

PACIFIC ELECTRIC



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Thirty Years Ago and Today at Sixth and Main Streets.

Now Is The Time For Teamwork!



AS YOU are all well aware, we have been and are experiencing a period of business decline, not alone in Los Angeles, but throughout the country. It has existed for some time past, but there are indications that a change for the better is not far away.

This is not the time for indulging in the glooms or becoming hysterical, but rather is it opportune to buckle down cheerfully, facing boldly facts and issues as they confront us.

I am making this earnest request to all employees of every branch of this Company's activities:

Save everything possible in the way of materials and time; light and power; water, gas, and telephone use; and of anything else that necessitates the expenditure of money. Every employee can help. And do not repeat idle gossip—business depressions are as much a state of mind as they are the state of conditions.

Thank you for the support I know you will cheerfully and earnestly give.

H. H. Pontius

President.

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Interurban Railway a Permanent Necessity

Despite Trial of Past Decade, by Keeping Pace and Rendering Good Service, The Future Will Find Increasing Need for it

The article which follows is extracted from the address of D. W. Pontius, President, before members of the American Electric Railway Association in convention at San Francisco last month.

NO BRANCH of the transportation industry has been called upon to bear so much of the brunt of progress as has the Interurban Railway.

Brought into being by the needs for more rapid and frequent service between cities and developing communities, it has only gotten well organized and in position to justify the investments and reap the benefits of the increasing population, when the automobile and the good-roads program appeared on the scene, and upset many practices and prospects.

Then came the war-time, with great advance in operating costs adding to the burden.

Through it all, interurban railways have carried on, convinced of the necessity for the service, and that the future would justify it. The experience, though expensive, in a measure has been a benefit to the industry. It made it necessary to look more closely to plant and equipment and develop ways and means to meet a changed public requirement.

Service Is Needed

Very definitely, most communities and the people of the communities served need interurban service. There is no question about it. The slightest attempt to eliminate or even curtail any part of such service meets with determined opposition not only by the residents but by the merchants, city organizations, commissions and others. Frequently subsidies are offered to have lines extended to new territory because of the enhanced values that are the invariable result.

The great mass of the people depend on the interurban rail lines because they are dependable, comfortable, economical and safe. Rapid transit is the only other element needed to make the combination complete and satisfactory. Some lines are now fast but too many are badly handicapped by lack of speed, due primarily in many cases to encroach-

ments on the rail lines rights of way. One of the most serious causes is the promiscuous opening of grade crossings, many of which are unnecessary if the necessity and convenience of the entire traveling public is given proper consideration. Attempts are constantly being made to acquire and pave in entire rights of way for highway use. Obviously, unless every means is taken to prevent this procedure, the increase in speeds that can be accomplished by improvements to equipment and in operating methods will be nullified.

Growing congestion of city streets and parking difficulties have begun to influence many people to return to the rail service; and this tendency I am confident will continue to grow.

The automobile has become better looking and more comfortable; so must our equipment be improved, in appearance and in comfort. Improvements have been made in car design, seating, ventilation, lighting, loading

and unloading. I am certain that we are all looking to the Association's Research Bureau, recently established, for many other important equipment improvements in the near future.

As part of the merchandising program, there are a number of rather important features that have a bearing on revenue prospects.

Speed of service is an important point, and is demanded by present and prospective patrons. For this reason, we must encourage and to some extent participate in important grade separations; and we must protect our private rights of way against further unreasonable opening of grade crossings and endeavor to have eliminated crossings now established when not essential. Equipment must be developed along quick acceleration and deceleration lines, to offset in part the large number of necessary stops.

Cleanliness of equipment, courtesy and attention of the platform men is an important feature that must be given constant attention to attract and hold business.

Noise elimination is worth while, and this feature is now being given some much needed consideration.

Retirement of obsolete equipment has been deferred perhaps too long in many cases. While this has been because of the necessity of keeping operating costs down to meet the revenue, undoubtedly this has been carried to extremes in some cases. The rich man usually, and sometimes others, retires his automobile after using it only a short time. In the very nature of rail equipment we cannot keep up with that program, but we can weed out of service the undesirable equipment and keep more up-to-date, and this undoubtedly pays in the end. There is a demand for first-class equipment that must be met.

Accident Campaigns

An intensive campaign to reduce accidents, can have far reaching effects on the service, with valuable reaction on revenue and on expenses. Cutting down accident-delays to service; damage to equipment; injury and damage claims, makes the service more attractive, and directly affects the revenues.

There is a very large part

Comments by Paul Shoup on Tax Burdens and Municipal Railways

PPOINTING out taxation inequalities saddled upon electric railways of this state and also the fallacy of municipal ownership, President Paul Shoup, whose term as executive head of the American Electric Railway Association expired last month, in the course of his address before the convention delegates made the following pertinent remarks:

"It is absurd, as was shown by the recent report of a State Taxation Committee of the State of California, that the electric railway industry—the least remunerative of industries in this State—should be bearing the highest tax, relatively, compared with all other public service corporations.

"It is absurd that these companies should be compelled to continue the paving and maintenance of sections of streets and highways—in many instances the major part—when the tremendous created traffic of the last few years of motor vehicles used in private service is wearing them out.

"In some instances, the policy of public ownership intervenes with the mistaken theory that it is necessary to throttle an existing private enterprise to the point of extinction, irreparably damaging the city during that long process, instead of utilizing the much wiser policy of encouraging private capital to give the necessary service with assurance of safety. The feeling is deep-seated with me that all public utility enterprises that can be should be carried on by private operation, and so far as may be, with private capital, under any necessary and wise public control and regulation, rather than to invoke our City governments, which are responsive to so many forces from so many directions, and which were not created as business agencies, as Directors and Managers of local transportation service.

"In all of these city-managed enterprises the incentive to economic management, through the necessity of earning a return on the capital invested, is lacking, for the enterprise has no interest charges to pay, and the stockholders have no dividends to receive."

that the employees of the railway can take in securing traffic and spreading the good points of the service. Every man and woman in the organization can be a salesman to some degree, through contacts in their community, membership in lodges, clubs, churches, and contacts in their local stores. This traffic producing possibility can be developed in many ways.

The best solicitors for the individual rider are the men in train service; the ticket agents; ticket clerks and information bureau clerks. These employees, if not courteous to our patrons and obliging in their work, can drive riders away faster than advertising or anything else can get them back.

Adoption of revenue passes by the Pacific Electric has made good selling points for advertising and solicitation. The Sunday pass, good over practically the entire system for use as often as desired all day Sunday, brings some new business.

The monthly pass, with privileges of unlimited use in a given zone and by any member of the family, has produced some additional revenue; but more than this, is popular and unquestionably since adopted has made a lot of friends for the Pacific Electric Railway.

Fare Situation

A point that must be given serious consideration is the matter of fares. The Company with which I am connected has experimented with reduced fares extensively during the past three years. Fares are now on an unusually low basis, but we are convinced that the right step has been taken to increase the volume of traffic. Of course, conditions in different localities are different, and I do not wish to infer in any way that what applies around Los Angeles also applies in all parts of the country. Undoubtedly this is not the case. Yet, the competition with the private machine, as well as with the independent motor coach lines, is so serious that the matter of attractive fares, in order to effectively meet this competition and at the same time create a general stimulant to traffic must be worked out.

What applies to passenger traffic also applies, in a general way, to freight traffic, with the possible exception that probably, if anything, the competition is more intense in connection with freight. The delivery of freight by trucks directly to the merchant, commonly called "Store-door delivery," is, in my judgment, the strongest factor in this competition.

The competitor, the passenger motor bus upon the highway, which made serious inroads in revenue is proving itself of value as an ally when adopted as auxiliary to interurban electric main line service; and already consolidations of activities are under way and each form of transportation will find its true, economic field of usefulness.

Pacific Electric Railway, the first of the present year, purchased a two-thirds interest in the Motor Transit Company, organized some 15 years ago and which in many cases directly par-

Decide to Forego Annual Employees' Picnic

D. W. PONTIUS, President, decided late last month that due to present economic conditions it would be necessary to forego our annual outing.

"Decision not to hold the picnic was made with great reluctance" said Mr. Pontius. "Due to depression existing all over the country, as a result of which our passenger and freight revenues have been very materially reduced, it is essential that we forego some of our pleasures and conserve resources for necessary expenditures.

"Please express, through the Magazine, my very great regret, with the hope that present conditions will improve and that with another year we will be able to hold the picnic again, as usual."

alleled the Pacific Electric's longer lines. The Motor Transit Company operates over some 900 miles of highways through the country tributary to Los Angeles with 159 motor coaches in the service. The service of Pacific Electric Lines and Motor Transit lines between cities has been coordinated; where possible terminals have been made joint; solicitation forces in a measure have been coordinated and joint advertising is being done, which not only means a saving in operating costs, but the service as a whole has been improved in the interest of the traveling public.

My views are that it is a proven fact that the interurban railway is indispensable for handling mass transportation; that we have therefore, something valuable and desirable to sell; that because it is needed there is a market for it; and it is a question of maintaining and improving the product, and of proper merchandising to successfully solve the interurban railway revenue problem.

LOW WEDNESDAY EXCURSION TICKETS TO BEACHES

Low excursion rates from Los Angeles to many beach resorts, to be in effect each Wednesday throughout the summer, are to be offered by the Pacific Electric beginning Wednesday, July 9.

Effecting a saving over the regular rate of about 50 per cent, the round trip fare to Long Beach, San Pedro, Seal Beach, El Segundo, Manhattan Beach, Hermosa Beach and Redondo Beach will be 40c for adults and 20c for children. To Santa Monica, Ocean Park and Venice, 30c will be charged for adults, while for children under 12 years of age the fare will be 20c.

Contrary to previous Wednesday summer excursion tickets they will be sold both by Conductors on trains and

Editorial Recites Virtue of Proven Trolley Car

CITING the safety and reliability of the street car as a means of transportation, an editorial in the Los Angeles Times late last month concludes that the "old reliable street car is likely to remain a favorite form of transit for some time to come." The writer further expressed himself:

"Although speed rage is much in evidence in this present restless generation, a majority of people today still prefer to arrive at their destinations under an assurance of reasonable safety rather than risk their necks to pile up the 'm.p.h.' Whatever may be said of the street car as a speedy method of transportation for urban and suburban traffic, on the score of safety, it still leads the procession.

"At the San Francisco sessions of the American Electric Railway Association E. L. McIlrath of the Chicago surface lines presented figures on street-car fatalities which show that the arrival of the street-car patron is not only reasonably certain, but is practically assured. Out of a total of 15,000,000,000 people carried last year by electric railway cars only fifty lost their lives in accidents, so that the risk is one in 300,000,000, a negligible quantity.

"While the rate of death by accident has almost doubled in the last ten years for the United States, the street-car companies have kept down the risk to so low a figure that accident insurance on street-car tickets would be an absurdity. The relatives of the insured wouldn't have a gambler's chance of cashing in on it. The pedestrian on the city streets is in far greater peril than the commuter on board the street car.

"This showing reflects credit on the management of American electric railways both for the care with which they pick the men responsible for handling the cars and for the attention given to tracks and rolling stock. Every year there are more destinations desired by greater multitudes of people and speedier, more comfortable and more spectacular means provided for reaching them by land and sea and air. But for the humdrum many going every day to and from their daily tasks, the old reliable street car is likely to remain a favored form of transit for time to come."

at regular ticket offices in Los Angeles, Hollywood, West Hollywood, Culver City, Watts, Compton and Gardena. Heretofore Conductors did not sell them.

In order to care for the large throngs who will avail themselves of these summer bargain fares, frequency of service on several lines will be increased and extra cars added to regular trains throughout the rush period of the day.

These special Wednesday excursion fares have been in effect each summer over the Pacific Electric for the past several years.

Goff, Robert Boyd, O. O. Collins, Mrs. Leola A. Davis, Mrs. J. Frownfelter, Sanford Whiting, F. J. Oriva, Mrs. A. Hornbuckle, A. G. Owen, A. J. Fitzgerald, Mrs. Gordon Akerson, L. Brearley, F. E. Loucks, Earle Moyer, C. B. Bell, Mildred Edwards, Mrs. Marley, Sarah C. Shipman, Henry Packer, Mrs. H. Packer, Adel D. Dole, O. D. Harris, Frank Hite, Mrs. M. K. Dietrich, Gertrude Eggeman, Barbara Eggeman, F. B. Eggeman, W. J. Scott, C. P. Hill, Elizabeth Brahm, H. E. Long, and A. Hassamer.

Much Business is Gained by Employees' Tips

WITH exceptionally low excursion rates to all parts of the east to aid them, 22 employees effected the sale last month of no less than 34 tickets to all parts of the United States via the Southern Pacific Company's lines. Twenty-five round trips and 9 one way tickets were sold as a result of some fifty odd tips supplied by these commendably inspired employees.

For the guidance of other employees who may hear of prospective travelers, we quote a few of the summer excursion round trip fares sold until Sept. 30th, with return limit until Oct. 31st:

New York City	\$151.70
Chicago	90.30
Detroit	109.92
Columbus, Ohio	112.80
New Orleans	89.40
St. Louis	85.60
Omaha, Neb.	75.60
Denver, Colo.	67.20
Dallas, Tex.	75.60
Washington, D. C.	145.86

Employees whose tips supplied successful solicitation last month were as follows:

C. H. English, Accounting Dept., 1 round trip, St. Paul; 2 round-trips New Orleans to Los Angeles.

Lysle Brown, Clerk, Van Nuys, 1 one-way, New York; 1 round-trip, New York.

G. A. King, Accounting Dept., 1 round-trip Wheeling, West Virginia; 1 round trip, Des Moines.

A. H. McGrayne, Conductor, Los Angeles, 1 one-way, New York.

L. M. Greene, Conductor, Pomona, 2 round-trips, Kansas City.

G. W. Nisbett, Motorman, Los Angeles, 1 round-trip, Chicago.

W. O. James, Freight Claim Dept., 2 round-trips, Boston.

N. Burget, Conductor, Los Angeles, 2 round-trips, Claremont, Iowa, to Los Angeles.

G. W. Gordon, Freight Agent, Los Angeles, 1 round-trip, New York.

H. W. Vaughn, Motorman, West Hollywood, 1 round-trip, Boston.

V. H. Morgan, Conductor, West Hollywood, 1 one-way, Omaha.

W. Z. Shaw, Engineering Department, 2 round-trips, Washington, D. C.

H. D. Shanep, Motorman, L. A. St. Yards, 2 round-trips, Milwaukee; 2 one-ways, Chicago.

Benjamin Mannering, Carpenter,

Visiting Railroaders Praise P. E. Employees

ALWAYS in the public eye, employees, and particularly Trainmen, were prominently in the limelight late last month and judgment was passed upon them by a staff of experts.

The said staff of experts was none other than visiting electric railway executives from all over the United States. Many of them had never before visited this section, and came to Los Angeles with the announced purpose of inspecting our service and properties.

What were the reactions and what did they tell our officials? Answering, we will quote the words of A. T. Mercier, Vice-President and General Manager, as nearly as can be remembered:

"Since coming to the Pacific Electric, nothing has pleased me quite as much as the praise for courtesy and service which has been showered, particularly upon our platform men, by visiting electric railway delegates. Many of these visitors made it a point to look me up and tell me how splendidly our Trainmen were performing their duties, in every instance citing some particularly courteous treatment they had received. And what was said about our employees was not the usual perfunctory remarks; they were real and sincere.

"These visitors also were liberal in their praise for our cars, track, overhead and properties, but of far greater importance and immensely more gratifying was the fact that these men, who know real service and the degree of courtesy practiced elsewhere, were so deeply impressed.

"Unquestionably the most important factor in attracting patrons to our lines today is courteous dealing with the public. We must make it apparent that we desire to serve them well. And to 'serve well' takes on a broader meaning today than ever before. The public expects more, and as long as it pays the bill, and incidentally our wages, they have the right to demand it, and it is wisdom on our part to see that they receive it."

Shops, Torrance, 1 one-way, Johnson City, N. Y.

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

H. A. Ruipers, Motorman, Western Division, 2 one-ways, Kansas City to Los Angeles.

F. F. Temblin, O. S. & D. Clerk, P. E. Local Freight Office, 1 round-trip, Chicago.

Lysle Brown, Van Nuys, 1 round-trip, Denver; 1 round-trip, Kansas City.

Gordon Gould, Freight Agent, Riverside, 1 round-trip, Philadelphia.

R. M. Hightower, Conductor, Los Angeles, 1 one-way, Chicago.

Wm. F. Scatherd, Motorman, Los Angeles, 1 round-trip, Minneapolis.

"DRIVER MOST OFTEN CAUSES MISHAPS," STATES OFFICIAL

The main factor in all automobile accidents is the driver. If he can be educated to be more careful, there will be fewer deaths.

This is the opinion of Eugene Biscailluz, superintendent of the California Highway Patrol, who says that with the lack of opportunity to train drivers it is remarkable that there are so many good ones.

"Just think of the fineness of coordination required in even normal driving. We see an automobile cross the path of another, say at a speed of 30 miles an hour. They pass with an 8 foot clearance, and we consider it normal driving. Did you ever stop to think they were less than a tenth of a second from collision and possible death?"

"Our big problem is to teach the public good driving rules and regulations.

TRAINMEN CHOSEN TO WORK ON SAFETY COMMITTEE

Having been selected to represent their respective divisions, the following Trainmen will work on Safety Committee during the months of July, August and September:

Southern Division

W. T. McCormick, Motorman; C. W. Conns, Freight Conductor; Wm. Siratt, Motorman; L. H. Davidson, Conductor; J. E. Miller, Conductor, and D. A. Cain, Motorman.

Western Division

W. E. Smart, Conductor; H. Everson, Conductor; E. Wolfe, Motorman; J. W. Duncan, Motorman; A. G. Pedersen, Motorman, and G. T. Coltrane, Brakeman.

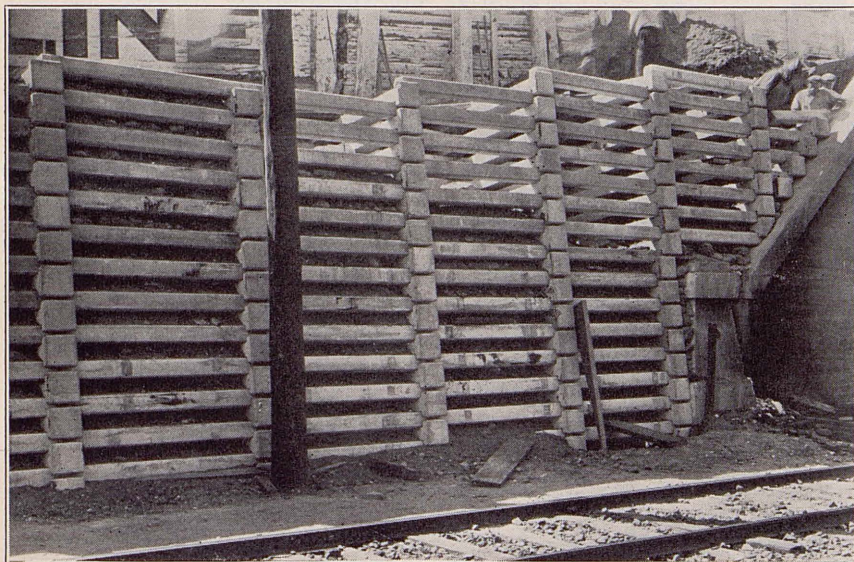
Northern Division

J. W. Loyal, Conductor; W. M. Cantril, Motorman; W. E. Voorhis, Freight Motorman; C. L. Mills, Freight Motorman; F. M. Costner, Conductor, and G. F. Miller, Motorman.

Besides representing all three divisions of this railway, the above listed men also represent local, interurban and freight service and are therefore in a position to bring up for consideration and discussion unsafe habits or operating conditions that are now being practiced on any part of the system.

The Safety Committee will appreciate the co-operation of all employees to the extent of calling to its attention operating practices or conditions which may appear to be unsafe or detrimental to the service.

New Type of Retaining Wall Used



Answering all the practical requirements of the usual type of retaining wall, the installation above, known as the unit crib type, was recently installed by our Engineering forces at the south portal of the Temple Street tunnel. If later required it can be removed and re-installed at another location.

EMPLOYEES may have wondered at the rather unusual retaining wall construction recently installed by our Engineering Department at the south portal of the Temple Street tunnel. A comparatively new introduction in the engineering field the employment of this unit crib type of wall at this location marks the first time it has been used on the Pacific Electric system.

While under most conditions the cost of this type of wall is only slightly less than either a reinforced or gravity type concrete wall, there are conditions and problems which make this type of construction both worthwhile and economical.

In this particular instance it was placed with a minimum of interference to our service and to the parking station tenant. The units being pre-cast at the plant the usual time required for curing and making back-fill was eliminated.

Another virtue of this type of construction is the high salvage possibility. Should it become necessary to remove, due to an improvement of the property with a building, its removal and re-use at another location are practical and can be done with a minimum of labor.

Poor, at That

The tourist from the East had stopped to change tires in a desolate region of the far South.

"I suppose," he remarked to a native onlooker, "that even in these isolated parts the bare necessities of life have risen tremendously in price."

"Yer right, stranger," replied the native, gloomily, "an' it ain't worth drinkin' when ye get it."

LOCOMOTIVE NUMBERS EASY AS EINSTEIN'S THEORY

Emerging triumphant from a long struggle with crossword puzzles, college questionnaires and intelligence tests, the advanced class of puzzlers has just scored another victory!

This became known today with announcement that the mystery of the enigmatic combination of letters and numerals painted on the sides of Southern Pacific locomotive cabs has been cleared up at last. Take for example:

$$\begin{array}{r} 22 \quad 127 \\ \text{A-81} \quad \text{B-64} \quad \text{S.F.} \end{array}$$

Of course, anyone could figure it out. But to save time, here's the answer:

The prefix "A" indicates that the locomotive is of the company's so-called Atlantic or 4-4-2 type.

The figure 81 shows the diameter of the drivers in inches.

The fraction 22 over 28 indicates that the cylinders are 22 inches in diameter and the stroke is 28 inches.

The next fraction, 127 over B-64, indicates that there are 127,000 pounds on the driving wheels, and the B 64 tells that the engine has a "booster" and that there are 64,000 pounds on the trailing truck wheels to which the booster is geared.

The suffix letters, S.F., indicate that the locomotive has a superheater and feed water heater—"S" designating the former and "F" the latter.

And that's all there is to it!

Some people get 20 miles on a gallon and many get to Heaven on a pint.

Catalina Island Dedicates New Resort at Isthmus

IN LINE with Mr. Wrigley's announced program of constantly improving the attractiveness and appeal of Catalina Island, a resort at the Isthmus, 22 miles up the island coast, was officially dedicated late last month. The addition of this added attraction to the island's many other appeals unquestionably will result in making the resort break another attendance record during the present season.

From a scenic standpoint the Isthmus is known as the most beautiful spot on the island; historically it always was the most interesting. Hardly any film production involving a sea story ever "shot" in this location was produced but that its scene was the Catalina Isthmus. The location particularly lends itself to the popular conception of the south Sea Islands.

Recent archeological explorations have revealed that the Isthmus was the main camp site of a strange race of prehistoric white Indians that once inhabited Catalina Island. In the later years the Isthmus became the rendezvous of pirates and freebooters who cached their stolen or contraband goods in nearby caves. During 1864 General Fremont's men made their headquarters at the Isthmus. The old Government barracks still stand and have been remodeled into a modern hotel.

The old Banning home which surmounts a slightly knoll overlooking both Isthmus Cove and Catalina Harbor has been remodeled into an exclusive hotel. A second island villa of 150 bungalows has been built on the Isthmus flats. A large cafe, stores, a bathhouse, stables and other resort facilities have been built at the Isthmus. Electricity and power are brought across the mountains from Avalon via high voltage lines.

Plans for the new resort were outlined last spring by William Wrigley, Jr., owner of Catalina Island. As a sister resort to Avalon, Mr. Wrigley believes the Isthmus will vie in favor with both tourists and vacationists.

Counting Calories

Methuselah ate what he found on his plate

And never, as people do now, Did he note the amount of the caloric count;

He ate it because it was chow. He wasn't disturbed, as at dinner he sat

Destroying a roast or a pie To think it was lacking in lime or in fat

Or a couple of vitamins shy. He cheerfully chewed every species of food

Untroubled by worries or fears Lest his health might be hurt by some fancy dessert—

And he lived over nine hundred years.

You pay a long price for a short temper.

AND STILL LIBRARY GROWS

From nine contributors, the Club last month received 26 books for its fast growing Library. Several of the donors were members of employees' families, indicating that the entire personnel of our large industrial family is very much interested in the continued growth of the Library.

There are now available to members at the Club Library practically all types of books, with the one exception of stories for young girls. While all book donations are gladly received, the Club is particularly desirous of obtaining a few books for our young girls.

Following is a list of last month's contributors, together with the books each donated:

F. J. Oriva, Conductor, Southern Division—Personal History of David Copperfield, Life and Adventures of Martin Chuzzlewit, Bleak House, Little Dorrit, Christmas Books, Old Curiosity Shop and Edwin Drood, and Life and Adventures of Nicholas Nickleby, all by Charles Dickens.

Dollie Johnson, daughter of C. J. Johnson, Engineering Dept.—A Struggle for a Fortune.

Marie Gabbard, daughter of B. G. Gabbard, Motorman, Western Div.—Billie Bradley and Her Classmates.

M. R. Malcolm, Freight Traffic Dept.—The Life of Mary Baker Eddy.

Ernest Davis, Motorman, Western Div.—two copies of the book written by himself—"Dreaming on a Trolley Car."

Mrs. L. H. Newport, wife of L. H. Newport, Motorman, Western Div.—A Lady of Quality, For Name and Fame, Dr. North and His Friends, Up The Grade, and Over the Top.

Alma Shouse, Accounting Dept.—The Purchase Price.

Mrs. H. M. Chandler, wife of H. M. Chandler, Mechanical Dept.—The Rose in the Ring, The Pit, Doc Gordon, and The Lion and the Mouse.

Mitchel Young, son of C. E. Young, Motorman, Northern Div.—Tom Slade at Black Lake, Tom Slade's Double Dare, and Tom Slade on a Transport.

Wrong Doctor

A short time ago a young lady was troubled with a boil on her knee which grew so bad that she thought it necessary to call in a physician. She had formed a dislike for the family physician, so her father suggested several others, and finally said that he would call in the physician with the homeopathic case, who passed the house every day. They kept a sharp lookout for him, and when he came along he was called in. The young lady modestly showed him the disabled member. The little man looked at it and said: "Why, that's pretty bad." "Well," said she, "What must I do?" "If I were you," he answered, "I would send for a physician. I am a piano tuner."

She—"When we are married, I'll share all your troubles and sorrows."

He—"But I have none."

She—"I said when we are married."



TEN years ago this month the Magazine devoted a large amount of space to the description of our new Stores at Torrance which were at that time possibly the most conveniently arranged and efficiently operated stores system of any electric railway in the country. After ten years they still retain, we believe, first rank of railway stores in the country; at least we are so informed by executives of other railways who have visited our properties.

Among the commendations made about that time was one to our present General Purchasing Agent who at that time was General Storekeeper at Torrance. The commendation came from Julius Kruitschnitt, then Chairman of the Board of Directors, Southern Pacific Company.

Ten years ago this month, J. P. Gould, Engineer Maintenance of Way Department, had just returned from a three weeks' session at the hospital. Not a very pleasant vacation, but "Porter" was able to celebrate the Fourth of July in that year with his family. The past ten years of apparently good health prove conclusively that the operation was successful.

F. B. Patterson, ten years ago, who had been doing numerous odd jobs around the Signal Department for quite a few years, was appointed General Inspector of signal work. "Pat" is still with us—a little more bald and slightly heavier than he was ten years ago.

Ten years ago Company "B" National Guard, composed exclusively of Pacific Electric employees, was organized and mustered into service during the month of July of that year. This company has made an enviable record with the National Guard. Its commanding officer then was Henry W. Edmonds.

Due to the military activity of that day, C. H. Belt, Assistant Superintendent of the Northern Division, has risen through the ranks of the National Guard until today he is Major in the organization.

Ten years ago some one of inquiring mind in the Passenger Traffic Department kept tally on the information girls at our Main Street Station and estimated that on an average day the girl on duty at our Information Bureau, answers 1200 questions per hour, and figuring on this basis would mean 8400 per day, 226,800 per month or 2,721,600 per year. That's doing a lot of talking even for a woman, and they

EMPLOYEE-STUDENTS RECEIVE DIPLOMAS FOR CLASS WORK

Marking the highest number of students ever to receive proficiency certificate awards in the history of our educational activities, 321 employee-students were handed parchments attesting to their progress in school work on the evening of June 19th. D. W. Pontius, President, presented the certificates to the students, previously having complimented the ambitious ones for their commendable zeal in attending the classes throughout the school season.

Preceded by a banquet in the P. E. Club cafe in which fried chicken was the piece de luxe, the students and their families gathered in the club auditorium, where the orchestra, the members of which are students under the direction of C. M. Bronnenberg, rendered some selections in a manner which reflected their splendid progress. Followed brief talks by E. W. Hill, Educational Director, and F. E. Geibel, Junior Past President of the club "batting for" E. L. Young who could not be present. Then came presentation of certificates by Mr. Pontius and the past school season was officially at a close.

Twenty-five classes were conducted by our educational department during the semester just ended, the most yet taught. Interest through the school period is reflected by an average attendance record throughout the school season of 93%.

The class in Engineering Electricity, under the tutorage of L. H. Appel, Asst. Supt. of Power, was the largest in point of certificates awarded, 42 students having received the coveted award. Air brake, personal leadership, letter writing, slide rule, business and transportation law, and traffic management were along the other leaders in point of certificates awarded.

The evening's entertainment and program was arranged by the school council body of which E. A. Stevens is President.

have kept this up for the past ten years at least.

Ten years ago Walter Monroe, Trainmaster of the Northern Division at San Bernardino was married to Miss Augusta Lyne at Homestead, Kentucky. Walter is still on the job in the east district, looking fine and his marriage of ten years ago is evidently resulting in happiness for all concerned.

Ten years ago this month 90 members of the Agents' Association made a tour over the Rim of the World through the San Bernardino mountains. This was a much more exciting journey then than now due to the great road improvements that have been made in that section and the developments of resorts in the mountains.

Herbert: "Elizabeth uses plenty of make-up, doesn't she?"

Peck: "Yeh, she's my powdered sugar."

Items From Here and There About Electric Railways

THREE out of every four persons who enter the downtown section of St. Louis by vehicle use street cars or buses. The actual figures for one day, according to a count just completed, were public transportation, 216,350, and private motor car, 72,342. Street cars carried 65 per cent and buses the remainder.

The survey was made to determine: What part the private automobile plays in transportation in that city. Whether the parked automobile carries enough persons to justify its use of the badly congested streets as a garage.

Abolition of parking would lessen the congestion and aid business by enabling shoppers, office workers and businessmen to get in and out of the congested area quickly, the survey showed.

New York State motorists must give street cars the right of way under provisions of the Bartholomew Bill which was recently signed by Governor Roosevelt. The new law prohibits the driver of a motor vehicle from delaying a street car. He must turn out as soon as possible after a street car operator has sounded his signal.

Leading merchants of Detroit are devising a plan to relieve traffic congestion, stimulate business and aid transportation companies. Fifty buses of the Detroit Motorbus Company will be chartered by local merchants, running on frequent schedules from outlying sections of the city directly to the stores sponsoring the service. The schedules will be operated from 10 a.m. to 3:30 p.m. Shoppers using this service will leave their automobiles at home, relieving downtown traffic congestion and a special low fare is expected to attract many shoppers. The system was given a successful trial recently.

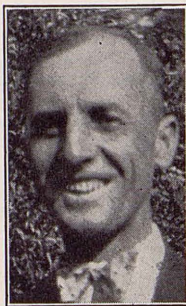
Praising electric railways as "the most economical and dependable transportation service," the Anderson, Ga., Independent urged residents of the city to patronize the local street car system. The newspaper stated that local transportation was necessary to the progress and prosperity of the city.

Burton W. Marsh of Philadelphia, city traffic engineer, says that traffic congestion in that city would be materially lessened if parking was abolished in the downtown area.

Elimination of parking in the downtown area is the only local solution of the crowded traffic conditions in Pittsburgh, is the opinion of Donald M. McNeil of the Bureau of Traffic Planning. A thorough survey of the congested areas is now being made by the bureau. Frank L. Duggan, general chairman of the Better Traffic Committee, urges that the streets be turned over to the movement of traffic rather than be public garages.

Two Employees Bring Four Group Parties' Business

AS SHOWING what may develop from a single excursion over our lines, the interest of two employees has now resulted in four group movements and 775 passengers traveling to Mt.



Hiram Ravey

Lowe. Moreover the same number of meals were served to the excursionists at Mt. Lowe Tavern.

The two employees involved in the foregoing commendable endeavor are Hiram Ravey, Asst. Division Line Foreman and Louis Tonopolsky, Conductor, Mt. Lowe Line. The excursionists whom these two worthies "sold" are the Pasadena Lodge of Elks.

Several years ago the two forenamed employees, who are members of the lodge, hit upon the plan of suggesting in open meeting that the lodge members make a visit to Mt. Lowe. They previously had armed themselves with information as to the reduced cost of transportation available to groups and also had secured the price of serving the prospects with a special dinner at the Tavern. They evidently were good salesmen as before the meeting was over it had been concluded to make the journey.



Louis Tonopolsky

On three occasions since, the Pasadena Elks have visited Mt. Lowe enmasse, thanks to Ravey and Tonopolsky bringing up the subject at the opportune time, and to date the combined number of visitors directly attributable to their initiative total revenue for transportation and meals to 775 passengers. This lodge made another of its visits to our mountain resort last month and Manager Clark again sent them away happy by providing entertainment and dinner such as the resort is becoming well and favorably known.

Learning of Tonopolsky's and Ravey's fine work, A. T. Mercier, Vice-President and General Manager, officially complimented them as follows:

June 10, 1930.

"Dear Mr. Ravey:

"I have learned from Mr. Frank Clark of the manner in which you have helped to organize excursions of the Pasadena Lodge of Elks to our Mt. Lowe Tavern.

"The spirit and initiative shown by this very fine work, is appreciated, and I am sure that you must be very proud indeed to have accomplished such ex-

1930 Census Reveals Large Growth of Southland

NATIONAL census figures received after the Magazine went to press last month show that cities in Southern California continue to startle the country in the tremendous growth this section has enjoyed during the past decade.

The following are additional 1930 census figures of cities in this district together with percentage of gain since 1920:

City	1930 Census	% Gain over 1920
Altadena	17,957	....
Anaheim	10,997	99
Arcadia	5,201	132.0
Artesia	3,891	....
Bell	7,884	....
Brea	2,435	134.81
Claremont	2,720	57.9
Corona	7,019	69.99
Etiwanda	1,051	....
Fontana	3,194	....
Hawthorne	6,574	....
Huntington Beach	3,616	114.34
Laguna Beach	1,960	....
La Habra	2,265	....
Lamanda Park	8,044	....
La Verne	2,975	75.2
Manhattan Beach	1,831	113.1
Montebello	5,467	....
Mt. Lowe	103	....
Newport Beach	2,200	146.08
Rialto	1,626	69.2
Seal Beach	1,161	73.54
Signal Hill	2,902	....
South Pasadena	13,724	79.35

Accidents do not happen—they are caused.

Young Oswald was an officious young man, as everyone in the firm's employ agreed.

He was always horning in where he was not wanted and he had a highly exalted opinion of himself.

There were two partners in the firm, and one of them happened to pass on, the young man approached the surviving partner, with whom he was not exactly what you could call a favorite.

"I am sorry, sir, to hear of Mr. John's demise, and I have come to ask if you would like me to take his place."

"Yes, I should very much," was the reply. "If you can get the undertaken to arrange it."

cellent results for the Company, and I am very much pleased to have this opportunity to write you and thank you for your efforts.

"I am very hopeful that this record you have made may stimulate others to make similar efforts, and that it may thus have far reaching beneficial results."

E. L. Young, Asst. to the President, also made known his gratefulness for the initiative of the two employees.

In further expressing the appreciation of the management we do so with the hope that other employees may be similarly inspired and duplicate the good work done.

THE PACIFIC ELECTRIC MAGAZINE

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

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

Vol. 15; No. 2 July 10, 1930

CONTRIBUTORS TO THIS ISSUE

- N. B. Vickrey P. E. Club
- D. B. Van Fleet Terminal Foreman
- L. H. Appel Electrical Dept.
- R. M. Cobb Elec. Dept.
- Edmund C. Fox Trans. Dept.
- Margaret Maitland Engr. Dept.
- Max Shuring Engr. Dept.
- Mrs. Lon Bishop Ladies Auxiliary
- Reed Christiansen P. E. Club
- Ruth Thompson Northern Division
- Daniel Sanchez L. A. Freight Terminal
- William Kaplan Southern Division
- E. M. Daniels Trans. Dept.
- Thomas A. Lyons Trans. Dept.
- George Perry Accounting Dept.
- Carleton B. Bell Torrance Shops
- Walter R. Bloom Northern Division
- W. H. Jenkinson Hill St. Station
- A. E. Dendy Elec. Dept.
- L. K. Hausley L. B. Mech. Dept.
- F. C. Phlaf San Pedro Mech. Dept.
- Frank Farnham Trans. Dept.

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

THE two outstanding requisites for the future well-being of the electric railway industry, as gleaned from statements of leading executives at the annual convention last month, are:

- (1) Thorough modernization of cars and facilities.
- (2) Courtesy and real service by employees.

Your Duty and Mine

The former is an element that money can buy. This Company and many others for the past few years have steadily poured new money into our cars and facilities to the end that more comfortable, quicker and even safer transportation might be rendered. And the end is not yet.

But to gain the full advantage of money spent in physical improvements, it is vital that we, as employees, render a type of service that will not only hold, but continue to attract new patronage. And quoting Mr. Mercier "to serve well takes on a broader meaning to-day than ever before."

The time has passed when "yes" or "no" is sufficient when an inquiry is addressed us. No longer will a patron continue to favor with his business a firm or dealer whose sales people are discourteous, or even a bit lacking in their sales or service methods. Com-

What Does It Cost To Run An Automobile Per Mile?

THE cost of operating an automobile per mile has been a much discussed subject throughout the country, varying conditions causing a variance of conclusions. That the average cost approximates 7 cents per mile is the finding of the United States government after an exhaustive study and effective this month that figure will be used in computing cost of government owned cars.

A recent published statement in regard to this finding states that "while the costs per mile necessarily vary with cars and conditions, the Wood bill, prescribing a uniform allowance of 7 cents, is approximately in line with costs compiled by large industrial corporations. It also compares favorably with the cost-per-mile study made by the Iowa State College, showing the average to be 6.43 cents per mile, the study being computed from the average costs of 800 automobiles, being operated an average of 11,000 miles each."

In an advertisement stressing the saving to be gained by using the Big Red Cars, this Company recently pointed out to motorists that for each mile the speedometer clicked the cost was \$.0389, exclusive of depreciation, interest and insurance. The authority for the figure used was the National Automobile Chamber of Commerce, who after an extensive survey found that gasoline cost \$.0131; oil, \$.0022; tires, \$.0064 and maintenance \$.0172—\$.0389; these figures being for the average automobile. It should be remembered that depreciation, the largest individual expense of owning an automobile, is not included.

That 7 cents closely approximates being correct is further strengthened by the findings of an accountant, one Earl Ozbun residing in Van Nuys, who for a year figured out to the fifth decimal point that it cost him \$.04149 per mile to operate a small four-cylinder car. During the 12 months Mr. Ozbun operated his small car he drove more than 15,000 miles, keeping a record of every penny of expense. A published statement of his experience adds:

"During the year Ozbun used a total of 765 gallons of gasoline, and averaged 19.616 miles to the gallon. He

petition is keen and he who serves best gets the business.

It requires no ingenuity on our part to realize that to continue to give us employment, to grow and provide a larger field for advancement, our Company must have the sincere and constant effort of each of us to please the public with whom we come in contact. After all the public pays the bill and if our Company is to reward us we must provide the means whereby it can do it.

used 112 quarts of oil, or an average of 134 miles to the quart.

His total automobile expense for the year, including depreciation, financing, repairs, tires and accessories, amounted to \$622.40, or an average of \$.04149 per mile for the twelve months.

An itemized statement of his expenses and the average cost per mile for the various expenditures follows:

Net depreciation cost.....	\$218.00	\$.01455
Financing charge	52.00	.00349
Gasoline	180.50	.01204
Oil and grease	52.92	.00349
Tires and tire repairs, including two new tires	42.55	.00286
Miscellaneous, including insurance, licenses, washing, chains and other extra equipment, repairs, adjusting brakes, cleaning carbon, grinding valves, etc.	32.08	.00214

Total cost\$622.40 \$.04149

RAY L. BRAINARD IS CALLED

Causing a pall of sadness throughout our organization, Ray L. Brainard, Chief Clerk of the Passenger Traffic Department, passed away Tuesday, June 10th, heart affliction induced by scarlet fever causing his demise. Always in the best of health, in the prime of life, and ill only a few days, Ray's passing was a shocking surprise, inasmuch as no one thought but that he would return to his desk in a few days.

Due to the nature of the cause of his death funeral services were confined to the closest relatives, but so keenly was the loss felt by his friends that several hundred gathered at the P. E. Club auditorium where E. C. Thomas presided and beautifully expressed the thoughts in the hearts of all present.

Ray began his service with this Company as Asst. Agent at Watts in April, 1909, and through energy, loyalty and ability displayed rose to the responsible post he held at the time of his death.

Interment was at the Forest Lawn Memorial Park. Many floral offerings by individuals, departments and officials bespoke the high esteem he earned and deserved, and sympathy held for the widow and three young boys who survive him.

"Ray is gone, but never will he be forgotten" is, we know, the sentiment in the hearts of all who knew him.

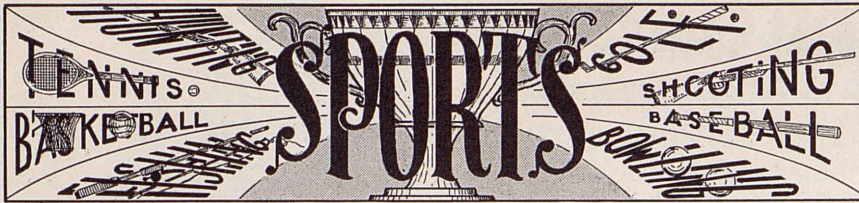
You will not succeed if you think you will fail.

"If you tackle the hard job first, the rest will be a cinch."

There is a difference between being on the job and on the payroll.

The wise man does a lot of listening.

Men are not punished for their sins so much as by them.



Ogden Outing of Sportsmen Scheduled Next Month

OUTSTANDING in the lists of events to be participated in by the Rod and Gun Club during the next few months is the Annual System Field Meet of the Union Pacific System, to be held at Ogden, Utah on August 15th and 16th, preliminary announcement of which was made in last month's issue of the Magazine.

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

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

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

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

GREET NEW BILLIARD CHAMP

Greetings to F. W. Converse, who last month was the winner of the Club's Second Straight Rail Billiard Tournament. Having survived two rounds of elimination play, Mr. Converse entered the round robin with five other contestants and in turn met and defeated those who opposed him.

The entire tournament was run on a handicap basis, which fact, due to the rapid improvement shown by several of those entered with low handicaps, resulted in some near up-sets of the well-known "dope bucket."

The six men who entered the round-robin, also their respective handicaps, were as follows: F. W. Converse, 50; G. P. Billhardt, 40; R. J. Nagle, 75; L. H. Covell, 50; H. L. Wiggan, 60; and B. F. Manley, 45.

Mr. Converse, in winning the tournament, played a consistent and very smart game throughout. When he was pressed the most was when he did his best playing, making many shots that were near the spectacular.

R. J. Nagle, Conductor, Southern Division, playing under the highest handicap in the tournament, gave an excellent exhibition of billiards in all his games. His run of 17 was the high run of the tournament.

G. P. Billhardt, Freight Traffic Department, finished second in the final standing, having been beaten but once and then at the hands of the champion and by the close score of 49-50. In the matter of improved billiards, Mr. Billhardt has out-distanced all competitors and those participating in future tournaments will find him a worthy opponent.

By virtue of his winning the tournament, Mr. Converse received a special billiard cue offered by the Club.

WITH BALL TEAMS IN JUNE

The Ocean Park and Subway baseball teams have combined under the name of Western Division Trainmen. The team has pep and are playing a good game against strong teams. The games are played at the P. E. Ball Park, Santa Monica, corner of Seaside and Main Streets.

Games Last Month

June 2:	R	H	E
Union Transfer Co.	16	10	2
O. P. T.	7	5	3
Batteries—Evans—Beck; Corder—Peak.			

June 9:	R	H	E
Union Commercial			
Travelers	23	23	2
West. Div. Trainmen	15	15	5
Batteries—Troutman—Fisher—Fouch; Lane—Hamilton—Henderson—Ben.			

June 15:	R	H	E
L. A. News	1	2	2
West. Div. Trainmen	10	15	0
Batteries—Vignes—Jacobs; Lane—Ben.			

June 22:	R	H	E
Kelly K. Cubs	2	6	6
West. Div. Trainmen ...	10	16	2
Batteries—Downard—Benson; Lane—Ben.			

Winning two of its three games during the month of June, the West Hollywood baseball team continues to show surprising strength against strong opponents.

The following are details of games played in June:

No. Civic Center	15	18	3
W. Hollywood Trainmen	11	12	6

Botts' Blinding Benders Beguile Batter's Bat

IF INDOOR baseball were as popular as regulation baseball the name of Venn Botts, by reason of his achievements, would be written in the records of its "hall of fame."

Pitching in the American Night Ball



League as a member of the Colton team, Botts has to his credit 6 no-run, no-hit games. Four of these were scored last season and two so far this season. Pitchers in professional baseball, who during the history of the game have pitched even one no-run, no-hit game, can be counted on the fingers of your two hands.

Needless to say Botts has won a

percentage of the games he has pitched. His record of last season stands out like a bee-stung finger. In 27 games he pitched 243 out of 248 innings, indicating that when he starts he finishes. Sixty-three runs were scored by opposing teams, who registered 133 hits. This means that he held opponents to 2.3 runs and 4.9 hits per game. He averaged 10.5 strike-outs per game. His team has won 21 games and lost one thus far this season.

Mr. Botts is generally recognized as the classiest of pitchers in the American League which is made up of teams in the San Bernardino-Redlands-Riverside sector. His delivery, control, speed and deception make you wonder if, with a good team behind him, opposing batters could possibly defeat him. Newspapers in his district have been loud in their praise of his splendid performances and one of his most prized possessions is a loving cup donated him for his admirable sportsmanship.

An employee of the Mechanical Department, Mr. Gilbert's office in San Bernardino since Oct., 1928, Botts "pitches" into his work in the office with quite the same vigor he employs on the playing fields.

Batteries—Shafer—Grislano; Daniels, Caylor, Carroll, Nicholls, Williams and Wolte.

United Commercial			
Travelers	7	7	4
West Hollywood Trainmen	15	14	4
Batteries—Trautwein, Fisher and Barbee; Daniels, Blettes and Sowers.			

No. Civic Center	5	9	0
W. Hollywood Trainmen	10	12	3
Batteries—Shafer, Myers and Gris-lano; Blette and Williams.			

Optimism Reigns at Convention

Delegates See Brighter Days Ahead for Industry; Cite Value of Courtesy by Platform Men

JUST a few days ago, specifically, June 23 to 27, the annual meeting of the American Electric Railway Association was held in San Francisco, being the first session of this organization held on the Pacific Coast during the past fifteen years. This convention was very appropriately held in the west because of the Presidency of the Convention for the year closing being held by Paul Shoup, President of the Southern Pacific Company.

The attendance at the Convention, while not as large as that of several other meetings, is said to have far surpassed any previous convention in the matter of interest upon the part of the delegates in all of the subjects discussed. Very flattering comments have been made upon the many papers presented at the various sessions which were held at the Fairmont Hotel in the city of the Golden Gate.

The officers of the Association expressed great gratification at the attendance during all of the meetings, which far exceeded that of any other convention. Thirty-two representatives of our own company were present at this convention and active participation was made by Messrs. Pontius, Karr, Mercier, Bishop and Smith, four papers having been submitted by our officers.

Hospitable San Francisco

At intervals during the session in San Francisco, through the courtesy of the Market Street Railway officials there, as well as through courtesy of official San Francisco and several of the civic organizations, wonderful entertainment was afforded to the delegates following the daily sessions. These included two balls at the Fairmont Hotel, with entertainment features, one being "A Night in Hawaii," the other "The Old California Ball," featuring the days of '49. The ladies of the delegates were tendered sight-seeing trips during the sessions of the convention, and were also participants in a steamer excursion around San Francisco Bay, down the peninsula and a trip through the Piedmont Hills.

With the close of the convention, many of the delegates came south to Los Angeles and were guests of the Los Angeles Railway and Pacific Electric Railway on Saturday June 28 at a Spanish fiesta and barbecue, held at the Harry Fryman Ranch as an interlude to a sightseeing trip through the San Gabriel, Pasadena, Glendale section and following the barbecue to Culver City, the west coast beaches and back by way of Wilshire Boulevard through the city.

On Sunday, June 29th, excursion parties of the delegates visited San Diego, Riverside, Mt. Lowe and on Monday the 30th, quite a party was taken to Catalina Island where they spent the day.

Adjournment of the session at San

Francisco found the delegates in a much more cheerful frame of mind with regard to the industry than had been the case prior to the meeting. Comparisons throughout the United States brought out the fact that very distinct progress has been made during the past year in the betterment of facilities and equipment and improvement in service generally, notwithstanding the temporary slowing down of business that has been experienced by all.

It was the concensus of opinion voiced at the closing round table session, that the immediate future holds much of promise for the electric railway industry, and that more than ever the public is realizing the worth and value of electric railway service, particularly in centers of population where density of traffic is a distinct feature.

Importance of Trainmen

The outstanding thought of the convention was the importance of greater efforts in public relationship and particularly as it relates to the contact of Trainmen with our patrons, and the opportunity offered them for greater and better service through the cultivation of friendly understanding between the railway and its patrons.

It was conceded that great strides have been made along these lines in



How could the chiefs of the Electric Railway Industry be right—Charles Gordon, Managing Director, A. E. R. A.; Bluffs Street Railway Company; J. H. Hanna, Capital Treasurer, succeeds Paul Shoup as President of the A. E. R. A.; D. George H. Kuhrt, President, Los Angeles Railway Corporation at the Spanish Fiesta.

the past few years, but that greater and better accomplishments could be made was not to be denied.

The public responsibility to the railways and the necessity of the public understanding railway problems was



Under the Spreading Oaks of the Harry Fryman Ranch in the Hollywood Hills, 400 members of the A. E. R. A., wives and guests, reveled in the atmosphere of old Spain on June 28 at a barbecue tendered by the Los Angeles Railway and Pacific Electric Railway.

Camp Attracts Large Throngs

Reservations Rival Largest Month Experienced in History of P. E. Vacation Home

CLOSELY rivaling the record-breaking attendance of July of last year, visitors at the P. E. Vacation Camp during the present month will fill, or nearly so, every accommodation throughout the month.

Over the Fourth of July holiday all housing accommodations were spoken for two weeks in advance and many disappointed ones are making reservations for later during the present season. While there are a few accommodations left during July, or were as this was written late last month, they are going fast and those intending to make the trip during July had better hurry and make reservations.

August and September reservations are being made and those employees who may be unable to secure accommodations during July and wish to go next month should apply to their department head who, if possible to arrange, will set a later date for the disappointed one's vacation.

Following is a list of those who had made reservation as of June 26:

Mrs. David Winter, 2 sons, mother, Mech. Dept., July 16 to 22.

Mrs. Ralph Whitfield and son, Mech. Dept., July 16 to 29.

L. J. Keith, mother, 3 guests, Trans. Dept., July 27 to Aug. 9.

C. A. Wakefield, wife, Store Dept., Aug. 10 to Aug. 16.

A. L. Marsh, wife and baby, Accounting Dept., July 30 to Aug. 5.

Henry Eggert, wife, child, 3 guests, City Ticket Office, July 20 to 26.

C. D. Hunt, wife and daughter, Trans. Dept., July 10 to 17.

A. J. Hodge, wife and 2 daughters, Elec. Dept., July 13 to 19.

E. E. Wilcox, wife, mother, 2 children, Trans. Dept., July 10 to 16.

C. H. Pool, wife, Elec. Dept., Aug. 17 to 30.

Ernest Brewis, mother, H.B.L., June 29 to July 12.

Winifred Brewis, H.B.L., June 29 to July 12.

Robert Dornor, wife and child, Eng. Dept., July 7 to 13.

P. O. Ingraham, wife and 2 sons, Trans. Dept., July 27 to Aug. 2.

J. E. Anderson, wife and son, Mech. Dept., July 13 to 26.

Emma Shaw and 3 sons, P. E. Bldg., July 2 to 15.

W. J. Hodge, wife and 4 sons, Trans. Dept., Aug. 31 to Sept. 6.

H. Gorman, wife and son, Eng. Dept., July 6 to 12.

H. S. Dowding, wife and 2 daughters, Trans. Dept., Aug. 31 to Sept. 9.

H. H. Crosby, 3 guests, Elec. Dept., July 13 to 19.

C. E. Smith, wife and 2 daughters, Mech. Dept., July 16 to 12.

J. C. Hansen, wife, son and guest, Mech. Dept., July 6 to 12.

F. B. Spencer, wife and 3 children, L. A. Frt. Dept., July 6 to 12.

George Wheeler, wife and 2 children, Mech. Dept., July 13 to 19.

Clifford McKee, Elec. Dept., Aug. 17 to 31.

E. H. Heckert, wife and 2 children, Special Agent, Aug. 17 to 23.

Louis Cross, wife and 2 children, Mech. Dept., July 13 to 19.

Mrs. H. Jones and 2 children, Mech. Dept., July 13 to 19.

Mrs. F. L. Lindner and 3 children, Trans. Dept., July 2 to 15.

J. S. Harris, wife and 2 children, Elec. Dept., July 6 to 19.

G. A. Stevens, wife, Mech. Dept., Aug. 17 to 30.

D. W. Layne, wife and 2 children, Trans. Dept., July 7 to 19.

G. H. Brown, wife and 4 children, Eng. Dept., Aug. 3 to 9.

C. F. Ockerman, H.B.L., July 6 to 12.

L. E. Titus, wife and daughter, Trans. Dept., July 13 to 19.

Miss Belle Warden, Mech. Dept., July 13 to 19.

S. R. Mitchell, wife and 2 sons, Trans. Dept., Aug. 6 to 12.

M. R. Tyler, wife, Mech. Dept., July 13 to 26.

J. H. Lloyd, wife, Mech. Dept., July 13 to 26.

Mrs. W. P. Williams, 2 daughters



Industry fail to be happy in such surroundings? Left to R. A.; J. N. Shanahan, President, Omaha and Council Capital Traction Company, Washington, D. C. (who succeeded A.); D. W. Pontius, President Pacific Electric Railway; and two of the many charming entertainers Spanish Barbecue.

brought very clearly into view by a representative of the Railway Commission of a little western state, who gave one of the most brilliant addresses of

(Continued on Page 16)



The perfection of a real Spanish Barbecue was had under the direction of Senor Fred Ramirez, and throughout the feast Jose Airas, his famous Orchestra, and Dancers enlivened the occasion. Irma Campbell, of Mission Play, and Chas. King also lent enjoyment.

and son, Trans. Dept., July 9 to 22.
 M. N. Wood, wife, daughter, Trans. Dept., July 26 to Aug. 1.
 J. G. Hansen, 2 children, Trans. Dept., Aug. 17 to 31.
 M. F. Brady, wife and 2 children, Mech. Dept., July 16 to 22.
 A. C. Smith, wife and 2 children, Elec. Dept., July 13 to 19.
 Edward Jensen, Trans. Dept., Aug. 11 to 23.
 R. M. Arnold, wife, Trans. Dept., Aug. 10 to 16.
 Mabel Donovan, Law Dept., July 13 to 19.
 Mrs. G. E. Rourke, Eng. Dept., July 13 to 26.
 R. A. Cooper, wife, Trans. Dept., Aug. 1 to 3.
 L. Ugalde, wife and 3 children, Mech. Dept., July 20 to Aug. 2.
 H. R. Bullock, wife, 2 children, Elec. Dept., July 23 to 29.
 A. L. Rice, wife and son, Mech. Dept., July 12 to 18.
 George Fielder, wife and 2 daughters, Trans. Dept., Aug. 10 to 16.
 C. D. Miner, wife and daughter, Mech. Dept., July 16 to 22.
 H. L. Knapp, wife and daughter, guest, Trans. Dept., Aug. 11 to 17.
 W. M. Brooks, wife, 2 sons, Mech. Dept., June 30 to July 13.
 W. F. Brown, wife and daughter, Trans. Dept., July 27 to Aug. 2.
 Laura Feddema, Mech. Dept., July 9 to 15.
 Mary Johnson, Mech. Dept., July 9 to 15.
 A. C. Porter, wife and 2 daughters, Trans. Dept., July 10 to 16.
 G. T. Grimes, wife, Trans. Dept., July 16 to 22.
 G. A. Carroll, wife and 2 daughters, Mech. Dept., July 27 to Aug. 2.
 R. E. Clement, wife and 2 children, Mech. Dept., July 20 to 26.
 L. S. Jones, Trans. Dept., July 5 to 11.
 C. F. Holt, wife, L. A. Freight, Aug. 10 to Aug. 16.

And now, did we ever notice that some golfers take two lumps with their tee.

Splendid Reduction Again Shown in Accidents

By A. T. Mercier,
 Vice President & General Manager

ACCIDENTS in train service during June showed a decrease of 115 under last year for the same month. This is a 20 per cent reduction, and means that for every day during June there were 4 less accidents than during last June.

Collisions with vehicles showed a very fine reduction, of 99, or over 27 per cent less than last June.

You men whose efforts have accomplished this splendid reduction in accidents should be very proud of it. It could only have been accomplished by the hearty cooperation and interest of all of you, and I am very much pleased at the continued improvement that is shown every month.

A very noticeable improvement in our "on-time" performance of passenger service has been noted during recent months, and certainly a very important part of this improvement may be credited to the reduction in accidents. The far-reaching results of accidents makes this safety campaign a well worthwhile movement; it saves time, and money and personal injuries.

I call on each man in the train service to continue to give this his earnest thought and attention, so that we may continue this splendid record we are making.

"Says You!"

An Emporia man's car struck the rear of a car driven by a woman.

"Didn't you see me stick out my hand?" the woman asked.

"No, I didn't, Miss," he replied.

"Well, if it'd been my leg, you'd have seen it," she replied, and drove away.

News Item

The rolling-pin throwing contest was won by Mrs. W. H. Upsall, who threw the rolling-pin 67 feet. Mr. Upsall won the 100-yard dash for married men.

LADIES HOLD ILLINOIS DAY

By Mrs. Lon Bishop

May 22nd was the day Illinois opened her attack on California—just one casualty listed, Mrs. J. B. Green, President—although the rest of the California daughters will never look the same.

Dr. Bishop and nurse Geibel, with most efficient hands and "instruments" rendered first aid to our President and soon had her resting easy. However, the bandages could not be removed for some time.

One hundred and sixty-three men and women came to participate in the "attack" and according to Officer Jordan it was the most orderly crowd he has ever been called upon to handle. (His gun, nevertheless, was poised for action at all times.)

We were backed up by such notable sons as Mr. Frank Karr, our Chief Counsel, and even if our golden rod and asters did make him think of asthma and hay fever, and our apple and other big crops brought to his mind another crop, the ice crop, we liked him anyway and we're very grateful to a busy man and happy to have had him with us. President Young was a true-blue sucker, and made a speech that left no doubt as to where he belonged.

Mr. Brubaker, President of Illinois State Society, led the singing of "Illinois" and "Hail, Hail the Gang's all here," and added pep to the afternoon that helped immensely.

Mr. Vickrey with his sunflower and Mr. Geibel (Alabama) with his smile, gave us support that cannot be expressed in words.

Native son, J. B. Green's talk has been in readiness for two years, being a psychologist, he figures things out and knows when and how to present them. He stood before the assembly and presented himself as the most horrible example of a club woman's henpecked husband ever displayed before any organization. (Another break for California, "bigger and better" abused husbands). He really fired the most

Comparison of Accidents During June 1929 and 1930

	Northern Division		Southern Division		Western Division		Grand Total All Divisions		INCREASE OR DECREASE	
	1930	1929	1930	1929	1930	1929	1930	1929		
Collisions:										
With Pedestrians.....	0	2	3	1	4	4	7	7	Same	Same
At Railroad Crossings other than Company's.....	0	0	0	0	0	0	0	0		
Between Cars of Company.....	1	2	0	3	0	5	1	10	9 Dec.—	90.00%
With Vehicles and Animals.....	78	85	51	101	126	168	255	354	99 Dec.—	27.96%
Derailments.....	0	1	4	1	0	0	4	2	2 Inc.—	100.00%
Equipment.....	4	2	2	0	4	3	10	5	5 Inc.—	100.00%
Boarding Cars.....	5	7	2	3	9	8	16	18	2 Dec.—	11.11%
Injuries on cars (not in collision).....	2	2	2	3	6	5	10	10	Same	Same
Alighting from Cars.....	9	10	8	4	18	7	35	21	14 Inc.—	66.67%
Falling from Cars (not purposely alighting).....	0	0	0	0	0	0	0	0		
Doors, Gates and Guard-Rails.....	3	4	1	1	11	13	15	18	3 Dec.—	16.67%
Ejectments and Disturbances.....	0	0	2	3	2	3	4	6	2 Dec.—	33.33%
Miscellaneous.....	1	4	2	4	1	8	4	16	12 Dec.—	75.00%
Total.....	103	119	77	124	181	224	361	467	106 Dec.—	22.70%
Employees.....	3	3	5	2	2	7	10	12	2 Dec.—	16.67%
Total Car Accidents.....	106	122	82	126	183	231	371	479	108 Dec.—	22.55%
Motor Coach Accidents.....	19	17	1	7	18	12	38	3	2 Inc.—	5.56%
Total Passenger Accidents.....	125	139	83	133	201	243	409	5	106 Dec.—	20.58%
Freight Accidents.....	8	9	22	27	1	4	31	40	9 Dec.—	22.50%
Total all Accidents.....	133	148	105	160	202	247	440	555	115 Dec.—	20.72%
	15 Decrease		55 Decrease		45 Decrease		115 Decrease			

"effective" shots of the siege and his manly chest should be covered with medals of honor.

Madam Dawdall, Dramatic Instructor of the University of the West, Miss Carroll, soloist and Mrs. Ward contributed splendidly.

Mrs. King presented Mrs. Green with California poppy seed and with soil and water direct from the good old state of Illinois and delivered with same a positive guarantee for the most beautiful poppies ever grown in our President's garden.

Mrs. C. B. Smith and Miss Ruth Cicotte were very charming guides on the battlefield and Officer Jordan from a vantage point directly in the front line of action, kept a sharp eye on the trouble makers.

The shots that completely mowed down the Californians were letters read from the following: Mr. George Ackerson, Secretary to President Hoover; Governor Emerson, Mayor Jasper, Senator Glenn and Ruth Hanna McCormick. We are deeply indebted to all of these splendid people, but to His Excellency the Governor (who wrote us such a wonderful letter) and to His Honor Mayor Jasper of Quincy, Ill. (who pressed the button back there and started things), we bow in grateful homage. They added prestige and honor that cannot be duplicated.

At the conclusion of the "sucker" attack, Mrs. Green was in a very weakened condition, but expert medical care and "I Love You California" sung by the entire assembly, brought back the needed strength to resume her part of the program.

W. W. Green, Past President of the State Federation, our guest of the afternoon, told of the efforts and aims of the Federation in putting cleaner and better pictures in our theatres. Her talk proved very interesting.

FIVE DEATHS LAST MONTH

Last month death again invaded our ranks and took from us five of our fellow workers. The sincere sympathy of the entire employee mass goes out to the bereaved families of the following deceased employees:

Ray L. Brainard, Chief Clerk, Traffic Department; Adam Buckham, Armature Winder, Mechanical Department; Henry Snook, Retired Carpenter, Mechanical Department; Herculano Arenas, Laborer, Engineering Department, and Charles C. Westfall, Trackman, Engineering Department.

To the beneficiary named by each of the deceased, Group Insurance was paid, also Mortuary fund protection was carried by four of those called, the aggregate amount disbursed being \$13,461.92.

At the present time 30 employees are receiving a total of \$1,998.20 monthly as benefits under the total and permanent disability clause of the Mortuary insurance, two additional claims having been granted during the month.

Know How to Remove Risks in Lifting Heavy Loads?

By L. H. APPEL, Assistant Superintendent of Power

HOW can a rope cable or chain sling be overloaded even though the load itself is well within the safe working limits of the sling rope, chain or cable? Well it is possible and unfortunately all too often, occurs, resulting in serious industrial accidents.

We are all familiar with the physical fact that we can lift an object with considerable less strain if we are enabled to make a direct or vertical pull on the weight, rather than from an angular position.

Referring to the illustration it will be observed that the 100-pound load is divided equally among the two characters in all instances. In figure (A) it will be noted that the load on each is 50 pounds. In figure (B) the arms of the characters are spread a little apart—sufficient to make an angle of 30 degrees. The pull exerted by each arm is now 51.75 pounds.

When the arms are at an angle of 90 degrees the pull is 70.7 pounds on each arm or a combined pull of 141.4 pounds. At 120 degrees the pull exerted on each is equivalent to the total load.

With the arms outstretched or at an angle of approximately 150 degrees the pull on each is 193.2 pounds or 93.2 pounds more than the original weight. In other words it requires a combined exertion or pull equivalent to 386.4 pounds to lift a 100-pound weight.

Similarly when a weight is lifted by slings the matter of the angle that the slings make with each other must be given serious consideration on account of the excess stresses which are possible in the ropes. Whenever slings are separated the actual pull in each half of the sling is increased by a factor

depending upon the angle between them.

Referring to illustration, each leg of the two part chain sling in a vertical position supports a load of 500 pounds, whereas in the position when the chains are separated by an angle of 120 degrees the load on each chain is equivalent to the total load. With a separation of 150 degrees the pull on each chain is 1932 pounds.

From this illustration it can readily be seen that a chain or rope designed to safely support a load of 500 pounds as in figure (A) might be seriously overloaded if the slings were placed as in figure (F), resulting in a strain of 1932 pounds on each chain or nearly four times the original stress.

Thus we see that there is a proper and improper method of lifting and as well, that life and limb may be needlessly endangered by the improper application of hoisting slings.

Together with this, care should be taken to see that satisfactory cable, rope or chains are used in lifting apparatus and material and that correct methods are followed in order to avoid unnecessarily increasing the collapsing force and introducing industrial hazards.

P. E. MASONIC CLUB NOTES

As is customary, no regular meetings of the Pacific Electric Club will be held during the months of July and August.

Next regular meeting will be Tuesday evening, September 9th.

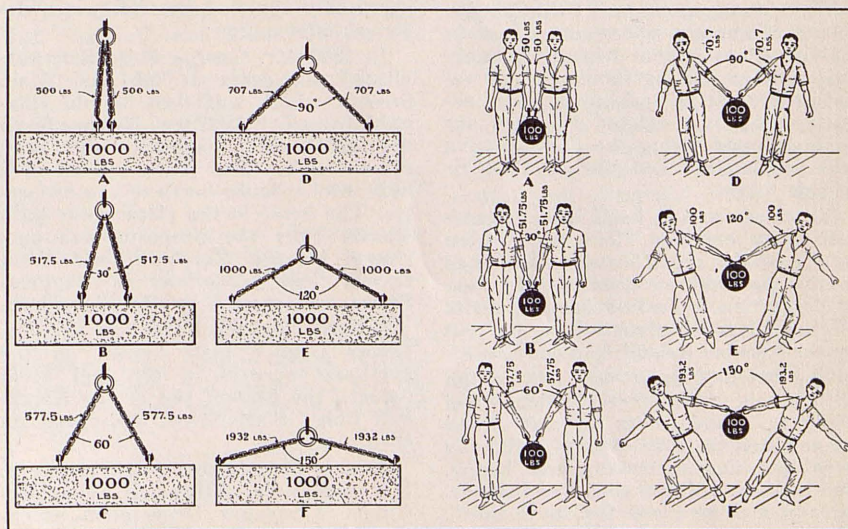
"Do you give a guarantee with this hair restorer?"

"Guarantee, sir? Why, we give a comb!"

Wise Daughter

Mother—Why don't you wear that beautiful underwear you got for Christmas?

Daughter—Oh, I'm saving that for a windy day.



The diagram indicates the proper and improper method of lifting heavy objects and how the stress mounts as the angular pull is increased. Serious accidents frequently occur due to workers not being familiar with stress strains put upon slings, chains and cable.

Optimism Reigns . . .

(Continued from page 13)

the entire session, and bespoke fairness of thought of governing regulatory bodies toward the railway interests that was decidedly encouraging.

Undoubtedly through our General Staff meetings to follow within the next few months is going to be reflected through the entire employee organization many of the thoughts brought out by this convention applicable to our own organization and will result beneficially to both employee and patron alike. It is felt that the results of this recent convention in San Francisco will be reaped throughout our entire company through supervisory representatives who attended these sessions.

The Magazine hopes through the next few months to make brief digest of the leading papers presented at the San Francisco convention in order that we all may share in the benefits given by them.

CATALINA ANNUAL EMPLOYEE OUTING AGAIN SUCCESS

By Frank Farnham,
Transportation Department

Next to the Annual Picnic at Redondo, the voyage to Catalina each summer is the "high summer is the summer is the "high spot" for the Pacific Electric family.

This year it occurred on June 28 and 29 and the weather man did all he could to add to the enjoyment. There were approximately 450 who made the overnight pilgrimage, in addition to which some 200 came over for the one day. If there was anyone of that number who did not thoroughly enjoy every minute of the time we do not know who it was.

As might be expected, every detail of the trip was carefully planned and smoothly executed, for which we have our very efficient committee to thank.

The Management of the Catalina Island Company spare no effort in making these annual trips thoroughly enjoyable to our big family and, in return, there are several hundred enthusiastic boosters scattered all over our System broadcasting the delights of a trip to Catalina and urging all their friends to go.

The bird farm in itself is well worth a trip to the Island. The new Casino is one of the most beautiful buildings in this part of the country. In fact, to do justice we would have to quote all the advertising matter turned out by the Catalina Island Company.

The baseball game was lots of fun with much work for the fielders and while we would rather the results had been different—why worry? Sunday evening found everyone tired, happy, and sun-burned on their way home, already making plans for "next time".

WINNING AN ARGUMENT and losing a customer is poor business!

They Always Shrink!

FOR the sake of settling an argument which has continued since the opening of the trout season the



accompanying picture definitely and conclusively establishes the size of the "seventeen inch trout" claimed to have been caught by L. A. Lovell, Auditor, at Lake Arrowhead, near the P. E. Vacation Camp.

When early reports reached us of this "seventeen inch" catch we were inclined

to string with Mr. Lovell, despite the fact that being an auditor he is unusually adept at figures. "Cliff" Thorburn, who was a member of the party when the catch was made, claimed that "it was only a minnow," but being Scotch we had concluded that perhaps he had tried to buy it, in which case he would naturally depreciate the size of the fish.

In any event the picture settles the argument. If the fish Mr. Lovell is exhibiting is "seventeen inches" in length, then Lake Arrowhead is full of whales.

COVER PICTURE DATES INTO EARLY PIONEER DAYS

Only bonafide members of the "way back yonder club" will recall the days when 6th and Main Street was graced by the residence structure in the tropical setting that appears as this month's cover picture. We are indebted to Mrs. L. E. Kerckhoff for having kindly supplied the following historical information:

In 1880 Mr. George Kerckhoff purchased six acres at 6th and Main Streets, which was then an old vineyard, from J. J. Warner. Neither Sixth nor Los Angeles Streets had then been cut through. Mr. Warner lived in a little adobe house north of the property. The home in the picture was built shortly after the property was purchased by Mr. Kerckhoff and about two or three years later Los Angeles Street was opened by Mr. Kerckhoff.

In 1883 Wm. G. Kerckhoff and Mr. James Cuzner built homes on the northeast corners of 6th and Main Streets, the present site of the Kerckhoff Bldg. Sixth Street was opened in 1890.

Among the adjacent neighbors were: Mr. McGinnis, father of Felix McGinnis, Passenger Department executive of the So. Pac. Co., who lived on the northwest corner. Mr. M. Dods-worth lived on the southwest corner. Others living in close proximity were

WITH AGENTS DURING JUNE

Having a desire to see the Company's forces represented in the Magazine, Herbert C. Hall, Relief Agent of the Northern Division, submits the following interesting account of the news items coming to his attention during the past month.

Bailey Burch, formerly stationed at Etiwanda, has been assigned the agency post at Corona. Bailey made many friends for the Company at his former haunt and will well represent his employer at his new location.

Dave C. Owen, formerly at Corona, bid in and received the Gardena Agency. Dave will be close to his former home, having previously been located at Watts.

Destined to points north and east M. E. Gilbert, Agent at El Monte, is vacationing, while his asst., Gale Hudkins, holds down the fort. Gale is looking forward to 1931, having driven north on his annual leave earlier in the season.

George Winslow is now at Glendora, taking Agent Jenkins' place, while Agent and Mrs. Jenkins are making the water tour to Alaska. C. A. Bruce, Colton's genial representative, is taking short tours in Southern California while the writer perspires at his post.

The Upland Agency has a very good record for the boys to shoot at. It is over the top for the entire year to date so far as S. P. ticket sales are concerned. Billy Campbell, galloping S. P. Passenger Agent, Agent Whitely and Ticket Agent John Tate may well be proud of this fine record.

Harry Wright, Agent at Alta Loma, reports that W. M. LaFevor, who has reared birds on Catalina Island for the past 25 years has started the erection of a bird farm near Alta Loma on 10 acres he recently purchased.

The Agent's Association outing at Catalina last month produced a large turnout. The island seemed to be inhabited entirely by Pacific Electric employees, the week-end having been the annual outing made at the island each year. More than 450 employees and their families were there.

Rabbi Edelman; T. E. Rowan, one time mayor; Thos. Mott, father of John G. Mott; Mr. Walter Maxwell and John Shilling, father of Mrs. H. W. O'Melveny.

The picture was kindly supplied by Mrs. Margaret Colburn Wall, wife of Dr. Edgar L. Colburn, who a few years prior to the erection of the present Pacific Electric Building, which began in 1901, occupied the Kerckhoff home on the cover, using it as a private sanatorium. Dr. Albert Cruzan, who was associated with Dr. Colburn, only recently established offices on the Seventh floor of the building.

Mother (telephoning from party): "Johnny, I hope you and Bobby are being good boys while I am away."

Johnny: "Yes, we are. And, mamma, we're having more fun. We let the bath tub run over and are playing Niagara Falls on the stairway."



Executive Committee of the Pacific Electric Club met in regular session in the Ballroom of the Club Building on Wednesday, June 4, 1930, at 2:00 p.m. The following members were absent: G. P. Terry, J. W. Anderson, W. M. King, E. A. Stevens, C. C. Rice, V. Swartz, T. H. Green, J. M. Geopfert, B. F. Manley, H. E. DeNyse, R. E. Labbe and H. C. Froude.

Minutes of Executive Committee meeting held May 7, 1930, and Manager's various reports were read and duly approved.

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

Club Fund
 Balance 5-1-30\$1,622.52
 Receipts 1,492.75

Total 3,115.27
 Disbursements 1,193.82

Balance 5-31-30\$1,921.45
 Relief Fund

Balance 5-1-30\$ 673.11
 Receipts 1,612.90

Total 2,286.01
 Disbursements 1,592.00

Balance 5-31-30\$ 694.01

Club Manager Vickrey read letter from Chief Surgeon W. L. Weber informing that forms were to be printed on the reverse side of which were to be rules governing Pacific Electric Employees' charges for services rendered by Drs. Kress and Goldstein. Dr. Weber believes that this procedure will obviate further misunderstanding.

Mr. Vickrey read report of special committee appointed to study rules and regulations governing club elections. The report recommended a reduction of 15 members on the Executive Committee and that representatives be elected from fixed locations rather than from entire divisions or terminals.

In the matter of alternates, an amendment to the report was suggested and unanimously approved to the effect that the candidate receiving the second highest number of votes in the regular election at any given point be designated as an alternate and that in case of transfer or resignation of regularly elected representative, alternate would automatically become the committeeman.

With the above amendment the report was approved. The proposed changes in election rules and regulations will be formerly voted upon in the form of amendments to the Club Constitution and By-Laws at the committee meeting of July 2.

Committeeman from West Holly-

wood called attention to the need of window shades for three large windows in the Trainmen's room at that terminal and asked that assistance be given in the securing of this improvement.

Meeting adjourned at 3:10 p.m.

Pick-ups Around the Club

Earlier Closing for Cafeteria

During the months of July and August, the Club Cafeteria will close each evening at 6:00 P. M. After September 1, the regular closing hour of 7:30 P. M. will again become effective.

Orchestra Continues During Summer

Pacific Electric Club Orchestra Classes will be continued throughout the summer under the direction of Miss C. M. Bronnenberg. The summer schedule calls for both classes to be held on Wednesdays of each week, the Junior Orchestra meeting at 2:00 P. M. and the Senior Orchestra at 6:30 P. M.

Remarkable progress has been made by both of these organizations and from present indications they will be very much in evidence at future socials and entertainments.

Coming Pictures at P. E. Club

An interesting list of pictures are to be shown at the Club Theatre during the current month, as is evidenced from the following bookings:

July 11-12—"Hey Rube" with Gertrude Olmsted and Hugh Trevor.

July 18-19—"The Time, The Place and The Girl" with Grant Withers and Betty Compson.

July 25-26—"The Greyhound Limited" with Monte Blue.

August 1-2—"The Singapore Mutiny" with Ralph Ince and Estelle Taylor.

August 8-9—"Sunset Pass" with Jack Holt and Nora Lane.

During the summer months, the starting time for Friday evening picture shows will be set back 15 minutes so as to give a greater number of employees an opportunity of getting to the shows in time to see the entire program. Until further notice, Friday evening shows will commence at 7:45 P. M. and Saturday programs at 8:00 P. M.

Right

Two children were arguing.

John—"It is."

Elizabeth—"It isn't."

John—"I tell you it is, because Mummy says it is, and if Mummy says it is, it is, even if it isn't."

OFFICERS OF WOMEN'S CLUB ELECTED FOR COMING YEAR

Limited space in last month's issue of the Magazine prevented publication of officers of the Pacific Electric Woman's Club appearing. The election was held on May 8th and the following officers were elected:

Mrs. Geo. Miles, President.

Mrs. F. E. Geibel, First Vice-President.

Mrs. Lon Bishop, Second Vice-President.

Mrs. W. E. Ruppel, Third Vice-President.

Mrs. H. C. Smith, Recording Secretary.

Mrs. Geo. A. Gilks, Corresponding Secretary.

Mrs. G. T. Curtis, Treasurer.

Mrs. M. R. Tyler, Parliamentarian.

Directors: Mrs. J. B. Green, Mrs. L. Cross, Mrs. E. D. Rand, Mrs. Lloyd Murphy and Mrs E. O. Straub.

Vice-Presidents at Large: Mrs. J. S. Ashcroft, Pomona; Mrs. Andrew Miller, San Bernardino; Mrs. James Gilbert and Mrs. Claude Ward, Riverside.

SPANISH CLASS HAVE PARTY

Details of a party last month to members of the Spanish class at the home of Dr. V. M. Egas, Instructor, together with an expression of appreciation in behalf of the students for the excellent instruction received at the hands of Dr. Egas, is found in the following from Claire Shay, member of the class and employed in the General Claim Department:

On June 26th the first and second classes in Spanish of P. E. evening school were delightfully entertained by Dr. and Mrs. V. M. Egas at their home, 3441 Virginia Road. Dr. Egas, besides being consul of Ecuador, is our Spanish teacher.

The graceful hospitality of our hosts and the interesting personalities of all the Spanish persons present combined with a feeling of gaiety and fellowship to make it an evening which will linger long in our memories.

The well-planned little program included much music; Senora Egas and Senora Rios (wife of the consul of Chile) sang for us most charmingly some very beautiful little Spanish songs. Dr. Egas expressed his appreciation of a gift we had made him; we had "sorpresas" (surprises) and many other delightful little numbers on the program. Delicious ices were served. Also, we, the members of Spanish II, recited a Spanish poem, each of us taking a verse, and Senor Rios complimented us on our proficiency.

An evening like that one cements more firmly than ever in our hearts our sincere affection for the charming Spanish people. Right here might be a good place to say that we thank Mr. Pontius for making it possible to have such excellent and such pleasant instruction as Dr. Egas has given us.



S of the P.E. FAMILY

By Our Correspondents.



MECHANICAL DEPT.

Carleton B. Bell

Two more old-timers with the P. E. have gone on ahead. On June 12th, Henry Snook passed away at his home in Redondo, and on June 13th, Adam Buckham died at his home in Hollywood. Both had long been faithful employees and their passing is regretted by many employees throughout the shops.

Several Torrance employees were among the blue ribbon winners at the big show of the California Gladiolus Show at the Biltmore Hotel in Los Angeles the 12th and 13th, among whom were Augustus J. Fitzgerald, Mary Baldrick and L. E. Brown of the shops, both of whom received both blue and red ribbons which, in view of the plentiful competition, is a noteworthy accomplishment.

Charley Dyer had a fish story per usual this month, but it was better than most of them. He usually is satisfied with stories of fish around two feet long, but this one was about a trout at least thirty inches long, caught by another fisherman, however. It all happened at Lake Arrowhead, and he watched the whole affair. The fish, when finally landed, proved so large that the fisherman dared not put it into his little skiff, but landed it on a heavy power boat that came up just in time.

Dan Leonard and Howard Bernhard made a record week-end trip a few weeks ago. They left Torrance the evening of Thursday, drove to Crescent City, Oregon, and were back in Torrance for work Monday morning, 84 hours later. They did not say they had much of a visit in Oregon, or much rest along the way, but you can do a little figuring for yourself.

Many interesting experiences were enjoyed by the P. E. folks who spent June 21st on the big fishing barge up Venice way. For instance Mr. Sach stopped on the way home and traded a few of his fish for a farmer's half sack of potatoes, more than paid the whole expense that way. Several claims, undisputed as yet, are made by the Wind Room fishermen. They claim the first fish caught—by Eddie Albachten; the biggest Barracuda caught—by Dan Leonard; and last and biggest, the largest fish caught during the day—by "Barnacle Bill" Simmons. Some dissension was caused aboard the barge by Sach's pipe. The fish just would not bite on the leeward side of that pipe, but that should not have made so much difference, either, as no fishermen could bear to fish there. Mr. Sach could not fish without that old friendly pipe, for he has had it for over twenty years, in fact, smuggled it in with him from England.

Jack Husbands, he of the many brothers, has resigned from the Pacific Electric family, and has taken on a job of driving a truck for the D. & M. Machine Co., hauling machinery from their plant in Torrance to the oil fields of Oklahoma. Losing Jack sure does bring down the average beauty of the P. E. family, as he was right up among the top-notchers in manly beauty.

A. J. Fitzgerald left June 28th for a long planned trip to Kansas City, to visit his parents. Fitz had expected to take his young son with him, but whooping cough interfered, and Tommy decided to stay at home. Better luck next time, sonny boy.

One cannot help but wonder what a wonderful show any old flower show would be if it

had not just happened to hit the wrong dates, a week earlier or later would have been just right. The P. E. Club show last week was no exception, and nine out of ten of the exhibitors believed they could have done ever so much better a week later. At that, the first P. E. Club show was a wonderful show and elicited much praise, even from such a seasoned judge as Fred C. McNabb. He stated without reservation that "it was the most beautiful show he had ever seen staged by amateur growers," and Mr. McNabb never hesitates to say just what he thinks, good or bad. As was expected, (by Torrance folks) Torrance exhibitors got the biggest share of the ribbons. I fear to say who all were awarded ribbons for I might miss one, but there were a lot of them.

George Ward has returned to work after two weeks' vacation spent at his ranch in Wyoming. George is building up a great ranch there with walnuts, chickens and everything, to which he can retire when he leaves the P. E.

"June" Tarbit desires that the spotlight of publicity be turned on his garden beside the Shop door. He has gone to much trouble to make a wonderful garden and it is hoped that nature repays his efforts with many beautiful blooms.

Fred Daniels' sad look lately is due to losing a bet (Fred's first) to Happy Hogan. Hogan looks worried for Fred has not as yet paid the bet.

Most folks when they come into the office these days are almost blinded by the beautiful sparkler on the left hand of Arreen Miller. Arreen is very obliging to all and is glad to show it and explain "how come." Nobody blames Arreen for being proud of her new ring, for it is a beauty. "HE" will be a lucky man.



NORTHERN DIVISION POMONA

Walter R. Bloom

George Curtis of the Electrical Department has returned from the California Luthern Hospital in Los Angeles where he has been confined for some time.

Conductor Harold Riorden, who had the misfortune to fracture his ankle, is still off duty.

Motorman A. Roy Butler is spending his vacation at home and at the beaches.

Conductor O. Jensen has returned to work after two weeks' illness.

Conductor C. F. Miller of Macy Street is working run 72 at present. He and his family have moved to Pomona.

W. B. Foote expects to spend the next thirty days in San Bernardino, assisting Superintendent Peachey.

Motor Coach Operator C. E. Robitson is enjoying a six-day vacation. Leo LaVoy will be on coach at San Dimas until his return.

Roy Crowe of the Mechanical Department has returned to work after a two weeks' siege of the "flu."

Billy Hennon of the Mechanical Department is looking forward to a visit from his son and daughter, who will arrive soon from Pennsylvania.



MACY ST. TERMINAL

L. I. Mosier
batting for D. B. Van Fleet

At this writing, Terminal Foreman D. B. Van Fleet, and wife, are taking an ocean voyage, through the inside passage to Skagway, Alaska, stopping at several points of interest en route. This should be a very interesting trip.

On Saturday and Sunday, June 15th and 16th, respectively, a fishing party was sponsored by the P. E. Club, from Ocean Park, out to the fishing barge, "Star Of Scotland." Macy St. was represented by the following: Mr. and Mrs. W. Carpenter, A. E. Spahn, H. W. Polzein, Clyde Moore, and A. R. Picking. An enjoyable time and a handsome catch was reported by all.

Motorman M. Simao has just returned from an extended leave of absence, spent mostly in and around San Francisco, visiting relatives and friends.

On May 29th, Conductor and Mrs. C. H. Killgore became the proud owners of a brand-new 8-pound baby girl, while on June 3rd, Conductor W. F. Dougall and wife were presented with a 7½-pound baby girl. Mr. Dougall, formerly of Macy Street, is now working Pasadena-Oak Knoll.

Congratulations, Mr. and Mrs. Killgore, and Mr. and Mrs. Dougall.

It is with pleasure that we announce the marriage of Conductor S. Van Wickle, of the South Pasadena Line, to Miss Josephine Lalone, of Sierra Madre, on the evening of June 25th, last. The ceremony was conducted at the Congregational Church of Sierra Madre. Congratulations and best wishes.

Conductor A. P. Baker, Sierra Vista Line, has gone to Chicago, where he will attend the national convention of the Loyal Order of Moose, from June 29th to July 4th. Mr. Baker has worked hard for the order, and now being a past dictator, he received the honor of being chosen as a delegate to represent Golden State Lodge No. 29 of Los Angeles, with expenses paid for thirty days.

A card from Motorman H. A. Eickstaedt, who is at present at the Mayo Brothers clinic at Rochester, Minn., states he is well on the road to recovery from his recent operation, and will be very glad to get back. We wish him a speedy recovery and an early return.

We are glad to report that Motorman A. H. Logue is home from the California Luthern Hospital, convalescing from an operation and is getting along very nicely.

Conductors J. E. Bush and T. V. Hoyle, radio experts of Macy Street, who operate their own independent amateur radio stations, have another achievement to their credit. They sent a message to Motorman W. B. Cook, of Macy Street, to San Antonio, Texas, where Mr. Cook is spending his vacation. This message was picked up in San Antonio by an amateur station and relayed to Mr. Cook. These boys are to be commended.

Recent vacationists: W. C. McPherson, Gilman Hot Springs; G. T. Raine, home; E. R. Smith, trip north; W. D. Rose, home; P. N. McCafferty, home; C. Pearce, eastern points; H. R. Metcalf, home; A. R. Picking, home; O. C. Jordan, home; O. J. Riddell, home; V. A. Light, motor trip; G. R. Hurlley, motor trip; E. G. Johnson, home; W. B. Cook, motor

trip to Texas; W. C. Kennedy, motor trip to Chicago and eastern points; H. L. Poor, home; L. B. Bower, P. E. Camp; L. J. Middleton, home; E. B. Merritt, Searchlight, Nev.; G. Osman, Searchlight, Nev.; Jas. Emery, parts unknown; Z. P. Myers, home; J. J. Ramseyer, home; H. H. Taylor, San Francisco; Roy Garst, home; A. P. Baker, Chicago; L. O. Goodwin, Gilman Hot Springs; O. B. Briggs, eastern points; A. E. Amos, home; A. E. Wood, home; W. E. Voorhis, P. E. Camp; W. C. Roberts, home.



7th ST. WAREHOUSE
Daniel Sanchez

The boys of this department who took advantage of the free fishing off Ocean Park the 15th of last month, want to thank the Pacific Electric Club for making this possible. We all had a good time and many stories are being told about the "big ones" that got away.

After two weeks' vacation at Indiana and Illinois, O. C. Black, General Foreman, looks ten years younger.

Vacationists this month: J. J. Browing, Night Foreman, and Mrs. Browing—San Francisco and points north; A. B. Winquist, Checker, and wife at Illinois; W. L. Minyard, Checker, at Texas visiting his mother; Wm. Hernandez, Checker, at home; H. L. Comstock, Stevedore, Iowa; Daniel Page, Stevedore, Kansas and Oklahoma; J. S. Jasmanka, Trucker, at home; Jacob Anderson, motoring to Portland and Seattle; Bill Clerk, Seymour Lipschultz, at home and nearby resorts; Expense Clerk V. E. Lynn, P. E. Camp—leave of absence to Texas account mother's health; Car Clerk, Ralph Kennedy, to Portland, Seattle and Butte, Montana; Jumbo Clerk Guido Roelder at home, and Car Clerk M. J. Davison.

Neal St. Anthony, Trucker, is doctoring a bad heel which injury will cause him to be out of work for a few days. We hope to see him back soon.

Among the day crew we find Frank Smith acting as Stevedore. Frank was transferred from the night crew.

We are looking for some one who can out-talk Checker Jos. Du Moulin. Please apply in person.

Chief Salvage Clerk, A. H. Stillson, on extended leave of absence. Ambrose and his good wife are enjoying the beauties and mysteries of the far north, having taken passage on S.S. Alaska, and are now visiting the "land of the midnight sun". Wish we were with you Friend Stillson.

Odetta Coulam, Posting Clerk in the Accounting Dept. is ill at home and we hope she will soon be up and around.



HILL ST. STATION
W. H. Jenkinson

Mr. E. H. Foy, Gateman, and wife, have returned after spending a vacation in New Orleans and San Antonio, Texas. They report having a wonderful trip.

Motorman M. W. Hansen is back on the job after a 32-day leave. He and his wife visited friends and relatives in Iowa; also St. Louis.

Motorman Wm. Schmidt of the San Fernando line and wife have returned after a leave in Oklahoma and Texas, where they visited friends and relatives. They reported it was very hot there.

Motorman Jerry Halisey is now on the Sawtelle line. He is missed very much by the Glendale line boys.

This is a secret—Motorman W. G. Baldwin of the extra list is anticipating a trip to Salt

Lake City in August. It is rumored that Dan Cupid is working hard and Mr. Baldwin may return with a bride.

Mr. J. L. Kincaid, Day Depot Master, and Mrs. Kincaid, left June 29th for a 30-day trip to Alaska.

Motorman Bill Shurtz extends an invitation to all fellow Trainmen to visit his place in Fontana where he has 720 orange trees and 1000 chicks. He has coops of standard universe type, 18 ft. wide and 120 ft. long. Anyone interested in oranges or chicks should accept his invitation to visit.

It was reported last month that Bill Jenkins beat Bill Hays in coasting, but a letter from Mr. Davis shows there was a clerical error made, and instead of percentage being 44%, it should read 54% for Bill Hayes.

Do you know there are 250 men working at Hill Street, consisting of 145 Conductors, 94 Motormen and 11 Gatemen?

Any employee who would care to have a clinging vine for the back porch or sleeping porch, or yard, if you will get in touch with Conductor W. H. Jenkinson he will supply you with one.

Motorman C. C. Carney of the San Fernando line and Mrs. Carney have returned home after spending two weeks' vacation in Fort Worth, Texas, going by way of Salt Lake City.

Motorman H. G. Edwards took his annual vacation the 25th of June, making a trip to San Francisco and the Bay District.

The following men have returned to work after taking their annual vacation:

Conductors: A. W. Young, W. A. Peters, J. R. Burke, L. Lundholm, L. P. Patterson, W. E. Smart, C. E. White, W. P. Lynch, P. E. Steller, and C. F. Langley.

Motormen: E. P. Remelt, J. Hammontree, E. B. Ellsworth, J. W. Craig, and C. E. Newberry.



ENGINEERING DEPT.
Margaret Maitland

Miss Durnerin has a hand tied up, Mr. and Mr. Hubon each have a hand tied up, and of all the wild tales we hear of them being bitten by rats and caterpillars.

We wish to express our appreciation to Mr. H. E. Foster, Agent at Compton, for his kindness in securing help in the recent fire at Dominguez Sec. camp.

We also wish to thank Miss E. Brahm and Miss Bessie Chobotsky, of the Medical Department, and Miss Wright of the Telephone Exchange, for the clothes which they contributed for those whose homes burned in the recent fire at Dominguez.

A wave of Republican prosperity lightly struck the Yard and caused Dave Foyle and Arthur Woodbridge each to blossom forth with a brand-new Chevrolet Sedan. Verily, to him who hath shall be given.

George Watson received a message that his daughter had met with an automobile accident. Fortunately she is getting along O.K.

While working at Clements Tower, Barney Edmunds had the misfortune or poor judgment to sit down on a nest of those nice big red ants. He hasn't sat down since.

Fred Linne has purchased a goat and will appreciate any donations of old tin cans, newspapers and other goat-delicacies. Now, look here, Wildcat, Lady Luck will look after Lilly, but you tend to the milking.

Fore! ! ! Chas. Lay got a peach of a shiner and his nose badly skinned up at one of the Miniature Golf Courses. Better leave those pastimes for the rougher element and go in for something gentle like "razzling or football."

F. C. Daddy Woods celebrated his birthday last week and how!!

Vacations: (Who, How and Where)
Dave Foyle: Watching a race between his speedometer and gasoline-gauge on the road between Wenatchee, Wash., and Springdale, Cal.

Shorty Sharp: At Salt Lake City, Utah, dividing his time between the Beach at Saltair and the Sinner's Bench at the Tabernacle.

Ernie Englement at his Avocado Ranch at Vista "bringing in the sheaves."

Dick Poschman is spending a week at Catalina Island. Dick took one look at one of the many Bathing Beauties and exclaimed (with apologies to Spearmint Bill): "In all the world no 'Pip' like this." Boys will be boys.

Frank Manley and Burleigh Manley are on a fishing trip in the High Sierra, and have taken Hal Smith, the "high, wide and handsome" Bridge Inspector along to dig for bait.

Earl Haskell went to Indianapolis last Decoration Day to convince himself that one automobile can go faster than another. During his absence Carl Schenefield officiated and had a chance to get his overalls laundered.



NORTHERN DIVISION
Eastern Lines
Ruth Thompson

W. C. Monroe, Asst. Trainmaster, has been ill at his home for the past month and it will be several weeks yet before he is able to resume his duties. We are glad to report that he is improving.

W. B. Foote of Pomona is assisting Mr. Peachey during Mr. Monroe's absence.

Dispatcher L. M. Hatch and family are motoring through the northern part of the state, planning on camping in the mountains around Bishop during a week of their stay.

Conductor R. J. DuSan is vacationing in the northern part of the state.

Conductor Gardner and wife are visiting relatives in Missouri.

Conductor McLean left a couple of weeks ago for a trip to Canada. He plans to stop off in Nebraska on his way back, visiting relatives there.

Conductor B. C. Jones, wife and son spent a week in San Francisco and are now at Catalina finishing up their vacation.

Motorman C. F. Hanover claims he is going to spend his vacation at Tia Juana. However, this isn't official.

Brakeman R. B. Headrick returned to the ranks of Motorman today.

Motorman Parkins is reported on the sick list.

The following trainmen are spending their vacations at home:

Conductor R. A. Arensberg, Motorman R. R. Crunk, Motorman J. F. Hawkins, and Motorman F. A. Rouchleau.



OCEAN PARK CARHOUSE
E. M. Daniels

The following men have taken their vacations this month: A. B. Owen, H. J. Crunk, S. W. Moore, C. A. Robinson, B. B. Hershey, E. D. Cherry, E. Christie, L. M. Moore, F. R. Sibley, L. E. Warde, G. W. Edmundson, W. F. Coleman, W. A. Stewart, and G. A. Dopler.

Mr. and Mrs. E. P. Verret added an eight-pound girl to their family this month. This makes a trio of girls for Ed.

Mrs. Loyd Pierson is visiting in Atlanta, Georgia. She is spending two months with her folks.

Mr. and Mrs. Frederick Rudolph Sibell are spending two weeks at Catalina. They are celebrating their fifth wedding anniversary.

Alfred MacHenry Hoover is sporting a four-oldsmobile sedan.

Mrs. Jim Dainard is spending a vacation in Walla Walla, Washington, visiting her parents.

Tom Greenly and Ray Wilcox have the boys stunned with the thrilling tales of bear hunting and walrus fishing in Alaska. Wilcox returned for a reason all of his own, but we know who she is, and it won't be long now.

Mr. and Mrs. R. W. French announce the arrival of a nine-pound baby boy at their home. The baby has been named after his father, Raymond Wesley.

A number of the boys took advantage of the Club fishing day. They were well pleased and wished for more days like it.



**NORTHERN DIVISION
PASADENA**
Edmond C. Fox

On June 14th and 15th the Club gave a fishing party on the barge Star of Scotland off Santa Monica. The following members from Pasadena attended: Mr. and Mrs. R. D. Maris, Mr. and Mrs. R. W. McWhirter, Mr. and Mrs. O. E. Olafson, W. Crawford, E. A. Paul and R. N. Penny and many others from the mechanical department. A wonderful time was had by all and fishing was excellent. This is only one of the many delightful pleasures offered regularly by the club.

A genuine appreciation of the many advantages offered by the Pacific Club is evident by the fact that Pasadena is now one hundred per cent in club membership.

W. O. Johnson and family have returned from the Pacific Electric camp where they enjoyed twelve days of blissful realities. You too have the passport of admission to this vacation camp which is recognized as the finest in the state. Take advantage of this opportunity and make your reservations early.

Mr. and Mrs. R. H. Dorman and Mr. and Mrs. D. M. Durkee will leave July 2, on a cruise to Ensenada, Mexico.

Miss Ethel Phelps of Hollywood became the bride of E. A. Montgomery June 22. The wedding of Miss Ruth Burgess of Kansas City to F. R. Cummings was also performed on the above date. Congratulations and best wishes are extended to the happy couples.

C. E. Feller and family have returned from Mankota, Kans., where they enjoyed their vacation with relatives and friends.

The following are now on vacation: W. G. Carrier, at home. A. J. Polach, to Vancouver. H. H. Sloane, to Arizona. G. H. Hayes, at home. A. Nowlin, at home. J. W. Bartholomew, to Sequoia National Park. C. M. Conner, at home. J. H. Baxter, at home.



SOUTHERN DIVISION
William Kaplan

When the last issue of this Magazine came out members of the Sheiks' Club made a concerted attack on Motorman Zwissler in an attempt to wrest his long-range glasses from him in order to better inspect the attractive Magazine cover.

Conductor S. W. Cloasen has just returned from a four weeks' vacation spent in touring the United States. He was greeted with the happy news that H. "Hooligan" Henderson had bumped him off his run.

Terminal Foreman McCulley received a petition last week from the D. A. R. Association of Fullerton asking that George Nisbet be again allowed to work out of Fullerton.

Conductor W. E. Sames has at last transferred from the Western Division to the South. He still has plenty of chances to work "church specials" to the Angelus Temple.

Jack Churchill of Long Beach and John Pounder of Watts were admitted to the Sheiks' club with the hope that the new blood would refresh and rejuvenate the organization.

J. W. McTown appeared in the Bull-pen last week with the biggest, hottest bow-tie we have ever seen. He was immediately pledged to the Sheiks' club.

A. Willet is writing a poem about George Nisbet that will make history. The poem is entitled the "Motorman's Lament."

Motorman Hutle has again bid in Run 90. Hutle is noted for his consistency in bidding when there is anything to bid for. Old Pinochle habits, I imagine.

Clifford "Lilacs" Ferguson, notorious cashier, was married last month amid general rejoicing. What a man!



ACCOUNTING DEPT.
George Perry

Our June brides: Evelyn Mathews, who left June 14th to be married, and Helen Wegerer, who became Mrs. H. V. Adams on June 29th. A lovely gift was presented to each of the girls upon her departure with the very best wishes for a happy marriage.

Our June grooms? Well, only one—Herman Grenke—who was securely married to Miss Victoria May Johnson on June 7th at 6 o'clock in the Little Church of the Flowers, Glendale. Heartiest congratulations are extended to the newlyweds from their many friends of the Pacific Electric Ry.

The title of this little story is "So near and yet so far." J. P. Hoaglund saved his tickets (from purchases in the Owl Drug Store) with exceeding care, and lo when they posted the winning number for the Buick Sedan, No. 456415, his number was No. 455415. Only one number off—curses.

A great deal of credit for the success of our first Flower Show is due our own Earle Moyer, who spent much time and hard work on the many beautiful exhibits. Members of this department who secured awards for their entries were: Mrs. Marley, Mr. F. E. Loucks and Earle Moyer.

The reason Albert Eurich is still with us is that friends were able to stop him from diving overboard and swimming back to Catalina, when on the return trip he discovered that he had left his valise on the Island.

A friend of ours, W. L. Brown, gave some poppies that he had grown to two very nice girls in the Stenographic Bureau—Hazel Weber and Juanita Hoover. Mr. Brown later received a package of his favorite cigarettes with the following clever note attached:
The prettiest poppies in this town
Are grown by one whose name is "Brown."

These flowers with us did make a "hit"
For he's not selfish—not a bit.

He gave us each a large bouquet
The rest sure envied us that day.

He likes to smoke so we surmise
So now's his turn for a surprise.

And if this brand is not O. K.
We will exchange it right-a-way.
Juanita Hoover.
Hazel Weber

June, the vacation month—and how. Just look them over:
J. P. HoaglundEl Paso, Texas
S. W. HoweYosemite
F. J. OgdenHome
A. F. ManhartRedondo Beach
Lillian PolhemusHome
Ruby SodowskyYosemite

- Aura KingSan Francisco
- Pauline LitzYosemite
- Louise NoirtonHome
- Betty GorrellSan Francisco
- Andrea NielsenSan Francisco
- Maude WinterSunset Beach
- Mathilda JohnsonSan Francisco
- Maybelle WirzLaguna Beach
- Nina JordanHome
- Martha AdamsCatalina & Yosemite
- Alma ShouseHome
- Violet PhillipsCatalina
- Marie ClaxtonHome
- Mildred CorbettHome
- Ruth JohnsonHome
- J. R. McDonaldHigh Sierras
- E. MoyerP. E. Camp
- W. E. ReedP. E. Camp
- W. H. AlexanderSespe Creek
- P. V. FanclerWichita, Kanass
- W. L. FalkensteinHome



**FREIGHT DEPARTMENT
SOUTHERN DIVISION**
Thos. A. Lyons

They say Al Pollach is eating nothing but toasted bread these days in order to keep the gums tough.

"Ham" Brown, Jack Greider and Jimmy Watson are frequent visitors to the Redondo plunge. It is better than a vaudeville show to watch Brown there.

Jim Blake received a very interesting letter from George Terry, who is at Jugo Slovaki. George said that the late President Wilson's name was almost a sacred one in that country.

Have you noticed all the little men on the Graham job. "Shorty" Wamsley, McConnell, Mickey Day and Jacot.

Is kissing a duty or a pleasure? Ask Bob Beale.

Question—to keep out of the way of passenger car between the hours of 5:00 P. M. and 7:00 P. M.? If Red Estees finds a way he is going to let Harry Blount know.

Did you ever see so many trolley pups? There are 11 of them working extra. Almost one extra for every regular job.

Willie Wise and Tom Skillington do a 100% flagging job and they don't hesitate about doing it.

George Roy is trying to bid back on a job in Los Angeles. Now George, don't be foolish.

"I'm still for Al," said Charlie Franklin.

**MECHANICAL DEPT.
LONG BEACH**
F. C. Phlaf

Mr. John Eastwood, Car Repairer, at San Pedro, is the proud daddy of a brand new boy, born June 11, and weighing 7¾ pounds. Congratulations.

The indoor ball team of the Mechanical Department at San Pedro is functioning well and is now in the Wilmington League, which was organized last month in Wilmington. The "P. E. Ry. Mechanics" are managed by Ass't. Foreman F. C. Phlaf, and the Field Captain is N. O. Leonard. The team consists of the following players:

- Hugh Leonard Catcher
- Jimmie Supple Pitcher
- N. O. Leonard First base
- N. L. Griffiths Second base
- Pete Zepeda Third base
- Tex Prescott Short stop
- H. H. Berkhart Left fielder
- Eddie Leonard Center fielder
- Walter Diggle Right fielder
- Jack Eastwood Second short stop

To date these men have played twelve games, seven of which have been won. The last game was won by a score of 1 to 0, so

you may be sure these men are playing a real game of ball.

Mrs. Effie Schnitzer is enjoying a vacation in Indianapolis, Indiana, with her two daughters, May and Mildred.

As yet we have failed to see any announcement of the birth of a son to Joe Seubert on March 11, 1930. Weight 8½ pounds. Mother and son doing fine.

Tex Prescott has returned from his vacation which he spent in sightseeing in Southern California, also in Tia Juana.

L. P. Bright is now on vacation; not announced as to where, but reports he is having a good time.

T. A. Bocox has just returned from a 30-day leave of absence which he spent sojourning among the tillers of the soil in Indiana.

MECHANICAL DEPT.

LONG BEACH

L. K. Hausley

Joe Engomar who has been dispensing free information, throwing the switch for the local cars and attending to a hundred other duties, all under the title of Passenger Director, has been away on his annual vacation for several days and is sorely missed by everybody. A good man is sometimes not fully appreciated until he is gone.

Confidential information: Charley Ramsburg is going to have a birthday in July. How old?

George Towner, who recently returned from a two days' search for members of the finny tribe, reports a wonderful trip and plenty of fish. We think he spent most of his time loafing on the beach. How else could he have acquired such a glorious tan?

We are glad to welcome Motorman T. K. Gwinn from Pasadena. He has been busy the past few days breaking in on our lines.

Bulletin:—L. A. Hirtle, who bids in every run that comes up for bid announces that his reason for doing this is not to keep someone else from getting the run, as had been suspected, but that he is merely in search of a run on which he can get plenty of sleep.

Conductors John Shelton and Sam Berg, widely renowned "sheiks" of the Seal Beach and San Pedro Lines, who are on an extended tour of North America, write that they have left El Paso, Texas (Juarez, Mex.) behind and are headed for Canada to visit relatives. If they follow their original plans they should be back about July 1st, having covered upwards of six thousand miles in their little jaunt, traveling both by land and water.

C. N. VanOrdstrand, our good natured assistant trainmaster, is pinch hitting for C. W. Button at San Pedro while the latter enjoys a sixteen day vacation.

The old American Avenue Car House which fell into disuse with the completion of Fairbanks Yard is being dismantled. The lead in tracks were removed some weeks ago and new paving put in. The roof is being removed in four sections while the brick walls are being torn down at the same time. Soon nothing will be left to mark where the building stood that gave many years of faithful service. Such is progress.

Want to know where they're biting boys? Just ask George or Van which log to fish by.

Can you imagine: Conductor W. E. Renfrew missing the fights at Wilmington Bowl?

Motorman Holk riding a bicycle to and from work?

C. C. Cottingham quiet for one minute? Guy Small not playing pool with Harry Voisard?

Jim—"Did you carry a stove on your camping trip?"

Tim: "Where do you think we cooked, on the mountain ranges?"



With the Boss

Lawyer—Had you complete command of yourself at the time?
Witness—No, sir. My wife was with me.

Snappy Art

Henry Peck: "Do you think you can make a good portrait of my wife?"
Artist Schram: "My friend, I can make it so life-like you'll jump every time you see it."

Golf Widow's Consoler

"My husband is away so much of the time I want a parrot for company. Does this one use rough language?"
"Lady, with this bird in the house you'd never miss your husband."

A teacher was giving his class a lecture on charity.

"Willie," he said, "if I saw a boy beating a donkey, and stopped him from doing so, what virtue should I be showing?"
Willie (promptly)—"Brotherly love."

Telling on Nurse

Mother—Why are you so unkind to nurse? Don't you like her?
Child—No, I hate her. I'd like to pinch her cheeks like daddy does.

Unanimous

Waiter (to party fo fourteen men)—Gentlemen, there is a lady here who says her husband promised to be home at midnight and she has come to fetch him.
All Fourteen Rising—Goodnight, old fellows—see you again soon.

Her Pointed Remark

Husband (excitedly)—Where is my hat?
Wife—Hanging on that lamp!
Husband—Lamp! Huh! What crazy place will I find it next, I wonder?
Wife (snappily)—On your head, I suppose!

"And do you know nothing whatever of religion?" asked the missionary.
"Well, we got a taste of it when the last missionary was here," said the cannibal.

Busy Days Ahead?

"Bredern, we must do something to remedy de Status Quo," said a negro preacher to his congregation.
"Brudder Jones, what am de Status Quo?" asked a member.
"Dat, my brudder," said the preacher, "am Latin for de mess we's in."

That's It

Teacher (showing the class a copy of the picture of Washington crossing the Delaware): "Now, can any one tell me the name of this picture?"
Small voice in the rear: "Sure! 'Sit down, you're rocking the boat!'"

Then There Was the Scotchman—

Who wouldn't attend a baseball game because he heard that the players sometimes passed the plate.
Who wanted International Newsreel to take a snapshot of a piece of cheese so that he could paste it on his mousetrap.
Who puts stones in his pockets when standing on the weighing scales so that he will get his money's worth.

Poor Jones

Jones was at a dinner party. He was shy and nervous, and could never summon up courage to speak because of his inability to say anything neat. All the evening he had been trying to think of something nice to say to his hostess. At last he thought he saw his chance.
"What a small appetite you have, Mr. Jones!" said his hostess, with a smile.
"To sit next to you," he replied, gallantly, "would cause any man to lose his appetite."

Then we find a guy that's so dumb he thinks scalloped potatoes is an old Indian dish.

Learned a Lesson!

"My girl had her nose broken in three places."
"That'll teach her to keep out of those places."

A woman brought her colored maid from the Atlantic Coast to the Pacific Coast. "Now, May," said the mistress, "this is the Pacific Ocean. It is larger than the Atlantic."
"Yes, ma'am," May replied. "I see it is."

Where She Left Off

The little girl was crying. Her mother to distract her thoughts, called:
"Oh, come here, darling—come here and look at the airplane."
The little girl ran to the window and stared up at the airplane till it disappeared. Then she took out her little wet handkerchief again.
"Mama, what was I crying about?" she asked.

It's Your Turn Now

He: "A wagon maker who had been dumb for years picked up a hub and spoke."
She: "Yes, and a blind carpenter on the same day reached out for a plane and saw; a deaf sheep ranchman went out with his dog and herd; a noseless fisherman caught a barrel of herring and smelt; a forty-ton elephant inserted his trunk into a grate and flue."

Talk less and say more.
Eat less and chew more.
Ride less and walk more.
Smoke less and breathe more.
Work less and earn more.
Spend less and buy more.
Grab less and get more.
Keep less and give more.
Fuss less and do more.
Pose less and be more.
Scowl less and smile more.
Hoot less and help more.
Loaf less and play more.
Groan less and give more.

Youngster Understood

A small boy asked his father how wars began.
"Well," said his father, "suppose that England quarreled with France—"
"But," interrupted the mother, "England mustn't quarrel with France!"
"I know," he answered, "but I am taking a hypothetical instance."
"You are misleading the child," said the mother.
"No, I am not," he answered.
"Yes, you are."
"No, I'm not."
"Yes."
"No."
"All right, Dad," said the small boy, "I think I know how wars begin."

In Madison, Ind., lived a good German citizen named Fitcher. He was in a saloon, drinking beer with some friends, when a servant girl came in and said:
"Mr. Fitcher, your wife has given birth to a fine boy!"
"Hoo-ray!" yelled Fitcher. "Coom up, poys, und drink to der helt auf der son!"
They had a round of drinks and, just about this time, the servant returned and said:
"Mr. Fitcher, your wife has given birth to another fine son!"
"Whoo-pee!" yelled Fitcher. "Fill 'em up again fer der leetle brudder!"
As they finished this round, the servant put in appearance again and said:
"Mr. Fitcher, your wife has given birth to a fine girl!"
Fitcher set down his glass as he said:
"Vait here fer me, poys; I god to go home and pud a stop to diss tam bissness!"

Such a Sacrifice
 Visitor—And what good New Year resolutions have you made?
 Convict 99—I'm giving up smokin', drinkin', gamblin' and going to picture shows for the next five years.

Terrible Makeup
 "Why do you stare at me?"
 "Father says you are a self-made man."
 "Well, why stare?"
 "I'm wondering why you made yourself like that."

Addition to the Accident
 A Scotchman came upon an automobile overturned at a railway crossing. Beside it lay a man, badly smashed up.
 "Get a doctor," he moaned.
 "Did the train hit you?" asked the Scotchman.
 "Yes, yes. Get a doctor."
 "Has the claim agent been here yet?"
 "No, no. Please get a doctor."
 "Move over, you," said the Scot, "I'll lie down beside you."

Brevity
 He—Neck?
 She—Check.

Fifty-Fifty
 Salesman—"This machine will cut your work in half."
 Customer: "Then give me two of them!"

"Father, what is dignity?"
 "Dignity, my son, is what you think you possess until the boss says, 'What is the meaning of this?'"

Making It Unanimous
 He—"I could go on loving you like this forever!"
 She—"Oh, go on!"

The Child Philosopher
 "Mother, isn't your hair permanently waved?"
 "My dear, what makes you ask such a thing?"
 "I've been thinking. Why can't I have my neck permanently washed?"

"No girl ever made a fool out of me."
 "What was it then?"

C. D. M.—Did you have my horse shod as I ordered?
 Stable Caretaker—My God! I thought you said "shot."

My good man, you had better take the street car home.
 Sh' no ushe. My wife wooden let me keep it in the houshe.

Thrift
 And then there's the Scotchman who married a rosy checked girl because he wouldn't have to buy her any rouge.

Crudely Worded
 A mayor who owed his prosperity more to hard work than to education was making his farewell speech after a strenuous year of office. "Ladies and gentlemen," he began, "tonight I finish my year of morality. Tomorrow I resume my normal life."

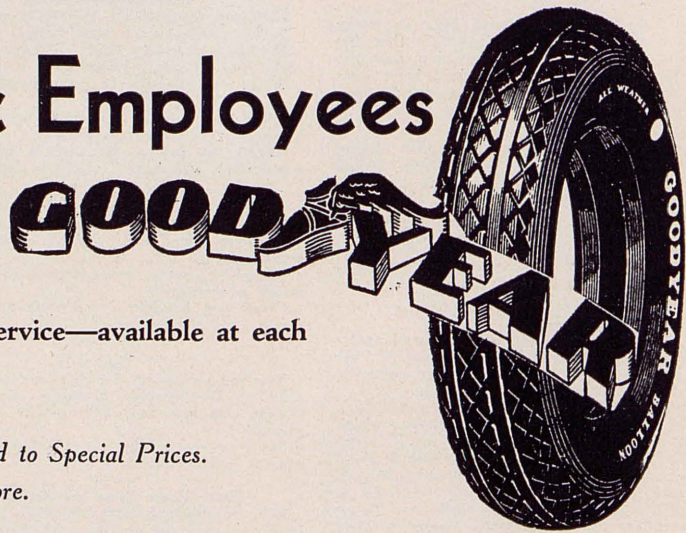
Partial List of Claims Paid to Pacific Electric Ry. Employees During May, 1930, by the Wm. L. Thomas Agency of the Pacific Mutual Life Ins. Co.

Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid
Barrett, Egbert T.	Influenza	\$ 12.00	Edwards, Herbert G.	La Grippe	10.00	Nack, Amos R.	Indigestion	12.00
Beard, Fred K.	Lacerated finger	24.00	Emmons, Clarence F.	Gastritis	14.00	McGrayne, A. H.	Tuberculosis	300.00
Bell, Ernest E.	Influenza	13.33	Gray, Lowell F.	Tonsillitis	10.00	Nicholls, Robert S.	Sprained knee	26.66
Berry, Roger E.	Influenza	60.00	Habura, Andrew P.	Cold	18.00	Pedder, Kenneth R.	La Grippe	24.00
Blakely, Harry	La Grippe	10.66	Harrington, Oscar L.	Sprained Back	12.00	Pittinger, Wm. H.	Tuberculosis	600.00
Blakely, Wm. L.	Tonsillitis	37.33	Igler, Jacob	La Grippe	28.00	Ramirez, Catarino E.	La Grippe	11.66
Cain, David A.	Chills	26.00	Ingram, Eustace D.	Stomach trouble	10.00	Rice, Cecil C.	Bruise	50.00
Caldwell, Thomas J.	Bronchitis	12.00	Kenner, Jas. E.	Colic	14.00	Sabica, Rudolph	La Grippe	41.00
Chologian, Joseph	Influenza	32.00	Large, Charley J.	Lumbago	10.66	Sisk, Alsa P.	La Grippe	24.00
Coffman, Thomas G.	La Grippe	10.00	Livingston, Jos. M.	Tuberculosis	630.00	Speir, Wm. J.	Influenza	200.00
Du Pray, Leland S.	Fracture	240.00	Mendelsohn, Frank B.	Influenza	29.33	Trine, Darrell O.	Illness	2460.00

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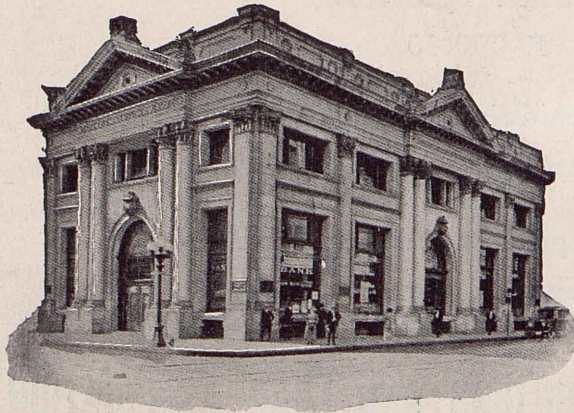
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