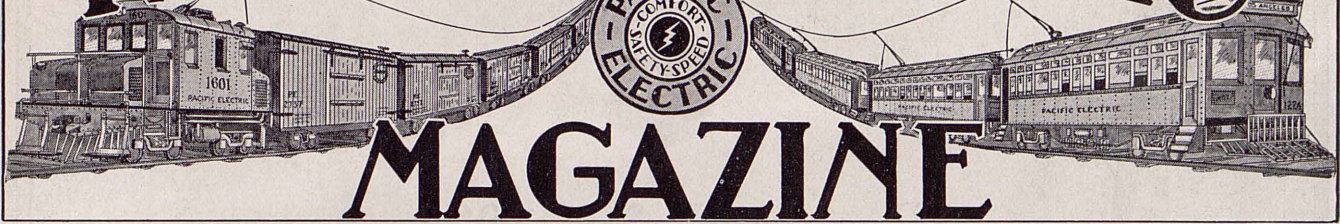
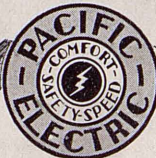


PACIFIC ELECTRIC



MAGAZINE

Vol. 14

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No. 8

COMFORT 1930 COURTESY

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Resolved for 1930

- I—That I will make an honest and earnest effort to fulfill the obligations of my job, for on it my welfare and those I hold most dear depends.
- II—That kindness, consideration and courtesy shall attend my every act.
- III—That loyalty to those to whom I owe it and to my ideals shall abide with me all through this year.
- IV—That, should I not be present at the close of this twelve-month, I may have so lived as to be remembered as one who believed in and practiced the Golden Rule.

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What Power Costs and the Best Ways to Save it

Head Work and Team Work of Trainmen Can Save Huge Sum Annually in Power Bill. Ways and Means of Doing it are Told

By JULIAN ADAMS
Asst. Superintendent of Power

COST of electrical energy used by the Pacific Electric Railway Company is about \$120,000.00 per month as measured at the 15,000 volt delivery meters and this is what might be called "the out-of-pocket" cost. This Company has invested, however, \$8,000,000 in transmission lines, substations, and distribution lines. If we add to the \$120,000 per month the cost of operating and maintaining these facilities, together with the interest and depreciation on the investment, we get a figure of \$247,000 per month which represents the final cost to this Company of the electrical energy as delivered at the points of use. About 95% of this energy is used in the operation of cars; about 5% is used for light and power in shops, terminals, and waiting stations. From these figures the importance of the economical use of electrical energy in the operation of cars is obvious.

Cost to Stop and Start

Every application of brakes requires additional electrical energy to again bring the car up to speed. When a 3-car 1200-class train, for instance, is brought to a stop and accelerated again to full speed, the extra electrical energy used over and above the amount required to propel the train at a uniform speed for the same distance, is about 8-4/10 kw-hrs. measured at the train and the "out-of-pocket" cost of this amount of electrical energy is 11 cents. The cost of the extra electrical energy used to stop a train for a passenger, therefore, sometimes exceeds the fare paid by the passenger. This is mentioned here merely to give some idea of the cost of stops and slow-downs.

The repeated throwing on and off of power and brakes in order to "nose" a car along a few feet at a time, such as is sometimes observed, especially on the elevated back of the Pacific Electric building, wastes electrical energy and is injurious to equipment.

A great deal of study has been given on the Pacific Electric Railway system and many other railway systems throughout the country to the question of efficient use of electrical energy in the operation of cars. It is

an established fact that with the same car, operating over the same route, with the same running time, and the same number of stops, the consumption of electrical energy will vary as much as 25% when operated by different Motormen.

Coasting and Braking

In the operation of cars electrical energy is always saved if the amount or the duration of the braking is reduced. It is also saved if the amount of coasting is increased, coasting being defined as the time during which the car is moving with power and brakes off. Tests indicate that, other things being equal, 1% increase in coasting

Schedules are made for average running conditions on the line concerned and there are always some trips where more time is available for coasting than others. This time should be used for coasting rather than losing it by improper braking and long stops. Skillful Motormen will always make more time available for coasting on any run than Motormen not skilled in this line.

Effective Coasting

In order to make the most time available for coasting, it is essential that when making a stop the shortest time consistent with safety and comfort to passengers be taken: (1) For bringing the car to rest. (2) For remaining at rest. (3) For bringing the car up to speed.

The first is secured by the most efficient braking, which consists of stopping the car with a single maximum application of air released as may be necessary. This is, of course, not always practical but with skill should be for most stops.

The second is obtained by not making the stops unnecessarily long and of course requires the co-operation of the Conductor.

The third is effected by making the acceleration of the car uniform and not unnecessarily slow.

When to Coast

Coasting should be done before stops and slow-downs, thus allowing part of the momentum of the car to expend itself in propelling the car, instead of being dissipated in the brakes used. It is undesirable ordinarily to attempt to coast for long intervals where the speed of the car can become greatly reduced.

An example of this poor method of coasting is one which was observed recently about noon when the schedule was especially favorable for making a high coasting record. As there was considerable time to be killed in order to avoid running ahead of schedule, the Motorman, several times in succession, brought his car up to full speed and then coasted until the car had slowed down to about 15 miles per hour, this being done where there were no stops or slow-downs and where it was not down grade. The time available for coasting was thus used up and the remainder of the trip was made with very little

Mr. Trainman, Do You Know These Saving Methods and Employ Them?

REDUCED to its most simple form here are the most effective means of conserving electrical energy as pointed out by Mr. Adams:

Save as much time as practical for coasting:

1. By stopping the train with a single application of air, released as may be necessary.
2. By making the stops as short as practical.
3. By accelerating uniformly and not unnecessarily slowly.

Use the time available for coasting:

1. By coasting behind a leading car instead of using power until brakes have to be sharply applied for safety.
2. By coasting to a passenger or bell stop instead of using power to the one side of the street and brakes to the other.
3. By coasting up to a traffic stop or slow-down.
4. By coasting to corners where stops are frequent and where one may be expected.
5. By coasting down grade.
6. By coasting to a curve instead of using power until the last second with a succeeding hard application of brakes.

Operate freight trains in parallel in preference to series on grades.

- Do not use lights unnecessarily.
- Do not use heaters unnecessarily.

gives about 1% decrease in energy consumption.

When these things are suggested many persons jump to the conclusion that the amount of braking cannot be reduced without sacrificing safety, and that the amount of coasting cannot be increased without slowing down the service. If these conclusions are correct then efforts toward economy in the use of the electrical energy in the operation of cars should have no place in railroad operation. These conclusions, however, are not correct.

coasting, the brakes being applied at stops as soon as the power was turned off. While the Motorman in this case did considerable coasting, he did not do as much or save as much electrical energy as might have been done had he coasted up to all of his stops and slow-downs throughout the run, instead of coasting between stops. Also the allowing of the car to die down in speed to such a great extent between stops is objectionable to passengers and should religiously be avoided.

In general the best methods of doing the most coasting and saving the most electrical energy are:

(1) By coasting behind a leading car, instead of using power until brakes have to be sharply applied for safety.

(2) Coasting to a passenger or bell stop instead of using power to one side of the street and brakes to the other.

(3) The coasting up to a traffic stop or slow-down.

(4) By coasting to corners where stops are frequent and where one may be expected.

(5) By coasting down grade.

(6) By coasting to a curve instead of using power until the last second with a succeeding hard application of brakes.

Series and Parellel Operation

Car motors have a considerable higher efficiency when operating in parallel than when operating in series, and series operation is desirable only when the distance to be travelled under power is very short, or in locations where it is unsafe to feed beyond the series point such as on many streets where parallel operation may be forbidden.

The question is sometimes raised with regards to operation of freight trains on steep up-grades as to whether the heating of the motors was less and the consumption of electrical energy was less with motors operating in parallel or in series. This was carefully determined by test years ago and it was found that with parallel operation there was a very considerable reduction in the amount of electrical energy used and in the integrated heating current in the motors as compared with series operation.

Lighting and Heating of Cars

During the winter months about 2% of the total electrical energy used by the cars is consumed in the lights and about 6% in the heaters so that it is important that neither should be used unnecessarily and that when the heaters are used that they be used effectively by not permitting windows and doors to be wide open at the same time.

Teacher—Give me a proverb dealing with master and pupil.

Pupil—One fool can ask more questions than ten wise men can answer.

Teacher (boxing his ears)—Take that.

Pupil—I know another proverb. "Might before right."

Teacher—I must call the principal to deal with your impertinence.

Pupil—I know still another proverb: "Troubles never come singly."

P. E. Masonic Club Elects Officers for New Year

J. L. SMALE, Paymaster, was elected to succeed O. A. Smith as President of the Pacific Electric Masonic Club for the ensuing year at the annual election held at the Pacific Electric Club, December 10 last. Long identified with the Club, Mr. Smale is well acquainted with its work and problems, and is fully qualified to capably direct its activities.

In addition the following officers were elected to serve with President Smale:

F. J. Leary, 1st Vice President
R. M. Cobb, 2nd Vice President
George Barclay, 3rd Vice President
H. G. McDonald, Treasurer
L. H. Appel, Secretary.

To serve as the Board of Directors the following were named: J. L. Smale, S. E. Wilson, W. A. McCammond, F. B. Patterson and R. E. Labbe.

During the past year the Pacific Electric Masonic Club was very active under the leadership of President O. A. Smith, having passed the 500 membership mark set at the beginning of the year and closely approaching the two hundredth candidate upon whom the Third Degree has been conferred by the P. E. Degree Corps.

A number of outstanding social events took place during the past year, among them a dinner and dance held at Mt. Lowe, the exemplification of the Job's Daughters degree at the Pacific Electric Club, the annual dinner and re-union of the members at the City Club followed by an entertainment at the Pacific Electric Club, and the presentation of the American flag to the Pacific Electric Club as a token of appreciation for past courtesies.

Installation of officers will take place at the next regular meeting to be held Tuesday evening, January 14, 1930 at the Pacific Electric Club.

CITRUS CROP BREAKS MARK

This state's largest, and better yet, most profitable citrus fruit crop was that of during the 1928-29 season we are informed by the annual report of the Fruit Growers' Exchange. The yield was 50% greater than during the preceding season and returned to growers \$118,875,000 (after deducting freight charges) for their enterprise in producing 88,010 carloads of oranges, grapefruit and lemons.

The Exchange reported that Valencia shipments were 33% greater than the previous largest crop during the 1926-27 season. The naval orange and lemons also were the largest ever har-

Railways Will Cooperate in Stabilizing Industry

LOCAL transportation companies of the United States will do their part to aid the federal government in stabilizing business. J. N. Shannahan, chairman of the Advisory Council, so advised President Hoover at a White House conference recently. He was accompanied by L. S. Storrs, J. H. Hanna, G. A. Richardson, W. A. Draper, J. P. Barnes and T. N. McCarter. Shannahan's full statement follows:

"A canvass of the electric railway companies of the United States, comprising street car, rapid transit, inter-urban and bus lines handling approximately 16,000,000,000 passengers annually, indicates that 97 per cent of the executives responding to our inquiry do not anticipate that the present stock market situation will affect their capital and maintenance expenditures during the coming year.

"This survey, made at the suggestion of Paul Shoup, president of the American Electric Railway Association, who is unfortunately unable to attend this conference due to his presence on the Pacific Coast, indicates that this industry which during 1929 is spending approximately \$1,000,000 a day for maintenance, betterments and extensions, expects to maintain or exceed this rate of expenditure in 1930.

"At a meeting held at the association's headquarters in New York on Nov. 26, 1929, representative executives of companies operating in various parts of the country expressed their confidence in the business outlook and their desire to cooperate with President Hoover in every possible way in his effort to stabilize and insure the continued progress and development of business.

"Analysis of the transportation situation in a number of large cities indicates that as progress is made in bringing about better public understanding of the economic problems involved, improvement in credit will permit considerable increases in capital expenditures to be made for expansion of facilities."

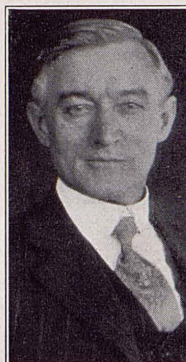
vested in the history of the industry in California.

The state crop consisted of 73,231 carloads of oranges and grapefruit and 14,679 carloads of lemons. The delivered carload value reached \$173,000,789, of which \$54,126,687 was spent for freight and refrigeration.

The combined American supply of oranges and grapefruit from all sources was, in round numbers, 138,000 cars for the year, compared with 87,000 in 1928, 105,000 in 1927, 93,000 in 1926, and 88,000 in 1925.

"Doctor, don't you find the general public health better since the passage of the Eighteenth amendment?"

"Sorry, but I can't say that I do. I've written more prescriptions in the last year than I have during all the rest of my practice."



J. L. Smale

FORTY YEARS OF STAGING ROSE TOURNAMENT



Beverly Hills (left) first prize winner; Pomona and Glendale floats typical of the hundreds of displays in this year's floral classic of the Tournament of Roses which each year attracts a gathering of 900,000 persons. Every flower used is a natural one.

Not so many years ago when King Horse reigned the pageant was a succession of horse drawn vehicles, as above. It was then known as the "Battle of Flowers," everyone pelting each other with flowers. A rioting of horses forced a discontinuance of this feature.

ON EACH New Year's day for the past forty consecutive years California has celebrated the coming of another year by holding a gorgeous floral fete, now known throughout the breadth of the nation as the Tournament of Roses. Pasadena, our neighboring foothill residential and resort city provides a beautiful setting for the pageant in the foothills of the Sierra Madre mountains overlooking the orange groves and fertile farms of the San Gabriel Valley.

Started by the Valley Hunt Club in 1899 as a small village celebration, the Tournament of Roses has grown to its present startling proportions. The 1930 festival of a few days ago was attended by approximately 900,000 persons, and year after this year this colorful spectacle attracts increasing throngs.

When the Tournament of Roses was born it was a simple affair. The late Dr. Charles Frederick Holder is credited with conceiving the idea. Having traveled extensively in Europe, Dr. Holder suggested to the members of the Valley Hunt Club that the organization sponsor a fiesta similar to the floral fetes in Nice, and that it be held on New Year's day when the greater part of the country was snow-bound. The Club promptly endorsed the suggestion and set about working out the details.

When King Horse Reigned

During the early years the fiesta was called the "Battle of Flowers," for a battle of flowers it was to be. The residents of the then small village of Pasadena decorated horse-drawn carriages and tallyhos with

flowers and paraded through the streets, while the spectators pelted them with roses and in turn were pelted. The parade terminated on a large vacant plot where a picnic lunch was enjoyed, followed by Spanish sports.

The first fete in 1889 was so successful that it was determined to continue them on a broader scale. Later the "Tournament of Roses" was adopted as the name of the event, but the pelting with flowers continued in vogue until after 1901. In that year the battle waxed so fiercely that many of the horses in the parade became unmanageable and many injuries were registered. The "battle" thereafter was discontinued, but the name was retained, and the Tournament of Roses continued to prosper and grow.

New Organization Formed

After having been sponsored by the Valley Hunt Club for eight years, the Tournament of Roses grew to such proportions that a separate organization, known as the Tournament of Roses Association, was formed to conduct it. That organization, a non-profit one, has continued to manage the Tournament each year.

Having grown to its present mammoth proportions the Tournament is not so simple as in the early days. So complex and broad have become its staging that an entire year is spent in making preparations for it. Millions upon millions of fresh, natural flowers are used in fashioning the elaborate creations that appear in the parade. On the night preceding the spectacle several thousand persons work all through the night placing flowers on the frame work that have been design-

ed and built by skilled professional decorators in the weeks preceding the New Year's Day.

The rules that governed the first Tournament are still in effect. Only fresh, natural flowers may appear in the pageant. These flowers must be picked not more than twelve hours before the scheduled starting time of the parade. Nothing of an advertising nature is permitted.

In the 1930 parade were more than two hundred and fifty units, including ninety-three huge floral floats and thirty bands, in addition to an equestrian division, a novelty division and a division devoted to blossom-decked automobiles. The ninety-three floats represented municipal governments, chambers of commerce, schools, clubs and other organizations in about forty Pacific Coast cities and communities, including several in northern California, Washington and Oregon. The route of the parade was five miles in length and the column stretched from starting point to finishing line.

The Tournament had a definite theme for the first time in 1927. The motif that year was "Songs in Flowers," in 1928 it was "States and Nations in Flowers" and 1929 "Poems in Flowers." This year the theme was "Festal Days." The central theme idea was conceived by the women's division of the Tournament of Roses Association.

Football Classic

While the morning parade always is the outstanding feature of New Year's Day in Pasadena the afternoon sports contest claims a great deal of attention. In the early days of the

Tournament, Spanish sports comprised the afternoon program. Later, chariot races were introduced and in 1916 the first of the East-West football classics was held. Since that time college football elevens representing the East and the West have battled for supremacy in Pasadena each New Year's Day, and the game has come to be one of the Nation's foremost athletic events of the year. It is played in the Pasadena Rose Bowl, which seats 76,000 persons and is situated in the picturesque Arroyo Seco.

MISSION PLAY BEGINS ITS NINETEENTH SEASON

Beginning its nineteenth season on January 1st, the immortal Mission Play again is attracting large gatherings in the Playhouse at San Gabriel. During the present season performances are to be given every afternoon except Monday and on Wednesday and Saturday evenings.

In addition to establishing a record of nineteen successive seasons, on February 17th next the Mission play will have been shown a total of 3,000 performances.

A pageant drama dealing with the establishment of missions and heroism of Fray Junipero Serra, the Mission Play is sponsored by civic and business interests to perpetuate and encourage civic pride and knowledge of the early day history of the state. The playhouse in which the romantic production is staged adjoins the San Gabriel Mission and was made possible through public subscription. The play itself is operated on a strictly non-profit basis.

The story of the Mission Play was built by its author, McGroarty, about the establishment of the missions in California and the period of their growth and decay. R. D. MacLean is to be seen in the role of the leading character. Fray Junipero Serra, with Irmalee Campbell portraying Senora Joseph Yorba, whose descendants still reside in San Gabriel, near the playhouse.

The group of civic leaders who guide the affairs of the Mission Play Association include W. I. Hollingsworth, president of the association; D. W. Pontius, Executive Vice President; G. I. Cochran, Samuel K. Rindge, E. L. Doheny, Benjamin F. Bledsoe, Joseph Scott, Norman Chandler, Arthur S. Bent, A. C. Balch and Harold Janss.

It Happens Occasionally

"What have you a knot in your handkerchief for?"

"My wife put it there to remind me to post a letter."

"And have you done so?"

"She forgot to give it to me."

Generous Offer

It is reported that a prominent Scotchman, not to have his race outdone by William Wrigley, Jr., has offered a purse of \$100,000 to the first person who swims the Atlantic ocean.

Prosperity Looms in Horizon

President Pontius in Radio Talk Gives Good Reason for Optimism for Coming Year

Sounding a keynote of optimism as regards business conditions during the coming year, and substantiating his statements with facts and figures, D. W. Pontius, President, delivered the radio address which follows, over KFI on Thursday evening, December 12:

THE past two or three years has been a very hard season for the professional "crepe hanger," of which species this section, the nation and the world always have a few. And, like the coyote, the noise they make would lead us to believe that there are more of them than really exists.

These gentry have had a very hard time during the past several years to find much to carp and wail about, as is evidenced by the maps of business conditions issued monthly by the National Chamber of Commerce, a perusal of which for the past year showing that, with the exception of a few very small areas throughout the nation, business has been fair; and, throughout our own area and that of

the middle west and the northeast, business conditions have been very good.

With the advent of President Hoover to his high office came the assurance to the business world that the finances, the industry and business in general were in safe, conservative, yet aggressive hands and that the prosperity we have enjoyed during past years was to be continued.

With his great foresight, based upon his intimate knowledge, he recently called to conference the leaders of business and industry.

To Spend Huge Sum

From this initial gathering of representatives of business has come the assurance that during 1930 more than **eight billion dollars** will be spent for constructive maintenance by the nation, the states and municipalities, public utilities and other builders.

From every state and every hamlet have come the assurance from men of business indicating hearty accord to the plans for expansion and betterment.

Of this vast amount the railroads themselves propose to expend **one billion, fifty million dollars**, of which amount six hundred eighty million will be expended for roadway and structures, and three hundred seventy million for equipment.

Could there be any greater assurance that the transportation elements of the nation plan to keep pace with all development and render every service that might be demanded of them?

Statistics are proverbially dry, but I know you will be interested in hearing of a few of the projects for which great expenditures are to be made in this western section of the nation.

For instance: The major construction projects in nine western and Pacific Coast states now pending will mean the expenditure of one billion, five hundred million dollars.

In California alone we find listed these projects:

Water conservation\$300,000,000
Colorado River aqueduct (L. A.) 175,000,000
Toll roads in the	
Yosemite Valley 2,000,000
Chatsworth Reservoir 4,500,000
Pasadena Road and conduit 10,000,000
Sacramento Water System	12,000,000
Santa Clara County	
Water Conservation	... 6,000,000
Newport Beach Street Improvements 1,100,000
Ventura County Harbor	... 2,000,000
Water Improvements of	
Riverside County 7,000,000
Los Angeles Outfall Sewer Improvement	... 20,000,000
San Diego Bay Tube 6,000,000
Pacific Gas and Electric extension work 20,000,000

Saving for Employees In Auto Insurance

QUITE frequently in recent weeks inquiries have been made by employees as to the name of firm and conditions under which Pacific Electric workers may avail themselves of saving in the purchase of automobile insurance. With the thought that others will be interested we repeat briefly details of the plan.

In order that employees might enjoy the benefit of group buying, this Company last January entered into an arrangement with the Archer & Knight Insurance Brokers, 215 W. Sixth Street, whereby a considerable saving would result through "bulk buying power." The policies offered were dissected and all the usual privileges and protections offered were embodied in the standard policies pledged to employees.

The forenamed firm will sell any employee, upon identification, any form of automobile insurance, and with one exception, (collision) the saving is 30% less than regular rates.

Particularly since the inauguration of the new state law which became effective last August, and which is most drastic and severe in its penalties, it behooves all to become acquainted with the law and take out such policy or policies as will protect them in the event misfortune overtakes.

Edison Extension work

(So. Cal.) 25,000,000

These are only a few of the many major projects that are today beginning to be brought into being in California alone.

Up and down the entire coast, and far to the interior country millions of dollars and men are going to work for the betterment of this country.

We of Southern California have greater reason, possibly, than any other section of the nation to be assured and optimistic; for, not once during several years past has this section been shown on the map of the Nation's Business otherwise than clear white.

During the past several years our population has grown steadily and consistently at the rate of approximately 4 per cent per annum and a continuance of this, which is assured, will bring to pass within the next few years the statement that I have often made that another million people is rapidly coming to us, and that the day is not far distant when Southern California will need the service of the Pacific Electric Railway more than it did in its early history.

To this insurance of prosperity this section of ours is contributing a great part as is instanced by the proposed aqueduct from the Colorado River, with its great Boulder Dam; from which will be drawn the life-sustaining fluid, the only element necessary to sustain millions more population in our southwest section.

Our county and our city have pledged the expenditure of other millions in public improvements of various kinds that insure the employment of labor and the distribution of money through the various channels of business.

The industry that I represent has a budget for 1930 covering operative expenditures which will approximate \$15,725,000.

Our Contribution

During 1928 and 1929 the Pacific Electric spent more than five million dollars new capital for improvements and additions and in 1930 we will spend an additional two million five hundred eighty thousand to further improve the property and service to the public.

By far the majority of this expenditure, approximating more than seventeen million dollars, will find its outlet for wages, materials and supplies through all of the communities of Southern California; and, there is at this time rolling into us more cars and more motor coaches to strengthen, improve and enlarge the service that we, as a transportation interest, are rendering Southern California.

Our only need as a community is optimistic energy to bring about the realization of the purpose of President Hoover's great plan.

We, of Southern California, have much to be grateful for; have much to look forward hopefully to.

We have the resources. We have the thrifty industry. We are productive. We are energetic; and, ahead of us,

Thru All Kinds or Weather For 50 Years Together



H. A. Plannett, veteran Transportation Department employee, and wife, who last month celebrated Golden Anniversary.

*"Her face may be care worn
And her hair may be turning gray,
But she's just as young and fair
As on our wedding day."*

THE above verse may not measure up to a high standard as a poetic gem, but as a true sentiment of the heart after fifty years of wedded life we venture the opinion that it's perfect.

The words were those expressed by the veteran H. A. Plannett (now employed as Trolleyman) to his "sweetheart" of fifty years on the occasion of the couple's celebration of their Golden Wedding on December 4th, last.

Surrounded by the family group the happy couple were the picture of joy and contentment on their big day. They could look back happily, and recall more than 18,000 days of their lives spent together; a loving daughter and son were theirs to comfort and sustain them; they own a modest little home with all the comforts they desired; they possessed a snug bank account for the "rainy day" that may come. But best of all—they had each other.

The Plannett's were married in 1879 in Indianapolis and came to Los Angeles thirty years ago. Two years after their arrival in Los Angeles Mr. Plannett became connected with the Pacific Electric Railway, which was

radiates through optimism, a continuance of our prosperity, our growth and our happiness.

then constructing its line to Long Beach, following the completion of which he was employed as a Motorman and has been employed in the operating service continuously to date, now working as a Trolleyman on the Southern Division. Mr. Plannett's service record with this Company rivals that of any one in the service, and he has the honorable distinction of being the oldest employee on the Southern Division.

His many friends within the ranks extend heartiest congratulations and hold the hope that the happy couple may be spared to spend many more glorious years together.

RECALLS EARLY DAY HISTORY

Some of our old-timers will recall with interest and later day employees with wonder an account of transportation as it was carried on in the Santa Monica bay district in the early days as recorded in the Santa Monica Outlook last month. The Mr. MacKenzie referred to was Supervisor when he retired a few years ago, while Ben Hershey is still employed as a Conductor on the Western Division. Says our informant:

The passing of the old Third Street car line will bring memories to many, and how many of those who have memories recall a Mr. MacKenzie, who, at various times, was a motorman on that line?

Mr. Hersey, it is recalled, used to know the name and life history of every person, family and dog along the line. He motored the car between Santa Monica boulevard and Montana for many years. Before him there was Mr. MacKenzie, who manipulated the car. He used to stop in the middle of the block and carry one fairly well-known Santa Monica resident, then aged one year, to his home on another street. The car waited—so did the passengers—while he crossed the lot with his cargo.

Others will recall the famous loop-the-loop. The route of the Third Street line began at the Southern Pacific depot (in 1899) at Ocean avenue and Colorado, and made its way up Third street to Montana. Then it turned to go over to Ocean avenue and back to the depot. It then made a similar trip into Ocean Park completing a figure eight.

And in those days, if one wanted to go to the Soldiers' Home at Sawtelle, the mode of travel was in the horse car that went out Wilshire (then Nevada avenue) boulevard.

Every patron with whom we come in contact offers us the privilege of creating good will for our company.

"You say you love me!" she cried. "Still you would not die for me!" "No, hardly that," he replied. "Because mine is an undying love!"

Store Manager (to office boy): "Well, Jimmy, what would you do if we were to exchange positions?"

Jimmy: "I'd sock the office boy right away."

THE PACIFIC ELECTRIC MAGAZINE

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

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

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LIKE the persons who are inclined to look to "greener fields" in which to cast their lot, there are many who fail to find happiness because of envy. Our position in life may have its drawbacks and handicaps, but happiness may be found if properly sought.

"All is Not Gold That Glitters"

Not so much because they are dissatisfied with their own jobs or circumstances, but because they are constantly prone to compare their

own conditions with those more fortunately situated, many persons fail to find happiness. They become sour upon the world because there are others who, apparently, work not so hard and have more of this world's goods.

Fortunately, real happiness is not so much a matter of finance as it is a condition of the mind.

Those who are inclined to compare their plight with others better situated, can find cheer and solace in the thought that there are many worse off than themselves. If they will look about they will see that there are thousands of persons with whom they would not change places.

Too, they will discover that there are many who possess money, positions and influence whose lives are sadly lacking in real happiness. It has been truly said that there is more envy, worry, restlessness and real distress, both mental and physical, among millionaires than among persons of average circumstances.

It only serves to harm us and makes us more unhappy to envy those who have more of this life's goods than

How Long to Pay for the Home?

SEVERAL years ago a tabulation appeared in the Magazine showing at a glance the time required to pay off an indebtedness at varying monthly payments. Since its publication quite a number of employees have called and asked for a copy of the Magazine in which it appeared, hence we are re-publishing it with the thought that it will be helpful to others.

The table shown below, within the limits indicated, has been calculated to show the number of months necessary to pay off in full a given amount of indebtedness at a fixed monthly payment, including interest. The tables are compiled at 7 and 8 per cent interest and based on the usual principal payment required of 1% per month.

It is enlightening to note the effect on both the number of payments and total amount to be paid as brought about by only 1% difference in inter-

est rate on principal to be paid.

For instance, these tables disclose the fact that on a principal of \$4,000 at \$40.00 per month, with interest at 7%, it would take 150.5 months to retire the debt, while the same indebtedness and monthly payment at 8% would require 165.3 months to liquidate. Moreover, the total sum to be paid would be \$60 greater. Hence, is seen the necessity and wisdom of making the very best bargain possible in interest rate to be charged over terms of contract.

The series of compilation were computed by L. H. Appel, Asst. Superintendent of Power and the scope has been enlarged somewhat since previously appearing in the Magazine. Being thus arranged the figures become a valuable informant to both the prospective purchaser and seller and may be profitably retained for reference purposes.

TIME REQUIRED TO PAY OFF INSTALLMENT PAYMENTS

Monthly Payments Including	Monthly Payments Including															
	Interest at 7%						Interest at 8%									
	25	30	35	40	45	50	55	60	25	30	35	40	45	50	55	60
Amt.	Months															
2500	150.5	114.5	92.7	78.0	67.3	59.3	53.0	47.9	165.3	122.1	97.3	81.1	69.6	61.0	54.3	49.0
2750	176.0	131.7	105.7	88.5	75.6	66.4	59.3	53.5	198.5	142.4	112.1	92.7	78.5	68.7	61.0	54.9
3000		150.5	118.7	99.3	84.7	73.9	66.0	59.3		165.3	126.9	104.7	88.5	76.7	68.2	61.0
3250		173.0	133.6	110.5	94.5	81.9	72.8	65.1		192.9	144.5	117.5	99.3	85.4	75.5	67.3
3500			150.5	123.2	103.4	90.1	79.9	71.7			165.3	132.3	109.5	94.5	83.2	74.4
3750			170.0	135.5	114.5	99.3	86.9	78.0			188.7	146.8	122.0	104.7	90.9	81.1
4000				150.5	124.8	108.1	94.5	84.7				165.3	134.2	114.7	99.3	88.5
4250				167.0	137.4	117.2	103.5	91.8				185.7	149.2	125.3	109.5	96.3
4500					150.5	128.2	111.8	99.3					165.3	138.1	119.0	104.7
4750					164.0	139.4	120.2	106.9					182.0	151.6	128.7	113.3
5000						150.5	129.9	114.5						165.3	140.2	122.0
5250						163.0	139.4	123.2						181.0	151.4	132.3
5500							150.5	131.7							165.3	142.3
5750								161.5	141.5						180.2	154.2
6000									150.5							165.3

ourselves. We can obtain happiness by taking a cheerful view of our lot, in the meantime striving cheerfully and earnestly to bring about that which will make us happy.

Let's Hope They Did

Author: "When my play was produced the public stormed the ticket office!"

Friends: "Did they get their money back?"

Stormy Weather Ahead

Small Boy: "Dad, the barometer has fallen."

Father: "Very much?"

Small Boy (guilty): "About five feet."

When Ignorance Is Bliss

Poet (greatly agitated): "Dash it! Eunice must have thrown that last sonnet in the fire."

Wife (soothingly): "Don't be absurd, dear, the child can't read yet."

Paste This on Your Mirror

"He achieves success who has lived well, laughed often and loved much; who has gained the respect of intelligent men and the love of little children; who has filled his niche and accomplished his task; who has left the world better than he found it, whether by an improved poppy, a perfect poem or a rescued soul; who has never lacked appreciation of earth's beauty or failed to express it; who has always looked for the best in others and given the best he had; whose life was an inspiration, whose memory a benediction."

He—"Wonderful moonlight; beautiful girl; what a combination!"

She—"For Heaven's sake, is that showing?"

Cause and Effect

He called to ask for the daughter's hand.

And all he got was the mother's tongue and the father's foot.

WHO SAID THERE IS NO SANTA CLAUS?



Christmas parties with traditional spirit and decorations again marked the Yule time of last month. Upper left show children, some 600 in number at the Club's party for them. Upper and lower right shows the Electric-Mechanical office group and the Transportation Dept. heads and forces in their annual get-together. A total of 550 well-filled boxes for Mexican children are shown in lower left.

CHRISTMAS parties in a number of the department offices; Santa Claus and presents for the children at Club party; over-flowing baskets for the sick, disabled and retired employees; toys, goodies and clothes for children in 19 Company camps.

The foregoing briefly enumerates the functions that were thoroughly enjoyed by employees a few days prior to the arrival of Old Saint Nick last month and certainly it may be said that events of former years were surpassed, both as regards the number of parties and the fine Christmas spirit that prevailed.

Being primarily a day for the kiddies the party for them staged by the Club was the outstanding event. Old Santa himself was present, as was also the largest assemblage of children ever to gather at the Club, the attendance for the evening being estimated at 1500. From a platform adjoining a beautifully decorated tree Santa jovially distributed stockings with sweets, handkerchiefs, celluloid toys and rub-

ber balls to the eager youngsters there to greet him.

The children in the Camps never fared better than was their lot this Christmas, thanks to Mrs. F. Inker, Nurse. Employees responded nobly to the call for toys and clothing. Several hundred toys of every specie and clothing of every description were donated, classified and distributed by Mrs. Inker, who knows the children's needs. In addition Christmas boxes containing apple, orange, raisins, candy and nuts were given to each of the 550 children in the camps. Dolls, donated by the Club and again dressed by Miss Templeton's girls, brought delightful ecstasy. The dolls were dressed in a manner that would have done credit to professionals and is a large task that the Conductor's Accounting Bureau girls have done for a number of years past.

In the Superintendents' offices sly joke presents, designed to expose and exaggerate each one's weakness were the order of the day, Frank Farnham acting as Santa. A nice lunch

followed the distribution in a Christmas setting that was delightful.

In the Conductor's Accounts Bureau was probably the most beautifully decorated three around which all assembled to receive gifts, with the venerable Daddy Briggs, now 82 years young, again filling the role of Santa.

The Electrical and Mechanical Department offices this year combined their Yuletide party. Adorned as all goods Santas should be, Fred Geibel presented each with a gift and his or her respective fortune. A beautifully decorated tree and the traditional mistletoe furnished a perfect setting. Ice cream, candy and wafers brought the happy gathering to a close.

It Sho' Ought to Be

"What's your name?" inquired the traveler.

"George Washington, sah!"

"Well, that's a name everybody knows."

"If it ain't, it ought to be. I'se been drivin' this yere hack in dis yere town foh thutty years, suh."

All Workers are Linked With Future of Railways

EMPHASIZING again the importance of courteous and considerate treatment of the public by those employees coming into direct contact, Charles Gordon, Managing Director of the American Electric Railway Association, in a recent statement insists that the future of our industry to a very large extent rests in the hands of the men in the ranks. Says Mr. Gordon on this important subject:

"It is a well-recognized principle of military tactics that battles are won by the men in the ranks. Generalship, strategy, explosives, tanks, airplanes—each supplements the other in deadly effectiveness, but when all is said and done it is the humble private in the front line who carries the emblem of his cause to victory. The analogy also applies to the electric railway industry.

"Managers and superintendents, engineers and financial men, play their part; they do the planning, secure the necessary capital, provide the technical skill and direct the operations of the companies. All this is essential. But in the last analysis it is the man on the platform who makes the service either satisfactory or unsatisfactory to the traveling public.

"Improved cars, smoother tracks, new capital for this and for that, are very important elements in the picture, but they are of little avail unless the men on the firing line—those in direct contact with the patrons—are loyal, well-drilled, careful and courteous. It was so in the days of the horse car and it will be so on whatever agency of mass transportation the future may develop.

"To the extent that the industry can inspire its trainmen—yes, and its trackmen, linemen and shopmen—with the dignity of their jobs and the importance of the part they play in providing safe, reliable and attractive transportation service, to that extent will the industry fulfill its obligation to the communities which it serves and justify its existence as a factor in modern business. To a very large extent the future of the industry rests in the hands of the men in the ranks.

YOSEMITE LURES VISITORS

Despite foreign promotional travel bureaus the American public seems now about to awaken to the beauties and scenic appeals of our own country.

This is borne out by the fact that the year ending Sept. 30th was the greatest tourist year in the history of Yosemite National Park, the attendance being in excess of 460,000, which exceeded by a considerable margin the number of visitors to Yellowstone Park. It is further encouraging to know that eleven of our national parks had an attendance during 1929 of more than 100,000 persons.



THE issue of the Magazine "ten years ago" this month embraced as its feature a resumé of the Pacific Electric Club then housed in the old Masonic Temple on Hill Street.

It is interesting to contrast the membership growth of the Club and expansion of its activities in the ten years that have elapsed since the following facts were published:

The total membership was 2,500; the membership today is 4,500.

Membership of the Mortuary Fund totaled 1,900, the payment to beneficiary named being \$475; there are now 4,100 members and the payment totals \$1,025.

A total of \$11,000 had been spent upon our vacation camp near Lake Arrowhead; our camp today represents an investment of about \$120,000.

Many of our veteran employees will recall this Company's intensive campaign among employees encouraging the purchase of Liberty Bonds. The Magazine of ten years ago states that our workers purchased them to the amount of \$1,413,650.

Approximately 40,000 passengers were handled to the Tournament of Roses Pageant in Pasadena on New Year's Day of 1920. Not a single accident marred the movement and Vice President Titcomb commended all concerned. In years that followed this traffic decreased considerably, but during the past few years has been on the upward trend.

The resignation of R. M. Holcomb, Chief Clerk of the Passenger Department, and appointment of E. H. Sharpe to that post was recorded in the Magazine of "ten years ago." Mr. Sharpe was subsequently employed by the Southern Pacific Company and only a few months ago resigned to accept a responsible post with an internationally known air transport Company.

E. T. Albert, Freight Claim Agent, speaking before the Agent's Association, gave some interesting data when compared with growth of freight traffic and claims in the ten years that have elapsed. He stated that the average total freight claim payment was \$1,500; that the Company was paying out for claims ½ of 1 per cent of total freight revenue; freight earnings for month of October (1919) were \$217,000.

The resignation of "Art" Johnson, a veteran employee of the Pay Roll Bureau was announced in the Magazine columns of "ten years ago." Mr. Johnson left to engage in the nursery business near Monrovia.

Xmas Mail Again Exceeds That of Former Years

THE last two weeks of December always brings the difficult, but pleasant task of substituting The Big Red Cars for the sleigh and reindeer of Santa Claus.

Operating forces under the direction of Frank Farnham, Supervisor of Mail and Express, again met the issue with flying colors and elicited again high praise from the local postal division for the efficient and rapid handling of the mountains of mail entrusted to our care.

The task of distributing and gathering the Christmas mail to and from the many stations all over our great system has grown by leaps and bounds. A few years ago many of the steam trains operating through this territory picked up and delivered mail along their way, but recently it has been the practice to handle by far the greater bulk of it at Los Angeles.

Since at the time this item was being written the great mass of figures had not been assembled no accurate information can be given as to the comparison of the volume of this year's mail with that of former years, but it can be positively stated that never before was it quite so heavy. As an illustration, it required 55 trips with express cars to carry the mail to the city of Long Beach, while last year we used but 44. This is only the parcel post for Long Beach, as all of the first and second class mail moves on the regular mail cars or on passenger trains.

A new experiment in the method of handling the mail in the baggage room was tried and proven very successful this year. Instead of requiring our Trainmen to shoulder this burden in addition to their regular duties, about 20 extra men were employed for this purpose. This insured a sufficient number of men at all times of the day and night who could give their entire time and attention to the mails.

The usual vast number of crushed and broken parcels were observed, as well as many with part or all of the address obliterated. With all of the effort on the part of the postal department to educate the public as to the proper packing and marking of packages, there are still a large, very large, number of people who believe that a bundle wrapped in tissue paper and addressed with a lead pencil will reach its destination.

All considered, it was a big job well done and much of the credit for the smoothness with which this great volume of traffic moved should be given to our Trainmen and Despatchers for the efficient cooperation so willingly given.

Small Boy: "Quick Policeman, a man's been beating my father for more than an hour."

Policeman: "Why didn't you call me sooner?"

Small Boy: "Father was getting the best of it up to a few minutes ago"

Historic Stack Bows to Progress



Towering 156 feet in its heyday, the concrete stack at the old Vineyard Junction steam generating plant was razed last month.

By W. Z. Shaw, Cost Engineer

LONG a landmark in the vicinity of Vineyard Junction, the towering old concrete smoke stack at the Vineyard Power plant no longer stands, its demise, completed last month, being due to the call of progress. The work was done under contract, our Engineering Department supervising the rather unusual feat.

In order to accomplish the razing of this historic stack it was necessary to erect a scaffolding within the stack and by the use of air drills sections of several tons each were cut loose until nothing remained.

Used in connection with the generating power plant at Vineyard, this concrete structure was 156 feet in height, 16 feet and 4 inches at bottom and 14 feet 10 inches at top outside diameter; the inside diameter was 14 feet. It was constructed in 1906 by Contractor Carl Leonhardt.

The present steam generating power plant at Vineyard is shortly to be converted into a garage for housing the motor coaches of the Los Angeles Motor Coach Company. The power plant has not been used since 1915, with the exception of an eight month

Playlets Are Capably Played by Dramatic Class

SANTA arrived on schedule, he brought a helper, hundreds of toys and a large quantity of candy, and as a direct result some 1500 persons who participated in the Club's Christmas Party on the evening of December 23 had a rare good time. The kiddies, of which there were over 600 present, thrilled as Santa personally handed them their gifts.

The first part of the evening was occupied by the splendid presentation of two-one act plays by the Dramatic Art Class under the direction of Miss Helen Ogg. Several delightful musical selections were rendered by the West Adams Methodist Choir before and between the plays.

Those who took part in the first of the two well-rendered plays, entitled, "Twas a Night Before" were: Master of Ceremonies, Charles Schmidt; Husband, George Perry; Wife, Hortense Collins; children, Albert Dunham, Dorothy Lou Hill, Loree Johnson, Geraldine Fuller and Christine Paulson.

The cast of characters of the second play, a Christmas pantomime entitled, "The Nativity," were: Reader, Charles Schmidt; White Spirit, Helen Galbavy; Red Spirit, Mrs. W. E. Ruppel; Green Spirit, Mrs. W. E. Smart; Little Boy, John William Gryder; Madonna, Mrs. L. T. Tighe; Angel, Mrs. A. J. Andrews; Red Dancers, Loree Johnson, Geraldine Fuller, and Peggy May Bogart; Costume Dancers, Dorothy Lou Hill and Kathleen Willis; Carolers, Margaret Tighe, Anna Springer, Virginia Sears, Edna Gryder and Irene Boyd.

After the program in the Theatre the assembled throngs wended their way to the Ballroom where a huge Christmas Tree, bedecked with sparkling ornaments, radiated a Merry Christmas greeting. The walls of the Ballroom were literally bulged with the capacity crowd, the largest ever assembled at one time in the Club Building.

After the kiddies had received their presents from Santa they began the trek homeward and the grown-ups spent the balance of the evening dancing to the music of the Club Orchestra.

period in 1924 when a power shortage necessitated the operating of the plant.

The Vineyard district during the past few years has become exclusively residential and the removal of this stack will not only add to the section's appearance, but make possible the disposition of property not essential to our present or future operations.

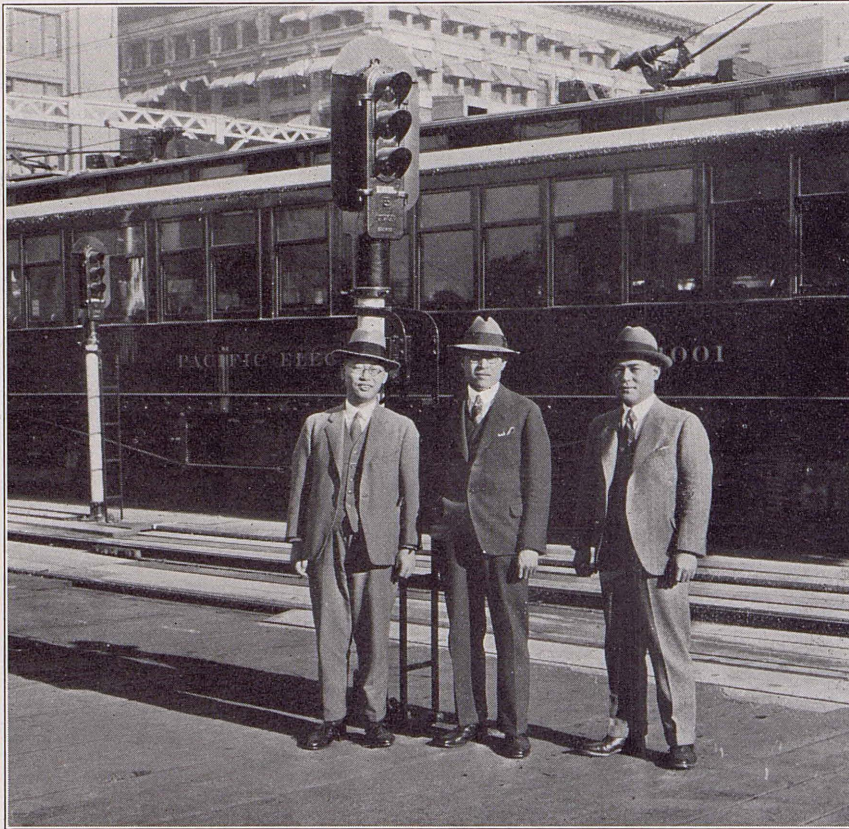
Yes and No!

"Half the City Council Are Crooks," was the glaring headline.

A retraction in full was demanded of the editor under penalty of arrest.

Next afternoon the headlines read: "Half the City Council Aren't Crooks."

Nipponese Study Our Practices



Officials of Japanese railway visit our properties.

THREE prominent personages in the railroad realm of far-away Japan last month were visitors in Los Angeles, their mission being an inspection and study of local steam and electric railway properties in conjunction with an extended tour of this country and Europe.

Officials of the Japanese government-owned railroads, with headquarters in Tokio, the visitors were: H. Takada, General Passenger Agent; M. Tsukada, Superintendent Sendai Division, and H. Yamawaki, Secretary to Vice Minister.

Of the week spent in this city three full days were employed in inspecting the properties and operations of this railway, including a visit to Mt. Lowe which thoroughly thrilled the trio. The Club and its appurtenances were most liberally praised by the visitors and the subway, terminal operations and four track line to Watts were other features of our system that impressed the officials.

We learned from Mr. Takada that while Japan has only 1,300 miles of railroad, all of which is narrow-gauge, more than 900,000,000 passengers are handled yearly.

"Our Government uses the compartment types of car, commonly known to England and other European countries, for first class passengers," said Mr. Takada. "Pullmans, ranking with

your tourist cars and not quite so well equipped, are used for second class passengers. Every car has a bulletin board on the outside showing its destination and leaving time.

Incident to studying our methods and improving operating practices another object of the tour is to develop advertising ideas for stimulating travel to Japan which abounds with beautiful scenery, lakes and streams. "We hope to make it the world's park," said Mr. Takada.

Leisure a God or a Devil?

"Leisure is only an empty shell and it will become divine or devilish in exact proportion to what we fill it with," declares Dr. W. H. P. Faunce, a former president of Brown University.

"Aimless leisure, a mere drifting from one amusement to another, or boredom when there are no amusements to drift to is worse than drudgery. Instead of adding to happiness and human values, much of the leisure now imminent is destined to produce only a very literal 'aching void.'"

"Leisure was the ideal of the Greeks and it has been the ideal of every civilization derived from theirs," observes the National Home Study Council of Washington, D. C. "But the Greeks

S. F. FACES FARE INCREASE

Fares applicable to the municipally owned electric railway in San Francisco must either be increased or accruing deficits paid out of a general taxation fund are the predictions of the bay city's Chief Engineer O'Shaughnessy.

The long expected statement of the city official was made following figures supplied showing income and outgo during the past year and caused consternation among administration advocates who have sponsored the city's purchase of the Market Street Railway, privately owned and operated.

Experts say there are four major points to be considered in connection with the proposed unification. They are:

A proper depreciation and reserve fund necessary to meet replacements and any emergency which might arise. At this time there is only \$347,690 in the fund.

The actual deficit from operations of the municipal system during the last fiscal year was \$88,624.

The book deficit, including taxes that would have to be paid if the system was under private ownership, was \$427,795.

The increase in the book deficit was \$135,338 over the previous fiscal year. The increase is attributed to a \$114,900 rise in operating expenses and a \$20,377 drop in revenue.

"From the figures given," the City Engineer said, "it is inevitable that even if the two lines in San Francisco are not unified the municipal system must have additional income."

spent their leisure wisely. Their chief interests were in games and athletic contests which developed the physical body to perfection and an intellectual curiosity which caused them to lay the foundation of most of our modern sciences.

"More people in America are enjoying a greater amount of leisure than at any period in the history of the world. There is every prospect that the amount of this leisure is going to be greatly increased. The great interest evinced in educational projects indicates that Americans are using their leisure, in part at least, in the pursuit of knowledge," the council continues. "It is the surest way of making our new-found leisure a god."

Average Fare Now 8.41 Cents

Reflecting the fact that electric railway fares, both in this city and in other communities on the Pacific Coast, are considerably lower than those prevailing in other parts of the country is seen in the statement of the American Electric Railway Association last month. We are told that the average cash fare in cities of 25,000 population and over throughout the United States is 8.41 cents per ride.

A year ago the average cash fare was 8.23 cents per ride.

CITY OWNERSHIP LOSING

In the last four years the number of municipal electric plants has declined more than the entire gain during the previous eight years, according to a survey by Professor Herbert Dorau, of the Northwestern University School of Commerce.

At the close of 1882, the birth-year of the electric industry, there were four municipally owned plants in the United States. The number steadily increased, reaching a peak in 1923 when 3,066 such plants were in operation. By 1927 the number had decreased to 2,320, a loss of 746. There are actual records of 1,440 communities where municipal electric plants have been replaced by privately owned distribution systems.

Professor Dorau believes the decline of municipal ownership is due to four factors: Legal and political factors, such as the success of regulation of private companies; technological factors, such as the growth of interconnected systems, with a consequent decrease in small, localized plants; economic factors, such as the improved borrowing capacity of private utilities, resulting in their growth and improvement of families and service; and the national philosophy of our people in regard to government ownership and operation of basic industries.

One of the most interesting features of Professor Dorau's comprehensive survey is in his analysis of municipal ownership by size of communities. Fifty-four per cent of all municipal plants originated in places of less than 1,000 population, and approximately 85 per cent in communities of less than 2,500. In general, it may be said that municipal ownership never found favor in our larger cities.

Municipal ownership of electric plants is shown to be rapidly declining apparently due to the waste, inefficiency and lack of facilities commonly associated with them—Santa Ana Bulletin.

CONCESSIONS GRANTED TO STUDENTS AT U. C. L. A.

Raising the age limit for student fares from the former maximum of 21 years to 25 years of age, students of the University of California at Westwood were granted the concession by this Company on December 15th. A further consideration was given by the removal of the hours during which the 46-ride student tickets were acceptable on school days.

The large number of students over 21 years of age at the institution and the widespread usage of the university's library after school periods were the motivating reasons for the concessions granted.

The new ruling affects the University of California students only and is applicable on the Hollywood-Ocean Park and Beverly Blvd. motor coach lines and also the combination rail and motor coach ticket books sold to student-commuters in the San Fernando Valley district.

Explains Medical Dept. Rules

Dr. Weber Gives Service Details Not Thoroughly Understood. Full Text of Rules Reprinted

From time to time it becomes evident that there is not full knowledge among employees as to just what they are entitled to in the way of medical and surgical treatment at the hands of our Medical Department.

Dr. Weber, Chief Surgeon, was asked to explain charges and treatment for certain ailments upon which we believed a statement from him would promote a better understanding. Dr. Weber thus advised as to these ailments:

"Reference to the eye service: Employees are entitled to treatment for any condition of the eye without charge; the only exception being that in those cases where the eyes are tested or refracted for glasses, in which instance a nominal charge of \$7.50 is made and which is, by the way, only half of the usual charge ordinarily made.

Drs. Kress and Goldstein refer our employees to the Deiderich Optical Company for glasses and at which place the usual charges are likewise cut in half. Therefore, the combination of Kress and Goldstein and Deiderich assures us that the employees are receiving high class service at a charge greatly reduced as compared to the usual charges for similar service.

"In regard to tonsils, I feel that where an employee has been in our service five years or more, he should be entitled to tonsil operation without charge, and this has, in fact, been our custom for some time past. In those cases of lesser service, we have expected the employee to pay for his operation and also his hospitalization. This, I believe to be fair, and do not think it reasonable to do this work among a large number of employees who have just come into the service, and who, without question, have had diseased tonsils prior to their employment.

"Concerning nose operations for deflected septa, and which latter condition is the most frequent cause of obstructed nasal breathing and other associated diseases, the fact remains that the condition is practically always of long standing, usually dating from childhood. Thus far, we have always expected the employees to pay for the operation to straighten the nose."

In recent years new employees, upon entering the service of the Company, have been handed a pamphlet which goes quite into details, setting forth the rules and regulations of our Hospital Association. Also it gives detailed information as to the benefits to be received, and the exceptions, which though few, and well justified, must be enforced in order to keep the price of the service to employees at the lowest consistent level. In order that older employees may refresh their minds on all details concerning the services rendered by the Medical De-

partment it is deemed advisable to re-print the text of the pamphlet fully covering the subject. It follows:

These rules and regulations are effective January 1, 1929, and supersede and cancel all rules and regulations previously issued.

The affairs and conduct of the Hospital Association will be in charge of the Chief Surgeon. A Consulting Committee of three, appointed by the Pacific Electric Railway, will act in cooperation with the Chief Surgeon in the general administration of the Association.

How Fund Is Provided

(a) Every employee whose average salary is \$100 or less will pay 60 cents per month; from \$100.01 to \$200, 90 cents per month; \$200.01 to \$300, \$1.20 per month; \$300.01 and over, \$1.80 per month. This deduction on the above schedule for the maintenance of the Hospital Association Fund is required of every person in the employ of this company, and will be collected by deduction from payrolls of all officers and employees thereof, with the exception of those who are officially exempted, and who are therefore not entitled to medical treatment excepting for industrial accidents.

(b) No deduction for hospital dues will be made from the wages of an employee whose services terminate within 72 hours after employment, and no deduction will be made from the wages of an employee whose services terminate within 72 hours after the beginning of a calendar month, or whose earnings for any calendar month do not exceed \$5.

(c) Collections for hospital dues will not be made from an employee when absent from duty on account of sickness or accident. If wages are paid for the entire or portion of the time absent from duty on account of sickness or accident, deductions for hospital dues will be made accordingly. On returning to duty contributions will at once be resumed.

No refund of contributions will be made to an employee upon his leaving the service.

Employment—How Secured

(a) Every applicant for employment in any department of this company's service, excepting Mexican laborers or those officially exempted, must, as a condition precedent to his or her employment, be examined medically; and such as are not in good physical condition will be rejected, except when the applicant signs a release waiving all treatment for such defects as may be found at the time of the examination.

(b) Applicants with minor defects or with physical disabilities of such a nature as would not jeopardize their own welfare or that of their fellow employees, or with such defects as would not be liable to render them a burden on the hospital department,

will be accepted upon their signing a release waiving medical treatment for said defects.

(c) Employees who are promoted or who are transferred from one position to another of different character must be re-examined.

(d) Vaccination will be required of those who were never vaccinated, or who do not show satisfactory evidence of having had smallpox or of having been successfully vaccinated.

(e) Section, construction and all other foremen employing laborers, must inquire into the physical condition of every applicant for employment under their jurisdiction, and when such applicant is evidently suffering from any sickness or marked physical disability, his or her services must be declined. When a reasonable doubt exists, the applicant should be sent to company surgeon's office for examination.

(f) A charge of \$1 is made for the examination of any applicant accepted for service, except for laborers or temporary help, in which case 50 cents is deducted from payroll.

Benefits

(a) The following benefits will be given employees contributing to the Hospital Fund, subject to the rules and regulations hereinafter stated:

1. Medical and surgical treatments.
2. Medicines and surgical dressings.
3. Artificial limbs and appliances.

4. Hospital treatment to those who in the judgment of the Chief Surgeon or his assistant require such care. Patients will not be sent to the hospital to save board and lodging.

(b) The Medical Department will furnish artificial limbs or eyes to those who have lost limbs or eyes while entitled to benefits. These can be had on application to the Chief Surgeon, and after having been furnished once will not be replaced.

(c) Employees desiring to have their eyes examined for glasses can secure a reduction of 50 per cent from the oculists' usual charge by applying to the oculist connected with the Medical Department with proper request from Chief Surgeon or assistants.

Eyeglasses or spectacles will not be furnished.

(d) Dependent family members of employees are not included in the foregoing benefits. However, dependent family members can secure hospitalization at the Company Hospital at the same rates as are given the Company.

Dependent family members may secure medical and surgical care at charges commensurate with the ability of the individual to pay for same.

Exceptions to Benefits

(a) All officers and employees of this company, subject to Hospital Fund deductions, will be given the foregoing benefits excepting as follows:

Ailments due to venereal disease or their complications; intemperance; vicious habits; injuries received through unlawful acts; any disease or defect acquired before entering the employ of this company.

(b) No death claims are paid through the Hospital Association Funds for any cause whatsoever.

(c) Dental work cannot be supplied excepting for dental injuries received in the line of duty.

(d) The Medical Department cannot give benefits to employees affected with such diseases as smallpox, yellow fever, typhus fever, bubonic plague, or any infectious or contagious disease subject to Federal, State, county or municipal quarantine; but will give residence or hospital treatment for contagious or infectious diseases not coming under this head.

(e) The Medical Department does not provide for the institutional care of insanity cases, but will attend such cases at their homes when practicable.

(f) No employee will be permitted to remain in the hospital at the expense of the fund for a period exceeding four months without the special consent of the Chief Surgeon and members of consulting board.

(g) Treatments will continue for injury or sickness as long as in the opinion of the attending surgeon, it is necessary, but will not exceed the length of service with the Company, except in acute illness or personal in-

jury, and in no case shall it exceed one year.

(h) Employees will not be entitled to benefits for sickness or accident after contributions have ceased, either through discharge or voluntarily leaving the service, excepting in those cases where the contributions have automatically ceased by reasons of sickness or accident incurred while entitled to said benefits.

(i) After leaving the service of the company, former employees will have no claim on the Hospital Association or on the company on account of contributions previously made to the department.

(j) Bills contracted for medical attendance by outside doctors, nurses or hospital care will not be paid by the Hospital Association.

(k) Families of employees are not entitled to free medical attendance.

(l) Treatment will not be given for ailments which can be properly shown to have been in existence prior to entering employment of the company.

Treatment—How Secured

(a) An order signed by the immediate superior or head of the department in which the employee is serving must be presented to the surgeon at the time his services are first required, in each case of sickness or accident.

(b) Every employee who loses time by reason of sickness or accident, must, before resuming duty, secure a release, made out by the doctor in charge of the case. If an outside doctor has been in attendance, the employee must secure the release from the company doctor.

A Predicament Indeed

"Did I hear you say, Conductor, that the locomotive was at the rear of the train?"

"Yes, ma'am. We've got a locomotive at each end. It takes an extra one to push us over the pass."

"Dear, dear, what shall I do? I'm always sick if I ride with my back to the locomotive."

Comparison of Accidents During November 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.....	2	1	4	2	7	3	13	7	6 Inc. — 85.71%
At Railroad Crossings Other than Company's.....	0	0	0	0	0	0	0	0	
Between Cars of Company.....	4	6	2	3	7	4	13	13	
With Vehicles and Animals.....	80	115	97	80	146	161	323	356	33 Dec.— 9.27%
Derailments.....	1	1	2	1	3	7	6	9	3 Dec.— 33.33%
Equipment.....	3	1	2	1	3	2	8	4	4 Inc.—100.00%
Boarding Cars.....	5	8	3	4	8	2	16	14	2 Inc.— 14.29%
Injuries on Cars (not in Collision).....	2	1	3	2	4	8	9	11	2 Dec.— 18.18%
Alighting from Cars.....	9	5	12	8	15	19	36	32	4 Inc.— 12.50%
Falling from Cars (not purposely alighting).....	1	0	0	0	0	0	1	0	1 Inc.—100.00%
Doors, Gates and Guard-Rails.....	0	1	2	0	9	15	11	16	5 Dec.— 31.25%
Ejectments and Disturbances.....	1	1	3	2	1	4	5	7	2 Dec.— 28.57%
Miscellaneous.....	4	3	5	2	5	4	14	9	5 Inc.— 55.56%
Total.....	112	143	135	105	208	230	455	478	23 Dec.— 4.82%
Employes.....	2	4	4	6	0	6	6	16	10 Dec.— 62.50%
Total Car Accidents.....	114	147	139	111	208	236	461	494	33 Dec.— 6.68%
Motor Coach Accidents.....	14	17	2	2	23	17	39	36	3 Inc.— 8.33%
Total Passenger Accidents.....	128	164	141	113	231	253	500	530	30 Dec.— 5.66%
Freight Accidents.....	5	6	15	27	2	11	22	44	22 Dec.— 50.00%
Total All Accidents.....	133	170	156	140	233	264	522	574	52 Dec.— 9.06%
	37 Decrease		16 Increase		31 Decrease		52 Decrease		

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

Executive Committee of Pacific Electric Club met in regular session in the Ballroom of the Club Building on Wednesday, December 4, 1929, at 2:00 p.m. The following members were absent: P. T. Porter, W. J. Scott, R. H. Dorman, G. P. Terry, Lawrence Klein, B. L. Livingston, J. W. Anderson, E. A. Stevens, V. Swartz, T. H. Green, J. M. Geopfert, H. E. DeNyse, H. C. Froude and T. J. Day.

Minutes of meeting held November 6, 1929, were read and approved.

The following financial report as of November 30, 1929, was submitted:

Club Fund	
Balance 11-1-29	\$1,199.93
Receipts	1,546.65
<hr/>	
Total	\$2,746.58
Disbursements	1,192.01
<hr/>	
Balance 11-30-29	\$1,554.57
Relief Fund	
Balance 11-1-29	\$ 395.87
Receipts	1,701.61
<hr/>	
Total	\$2,097.48
Disbursements	1,913.00
<hr/>	
Balance 11-30-29	\$ 184.48

Having been invited by Club Manager Vickrey to appear before the Executive Committee, Chief Surgeon W. L. Weber gave an address on the Pacific Electric Railway Company hospitalization plan, clarifying various situations that have been misunderstood by employees. Items contained in the current medical circular, distributed to employees upon their entering the company service, were reviewed.

Dr. Weber stated it is the desire of the Medical Department to render the greatest service possible to all employees and their dependents. It is not, however, felt that Company doctors should be called upon to operate, without charge, on employees for the correction of defects that are shown to have been acquired before entering the service. Tonsils are not removed by Company surgeons without charge until employees have been in the service for at least five years. There is, however, a reduced rate for this operation available to employees and dependents. Drs. Kress and Goldstein have established a flat rate of \$50.00, or when it is necessary to use anesthetic \$60.00, for taking out tonsils. This rate includes hospitalization of patient for one night.

F. E. Geibel reported that investigation of the matter of building shelter for rip-track employees at Torrance was under way and that a decision would be arrived at in the near future.

Mr. Geibel inquired as to what steps were being taken to get non-club members, who are now and have been in

the service of the company for sometime, to join the Club. Mr. Vickrey informed that a plan is shortly to become effective whereby the Accounting Department will furnish the Club a list of all employees showing those from whom Club dues deductions are being made and also those who are not members of the Club. With this information available, each department will be informed as to those who are not members of the Club with the idea of having them join the Club if such can be accomplished without bringing pressure to bear.

Mr. Vickrey reported that the matter of having showers installed at Butte Street, Hill Street and Ocean Park had been referred to the Superintendents of the respective divisions for investigation and report.

Torrance representative reported that the driveway between machine shop and blacksmith shop at Torrance was rather dangerous and that signs should be posted restricting the speed limit to 8 or 10 miles per hour. This matter was referred to Mr. Geibel for handling.

MORE BOOKS FOR LIBRARY

More books for Club Library patrons to make their selections from—36 of them—and all the generous gifts of three Club boosters. H. A. Crocker, Manager, Westinghouse Air Brake Company; Mrs. Henry Snook, wife of Henry Snook, Mechanical Department, and W. R. Woodard, Transportation Department, are the donors to whom the Club extends "Many Thanks."

The following 29 volumes are from the library of Mr. Crocker, who in previous gifts has presented the Club with several hundred books: The Range Dwellers; The Lighted Match; Good Indian; The Conflict; The Gambler; The Prodigal Judge; The Spirit of the Border; The Land of Deepening Shadow; The Turmoil; When a Man Marries; He Fell in Love With His Wife; The Gringos; The Woman Thou Gavest Me; The Way of These Women; From the Car Behind; Gentlemen Rovers; Lady Betty Across the Water; The Winner; The Wild Olive; The Last of the Plainsmen; Chip of the Flying U; The Career of Katherine Bush; The Long Shadow; The Plum Tree; The Little Gray Shoe; A Fool and His Money; The Freelands; Mary Baker G. Eddy, and War Poems of 1898.

From Mrs. Snook the Club acknowledges receipt of The Eyes of the World; The Winning of Barbara Worth, and Counsel for the Defense, and from Mr. Woodard, Creation; The Arabian Knights; The Harp of God, and Deliverance.

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

- Friday, January 10:**
Motion picture show, "Blue Skies," 7:30 p.m.
Bowling at Jensen's Recreation Center, 8:00 p.m.
Basketball at San Bernardino Y. M. C. A., 1st Baptist vs. Pacific Electric, 9:30 p.m.
- Saturday, January 11:**
Motion picture show, same as preceding night, 8:00 p.m.
Agents' Association Meeting, 7:45 p.m.
- Sunday, January 12:**
Baseball—watch weekly bulletins.
- Tuesday, January 14:**
Masonic Club Meeting—installation of officers, 7:45 p.m.
- Thursday, January 16:**
Ladies' Auxiliary Card Party, 1:30 p.m.
- Friday, January 17:**
Motion picture show, "Avalanche," 7:30 p.m.
Bowling at Jensen's Recreation Center, 8:00 p.m.
Basketball at San Bernardino Y. M. C. A., Eng. Lutheran vs. Pacific Electric, 9:30 p.m.
- Saturday, January 18:**
Motion picture show, same as preceding night, 8:00 p.m.
- Sunday, January 19:**
Baseball—watch weekly bulletins.
Regular monthly shoot of Rod & Gun Club—Bangle Grounds, 10:00 a.m.
- Thursday, January 23:**
Ladies' Auxiliary Meeting, 1:30 p.m.
Club Dance, 8:00 p.m.
- Friday, January 24:**
Motion picture show, "Hit of the Show," 7:30 p.m.
Bowling at Jensen's Recreation Center, 8:00 p.m.
Basketball at San Bernardino Y. M. C. A., Pacific Electric vs. First Methodist, 7:50 p.m.
- Saturday, January 25:**
Motion picture show—same as preceding night, 8:00 p.m.
- Sunday, January 26:**
Baseball—watch weekly bulletins.
- Friday, January 31:**
Motion picture show, "The Little Wildcat," 7:30 p.m.
Bowling at Jensen's Recreation Center, 8:00 p.m.
Basketball at San Bernardino Y. M. C. A., First Christian vs. Pacific Electric, 8:40 p.m.
- Saturday, February 1:**
Motion picture show—same as preceding night, 8:00 p.m.
- Sunday, February 2:**
Baseball—watch weekly bulletins.
- Wednesday, February 5:**
Club Executive Committee Meeting, 2:00 p.m.
- Friday, February 7:**
Motion picture show, "The River Pirate," 7:30 p.m.
Bowling at Jensen's Recreation Center, 8:00 p.m.

Basketball at San Bernardino Y. M. C. A., Pacific Electric vs. Presbyterian, 7:00 p.m.

Saturday, February 8:

Motion picture show—same as preceding night, 8:00 p.m.

Sunday, February 9:

Baseball—watch weekly bulletins.

LADIES PLAN FOR NEW YEAR

By Mrs. Lon Bishop

The Ladies Auxiliary extends Happy New Year Greetings to all, and to the women of our big family, the suggestion is offered that you add the following to your list of New Year's resolutions:

"I
Name

resolve to spend my second and fourth Thursdays of each month in the coming year at the regular meetings of the Auxiliary, believing the time spent will be instructive, enjoyable and help to promote a better 'get acquainted' spirit."

Please sign your name in ink and put your resolution in action either on January 9th or January 23d and every meeting day thereafter at 1:30 o'clock P. M.

The program on December 12th was delightful. A chorus composed of fourteen ladies, with their accompanist, from the Wednesday Morning Club, and directed by Professor Franz Hoffman, rendered the beautiful Christmas cantata, "Bethlehem." Mrs. Harold Bailey and Mrs. Wiggin carried the soprano and contralto solo leads.

It was a wonderful treat and we hope to have the pleasure of hearing them again.

The ladies were presented to the assembly by Mrs. Tyler, our Parliamentarian, who is also a member of the chorus.

The next offering was given by pupils of Mrs. Grace Bowman of Hollywood, a little playlet called, "Maker of Dreams." It was a most charming act and the three adorable youngsters, Dorothy Darling, Charles H. Carleton, and Kenneth Seeley, played their parts in a truly professional manner.

The card party must not be forgotten—held every third Thursday—January 16th this month.

The Auxiliary has no dues and the money received from these games goes to help those in need, so let's have a big party and do our "two bits" toward helping some one.

In the absence of Mrs. Inker, Engineering Department Nurse, who was to have spoken to us of her work, Mr. Vickrey outlined briefly the Christmas work the Club is doing among the Mexican kiddies, the sick folks and others who need a little cheer. The responsibilities of Santa Claus could not have fallen on better shoulders than Mr. Vickrey's and with Mrs. Inker as part of St. Nick's firm, the kiddies and all stand a good chance of being well taken care of.

A letter was read by the Secre-

Pick-ups Around the Club

Beginning of New School Term

The fall school term is nearing completion and the beginning of another semester will soon be at hand. All of the Club's educational classes for the next term will commence the first week in February. An extensive list of subjects are to be taught, among them being English Grammar, Business English and Correspondence, Conversational Spanish, Stenography, Typewriting, Public Speaking, Personal Leadership, Traffic Management, Engineering Mathematics, Engineering Electricity, Psychology, Art Decoration, Dramatic Art, Automotive Theory and Airbrake Maintenance.

Educational Director Hill informs us that other classes will be given upon request where an enrollment of 15 or more students is assured.

Flowers Add Beauty To Club

During the holidays in the Club Lounge there were on display several beautiful bouquets. Appreciation is hereby expressed to the several employees who have so thoughtfully supplied flowers at various times. Special mention is made of P. H. Lyon's, Traveling Freight Agent, poinsettias which have on several occasions beautified the Club.

Club Has New Bulletin Board

Have you noticed that attractive

tary from Postmaster O'Brien, expressing his appreciation of the interest shown by our Auxiliary in requesting a speaker from the Post Office Department, Mr. Jensen having been with us last month.

On January 9th one of our speakers will be Mrs. Elaine Anderson Dudley of the Good Will Industries, her talk appropriately titled, "Salvaging Humanity." Let us show our appreciation by turning out a big audience to greet her.

At the meeting of January 23rd the Club is fortunate in having secured a speaker from the local telephone company who will give a talk on the methods of a 'phone conversation from San Francisco to London. Illustrated slides will show the "behind the scenes" activities necessary in this new achievement of telephone industry.

Gosh: "Thankful? What on earth have I got to be thankful for? I can't even pay my bills."

Tosh: "Then be thankful, man, that you're not one of your creditors."

One In Reserve

Marie: "If you could have two wishes, what would they be?"

Viola: "Well, I'd wish for a husband."

Marie: "That's one."

Viola: "And then I' save the other till I saw how he turned out."

bulletin board just inside the main entrance of the Club.

The bulletin board is of special construction, it having been built to match the Club furnishings and to meet the requirements for which it is now being used. The background is made of selected wood, which is grooved and covered with black wool felt. All lettering is done with double wing letters and figures, which are die cut from celluloid. The letters and figures being white and red in color, are easily read and add to the bulletin board's attractiveness.

Keep tab on the bulletin board for coming events at the Club.

Coming Motion Pictures

Assurance of the fact that only first-class pictures are to be shown at our Theatre is contained in a glance at the following list of bookings for January, February and March: Blue Skies, Avalanche, Hit of the Show, The Little Wildcat, The River Pirate, The Fleets In, Frozen River, The Circus Kid, The Wolf of Wall Street, Love in the Desert, Prep & Pep, and Gamblers.

Along with each of the above feature pictures will be shown a current news reel and a high-class, laugh-producing comedy.

Shoe Shine Service

Another service to Club members became effective this month with the establishment of a Shoe Shine stand in the Trainmen's Room of the Club. Popp's Shines—10c.

RAILROADS TO SPEND HUGE IMPROVEMENT SUMS

The railroads of the Pacific Coast area are optimistic for the coming year and will carry out expensive betterment programs, Paul Shoup, President of the Southern Pacific Company announced in a press statement last month.

"I feel that as far as the coming year is concerned we have no reason to be downcast," Mr. Shoup said. "The railroads on the Coast and Southwest have never entertained any other thought than going ahead. They are all committed to meet the growing needs of this country.

"They will spend necessary money and effort during the coming year to that end, just as if there had been no financial problem interjected through the stock exchange difficulty."

President Shoup reviewed the plans of his company for improvements, referring to the various points explained at the recent convention of transportation experts here, when he said the company would put \$50,000,000 into its lines, besides ordinary expenses running near a quarter of a billion dollars in 1930.

A small boy was complaining because he had to go to school.

"My!" he exclaimed. "I wish we was all born educated."

Plant Salvages Waste and Oil



Used waste and oil are restored to usefulness in salvage plant in our Torrance Shops, netting a considerable saving each year.

By Carleton B. Bell, Torrance Shops

THE biblical admonition about not letting "Your right hand know what your left hand doeth" has never been given to P. E. employees; nevertheless many have very little idea concerning the activities of other departments, some of them of great importance.

Take the matter of reclamation of used material, making it serve again as good as new or in some form. Such activities are of great importance, for though many of them are small in themselves, in the aggregate, they make it possible for Pacific Electric to furnish transportation with "Comfort, Speed and Safety" at a minimum cost.

A sample of such reclamation is the work of the wool yarn waste reclaiming plant at Torrance Shops. Recently rebuilt as nearly fireproof as is possible, it has been in operation again for the last three months.

For the benefit of those not familiar with the subject it may be well to state that wool yarn waste is used to pack around all passenger car and locomotive journal bearings, also the bearings of the motors on the axles and the bearings of the armature itself, a total of 24 bearings to each four-motor car. The waste acts as a reservoir for the oil which lubricates these bearings, preventing any free oil from running away and feeding it to the bearing as it is needed.

The average monthly consumption of this waste, according to Stores Department records, is 2250 lbs., which

at \$15.96 per 100 lbs., represents a monthly outlay of \$359.10 or \$4309.20 for a year.

Made Good as New

A bearing is seldom re-packed with new waste except when the cars come to Torrance Shops at regular overhaul periods after making from 50,000 miles to 150,000 miles. After such service it is found that the waste contains much grit and dirt of all kinds and is unfit for further service. Formerly all such waste was burned and represented a considerable loss. It is this otherwise worthless waste that is now reclaimed and returned to service as good as new.

The dirty used waste is accumulated at Torrance, from cars sent to the Shops, and from those outside points where the Mechanical Dept. makes running repairs.

Several barrels of waste are put into a large closed vat containing steam pipes and allowed to stand overnight and to become thoroughly hot and softened. Most of the oil which the waste contains drains into a space provided at the bottom of the vat and is pumped off into another tank for further treatment. The waste is then removed and placed in a large centrifugal wringer or extractor, identical in principle with large laundry wringers or cream separators, where any remaining oil is removed by centrifugal force. This oil also goes to a storage tank for further treatment.

The waste is then thrown onto a long coarse screen where all compact-

ed bunches are separated and shaken up and any fine or very short pieces of yarn removed. This also allows all foreign matter, such as sand and little bits of bearing metal, to sift out and through the screen. It is then placed in a large tank containing warm oil and thoroughly washed, after which it is again placed on the screens to drain and then back into the centrifugal extractor where it is again wrung dry of oil. It is then removed and placed in drums ready to be used again.

Saves Oil Also

The oil which has been removed during this cleaning process is filtered through a considerable thickness of excelsior and other filtering material which removes practically all dirt and other foreign substances. It is this oil which is used to wash the waste during its cleaning process. Some of the oil is turned over to the Stores Dept. for use in oiling track switches and similar places where an oil of this grade can be used. Sufficient uses for this oil have yet to be discovered to utilize all of it as lubricating oil. A quantity of the lower grade is now released as fuel oil for a credit of approximately \$15 per month.

An average of 2000 pounds of reclaimed waste is returned to the Stores Dept, per month for a credit of approximately \$227. As this saving requires only about half the time of one employee, it is readily seen that a very large percentage of saving is effected.

Choose Trainmen to Work on Safety Committee

OFFICIAL bulletins issued last month by the respective division Superintendents announced the following Trainmen as appointees to serve on the Safety Committees during the month of January, February and March:

Southern Division:

G. D. Meek, Motorman, Hill Street; L. E. Pearson, Motorman, Ocean Park; H. N. Fuller, Motorman, W. Hollywood; A. E. Stowe, Conductor, Van Nuys; G. S. Beer, Conductor, Hill St.; C. A. Fuller, Frt. Conductor, W. Hollywood.

Southern Division:

L. E. Goodman, Conductor; M. Greco, Motorman; E. L. Bulmer, Conductor; J. H. Osterhoudt, Motorman; E. Vacher, Freight Conductor, and H. L. Conklin, Freight Motorman.

Northern Division:

A. E. Amos, Conductor; J. J. Lockshaw, Motorman; T. J. Keohane, Freight Brakeman; Clyde Moore, Freight Motorman; B. L. Brown, Conductor, and S. C. Harris, Motorman.

The bulletin states that as member of this committee "It will be their duty to present before the meetings for discussion and consideration such operating practices as may be considered unsafe or such conditions as may be deemed hazardous, that a remedy may be found.

"Your co-operation in calling to their attention such matters as may

appear detrimental to the service will be much appreciated."

Dealing, as does this Safety Committee, with the care of human life, its work means much to the traveling public, employees and this railway. Not only should Trainmen take seriously their work and responsibility as members of this Committee, but all other employees should be alert in making observations and report to the Superintendent of divisions concerned any condition whatsoever that may appear unsafe or offering the possibility of a mishap.

SICK EMPLOYEES SAY THANK YOU FOR XMAS BASKETS

Appreciative of the well-filled Christmas baskets which the Company through the P. E. Club distributes each year to sick and retired employees, the following letter was received by Club Manager Vickrey signed by seven of our unfortunate fellow employees who were inmates of the California Lutheran Hospital on Christmas day:

"The boys in the Lutheran Hospital wish to thank the Pacific Electric and you and all concerned for the attention that we received and the Christmas basket sent to us from the Club.

"It sure tops off an afternoon to have Mrs. Rand or Mrs. Smith slip in with a big smile, a cheerful word, an apple an orange, or a bunch of flowers.

"A wonderful old man is "Daddy Briggs." He is only 82 years old, but he never misses a Thursday afternoon visit. He sure deserves and will be rewarded for the kind words, the happy thoughts and the courage he leaves us with.

"We take this occasion to thank the Pacific Electric for the good wishes and Happy Christmas they send us.

"We all wish everyone in the large P. E. family a Merry Christmas and a very happy New Year."

The letter was signed by A. H. McGrayne; L. C. Paulson; Hugh Lamont; Frank Garner; T. C. Trollinger and V. E. Connell.

BEWARE THE R. R. CROSSING

"When a man goes upon a railroad track he knows that he goes to a place where he will be killed if a train comes upon him before he is clear of the track. He knows that he must stop for the train, not the train stop for him.

"It seems to us that if a driver cannot be sure otherwise, whether a train is dangerously near, he must stop and get out of his vehicle.

"... It seems to us that if he relies upon not hearing the train or any signal and takes no further precaution he does so at his own risk."

—Decision of the U. S. Supreme Court.

Charley: "My girl has an impromptu complexion."

Harley: "How is that?"

Charley: "Oh, she just makes it up as she goes along."



Bowlers Begin Second Half of Season: Give Prizes

THE second half of the bowling season opened January 3rd before the largest crowd of spectators that have yet attended. A large number of our officials honored us with their presence, among whom were E. L. Young, E. C. Johnson, S. H. Anderson and N. B. Vickrey. We wish to take this opportunity to thank everybody for the interest shown and to express the hope that they will visit us often.

The festivities started with the presentation of prizes by Mr. Young. Bowling balls were won by Homer Williams of the Roadway Equipment team and Guy Wooley of the P. E. Club team. Williams had a high series, the last night of the first half, of 577 pins with a high game, including handicap of, 263. Quite some record for this gentleman. Guy Wooley won his ball by bowling 101 pins over his average for the evening.

The runner-up for high game was Potter of Macy Street with 254, with Sayles third with 230. For increase over average, Prettyman of the Telephone Department was second with 97, and Orr third with 63. They are to be congratulated for their excellent work, and we all hope they continue to improve their game.

After the presentation an exhibition "match" was put on by Messrs. Young, Vickrey, Anderson and Johnson, which was certainly worth coming miles to see. The honors in this event were won by Mr. Anderson, who received a fitting prize for his three pins. Mr. Johnson won the "booby" prize in this event. Mr. Vickrey's "form" was quite noticeable and he received the plaudits of the multitude with his customary modesty. Mr. Young is looking for a ball that will stay on the alley when he throws it.

After the smoke of battle cleared away we found A. B. McLeod had high game for the evening with a score of 222, while the Southern Freight team won high series with 2376.

The brand-new pins were blamed for unusually low scores and this is the way the standing appears for the start of the second half:

Team—	Won	Lost
Telephone Department	4	0
Southern Freight	3	1
Roadway Equipment	3	1
Macy Street	3	1
Ladies Accounting	3	1
P. E. Club Ladies	3	1
Local Freight	1	3
Electrical Department	1	3

Signal Department	1	3
P. E. Club	1	3
Southern Division	1	3
Engineers	0	4

P. E. TEAM LEADS LEAGUE

Winter baseball claims much attention in California, and the Pacific Electric Baseball team is helping it attract because of the fine games played by it as well as other teams of the Triple A League, of which our team is a member. - Because there are only four teams in this league, each club will play each other three times. This gives the fan who comes out every Sunday and enjoys the game, a chance to become more familiar with all the players.

So far the Pasadena Merchants and the Pacific Electric are tied for first place. Our team has won three and lost none and Pasadena has won two without a loss. Both teams are strong and from present indications the winner of the league will probably be the Pacific Electric or Pasadena team. The race is still young, however,

Since winter baseball has started the Pacific Electric team has a most enviable record, winning five straight games. The first three games were shut-outs; one run being scored in the fourth game and six in the fifth, which speaks well for the defensive ability of this team. If our team keeps up this caliber of playing, another championship will be added to the long list already attained.

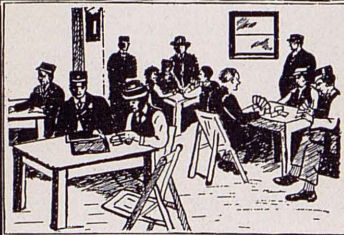
The splendid work of Hal Chamberlain, pitcher for the Club, and incidentally one of our own employees, has been instrumental in keeping the team on top. His record of allowing three runs in forty-five consecutive innings worked, is a most excellent one.

CATALINA'S BIGGEST YEAR

Catalina Island enjoyed the busiest year in its history during 1929, according to J. N. Stewart, vice-president and traffic manager of the Santa Catalina Island Company.

"The increase in passengers to the island was 66,000, or better than 20 per cent over 1928, which was the largest year up to that time," Mr. Stewart stated last month.

"With a total of 300,000 paid passengers each way, or a grand total of 780,000 passengers carried on the steamers between Los Angeles Harbor and the island, the business has grown to where amplified steamer schedules are necessary to take care of the traffic. It is confidently expected that another large steamship will be added to the fleet by 1931.



NEWS of the P. E. FAMILY By our Correspondents



HILL STREET STATION By W. H. Jenkinson

Night Terminal Foreman J. R. Hansleman has returned after spending his vacation with an additional 18 days in the east. Mrs. Hansleman accompanied him and they report a very enjoyable trip.

Mr. Hansleman is Manager of the Subway Ball Club. He led them to Chino Sunday, December 29th and won the game with the score of 7 to 5.

Conductor Strowbridge says he is the answer to a Baseball Manager's prayer.

Conductor Hamilton (Big Ham) reports his basketball team is doing its stuff, winning most all of the practice games. The league games start in January and Hamilton asks that all who can attend, come out and boost for them. The games are free and are usually held in the Sentous High School. Watch bulletin board for notices.

Mr. and Mrs. W. H. Jenkinson announce the birth of a baby boy on December 28th. He's some boy! Weighed $9\frac{1}{2}$ pounds. Both mother and baby are doing fine.

The "Wolfe" of the Subway was seen with a depot master's cap on.

Hill Street should be proud to know they have a five-letter man working there. It is no other than Conductor Roger Berry on the extra list.

Some conductors on the Redondo line are either going to be glad or sorry for two new faces appear on this line. They are collectors and must always collect the head car of a two car train. They are not eligible to pass on rule 150 and this seems a shame in stormy weather when a man's got lots of whiskers.

MACY STREET TERMINAL D. B. VAN FLEET Terminal Foreman

Heartfelt condolence is extended by the Macy Street Trainmen to the bereaved family of the late Motorman M. L. English, South Pasadena Line, who passed away on December 5th, last.

Though our regular trains take care of a large quantity of U. S. Mail during the greater part of the year, at Christmas time the service has to be supplemented by special mail runs. The season just past saw two exclusive mail runs being filled out of Macy Street. Conductor H. F. Tieman and Motorman Clyde Moore were in charge of one run from December 16th to 28th, inclusive, and Motorman R. W. Gergen and S. T. Sherreitt held down the other from the 16th to 24th inclusive. Both crews reported very heavy business throughout the rush periods.

As usual the Christmas travel was very heavy this year, especially so was that into the Los Angeles downtown area, due partially to the many beautiful decorative features throughout the central traffic district. We were fortunate indeed in having such ideal weather, which certainly helped to a great degree in maintaining safety of movement of all trains.

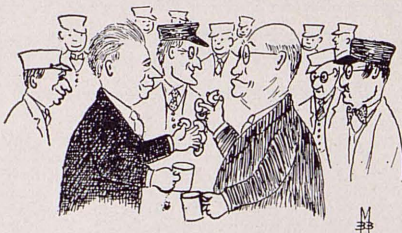
We are pleased to introduce Conductors A. H. Bartlett and P. E. Wilde, both newcomers to our terminal. Welcome to Macy, boys!

Friday, December 20th, proved to be a most important day in the home of Conductor J. B. Ohmert, South Pasadena Line, for on that afternoon he became the justly proud and happy father of a $6\frac{1}{2}$ -pound son. Congratulations, Mr. and Mrs. Ohmert!

We are glad to welcome Conductor L. B. Bower back on the job again, after his long absence, due to a serious accident several months ago.

It is regrettably learned that Motorman W. Still, San Gabriel Line, was the victim of a hit-and-run driver on Saturday night, December 28th. Though his injuries are severe to say the least, we are glad to announce that the chances are good for a complete recovery. The Macy boys wish his recovery to be speedy and sure.

From the opening of the season by the Trainmen Chairman, Conductor J. W. Loyal, until the "coffee and" were served, the Northern



Division Trainmen's Monthly Meeting proved to be a huge success, with the largest attendance in the history of the terminal. Estimates had the attendance at one hundred to one hundred and fifty. It is needless to mention that participation was unanimous in the last act as the sketch will attest.

The highlights of the meeting, however, was a short address by our Vice-President and General Manager, A. T. Mercier. His principal theme was the prevention of accidents and mentioned that he was seriously considering a plan whereby the prevention of accidents would be put on a competitive basis, not only locally, but nationally as well, with a suitable prize being offered as a reward for the diligence of the winning company.

ENGINEERING DEPARTMENT By Margaret E. Maitland

"Moon" Mullins, while home on Christmas vacation, called on the Field Dept.

Del Fryrear has not visited the Whittier Line for several weeks—ask him about it.

Mr. and Mrs. Boyle, of Terre Haute, Ind., are spending the winter with their son David. The home cooked meals are telling; already we can see a change in Dave.

Vine Cahoon is back on the job after a wonderful trip to the South Seas.

Mrs. Talamantes has just returned from her vacation, spent in Los Angeles.

Harold Smith also took a late vacation and went duck hunting around Salton Sea; also some swimming; had to swim after each duck.

S. R. McNeill had quite a serious accident on Christmas Day. A young lady driving an Essex hit his "can" broadside and all the occupants of both cars went to the hospital; although some were seriously hurt none proved fatal.

Henry Webb is another of these unfortunate boys, having his mother and sister visiting him for the holiday season, and if you want to know why Henry is so proud of his family, just see Betty Lou Webb at Lowe's State this week.

If I were a little more BURLEIGH
And a little less MANLEY,
And could handle PLANK,
I would quit working for GOULD
Go in partnership with KAUFMAN
And do bridge work.
—By Judge Dowling.

Quite a number from the Engineering Dept., attended the dance given by the Derby Club on New Year's Eve, and a wonderful time was had by all. When Jimmie McCulloch furnishes the Orchestra, and Roy Swanson is Master of Ceremonies, it's a combination that's hard to beat.

There have been some mighty changes around Washington Street Yard and the "brains" of the Signal Dept. and the Roadway Equipment Dept. have moved in with the B. & B. forces. That's always the trouble with having poor relations. They moved poor George Watson and his ground squirrels out of his plumbing shop, as this space was needed for offices. All the B. & B. Foremen and Signal Inspectors are together in the big tank; also the timekeepers, with exception of Russell Schaeffe, who is in a cell by himself. George Barclay says he has a duce of a time keeping scrap-paper since the Signal bunch moved in.

The after-effects of Holiday dinners and Christmas cigars (you know the kind the wife buys for Christmas: 50 Havana Perfecto Cuspidoro for six bits) have gradually worn off. Russell Schaeffe was the only one that really was on the sick list. He claims it was the "flu", but . . . two holidays in a row is too much for some people.

The U. S. C. football team never had and never will have the moral support of our local feet-ball expert, Earl Haskell, Lucky break for U. S. C. that Earl is not a sports' editor.

While loading a crossing-sign on a truck Max White suddenly turned aviator and took a nose-dive on the pavement. After a trip to the doctor's office, he returned with his head wrapped up like a Hindu medicine man.

7TH ST. WAREHOUSE By Daniel Sanchez

Nick De Mattia, Stevedore, met with a rather unusual accident. It seems his memory failed him and the next thing he knew he was a guest at the General Hospital.

Our Car Sealer, Claude Dofner, is confined to his bed on account of illness. We hope to see him back with us again very soon.

If you don't believe what the newspapers tell us about the weather back east just ask Harry Dennison, Trucker. He just returned from Kansas City and points east while on leave of absence and he tells us how lucky we are to be in California.

J. M. Finney and J. S. Donnelly, Checkers, with Roy Weaver, Trucker, are about the first ones to take their vacations this season.

Andy Moreno, Car Clerk at State Street, has found a good place for his vacation—

at home. No more El Paso, Texas, for Andy.

Joe Holloway, our retired Janitor, is reported at the hospital. We hope Joe will read this so he will know that all the boys of the warehouse are hoping for an early recovery for him.

All of us were very glad to see our old friends John Roy and Edward Walker when they visited us last month. Their visits are enjoyed by everyone and we wish they would come oftener.

The L. A. Freight Terminal take this opportunity to wish the members of the P. E. family a very Happy New Year.

A very Merry Christmas was enjoyed by most of us this year and Santa Claus was surely busy.

The ladies of the office held a small informal luncheon Christmas eve, and some wonderful things were said and done and many gifts were exchanged. The tree was quite a success as were the tokens of regards received.

Bill Clrk Ralph Malone has returned to the office after a leave in the North country. His wife and new baby are with him.

Clerk Messenger Frank Brock leaves to re-entire the theatrical profession. He is nifty hooper. Good luck to you, Frank.

Car Clerk W. J. Evers has returned to his duties after a short absence.

Some late vacationists are reported: John H. Young, Commercial Checker, to British Columbia for the holidays; J. A. Sisk, Car Clerk, at home; Car Clerk Roy Robb, to Kansas City; Chief Car Clerk R. V. Rachford has been under the weather of late and will probably enter the Hospital for a minor operation.

NORTHERN DIVISION Eastern Lines By Ruth Thompson

A number of Trainmen have been on vacation during the holiday season, among whom are the following:

Conductor O. E. Margason—North Dakota.
Brakeman S. W. Riddell—At Home.
Conductor E. F. Cunningham—At Home.
Motorman B. McCumsey—At Home.
Conductor H. A. Bates—At Home.
Conductor L. B. Lord—At Home.
Conductor E. G. Trickson—At Home.
Motorman G. A. Smithson—Desert.

The dance, which was held at the new Club on the evening of December 7th, was well attended from all Departments at San Bernardino and Riverside, and everyone had a most enjoyable time.

Sub-station operator Trollinger underwent an operation in the Los Angeles hospital and is reported to be recovering rapidly.

On account of the number of preview pictures shown at the new Fox Theatre in San Bernardino, we are having a good many special train movements from the studios in Los Angeles.

NORTHERN DIVISION PASADENA By Edmund C. Fox

The mile of lighted Christmas trees in Alhambra, a very impressive spectacle, attracted more visitors this year than ever before. Let it be remembered that this most conspicuous contribution to the people was made possible by Thos. L. Hoag, retired Conductor of the Pacific Electric. The trees were planted forty five years ago by Mr. Hoag who was at that time, foreman of the Woodbury Ranch.

Motor Coach service to the Municipal golf links became a reality December 20. This line, also serving Brookside Park and the Rose Bowl, should prove very popular.

His stories are fascinating. That's what they all say after reading the fiction by H. Ralph, Motor Coach Operator in Alhambra.

He has a feature appearing in the Sky Riders Magazine. The Flight Magazine also publishes one of his Short Stories, both in January issues.

Conductor R. L. Schrieber has entered the lime light of Short Story Writing. His articles will appear from time to time in various publications. Announcement will be made in this column.

Conductor W. H. Cannon has been laid up several days with a sprained ankle, as a result of being struck by a machine on Fair Oaks and Mary St. Cannon was in the act of replacing switch cover when the machine bore down upon him.

Motorman A. I. Patterson was off duty several days due to a bruised knee, inflicted while coupling cars.

Deaths reported in this vicinity within the past month: Motorman Marcus L. English; Asst. Mechanical Foreman Jessie Harry; Edwin Clark, son of A. Z. Clark, Agent Rubio Canyon; Berton Schrieber, son of Conductor R. L. Schrieber. Our sympathy is extended to the bereaved ones.

Three births were reported within the past month.

Mr. and Mrs. A. F. Simpson, girl; Mr. and Mrs. I. C. Arko, boy; Mr. and Mrs. W. D. Swerdiger, girl. All doing nicely.

Wishing all A Happy New Year and may it bring a bountiful measure of all that is good and desirable.

STORES DEPARTMENT By H. Vander Zee

On Saturday afternoon, December 7th, a miscellaneous shower and luncheon in honor of Virginia Brissinger, Stenographer, was given at the home of Lena Gill by the Store Dept. girls. The prospective bride received many useful gifts and we understand the wedding will be some time in January. More information later.

William J. Grover, Assistant Stationer, has resigned to accept employment in other fields, and in which we all wish him success. Vacancy filled by Grant Ursanbach, formerly employed as Helper at Torrance.

B. Mercer Martz, formerly employed in this Dept., paid us a short visit a few days ago. He is now connected with a construction company in the Palos Verdes hills and doing well.

And while we are on the subject of Mr. Martz, we might report that a certain young lady of this Dept. has had her finger adorned since Christmas with a beautiful diamond ring. For further particulars possibly a glimpse of the sparkler see Miss Gill.

Roy Ewing, Sec. Storekeeper had the misfortune of being run into by another motorist several days ago while driving with his wife, mother, sister and brother near Venice. Both Roy and his brother escaped injury although badly shaken up. The other three members sustained several broken bones and cuts and for a time his mother was not expected to live from injuries and shock. However, they are all apparently on the road to recovery at the present time and the other party who was entirely at fault is making a satisfactory settlement for all injured etc., including the car, which was badly damaged having been completely overturned.

Leo Blakely formerly employed as Helper at 6th and Los Angeles Streets is now at Torrance with the Stores Shop Delivery.

ACCOUNTING DEPARTMENT By William Keelin

Last minute vacation-time was taken during December by many who enjoyed staying "at home":

L. E. St. John, Mike Levin, Benj. F. Butler, J. P. Hoagland, Rosamond B. Marley, Helen Bettis, Dorothy McCoy, Odessa Baker, Ethelyn

Bowman, Helen Kehne and Henrietta Smith.

A few would be different so:

Guy Rasmussen took a ride on the "choo-choo to San Francisco.

John K. Hubbard fishing at Hermosa Beach caught the largest perch (a fish) of the year. Godfrey King on leave of absence—visiting at home in Florida.

Mrs. Belva Dale enjoyed a few days showing the beauties of So. Calif. to her sister who is here from the East visiting her.

Congratulations to Mr. and Mrs. Thomas Hinkle who were presented with a fine 6 lb. 12 oz. boy on Dec. 7th. The young man's name is "Bobbie."

The Conductors Accounts Bureau held their annual Christmas Party with "Daddy" Briggs again acting as the genial Santa Claus. Carols were sung and gifts distributed to all in the Bureau. Wm. Scholl, Mr. Mercier and Mr. Lovell were also present at the party.

A tree beautifully decorated greeted all who entered the room and according to many the decorations eclipsed past years.

The ladies of the Freight and Passenger Accts. Bureau also had a very beautiful tree; candy and cigarets for all. Carols were sung around the tree by Harold McCall, Chas. English and Bill Scholl, the trio receiving high praise for this unexpected treat.

The Stenographic and Calculating Bureaus had a party all their own. Two pretty trees decorated the office and many presents were exchanged. "Our trio" sang carols for the girls and then dodged the mistletoe.

To those who do not believe in Santa Claus we refer them to Miss Margaret Waldow and Miss Doris Lindeman of the Stenographic Bureau. Both of these young ladies are proudly displaying their beautiful rings to everyone. And when?

Nor were we forgotten by our old friend Bill Rhoten ("A Prince of Good Fellows") who for the past five years has been enjoying the invigorating climate of Hayden, Ariz. By telegram Bill sent us his heartiest greetings and best wishes for the season. We thank you Bill and return the greetings with best wishes for your success. See you soon?

SIX DEATHS IN DECEMBER

The grim reaper again invaded our ranks during the past month and took a total of six of our fellow employees. Those who were called and to whose bereaved families we extend our sympathy, were:

Marquis L. English, Motorman, Northern Division; Mary Sault, Seamstress, Redondo; Jesse W. Harry, Foreman, Mechanical Department; Millard Washington, Porter, Main Street Station; Howard Yemiz, Car Cleaner, Mechanical Department, and Walter H. Stark, Motorman, Southern Division.

A total of \$15,650 (group and Mortuary insurance) was paid to beneficiaries of the deceased, all of whom were members of the Mortuary Fund.

One additional claim was granted last month by the insurance company for total and permanent disability. Twenty-five employees are now receiving an aggregate of \$1,811.25 monthly benefits under the total and permanent disability clause.

A Truthful Lad

"Yes, it is really remarkable," observed mother at the head of the table. "Clifford seems to eat twice as much chicken when we have visitors." "Indeed!" exclaimed the lady visitor. "And pray, why is that, Clifford?"

"'Cause that's the only time we have it!" replied the truthful lad.



"Was Maude in a bright red frock at the dance?"
"Some of her, darling; some of her!"

Charley called his girl friend a golf bug because she went around in as little as possible.

When Ignorance Was Bliss!

She—"You told me before I married you that you were well off?"
He—"I was, but I didn't know it."

M. T. Head (attending theatre with wife): "This play makes me think."
Wife: "Yes, it is a most extraordinary play."

It always was a funny world and it gets funnier, by heck!
Who'd ever thought we'd hear wife yell—"Oh, dearie, please come shave my neck!"

Teacher: "What is the interest on a thousand dollars for two years at 2 per cent? Abe, pay attention!"
Abe: "For 2 cents, teacher, I ain't interested."

Same Thing With Weenies

"When I eat bananas I can't sleep."
"With me it's just opposite. When I sleep I can't eat bananas."

She (as they motored by the Mission Inn, Riverside)—"Aren't those chimneys me'odiously beautiful! Such harmony! So inspiring!"
He—"You'll have to speak louder—those damned bells are making such a racket I can't hear what you say."

Little Jane was severely reprimanded by her mother for saying "devil"! The following Sunday when the little miss returned from Sunday School her mother asked: "What was the lesson about today?"
"Why, mother," said Jane, "it was about the gentleman that keeps hell."

"I do hope you keep your cows in a pasture," said Mrs. Newlywed as she paid the milkman.

"Yes, madam," replied the milkman, "of course we keep them in a pasture."
"I'm so glad. I've been told that pasteurized milk is much the best."

"Daddy, I just killed five flies, two male and three female."
"How do you know that that's what they were?"

"Two were on the writing table and three on the mirror."

How It All Came About

First I got tonsillitis, followed with appendicitis and pneumonia.

After that I got erysipelas with hemochromatosis. Following that I got polyomyelitis, and finally ended up with neuritis. Then they gave me hypodermics and inoculations.

No, sir, I thought I never would pull through that spelling test!

No Rest for the Wicked

She—"The world is full of rascals. This morning, the milkman gave me a counterfeit half-dollar."

He—"Where is it, my dear?"
"Oh, I've already got rid of it—luckily the butcher took it."

The family was seated at the table with a guest who was a business acquaintance of dad's, all ready to enjoy the meal, when the young son blurted out: "Why, mother, this is roast beef!"

"Yes," answered his mother: "what of it?"
"Well, daddy said this morning that he was going to bring that big fish home for dinner tonight."

Woolworth Fan

"So Halloran has two cars now?"
"Yes, he couldn't get his accessories all on one."

No Monogamist

"This license entitles you to one deer and no more."
"But I asked for a hunting license, not a marriage license."

All Excused

Herbert—"Would you marry an idiot for the sake of his money?"
Rose—"Oh, this is so sudden!"

Fireman: "I fell off a 40-foot ladder this morning."

Chief: "It's a miracle you weren't killed."
Fireman: "Oh, I only fell off the first round."

"Your father was a college man, wasn't he?"
"Yes, but we never mention it. His college had a horrible football team."

Why He Meddled

Would-Be-Suicide—"Don't rescue me. I want to die."

Swimmer—"Well, you'll have to postpone it. I want a life-saving medal."

Excellent Alibi

First Kid—"Gee, Jimmy, when I went by your house this morning, I heard somebody swearin' somethin' awful."

Second Kid—"Aw, that was my dad. He was late for church and couldn't find his hymn-book."

She Drove a Car

"Have you ever driven a car?" the lady applicant for a license was asked.

"One hundred and twenty thousand miles," put in her husband, who was standing near, "and never had her hand on the wheel."

"When I arrived here I had only \$1 in my pocket. With that small amount I made my start."

"What did you do with the dollar?"
"Wired home for more."

Couldn't Fool Him

Lost Balloonist (as his ship swings low over a farmhouse): "Aho! Where am I?"

Farmer: "Heh, heh! Can't fool me. You're up in that fool basket. Giddap, Bess."

A young lady was teaching a Sunday School class in the mining district.

"Now, where did I tell you the Savior was born?" she asked one morning.

"Allentown!" shrieked a grimy twelve-year-old.

"Why, what do you mean, Johnnie? I told you He was born at Bethlehem."

"Well," replied Johnnie, "I knowed 'twuz some place on de Lehigh Valley Railroad."

Rising to the Occasion

A lawyer got into an argument with a physician over the relative merits of their respective professions.

"I don't say that all lawyers are crooks," said the doctor, "but you'll have to admit that your profession doesn't make angels of men."

"No," retorted the attorney, "you doctors certainly have the best of us there."

He was visiting the newlyweds at their home. Everything was fine, but—

"Why did you take an apartment with such a tiny kitchenette, Tom, old boy?"

"Well, you're the first man I've told, so keep it quiet. It's so small I can't get in there to help my wife when she's doing the dishes."

Foreign Inspector (after prolonged inspection of line construction): "I don't see the sense of putting statues on the top of your posts."

Local Inspector: "Statues? Them ain't statues. Them's linemen."

Height of Economy

"Papa! Papa! I saved a nickle today! I ran all the way to school behind a street car."

"Why didn't you run behind a bus and save a dime?"

Jim, the Porter: "Boss, de ladies has finally giv' in, ain't they?"

Boss: "Give in? How?"
Jim: "Well, I just now seen a sign down the street what said: Ladies Ready-to-Wear Clothes."

The Man Who Knows

They were settling a number of preliminary details, as young people will before they take the decisive step.

"Do you believe in allowances for married women?" she asked.

"Sure," he replied. "I think a husband should make allowances for a lot of things."

Advantages and—

Some advantages of a dictaphone are:
They don't chew gum,

They don't tap their pencils when you are in the middle of a particularly hard problem;

DISADVANTAGES:
You can't take them out to lunch.

Charge It Up to Fiction

"Now, Charles," said the teacher, "if your father can do a piece of work in one hour and your mother can do it in one hour, how long would it take both of them to do it?"

"Three hours," answered Charles, "counting the time they would waste in arguing."

"Dearest Annabelle," wrote Oswald, who was hopelessly in love. "I would swim the mighty ocean for one glance from your dear eyes. I would walk through a wall of flame for one touch of your little hands. I would leap the widest stream in the world for a word from your lovely lips. As always, your Oswald."

"P. S.—I'll be over Saturday night if it doesn't rain."

Cleaver, the meat cutter, was rather surprised when a slim young woman entered the shop and asked for twenty-five pounds of beef. Just the same he cut off the joint and put it on the scales.

"Will you take it with you, or shall I send it around to the house?" he inquired.

"Oh," she murmured, blushing prettily, "I don't want to buy it. You see, the doctor said I had lost twenty-five pounds and I wanted to see what it looked like in a lump."

He Wanted To

The buxom woman was standing in the street car, holding to a strap. The cantankerous looking man was seated reading. The car swung and she stepped on his foot.

"Madam," he barked, "will you please get off my foot?"

"Put your foot where it belongs," she replied sharply.

"Don't tempt me, madam, don't tempt me," he countered.

STRANGE FACTS ABOUT LETTER "E"

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

Nowadays nobody cares how bad your English is so long as your Scotch is good.

"What's the age limit for sailors?"
Listen, dearie, a sailor at any age is the limit."

The Office Wit calls his girl a golf bug because she goes around in as little as possible.

Beginning of the End

Barbara (whose first tooth has just dropt out)—"Mummy, mummy, quick! I'm coming to pieces!"

Dad Knows

Young Mathematician—"Mum, do you know how to get the cubic contents of a barrel?"
His Mother—"No, ask your father."

Ask Dad—He Knows

"Your wife has been delirious all day," said the nurse, in a worried tone, "calling for you and crying for money."
"Hah!" snorted friend husband. "Delirious, hell!"

"Miranda, whassat light shinin' in yo' eyes?"
"Tha's my stop light Rastus."

An optimist is a motorist who honks at a railroad crossing.

"I am almost ashamed to call on you, doctor," said the conscientious soul—"it is such a long time since I was ill last."

Chance to Explain

Rupert—"Darling, in the moonlight your teeth are like pearls."

Marjorie—"Oh, indeed! And when were you in the moonlight with Pearl?"

Bridegroom (in poetic frenzy, as they stroll along the shore): Roll on, thou deep and dark blue ocean, roll!

Bride: "Oh, Gerald, how wonderful you are. It's doing it."

Larder Ardor

Shipwrecked Sailor—"Why does that big cannibal look at us so intently?"

His Companion (cheerfully)—"I expect he's the food inspector."

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**During the Month of December 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
Braley, Fred R.	Hemorrhoids	\$ 56.00	Jeffrey, Jos. E.	La Grippe	26.00	Sammons, Ray E.	Nervous Prostration	40.00
Braley, Scott	Bruise	109.99	Knight, Percy C.	La Grippe	34.00	Strope, Benj. F.	La Grippe	16.00
Brunsell, James	La Grippe	16.00	Lovelace, Wm. M.	Operation	54.00	Thomas, Wm. C.	La Grippe	60.00
Carhart, Frederick	Cold	10.00	Lundgren, C. N.	Wrenched Ankle	14.00	Walden, Jno. R.	Cold	12.00
Crowther, Geo. F.	Burn	16.00	Mendelsohn, Frank B.	Cold	16.00	Walters, Samuel A.	Stomach Trouble	10.66
Forsburg, Eric	Lumbago	12.00	Ogden, Carl B.	Cold	24.00	Wheeler, Floyd	Sciatica	24.00
Gandy, Curtis J.	Tonsillitis	12.00	O'Malley, Millie	Neuritis	56.00	Williams, Herbert T.	Lacerated Hand	140.00
Hallstone, D.	Everett, Influenza	14.00	Patzner, Robert R.	Flu	18.00	Wright, Allen	Cold	26.00
Harrison, O. L.	Influenza	12.00	Rice, Cecil C.	Bruise	11.67	Edmondson, Noah H.	Crushed Pelvis	880.00
Hofforth, Lowery J.	Influenza	10.00	Rodecker, K. E.	Boil	32.00	Massingale, Wm. E.	Fracture	220.00

FOR A POLICY SEE OUR AGENTS ABOUT THIS INSURANCE.

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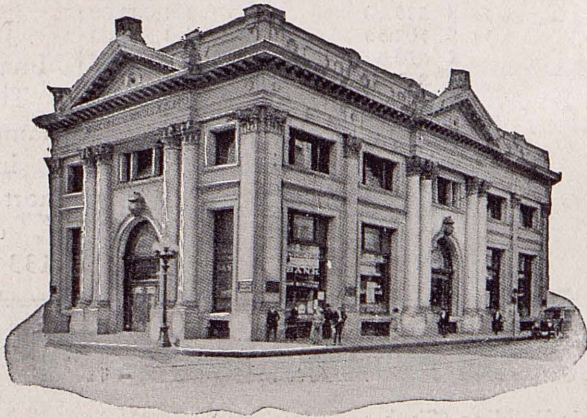
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