled them at school today.”

Dad—“What did you do?”

Steve—“You see, we had visitors, and the teacher asked me to give Lincoln's Gettysburg Address, and I said that he never lived there.”

TOO MUCH FOR MAGGIE

A canvasser for a magazine house walked to the door of a prospect and knocked. A colored maid answered.

Canvasser: “Is the lady of the house in?”

Maid: “She's takin' a bath, suh!”

Canvasser: “I'd like to see her.”

Maid (grinning): I'se speck you would, sir.”

Judge: “But if you were doing nothing wrong, why did you run when the officer approached you?”

Abe Chapman: “I thought that he wanted to sell me a ticket for the policemen's annual ball.”

Mrs. Kelley: “You think so much of your old golf game that you don't even remember when we were married.”

J. J.: “Of course I do, my dear; it was the day I sank that thirty-foot putt.”

He sent his precious poem to the editor: “Let me know at once whether you can use it,” he wrote, “as I have other irons in the fire.”

In a few days the answer came back from the editor: “Remove irons, insert poem.”

Mother: “Dad, I wish you'd do something about Junior. He doesn't like to work and gets Tommy to do everything for him. I don't want him to grow up to be a lazy, good-for-nothing.”

Dad: “Lazy? Heavens! The boy's got executive ability.”

Strange Facts About Letter “E”

Someone has decided that the letter “e” is the most unfortunate letter in the alphabet, because it is always out of cash, forever in debt, never out of danger, and in hell all the time. No little credit is due, however, in that it is never in war, and always in peace. And we are deeply indebted to this little letter, since it is the beginning of existence, the commencement of ease, and the end of trouble. Without it there would be no meat, no life, no heaven. It is the center of honesty, and although it starts off in error, it ends in making love perfect.

She's an angel in truth, a demon in fiction; a woman's the greatest of all contradiction.

She's afraid of a scorpion; screams at a mouse; but she'll tackle a husband as big as a house.

She'll take him for better, she'll take him for worse, she'll split his head open and then be his nurse, and when he is better and can get out of bed, she'll pick up a teapot and throw at his head.

She's truthful, deceitful, keensighted, and blind; she's clever, she's simple, she's cruel, she's kind; she'll help a man up, she'll cast a man down; she'll make him her hero, she'll make him her clown.

You may think she's this (but you find out she's that) and she'll play like a kitten and scratch like a cat.

In the morning, she will, in the evening, she won't, and you're always expecting she does . . . but she don't.

"Give a sentence with the word 'judicious.'" "Vell, ham is not one of the judicious."

Irritable lady in crowded car: "Stop pushin', can't yer?" Stout man: "I ain't pushin', I only sighed."

"I've always been religiously inclined," remarked the oyster, as he slid down the minister's throat, "but I never dreamed I would enter the clergy."

Joe—I met my wife in a very funny way—I ran over her in my car and later married her. Brown—If everybody had to do that there wouldn't be so much reckless driving.

The Palms

First Guest: "I'm sure I don't know why they call this hotel the 'Palms' do you? I've never seen a palm anywhere near the place."

Second Guest: "You'll see them before you go. It's a pleasant little surprise the whole staff keep for the guests on the last day of their stay."

James: "How did you like Venice?" Archibald: "I only stayed a few days. The place was flooded!"

Hard-Luck Harry Says:

"I've got a check for \$40 and the only man in town that can identify me is a merchant I owe \$50."

Jane, six years old, was out for a ride in the country. She saw a swamp where cattails were growing.

"Oh, daddy!" she exclaimed. "Look at the hot dog garden."

The Wife He Wanted

"Why are you so pensive?" asked the widower.

"I'm not pensive," she replied. "But you haven't said a word for twenty minutes."

"Well, I haven't had anything to say."

"Don't you ever say anything when you have nothing to say?"

"No."

"Will you be my wife?"

The experience of most married men is that it doesn't pay to argue.

Mother: "Mabel's young man has taken offense at something. Have you said something to him?"

Father: "Not a word. I haven't seen him since I mailed him the last electric light bill."

Hill: "So tomorrow is your wedding anniversary. What do you expect to get for your wife?"

Gill: "I don't know. I haven't had any offers."

A Bite

A keen angler took a friend for a day's sport. The friend knew nothing of fishing, but decided to try his luck.

After a long silence by the banks of a stream the novice said, "I say, how much do those little red things cost?"

"You mean the floats?" Oh, they're cheap. Why?"

"I owe you for one. Mine's just sunk."

Partial List of Claims Paid to Pacific Electric Ry. Employees During October, 1930, by the Wm. L. Thomas Agency of the Pacific Mutual Life Insurance Company

Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid
Auforth, Fred W.,	Influenza	\$ 32.00	Hemphill, Thomas L.,	Cold	10.00	Rowe, John H.,	La Grippe	8.00
Barnett, Dave,	Influenza	26.66	Hemphill, Thomas L.,	Cold	12.00	Sanchez, Daniel,	Tonsillitis	24.00
Burnett, Glenn D.,	Infected tooth	12.00	Huettner, Christopher,	Sprained back	12.00	Schimmelman, Louis,	La Grippe	6.00
Castro, Isidro,	Bruised back	9.33	Idleman, Bailey C.,	Influenza	18.00	Senay, O. Emmanuel,	Influenza	10.00
Clement, Fred C.,	Influenza	12.00	Ingraham, Paul O.,	La Grippe	26.00	Silverman, Albert,	La Grippe	12.00
Cole, Ralph C.,	Cold	22.00	May, Renard R.,	Tonsillitis	10.00	Singleton, Robt. J.,	Cold	12.00
Cole, Wm. B.,	La Grippe	6.00	McGilvray, Jack,	Influenza	10.00	Skemp, Milton R.,	Influenza	14.00
Davis, Darrell E.,	Hernia	74.00	Michaels, Claude H.,	Broken arm	120.00	Waters, Gilbert S.,	Influenza	10.00
Epp, Frank E.,	Hemorroids	10.66	Olson, Christian E.,	Bruise	37.33	Watson, Frank G.,	Cold	8.00
Gazeley, Gordon L.,	Tonsillitis	10.00	Patzer, Robert B.,	Ptomaine poisoning	8.00	Welch, Chas. H.,	Infection	14.00
Hastings, Daniel L.,	Influenza	24.00	Perry, Samuel C.,	Appendicitis	66.00	Young, Hary L.,	Indigestion	20.00
Hathaway, John P.,	Cut thumb	70.00	Robinson, Russell L.,	La Grippe	12.00			

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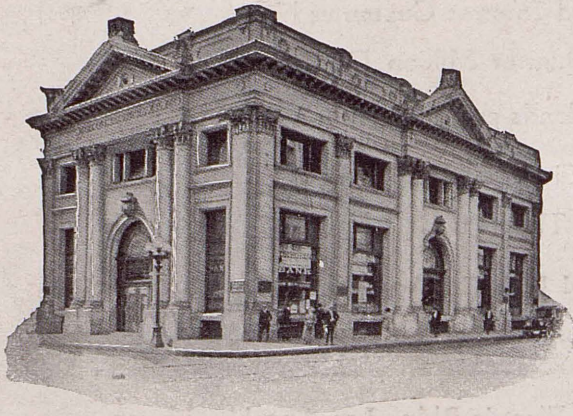
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