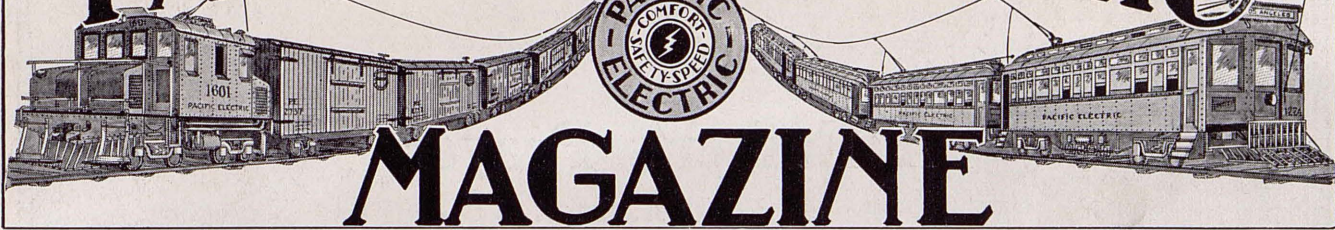


PACIFIC ELECTRIC



MAGAZINE

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LOS ANGELES, CAL., FEBRUARY 10, 1930

No. 9



Mt. Lowe Gleams in Winter Garb.

A Father's Prayer

By Edgar A. Guest

Lord, make me tolerant and wise;
 Incline my ears to hear him through;
 Let him not stand with downcast eyes,
 Fearing to trust me and be true.
 Instruct me so that I may know
 The way my son and I should go.

Lord, strengthen me that I may be
 A fit example for my son.
 Grant he may never hear or see
 A shameful deed that I have done.
 However sorely I am tried,
 Let me not undermine his pride.

When he shall err, as once did I,
 Or boyhood folly bids him stray,
 Let me not into anger fly
 And drive the good in him away.
 Teach me to win his trust, that he
 Shall keep no secret hid from me.

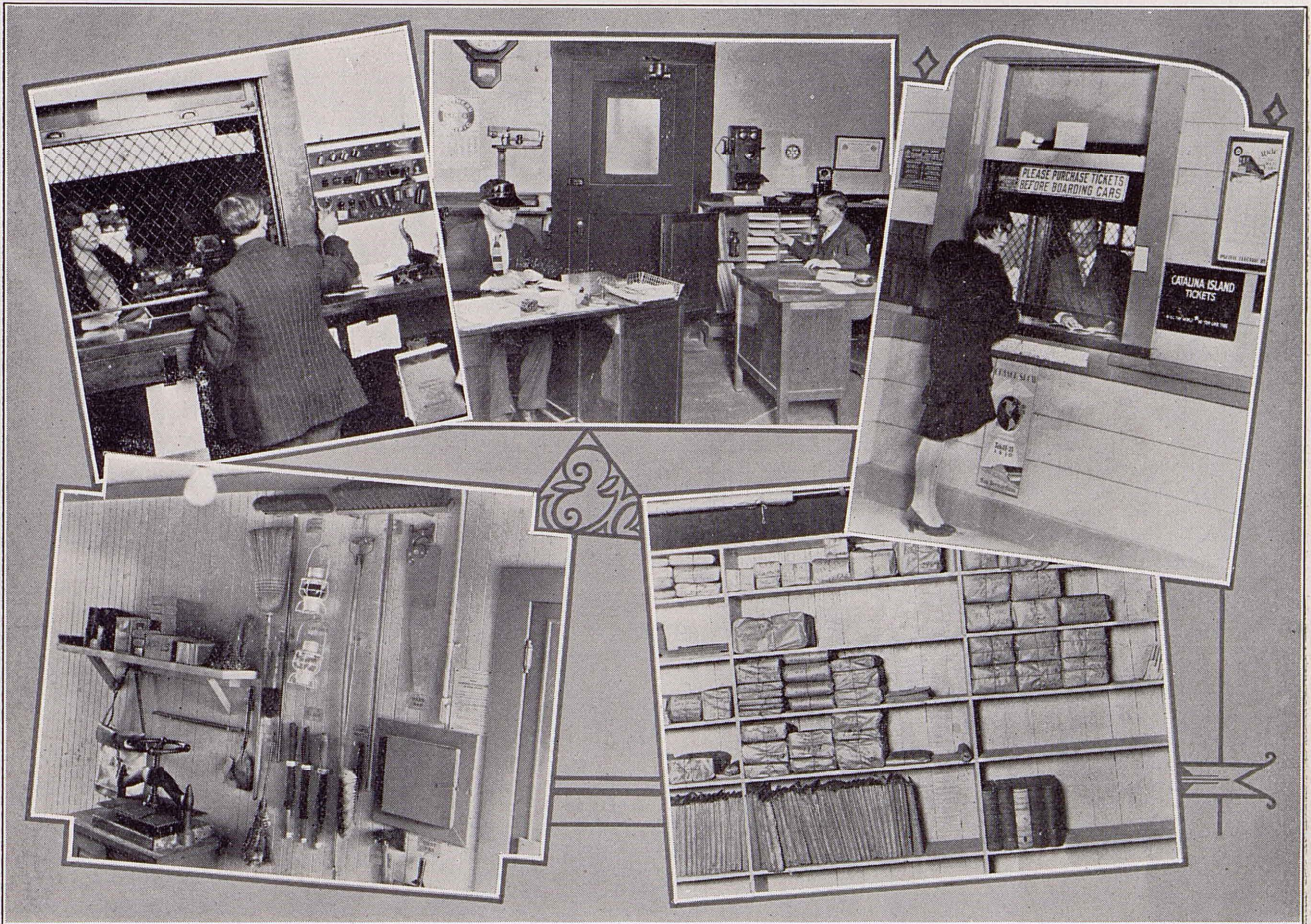
In spite of years and temples gray,
 Still let my spirits beat with joy;
 Teach me to share in all his play
 And be a comrade with my boy.
 Wherever we may chance to be,
 Let him find happiness with me.

Lord, as his father, now I pray
 For manhood's strength and counsel wise;
 Let me deal justly, day by day,
 In all that fatherhood implies,
 To be his father, keep me fit;
 Let me not play the hypocrite!

Table of Contents

<i>Place For Everything—Everything in Place</i>	3
<i>Heaviest Snow in Eight Years Hits Mt. Lowe</i>	4
<i>Mt. Lowe in Its Winter Garb of Snow</i>	5
<i>More Studies Offered Employees</i>	6
<i>Ol' Dobbins' Speed Rival of Early Days</i>	7
<i>Public Appreciation Expressed</i>	8
<i>Diplomas Awarded to Many for School Attendance</i>	9
<i>Largest Year's Insurance Paid</i>	10
<i>Traffic Tips Again Bring Good Travel Results</i>	11
<i>Editorial</i>	12
<i>Sports</i>	13
<i>Our Business Getting Chances</i>	14
<i>Whale Makes Journey Via Rail</i>	15
<i>Pacific Electric Club Affairs</i>	16
<i>Pick-Ups Around the Club</i>	17
<i>News of the P. E. Family</i>	18

PLACE FOR EVERYTHING—EVERYTHING IN PLACE



IF IT IS true that "first impressions last longest," patrons visiting our Compton station undoubtedly are being both agreeably and favorably impressed following improvements of various nature just completed throughout at that Agency. Moreover, it is the intention that all stations wherein the public transacts business with this Company shortly will likewise measure to a high standard. Also it is the intention that they shall continue to reflect creditably.

Selecting Compton as the initial effort to standardize, our Agency house-keeping work was begun a few weeks ago aiming to make of this station a model that all Agents would be happy to copy. While it required some effort, although little expense, the results are best reflected in the picture illustrations which are shown on this page.

Before proceeding with carrying out the keynote of good housekeeping, "a place for everything and everything in its place," the station from front door to back and from floor to ceiling was thoroughly cleaned, all surplus materials, of whatever nature, removed, and painted as needed. This completed, steps were taken to provide a proper and convenient storage place

❖ Intended as a model station, above are some nooks and corners at our Compton agency after it had undergone its re-vamping. All stations on our system are shortly to measure to this standard. The heading tells the story, a "place for everything and everything in place." ❖

❖ for every tool or accessory used at the station. ❖

In the main office desks were rearranged so as to combine proper light, convenience and utility. Additional metal shelves were provided for the storage of the numerous forms used and each shelf was labeled as to contents, which unquestionably reduces loss through haphazard storage in desk drawers.

All nails were removed from walls and board files were substituted with transfer cases which are stored under cover and are not now subject to accumulation of dust.

A stamp rack was provided with a definite location on the rack for each stamp, also for punch and band dater.

Records dating more than a year back were neatly wrapped, a year's business in each package of any particular record, such as station records, cashier's receipts, bills of lading, etc. On each package is legibly marked the nature of its contents, the dates,

and all records of a like nature stored together. The storage shelves were painted to improve appearance.

A location was set aside for the storage of all materials and supplies, making it possible to tell at a glance the quantity of each on hand; also easy to locate.

One of the outstanding improvements now effective in the Compton agency is the splendid arrangement for the storage of equipment. Also allotted to a given location everything of this nature has had a space on the wall assigned to it, hooks inserted upon which they hang and a stencilled tin plate showing just where every implement is to be placed. Here anyone may find, without asking another, the hose, step-ladder, stretcher, ax, pick, rake, pipe rollers, pinch bars, broom, lantern, dust pan, hatchet or any of the other numerous articles daily used in and about the station.

In the public waiting room all "dust-catchers" were removed, torn and faded advertisements replaced and rearranged so as to be in the direct vision path of patrons.

The many advantages that will accrue with a station constantly operated on "a place for everything and everything in its place" plan are nu-

merous and obvious. Not the least of these is the favorable impression which such a station makes upon our patrons. The natural assumption is that if the station is tidy, clean and business-like the service will be of a like nature; conversely, a shoddily-kept station suggests a service that is much lacking.

Among other advantages is increased efficiency; decreased fire hazard; elimination of surplus stocks, avoiding unnecessary investment and deterioration. From the Agent's standpoint much of the stress and distress of daily routine is reduced and he is enabled to work in much more pleasant surroundings.

HOW TO USE GAS SAFELY

Warning against carbon monoxide poisoning was issued by C. C. Brown, State gas administrator last month, and in view of deaths occurring from lack of knowledge or precaution, we repeat this authority's admonitions.

"During the cold and rainy weather," said Administrator Brown, "it is very essential that proper ventilation be maintained in the home where heating appliances of any kind are used. At least one window should be kept partly open at all times in rooms where gas appliances are burning.

"The following precautions should be rigidly observed in order that the cases of monoxide asphyxiation may be reduced to the minimum:

"Be sure that all gas appliances used are properly adjusted.

"Be sure that no leaks exist in piping of hose connections to gas appliances.

"Do not use gas appliances in bedrooms or bathrooms.

"In no case leave gas appliances burning in rooms where anyone is sleeping.

"In every case where gas appliances are used be sure that at least one window is partly open during the entire time the gas appliance is being used."

Heaviest Snow in Eight Years Hits Mt. Lowe

WHAT turned out to be the heaviest snow fall at Mt. Lowe and adjacent ranges since February 1922, visited these districts last month, January 9th and 10th to be exact. When the storm's rage had ended it was found that the fall had averaged 32 inches at and around the Tavern, while on the summit a full four foot fall was registered.

Beginning at the turnout on the incline the ground, brush and trees were completely covered or laden, the registered fall being gradually heavier as the cars climbed upward. Words fail to express the rare and real beauty of a snow fall, hence we refer the reader to the pictures appearing on opposite page.

Despite the unusual depth of the fall and suddenness of its visit, service to Mt. Lowe, with the exception of three cancelled trains Saturday morning, Jan. 10th, was undisturbed throughout the week or more when storm conditions continued. Roadmaster Shearn and a stalwart crew of some fifty men did themselves proud during the heavy period of the storm in keeping the tracks clear.

News of the heavy snow fall at Mt. Lowe and the fact that our line was operating as usual combined to give the largest day travel of many years on Sunday, January 12, a total of 1276 persons having traveled over our rail line to the resort. It is estimated that as many more hiked the entire distance from Altadena. The following Sunday with a heavy snow still present a total of 996 persons made the journey. On both Sundays service at half hour frequency was operated. During both week-ends the Tavern and cabins were filled to capacity, meaning about 175 persons being supplied with accommodations.

Due to the heavy snow fall other

EFFICIENCY OF RAILROADS

The railroads, since they were returned to private hands in 1920, after the two-year period of federal control, have given every effort toward reaching new standards of efficiency and economy in order that improved service might be offered the public. A few facts, recently issued, show the fruits of their labor.

In 1920, 24.5 per cent of freight locomotives and 7 per cent of freight cars were in bad order. In 1928, these figures were reduced to 16 per cent and 6 per cent, respectively. Freight car miles traveled per day increased from 25.1 to 31.3, an increase of 25 per cent. In 1928, each freight train produced each hour service equal to carrying 10.205 tons one mile, an increase of 40 per cent. Loss and damage for every loaded freight car dropped from \$2.66 to 68 cents, or 74 per cent.

In 1920, car shortages were a national menace. In 1928, they were practically unknown. Freight cars now carry more produce, in longer trains, at greater speed, on less fuel. In every phase of operation service has been improved.

We now receive the best railroad service in our history, and at a remarkably low cost, due to the progressive spirit of private railway managements.—Compton News Tribune.

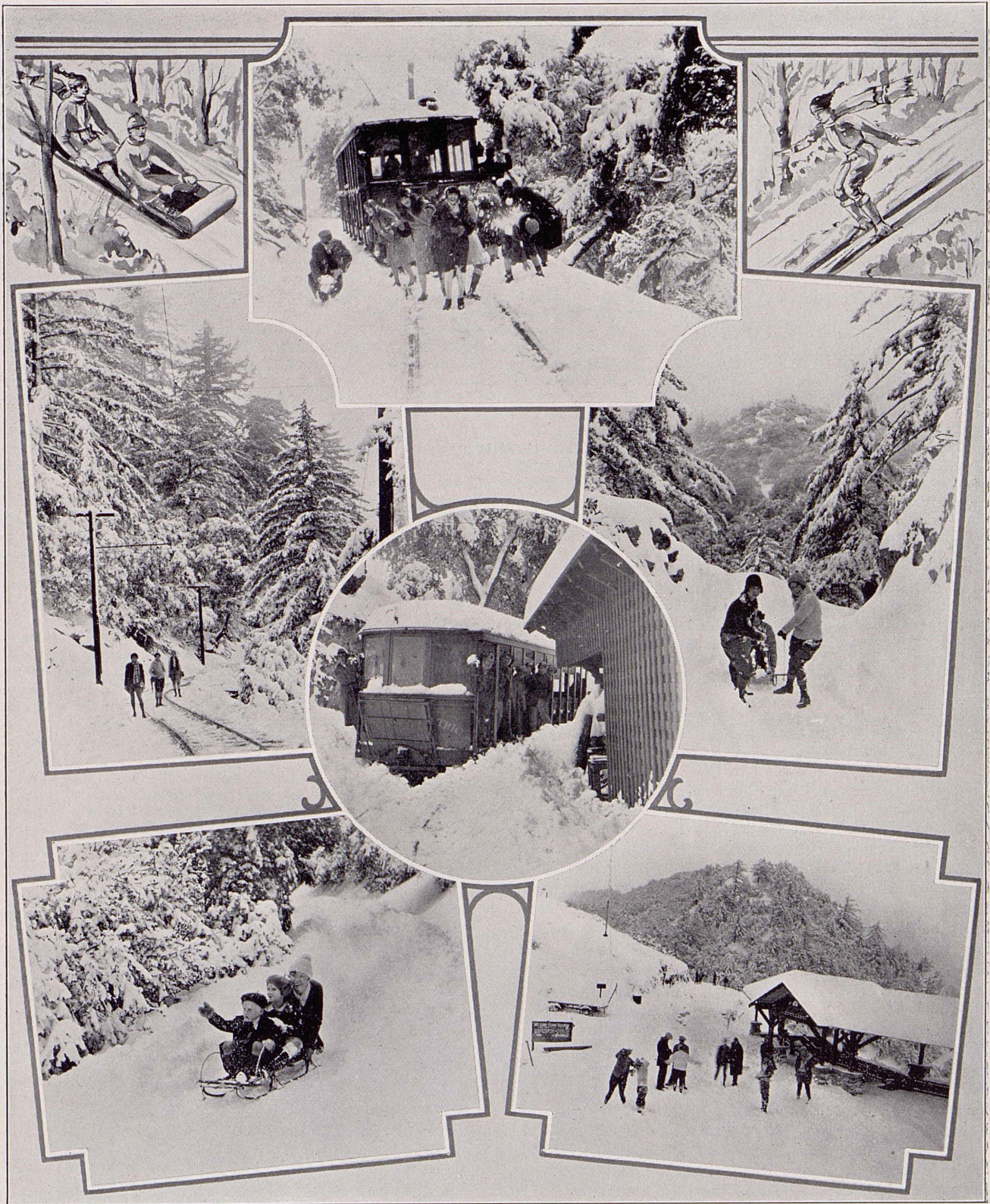
mountain resorts were closed, mountain highways being impassable. Opid's Camp, 5 miles northeast of Mt. Lowe was closed for 10 days and fear was entertained as to volume of food supplies there and at many other snow locked camps. Tavern Manager Clark saw to it that a heavy surplus stock of supplies was on hand at the Tavern and had it happened that our resort became inaccessible, a well-filled larder insured against any eventuality.

Comparison of Accidents During December 1929 and 1928

	Northern Division		Southern Division		Western Division		Grand Total All Divisions		INCREASE OR DECREASE
	1929	1928	1929	1928	1929	1928	1929	1928	
Collisions:									
With Pedestrians.....	4	2	2	4	7	3	13	9	4 Inc.—44.44%
At Railroad Crossings other than Company's.....	0	1	0	0	0	0	0	1	1 Dec.—100.00%
Between Cars of Company.....	6	3	5	1	5	5	16	9	7 Dec.—77.78%
With Vehicles and Animals.....	117	119	78	92	159	187	354	398	44 Dec.—11.06%
Derailments.....	0	0	2	3	2	3	4	6	2 Dec.—33.33%
Equipment.....	0	4	1	0	5	5	6	9	3 Dec.—33.33%
Boarding Cars.....	5	3	1	2	7	6	13	11	2 Inc.—18.18%
Injuries on cars (not in collision).....	2	4	1	1	2	6	5	11	6 Dec.—54.54%
Alighting from Cars.....	9	13	5	8	17	7	31	28	3 Inc.—10.71%
Falling from Cars (not purposely alighting).....	0	0	0	0	0	0	0	1	1 Dec.—100.00%
Doors, Gates and Guard-Rails.....	1	2	3	1	8	12	12	15	3 Dec.—20.00%
Ejectments and Disturbances.....	0	2	3	2	3	1	6	5	1 Inc.—20.00%
Miscellaneous.....	8	6	1	5	7	9	16	20	4 Dec.—20.00%
Total.....	152	159	102	120	222	244	476	523	47 Dec.—8.99%
Employees.....	1	1	6	4	1	6	8	11	3 Dec.—27.27%
Total Car Accidents.....	153	160	108	124	223	250	484	534	50 Dec.—9.37%
Motor Coach Accidents.....	26	25	1	10	27	16	54	51	3 Inc.—5.88%
Total Passenger Accidents.....	179	185	109	134	250	266	538	585	47 Dec.—8.22%
Freight Accidents.....	1	8	16	22	4	7	21	37	16 Dec.—43.24%
Total all Accidents.....	180	193	125	156	254	273	559	622	63 Dec.—10.13%
	13 Decrease		31 Decrease		19 Decrease		53 Decrease		

Nature's laws alone would remove our business. To survive we must make new friends and patrons daily.

MT. LOWE IN ITS WINTER GARB OF SNOW



Snow fell, as did also all records for the past eight years, when on Jan. 9th and 10th 32 inches was registered at Mt. Lowe Tavern, while on the summit a full 4-foot fall surprised and gladdened many residents of this district. While all other Southern California resorts were closed to all traffic during the period of, and in many cases for weeks after the heavy storm, service to our resort continued and was practically undisturbed. Thousands of persons lived again their childhood days and reveled amid snow settings as seen above.

More Studies Offered Employees

A Total of 22 Studies Available to Ambitious Employees. Asked to Register Now

WITH six new classes listed among the courses offered employees by the Pacific Electric Club through its Educational Department, the most comprehensive course of study yet undertaken was started on February 3. The new classes are Business and Transportation Law, Letter Writing, Orchestra, Slide Rule, Social Psychology and Voice and Speech Improvement.

The Pacific Electric School now offers 22 subjects covering a wide and diversified field of educational endeavor. Practically any class of school work may be taken, as a study of the following list of subjects will show.

In addition to the students enrolled directly with the Pacific Electric School, the Club is anxious to know of employees who are taking classes of instruction at any of the numerous public high schools. It is realized that those living in outlying districts will probably find it more convenient to enroll in a school of that district and our Educational Director, Earl W. Hill, will gladly assist members of the Club Family in securing information as to the various courses offered at outlying schools.

Educational certificates are awarded for the completion of courses taken in any of the public schools, the only prerequisites being that attendance is regular, work satisfactory and that the

Pacific Electric Club is notified of registration.

These classes are given for your benefit. Investigate them at once and then take advantage of this educational opportunity. Enroll at the next scheduled class.

LARGE POSTAL INCREASE

Los Angeles was fifth among the cities in volume of postal receipts for last month, and fourth among them in percentage of gain over December, 1928, according to figures issued by the Postoffice Department. This is believed to be the best showing Los Angeles ever has made, and officials say it indicates prosperous business conditions here.

December receipts for Los Angeles amounted to \$1,444,293.87, an increase of \$133,565.66, or 10.43 per cent, over the same month of 1928, when receipts were \$1,280,718.31.

Only New York, Chicago, Philadelphia and Boston eclipsed the Southland metropolis in total receipts for the month.

The average gain for the fifty largest cities of the country was 2.03 per cent.

"When was the radio first operated in America?"

"When Paul Revere broadcast on one plug."

SCHEDULE OF COURSES OFFERED

For Term Commencing February 3, 1930

Class	Day	Time	Room No.	Instructor
Art Decoration	Thursday	9-11 a.m.	201	D. Fulton
Airbrake Instruction	Friday	4:30-6:30	Macy St.	J. B. Green
Automotive Theory	Tuesday	6:30-8:30	200	J. W. Corley
Business & Trans. Law	Friday	6:00-8:00	200	J. B. Porter
Dramatic Art	Wednesday	6:30-8:30	Theatre	Helen Ogg
English Grammar	Thursday	11-12 a.m.	201	A. C. Latimer
Eng. Electricity	Tues.-Thur.	6:45-8:45	201	L. H. Appel
Eng. Mathematics	Tues.-Thur.	4:45-6:45	201	L. H. Appel
Letter Writing	Mon.-Fri.	4:45-5:45	200	A. C. Latimer
Orchestra	Monday	6:30-8:30	Theatre	Bronnenberg
Personal Leadership	Wednesday	6:30-8:30	200	Earl W. Hill
Psychology	Thursday	6:30-8:30	Theatre	D. G. Humm
Slide Rule	Monday	5:00-6:00	201	L. H. Appel
Social Psychology	Thursday	4:45-5:45	200	Mrs. E. Young
Spanish I.	Tuesday	6:30-8:30	202	E. M. Egas
Spanish II.	Thursday	6:30-8:30	202	E. M. Egas
Stenography I.	Mon.-Wed.	6:00-8:00	Card Room	E. Parker
Stenography II.	Tues.-Thur.	5:15-7:15	Card Room	E. Parker
Traffic Management	Thursday	6:30-8:30	200	Earl W. Hill
Typewriting I.	Tues.-Thur.	6:00-8:00	715 (P.E.)	R. A. Probst
Typewriting II.	Mon.-Wed.	6:00-8:00	715 (P.E.)	R. A. Probst
Voice & Speech Imprvmt.	Monday	6:30-8:30	201	Helen Ogg

Classes in additional subjects will be organized upon application of 15 or more persons.

FUTURE LOOKS BRIGHTER FOR ELECTRIC RAILWAYS

The Associated Press in an item under date of Jan. 8, from Washington, says "there is a good deal of comfort for holders of street car and trolley car line securities in a Supreme Court decision handed down this week, which seems to have a broad bearing on the earnings which public utilities may be allowed to enjoy in the future. It is generally recognized that the street car enterprises have sustained the brunt of killing competition from auto and bus service. What the court seems to have done, in the course of settling a controversy between the United Railways of Baltimore and the Maryland Utilities commission in favor of the company, is to lay down the principle that a higher standard of earnings is allowable in the field than has been hitherto permitted.

"What is a fair return cannot be settled by invoking decisions of this court made years ago, based upon conditions radically different from those which prevail today," said Justice Sutherland, in expressing the majority view for the highest tribunal. "The problem is one to be tested in present conditions. A rate of return upon capital invested in street railway lines and other public utilities which might have been proper a few years ago no longer furnishes a safe criterion either for the present or for the future. Nor can a rule be laid down which will apply uniformly to all sort of utilities. What may be a fair return for one may be inadequate for another dependent upon circumstances, locality, and risk.

"It is not certain that rates securing a return of 7½ per cent or even 8 per cent on the value of the property would not be necessary to avoid confiscation."

Ten Cent Cash Fare in Jersey

A cash fare of ten cents and eight tokens for fifty cents has been granted the Public Service Coordinated Transport of Newark, N. J., effective Jan. 1. The fare has been 5 cents on a zone basis.

The following statement has been issued by the Public Utility Commission:

"The present five cent fare was put in experimentally in 1923 after the company, due to a strike, had ceased operations. The chaotic conditions of transportation then created required the assistance of the public, municipalities and State agencies to restore proper transportation. The basic fare of five cents was offered by the board in lieu of the company's request for a straight ten-cent fare. This was experimental and carried with it obligations and other proposals to the end that the company's financial condition might be improved.

"Since that time various changes have been made by the board in the change of zones. The company has received relief in a large part of its paving costs and has effected operating economies."

'Ol Dobbin's Speed Rival of the Early Days

LAST month we made the statement that H. A. Plannett "has the honorable distinction of being the oldest employee on the Southern Division." Within three days after the Magazine was distributed our attention was called to the error no less than five times, each of our informers stating that A. D. Tolle, now employed as Motorman, line-car on Southern Division, was the rightful owner of the distinction we inadvertently gave to another.

Upon looking up employment records it is found that our critics are right, Mr. Tolle's seniority pre-dating that of Mr. Plannett, whose long and honorable record, however, warranted the several nice things said about him. We stand corrected.

In his early work in the transportation field in Southern California Mr. Tolle was employed upon about the most weird contraption ever used in this district as a means of handling the public. We refer to the old steam dummy line which ran between Orange and Santa Ana, picture of which is shown here. For many years Mr. Tolle was engineer, conductor, brakeman and roadmaster, which, with his daily purchases for housewives "when he got to the city," delivery of mail, discussions of the tariff question and weather forecasts with natives en route, kept him fairly busy.

Mr. Tolle tells that he went to Santa Ana in March, 1896, to help his brother, I. E. Tolle build this line, which was financed by local residents and first known as the Santa Ana and Orange Motor Company. Never a howling financial success (in the early days its receipts averaged \$5.00 daily of which Mr. Tolle's salary was \$2.25 for twelve hours) the line nevertheless served a useful purpose. It was later known as the Interurban Railway Company and was acquired by the original Pacific Electric Railway on

December 5, 1901. In 1914 the line was electrified over the greater part of the original right-of-way.

In all the long years of his employment with this Company Mr. Tolle has been a faithful and honorable employee and to his remark that "the Pacific Electric has always treated me squarely" may appropriately be added that he has done likewise by his employers.

Long may this venerable veteran live and enjoy good health and happiness.

NEEDLESS ECONOMIC LOSS

The economic loss from motor vehicle accidents has averaged \$25 for every resident of the United States in the last six years, according to the Automobile Club of Southern California. The total loss is estimated at \$3,000,000,000 and figures show that one person in six has been affected directly by highway mishaps.

The major portion of this huge economic loss can be prevented, according to the public safety department of the club, because it is a recognized fact that 90 per cent of motor vehicle accidents may be attributed to carelessness or recklessness, both subject to remedy.

And then there was the Scotchman who, when standing on the pier immediately after his arrival in New York, saw the deep sea diver come to the surface, whereupon he remarked: "Well, if I had thought of that, I would have walked over myself."

Are You a Business Getter?

Tell your friends about new Mt. Lowe fares and combination rates.

From Los Angeles to Mt. Lowe and return \$2.00. Fare including luncheon in Tavern, \$3.00.

Fare, including dinner, accommodation over-night and breakfast, \$5.00.

All the above are cheaper from Pasadena; also special rates for children. See full details on page 7.

Mt. Lowe Fares are Lowered; New Combination Tickets

Destined to further popularize Mt. Lowe, lower round-trip fares to our famous resort from Los Angeles and Pasadena, together with reduced combination rail, meal and accommodations at the resort tavern, were put into effect, Monday, Feb. 3rd. The combination tickets are of a character never before sold in connection with transportation to Mt. Lowe and are far below regular rates previously effective.

Excursion tickets now in effect between Los Angeles and Mt. Lowe are being sold daily, until further notice, for \$2.00—a reduction of 50c under the previous fare. For children under 12 years, round trip fare now is \$1.00.

For persons desiring to make an overnight stay at the resort a combination special rate ticket for \$5.00 will be available. This ticket includes transportation from Los Angeles, overnight accommodation, dinner and breakfast. For children under 10 this ticket will sell for \$3.00.

For the benefit of persons desiring to make only a daylight visit, a ticket covering transportation from Los Angeles and luncheon in the tavern will be sold for \$3.00 and children under 10 for \$1.50.

To obtain these special rates, tickets must be purchased at ticket offices in either Los Angeles or Pasadena. All the rates quoted are somewhat less where passengers obtain tickets and board cars in Pasadena.

In addition to the foregoing reductions there has also been made a lower round-trip rate from all points on the system for special parties in groups of 50 or more persons visiting Mt. Lowe. Our Traffic Department will be pleased to quote from any point on the system.

WISDOM OF THE WISE

When you pay for experience, keep your receipt.—William H. Crawford.

"Reflect upon your present blessings, of which every man has many; not on your past misfortunes, of which all men have some."—Dickens.

"It is not lack of opportunity that keeps men from advancing; it's failure to use the ones at hand."—James Hill.

The secret of happiness is not doing what one likes, but in liking what one has to do.—James M. Barrie.

Kind words may be likened to flowers, but they differ in this respect—anybody can grow them.

An elderly lady walked into a railroad ticket office at Chicago and asked for a ticket to New York.

"Do you wish to go by Buffalo?" asked the ticket agent.

"Certainly not!" she replied. "By train, if you please!"



In the "hay-burner" days this steam dummy ran between Orange and Santa Ana. On a down hill grade with a good tail wind 'tis said it made as much as 15 miles per hour. Arrow points to A. D. Tolle, veteran So. Division employee, who was engineer-conductor-fireman-roadmaster. Between busy spells he purchased groceries for the natives enroute.

THE CUSTOMER'S VIEWPOINT

The customer buying electric service must judge it as he judges any other product—by quality and price.

At the present time the United States is interested in a controversy as to whether electric utilities are growing too large.

The average citizen, however, is not confused by a lot of loose talk. He can remember the day, and it was not long ago, when he bought his electricity from a small, local plant. It was expensive, the plant would break down, and power would fail. Often service was provided only during a stated number of hours of the day.

Now small local plants are being absorbed into interconnected systems that serve hundreds of communities and tens of thousands of homes. Electricity is cheaper than ever. It is always available 24 hours a day in any amount. Current interruption is almost unknown on such systems. Large companies have facilities for service that are out of the question for small plants.

Power and light users today are getting constantly better service at a price that is lowered steadily as service is improved. It is no wonder that the American citizens have confidence in their nation's electric industry and pour billions of dollars into its securities in order to make a fair return on their investments as it forges ahead to new accomplishments.—Editorial in Port Blakely Journal, November 6, 1929.

National Traffic Notes

Dr. Miller McClintock, director of Erskine Bureau for Street Traffic Research at Harvard University, characterizes extended parking as "an extravagant use of a public utility." He declares that the value of downtown parking to merchants is greatly overstressed, few of their patrons come from cars parked at the curb. Recent Chicago surveys showed the percentage was only 1½.

Traffic congestion, according to Secretary of Commerce Lamont, costs the nation \$2,000,000,000 a year.

A circumferential highway is being planned for metropolitan Boston. Its streets are jammed.

A campaign has been inaugurated in Philadelphia to "speed up traffic for workers and shoppers."

Robert W. Pogue, President of the Retail Merchants Association, of Cincinnati condemns unlimited parking as a hindrance to shopping. If it were allowed, he says, business men and women would bring their cars downtown and use our streets as a garage.

The recent snow storm gave the long time parker away in St. Louis, according to the Globe Democrat. Thousands of automobiles bore the evidence on tops, radiators and running boards, the paper said. There could be no doubt as to how long they had stood. Longer than "is compatible with proper uses of streets for traffic

Public Appreciation Expressed Service and Courtesy Bring Their Reward.

A S A GAUGE of efficiency, commendation by our patrons may be conceded to be a good barometer. From the recent responses received from the public in recognition of especially meritorious service have come a great many letters covering a large range of activities upon the part of our Trainmen that are a source of much gratification to our management.

No class of our employees have the opportunity of winning public favor to such an extent as do the Trainmen. More and more the public is demanding courtesy and service, and rightfully so. The public looks upon our Trainmen as the representatives of this railway and failure on their part to carry out the management's policy of courteous and considerate treatment is reflected in patronage volume. In these days of competition and privately owned automobiles no electric railway has a strangle-hold on the transportation business. To obtain the business we must earn it, and no other element is so influential in gaining business as is courtesy in its many and varied forms.

Those who were the recipients of recent commendatory letters were:

WESTERN DIVISION

Trainmen	Line	Nature of Commendation
R. D. Webb	Sawtelle	Assisting blind person.
J. A. Prisley	Franklin Ave.	Polite, pleasant and courteous.
F. V. Haulman	Van Nuys	Courtesy in trying circumstance.
L. L. Chapman	Hollywood	Returning lost article.
W. C. Cochran	W. Los Angeles	Returning lost umbrella.
W. B. Dixon	Hollywd-Vineyd	Courteous, pleasant and efficient.
R. G. Groom	Hollywood	Efficiency and courtesy.
L. Keith	Glendale M. C.	Courteous and efficient.
H. Gaskill	Glendale	Returning lost keys; courtesy.
T. H. Wolfe	Glendale	Splendid conduct of duties.
E. Adler	Santa Monica	Efficiency and courtesy.
R. L. Smith	Hollywood Blvd.	Returning lost article.
W. B. Dixon	Sawtelle	Affable and pleasing manner.
H. Watson	Vineyard	Outstanding efficiency.
W. H. Neff	Venice S. L.	Capable, careful and courteous.
O. L. Mathew	Burbank	Splendid conduct of duties.
W. P. Lynch	Glendale	Efficiency and courtesy.
R. M. Hightower	Ocean Park	Cheerfulness and courtesy.
J. D. Mobley	West. Div.	Particularly pleasing and efficient.
H. L. Martin	Hill Street	Assisting elderly lady on car.
G. E. Ewing	Hill Street	Courtesy and efficiency.
P. R. Hanna	Beverly Hills	Cheerfulness and courtesy.
W. B. O'Grady	Hollywood Blvd.	Splendid conduct of duties.
R. W. Baugh	Hollywdlnd M. C.	Pleasant and courteous.
H. B. Anderson	Burbank	Efficiency and courtesy.
T. W. Staples	Hollywood	Returning bill to passenger.
T. D. Jones	Sawtelle	Courtesy and efficiency.
T. A. Marren	Glendale M. C.	Capable and efficient.
E. W. Pont	Hill Street	Returning lost purse.
F. Keathley	Glendale M. C.	Pleasant and efficient.
C. Forsyth	West Hollywd	Special service rendered at fire.
F. Englehart	3rd St. Santa Mon.	Affable and pleasing manner.
L. E. Koch	Hollywood	Particularly pleasing and efficient.
M. D. Ballard	Hollywood	Efficiency and courtesy.

NORTHERN DIVISION

B. M. Bowman	Walnut Grove Av.	Paying passenger's fare.
A. P. Baker	Sierra Vista Local	Kindness and courtesy.
J. Wescott	Pasadena M. C.	Returning lost purse.
M. S. Batton	Pasadena O. K.	Courtesy and efficiency.
C. F. Kinne	S Antonio & Upld.	Capable and courteous.
Con. Burget	Northern Div.	Returning lost watch.
H. H. Schiffler	Northern Div.	Cheerfulness and courtesy.
G. Fielder	Mt. Lowe	Pleasing manner and efficiency.
G. Welch	So. Pasadena	Pleasant and courteous.
J. Berger	Pasadena	Assisting crippled man.
R. P. Bird	Pasadena O. K.	Paying passenger's fare.
L. D. Whitmore	So. Pasadena	Courtesy and efficiency.
R. C. Francis	Alhambra	Courteous and pleasant.
R. L. Schreiber	Oak Knoll	Efficiency and courtesy.
W. A. Dickinson	No. Los Robles	Splendid conduct of duties.
A. E. Babcock	Riverside Local	Capable, careful and courteous.
R. T. Forsythe	Pasadena	Exceptionally splendid conduct.

Courtesy is to our patrons what oil is to machinery. Both eliminate friction.

H. KraftPasadenaUnfailing courtesy and efficiency.
 M. LloySierra VistaOutstanding efficiency.
 R. GarstPomonaEfficient handling of car.

SOUTHERN DIVISION

O. D. Holt..... American Av., L.B.Returning lost purse
 Frank SteeleWatts LocalKindness, especially to old people.
 E. WillettWattsAssisting blind man across street.
 E. P. BatesSan PedroSpecial act of kindness.
 A. P. SiskHuntington Pk, ..Courtesy and efficiency.
 J. W. McCowan ..Newport-Balboa ..Special act of courtesy.
 G. W. NisbetFullertonPleasing manner and efficiency.
 E. M. Grasswick..Long BeachSplendid conduct of duties.
 J. F. MalloryNewportAffable and pleasing manner.
 J. L. EdwardsLong BeachPleasant and obliging.
 HessemerWhittierEfficiency and courtesy.
 P. H. PaulsonLa RamblaOutstanding efficiency.
 J. W. Gallahar....AthensCapable and courteous.
 G. BennettEl SegundoPleasing manner and efficiency.
 L. YoungWatts LocalReturning lost pass.

Diplomas Awarded to Many for School Attendance

ONE hundred and fourteen graduating scholarship certificates were last month awarded to employees, and in some instances to their wives and children, for having regularly attended and shown proficiency in a number of studies conducted by our Educational Department during the school period just ended. Presentation of the parchments occurred on Thursday evening, January 30th, E. L. Young, President of the Employees' Club, making the presentation. Mr. Young heartily complimented the graduates for their splendid efforts in self-improvement.

While there has been a larger number of certificates awarded at the end of the regular school term, the awarding of 114 certificates with the close of the fall term is the largest number yet honored at that period and reflects the constant growth and expansion of our educational program since its inauguration only a few years ago.

The subjects for which diploma certificates were given numbered eleven, representing the following classes: Psychology, Typing, 2 Spanish classes,

Commercial Art, Personal Leadership, Air Brake Instruction, Art Decoration and Letter Writing.

Attention is again called to the fact that both wives and children of employees are eligible and welcome to attend any of the classes conducted by the Educational Department of the Club.

The following are the students in the evening classes who were granted diplomas:

Psychology:

Alice Karayan, J. B. Green, Mrs. J. B. Green, L. R. Snell, Evelyn Lawson, Mrs. W. E. Ruppel, R. E. Labbe, F. T. Taylor and Louis D. Bailey.

Public Speaking:

James Gilbert and Mrs. James Gilbert.

Typing:

Joyce Gus and Frank Gryder.

Commercial Art:

A. E. Dendy.

Personal Leadership:

L. R. Snell, R. D. Plaisted, E. H. Pierce, E. Ogden, James Tarbit, Wm. Blackmur, George Evans, Heber Blankenbiler, C. C. Burnison, E. E. Gilliam, H. M. Benson, W. Sadler, O. L. Bassett, A. J. Hodgett and J. Melrose.

Air Brake:

D. Anraad, J. B. Boswell, G. Boswell, J. F. Briggs, J. P. Bright, J. H. Clendenen, V. G. Clemons, H. Cole, R. E. David, W. Diggle, J. Foster, N. L. Griffith, C. H. Haggerty, W. W. Hennon, J. G. Hanson, J. E. Langley, A. Linton, J. R. Melrose, J. G. Miller, L. D. Merriman, F. A. Penrod, E. L. Pitts, W. W. Prescott, F. T. Ralston, L. Stahr, J. Seubert, O. W. Stewart, V. L. Swart, T. J. Clifford, John J. Byrne, Patrick Byrne, M. W. Clark and O. E. Johnston.

Art Decoration:

Mrs. W. B. Abraham, Mrs. L. Cross, Mrs. C. O. Leatherman, Mrs. W. E. Ruppel, Mrs. H. Johnson, Mrs. J. B. Green, Mrs. L. E. Murphy, Mrs. I. M. Cammack, Mrs. A. C. Smith and Mrs. W. E. Smart.

Letter Writing:

C. Thorburn, W. A. Bishop, R. L. Brainard, F. E. Gill, Geo. H. Grace, Milo C. Halsey, E. A. Hasenyager, Chas. P. Hill, C. W. Knight, W. G. Knoche, R. T. Knowlton, H. C. Kuck, M. Levin, Robert McCullough, A. E. Norrbom, J. L. Smale, C. S. Swartz, H. D. Turner, E. Van Dusen, T. L. Wagenbach and Walter White.

Spanish I:

R. E. Wedekind, E. L. H. Bissinger, E. P. Engelman, E. J. Buehler, Mrs. R. E. Wedekind, Mrs. Edna Bissinger, Mrs. E. P. Engelman, Mrs. Florence Packer, Elizabeth Green, Helen I. Koontz, Ruth Mariner, Alice Olin, Claire Shay and Charlsey Grey.

Spanish II:

Ernest A. Stevens, Patrick Byrne, Elizabeth Brahm, Mrs. Johanna E. Dorsey, Mrs. Mabelle Rosenberg, Mrs. Catherine Caroll, Mrs. Catherine Rohwe.

Teacher: "Who is the smartest man living?"

Pupil: "Thomas A. Edison. He invented the phonograph and the radio so people would stay up all night and use his electric light globes."



Spring graduating classes of our Educational Department. One hundred and fourteen certificates were awarded to these studious and ambitious ones. Twenty-two subjects are to be taught during the semester just beginning.

Largest Year's Insurance Paid

Huge Sum Paid to Beneficiaries Named by Forty-five Deceased Employees During Past Year

EXCEPT for the satisfaction it gives in knowing that the loved ones of deceased employees called during the past year were, for the most part, relieved of financial burden by the tender provision of the bread-winners through insurance plans provided by our management, we would not discuss at length our death record and insurance payments for the past year.

In reviewing the death statistics for Pacific Electric employees during 1929 it is gratifying to learn that ten less were called from this life than for the preceding year. A total of 45 of our friends and comrades were taken during the past year, as against 55 during 1928.

It is with a feeling of keen satisfaction also that during the past year the insurance measures sponsored by our management yielded the largest sum per death yet registered, an average of \$2825 having been paid to the beneficiaries named by those who passed on. This increase is due to larger memberships in the Mortuary Fund, which has now increased to the point where it pays \$1,033 per member death.

To the beneficiaries named by the 45 deceased employees, the sum of \$87,000 was paid through the group insurance policy carried by the railway in behalf of employees.

In addition, the sum of \$36,147 was paid to disabled employees who through sickness or other incapacitating causes received from \$51 upward monthly pending their recovery, a provision of the group insurance plan.

Of the 45 who passed from life 42 were members of the Mortuary Fund, whose relatives received, within a few hours after death occurred, the sum of \$40,159.80.

Friend in Need

From the foregoing it is evident that this railway's insurance provisions for employees has and is continuing to prove a blessing to many families who otherwise would have been in dire distress with the taking of the breadwinner. Almost monthly letters are received pointing out how timely and helpful were insurance payments in the adjustment of conditions following the demise of a loved one. Able to pay off the remainder of a mortgage or to clear up indebtedness with insurance funds has relieved many families immeasurably, making it possible for children to continue at school that they may be better fitted to earn a livelihood and make more rapid progress in life.

It is interesting to know that during the six years the group insurance plan has been in effect a total of \$490,842.49 has been paid to the deceased members of 263 families.

Just having concluded its twelfth

year of existence, the Mortuary Fund has resulted in the payment of \$263,801.55 to 315 Pacific Electric families.

One of the outstanding advantages of this Company's insurance plan is the fact that premiums are paid monthly through small pay roll deductions. Once the employee has signed up for insurance the payments are automatically made and there is no worry on the part of the insured about lapsing of policy. Also by being paid monthly employees are not confronted with a large premium at a time when either the funds are not available or to meet it would work a hardship upon themselves.

Throughout the past year death payments have been made with the same speed and promptness that has always characterized the work of the Insurance Bureau of the Accounting Department. The Mortuary Fund payments are usually paid within one

Bridge Contest is Being Planned by P. E. Club

ANOTHER form of "indoor sport," better known as Bridge, is shortly to be added to the numerous and growing entertainment features conducted under the Club's auspices.

In acknowledgment of numerous requests that a Bridge Tournament be sponsored by the Club, Manager Vickrey announces that such a tournament will be held and details are now being worked out for holding one commencing at a near future date.

In order that all may participate and ultimately the double and single champions be named and awarded a grand prize in recognition, Mr. Vickrey suggests that each department circularize its bridge players and hold an evening's play. Those with the four highest scores would be named to represent the individual departments in a final play-off series to determine the double and single championship.

Until the four outstanding players are determined in each of the various departments the company championship contest cannot be started. Mr. Vickrey requests that all departments who wish to compete in the tournament appoint a representative and an evening will be set aside at an early date for accommodating in the Club each department who wishes to enter.

day after death, while three days to a week is usually required in the case of Group Insurance payments due to the fact that the general offices of the insurance Company are located in San Francisco.

Insurance Plans

As before stated the group insurance plan has been in effect now for six years. Briefly, it provides insurance at the rate of 70-cents per month per thousand dollars, the amount purchasable being dependent upon wage of employee. At the end of six months' service a \$250 policy is given free of cost to new employees, and at the end of one year this is increased to \$500, the premium on which is constantly paid by the management. Disability clause provides for monthly payments varying from \$51.25 and upward monthly to employees in cases of total and permanent disability. This feature does not cover disability due to minor injuries or short periods of sickness.

The lowness of the cost to employees of this form of insurance is due to the fact that the premium paid represents only approximately half of the entire cost, the remainder being paid by the company.

The Mortuary Fund is a death protection measure conducted with the ranks of employees and supervised by the management. All members, now more than 4,000, are assessed 25-cents per death per employee, this amount being deducted from pay check each month. Every dollar collected is paid to the beneficiary named, the company assuming all costs of administration.

CHAS. LADD IS HONEST LAD

We frequently have the pleasure of publicly commending Pacific Electric employees for acts of honesty, but it is equally pleasing to reverse the order and acknowledge an honorable act upon the part of a patron. In the instance we are about to relate our pleasure is particularly keen as it involves an 18-year-old boy who honorably overcame temptation.

Charles Ladd, a young man residing at 1817½ No. Kingsley Drive, boarded one of our Hollywood Boulevard cars a few days ago and tendered the Conductor a bill in payment of his fare. He was given change for a five dollar bill. After leaving the car he counted his money and became certain that the Conductor had made a mistake, as he had only given a one dollar bill.

The young man called at the office, explained the situation to Steve Wilson, Asst. Superintendent, and left the \$4.00 for delivery to Conductor.

We venture the prediction that Charles Ladd, within his own conscience, feels amply rewarded.

Don't Want Much

Fortune Teller: Do you want to know about your future husband?

Visitor: No. I want to know something about the past of my present husband for future use.

Traffic Tips Again Bring Good Travel Results

A GAIN we are pleased to give cognizance of splendid work on the part of some 18 employees for commendable activity in connection with traffic tips.

In recent weeks a total of 32 tickets to various points on this continent were sold by the Southern Pacific Company through information timely supplied by employees. Nineteen one-way and 13 round trip tickets, involving a considerable revenue which otherwise might have gone to competing carriers, were sold to passengers after call of representative explaining fares and other travel problems.

Below is a list of the names of employees instrumental in securing this travel:

Hugo Dummer, Freight Clerk, Glendale, 1 one-way, Kansas City, 1 one-way, Augusta, Illinois.

Walter Carpenter, Motorman, Sierra Vista Local, 1 round-trip, New York.

Lysle Brown, Clerk, Van Nuys, 1 round-trip, Des Moines.

N. M. Simmons, Motorman, Redondo, 1 round-trip, Chicago.

Clyde De Long, Clerk, Claremont, 1 one-way, San Antonio, Tex.

M. E. Peppin, Clerk, Engineering Department, 2 one-ways, Ogden to Los Angeles.

G. A. King, Clerk, Accounting Department, 2 round-trips San Francisco; 1 round-trip, New York.

M. D. Keller, Clerk, Claremont, 1 round-trip, New Orleans.

Robert Arzate, Signal Department, 4 one-ways, Mexico City.

Claud Bigwood, Signal Maintainer, Newport Line, 1 one-way, Chicago.

Clyde De Long, Clerk, Claremont, 1 one-way, Abilene, Kansas.

Janice Cranney, Bureau of News, 2 one-ways, New York City.

George W. Weaver, retired, 1 round-trip, Atlanta, Georgia.

Howard T. Bennett, Conductor, Southern Division, 5 round-trips, Shawnee, Oklahoma.

M. H. Riggs, Conductor, Euclid Ave., Upland, 1 one-way, Des Moines.

C. H. English, Accounting Department, 1 one-way, Cincinnati, 1 one-way, Redondo Beach.

M. D. Keller, Clerk, Pomona, 2 one-ways from Chicago to Palm Springs.

William Beck, Gardena, 1 one-way, Boston, Mass.

PLAN FOR AGENTS' BANQUET

Plans are now being formulated for the eighth annual banquet of the Pacific Electric Railway Agents' Association. The date set for the event is March 8, but final arrangements as to the place, etc., have not yet been completed by the committee in charge.

Full details will be issued in circular form to all members of the Association and will also be given out at the next Agents' Association meeting on February 8.

"Me And My Pets"



The happy pet family of Marie Hawes

IN ANSWER to the Magazine's request for pictures of youngsters and their pets we are this month glad to introduce to children of the P. E. family Marie Hawes, young daughter of L. F. Hawes, Conductor on the Lincoln Avenue line in Pasadena, and her three playmates.

Marie's pets are Buster, the dog; Snow-ball, the cat, and Petsy, the hen.

Buster is a fox-terrier and a good play-mate for Marie, but a poor one for strangers, so the photographer says who took this picture. He sort of looks like he's saying, "I'd just like to get at you Mr. Photographer when Marie isn't here to stop me." But he's nice with Marie, plays ball with her and watches for her when it is time for school to be over. And Buster is a good watch-dog, too, just as all good dogs should be.

Snow-ball is well named; she's a beautiful big cat with pretty hair which she keeps fluffy and white. She even washes her ears, something that lots of little boys don't believe in. And as for gophers, it's just too bad for them if they come making holes around where Marie lives.

Petsy, the old pet hen, is a Rhode Island Red. Chickens generally are kind of dumb, but Petsy was smart enough to know that by making friends with Marie she could get liberties not given to others hens in the coop. Petsy is getting old, "but she still lays eggs and hatches little chickens," Marie tells us.

Twentieth Orange Show to Begin February 13th

COMES Old Man Winter again with his basketful of entertainment for Southern California, meaning that the Twentieth National Orange Show at San Bernardino is fastly approaching. The exact date for the 1930 show is set for Feb. 13-23.

For many years now the most important mid-winter amusement feature for this district has been the National Orange Show. Since many of Pacific Electric employees, either from the standpoint of entertainment or in a business capacity, are identified with this interesting portrayal of California's citrus life, it may be well to observe some of the novel features that have been added to the show this year.

The predominating motif will be centered around fairyland, "The Land of Make Believe." Regular gnomes and goblins and fairy personages will spring to life in the form of deftly moulded art.

"The Band of the Nations" will be on hand as one of the select musical features and a dozen other bands will augment this celebrated group of music masters.

An addition to the show which will be particularly interesting to the women visitors is the cooking department. It will be conducted in a newly-completed annex that has a seating capacity of 1000. Delicatessen experts in this new department will explain what it is possible to do with the citrus products as human food.

In the by-products division, there is a list of citrus fruits that will cause no end of wonderment. Queer twigs from the tree of life that have sprung forth from the laboratory and field where extensive experimentation is being conducted in behalf of the citrus industry, will manifest themselves. Orange peel meal, an interesting by-product good only for bovine consumption, but nil for humans, will be on exhibit. Thus the humble cow, hereafter, will be able to take her glass of orange juice each morning.

The carefully planned amusements, and likely even more, the sheer beauty of the show will be, as in past years, an outstanding drawing card. There will be rack displays, literally millions of oranges, legions of lemons, and squadrons of grapefruit. There will be vaudeville, music, and song; there will be an automobile show and an industrial exposition; there will be a department of education, and the Citrus Institute on Feb. 20.

The real thing for most of the 300,000 estimated visitors to the show will be the beauty—oranges and trim lemons, lined up in rows and in circles and in almost every other geometric design, will form beautiful creations, which, when lighted, will make the Twentieth Orange Show look like a real fairyland.

THE PACIFIC ELECTRIC MAGAZINE

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Employees of the Pacific Electric Railway.

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

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CONTRIBUTORS TO THIS ISSUE

- N. B. Vickrey P. E. Club
 - D. B. Van Fleet Terminal Foreman
 - L. H. Appel Electrical Dept.
 - R. M. Cobb Elec. Dept.
 - B. M. Bowman Trans. Dept.
 - Edmund C. Fox Trans. Dept.
 - Margaret Maitland Engr. Dept.
 - Max Shuring Engr. Dept.
 - Mrs. Lon Bishop Ladies Auxiliary
 - W. H. Jenkinson Hill St. Station
 - Reed Christiansen P. E. Club
 - Ruth Thompson Northern Division
 - H. Vander Zee Stores Department
 - Daniel Sanchez L. A. Freight Terminal
 - William Kaplan Southern Division
 - E. M. Daniels Trans. Dept.
 - Thomas A. Lyons Trans. Dept.
 - Don Houston Trans. Dept.
 - George Perry Accounting Dept.
 - Carleton B. Bell..... Torrance Shops
- Contributions of Items of Interest by all employees solicited. Address all communications to the Magazine, to Bureau of News, Room 708, Pacific Electric Building, Los Angeles.

THE other day, one of our ranking officials was examining a report which comprised a statement of operative failures of equipment resulting in delays to traffic, annoyance to passengers, and impairment of what would have otherwise been good service.

A Sermon of Few Words

He noticed that there was a pre-dominance of one kind of failure and remarked: "That shows a chronic condition that unless corrected will result in more serious things. If it is organic (relating to a particular part) it should be immediately and permanently cured or removed."

The particular thing that struck us about this was that most of us are prone to think of chronic disabilities as referring to some portion of our human anatomy, or to the inefficient and debilitated condition of a machine part. We overlook the fact that probably surrounding us in our daily avocations are some chronic ailments of other characters that should be replaced by better functioning practices, habits or tendencies.

From time to time we hear of someone who is termed "a chronic grouch," possibly with good cause, and possibly

without. It may be also that we contribute somewhat to the grouch; so for the benefit of the individual so accused as well as ourselves we should remove, at least, our portion of the cause.

There is also an ailment known as "chronic procrastination" — slipping over to tomorrow what might be done today, for instance. The writer pleads guilty to having been so afflicted a number of times. It is, however, an ailment that should be corrected. It must be, and the sovereign remedy is supervision—by and of ourselves and by others.

"Chronic tardiness" is another drag upon effectiveness, and it grows upon us rapidly unless drastic measures are taken. It cannot be cured by a time clock—the remedy must come from personal consciousness; a recognition of the fault within ourselves and its radical elimination. Its symptoms are, dilatory habits; disregard of others by being late; unconsciousness of the passing and value of time; a dishonesty that robs not only ourselves, but others in that many may wait upon one, who cares not how long.

Paragraph upon paragraph might be written in similar vein upon chronic personal disabilities that are more vital than the chronic failure of mechanics. In the chronic material failure it is only necessary to replace a material inanimate part; but, in the chronic human failure, it is sometimes necessary to replace the man.

HOW DO YOU SAY 'ONEONTA'?

Public-spirited citizens of Oneonta Park have started a movement to encourage the proper pronunciation of Oneonta. They take pride, rightfully, in the origin and meaning of the word and a few days ago sent to the Magazine an appeal to aid them in publicizing the proper pronunciation. This small courtesy we are happy to extend in the hope that Conductors and other employees of the Company who may not heretofore have properly pronounced the word will henceforth do so.

Correctly spoken, it is as follows: O-ne-on-ta—which means long O, accenting "on".

We are told that Oneonta is an Indian word meaning either "place of peace," or place of hills, authorities differing as to the correct Indian derivation.

The original Oneonta Park is a town in New York State where both Mr. Henry E. Huntington and his uncle, Collis P. Huntington, made their homes. These empire builders brought the name with them to the West, hence its use here.

Fine Entertainment is Given by Employee Talent

THAT members of the Pacific Electric family are endowed with talents, both as to quality and quantity, was again demonstrated on the occasion of the School Graduation program held late last month. The entire evening's entertainment was a credit to those in charge as well as to the participants.

Putting everybody in good humor, the Club Cafeteria served another of those very tasty turkey dinners for which it is rapidly gaining a reputation. Over 200 members of the Club School, their families and friends were at the banquet.

After the banquet the crowd re-assembled in the theater, where the evening's program of entertainment was held. A special Pacific Electric Shop's Orchestra composed of F. W. Hadler, violin; J. Tarbit, piano; J. Madigan, bass; A. Jeanplong, saxophone; B. R. Stafford, saxophone; R. Gaut, cornet; W. Coffen, cornet; T. Hendricks, trombone, and W. Schier, drums, very splendidly played several selections. Herman B. Hadler played two violin selections, accompanied by America C. Hadler. Mrs. Ruth Jett gave four short dramatic readings cleverly, and E. E. Hunkin sang a solo most pleasingly.

The Dramatic Art Class, under direction of Miss Helen Ogg, presented two short plays in splendid fashion. The first, *Midnight Fantasy*, was played by Miss Patricia Hill and Mrs. L. S. Dunham. The second play was a comic pantomime entitled, *And the Lamp Went Out*, in which the following cast took part: Mrs. Laura Fuller, Reader; Erminie Burfitt, Evelyn DeVere; George Perry, Ralph Grayson; Mrs. W. E. Smart, Mrs. DeVere, and Charles Schmidt, Herbert Vanderslice.

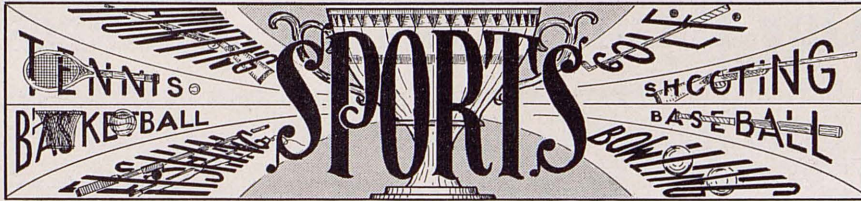
Would Abolish New York Parking

The truth about the value of prohibiting parking in Chicago streets finally has been learned by Police Commissioner Whalen of New York. For years certain New York merchants have been fighting the abolition of parking there on the theory that it had proved a failure in Chicago. Recently, Whalen went to Chicago, made a first-hand examination of conditions and was convinced that the plan was a great success. Chicago abolished parking in the downtown district almost two years ago.

"I would like to institute the no-parking rule in Manhattan," Whalen said. "I notice that cars move through the Loop here east and west, north and south at 15 to 17 miles an hour, whereas traffic in Manhattan proceeds only at a snail's pace."

Whalen also stated that he plans to send two traffic engineers to Chicago to confer with traffic experts.

To hold present business requires Service. To gain new business requires Service and Salesmanship!



High Scores and Exciting Matches Among Bowlers

By R. M. COBB

THE second half of the season got under way with a flourish during the month of January, resulting in the breaking of several of the seasonal records. The bowlers are in their best form now and it is expected that the records will continue to fall until the end of the season.

The Southern Division team set a new high team series of 2532 which is going to be hard to beat. Captain J. D. Henry, Yaeger, Oliver, C. R. Henry and Gates compose this team, one of the most formidable in our league.

Gowanlock set a new individual high series mark of 640 only to have Covell come back the next week with 657. In the latter series Covell joined Ohlinger to make two of our bowlers to get a P.C.B.C. 250 button. Lloyd had a game of 257 to qualify for that elusive prize.

The Telephone Department team now holds the record for high team game, rolling a total of 938 during the evening of January 17.

The necktie winners for the month were: W. Lutes, W. J. Hodge, J. Brenchley, J. W. Gowanlock and L. H. Covell; while the bill fold for the highest number of pins rolled during the month went to Wm. Forrest of the fast moving, league leading, Roadway Equipment team.

The P. E. Club Ladies in second place have been winning consistently and certainly present a tough obstacle to any team desiring to pass by them to first place. The race for the league leadership is so close at present that only four pins separate Covell and Gowanlock after rolling 48 games; Covell holding on to the slim margin after his record-breaking series January 31. The battle for places on the three P.C.B.C. teams is being waged now and the fur is expected to fly in increasing amounts until the end of the season.

The standings as of February 1 are:

	Won	Lost
Roadway Equipment	17	3
P. E. Club Ladies	14	6
Electrical Dept.	13	7
Southern Division	12	8
Telephone Dept.	12	8
P. E. Club	11	9
Southern Freight	10	10
Signal Dept.	9	11
Macy Street	7	13
Ladies' Accounting	6	14
Local Freight	5	15
Engineers	4	16

Company Golfers Make Good Showing in League Play

THE second round of the Industrial Golf League was completed on January 25 and when the demon statistician had finished his count it was found the Pacific Electric team was firmly entrenched in second place. Away to a discouraging start, losing three out of four matches in the first round, the boys gave an indication of their future success by scoring a clean sweep over the Ralston Printing Company.

Foltz and Kennedy played a very close and exciting match, Foltz finally bringing victory to the Pacific Electric with two birdies on the last two holes, winning one up.

Oliver and Tower also were hard pressed to win, finally coming out on the long end of the score on the 16th hole. Grey found himself in the last nine and shot a splendid game of golf. Tower also pulled some fine shots out of his bag.

Dickson and Houston had the easiest match of the day, winning eight out of the first eleven holes and

ending the match on the eleventh green. Dickson especially showed a big improvement in his game and will be heard from in future matches.

Hodges and Pabst played well together and at no time were in danger of being beaten by their opponents, winning two up.

The Pacific Electric team are now in second place in the league and are looking forward to a close and exciting tilt with the crack Water & Power Department team during the month of February. Anyone desiring to join the team can ascertain full particulars by getting in touch with Manager Grey Oliver. It is desired to put the strongest team possible on the field and all will be given consideration in the selection for each match.

BASKET BALL TEAM IS NEAR TOP IN LEAGUE PLAY

The P. E. Basketball team, made up largely of employees of the Western Division, is making a splendid showing in the Municipal City League games which now are being played each Wednesday evening.

Coached and managed by Roger Berry, with H. J. Hamilton as Captain, the team has won a large majority of its games from such strong competition as the Y. M. C. A.; Elks; L. A. Athletic Club; Desmonds and L. A. Gas & Elec. Corp.

The games are played each week at gymnasiums of local high schools,



P. E. golf team, left to right—back row: Don Houston, Trans. Dept.; Phil Tower, Bathhouse, Redondo; C. Dickson, Freight Traffic Department; Wm. Grover, Stationery Department. Front row: Ed. Hodges, Claim Department; Geo. Allan, Torrance Shops; Harry Foltz, Redondo Bathhouse; Capt. G. Oliver, President's office. M. Kennedy, Redondo Bathhouse, and Art Pabst, Claim Department, also are members of the team.

they being supplied through the courtesy of the Physical Education Department of the Board of Education.

For the remainder of the month the following games are scheduled:

Feb. 12th, Bullocks, Sentous High School; 8 p. m.

Feb. 19th, H. S. Crocker Co., Sentous High School; 8 p. m.

Feb. 26th, Karpen Ramblers, Sentous High School, 8 p. m.

From all reports the team is playing a splendid game and improving with each week's play. Coach Berry asks that all who are interested in the game to come out and root for the team.

EIGHT STRAIGHT GAMES WON BY P. E. BALL TEAM

After laying off for two weeks an account of rainy weather during the fore-part of January, the Pacific Electric crack ball team continued its winning streak on Sunday, January 19, by defeating the Pasadena Merchants at Brookside Park, by a score of 3 to 2 in a ten inning Triple A League contest. Chamberlain, on the mound for the Company aggregation, was in his usual splendid form, allowing the heavy hitting opponents but three hits and striking out ten.

On January 26, at Santa Barbara, the fast Elks' Club of that place went down to defeat by a one run margin, the final score standing 5 to 4.

A return game at Pasadena on February 2 proved even more disastrous to the Pasadena Merchants than the previous one, the game ending with the score 8 to 2. The Merchants put their two tallies across in the first inning but were unable to better their showing during the other eight innings. The Pacific Electric scored one run in the third and two in the fifth, the game entering the last frame at 3 to 2 for the Electrics. The fireworks started in the ninth when six hits, including two doubles, netted five runs.

The Pacific Electric team now has eight straight victories to its credit and by this showing has practically cinched first place in the strong Triple A League.

One of the largest crowds ever assembled in Brookside Park witnessed the game on February 2, and the popularity of our team was very much in evidence.

Are You a Business Getter?

Tell your friends about new Mt. Lowe fares and combination rates.

From Los Angeles to Mt. Lowe and return \$2.00. Fare including luncheon in Tavern, \$3.00.

Fare, including dinner, accommodation over-night and breakfast, \$5.00.

All the above are cheaper from Pasadena; also special rates for children. See full details on page 7.

Teacher: "James, why is the English language called the mother tongue?"

James: "Because father never gets a chance to use it."

Our Business Getting Chances

Employees Have Many Opportunities to Increase Revenues. Specific Instances are Shown

THERE is a tendency on the part of some of us to overlook chances of promoting through salesmanship, the interest of the Company, which is in reality our own welfare. This is in most cases done not through lack of loyalty, but rather unthinkingly and unmindful of the helpful effect a little salesmanship will produce.

We are proud and duly thankful for the many commendations of splendid service which come to attention that are performed by employees coming directly in contact with the traveling public. Yet it seems that our public contact forces are lacking at times in grasping many opportunities that come to them in promoting travel over our lines. This refers particularly to the failure of Trainmen, Ticket Clerks and others to grasp opportunities to exploit to inquiring patrons the scenic and historic points of this district.

Southern California, its beaches, its mountains and its interior territory, its many points of romantic history, is known throughout the world as primarily the greatest winter resort country in the world.

We of California know it primarily for the beauties of its summers which we may appreciate more because of the added pleasure of bathing in the surf. But the view of the ocean alone, without indulging in bathing in it, is a sight that thrills and appeals to many thousands of visitors and newcomers.

The beauty of the mountains of California are never more luring than during what we term the winter season, when streams flow and green growths abound. We home folks appreciate them possibly more in summer during our regular vacation period.

Every season of the year has its own characteristic beauty not found elsewhere in the world.

Much to See

There are dozens of very much worthwhile places to which our Conductors, Motormen, Coach Operators and Ticket Sellers may direct people in search of scenic beauty both of sea, and of mountains, and of valleys. There are scores of interesting places to be visited upon our lines and within the 54 cities we serve. There are within close range of Los Angeles three of the famous missions reflecting the romance of the early Californians. There are many old land marks; beaches known throughout the nation; rugged shore line; the original grape vine at San Gabriel adjoining its famous mission, Huntington Library and Art Gallery, Mission Play, and many, many others could be named.

As an indication that some of our "selling forces" are not taking advantage of opportunities of increasing travel that come to them is shown by three recent specific instances.

Sometime ago a Ticket Clerk was heard to make this remark in connection with an inquiry as to one of our resorts, "The season is practically over for this year."

Again a Conductor on one of our beach trains said, "The weather is getting cold and the season is off early at the beaches." This same man was asked about mountain resorts and gave the impression that they were undesirable.

One of our motor coach line Operators, when asked the question as to what one might see at a certain point on his line, replied, "There is nothing doing there at present. It's getting cold now." He was also asked where a person might go and see something interesting. He said, "I don't know. All the same at this off-time of the year."

Now all of these were remarks made by our own employees engaged in the selling end of the business of transportation and for an electric railway that unquestionably has more to "sell" the visitor in the way of scenic lure and excellent service than any other electric railway in the nation. Each of these men had had several years' experience with this railway, each of them had knowledge of the fact that interesting literature is available for free distribution to inquiries such as they had. Each of them had had opportunity to learn of and know the true conditions prevailing at all of these points of interest located on lines of this Company. It was a part of their business, a part of their job, a portion of their livelihood to sell transportation to these various places to inquiring persons who indicated a desire to visit them.

One Loss Multiplies

Not only were three chances for salesmanship lost, but in the final analysis it would more than likely be three hundred chances. This because through those whom we instruct are others instructed, and through those whom we sell by courtesy, kind answers, interest in their welfare and proper direction, all of which is embodied in salesmanship, can we hope to sell others thereby producing revenue for our Company, instead of losses.

He took her in his arms.

"Oh, darling," he murmured, "I love you so. Please say you'll be mine. I'm not rich like Percival Brown. I haven't a car, or a fine house, or a well-stocked cellar; but darling, I love you, and I cannot live without you!"

Two soft arms stole around his neck, and two ruby lips whispered in his ear, "And I love you, too, darling; but—er—where do you find this man Brown?"

Largest Book Gift Yet Is Made to Club's Library

THE Club Library's largest single gift of books to date was generously donated early last month by L. A. Lovell, Auditor and Secretary of this company. Numbering 90 volumes, the collection forms almost a library in itself, there being reference books of all descriptions, as well as several volumes of fiction.

A set of science books, consisting of 32 volumes, covers practically the entire field of science, each treating some particular subject. The entire list of books follows:

Science, 32 volumes; The Writings of Thomas Jefferson, 20 volumes; Mark Twain's Works, 14 volumes; History of the American Nation, seven volumes; History of the 19th Century, three volumes; American Politics, Introductory History of the United States, The Chaste Diana, Over The Top, The Princess Alice, Master Skylark, American Indian Stories, Elmer Gantry, Everybody's Lonesome, Tomorrow About This Time, 23½ Hours' Leave, Pride and Prejudice, The Harvester, and Hiawatha.

Three other contributions of books were received during the past month, while being not quite so large, are none-the-less appreciated by the Club and its many library patrons. From L. E. Murphy, Mechanical Department, Torrance, was received: We Three, The Night Riders and Stories From English History.

Mrs. E. D. Bishop, wife of retired motorman, Western Division, contributed the following books: Dusty Answer, Shakespear's Revelations, Okewood of the Secret Service, The Man of the Forest, The Blood Ship, Over There, The Law of the Land, Your Money's Worth, Jack and the Check Book, Peacock Feathers, Meanwhile, The Gambler, and Anthony Dare's Progress.

From Mrs. J. B. Green, wife of J. B. Green, General Foreman, Mechanical Dept., the Club acknowledges receipt of Devil-May-Care, The Danger Trail, Black Beauty, Baseball Joe of the Silver Stars, Freckles, Hans Brinker or the Silver Skates, and The Spaniard.

P. E. MASONIC CLUB NOTES

Next regular meeting will be held Tuesday, February 11, at 7:30 p.m., at the Pacific Electric Club.

Col. Thos. L. Cook, member of the Los Angeles City Council, will give a lecture on the Philippines, Japan and China, illustrated with moving pictures, at 8 p.m. in the theater of the Club.

Col. Cook has an enviable reputation as a lecturer and the members of the Club, families and their friends are invited to hear this interesting subject.

The Pacific Electric Masonic Club will visit Covina Lodge February 18. Dinner at 6:30 p.m. Santa Monica Lodge will be visited February 19.

Whale Makes Journey Via Rail



Huge mammal mounted on flat car and being exhibited throughout interior country. It is thrilling sight-seers whose only previous knowledge of the sea monster that swallowed Jonah has been confined to what they have read.

THE only way to be certain of a hearing as regards a fishing yarn, at least so far as the fishermen of the Rod & Gun Club are concerned, is to talk about a whale. Anything in a fish story line of smaller proportion would be classed by these worthies as "irrelevant and immaterial."

Having no desire to put myself in the same class and questionable standing of these prize fish story tellers the Editor hereby declares the sketchy facts and figures herein contained are those supplied by one Edmond B. Griffin, an expert whaler of broad experience. The subject of whales arises and is the aftermath of one of these monsters on tour of Southern California on an exhibition car.

The Pacific Whaling Company of Long Beach, employing approximately 100 persons, have for the past 20 years been engaged in the capture and commercializing of this beast of the sea. The financial reward comes from the products of the whale's body—its oil of peculiar and distinctive properties, is used in the manufacture of paints and soaps; fertilizer, adaptable for any kind of soil, and bone-meal, a dish de luxe craved by barn-yard fowl.

Due to the gradual drop in the yearly catch of this sea-monster on the Pacific coast, the management saw that another means of revenue must be developed if the business was long to prosper and endure. Here it is timely to remark that the California Sea Products Company (of which the Pacific Whaling Company is a subsidiary) is the remaining survivor of many who have been forced to discontinue activities on account of increasing scarcity of the animal on this coast.

It has long been known that it would be profitable to exhibit a whale throughout the interior country where

inhabitants know only of the beast through what they may have read. The difficulty in placing one on an exhibition tour has been due the problems met in embalming the animal. It was only after years of experimentation that this Company has succeeded in perfecting a chemical formula which over-comes decomposition. Due to this success three large whales have been loaded onto specially built exhibition rail cars and are being exhibited with good profits to the management.

One of the whales exhibited in Southern California weighed 132,000 pounds and it required 40 barrels of embalming fluid to prepare the body for exhibition. Its heart weighed 1200 pounds and its tongue 500 pounds.

Whales found in these waters average about 60-ton in weight and 65 feet in length. They are found mostly around the islands of Southern California where they seem to hover for brief stays during their early fall trips northward and return journeys in the winter; they seem now to spend most of their time in Mexican waters.

Contrary to general belief, Mr. Edmonds states that the whale is not a vicious animal and will not attack unless attacked. Tales of small boats being encountered in combats with whales are fabrications.

While its eye-sight is very poor and it sees little on its trips to the surface of the water (which average about every seven minutes) the whale has a most acute sense of hearing, so keen in fact that the small killer boats which attack with explosive bombs are the steam rather than gasoline launch type due to more quiet operation. So skilled and proficient are the gunners on the killer boats that they land their target three out of four shots from a distance of 150 feet.



Executive Committee Meets

Executive Committee of Pacific Electric Club met in regular session in the Ballroom of the Club Building on Wednesday, January 8, 1930, at 2:00 P. M. The following members were absent: W. A. McCammond, W. J. Scott, R. H. Dorman, G. P. Terry, L. J. Woodlock, H. C. Froude and T. J. Day.

Minutes of meeting held December 4, 1929, were read and approved.

The following financial report as of December 31, 1929, was submitted:

Club Fund

Balance 12-1-29\$1,554.57
Receipts 1,827.40

Total\$3,381.97
Disbursements 1,815.74

Balance 12-31-29\$1,566.23

Relief Fund

Balance 12-1-29\$ 184.48
Receipts 1,853.58

Total\$2,038.06
Disbursements 1,973.05

Balance 12-31-29\$ 65.01

F. E. Geibel reported that matter of having signs posted restricting the speed of vehicles in drive-way between machine shop and blacksmith shop at Torrance had been taken care of.

Club President E. L. Young called attention to lecture to be given by Frank H. Skipper in the Club Auditorium at 12:30 P. M. on Monday, January 13, on the subject "Adding Interest to the Job."

F. E. Mayfield asked that steps be taken to clear Torrance Welding Shop of fumes. Matter was referred to Mr. Geibel for handling.

Request was made by J. K. Ford that clock be placed in Cafeteria. Mr. Vickrey informed that an electric clock had been ordered for the Club office and that as soon as it arrived the clock that is now in the Club office will be placed in the Cafeteria.

Mr. Ford also raised question as to whether or not prices in Club Cafeteria were not excessive. A general discussion of this subject was participated in by members of the committee. E. L. Young informed the committee that the matter of Cafeteria food prices had been under consideration for several weeks; that a conference had already been held on the subject, and that another was to be held the following week at which time a study is to be made of the Cafeteria

operations to date. Mr. Young informed that there will be a report on the Cafeteria situation submitted to the committee at its next meeting.

Henry Kraft inquired about matter of having a company doctor appointed in Monrovia, stating that there were several employees at that point and that the closest company doctor was a considerable distance away. Mr. Vickrey is to discuss this matter with Dr. W. L. Weber.

R. E. Labbe brought up proposition of the Club providing facilities for the checking of wraps on occasion of dances and special parties. Mr. Vickrey informed that this situation had been under consideration for some time and that within the next few weeks necessary racks and shelves would be provided so that a part of the Ladies' Dressing Room can be converted into a check room.

Attention was called to arrangement that is now effective whereby employees are entitled to a 30% discount on automobile insurance at Archer & Knight Insurance Brokers, 215 West 6th Street, Los Angeles, Cal.

Meeting adjourned at 2:40 P. M.

EIGHT DEATHS LAST MONTH

Exceeding any death list during any month for the past year, eight of our fellow workers were called to the Great Beyond during the month of January.

Those who passed on were:

Joe Holloway, retired Janitor; Chas. C. Russell, Motorman, So. Division; Hipolito Barrage, Laborer, Eng. Dept.; Wm. D. Reynolds, Motorman, So. Division; Chas. K. Carre, retired Millman; Henry Bulpin, Conductor, So. Division; Antonio Vertez and B. Miramontes, Laborers, Eng. Dept.

To the distressed and sorrowed homes of the bereaved we presume to speak for and extend in behalf of the employee mass the sympathy of the entire Pacific Electric family.

Through wise and loving thoughtfulness each of the eight deceased had obtained the maximum group insurance protection for their loved ones and five were members of the Mortuary Fund. The combined insurance disbursed to beneficiaries total approximately \$20,100.

Twenty-seven employees are now receiving an aggregate of \$1914.76 in monthly benefits, ranging from \$51 to \$121, under the total and permanent disability clause of the Group Insurance plan.

P. E. CLUB BULLETIN
Feb. 10 to Mar. 10, 1930

- Tuesday, February 11:**
Masonic Club Meeting in Club Theater—7:45 p.m.
- Wednesday, February 12:**
Rod & Gun Club meeting—8 p.m.
- Thursday, February 13:**
Ladies' Auxiliary meeting—1:30 p.m.
Club Dance—8 p.m.
- Friday, February 14:**
Motion picture show—"The Fleet's In," 7:30 p.m.
Bowling at Jensen's Recreation Center, 8 p.m.
Basketball at San Bernardino Y.M.C.A.—Pacific Electric vs. Central Christian, 7:50 p.m.
- Saturday, February 15:**
Motion picture show, same as preceding night.
- Sunday, February 16:**
Baseball—watch weekly bulletins.
- Monday, February 17:**
Ladies' Auxiliary night card party in ballroom of Club, 8 p.m. All ladies and escorts invited.
- Thursday, February 20:**
Ladies' Auxiliary card party, 1:30 p.m.
- Friday, February 21:**
Motion picture show, "Frozen River," 7:30 p.m.
Bowling at Jensen's Recreation Center, 8 p.m.
Basketball at San Bernardino Y.M.C.A.—Evangelical vs. Pacific Electric, 9:30 p.m.
- Saturday, February 22:**
Motion picture show, same as preceding night, 8 p.m.
- Sunday, February 23:**
Baseball—watch weekly bulletins.
- Thursday, February 27:**
Regular meeting of Ladies' Auxiliary, 1:30 p.m.
Club dance, 8 p.m.
- Friday, February 28:**
Motion picture show, "The Circus Kid," 7:30 p.m.
Bowling at Jensen's Recreation Center, 8 p.m.
Basketball at San Bernardino Y.M.C.A.—First Baptist vs. Pacific Electric, 9:30 p.m. Final game of league schedule.
- Saturday, March 1:**
Motion picture show, same as preceding evening, 8 p.m.
- Sunday, March 2:**
Baseball—watch weekly bulletins.
- Wednesday, March 5:**
Pacific Electric Club Executive Committee meeting, 2 p.m.
- Friday, March 7:**
Motion picture show, "The Wolf of Wall Street," 7:30 p.m.
- Saturday, March 8:**
Motion picture show, same as preceding evening, 8 p.m.
Agents' Association meeting at Club, 7:45 p.m.
- Sunday, March 9:**
Baseball—watch weekly bulletins.

Not the True Family Spirit

Mary: "Do you find the office force one big family?"
John: "No, I've found everybody congenial so far."

AUXILIARY HAS BUSY MONTH

By Mrs. Lon Bishop

The 9th of January was a cold, disagreeable day, but it didn't keep thirty-six courageous ladies from attending the first meeting of the Auxiliary for the new year and having the pleasure of listening to one of the most enthusiastic speakers, Mrs. Dudley of the Good Will Industry.

She injected added interest by displaying samples of garments and articles made from scraps and fashioned together by crippled and handicapped people, whose belief is "A tool in the hand is far better than a coin in the hat."

Please remember Mrs. Dudley's urgent request not to throw away or destroy the tiniest bit of anything; put it in a good will bag, and give these plucky unfortunates something to do.

The ladies will visit the industry, have luncheon and be shown through the different departments on Wednesday morning, February 12, at 10:30 a.m., at 342 North Main.

Treasurer's report given by Mrs. Curtis proved the lady a most efficient bookkeeper, for at the end of the year, with help extended in different directions, the Club still has money in the bank.

Mrs. Rand, the popular little lady who seems so untiring in her efforts to cheer those who are ill, came in for a well deserved share of applause.

We are happy to announce the appointment of Mrs. George Gilks as Corresponding Secretary.

Remember to reserve Thursday afternoon, February 20, at 1:30, for our next card party.

Eight tables played at the last one on January 16. Bridge prizes were won by Miss Mabelle Gilbert and Mrs. Smart. Honors in 500 went to Miss Anna Kraeger and Mrs. Allison.

The second regular meeting was held in the theater, the speaker being Mr. Farron of the local Telephone Company, who explained in a very interesting manner, with talk and pictures, the development of the telephone. The Auxiliary is very grateful to the Telephone Company for the special privilege afforded them.

Members were glad to welcome back the Secretary, Mrs. McClure, after an absence of several months. Enough praise cannot be given Mrs. Walter White, who has so graciously and willingly served as Secretary pro tem.

A combination Lincoln, Valentine and Washington program is being given on February 13, Mrs. King, Mrs. Curtis, Mrs. Ruppel and Mrs. Al Smith taking an active part in the entertainment of the afternoon.

February 27 has been designated as History and Landmark Day, with a native daughter, Mrs. Curtis, in charge, and a native son, Sheriff William Traeger, as guest speaker.

Mrs. Womersley requests all ladies who are interested in the chorus to meet in the ballroom at 1 o'clock on the second, third and fourth Thursdays of the month.

Arrangements are being made for a

Pick-ups Around the Club

Business & Transportation Law

A concise, but comprehensive course in Business & Transportation Law is now being offered by the Pacific Electric School. This is a subject of great interest to all employees, regardless of which branch of the "transportation game" engaged in.

The instructor is Jesse B. Porter, who informs that the subject will not only be covered in a general way, but that it is proposed to devote a portion of each session to practical problems in the field of business which may be brought up by students. This class meets each Friday from 6:00 to 8:00 P. M. in Class Room 200 of the Club Building.

New Courses of Study

In addition to the above course in Business & Transportation Law, classes are offered for the first time in Voice & Speech Improvement, Social Psychology, Slide Rule, Orchestra and Letter Writing. Complete schedule of classes offered, together with day hours, class room and instructor will be found elsewhere in this issue of the Magazine. Now is the time to enroll! Act promptly!

New Check Room Facilities

Cloak checking equipment will shortly be available with which to convert the western half of the Ladies' Dressing Room into an emergency checking room. The equipment will be portable and will be installed for use on special occasions when required.

Eastern Division Club Dance

Never before such a large crowd! Never before was an Eastern Division Dance so thoroughly enjoyed as was the one held at Urbita Springs, San Bernardino, on the evening of January 30.

Every department of the company was well represented, with the honor for the largest delegation going to the transportation forces. Every city in the Eastern Division had its representatives there in goodly numbers. The crowd was large indeed, there having been approximately 400 in attendance, or twice as many out on this occasion as to any other Eastern Division Club activity during the past several years.

splendid big card party on Monday night, February 17, play starting promptly at 8 o'clock. Everybody is invited, both bridge and 500 being played.

A message received from Mrs. Kitto in Torrance says she will be back with us in six months, displaying a spirit of courage and faith that should be an example to all of us.

Every member is pulling for you, Mrs. Kitto, and we do trust you will be back with us soon.

The regular Club Orchestra, composed of six pieces, was on hand to furnish music, and that they did the job well was the unanimous opinion of all in attendance.

Pacific Electric School Party

With some 200 students, their families and friends in attendance, the Term Party of the Pacific Electric School was held on January 16. On this occasion, as well as several others during the past few months, the Dramatic Art Class, under the direction of Miss Helen Ogg, furnished the following program of entertainment, all of which was well rendered and received:

Piona selection, Miss Marjorie McFarland.

Vocal solo, Charles Hodson.

Cornet solo, Eric Chaplin.

Address, Earl W. Hill.

Mademoiselle's Mistake, enacted by Miss Helen Galbavy and Christina Paulson.

Horn solo, C. E. Chaplin.

Dramatic reading, Mrs. Ruth Jett.

Duet, Eric Chaplin and C. E. Chaplin, accompanied by Miss Ada Chaplin.

Mrs. MaBell Rosenberg was accompanist for all but last number.

Following the above program in the Auditorium, the assemblage sojourned to the Ballroom where dancing was enjoyed during the balance of the evening.

Are You Interested in a Billiard Tournament?

Request has been made for the Club to sponsor a Billiard Tournament for employees. This will gladly be done if enough interest is manifested in such an undertaking. All those desiring to enter in the tournament should register at the Club office at once.

Barber Shop and Shoe Shine Stand

For the benefit of employees and all members of their families the Club a short time ago opened a Barber Shop in the Trainmen's Room of the Club. First-class barber work is done at a reduced price. Next time you need a shoe shine try "Popp" in the Trainmen's Room.

TEN SECONDS!

Can you Look, Listen and Stop your Auto in Ten Seconds?

A locomotive engineer can sound his whistle, close his throttle, open his air valve and his brakes will begin to take hold in TEN SECONDS, says the Claim Agent of a large eastern carrier. But while he is doing this his train will move 660 FEET IN TEN SECONDS if going only 45 miles per hour, and most of us wish the train we are on to go faster than this.

Wait! The train will not block your way at the crossing over Ten Seconds and what is Ten Seconds, compared to a visit in the Grave.



MECHANICAL DEPARTMENT By Carleton B. Bell

George Wheeler is back with us again. You will remember away back at the end of November George injured his thumb on an emery wheel. We are as glad to see him back on the job again as he is to be there.

If the Ringling boys, of circus fame, knew how many wild animals there were hereabouts I believe they would send one of their best trappers down here to replenish their circus. Commonest among the animals found here are possums and coons. Several possums have been caught around the shops, two in the last week, and now a raccoon is added to the list. A half-grown coon was found electrocuted in the groove where the transfer table power wires run. He had evidently crawled in there for protection but did not find it.

George Gilks and Albert Rice are both sporting brand new Oldsmobile sedans. Al used to have a Dodge but did not drive it very much, hardly at all, in fact. He did drive the Olds 37 miles last Sunday and all the boys are wondering if he will get it out again. George's record is clear.

Charley Yancey believes in the old saying about "It takes a lifetime to build a good reputation but it can be ruined in a minute." In all his twenty-seven years with the Pacific Electric he had never been late until the morning of January 27. Not so bad at that.

Payne, the bookworm, got too close to his wife's heater in her boudoir last Sunday and as a consequence could not show up for work Monday and when he did show up Tuesday he had half of his left leg wrapped up. This is no joke; that leg really is sore and he did not get any sympathy at home.

Johnnie Veevers made quite a bid for fame as a contender in the marathon dance at Hawthorne. Johnnie and his wife were doing fine and had been going three days when Johnnie developed an ulcerated tooth and had to be taken out.

Speaking of wild animals—E. E. Hunkins wins the prize as a builder of traps to catch them in. If you want a real good laugh just get Hunkins to show you his possum trap. It's a good one even if a possum never does get into it.

January's wonderful rain brought out all kinds of funny things. It would surprise you why some fellows are late in rainy weather, but John VanVliet won the hard-carved Arabian doughnut. He was driving the Ford the morning of the heaviest rain and ran out of water. The engine got so hot he had to stop to cool it off. The radiator was slowly filling by means of a funnel they placed to catch the rain, but finally they evolved the idea of taking the hood off and letting the rain beat directly on the engine.

Another old-timer has passed on to the great beyond. Tuesday, January 21, Charles Carre died at his home in El Nido. Funeral services were in charge of his brother Masons and he was buried in the Odd Fellows Cemetery in Los Angeles. Charley had been our fellow-workman for many years, having been employed August 1, 1908, by the Los Angeles and Redondo Railroad before their consolidation with the Pacific Electric. He had been on the retired list about one year.

"Pop" Wheaton sent home for his shot gun and butterfly nets during the heavy rains. Water had collected and formed a very re-

spectable lake where the boys usually play ball noon times and a number of gulls and other water birds had taken up their abode thereon. Several flocks of ducks were observed investigating the new lake and Pop had hopes they would land and he wanted to be among the first to greet them. However, the ducks were wise and Pop has had to be satisfied with bacon and beefsteak.

"Old Reliable" George Stevens has at last let his weakness become known. He is planning a trip to Agua Caliente, where it is said he intends to make some INVESTMENTS while watching the ponies. Who'd have thought that of Steve?

We wondered, the other day, who that new man with the dirty face and big wrench was in the pipe shop. We were surprised to find it was Dale Merritt, who used to be in the Drafting Room. Yes, Dale has gone to work but there is reason in his madness.

William P. Hankins, usually known as "Louie", is reputed to be the champion horseshoe pitcher of the Armature Winding Shop. His throne is threatened by Joe Skavinsky, and no telling how long Louie will remain king. Horseshoe pitching seems to have died out in the Blacksmith Shop. Evidently Boy Boyd crushed all competition and they have given up.

ENGINEERING DEPARTMENT By Margaret E. Maitland

Our sincere sympathy is extended to M. C. Halsey, whose father passed away last month.

H. Gorman had the misfortune to step on a nail, and has been on the sick list for the past few days; however, he is now able to get around on crutches.

There have been a few changes in the office the last month; you will now find J. W. Pinney in Mr. Gould's office, and Daniel Gilmore on the Material Desk; Miss Eva Laff is no longer with us, her place being taken by Miss Clark.

Mrs. Jack Boehme, who was struck by an automobile and had both legs broken the day before Christmas, is getting along as well as can be expected. Her parents are here from the East, so she is being well taken care of.

Geo. Rourke has a new Studebaker eight. How can he do it these hard times?

W. Fulton is wearing glasses; we are at a loss to know whether they are for protection or if he thought he was missing something.

There is a keen hair growing contest on now between B. Houseman and C. Bordner. Any tested remedy will be given a thorough trial; suggestions welcomed.

Jim Hamilton just returned from Texas, and to really appreciate California, just talk to Jim.

Foreman Vivian, while clearing the track at Mt. Lowe during the heavy snows, stepped over the side of a cliff and fell some 60 feet. He fortunately landed in a snow bank and escaped uninjured.

W. Z. Shaw has been absent for several days, due to the illness of his wife, but is back on the job again and tells us that his wife is able to sit up a little each day.

A short "mellow-drama" with an all-star cast was enacted at the Washington Street Yard the other day, when Earl Haskell, who

took the part of the handsome hero, was pleading with the harrrrd-hearted villain (played by Doc Shaw) for "our little Nell" (very coyly portrayed by Ben Attrill). It was a very pathetic scene and the audience was in tears, but the hero's pleading was in vain. The villain never relented, although the hero told him time and time again that "they hain't done right by our little Nell." As we sez before: It's a cold, crool world.

Dave James and the Bonding Dept. lost their boy-wonder, when Paul Turri, our local Thomas Edison, was transferred to the Roadway Equipment Department.

Another new arrival in the Haskell Camp is no one less than "poison Sam" Daniels, who is going to run an air compressor.

The office clock at Washington Street has gone on the strike and in spite of the fact that Geo. Barclay and Dick Poschman have been working on it in harmony and peace, the hands still point to twelve o'clock and refuse to budge.

Fred Linne, has during George Curtis' absence, taken over the job of stepfather to Laddie. Some Pappa.

Another epidemic in the Yard: Over 90 per cent of the office force has broken out with a desire to sign requisitions and Ray Cragin, who is on the verge of collapse, has appealed to the Club to give a course in penmanship to the afflicted.

OCEAN PARK CAR HOUSE By E. M. Daniels

Not conceded more than a Chinaman's chance before the game the newly organized Trainmen's Ocean Park ball team scored a thrilling, if surprising, victory over the Hill Street Terminal team on Sunday, January 26. The final score was 7 to 3.

Hill Street started with a bang, making two runs in the first inning. Suddenly Pitcher Peak "got going" and the Hill Street boys were stopped as though coming upon a red block.

The Ocean Park boys began their fustilade in the second inning. French, first up, walked, and scored a moment later on One I Connelly's smashing three-bagger. Hinds singled and finally scored on an error by Smith at third.

In the fourth Hinds got his second hit, which was followed with a home run by Dodge.

The batteries for the day were: Hill Street: Hansen, Jenkinson and McKee; for Ocean Park: Peak and Scambre.

While both teams played a bang-up game, Ocean Park proved steadier and hit more opportunely. The home run by Dodge, Connelly's three-bagger; Hinds' steady hitting; Peak's superb pitching and Patton's work in center field were the features of the game.

The ball players of O.P.C.H. take this opportunity to thank all Trainmen of O.P.C.H. and our "Boss" for their financial support and also for their labor in building the ball team and ball ground which we can call our own. Many expressions of appreciation have also been heard for the support of Mr. Vickrey, who has rendered great assistance by furnishing balls, bats and helped in various other ways.

After many weeks of hard labor we feel we can challenge the teams of other terminals. For games, communicate with T. E. Boswell, manager of team at O.P.C.H., Venice, Calif.

Names of those on team listed below:
R. J. ("Spud") Allison.
T. E. ("Sparky") Boswell, Manager.

W. A. ("One I") Conally.
 J. M. ("Jim") Dodge.
 Captain ("Dak") Bordenen.
 R. W. ("Drink") French.
 M. ("Mac") Hoover.
 D. O. ("Porky") Hinds.
 C. A. Robinson, Umpire.
 W. O. ("Bill") Patton.
 E. G. ("Pop") Peak.
 E. S. Fraser, Scorer.
 G. A. Dopler, Scorer.
 G. E. ("Shorty") Rice.
 R. A. ("Rich") Schambre.

The game Sunday, January 26, seemed like a P. E. picnic, due to the fact that the Trainmen of West Hollywood, Hill Street and O.P.C.H. and their families turned out in large numbers. We hope that in the future we will be able to entertain the P. E. family at our ball ground every Sunday afternoon. Your presence will show us that you appreciate our effort to please you. The ball park is located at Colorado and Main street, Santa Monica.

The O. P. Carhouse bowling team, composed of Dopler, Whiser, Koeper, Fraser and Hatt, are giving bowlers in the Bay District a glimpse of real control of the big ball.

R. W. French is still the undefeated checker champ, with Grisenger still holding the crown at cribbage. Step right up and "try an' beat 'em."

P.S.—Mr. E. M. McDaniels has kindly consented to contribute this column monthly and in order that the news therein may be interesting and complete it is necessary that he be informed of events and items of general interest from those who come in contact and know the details. Assistance rendered him will be greatly appreciated.—Editor.

**NORTHERN DIVISION
 Eastern Lines
 By Ruth Thompson**

The dance, held at the Urbita Springs ballroom on Thursday evening, January 30, was attended by about five hundred of the employees and their friends and was voted to be one of the most successful affairs ever given. The music was furnished by the Pacific Electric orchestra from Los Angeles and was greatly enjoyed by everyone.

Ex-Conductor Bart Singletary, long an employee of this Company and now retired, is in the California Lutheran Hospital in Los Angeles and would appreciate a visit from any of the Pacific Electric family.

Motorman Severance has been off duty for the past two weeks on account of illness.

Motorman J. E. Winters is away on a 30-day leave of absence.

Conductor C. G. Jones and Brakeman H. J. Beck are vacationing at the present time.

Brakeman J. J. Raker, who started for Nevada to look after his mine, was forced to return on account of the extremely cold weather, the thermometer registering as low as 50 degrees below zero at some points.

Conductor W. E. Massingale, who has been off duty for several months on account of an accident, is taking a trip north in hopes that it will benefit his health.

We are very sorry to learn of the death of Motorman W. D. Reynolds, formerly of San Bernardino. His funeral, at the Mark B. Shaw Chapel, was largely attended by his friends. We extend to his family our sincere sympathy.

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

The Mission Play for the season of 1930 opened with a matinee performance in the new playhouse in San Gabriel, on New Year's Day. Keen interest in the beautiful historical pageant is still apparent and indications are that this will be a truly successful season.

Conductor A. R. Talbot and Motorman P. A. Bowles, Macy Street, who were in charge of the Mission Play train last year, have the special again this year.

The Macy Street Trainmen extend their sin-

cere sympathy to Motorman T. M. Lloy, of the Sierra Vista Line, whose mother passed away on January 5th, last.

The news of the passing away of Motorman W. D. Reynolds, South Pasadena Line, on the morning of January 18th, came as a sad shock to his fellow trainmen at Macy Street. Heartfelt condolence is extended to the bereaved family in their dark hour of sorrow.

Returns of recent bids resulted in Motorman Z. P. Myers, Sierra Vista Line, going to Pasadena to work Run 31, Oak Knoll Line; and the return from Pomona, of former Macy Conductor H. C. Thornton, who bid in Run 106, Sierra Vista Line. Also the seniority stock of Run 144, South Pasadena Line "owl" run jumped several points up, when Motorman C. R. Rose, one of the old timers of the Pasadena Terminal, decided to select the run.



Conductor R. F. Waugh, Macy Street, happily announces the arrival at his home of a 7¼ pound baby son, on January 7th. Congratulations Mr. and Mrs. Waugh.

On January 9th, Conductor E. L. Smith, Macy Street, became the proud father of an 8-pound baby daughter. Congratulations, Mr. and Mrs. Smith.

Effective Monday, January 27th, Runs 54 and 58, San Gabriel Line, both formerly directly out of Los Angeles, were changed to foreign runs, that is, their terminal was changed to Temple City, east of San Gabriel. The principal reason for the change was the elimination of unnecessary expense in the operation of the two runs.

Early last month Motormen J. L. Karalis and Clyde Moore, Macy Street, accompanied Brakeman N. A. Radney, State Street, on a nine-day duck hunting expedition into the Willow district, near Sacramento. This year's trip being more in the way of a scouting trip over new territory the trio weren't very disappointed over the small number they bagged. Most of the birds they saw were flying entirely too high for successful shooting. However, what they learned this year has resulted in the building of high hopes over the prospect of limits all around next season.

**HILL STREET STATION
 By W. H. Jenkinson**

Some folks knew and some folks didn't know, that Motorman C. A. Thomas of the Glendale line had been troubled with his heart. Recently he was completely overcome by Cupid's dart and he is now sailing along on the sea of matrimony. We wish him good luck and happiness.

Motorman J. E. Tolbert has a new radio.

E. Nixon, Motorman, Hollywood Line, is back on the job after his vacation spent in San Diego.

Motorman G. W. Edmonson of the Glendale Line spent his vacation on his orange grove in San Dimas.

R. A. Buck is back on his favorite run—Number 150.

E. L. Dietz, Motorman Echo Park Line and T. W. Lee, Sawtelle Line, are back at work again after their annual vacation.

Conductor B. V. Williams has just returned from his vacation after spending it back in Kentucky.

The ball club surely misses R. Berry in its line-up. Berry, who underwent an operation in the hospital is now convalescing and we hope he'll be back on the job soon.

The Subway Trainmen Baseball Club was defeated Sunday, January 26 by the Ocean Park Trainmen by a score of 7 to 3. The Subway boys are now looking forward to a return game.

The Subway Trainmen wish to extend thanks to Mrs. McKee, wife of Supervisor McKee, for bringing out hot coffee to the ball game. Her son is some ball player too.

Sincere sympathy is extended to Conductor H. A. Gaskill and family in their recent bereavement.

It is with deep regret that the sad news of the death of the son of Motorman A. E. Brown is received. Heartfelt sympathy is extended to the family.

Motorman H. Greenfield, Glendale Line, was visited by his daughter from Bishop, California, during the holidays.

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

Motorman W. R. Fielder is in the California Lutheran Hospital where he underwent an operation for appendicitis. His case was rather serious, but he is getting along nicely now.

Jim Luther has gone into the chicken business on an extensive scale out at Roscoe. Jim has three thousand now and intends to add many more.

Jockey Swartz was bumped so often that Mrs. Swartz was finally led to remark: "I wish those fellows on the P. E. would make up their minds and stay that way."

John Rogers, Jack Cody, A. B. Weyant and Baffern have gone back to passenger service. John Rogers will appease his appetite for fast moving on that mail car.

946 and 950 goes high in the bidding now.

The little beanery across from the 8th Street Yard office has been torn down to make way for a gas station. They found 24 sticks of dynamite under the flooring of the place.

Ray Moran, Harry Conklin and Frank Girard, all ex-service men, follow along in the same trend of thought and all three are about to join the American Legion.

Yardmaster Victor Hemphill has returned from his property and reports activity is ever on the increase with bright future in sight.

Just to find out if there was any interest being taken in these notes the writer missed out on the writing of it last month. He knows now there is plenty of interest.

"First out on the gopher gang," Tink Malory said one morning as he started home at 8 o'clock.

To be married 50 years is a wonderful break in life and Harry Plannett is grateful for the write-up that appeared in the Magazine last month.

Just as he was about to step off a caboose at Abila one night last week, Duke Burnett was struck in the face with a stone or a blunt instrument and suffered a badly lacerated face.

**STORES DEPARTMENT
 By H. Vander Zee**

Stationery Storekeeper Chas. A. Wakefield is at present confined to his home, having undergone an appendix operation in the California Lutheran Hospital. Charlie is getting along fine and we hope to have him back with us soon. Roy Ewing is filling vacancy created by his absence.

On January 6, Virginia Brissinger, Stenogra-

pher, and Euel Oakley of the Mechanical Department were united in marriage, with a pretty ceremony in the Church of the Nativity, Torrance. The wedding was attended by all of the Store Department girls, Lena Gill acting as maid of honor. The couple are making their home in Torrance after having taken a honeymoon trip to points in Texas, visiting the home of the groom's parents, and friends. Best wishes are extended the happy pair.

The sincere sympathy of the Department is extended Mr. and Mrs. John Jackson for the untimely loss of their young son, Fremont, January 22. The boy, only 19 years of age, had been in ill health nearly all of his life, but it was thought for a time that his condition was improving, which, however, only proved temporary. The funeral was held Saturday, the 25th, interment at Forest Lawn Cemetery, and was attended by many members of the Stores Department.

The heavy snowfall in the mountains a few weeks ago attracted several of the Store Dept. employees to our popular resort at Mt. Lowe. Those taking the trip Sunday, January 26, were Fred B. Hopkins, Dwight Knowles and Royce Robertson.

Ed Rand, Truck Driver, was called to San Francisco a few days ago, having been informed from there that his brother had been injured quite seriously in an automobile accident. This was all the information he received and we hope that on his arrival there it may prove to be less serious than first reported.

NORTHERN DIVISION PASADENA By Edmund C. Fox

The snow on Mt. Lowe offered winter recreation to thousands of visitors January 12 and 19, and set forth in the most striking manner when travel to the resort was the heaviest. Team efficiency was displayed by all assigned to this service with gratifying results.

The last Trainmen's meeting was held in the Pasadena Club Rooms January 29. The meeting was called to order at 7:30 P.M. with an assemblage of sixty-five persons. Deliberation was taken upon numerous suggestions, after which coffee and sandwiches were served. Adjournment at 9:30 P.M.

A frank exchange of views took place in an automobile in front of the carhouse between Patsy and R. W. McWhirter. She evidently thought he was getting too friendly, for he retreated with a laceration over the right eye. H. D. Haverick, the master of Patsy, an air-dale, ushered McWhirter to the Hospital for emergency treatment.

Believe it or not—Motorman C. R. Rose with seniority dating back to October 4, 1903, and seventh from the top of the list on his division, has bid in an all night run on the South Pasadena Line.

Conductor S. R. Mitchell, a veteran on the Mt. Lowe Line, is confined to his home, having contracted a severe cold.

C. J. Petznick is on leave of absence, having gone East with his wife on a hurried call from the bedside of her mother, who is critically ill.

Motorman Z. P. Myers, formerly of Macy Terminal, has bid in an Oak Knoll run. Mr. Myers has worked out this Terminal before and we welcome his return.

C. F. Aleshire, F. H. Perkins and G. Reid are back from their vacation and report having a good rest, an enjoyable time and feel equal of performing their duties for another year.

SOUTHERN DIVISION By Wm. Kaplan

The Southern Division welcomes heartily several new Trainmen this month, namely: L. H. Emmons, E. S. Boice, C. E. Locke and N. Shields.

This month marks the formation of the Sheiks Club on the Southern Division. This

organization has sprung into immediate prominence, and threatens to excel all the expectations of its founders. Headed by Conductor E. Willet as President, the group will undoubtedly be a great success.

Membership is open to all Trainmen qualifying as "sheiks". The list of officers includes Motorman George Nesbit, Vice President, and Robert Patzer, Secretary. Among the prominent members are A. R. Noyer, Conductor "Shortage" Ruse, C. T. "Dope" Bliss, G. "Muddy" Waters and Ray Jones.

The first event of importance will be a debate on the subject, "The school children of Compton, why we love them." George "Ornery" Nesbit will uphold the affirmative of the question and Myron Turner (O. K. car cleaner—Huntington Beach) will support the negative. Turner is a prominent debater. As for Nesbit nothing need be said as far as talking ability goes. H. D. "Silent" Bramen will act as single expert judge. Boys, don't miss this debate.

The employees of the Southern Division will be interested to learn that Clifford "Lilacs" Ferguson has returned from a pleasant vacation.

"Snake" Ferguson, as he is affectionately called, is the well known cashier at the Sixth and Main Station, whose bright remarks have delighted all who come into contact with him.

Robert Large has returned to work after a period of illness. Many fellow employees have remarked that Large is not so "large" as he used to be.

Things the Southern Division is noted for: No. 1—Terminal Foreman McCulley's diamonds.

Conductor J. "Hotshot" Beck returned last month from the University of Oregon after an extended absence. His tales of the broken hearts left in Oregon at his departure caused a bid to be extended to him by the Sheiks Club.

Overheard in the Bullpen: "Can I get off on January 1, Mr. McCulley; it's my birthday."

Henry Bulpin, second oldest Conductor on the Southern Division, was taken recently by the Grim Reaper for his last trip. The funeral was attended by the many friends of the deceased.

Famous last words on the Southern Division: "Have a seat."

ACCOUNTING DEPARTMENT By George Perry

We extend a hearty welcome to Sophia Niva and Gertrude Raftery who recently were added to the staff of the Stenographic Bureau under the able direction of Mrs. Belya Dale.

We were delightfully surprised Saturday last by a visit from Mrs. Mary Fields, nee Mary Pontius; it seems ages since we last saw her. It was a pleasure to see Mary looking so well and happy and to know that she had not forgotten her old friends in the Accounting Dept.

This tale (or tail, because it was the end of a rat) was told to me in a most vivid and stirring manner by the hero of the story and all the facts will be verified by Miss Templeton and Arthur Manhart.

One afternoon not long ago F. E. Loucks while walking along the hall on the third floor was startled to see a large rat striding towards him (the size of said rat being comparable with the measurements of "the fish that got away"). Mr. Louck's hunting instinct was aroused, so obtaining the handiest weapon (a broom) he charged with the savage cry of the Accountant, forcing a hasty retreat of his opponent down the stairs to the second floor hallway where tactics were changed to foot racing. However, the rat had under-rated his adversary's speed, this mistake was his downfall as he was soon dispatched by our hero much to the satisfaction of the onlookers who had been attracted by the din of the battle. Mr. Loucks has turned down several offers to appear in vaudeville and relate his experience.

The night classes of our club have been attracting quite a number of students from this office. Among those attending, the following

received diplomas upon completion of their respective courses:

R. E. Labbe; M. Levin; R. T. Knowlton; C. W. Knight; E. J. Buehler and H. C. Kuck. The graduation exercises were preceded by a banquet in the club dining room. The chef's ears would certainly have burned if he could have heard the praise that his delicious viands evoked.

"A diamond ring"—those three words don't mean so much, but add the word "engagement" and it immediately suggests, romance, happiness, perhaps a June bride. For some real information as to its meaning we refer you to Helen Spafford, **she knows!!**

We were very happy to welcome back Mrs. Grace Reed who returned to the office Feb. 1st after a leave of absence. That the rest has benefited her can easily be seen, for she is looking so well.

Mrs. Bobby Bachelder has the distinction of being the only one in this Department on vacation during January, 1930. She spent her time resting at "Home Sweet Home."

7TH ST. WAREHOUSE By Daniel Sanchez

Best wishes of the entire Freight Terminal are extended to R. V. Rachford, Chief Car Clerk, and Lillian Adams who were married January 25th last.

Noel Mundell, Assistant Cashier, reports his wife safely out of danger after an operation. She has been removed to her home where she is convalescing.

Frank Brock, recently of the office force, sent us a picture of the Fox El Capitan Theatre in San Francisco with his name on the electric sign in front. Success with a capital "S". More good luck to you Frank.

Edith I. Brown, Switchboard operator, is back on the job again after a brief illness.

Mrs. Glen Day visited us in the office last week and was proudly showing off her young son. Some blue-eyed boy we say.

Assistant Chief Claim Clerk A. H. Stillson has been laid up at home with a lame foot and is still under the Doctor's care.

Among the early vacationists this year is Car Clerk R. L. Reed who is visiting in Kansas City.

W. J. Evers, Car Clerk, resigned January 15th. Car Clerk Frank Garner is still in the hospital under the Doctor's care.

We were very sorry to learn of the death of Joe Holloway on January 26th. Joe entered the service in September, 1900. He was employed at different jobs, the last one being our Janitor here in the Warehouse and Butte Street Yards. We surely miss him and wish to extend to his bereaved family our sincere sympathy.

Passing the Buck

Employee—"Sir, can you let me off to-morrow afternoon to go Christmas shopping with my wife?"

Employer—"Certainly not! We are too busy!"

Employee (much relieved)—"Thank you, sir, you are very kind!"

Use Riley to Rile Him

The young man was prematurely gray, and proud of it.

"Looks quite poetic, don't you think?" he asked the girl he had met at the beach.

"It does remind me of a certain poem," she said.

"And what is that?"

"When the Frost Is on the Pumpkin."

COMMENDS L. A. TRAINMEN

Well and courteously treated by street car trainmen in Los Angeles, Mr. Celia A. M. Currier addressed the following letter to the Times a few days ago:

"I have been coming to California for seventeen years. This is my seventh stay, each lasting for several months. Until this last I have used your street cars a great deal and never but once have met with the slightest discourtesy and this, I regret to say, was inadvertently provoked by myself. But when I got off the car near the end of the line and but two or three others were left the conductor humbly apologized for his share in the scrap and I am humbly for mine, and we parted on the best of terms.

"But it is not alone the absence of discourtesy I have noticed, but acts of courtesy and kindness beyond what the traveling public has a right to expect. Now I use the cars but seldom, but when I do the conductors are uniformly kind and helpful if possible. Unless I am in a crowd I am always helped on and off and I see them showing the same helpfulness toward other disabled old ladies.

"I hope you will print this and I hope it will meet the eyes of some at least of my conductors that they may know how much one of these old ladies appreciates what they do for her."

Subways In Seventeen Cities

Of all the great cities in the world, there are, according to a compilation made by the Board of Transportation, New York, only 17 with underground mileage, in electric rapid transit lines, with a total trackage of 698 miles.

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

New York has the greatest mileage of any city, with 270 track miles, or 38.78 per cent of the total; Paris second with 117 track miles, or 16.93 per cent of the total; and London is third with 115 track miles, or 16.53 per cent of the total. There are nearly 44 track miles in Berlin and nearly 32 miles in Philadelphia. Budapest has 4.60 track miles, Tokio 5.0 and Los Angeles has 2.14 track miles.

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

He hocked his clothes
To purchase stocks;
They stripped him
To his hair:
And when he'd taken
All their knocks,
That luckless bull
Was bare!



"Here lies the body of Tony the Wop, Who thumbed his nose at Kelly the Cop!"

Everyone admires pure grit—except in spinach.

Jim Tillery: "What makes a fish so restless?"

Frank Marable: "Why, because he is continually between two flappers."

Gates Ajar

Little Boy Blue, come blow your horn;
You're nearing the crossroads,
The brake lining's worn!
Little Boy Blue didn't let out a peep,
Now he's under a tombstone fast asleep.

The Reason

Foreman: "How is it that although you and Mike work together and started your work at the same time, he has a bigger pile of dirt than you?"

Jim: "He's digging a bigger hole than I am."

No Yearly Models!

"Heavens," said the young miss as she inspected granny's wedding ring. "What heavy, unwieldy things those were 50 years ago."

"Yes, dear," said Granny, "but you must remember that in my day they were made to last a lifetime."

Willis: "I met our new minister on my way to Sunday School, Mamma, and he asked me if I ever shot craps on Sunday?"

Mother: "And like a good boy, what did you say?"

Willis: "I said, 'Get thee behind me, Satan!' and walked right away and left him."

I never sausage eyes as thine,
And if you'll butcher hand in mine,
And liver 'round me every day,
We'll seek some ham-let far away.
We'll meat life's frown with life's caress
And cleaver road to happiness.

Knows His Chuck

A lady was entertaining the small son of her married friend.

"Are you quite sure you can cut your meat, Willy?" she asked watching him a moment.

"Oh, yessum," he replied without looking up. "We often have it as tough as this at home."

"We often have it as tough as this at home."

An old colored woman who came to the Governor of Tennessee:

"Marse Govenah, I want my Sam pardoned," said she.

"Where is it, auntie?"

"In de penitentiary."

"What for?"

"Stealin' a ham."

"Did he steal it?"

"Yes, sah, he suah did."

"Is he a good nigger, auntie?"

"Lawsy, no, suh. He's a pow'ful wo'thless niggah."

"Then why do you want him pardoned?"

"Cause, yo' honoh, we's plum out of ham ag'in."

DISCRETIONARY

His van had been badly smashed. The insurance representative called and said: "We are sending you a good second-hand van tomorrow in exchange, as the old one is not worth repairing."

The owner replied that he was not wanting the other van just now; he had not recovered from the shock and would rather have the money.

"Oh, no," said the insurance man. "If you read the policy very carefully you will find that we can supply you with a van as good as you lost, or pay the money at our discretion."

"Well, then," said the owner, "if that is the case, cancel the policy on my wife."

They called her "Hives" because she was always itching to do something rash.

"It pays to look well," remarked the old maid as she peered under the bed.

Try a Brassie

Golfer—"If you laugh at me again, I'll knock your block off."

Caddy—"Haw, haw, you wouldn't even know what club to use."

Higher Pay

"I'll give you a dime, little girl, if you'll give me a nice kiss."

"I can get more than that for taking castor oil."

Husband: "If a man steals—no matter what—he will live to regret it."

Wife: "You used to steal kisses from me before we were married."

Husband: "Well, you heard what I said."

A Soft Answer's Effect

"You seem able-bodied and healthy," she remarked coldly, "you ought to be strong enough to work for your meals."

"True enough, lady," he replied. "And you seem beautiful enough to be in the movies, but evidently you prefer the simple life."

The dinner he got was delightful.

The Landlubber

The negro passenger in the steerage, who was very seasick, was bantered by his friend as being a landlubber. "Dat's correct," said the mal-de-mer victim meekly. "Dey ain't no ahgyment dere. Ah's a landlubber an' Ah's jes' findin' out how much Ah lubs it."

Impossible Effect

Nervous Patient—"Will the anesthetic make me sick?"

Doctor—"No, I think not."

Nervous Patient—"How long will it be before I know anything?"

Doctor—"Aren't you expecting too much of an anesthetic?"

O, tell me, please, for goodness sakes:

Must night fall because day breaks?

Must fleas fly because flies flee?

Must ships have eyes when they go to sea?

Must pens be pushed and pencils lead?

Must there be spring in the ocean bed?

But most of all, I want an answer,

Is a busy-body a hula dancer?

A friend of ours—a beginner at golf—when asked how he came out on the first day on the links, replied that he made it in eighty.

"Eighty," ejaculated Buck, "that's really remarkable. Most old-timers would envy you that score. You'll surely be an enthusiast from now on."

"Yes," said the novice, condescending. "I'm going back tomorrow and try the second hole."

"Yassah," said old Link, "business very good. Done bought a pig fo' ten dollars, traded pig fo' a barrer, barrer fo' a calf, calf fo' a bicycle, and sol' de bicycle fo' ten dollars!"

"But yo' don' make nothin', Link!"

"Sho' nough, but look at de business ah been doin'."

THE BACHELOR'S CALENDAR

A gay old Bach his pace had run,
Like many another mother's
He'd sported high, had lots of fun,
Drank deep of love and spent his
And now he thought there was him due
A wife, a kid, and possibly
A blue-eyed maid, whose hair was red,
Was his idea of a girl to
He'd give his heart and hand to her,
Who'd shyly lisp a coy "yeth
But fate was hard on this old guy,
The girls had other fish to
So this old Bach grew bald and fat,
In the same old chair he'd always

SUN
MON
TUE
WED
THUR
FRI
SAT

Father: "Why were you kept in at school?"
 Son: "I didn't know where the Azores were."
 Father: "Well, in future just remember where you put things."

What Indeed?
 Rastus: "Did you all wear dem flowers I done sent you?"
 Mandy: "I didn't wear nothing else but."
 Rastus: "Lawdy, where did you pin 'em?"

Teacher: "Who wrote the greatest war song in the world?"
 Tommy: "Mendelssohn!"
 Teacher: "What was it?"
 Tommy: "Here Comes the Bride."

The Lesson
 Mr. Jones: "I'm going to bring young Ferguson home tonight."
 Mrs. Jones: "Why, we haven't a thing to eat in the house, the cook is in a bad temper, the baby has whooping cough and mother is coming."
 Mr. Jones: "Yes, that's why I'm going to bring him home. The young fool is thinking of getting married."

Mighty Particular
 Experienced salespeople wanted, male or female. No other need apply.—Winnipeg paper.

I met her in the garden;
 The night was still as death,
 But I knew she knew her onions—
 I could smell 'em on her breath.

Old Gentleman: "Well, my boy, and when does your birthday come?"
 Boy (who has been cautioned not to fish for presents): "Oh, it passed by a long time ago—a year next Saturday."

Woolworth The Money!
 "You can have anything in here for a dime."
 "I'll take that little blonde behind the candy counter."

A Misunderstanding
 When the preacher called for women to stand up and promise to go home and mother their husbands only one little woman arose, and when he told her to go home at once and mother her husband, she said "Mother him? I thought you said smother him!"

**Flowers and Designs
 For All Occasions**

Special Prices Given
 Pacific Electric Employees

**TERMINAL
 FLORISTS**

Located in Waiting Rooms of

Subway Terminal Bldg.
 423 So. Hill St.

Pacific Electric Bldg.
 6th & Main Sts.

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

PARTIAL LIST

Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid
Arriola, Guadalupe	Cough	\$10.00	Griffin, Frank J.	Congested lungs	12.00	Paul, Stephen	Sprain	22.00
Andrews, Walter N.	Cold	16.00	Holbrook, Bruce S.	Cold	10.00	Richmond, Everett R.	Cold and cough	12.00
Beggs, Sham I.	Cut thumb	10.00	Ives, Charles E.	Backache	38.00	Roberds, Jno. T.	Cold	10.00
Boardman, Robert T.	Bruise	29.33	Kowalski, Chas. S.	Sprain	18.00	Rudnick, Albert R.	Coryza	10.00
Boles, Herbert	Tonsilitis	59.19	Larson, Oscar L.	Indigestion	12.00	Potter, Thos. B.	Infection	20.00
Browar, Albert M.	Pain	10.00	Larson, Oscar L.	Neuritis	28.00	Sheets, Daniel H.	Gastritis	10.00
Brale, Fred A.	La Grippe	10.00	Larson, Lawrence	Bruise	48.00	Sheets, Daniel H.	Stomach trouble	20.00
Burt, James H.	Bruise	20.00	Lowary, Edwin F.	Lumbago	16.00	Speir, Wm. J.	Cold	30.00
Daffern, Jno. A.	La Grippe	20.00	Martin, Geo. R.	Broken rib	42.00	Vacher, Edw.	La Grippe	12.00
England, Avant E.	Sprain	10.00	Martin, Howard L.	Bruise foot	12.00	Washington, Geo. S.	Influenza	10.00
Genoud, Paul J.	Sprained ankle	8.00	Merritt, Earl B.	Influenza	32.00	Welch, Chas. H.	Sore throat	12.00
Goodman, Jim F.	Tonsilitis	20.00	Mills, Carey W.	Chills	16.00	White, Clarence A.	Herpes Zoster	44.00

FOR A POLICY SEE OUR AGENT ABOUT THIS INSURANCE.

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	\$ 7.50	\$ 997.50	\$ 502.50	\$ 1,500.00	
Interest	\$10.00	\$1,330.00	\$ 670.00	\$ 2,000.00	
Credited	\$12.50	\$1,662.50	\$ 837.50	\$ 2,500.00	
and	\$15.00	\$1,995.00	\$1,005.00	\$ 3,000.00	
	\$17.50	\$2,327.50	\$1,172.50	\$ 3,500.00	
Com-	\$20.00	\$2,660.00	\$1,340.00	\$ 4,000.00	
pounded	\$22.50	\$2,992.50	\$1,507.50	\$ 4,500.00	
	\$25.00	\$3,325.00	\$1,675.00	\$ 5,000.00	
for	\$27.50	\$3,657.50	\$1,842.50	\$ 5,500.00	
133 Mos.	\$30.00	\$3,990.00	\$2,010.00	\$ 6,000.00	
	\$40.00	\$5,320.00	\$2,680.00	\$ 8,000.00	
	\$50.00	\$6,650.00	\$3,350.00	\$10,000.00	

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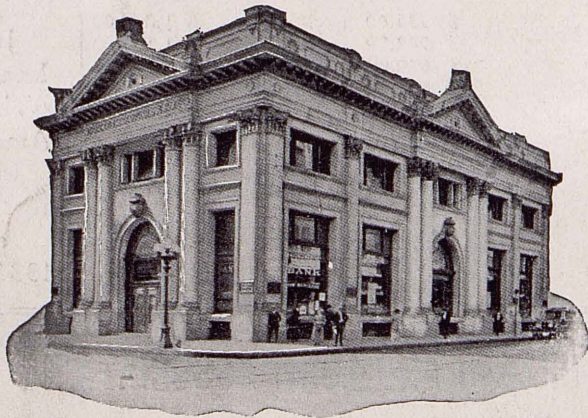
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