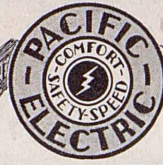


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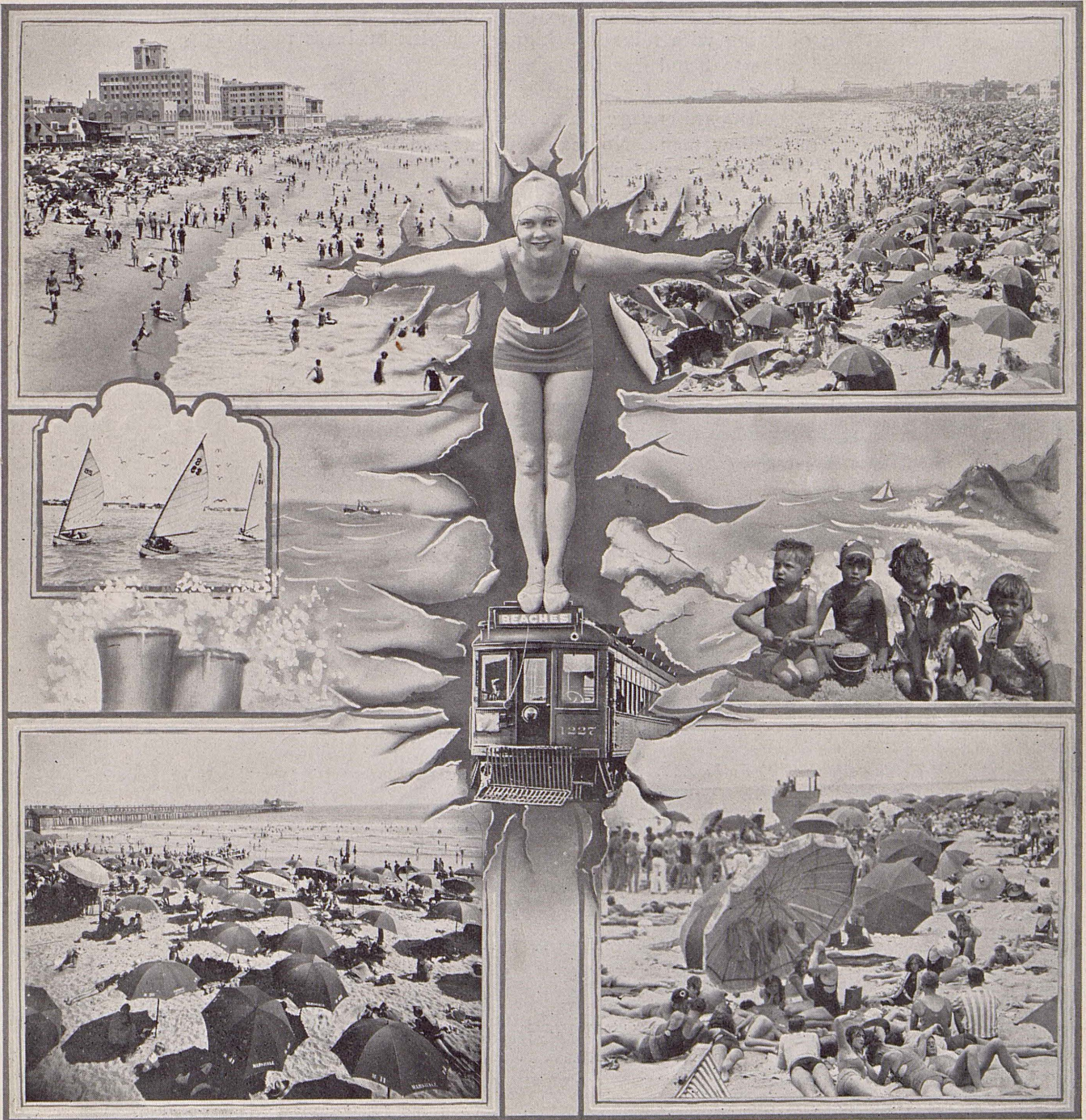
MAGAZINE



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No. 1



The P. E. Reaches All the Beaches

Getting Along With Folks

IF each one of us could go away off and live by himself, if we could be entirely independent of everyone else in the world—in short, if people didn't have to live together—life would be a much simpler thing.

But because the old world doesn't wag that way, and everybody is tied up with and dependent upon everybody else, this thing of living with folks is a highly complex business requiring considerable tact and finesse.

In the struggle for existence and pursuit of happiness in which all of us are engaged, a great deal depends on our relations with our fellow men. No man will succeed who can not work smoothly with other men.

So it follows that of all the useful arts men may set themselves to master, none is more important than the gentle art of getting along with folks and winning friends.

"If I were asked to advise young fellows who want to get ahead in business," remarked a successful old man the other day to a group of young business men in a club, "I would simply say, 'Make friends.'

"Keep skid chains on your tongue; always say less than you think. Cultivate a low persuasive voice. How you say it often counts for more than what you say."

—Staley Journal.

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Economies From an Operating Standpoint

Employees Have Fertile Field to Stop Many Leaks in Our System.
Alertness of all to Take Advantage Urged

By A. C. BRADLEY,
Superintendent, Northern Division

SEVERAL recent numbers of the Magazine have had articles bearing on the question of economy, and it is felt that a few words from the Operating point of view would be in order.

Intensive competition met by all railroads and particularly acute in the case of the Pacific Electric, makes operating economy a vital issue at all times. Some departments, when seasonal or other emergencies arise, are in a position to postpone expenditures until a more favorable future date, but the Transportation Department has to continue the operation of the cars and must make its savings as it goes along. However, there are various ways in which the Trainmen can save many dollars.

On the Northern Division the travel normally falls off at this season of the year due to the exodus of our winter visitors. The morning and evening peak loads ordinarily do not fall off quite as rapidly, but this year perhaps due to the business let-down, they too, show a loss. Conductors in charge of trains should let the Dispatcher know whenever a trailer can be cut off. Possibly a trailer may be required on Mondays and Tuesdays and can be cut off for the balance of the week.

Economy in the use of power has been stressed in the previous articles and will not be detailed here. Rules for the Operation of Equipment have been issued in sticker form which become effective June first. These rules will be of great benefit in the economical use of power as well as smoother operation.

The Motorman can contribute the greatest saving by efficient coasting, but the Conductors can do their share by watching out for the unnecessary use of hundreds of lights. On some runs we find it desirable to turn on the lights in the station, so that passengers may not stumble in boarding the cars, or trip in the aisles, but when the train pulls out into daylight, the lights are useless and should not be allowed to burn for the balance of the trip. We have light schedules for turning the station lights on and off, but quite frequently newsboys, or passengers, turn these lights on. In such cases Trainmen should interest themselves and see that they are again turned off.

It is also possible to save real money in the in-

telligent use of materials, such as flags, markers, lanterns, torpedoes, fuses, and so on. Dropping protection cans into the holder at the end of the car frequently results in the can having to be sent to the shops for repairs. Recently the fuses in a can were ignited by dropping the can in this fashion. In this case it is supposed that the caps had been removed from some of the fuses. The number of merits awarded every month to Trainmen for picking up lanterns and other material along the right of way shows that some carelessness must have been involved, or these things would not have been lost in the first place. It is estimated on the entire system that about 15 markers or lanterns are picked up by Trainmen every month.

When we have an interference with an auto, the fender is almost invariably damaged. The train having the accident is delayed in clearing the track and removing the fender, which in order to avoid further delay, is left behind. The prompt picking up of this damaged fender by some express car or roll-in crew, allows the Mechanical Department to have it repaired and returned to service. This results in a smaller number of fenders having to be kept in stock. The same thing applies to other car and motor material that is found.

Accidents Can Be Reduced

Perhaps the largest "rat hole" in the Treasury (to use an expression of Mr. Karr's) is the amount of money spent

in settling claims arising from accidents. Our record of accidents for April showed a decrease of about 23 per cent. This is an excellent showing, and the only limit to the percentage of decrease of 100%.

The step accident is an all too frequent mishap. The only reason we have for running the trains is to handle passengers and when we stop for this purpose we must give the passenger a safe opportunity to get on, and if he is old and feeble additional precautions must be taken. Common sense would show that the only way the Conductor can do this is by being on the rear platform where he can positively see that the steps are clear and afford the passenger any assistance necessary. In other cases the Conductor is on the rear platform but fails to observe the passenger running around the rear of the car. If we are going to eliminate this class of accident the Conductor must do a complete job of knowing that everyone is safely off or on before giving the starting signal.

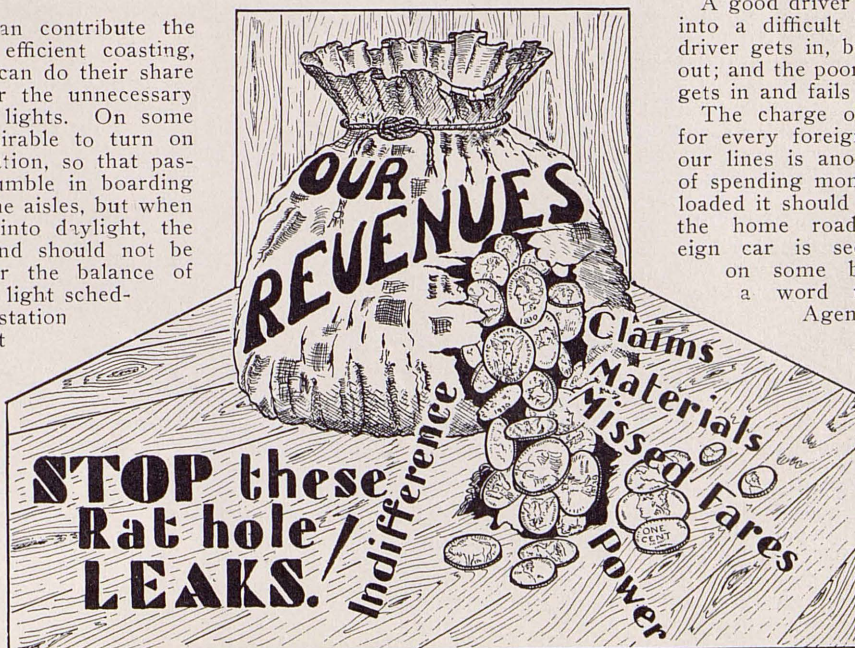
The Motorman who avoids auto accidents is the man who uses not only all the care and good judgment that his own job requires, but adds to this some of the care that the auto driver himself ought to exercise.

Ability to anticipate the other fellow's move is a valuable asset. The following definitions have been used for auto drivers and might apply equally well in our own case:

A good driver is one who never gets into a difficult situation; an average driver gets in, but succeeds in getting out; and the poor driver is the one who gets in and fails to get out.

The charge of one dollar per day for every foreign freight car held on our lines is another unprofitable way of spending money. If the car is unloaded it should be sent on its way to the home road. Whenever a foreign car is seen stowed away on some blind siding, drop a word to the Car Service Agent and let him get the car moving.

There are undoubtedly many other methods of economy which have not been mentioned. See if you cannot discover, or invent, some of your own and put them into practice. It will reflect creditably to yourself.



Sunday Pass to be Widely Advertised This Summer

WITH the arrival of the summer season intensive efforts are to be made to further popularize the \$1.00 Sunday Pass. In addition to advertising it extensively in newspapers, arrangements have been made to further broadcast its virtues via car banners and flyers. Also in a radio campaign now under way, the pass is being frequently eulogized.

Permitting as it does such widespread travel for the sum of \$1.00, employees generally may not understand just why the sale of this pass is encouraged to such a great extent. The following are only some of the reasons:

It is limited to use on Sunday on which day travel on many lines is very light.

It affords the user to see the beauties of Southern California and hence encourages visitors to locate here with families.

Our service and its broadness is seen by the user of this pass and valuable advertising results.

After using pass the sightseer is encouraged to use our service in visiting other points in Southern California.

In other words, it's the "leader" and compares with the practice of retail stores in selling a few items at exceptionally low figures in order to gain other business.

Many of the users of this pass have written our management commending it and telling of the broad expanse of territory they were able to enjoy in a single day's outing. This feature is to be more extensively emphasized and future advertisements will point out circuitous routes and scenes. A beach tour, with map showing the route, was the subject of an interesting advertisement appearing late last month. It said in part:

"With a Pacific Electric Sunday Pass, for ONLY ONE DOLLAR you can see the wonders and beauties of the Southland. You can enjoy, at a great saving, sights that people from all over the world spend millions annually to see. You can take as many trips as you like . . . ride all day if you wish.

"For example, you can take the famous Beach Tour, illustrated below. Board a Big Red Car Sunday morning. Ride through glamorous Hollywood and Beverly Hills where you'll see the homes of noted movie stars.

"After a lovely scenic ride you reach the ocean, and from there on in rapid succession, are the famous beach resorts of Santa Monica, Ocean Park, Venice, Manhattan, Hermosa and Redondo. Stop off at any or all of these well-known places. Swim and enjoy the pleasures of the amusement piers . . . all the stopovers that you wish!

"After lunch go to the great harbor at San Pedro . . . see the fleet when it is in port. From there, go through

Choice of Routes With Motor Transit Made

PERMITTING travelers destined to San Bernardino mountain resorts to use either the Pacific Electric or Motor Transit service during the coming summer months, details of an optional route arrangement were made public late last month. Lower round-trip fares, saving of travel time and making better connections are features of the new agreement, which marks one of the first steps in plans to widely co-ordinate the transportation service rendered by these companies in Southern California.

Under the plan, which became effective June 1st and continues until September 30th, passengers from Los Angeles, Pasadena and Long Beach will be privileged to use either the Pacific Electric or Motor Transit to San Bernardino on the going journey and reverse carrier on the return trip, giving the traveler two scenic routes, both of which traverse the orange growing districts. Schedules have been correlated so that there is no delay in changing from rail line to motor coach, or vice versa, in San Bernardino, direct connection being made at the Pacific Electric station in that city.

Fares to all points and resorts under the new traffic arrangement are considerably lower than those previously in effect. To Lake Arrowhead the round trip fare from Los Angeles and Pasadena is \$5.00, and from Long Beach \$5.65.

WILD FLOWERS PROTECTED BY LAW IN L. A. COUNTY

Survival of wild flowers will be aided by the Los Angeles county ordinance that went into effect last Wednesday, it is pointed out by the Nature Club of Southern California.

It is stated that practically all native growth, including wild flowers, ferns, and trees, are protected by the new ruling which voids the former ordinance.

The law provides specifically against picking the various flowers.

Wilmington to Long Beach . . . with its famous Circular Pier and great oil fields. Then homeward bound. You'll arrive in Los Angeles in time for supper.

"Of course, the Beach Tour is only a suggestion . . . you can go anywhere on Pacific Electric trains and motor coaches south of Rubio Canyon and west of Upland."

Better Local Service Now Supplied in Glendale

DESIGNED to serve rapidly developing territory within Glendale, many changes in local motor coach routes and new schedules became effective June 1st. Also an order for an entire new fleet of motor coaches for Glendale local service has been placed specifying earliest possible delivery.

Offering more service and providing transportation into districts never before served by our coaches, the following are some of the outstanding improvements in the Glendale district local transportation service now in effect:

Considerably more frequent service to the Rossmoyne district which is connected up with Line No. 2. Also more service than heretofore will be operated to the Lake Street District known as Line No. 3.

The plan also provides more frequent and direct transportation to and from the Grand Central Airport.

Line No. 1 will be extended to serve the East Hollywood district, which includes West Chevy Chase, Brunswick Avenue and Atwater Avenue to Fletcher Drive. A 10c cash fare between Los Angeles or Glendale with the privilege of transfer to or from motor coach is a feature of this service. On the opposite end of the line service is also to be extended and will operate along Glendale Avenue from Palmer Avenue to San Fernando Road, as well as providing direct transportation between points on the east side and the downtown business section, via East Broadway, a privilege not heretofore available.

Line No. 3 under the new schedule, in addition to providing more frequent service into the Lake Street district, will also serve that territory east of Glenoaks Boulevard and Chevy Chase via Chevy Chase to Linda Vista Drive, as well as via Glenoaks Boulevard to Ashburton Place.

The new schedules require the services of twelve motor coaches and as showing the increased amount of service operated, on Line No. 1 the schedule calls for 65 one-way trips; on Line No. 2—96 one-way trips and on Line No. 3—68 one-way trips. The combined daily mileage operated by all coaches will total more than 1800 motor coach miles.

The new changes were made after an intensive study of transportation requirements of the various sections of the city and further surveys will be made from time to time and such changes made as will better serve the entire district.

Wife on telephone (disguising her voice)—"Guess who this is?"

Husband—It's—um—Edna."

Wife (furiously)—"Edna!"

Husband (disguising)—"Guess who this is!"

Make Your P. E. Camp Reservation Early

New Long Beach Layout Put Into Service

Many New Adjuncts to Operation, Costing \$270,000, Will Care for Present and Future Requirements

By W. Z. SHAW, Cost Engineer

IN ORDER to release property which has become too valuable for use as carhouse facility, a new carhouse layout has just been completed at Fairbanks Ave., Long Beach, replacing the old structures located at 5th and American Avenue.

The new units, at a cost of approximately \$270,000, will provide adequate facilities to meet present day needs and permits future expansion. The present layout consists of 6621 lineal feet of trackage with a second track in main line 610 feet long and one crossover, and approximately 29,420 square feet of oil macadam paving to serve the following structures:

Carhouse, size 77 ft. by 222 ft., constructed with structural steel frame and corrugated transite siding and roof, steel sash and concrete flooring; facilities within this structure consist of locker rooms and toilets for the women car cleaners and men employees, shop and line department offices, store department office, locker room and carhouse shop. There are four car pits provided, also four tracks within the structure, each 212 feet in length, providing capacity for 14 cars.

The Bus Garage, 65 ft. by 77 ft. in size, constructed with structural steel frame and corrugated transite siding and roof, steel sash and concrete flooring. Structure provides a store room, oil room, locker room and office, together with necessary garage equipment, including a gasoline pump equipped with a storage tank having a ca-

capacity of 6000 gallons to serve the garage.

One hundred sixty-five gallons of aluminum bronze paint were used in painting the Car House and Bus Garage. This is a new development which is being used more extensively than other paints. The aluminum comes in a dry powder in very fine particles and is mixed with a long oil with varnish base. When it is applied the aluminum leafs out as a solid sheet of metal with the effect of silver. This paint has an excellent hiding power and high light reflection, and less glare to the eye.

A substation of the most modern and fireproof type, 48 by 60 feet in size, constructed at the south end of the layout, has been in use since December, 1929. This substation is equipped with the most modern safety and fireproof features in accordance with the California Safety Orders and Fire Underwriters requirements, special attention being given to ample ventilation for the equipment. The structure is of a conservative design with pleasing lines constructed of steel reinforced concrete walls and roof, the roof being supported by steel trusses. All doors, sash, etc., are of metal.

The lightning arresters, oil switches, and transformers are housed in separate fireproof reinforced compartments or rooms with transite safety doors.

This substation has a capacity of 1600 kilowatts, including one 600 and

one 1000 kilowatt capacity motor generator set and is served with a spur track 240 feet in length.

Other miscellaneous structures provided to make the layout the most modern in Southern California are:

Lineman's three-car garage 25 by 30 feet in dimension of frame construction with concrete floor.

A four-car concrete washrack of special design.

Sand house 10 by 40 feet constructed of brick with concrete floor.

Store Department platform of frame construction 9 feet by 58 feet in size supported on concrete foundation.

A frame building already located on this property has been remodeled and provides modern quarters for the emergency linemen.

Ample fire protection has been provided by placing fire hydrants at suitable locations throughout the building and the yard.

All of the structures were designed by and constructed under the direct supervision of the Engineering Department.

Oh, you'll not be any poorer if you smile along your way

And your lot will not be harder for the kindly things you say.

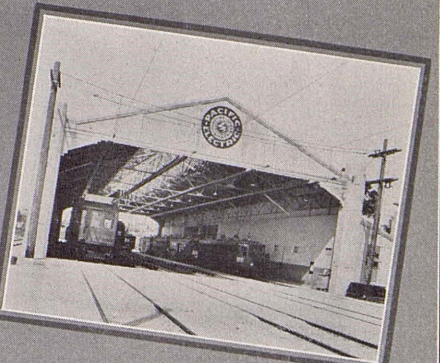
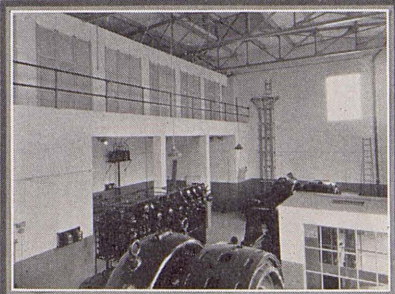
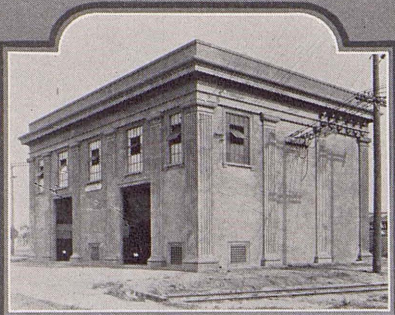
Don't imagine you are wasting time for others that you spend,

You can rise to wealth and glory, and still pause to be a friend.

—Edgar Guest.



Representing an investment of \$270,000, a complete new layout of housing, repair and power was officially completed last month at Long Beach. The new facilities were designed to meet not only present, but future needs.



These fine facilities replace and augment the structures formerly located on American Avenue in Long Beach, which property, due to phenomenal growth and development of that city became too valuable for the purpose used.

Tremendous Growth Shown in Census Tabulation

WITH the Los Angeles official census for 1930 showing that 1,231,730 persons reside within its confines, our city establishes beyond question that it has been and is the fastest growing metropolitan city in the United States. Conceding fourth place to Detroit, Los Angeles now ranks fifth in population, being exceeded only by New York City, Chicago, Philadelphia and Detroit.

That the tremendous growth of this city during the past decade will be of inestimable value is without doubt. Large industries and new business organizations naturally favor heavily populated cities and districts in which to locate and look to the last census for such information.

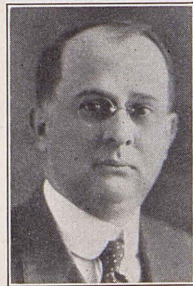
Not only did Los Angeles register a phenomenal increase, but also all other cities of Southern California as indicated by the 1930 census figures shown in tabulation below:

City	1930 Census	% Gain over 1920
Alhambra	29,551	224.8
Azusa	4,803	95.2
Bellflower	6,710	
Beverly Hills	17,428	2465.7
Burbank	16,429	464.
Compton	12,291	732
Covina	2,775	39
Culver City	5,591	1011
El Monte	3,545	169
El Segundo	3,496	123.6
Fullerton	10,869	146.53
Glendale	62,607	362.5
Glendora	2,755	35.9
Hermosa Beach	4,733	103.3
Huntington Park	24,575	444.5
Long Beach	141,390	154.33
Lynwood	7,298	
Maywood	6,778	
Monrovia	10,880	98.5
Monterey Park	6,551	59.4
Ontario	13,570	86.4
Orange	8,029	64.39
Pasadena	75,875	67.3
Pomona	20,695	53.2
Redlands	14,130	47.6

Executive Again Praises for Accident Reduction

REPORT of total accidents in Train Service for May has been received, and shows that we have again accomplished a very fine reduction as compared with May of last year.

Total number of accidents last May were 549, and this May were only 406, a decrease of 143, or 26.05%.



A. T. Mercier

Included in this fine showing is a reduction in collisions with vehicles from 346 last May to 231 this May, this decrease being 115, or 33.24 per cent. This class of accident is extremely costly, both in personal injuries, damage to equipment, claim payments and delays to service. This very substantial improvement is appreciated, and I want to express my thanks to all of you whose efforts have accomplished this record. It shows positively that what we are endeavoring to do can be done—that a large percentage of our accidents can be eliminated.

I am very happy to see this result, and I know that it will also give a great deal of pleasure to the Trainmen and the members of the Transportation staff, who have worked so hard to this end.

A. T. MERCIER,

Vice-President & General Manager.

Riverside	30,654	58.49
Redondo	9,328	90
San Bernardino	37,453	100.05
San Dimas	2,087	
San Fernando	7,559	135.9
San Gabriel	7,221	173.5
Santa Ana	30,332	95.80
Santa Monica	36,993	142.5
Sierra Madre	3,514	73

Plan Pleasures for A. E. R. A. Members While Here

THE first A. E. R. A. Convention to be held on the Pacific Coast since 1915, will be held in San Francisco beginning the week of June 22. This organization, of which Paul Shoup is President, represents about 95% of the electric railways of the United States.

In addition to a program for the discussion of every phase of the electric railway industry by its leaders, delegates will enjoy an entertainment program in which every minute of their visit to the Coast will be enjoyed. San Francisco, notable for its hospitality, has arranged banquets and sightseeing tours throughout the northern area of the State. Following their stay in San Francisco, most of the delegates will journey to Del Monte for a one day's session, while others will go to Yosemite, after which the bulk of the attendance will come to Los Angeles.

This city also will strive to make the stay of the delegates one to be long remembered. In addition to outings to Mt. Lowe, Catalina Island, Riverside and San Diego, arrangements have been made to conduct the visitors through motion picture studios and on other journeys that will take them to our leading points of interest. A real old time barbecue at a nearby ranch will be another highlight during their stay.

As President of the Association Mr. Shoup will make the opening address, following which individual groups will go in session and addresses will be made by ranking officials of the leading companies. Mr. Pontius will make an address on the interurban phase of the industry, stressing operation, economics, trends and business promotion.

About thirty of our executives and officials will attend the San Francisco session.

Torrance	7,235	
Upland	4,737	62.8
Whittier	14,808	85.16

Comparison of Accidents During May 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	2	3	3	2	6	10	11	15	4 Dec.— 26.67%
At Railroad Crossings other than Company's	0	0	0	0	0	0	0	0	—
Between Cars of Company	1	1	1	0	1	3	3	4	1 Dec.— 25.00%
With Vehicles and Animals	55	90	57	78	119	178	231	346	115 Dec.— 33.24%
Deraillments	1	3	1	1	1	6	3	10	7 Dec.— 70.00%
Equipment	3	2	3	1	2	6	8	9	1 Dec.— 11.11%
Boarding Cars	9	6	1	3	8	7	18	16	2 Inc.— 12.50%
Injuries on cars (not in collision)	1	4	3	1	6	12	10	17	7 Dec.— 41.18%
Alighting from Cars	7	2	3	4	13	10	23	16	7 Inc.— 43.75%
Falling from Cars (not purposely alighting)	0	0	0	0	0	0	0	0	—
Doors, Gates and Guard-Rails	1	3	3	1	9	8	13	12	1 Inc.— 8.33%
Ejectments and Disturbances	0	0	1	1	3	2	4	3	1 Inc.— 33.33%
Miscellaneous	1	3	5	5	5	5	11	13	2 Dec.— 15.31%
Total	81	117	81	97	173	247	335	461	126 Dec.— 27.31%
Employees	1	6	1	2	3	6	5	14	9 Dec.— 64.29%
Total Car Accidents	82	123	82	99	176	253	340	475	135 Dec.— 28.42%
Motor Coach Accidents	11	15	2	6	29	21	42	42	Same Same
Total Passenger Accidents	93	138	84	105	205	274	382	517	135 Dec.— 26.11%
Freight Accidents	6	7	12	22	6	3	24	32	8 Dec.— 25.00%
Total all Accidents	99	145	96	127	211	277	406	549	143 Dec.— 26.05%
	46	Decrease	31	Decrease	66	Decrease	143	Decrease	

Capacity Throng Welcomes 1930 P. E. Camp Season

WITH more than 125 persons present, the largest attendance yet at any of the previous thirteen openings of the Camp season, official opening on Friday, May 29th, started the 1930 season. A storm the first day failed to dampen the ardor of the multitude who traveled to participate in the opening program. Saturday and Sunday the storm clouds cleared and two perfect days favored the throngs.

On the opening week-end, as always at the Camp, there was plenty to do and see and the crowd made the most of their opportunity. Launch riding, sight-seeing trips, fishing, dancing, cards, and weiner bakes were among some of the diversions. Combined with prize events during the evening hours when broom, lemon and marathon dances, games and balloon showers, nothing was lacking to supply gaiety.

Mrs. Huntington and her staff have worked diligently in preparing the Camp for the opening of the season, the tidiness and orderliness reflecting the efforts made. The dining room and its homey atmosphere was particularly commented upon.

Reservations are coming in at a rapid rate and employees desiring to go to the Camp during July or August had best make applications early. Last year accommodations were sold out for both these months and many were disappointed. Space is generally available during June and September, although employees desiring to go to the Camp during September should remember that the Camp will again close this year on Sept. 15th. Where difficulty in securing accommodations has been encountered by employees, department heads will co-operate to the extent of changing vacation dates as conditions will permit.

SEVEN DEATHS DURING MAY

Seven employees were taken by death according to death claims filed with our Insurance Bureau during the month of May. The year 1930 to date has been a disastrous one, during the first five months no less than 29 employees have succumbed.

The deceased during May, and to whom the sincere sympathy is extended to bereaved relatives by the entire employee mass, were as follows:

A. G. Tyler, Conductor, So. Division; R. O. Schwindt, Clerk, Terminal Freight; Thos. J. Obrien, Clerk, Harbor Belt Line; Nabor Villegas, R. Estrada, J. Gutierrez and C. W. Cheney, Laborers, Engineering Dept.

About \$10,000 was paid in Group Insurance to beneficiaries named by the deceased. Only two were members of the Mortuary Fund.

During the month two additional disability claims were awarded to employees incapacitated within the provisions of this benefit feature. Thirty-one employees are now receiving monthly benefits in an aggregate sum of \$2,153.45.

Traffic Problem Critical One

Authority Tells of Problem and Points Out Some Cures That Can and Must be Utilized

SOLUTION of traffic congestion problems lies in utilizing existing thoroughfares to their fullest extent rather than in embarking on expensive street expansion programs, Charles Gordon, Managing Director of the American Electric Railway Association, declared in a recent address.

"Congestion of streets has become perhaps the greatest single economic problem confronting modern cities," Gordon said. "It is already having a profound effect upon business and social life and threatens to bring about major readjustments of property values and business locations, particularly in the present central business districts of American cities. Its effects are not limited to any particular city or to any part of the country. They are manifest in all of the country's major cities and in many smaller ones as well.

"In approaching a solution of this problem it should be kept in mind that people and not vehicles should govern the streets. The great difficulty is that an attempt is being made to build automobile cities rather than cities for the general convenience and welfare of citizens.

Not a New Problem

"The traffic congestion problem is not a new one. It reached a climax in London more than two hundred years ago. The thing that brought about that climax was exactly the same thing that is causing acute traffic congestion in American cities today. That was an attempt to provide individual vehicles for everyone. The problem then and the problem today is that of moving expeditiously more persons rather than more vehicles.

"The vehicles themselves are secondary; they don't buy goods; they don't work in offices and factories; they don't patronize theatres.

"One modern four-track transit line

will carry as many people in a given period of time as will twenty-five grade separated express boulevards for automobiles. That gives some measure of the economic comparison. But in addition, after we have built the twenty-five boulevards, if they lead into a central business area, we must provide terminal space for the automobiles before the people in them are in a position to conduct business. That presents an additional economic and physical problem.

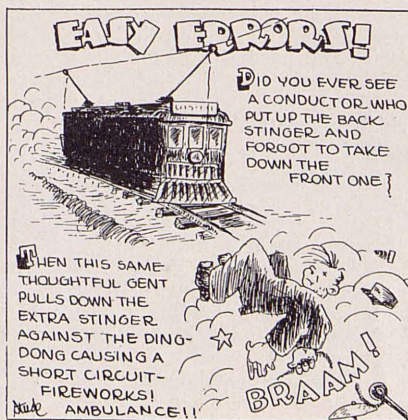
"Similarly, an ordinary street having one modern two-track street car line will carry as many people as will four express boulevards for automobiles exclusively. Protect the carline by arterial stops on cross streets, and you increase its capacity further without spending an additional dime.

"Approached entirely from the standpoint of the public interest, and on the principle of expending public funds so as to provide the greatest good to the greatest number, it is important that a traffic relief plan take into consideration the relative parts played by public and private vehicles in the movement of the city's population. Approximately seventy per cent of all the people who use the streets of any modern American city for transportation are passengers in street cars. The number of riders each day is approximately equal to the entire population of the city.

Must Consider Mass

Obviously, then, the travel requirements of this large proportion of all the people who use the city streets are entitled to adequate consideration in any civic program for congestion relief. Overlooking for the moment whether or not these people can all afford to own automobiles and to use them daily for travel purposes, it is both physically and economically impracticable—in fact, impossible—to provide street facilities for them to do so. There is, therefore, only one feasible alternative, and that is the improvement of public transportation facilities so that this large proportion of daily travelers will be served with the maximum of convenience, comfort and economy. The rights of the majority demand that there be a proper balance in the expenditure of public funds between transit and highway improvements."

Gordon also pointed out that paving assessments against local transportation companies really were contributions by the car riders to property owners along the streets over which public transportation runs. The presence of transportation facilities on such streets increases property values, and their improvements should be paid for by the beneficiaries and not the riding public, he maintained.



The above is an "easy error" conception and execution by Arley Studebaker, 17-year son of H. A. Studebaker, Agent at Covina.

NEW RULES NOW GOVERN USE OF POWER AND LIGHT

Further intensifying efforts to reduce to a minimum power and electrical energy consumption throughout our system, a new and revised set of rules last month were issued by S. H. Anderson, Superintendent of Power and Equipment. One thousand cards, printed in both English and Spanish, are now being posted at all points where any considerable amount of electricity is used.

The new rules deal both with the proper and economical use of lights, as well as protection against fire hazards. These instructions were compiled only after considerable thought, and observance of each of the nine rules shown will result in a material saving.

The following are the provisions of the new rules:

1. Electrical energy must not be wasted. Electric lights and appliances must not be turned on until actually needed and must be promptly turned off as soon as they are not needed.
2. Lamps and appliances must be kept entirely out of contact with combustible material, such as wood, paper, etc.
3. No appliances rated more than 600 watts are permitted to be connected to electric circuits. This will not prohibit the ordinary use of electric irons, toasters or percolators.
4. No electric stoves, heaters or electric bed pads of any description or rating are permitted to be connected to electric light circuits.
5. Celluloid or paper shades, or improvised paper coverings for lamps must not be used under any circumstances. Pins or other metal fasteners, must not be placed upon flexible incandescent lamp cords, and such cords must not be hung over nails, gas fixtures or any other support. Such unauthorized devices create a fire hazard.
6. No changes are to be made in electric wiring except by permission of and under the direction of the Superintendent of Power and Equipment. No tampering of electric wires permitted under any circumstances.
7. Portable lamps or portable cords must not be used except upon approval of the Superintendent of Power and Equipment.
8. Lamps and fuses must be replaced only with exact type and rating now in use. "Use only Watt Lamps and Ampere Fuses in this room."
9. Blown plug and cartridge fuses must be sent to the Store Dept.

The Careless Husband

"Yes," said Mrs. Newkind, "my husband is awfully careless; he's always losing the buttons off his clothes."

"Perhaps, my dear," replied Mrs. Oldstyle, gently, "it is because they are not sewn on carefully enough."

"That's just it! He's so frightfully slipshod with his sewing."



"OUR Dispatching System" was the feature article in the Magazine ten years ago this month, H. E. Miller, former Chief Dispatcher, now deceased, gave a comprehensive story of the importance of the man at the switchboard.

Among the list of 17 dispatchers then serving in that capacity the following are still engaged in that work: L. Pulliam; W. D. Pinkston; J. McNeal; L. M. Hatch; W. G. Bodkin; J. J. Cadd; F. J. Ford; J. H. Covell and C. B. Smith, who succeeded Mr. Miller as Chief Dispatcher.

A fire of unknown source, occurring at Mt. Lowe on May 21st, 1920, is vividly told in the Magazine of a decade ago. Five cottages were destroyed, but due to the presence of the then manager of the resort, one Neal B. Vickrey, the fire was gotten under control and a holocaust averted—so the account reads.

J. W. McCulley, Sub-station Operator, had just concluded 25 years of faithful service and his picture and service record appeared in the issue of ten years ago. Mr. McCulley stayed in the service 5 years longer, was retired with honors and passed away shortly afterwards.

A picture of the beloved LeRoy Spafford and J. M. Geopfert, showing their bag of 55 rabbits, also adorned the Magazine issue of June, 1920. The lot were landed in six hours' hunting time in a short stroll of 12 to 14 miles, they asserted.

M. S. Wade, Treasurer of the Pacific Electric, received his appointment to that important post on May 10th, 1920 we are informed in the Magazine of ten years ago. Mr. Wade began his service in 1902 in an humble capacity and advanced to succeeding posts of greater responsibility by dint of ability and hard work. Of our present officials only two, S. H. Anderson and L. A. Lovell, have service records which pre-date that of Mr. Wade.

SOUND ADVICE IN VERSE

With rhyme, meter and sage advice all combined in a four line jingle, A. Arney, 17-year-old nephew of Florence Saunders, Accounting Department, submitted this splendid one to a Los Angeles newspaper carrying on a jingle contest:

Stop, look and listen,

And don't be a dunce!

The train and your auto

Can't both cross at once.

Nature at Her Best at P. E. Camp

EMPLOYEES TIPS SELL MANY TICKETS FOR S. P. CO.

Tips on prospective travelers submitted by employees to the Southern Pacific Company resulted in the sale in recent weeks of 27 round trip and 11½ one way tickets to various points in the United States. Mr. McFaul, Passenger Traffic Manager of our parent company, wrote a personal letter to each person supplying tips expressing appreciation for the service rendered.

The following are names of those supplying tips, together with details of tickets sold:

N. Worsham, Conductor, Western Division, 2 round trips, New York.

O. L. McKee, Supervisor, Western Division, 1 one-way, Cincinnati.

Wm. C. Yerian, Motorman, Western Division, 1 round-trip, Cincinnati.

Wm. Ambach, Car Inspector, 2 round-trips, Portland, Maine.

J. Foord, Yardman, Los Angeles, 1½ one-ways, Seattle.

S. Moore, Engineering Department, 5 one-ways, Indianapolis.

G. W. Preece, Brakeman, Southern Division, 4 round-trips, Chicago.

George Weaver, Shops, 1 round-trip, San Francisco.

Chas. Franklin, Brakeman, Southern Division, 2 round-trips, Chicago.

R. Sandell, Cashier, Hollywood, 2 round-trips, Kansas City.

Hugo Dummer, Freight Clerk, Glendale, 1 one-way, McAllen, Texas; 1 round trip, Portland, Oregon.

S. G. Randall, Conductor, Southern Division, 1 round-trip, Boston.

L. Kraft, Motorman, Northern Division, 2 round-trips, Chicago.

J. A. Birmingham, Manager, Motor Coach Service, 1 round-trip, St. Johns, N. B.

Roy Crowe, Mechanical Department, 2 one-ways, Waterloo, La.

Henry Kramp, Conductor, Northern Division, 3 round-trips, Chicago.

N. Covington, Conductor, Los Angeles, 1 round-trip, Columbus, Ohio.

Ray Brainard, Chief Clerk, Passenger Dept., 1 round-trip, New York.

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

J. A. Pressley, Motorman, Western Division, 1 round-trip, Chicago.

C. B. Lewis, Motorman, Los Angeles, 1 round-trip, Chicago.

L. Klein, Conductor, Western Division, 1 one-way, Chicago.

P. E. MASONIC CLUB NOTES

The regular monthly meeting of the Pacific Electric Masonic Club will be held Tuesday, June 17, at 7:45 p.m., in the Pacific Electric Club ball room.

On the evening of June 20 the Club will visit A.F.E. Irwin Lodge No. 645, located in Masonic Temple, 233 Sixth Street, San Pedro, and assist in conferring the Master's Degree of Masonry on a fellow employee, James M. McQuigg, Agent at San Pedro, is Master of this lodge.

SOLUTION OF PARKING ILLS FACES MANY CITIES

That the parking problem and the contemplated restriction of it to a greater or less extent is not a purely local one is seen in a recent bulletin from the American Electric Railway Association. While there are now hundreds of American cities dealing with parking in the downtown areas, in the past few weeks ten new ones have come to the front with agitation for restriction of parking on certain of the heavily traveled and congested local streets. Here are some of them and what they are doing or proposing: "There should be some law against parking automobiles or trucks upon the public streets so as to obstruct street car service," says the Lowell, Mass., Sun.

Parking on Prospect Avenue, a prominent Cleveland thoroughfare, has been banned by the City Council.

A steel barrier has been erected by police authorities of St. Paul, Minn., as an aid to enforcing a local anti-parking ordinance.

Parking has been prohibited on one side of Guy Park Avenue, one of the leading business thoroughfares of Amsterdam, N. Y.

Business men of Covington, Ken., are advocating abolishing parking on certain streets of the business district.

Parking in the business area of Charlotte, N. C., has been restricted.

Parking in the vicinity of Grand Circus Park, Detroit, has been banned to relieve congestion.

More parking restrictions are urged by citizens of Anderson, Ind.

Retail merchants of Minneapolis recently requested the City Council to restrict parking in the business section.

Evansville, Ind., recently adopted a city ordinance restricting parking.

Big Guy: Young man, my time is worth \$50 an hour, but I'll give you just a minute.

Reporter: In cash, sir?

Outskirt Parking Becoming Popular With Autoists

THERE is nothing particularly striking about the picture shown below, yet it furnishes confirmation that the public is gradually, if slowly, coming to the viewpoint that it pays to "ride the Big Red Cars."

At the time this picture was taken there were some thirty odd cars parked on the location, which adjoins our Sierra Vista Station, junction of Pasadena, Glendora, and Alhambra-San Gabriel lines. An average of about 60 cars daily are parked on this property, their owners boarding our cars and completing the journey into Los Angeles via rail. While a check will show that most of them board a local car, paying a 10-cent fare into Los Angeles, about one-third use interurban service, paying the regular 15-cent toll.

There is sound logic in the plan for many persons to adopt the method employed by these autoists in meeting their transportation needs. Many persons live some distance away from our rail lines. It is possible to make quicker time via our cars than in autos from outlying points to the heart of the city. Moreover it is considerably cheaper and traffic worries and parking problems are eliminated.

In addition to the Sierra Vista parking location this Company extends the privilege for autoists to park their cars on station property at Garden Grove, Van Nuys, Monrovia, La Verne, El Monte, Claremont, Azusa, Glendale, and Burbank. At all such locations no charge is made for parking in exchange for the courtesy it being expected that those being so privileged will use our service.

While this feature has been advertised somewhat extensively, employees can further exploit and encourage the practice by the public through telling their friends and acquaintances about the plan.

BEACH SEASON AT REDONDO STARTS ON JUNE 28TH

The formal opening of the Redondo Beach summer season will take place on Saturday and Sunday, June 28 and 29. A program of high-class amusements, including vaudeville, band music and other features, will be provided.

A novelty doll dance, something entirely unique, will be the main feature in the ballroom on Saturday evening. Everyone attending will have an opportunity of winning a beautiful doll.

Fishing will again be popular during the summer. Fast motorboats make frequent trips from the wharf to fishing barges, where catches have been large and many.

The bath house will be open from 8 a.m. to 10:30 p.m. week days, and 8 a.m. to 6 p.m. Sundays, and the ballroom every evening, Mondays excepted—also open Wednesday and Sunday afternoons. Wednesday afternoon dance is a special free matinee for children.

Employees are reminded that they, together with dependent members of their families, can enjoy all the privileges offered at Redondo Beach Bath House and Ballroom at reduced rates by simply presenting their railway pass or Pacific Electric Club Membership Card as a means of identification.

ACCIDENT FACTS

A person is twice as liable to die from accidents as from old age.

One person in every seven meets with some form of accidental injury each year.

Johnny: They must have had darned good cars back in Bible times.

Teacher: Don't be absurd; what makes you think so?

Johnny: Well, it says right here that Elijah ascended to heaven in high.



Here are a number of cars of motorists who wisely park their autos in the outskirts and ride the "Big Red Cars" into Los Angeles, saving themselves both money and annoyance. The location is near our Sierra Vista station. On a number of our station properties space is provided such parkers and the practice is increasing as motorists see the virtues of such action.

NEW RULES GOVERNING FUND FOR EMERGENCY RELIEF

To put the employees' Emergency Relief Fund on a more businesslike basis, a number of changes were made recently in the routine of dispensing this fund. The following are new rules now governing the handling of loans to employees:

Funds will be under the administration of the Loan Committee, consisting of Junior Past President, President and Manager of the Pacific Electric Club.

Funds will be in custody of the Treasurer of this Company.

Issue will be by check, signed by Treasurer or his authorized agent, countersigned by Manager of the Club.

Authority for issuance of check will be loan application, in duplicate, approved by Loan Committee. Original to be kept by the Treasurer and duplicate returned to the Manager of the Club with check. In emergency cases, Treasurer will issue check on approval of the Manager of the Club when application blank is stamped "emergency."

Collections from advertisements in the magazine and from loans through payroll deductions will be turned over to the Manager of the Club, who will make the bank deposit, furnishing Treasurer with duplicate deposit slip.

Applicant will secure written approval from his immediate superior. The superior furnishes same with the understanding that applicant is an employee in good standing, and so far as he knows will continue in service.

Manager of the Club will fill out standard application blank, in duplicate, particulars in regard to the applicant and necessity for the loan and result of his investigation.

Applicant will secure approval of Head of Department on application.

Applicant returns application to the Club Manager, who will secure approval of Loan Committee and pass same to Treasurer for check.

Manager of the Club or his authorized agent will deliver check to applicant, securing his signature on note and deduction order.

Applicant having a balance due on previous loan will make a new application covering the amount desired plus the balance due. The old note will be canceled and the new note will show the balance to cancel old note and amount of cash for the current loan, a new note to be made out for the total.

It is understood that payments will be made by payroll deductions and no loan is to be made unless covered by note and deduction order signed at the time.

"You seem to have a lot of intelligence for a man in your position," said the cross-examining lawyer, sneeringly. "Thank you," replied the witness, "I'm on oath, or I would return the compliment."

Not a Case for The Law— But For a Locksmith

REASONS for miss-outs or tardiness are more or less the same, that is, they are due principally to the failure (?) of the alarm clock, though once in a while an excuse is turned in that is vastly different than its predecessors. A truly original one was recently experienced by a Conductor, and reported by D. B. Van Fleet, Terminal Foreman, Macy Street.

This conductor rented a second story apartment and before retiring that night he locked the only door to his bedroom. Arising in the morning he attempted to unlock the door but his key would not turn the lock. He considered removing the lock, but imagine his consternation upon finding the lock was of the type that is installed in the edge of door with no point of access other than at the edge. He then went to a window, but the drop to the ground was too far for comfort. He tried to attract passing motorists' attention but to no avail. After an hour or more of fruitless effort, in desperation he climbed out of the window and carefully lowered himself down to where he thought he could get a foothold on the top of partly opened door below, but this door closed the second he touched it. So there was nothing left to do but drop, which he did and was uninjured except for a severe jarring.

Though he missed a half day's work he had the consolation of having the kindhearted landlord offer payment for the half-day lost, he said.

REARRANGE FOREMEN FORCES IN MECHANICAL DEPT.

Resulting in the advancement of Mechanical Department employees to posts of greater responsibility, F. E. Geibel, Asst. Superintendent of Equipment, last month announced re-arrangement of supervisory forces at four different locations on the system.

The following are new assignments made effective May 29:

Western Division—West Hollywood Shop and Garage, Ocean Park, Redondo, Vineyard, Hill Street, Glendale:

J. B. Green, General Foreman, headquarters at West Hollywood.

Northern Division—Macy Repair and Car House, 6th and Los Angeles, Pasadena Car House and Garage, Alhambra, El Monte, Monrovia, Mt. Lowe:

J. F. Briggs, General Foreman, headquarters at Macy Street.

CATALINA ISLAND OUTING IS SCHEDULED THIS MONTH

The Eighth Annual Outing of employees to Catalina Island is scheduled to be held on Saturday and Sunday, June 28th and 29th. A bulletin covering full details of arrangements for this increasingly popular week-end frolic has been issued and individuals named to whom application should be made. The following are some of the plans:

Special rate of \$1.00 per person between Wilmington and the Island will be granted. Requests for this rate, as well as requests for passes to Wilmington, should be made through Heads of Departments in the usual manner and marked "For Pacific Electric Excursion." Such transportation will not be charged against employee's regular allowance.

Special rate of \$1.00 per person, two and three persons in a villa, has been secured. The entrance to the villas is Crescent Avenue directly on the water front. Members of the party will not have to relinquish their bungaloes until the time for the departure of the steamer.

Reservations, accompanied by remittances to cover hotel-villas, should be made as early as possible and in any event before Wednesday, June 25, 1930, with one of the Committeemen. Assignments for villa accommodations will be made on board the steamer enroute which will eliminate any delay on arrival at the Island.

Special train for the Pacific Electric party will leave the Catalina Docks at Wilmington. Return trip from Avalon (Catalina) will be made on Sunday afternoon, June 29. Employees also have the privilege of using other Catalina trains leaving Los Angeles on Saturday as follows: 8:15 a.m., 8:30 a.m., 8:45 a.m., 9:05 a.m., 12:30 p.m., and 6:00 p.m. The 1:30 p.m. steamer, (12:30 p.m. train) goes via the Isthmus. However, villas may be only assigned on steamers leaving Wilmington 9:30 a.m. and 3:30 p.m.

Saturday evening will be given over to free dancing in the new \$2,000,000 Casino, also free band concert, and many other amusements can be found on the Island, affording ample entertainment for all. On Sunday, boating, swimming, and golfing may be indulged in. In addition a baseball game between the Pacific Electric Trainmen and the Catalina Cubs at 10:00 o'clock Sunday morning, on the Chicago Cubs training field.

Southern Division—San Pedro, Long Beach, Watts, 8th and Hemlock, Santa Ana:

J. Boswell, General Foreman, headquarters at San Pedro.

Eastern Division—San Bernardino, Riverside, Redlands, Pomona:

J. Gilbert, General Foreman, headquarters at San Bernardino.

Golf, Too, Smarty!

"Baseball is a coward's game."

"Why?"

"Because you hit and run."



MORE BOOKS GIVEN LIBRARY

A total of 43 volumes were added to the Club Library last month, they having been the donations of five enthusiastic boosters of the Pacific Electric Club. Heading the list of contributors was A. C. Bradley, Superintendent, Northern Division, who brought in during the month 27 books of fiction.

Following is a list of the various contributors, together with the books each donated:

A. C. Bradley—Mr. Blettsworthy on Rampole Island, Beau Ideal, Mission Tales in the Days of the Dons, The Grand Canyon of Arizona, Rubaiyat of Omar Khayyam, Works of John Muir, volumes 1 to 10, Dead Lovers are Faithful Lovers, If Winter Comes, Dodsworth, Claire Ambler, Sorrel and Son, A Successful Wife, Sunwise Turn, This Side of Paradise, The Keeper of the Bees, So Big, Don Juan and Trent's Last Case.

Mrs. H. N. Fuller—David Copperfield, Vanity Fair, Geographic Influences in American History, Captain Scraggs, Farm Ballads, Black Rock, Reveries of a Bachelor, Roast Beef Medium, Three Men in a Boat, The Tempest, and Paradise Lost.

Mrs. Margaret Caseldine, wife of W. Caseldine, Conductor, Northern Division—Freckles, The Harvester, and A Girl of the Limberlost.

H. A. Crocker, Westinghouse Air-brake Company—The Mesa.

Raymond Zullig, Accounting Department—Interstate Commerce.

All of the above books are now in the library and may be borrowed by Club members for a period not to exceed two weeks.

RADIO BEING USED TO TELL WORLD OF BIG RED CARS

Seeking to further advise the public of this Company's widespread operations, as well as many points of historic interest to which our lines extend, the use of the radio as an advertising medium was begun last month.

While we have previously employed the radio broadcast at intervals, the present program is the most pretentious and lengthy effort yet made to tell of Pacific Electric service in Southern California. Five of the outstanding stations in this district are being utilized three times weekly to tell the message, which incidentally has been painstakingly prepared to hold the interest of listeners. Seymour Hastings, a prominent and most capable radio broadcaster, has been engaged to do the broadcasting.

Broadcasts are being made Tuesday, Wednesday and Friday from the following stations at the times noted: KNX, 9:10 a.m.; KFWB, 10:45 a.m.; KECA, 12 noon; KFI, 12:30 p.m. and KFOX at 3:45 p.m.

"Round steak, Mrs. Howard?"

"The shape doesn't interest me, so long as it's tender."

Button Relic Tells Story of Early Problems

THIRTY-EIGHT years ago this summer the American Railway Association held its annual conclave at Chicago. It was during the year, 1893,



that the World Columbian Exposition was thrilling visitors from all parts of the United States.

The electric car and its future as a transportation mode had not yet been fully vindicated and officials of railways went to the association's gathering, not to discuss the price of hay and horseshoes, but rather to gain first hand information of the electric motor and its possibilities of replacing the mule. The electric car, despite its introduction a number of years before, did not meet with instant approval, as is witnessed by the fact that even in Chicago in 1893 the bulk of the city was served by mule cars, cable cars and elevated steam railways.

The slogan on the button, "The Mule Must Go," is indicative that many managements were hesitant about replacing the mule car and that leaders of the industry were urging replacement of the time-honored mule motive power. The mathematical formula shown on the button indicates horsepower in electric terms.

The button is the prized memento of S. H. Anderson, Superintendent of Power and Equipment.

STUDENTS IN ANNUAL OUTING

About 325 employees and their family members joined in an annual outing of P. E. Educational School Classes at Redondo Beach on Saturday, May 24th, marking the second event of its kind. A complete and well arranged program resulted in a most enjoyable event by the large crowd who attended.

Arranged by the Educational Council, of which E. A. Stevens is President, nothing was lacking to make the event an outstanding one. Basket lunches and hot coffee, served by the Redondo Grill, started the day's doings, following which free bathing in the plunge and dancing in the pavilion, through the courtesy of E. L. Young, Manager of Real Estate, Tax and Resort Department, were enjoyed. Professor E. L. Hill, E. A. Stevens and others made short talks in the pavilion.

Preparedness

"What is it?" asked the doctor who had been hurriedly summoned at midnight.

"Nothing this time, Doc," answered Newlywed, looking at his watch. "My wife just wanted to see how soon you could get here in case the baby was suddenly taken ill."

RAILROAD TAXES ENORMOUS

During 1929 the railroads of this country established a number of new records for operating efficiency and economy. Then they broke another record when their annual tax payments exceeded \$400,000,000 for the first time in history.

After paying wage and fuel bills and other direct operating expenses, 1929 taxes took more than the entire gross revenues received from the transportation of over 200,000,000 tons of freight or 360,000,000 passengers. They paid to the tax collector more than the entire revenues received for transporting corn, wheat and automobiles, trucks and auto parts.

To state this another way, railroad taxes took more than the entire gross revenues received from the transportation of over 200,000,000 tons of freight or 360,000,000 passengers. They paid to the tax collector more than the entire revenues received for transporting corn, wheat and automobiles, trucks and auto parts. For ten years railroad earnings have been far below the point of "fair return." Last year it was hoped that profits would be better. Yet the return was materially less than five per cent.

Prosperous, progressive railroads are necessary to a prosperous, progressive nation. Oppressive railroad taxation and legislation injures national prosperity.

DEDUCTION PLAN EXPLAINED BY INSURANCE COMPANY

Due to a change in pay roll deductions to make them all occur in the first period of each month, the Pacific Mutual Life Ins. Co. has received a number of inquiries as to a double deduction made during April. That employees carrying accident insurance with that company may understand how this unavoidably occurred, Mr. W. L. Thomas of that company asked that we publish the following statement of explanation:

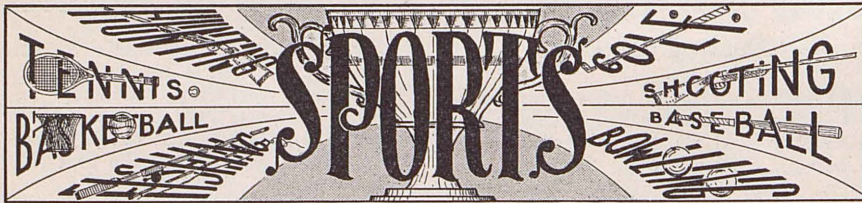
The Pacific Electric Railway Company notified our Company of a change in deduction arrangements, stating that all premiums thereafter would be deducted from the first half wages of each employee, and that in the future, there would be no more deductions from the last half wages.

Owing to this change, there were two deductions made in April, that is, April 10, covering the March premium from the March wages, and on April 25, a deduction made covering the current premium or April wages. In order that there may be no misunderstanding with the employee, we take this opportunity of explaining for what months these two premiums deducted in the month of April covered.

Hereafter, all insurance premiums for the Pacific Mutual Life Insurance Company will be deducted from the first half wages on the 25th of each month.

"I'm going home to mother," she sobbed, "and I never want to see you again." And the brute replied, "Too late. Your mother went home to grandmother last night."

Boating, Hiking, Fishing, Dancing, Baseball at P. E. Camp



Bridge Tournament Proves Popular With Employees

THREE champions were named last month, after several weeks of nerve-straining, skull-scratching, finessing, auction bridge, occasioned by the Pacific Electric Club's first Bridge Tournament. At the end of eight weeks the Mechanical Department Team composed of Walter G. White and H. R. Clark, won the team championship and the following Wednesday evening Norman T. Sewall of the City Ticket Office won individual honors.

In winning the tournament, the Mechanical Department played a consistent game from the very start. In the elimination series they finished in fourth place, with a score of 10,115 for six evenings' play. In the semi-finals the Mechanics wound up in second place with a total score for two evenings' play of 4,030, thus qualifying to participate in the finals.

The high-score team of the semi-finalists was the Accounting Department, which amassed a score of 4,255 for the two evenings' play.

On the evening of May 7, the finals for team championship were played with the Accounting Department pitted against the Mechanical Department. The Mechanics won the first four hands, 458 to 84, and then proceeded to win the second four hands, 560 to 225. At this stage of the proceedings Messrs. W. S. H. Weeks and I. B. Malin, Accountants Team, were faced with a necessity of staging a rally and this very thing they proceeded to do, winning the next two sets, 305 to 30 and 313 to 91. The fifth set was very close with the Mechanics winning 268 to 250. With but four hands left to be played and leading by 230 points, the Mechanics left no room for doubt by taking the final set, 739 to 137, making the final score 2,146 to 1,314.

The four other teams participating in the semi-finals finished in the following order: Southern Division, Western Division, City Ticket Office, and Local Freight Office.

With individual championship the reward for high score, an evening of progressive bridge was participated in on May 14 by the original players of the tournament. The City Ticket Office practically monopolized individual honors, with Norman T. Sewall winning high score 2894, and Henry Egert second with 2467.

Others participating for individual championship finished in the following order: N. B. Pollock, Southern Division; W. S. H. Weeks, Accounting Department; J. Adams, City Ticket Office; H. R. Grenke, Accounting De-

partment; Walter G. White, Mechanical Department; Mrs. W. E. Smart, Western Division; George Chrystal, Accounting Department; C. O. Snodgrass, Western Division; Otto H. Martin, Mechanical Department; J. F. Zwissler, Southern Division; T. L. Hinkle, Accounting Department; W. E. Smart, Western Division; Harry R. Clark, Mechanical Department; and Mrs. C. O. Snodgrass, Western Division.

PLAN ANOTHER U. P. OUTING

As in the years past, the Pacific Electric Rod & Gun Club has been invited as guests of the Union Pacific, to attend their annual athletic meet which is held in different cities on the Union Pacific System.

This year the annual meet will be held at Ogden, Utah, on the 15th and 16th of August. The Pacific Electric Rod & Gun Club members and employees will leave on the Athletic Special August 13th, Wednesday night, and will arrive back in Los Angeles Sunday, the 17th.

The approximate charge per person for the entire 1800-mile trip will be \$6.00. This includes the standard sleepers which will be used as a hotel while in Ogden.

Those who have never made a trip to the U.P. athletic meets have a great treat in store for them and those who have made the trips before, the committee feels assured that they will go again.

Sign-up sheets will be ready July 1st. Final notices and complete details will be in the July issue of the P.E. Magazine.

P. E. GOLFERS RANK FOURTH IN COMMERCIAL LEAGUE

Clinging to fourth position in standing of the Los Angeles Industrial & Commercial League, Class B, the P. E. Golf Club has shown surprising strength in this 12 club organization. The City Engineers, Standard Gasoline and General Paint lead in order named. Having already met most of the stronger teams, and with the future schedule calling for the league leaders to combat among themselves, our boys are highly hopeful of finishing still higher when the official season closes.

Our club, comprising 4 teams of 8 players, has won its last two matches, scores in both cases being 4 to 0. On April 27th the boys met the Shell Oilers and the following week played the Baash-Ross Tool Co., which game had to be stopped after nine holes on account of rain. The first team, Foltz and Kennedy of Redondo Beach Bath-

house, were 7 up, so the match was conceded. The second team was 5 up. The third and fourth teams played May 17th and won, the former 2 to 1, and the fourth team 6 to 5. The play-off was for 18 holes and when the mud quit flying the score read 4 to 0.

On Sunday, June 8th, our boys play the Union Pacific and on past form and results should take them to the cleaners. The Redondo team is showing splendidly, while Hodges and Dickson are improving with each match.

The matches of the league are played at the Montebello Golf Course links and employees desiring to either join the team or come out and see the matches can get details from Grey Oliver, 675 P. E. Bldg.

TRAINMEN 2nd IN LEAGUE

The Pacific Electric Trainmen's baseball team are showing some classy playing in the Bay District League, having won three out of the four games played so far, reports Manager McCulley. The only defeat so far was by the fast Soldiers' Home team at Sawtelle, and that by a close score. The fans have been treated to some real baseball at every game played, so join the crowd and root for the P. E. Club, which now ranks second in the league's standing.

Scores of the games as follows:

Sunday, May 11—at Bell:

	R. H. E.
Bell Home Builders.....	2 7 4
Pac. Elec. Trainmen.....	4 8 2
Batteries: Bell—Radanits, P, Epps, C; P. E.—C. Garrison, P, H. Garrison, C.	

Sunday, May 19—at Hawthorne:

	R. H. E.
Oswald Bros., Hawthorne....	5 7 3
Pac. Elec. Trainmen.....	4 8 10 3
Batteries: Hawthorne—Drumm, P, Seidler, P, Milligan, C; P. E.—C. Garrison, P, H. Garrison, C.	

Sunday, May 25—at Soldiers Home:

	R. H. E.
Soldiers Home	10 13 2
Pac. Elec. Trainmen.....	8 12 4
Batteries: Soldiers Home—Upton, P, Gray, P, Gibson, C; R. E.—Green, P, Spencer, P, Garrison, C.	

Sunday, June 1:

	R. H. E.
Wynn Tire-Star Truck.....	3 7 4
Pac. Elec. Trainmen.....	5 7 3
Batteries: Wynn Tire-Star Truck—Flack, P, Cross, C; P. E.—Green, P, Spencer, P, Garrison, C.	

On Sunday, June 29, the Trainmen will meet the fast Catalina Cubs at Avalon, the game being one of the features of the two-day outing of employees at Catalina Island, June 28 and 29.

Installment Collector: "See here, you're several installments behind on your piano."

Purchaser: "Well, the company advertises, 'Pay as you play.'"

Collector: "What's that got to do with it?"

Purchaser: "I play very poorly."

Bowlers Distinguish Themselves



Here's the P. E. Ladies' Bowling Team who made the pins go boom and then some at the recent Coast bowling championship meet. From left to right: Helen Spafford; Irene Brown; Mary Swartz; Matilda Johnson; Edna Cobb and Melia Houge (seated).

By R. M. Cobb

DURING the recent P. C. B. C. held in this city the team and individual entries from the P. E. Railway Bowling League certainly made a record of which we can all be very proud.

First mention goes to the Ladies' team, composed of Miss H. Spafford, Mrs. M. Johnson, Mrs. S. W. Swartz, Mrs. R. M. Cobb, Mrs. I. Brown and Miss A. Houge. This aggregation won the Pacific Coast championship in the 650 class by a margin of 172 pins over their nearest competitors.

Although it was their first appearance in an event of this kind, the ladies all bowled like veterans, totaling 1982 pins for their three games. Their appearance also was commented upon by many officials and spectators and it can be truthfully said that no team looked nattier than did our fair representatives in their cream colored costumes, trimmed with the typical P. E. red.

In addition to winning the team event the ladies also scored heavily in the individual events. Miss Spafford and Mrs. Johnson captured first place in their class of doubles and Miss Houge and Mrs. Swartz wound up in

third place in the same event. In the ladies singles Mrs. I. Brown shot a fine 498 series to capture third place in the 130-149 division against some of the best lady bowlers on the coast.

While the men did not fare so well in their team events they certainly did themselves proud in their doubles and singles. Gilbert and Brenchley of the Telephone Department won fifth place in the 150-159 class doubles. Covell placed in the open singles; Brahm in the 179 singles; E. D. Ralph in the 169 singles and Norman Gilbert in the 159 singles.

Particular praise should go to Gilbert, who with an average of only 145 went away out of his class into the 150-159 division and rolled 558 for his three games with a high game of 236. Also with his partner, John Brenchley, rolling like a champion, he got into the money in the doubles. Several other high games were scored among which were: Covell, 234; Brenchley, 219; Ralph, 219; Miller, 213; Arzate, 212; McCubbin, 212; Potter, 203 and Gowanlock, 201. Among the ladies Mrs. Cobb had high game with 194.

Looking over our prize winners it is seen that 25 per cent of our entries

came in the money, a truly remarkable showing for our league and our heartiest congratulations are extended to all the participants. Our thanks is offered to the company and particularly to the P. E. Club and Mr. Vickrey for the very stable backing afforded our activities.

Until our next meeting to be held this fall, nothing of importance is pending, so all bowlers should keep their arms in good shape this summer and watch for further announcements.

BASEBALL GAMES IN MAY

Following the teams winning two of three games played during April, West Hollywood continued its fine showing last month, having won three of four of its games from teams of good standing.

The following are the scores, hits, errors and batteries:

Teams	R.	H.	E.
1366 Club	10	12	3
West Hollywood	3	8	4
Batteries—Harper and Collette; Daniels, Carroll and Williams.			
Macy Street	2	8	6
West Hollywood	16	12	1
Batteries—Cutler, Barrett, Durkin and Kennedy; Daniels and Nolte.			
Kelly Cubs	6	4	2
West Hollywood	7	12	2
Batteries—Elder and Brownlee; Daniels and Nolte.			
L. A. News	3	6	4
West Hollywood	4	6	3
Batteries—Vignes and Jacobs; Carroll and Nolte.			

Ocean Park ball tossers fell below their usual standard during the past month, losing two of three games played, one of which was a heart-breaker with the L. A. News, lost after a thrilling contest by a score of 11 to 10.

Teams	R.	H.	E.
California Insurance	8	16	1
O.P.C.H.	10	16	0
Batteries—Kelly, Preston; Corder and Peak.			
L. A. News	11	14	0
O.P.C.H.	10	12	2
Batteries—Nignes, Proper; Corder, Connally.			
Wilmington Cubs	17	20	2
O.P.C.H.	8	10	2
Batteries—Hill, Pillerim; Rice, Peak.			

I have learned by sad experience that when a temper flies, It never does a worthy deed, a decent deed, or wise.

Abie—"Papa, vat is science?"
Abie's Papa—"My how could you be so dumb? Science is dose things vat says 'No Smoking.'"—Ex.

Central: "Number, please."
Inebriate: "Number, nothing, I put a nickel in this thing, and I want my gum."

Many of us spend half our time wishing for the things which we could have if we didn't spend half our time wishing.—The Commonwealther.

THE PACIFIC ELECTRIC MAGAZINE

Published Monthly by the Bureau of News
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Employees of the Pacific Electric Railway.

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

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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.

*"Look on things with friendly eyes;
Cast our little hates.
Just love life with all your heart—
Life reciprocates."*

READ and ponder over the above little verse again.

Strictly upon its merits as a literary gem it may be sadly lacking. But what a wealth of truth and wisdom its lines and thought contain.

As We Sow follow its dictates
So We Reap what a wonderful
old world this
would be!

Much of the sadness and many of the heart-aches of life may be traced and attributed to surly dispositions and giving vent to our feelings in moments of displeasure or anger.

Those who are prone to anger, are sour and gruff and lacking in consideration of their fellows not only are guilty of making life a bore to themselves, but pass on to others their own ill natures, and sow the seed of hatred and discontent. And all the while the one with "little hates" leads an existence that is woefully lacking in reaping the real joys of life. "Life reciprocates!"

Those of us engaged in railroad

Write an Editorial? Here's the Chance

DID you ever feel the urge to write an editorial?

Perhaps you have a splendid thought stored away in your mind that for lack of opportunity to broadcast it, lies dormant.

Maybe through some plan of your own making you have brought joy to yourself and would like to pass the thought to others.

Possibly you have some ideas on courtesy, or health, ideals, thrift, or any one of a thousand subjects that could profitably be passed on to others.

If so, during the next few months the Magazine will be open to those who may wish to contribute their editorial thoughts. Of course there are some subjects which should be avoided, such as religion, the 18th Amendment, politics, socialism and "What I know about women."

work have a particularly fertile field in which to show friendliness and put into practice kind thoughts and consideration for the other fellow. And best of all it's easy and pleasant. How?

Carry a smile—even if it hurts. It won't hurt long and in the meantime it's catching. (Don't confuse a smile with a grin; a grin often will offend.)

Say "thank you" and "I'm sorry" at the right time—not feigned, nor insincerely, but just as if you truly meant it.

Greet them with "Good morning," remembering always it is not what we say, but how we say it.

Be quick to render or offer assistance to those who may need it; show thoughtfulness of the comfort and pleasure of those whom you contact. And all the while smile,—at least look pleasant. These are only a few of the many kindly humanly attributes that may constantly be practiced.

Remember no truer words were ever said—"life reciprocates."

WITH this issue the Magazine now enters its fifteenth year of life, which, as publications come and go, is a real hearty old age.

Those who have been charged with the responsibility of issuing it each month have earnestly endeavored to make it worthwhile and to thoroughly cover, within its limited pages, all the

BIG COMPANIES SERVE BEST

The bigger a public utility company is the better service the public gets, says The Buzzer, official organ of the Vancouver Electric Railway.

The common idea is that big companies are soulless and hard-boiled or wrapped around with red tape. That is not borne out by the facts. The largest public utility companies on this continent have gone the farthest in providing their customers with the highest degree of service.

They may have scientific management, but that includes courteous employees, lowest rates, best service, and in general, most value for the money.

It is only in melodramas that the big corporation is bad. The big public utility company is the public's greatest boon.

THE BUSY MAN

If you want to get a favor done

By some obliging friend,

And want a promise, safe and sure,

On which you may depend,

Don't go to him who always has

Much leisure time to plan;

But if you want your favor done,

Just ask the busy man.

The man with leisure never has

A moment he can spare,

He's always "putting off" until

His friends are in despair.

But he whose every waking hour

Is crowded full of work,

Forgets the art of wasting time.

He cannot stop to shirk.

So when you want a favor done

And want it right away.

Go to the man who constantly

Works twenty hours a day.

He'll find a moment sure, somewhere,

That has no other use,

And fix you while the idle man

Is framing an excuse.

—N. Y. Ledger.

essential news that transpires within our big family.

If our publication has pleased you; has furnished information; has broadened your scope of knowledge a bit; has provided a laugh or two, we of the large staff who monthly compile it feel amply repaid. Credit and give thanks to our faithful list of contributors who month after month, without compensation, give of their time and talents to making the Magazine worthwhile. Theirs is a work unselfishly given.

We are not satisfied with the Magazine in its present form. It can be greatly improved. To make each issue "better than ever before" is the goal to which we will diligently strive.

Come Along and Join the Throng at P. E. Camp

Education Recreation
PACIFIC ELECTRIC CLUB
 Entertainment Fellowship
AFFAIRS. Associate Editor
 N. B. Vickrey

EXEC. COMMITTEE MEETING

Executive Committee of the Pacific Electric Club met in regular session in the Ballroom of the Club Building on Wednesday, May 7, 1930, at 2:00 P. M. The following members were absent: Paul T. Porter, W. A. McCammond, W. J. Scott, C. J. Hileman, B. L. Livingston, V. Swartz, T. H. Green, J. E. Flathers, H. E. DeNyse, H. C. Froude and T. J. Day.

Minutes of Executive Committee meeting held April 2, 1930, were read and duly approved.

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

Club Fund	
Balance 4-1-30	\$ 1,458.92
Receipts	1,595.06
Total	\$ 3,053.98
Disbursements	1,431.46
Balance 4-30-30	\$ 1,622.52
Relief Fund	
Balance 4-1-30	\$ 447.82
Receipts	1,770.29
Total	\$ 2,218.11
Disbursements	1,545.00
Balance 4-30-30	\$ 673.11

Special committee appointed by Club President E. L. Young, composed of H. E. Priest, Chairman, R. E. Labbe, B. F. Manley and N. B. Vickrey, to investigate cafeteria operations submitted report covering period of January 1 to April 30 to the effect that conditions were practically the same as when previous audit was made. The only change in conditions is that there appears a slight decrease in patronage. The committee reported that it was of the opinion that present conditions would not justify a reduction in food prices.

The report was accepted as submitted and the committee dismissed.

Club President Young appointed E. A. Stevens Vice Chairman of the Election Rules Committee and requested that the committee meet as soon as possible so that its report may be submitted at the next Executive Committee meeting.

R. H. Bennett, Torrance, Mechanical Department, was appointed to membership on the Executive Committee to fill the vacancy caused by the resignation of Walter Whitmore.

R. B. Hooper, West Hollywood, Transportation Department, was appointed to membership on the Executive Committee to fill the vacancy caused by the resignation of Glenn Hatt.

C. A. Thomas, Western Division,

Transportation Department, was appointed to membership on the Governing Board to fill the vacancy caused by the resignation of Glenn Hatt.

Mr. Young announced that a new plan for handling Emergency Relief Fund loans had been formulated and asked F. E. Geibel to explain the working of same. Mr. Geibel stated that a loan committee had been formed consisting of the junior past president of the Club, president of the Club, and manager of the Club. This committee will in the future pass on all applications for loans and if unanimous approval is given the application will be handed to M. S. Wade, Treasurer, who will write check as requested and approved.

Preliminary steps were taken toward the perfecting of an organization for the annual Pacific Electric Picnic at Redondo Beach with the unanimous election of N. B. Vickrey, President, and W. A. McCammond, Secretary-Treasurer. The date for the picnic was tentatively set for Saturday, August 23.

Messrs. Young and Vickrey made short talks urging the approval of the water bonds at the May 20 election.

Plans for the Pacific Electric Camp during the coming season were explained by Mr. Vickrey. He stated that every effort was being made to hold down the cost of spending a vacation at the camp and that employees would be delighted with improvements made in preparation for the coming season. An appeal was made to all members of the Committee to talk up the Camp in an effort to build up the attendance at much as possible.

B. F. Manley made a report on the annual Rod & Gun Club fishing trip to the Camp on May 1. In spite of the fact that a heavy snow fell while the outing was in progress, Mr. Manley reported that fishing was generally good, that their comforts had been taken care of very splendidly at the Camp and that everybody who participated in the trip had a good time.

F. B. Patterson announced that the annual Rod & Gun Club Picnic would be held at Pasadena on Sunday, May 11.

Meeting adjourned at 3:30 P. M.

P. E. CLUB BULLETIN

June 10 to July 10, 1930

Tuesday, June 10:

Masonic Club Meeting in Ballroom of Club—7:45 p.m.

Wednesday, June 11:

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

Thursday, June 12:

Pacific Electric Club Dance in Ball-

room of Club—8:00 p.m. This is the last dance of the present season.

Friday, June 13:

Motion Picture Show—"Blockade" with Anna Q. Nilsson—7:30 p.m.

Saturday, June 14:

Motion Picture Show—same as preceding evening—8:00 p.m. Agents' Association Meeting at Club—7:45 p.m.

Sunday, June 15:

Pacific Electric Rod & Gun Club Merchandise Shoot at Bangle Grounds—10:00 p.m.

Baseball games—watch weekly bulletins.

Thursday, June 19:

End of school term—graduation program in Club Theatre.

Friday, June 20:

Pacific Electric Club First Annual Flower Show—afternoon and evening.

Motion Picture Show—"The Million Dollar Collar" with Rin-Tin-Tin—7:30 p.m.

Saturday, June 21:

Pacific Electric Club First Annual Flower Show—afternoon and evening.

Motion Picture Show—same as preceding evening—8:00 p.m.

Sunday, June 22:

Baseball Games—watch weekly bulletins.

Friday, June 27:

Motion Picture Show—"His Last Haul" with Tom Moore and Seena Owen—7:30 p.m.

Saturday, June 28:

Motion Picture Show—same as preceding evening—8:00 p.m.

Pacific Electric Employees' Eighth Annual Week-End Excursion to Catalina—for details see special bulletin or story elsewhere in this issue of Magazine.

Sunday, June 29:

Pacific Electric Employees' Catalina Outing.

Baseball Games—watch weekly bulletins.

Wednesday, July 2:

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

Friday, July 4:

Motion Picture Show—"Warming Up" with Richard Dix and Jean Arthur—7:30 p.m.

Saturday, July 5:

Motion Picture Show—same as preceding evening—8:00 p.m.

Sunday, July 6:

Baseball Games—watch weekly bulletins.

Wednesday, July 9:

Rod & Gun Club Meeting—8:00 p.m.

ELECT OFFICERS OF WOMAN'S CLUB FOR COMING YEAR

The month of May proved the busiest of our calendar year.

May 7th we visited the Riverside branch, meeting held at the home of Mrs. Van Deren, where a lovely luncheon was served and delightful afternoon spent.

Mrs. Ward was elected President at the annual election of officers held on that day.

The activities of the home club began on May 8th on which day our honored guest was the beloved author

and playwright, John Steven McGroarty.

Another guest speaker, Miss Butler, talked of "Trees," giving a very intimate and interesting description of famous old trees she has seen throughout the nation.

A class in Parliamentary Law followed, conducted by Mrs. Tyler and then the annual election of officers took place.

Headed by Mrs. Geo. Miles as President, the ballot electing officers of the Club, offered no opposition to any of the offices. The list of officers will be given in next month's issue. Eighty-six women attended this meeting.

Wednesday, May 14th, thirty-six members were guests of the San Bernardino Club, and were entertained in most hospitable manner at the home of Mrs. W. G. Borkins, where a delicious course luncheon was served. Mrs. Snedaker, President of the organization, welcomed the visitors and voiced but one regret, their lack of regular club rooms to hold their meetings and entertain guests. (Didn't some one say the P. E. Depot at San Bernardino was being re-modeled?)

The last card party of the season was held May 15th, sixty ladies playing cards and making up the jolliest party of the year. Prizes in bridge were awarded to Mrs. Bitts and Mrs. Caseldine and in 500 to Mrs. Anna Kraeger and Mrs. Preece, the latter also lucky in winning the door prize.

The hostess for the past two years is very grateful for all the splendid help she has received and extends words of praise to Mr. Vickrey for his sincere interest.

May 19th the Club presented "Scandals", our jovial Master of Ceremonies, Mr. Geibel, providing real ones between acts. The program included Harmonica Boys' Band; charming little Billy Jean Leslie, toe dancer from Collette School in Pasadena; delightful Spanish dancing by the pretty little daughter of Mrs. Shoup; two beautiful soprano solos by Mrs. Thelma O. Leaton; piano accordion playing by Miss Martha Meek and two darling kiddies, one playing an accordion, the other dancing, which was the snappiest, peppiest "act" seen in the Club for some time.

Miss Helen Ogg, Dramatic Instructor, assisted by Miss Weatherby put on a very clever little skit entitled "Crystal Gazers."

When the curtain was pulled at the beginning of the program a beautiful scene was presented—a huge cake, white and glistening with garlands of ferns and flowers, occupied the center of the stage, depicting two years of organization under the guidance of Mrs. Green.

The cake was a delicious concoction made by Chefs Geibel and Stevens, the icing made under the watchful supervision of Mrs. Geibel. The filling was supplied by nine officers of the Club, each one giving to the mixture the desired bit of sweetness, spice and everything nice that is required to make a perfect filling. The top

Flower Show at P. E. Club on Program This Month

COMES now another new innovation sponsored by the Pacific Electric Club.

Employees who have prided themselves upon the success of their efforts to produce flowers of exceptional beauty will have an opportunity to exhibit their wares in a Flower Show to be held at the P. E. Club on Friday and Saturday, June 20th and 21st. If successful, as early number of entrants indicate, the affair will be made an annual event. Suitable and worthwhile prizes will be awarded to winning candidates.

Here are some of the details issued in official bulletin from the Club last month:

All Club members and their families are eligible to enter exhibits in the Flower Show and no entry fee will be charged. Appropriate prizes will be awarded on the basis of judging by competent florists and nurserymen.

There have been established two general rules governing this event: First—flowers must have been grown by employee or immediate family of employee under whose name exhibit is entered; and, Second—no bottles or cans may be used in the exhibit, however, vases, bowls, baskets and various containers may be used.

The important thing to be remembered is that the success of our flower Show depends on the collective support given it by all flower culturists within the ranks of the company. Fill out at once the Registration Blank furnished herewith and return to the Pacific Electric Club, 299 Pacific Electric Building, Los Angeles, California.

List of prizes, rules, space allotment and other general information will be furnished to all prospective exhibitors sending in Registration Blanks.

This Flower Show promises to become an outstanding event and only a few days after bulletin was issued announcing it more than 30 applications had been filed. Among the early entrants were: A. G. Owen, Agent, San Dimas; J. B. Boswell, Mech. Dept., Long Beach; Earl Moyer and F. E. Loucks, Accounting Dept.; O. O. Collins, Law Dept.; C. C. Fenimore, Storekeeper and Henry Packer, Trans. Dept.

Among the flowers already entered are: dahlias, water lillies, roses; cactus; delphiniums, iris, poppies, and others with names that challenge both our spelling and pronunciation ability.

layer disclosed our retiring President and the new officer, Mrs. Geo. Miles—(what chef doesn't save the best for the top of the cake?)

Our past President lighted from her candle the one held by our new President and with appropriate words brought to a close a beautiful picture that will long be remembered.

It was a splendid show, thanks to Mrs. Geibel who worked day and night to make it the big success it was.

TWO EVENTS PLANNED IN JUNE FOR AGENCY FORCES

Agents and station forces throughout the system have two special events in store for them this month. One will be a party at the Pacific Electric Club on Saturday evening, June 14, and the other an outing to Catalina in conjunction with the annual hibernation of all employees to that popular island resort.

Following a short business session, Agency employees and their families at their party on June 14 will have a get-together jinx, in which dancing, cards and other amusements are planned. Light refreshments will be served. The hosts and hostesses for the evening are officials of the Agents Association, namely: President and Mrs. E. S. Donaldson, Vice-President and Mrs. C. Whiteley and Secretary and Mrs. J. C. Winterburg.

At the annual Catalina outing the same arrangements as regards transportation and housing at Catalina is available to Agency forces as to all other employees, details of which are elsewhere in the Magazine explained and attention directed thereto. This event supersedes the usual separate outing made by station forces each year, it being thought that in view of the large number of company employees on the island that day and the big program of amusements scheduled it would be a good plan to combine the two events.

Largest School Graduation

Graduation exercises of the Pacific Electric School will be held on the evening of June 19 in the Club Theatre. The spring graduation will undoubtedly be the largest of the year in that many of those to receive certificates at this time have been taking courses which extended over the entire school year.

An appropriate program is being arranged for this occasion and the entire Pacific Electric Family is invited to attend.

Dancing Season Closes June 12

Bringing to a close the 1929-1930 dance season, the Club will hold its final dance before the summer vacation on the evening of Thursday, June 12.

This will bring to a conclusion the first season of dancing in the new Club Building and the most successful in the history of the Club in both attendance and enthusiasm manifested. Capacity crowds have attended practically all of the semi-monthly dances with a very high percentage of those in attendance participating in the dancing.

The dancing classes that have been given each Thursday evening will likewise be discontinued for the summer after June 12.

Landlady: It looks like a rain.
Boarder: Yes, but it has the faint smell of coffee.



NORTHERN DIVISION
Eastern Lines
Ruth Thompson

The San Bernardino High School students chartered two cars to take them to Fairmont Park to celebrate their Ditch Day. The graduating class at Sherman Institute also chartered a car to celebrate their Class Day at Fairmont Park.

The Pacific Electric Camp, in the San Bernardino Mountains, was formally opened on May 30, and the occasion was greatly enjoyed by a throng of employees.

Brakeman J. J. Raker has received an extension on his leave of absence to allow him to spend more time at his mining claim in Nevada, as said claim is showing great signs of prosperity. A gold mine on the side does help some in keeping away the wolf.

Mr. Rhinehart of the Mechanical Department is improving rapidly after an operation at the California Lutheran Hospital.

Motorman Parkins and Motorman Frasure are reported on the sick list.

Benn Botts, Clerk of the Mechanical Department, who is pitcher for the Colton Indoor baseball team, is having great success this year, not having lost a game so far.

Dave Coburn is back with the Company, having accepted a position as freight clerk at the Riverside freight office. Mr. Gilmore, from the Riverside freight office, has transferred to the freight office at San Bernardino on account of Cashier Brock accepting the position of Relief Agent at Etiwanda. Bailey Burch, former Agent at Etiwanda, has bid in Corona.

Effective June 1, all of the Motor Transit coaches will leave from the Pacific Electric Station for the mountain resorts. If this keeps up, the San Bernardino station is liable to be mistaken for the one at Sixth and Main.



7th ST. WAREHOUSE
Daniel Sanchez

John Donnelly, Checker, reports the northern part of the state of Washington and Vancouver, B. C., very good places to be in for a little while—that is for about two weeks vacation. Otherwise, no place like home.

The boys of the warehouse are very anxious to take a good look at the new Nash Sedan Mr. W. King, our Foreman, shed No. 1, bought last month.

We miss our friends William Odel and Fred Pressnal, who have been transferred. A visit from them now and then will be appreciated.

Gilbert Horcasitas, Checker, is somewhat disappointed on account of Primo Carnera leaving California so soon. Horcasitas was just getting ready to mix with him.

We are using this means to let the father of O. C. Black, General Foreman, know that we are glad to hear that his illness is over. The boys still think of him often and remember well when he used to be with us.

Early vacationists this year: Charles Salazar, Chief Revising Clerk, at home; Sam W. De Haven, Inspector, at home; C. C. Brown, Night Chief Bill Clerk, fishing in North; Pat F. O'Neill, Claim Clerk, San Francisco and Seattle; L. C. Mahoney, Car Clerk, at home; C. P. Schye, Interchange Clerk, Los Angeles and vicinity; Glen Day, Yard Clerk, Seattle; M. B. Leister, Los Angeles and vicinity.

O. M. Evans, popular Clerk in the Terminal, has resigned and returned to the old homestead in Utah.

Our friend and fellow worker, Richard O. Schwindt, of the Accounting and Billing Departments, passed away on Sunday morning, May 25th, and our sympathy is extended to his bereaved family.

The entire Freight Terminal wish to extend our most heartfelt sympathy to Mr. George W. Orr, Asst. Agent and his family in this, their hour of sorrow, as they mourn the loss of little George Orr, aged 5 years, who was accidentally drowned while playing near a pond Tuesday evening, May 27th, in the vicinity of their home in Arcadia.



FREIGHT DEPARTMENT
SOUTHERN DIVISION
Thos. A. Lyons

While demonstrating how a straight left should be sent home and the terrible effect of it, Howard Whole drove his hand through a window in Johnny's greasy spoon across the street. Now the writer's wife and two little girls were sitting in a car just outside the cafe and the two kids got a great bang out of Howard's predicament and the oldest girl, Patty, piped, "there is a story for Daddy for the Magazine." Hence this story. No, Howard did not hurt his hand.

The sad accident which befell Al Tyler and which caused his death, was regretted by everyone who knew him. Al had been with the P. E. since 1908 and in those years made many friends. We know Al is happy for he always led a good Christian life.

Tommy Holyoke is in the California Lutheran Hospital recovering from an operation. Let's hope he will be up and around again soon.

Johnny Dees will be back on the job again in a few weeks, and while S. Paul is still in the hospital, he expects to go home in a few days.

Did you ever see Bill Spann looking at the clock and marking time like they do in the Army? Well, Bill calls Stevens, "Seventy-Nine Minute Joe."

Dave Barnett is back in freight. Now watch the dust kick up.

Jack Greider is falling away to a ton. If it continues Jack will lose the nick-name of "Sheik."

Zeke Meyers, Harry Conklin, Bill Lutes, Ted Packer and Dan Terry have been in court so long they are over-ruling each others questions.

McReary, Copp and Barnett, Edmonton, Anstrom and Lyons, the fishing kids.

George Terry is on the high seas bound for Europe. The lucky boy.



NORTHERN DIVISION
POMONA
Walter R. Bloom

Conductor Leo LaVoy has returned to Pomona after a ninety-day leave of absence spent in the northern part of the state.

Motor Coach Operator "Bill" Robitson and wife have moved to San Dimas, as his run 900, now ties up there.

Walter Leigh of the Line Car and wife have been spending some time visiting their daughter in Long Beach.

Among those taking their vacations recently were E. DeGarmo, at home and various beaches; Roy Herr, at home; B. L. Brown and H. K. Riordan.

"Billy" Hennon of the Mechanical Department, and wife, attended the Pennsylvania picnic at Long Beach.

Motorman F. O. Evans was pleasantly surprised one evening last week when a number of friends came in to help him celebrate his birthday. Cards and refreshments provided the evening's entertainment.

Clyde Whiteley, Agent, and Mrs. Whiteley, have just returned from a three weeks' vacation spent in the Pacific Northwest and Chicago. On their return trip they stopped in Arkansas to visit Mr. Whiteley's relatives.

Conductor A. M. Fisher has moved from Covina and is now located on West Artesia Street, Pomona.

C. F. Kinne is enjoying a visit from his father who is here from Arizona. He expects to be here several weeks.



OCEAN PARK CAR-
HOUSE
E. M. Daniels

The following men of O. P. C. H. have spent their annual vacation this month: A. L. Rocco, in Frisco; H. Hoover, in Pittsburg, Pa.; Trowbridge, in Ventura; H. Baird, in San Diego; C. Rice, in San Diego; O. L. Larson, in El Centro; G. Washington, in Frisco. All report having a splendid time.

Laurence Klein, wellknown Western Division Conductor, and O. P. Club Representative, resigned this month to start a business for himself in Venice and Santa Monica. He reports that he has a good start. Laurence was long an Executive Committeeman of the Club and worked always for the best interests of the Company.

Harold Baird, Conductor, decided two could live as cheaply as one. They have made their home at the Bronze Apartments.

Ray French, Conductor, has been ill for the past month at Santa Monica Hospital. He is improving slowly, but surely, and we hope he can be back to work soon.

Special from Alaska: "Being 130 degrees below zero we are hugging the fireplace. Our ears are still as big as watermelons and our

nose 'no one knows.' We are catching the first train home so we can get thawed out before the summer is over. Wilcox, Tooker and myself will be only too glad to get back to the carhouse. Will be home about June the Seventh," Tom Greenly.

A. C. Tanner jaunted three miles for a gallon of gas the other night when returning home from work. The only regret he has is that he had a flat tire when he returned to his car. Such is life in the Far West.

Conductor Worsham is spending about three months in Arizona to regain his health. He has had plenty of tough luck and he is entitled to a good rest. We wish him luck.



MECHANICAL DEPT.

Carleton B. Bell

Bill Husbands is very well known throughout France, having been prominent in the last war there, and is planning to return soon to the scene of certain conquests of his. His French has become somewhat rusty from disuse, so he is taking lessons in French from Miss Wheaton in the hope of becoming as fluent as of old. If he becomes as fluent in French as he is naturally in English, still more conquests await him in France.

"Billy" Wilson and Pop Wheaton are having their smiles repaired and while this is being done they are eating much soup. See them for best advice regarding different varieties.

Gladiolus blooming season is again upon us, and many beautiful blooms are to be seen at the benches of glad fans in the shops. If you want to see a lot of them in bloom call on Mary Bladrick and Louie Brown at 16324 Western Ave. any time during the next several weeks. A real lover of flowers loves to show his pets to others.

The Torrance Shops indoor ball team is going strong, having won all their games so far. Venn Botts, the wonder pitcher from San Bernardino, pitched a game for them against the Edison Electric, the score being 4 to 1. Botts pitched his usual high class game, allowing the Edison boys only two hits and fanning 18. This team would be glad to play any team on any night grounds if they can get together on open dates. They expect to play the Edison Electric again at Compton on June 16th and have Botts with them again. Better plan to sit in on that game and add to your knowledge of baseball.

Geo. Allen, the only rival at golf that Bobby Jones has in the P. E. shops, has returned to work after being absent on account of illness for almost two months. It is hoped that his illness has not had too much effect on his golf form.

George A. Stevens and Joseph Hardesty followed the example of President Hoover and Prime Minister Baldwin when they wished to hold an important conference and settle great questions for the benefit of all. They, too, went fishing, but near Catalina instead of in the Virginia hills. All went well except for Steve getting seasick and was not able to hold up his end of the arguments. (Steve denies this.) One thing all agree on, and that is that the 26-pound white sea bass that Steve caught was a beauty.

Mr. Straub never fails to improve an otherwise wasted moment by getting busy with his slide rule endeavoring to master more of its secrets. Sometimes he gets so deeply engrossed that more minutes fly by than he intended. Such was the case one afternoon when he had to catch a certain car. The slide rule was brought out to while away the three minutes that he had to wait—result, Arreen Miller had to make a record dash with her Cleveland to get Mr. Straub to the carline in time; just barely did make it.

Harry Pierce told us all about the fine trip to Lake Arrowhead three weeks ago and all about the fine fish the fellows caught, but it took one of the other fellows to tell that Harry

did not catch one single trout. Harry is to try again soon and we hope he has better luck then.

Some of the men wonder what is the proper address of "Anaheim" Oefinger. He works eight hours a day in Torrance, spends from Friday afternoon to early Monday morning at Bolsa Chica fishing in the surf, and what time he has to spare at his home in Los Angeles.

Everywhere I went in the shop for news I heard about Roy Colburn and his trip to the Rod and Gun Club picnic at Brookside Park. Roy mis-read the bulletin concerning this event and thought that there was to be free gasoline furnished at the picnic as well as lemonade and coffee. As a result of this oversight Merrill Tripp had to tow Roy and his machine full out of the canyon to the nearest gasoline station.

It seems that Al Anderson has had his faith in Fortune Tellers badly shaken. As a result of a conference with one of these people a few days ago he is out not only the \$1.00 he paid for advice but the \$2.00 he bet that Marshall would beat Dynamite Gus.

We are especially sorry to lose one of the most popular characters of this column, Loyd T. "Red" or "Rajah" Adkins. He recently resigned to return to his former position with the Fox Film Co. We wish him the best of luck.

Jack McEwing is making a bid for fame similar to that made in the past by the great and only "Death Valley Scotty." Jack has taken to making secret trips to the desert of late and we can be looking for Jack to be flashing \$100.00 bills and blue flannel shirts any time now.

Our old friend John W. Cusick is back in town and living at 1958 220th St., Torrance. Mr Cusick is quite ill, but would enjoy seeing some of his old friends from the shops.

James Lloyd has a problem that is hard to solve. He got a few dollars in a perfectly legitimate manner a few weeks ago, but kept it a secret from his wife. Now he is afraid to spend it for fear of awakening his wife's suspicions and doubly afraid to let her know he still has it. His fellow-workmen suggest the Salvation Army or the starving of China as a suitable outlet for this fund.



SHERMAN TERMINAL

E. D. Arthur

A. E. LaChance and wife report a wonderful vacation with friends and relatives in Chicago and Marion, Ill., the latter being the old home town. Mr. LaChance had the pleasure of spending most of the time with his mother after seventeen years without having seen her.

Ray Jones left the service to accept a contract with the Universal Picture Corp., Ray rides, ropes, N'everything, so look for Ray in the Movies.

Herbert A. Dupree, garage mechanic, who was seriously injured in an accident with the garage service car on Ventura Blvd. Line, was reported greatly improved.

Conductor Kenneth Rodenbecker and Miss Dorothy Rider, both of West Hollywood, were united in the holy bonds of matrimony at the home of the bride's parents May 24th.

The couple left immediately after the ceremony for their honeymoon in the Yellowstone Park and points in Idaho. We all join in wishing them many happy returns of the day. Nothing was said about cigars. We wonder if Kenneth was nervous?

R. C. Byrd, Toluca Yard Foreman, is suffering from a broken jaw which happened when the fender arm struck him while changing a fender. His condition is not thought to be serious.

Gordon H. Blume reports a very pleasant vacation with his parents at Long Beach. We also understand that Gordon went to Tia Juana?

William Murray and Louis Lamore are both on vacation.

E. H. and F. H. Kelso are both on vacation with friends in Los Angeles and environs.

Motorman J. F. Hatton and wife report a very pleasant vacation, having visited Portland, Seattle, Vancouver, returning via Spokane, Ogden, and Salt Lake City.

Don't fail to get a bulletin of the new classes starting the latter part of June at the Pacific Electric Club Rooms.



NORTHERN DIVISION PASADENA

Edmond C. Fox

We take great pleasure in introducing to you the following new members: Motorman C. L. Peer, C. W. Pennington, D. P. Thompson and C. S. Huettner.

We are glad to report that F. J. O'Donnell is at home convalescing from a long illness and will soon be back on his run.

W. M. Lovelace has been ailing for some time and has recently returned to the hospital for an operation. Let us hope for a speedy recovery.

Our sympathy is extended to V. J. King and the bereaved members of the family upon the great loss in the passing of their beloved mother.

Conductor W. G. Reep has given up his run on the Oak Knoll line and is now performing duties at the bus garage.

L. F. McDaniel, who has been on an extended leave of absence, will return June 12th.

S. Van Wickle goes back to Macy, having bid in So. Pasadena run No. 147. J. E. Lowry comes back to Pasadena on run No. 310.

Motorman C. W. Olson is now holding Oak Knoll run No. 31. F. W. Goldsberry has bid in No. 7 Short Line.

A gradual progress in seniority rights has made Motorman F. F. Lee and Conductor A. F. Simpson the highest bidders on an Oak Knoll daylight.

"Good-bye. We'll be back in two weeks," so said F. Breen and J. E. Newman as they departed for their annual vacation. They are traveling together through Washington, Oregon and British Columbia.

L. G. Bowers is back from an extended leave. He relates some very interesting travel experiences. Having departed via the Sunset Route to the quaint old city of New Orleans, thence north and east to Ohio, his final destination. Returning via the Overland route.

W. H. Fanning is stationed on Mt. Lowe, filling the place of F. Breen who is away on vacation.

W. S. Douglas has proven himself to be an unlucky gambler, having lost a run on the flip of a coin to O. C. Victor for the second time.

W. F. Dougal, formerly of Macy, bid in Knoll daylight.

Conductor W. W. Andrus returns after an absence of several months, having visited the old home in Kansas. Friendly greetings and a welcome from all hands.

C. J. Petznick has given up his run temporarily and is working the extra board.

Conductor W. O. Johnson has bid in an Oak Knoll run after many years of motor coach operating.

Conductor G. Foster is on leave and is enjoying a pleasure trip through the eastern states.



MACY ST. TERMINAL

D. B. Van Fleet

News of the sudden and accidental death of the late Freight Conductor A. G. Tyler, of the Southern Division, was received with true sorrow by his many friends on the North, who unite with many others in extending heartfelt condolence to his bereaved widow.

Motorman W. E. Thompson, Sierra Vista Line, is to be commended for his alertness in reporting a big trolley break at Mission Road crossing on the four tracks.

Mr. Thompson, who was on vacation at the time, had just driven his automobile into a nearby garage when the break occurred. First requesting others present to rush over and stop all automobile traffic from running into the live wire that was dangling over the pavement, he then immediately reported the break to headquarters, so the Dispatcher could call the necessary help to take care of the break. Mr. Thompson stayed at the break and flagged until the tangle was well in hand of company authorities.

Several years ago, a high railroad executive made the following statement: "A Dispatcher is the King Pin of a railway." The Dispatcher with all the company's emergency resources at his command is the one to immediately notify in case of serious trouble. Recent failure of two delayed interurban crews to fully realize the necessity of reporting their plight to Dispatcher resulted in both crews missing the relay crews that were ordered out for them, causing not only more delay but considerable inconvenience to many passengers as well. It therefore behooves each Trainman to remember that in case of serious trouble on car or line, the "King Pin" is the one to notify.

Found! A man who thought red meant proceed.

Recently, while flagging at a highway crossing to protect a trolley break, Conductor J. E. Lowry, Sierra Vista Line, with a red lantern in one hand and a burning fuse in the other strove frantically to stop an oncoming motorist, but to no avail, for automobile plunged into wire and caught fire. After fire had been extinguished by an accommodating garage attendant, Conductor Lowry asked the driver why he didn't stop. His answer was, "I thought you were waving me to come ahead."

It is with pleasure that we announce the marriage of Conductor H. Lytle, Sierra Vista Line, to Theresa J. Fisher, of Los Angeles, on the evening of May 1st, last. Congratulations and best wishes.

Conductor W. C. Huddleston, Run 143, night South Pasadena, and Conductor L. E. Segar, Run 104, Sierra Vista, have traded runs for a few months.

We are glad to welcome back to Macy Street former Macy Motorman J. B. Thompson, who has been working a run out of Riverside on the Riverside-Redlands Line.

On May 17th, Brakeman N. A. Radney, State Street, another of our supposedly confirmed ones, turned Benedict and was united in marriage with Miss Florence Pellissier, of Los Angeles. The ceremony was performed in Alhambra, with Freight Conductor L. J. Middleton being best man. After the wedding dinner, which was served at Conductor I. E. Nicholson's home, the happy couple departed on their honeymoon to Catalina. Congratulations.

One morning last month while inbound with a freight train from Sierra Vista, Motorman M. C. Hooper, State Street, happened to look toward his home which is only a short distance from the right-of-way and was shocked to see smoke issuing from the roof of his house. Mr. Hooper operated his train into State Street Yard where he was relieved from duty. He then hurried home, arriving in time to assist in saving considerable of the house.

Recently while inbound on the San Bernardino Line with a heavy freight train between Claremont and North Pomona, Motorman C. L. Mills, State Street, noticed that the motors of

the electric locomotive were bucking very badly and would have to be cut out. Rather than stop his train on single track he cut off the power and permitted his train to coast to North Pomona where he stopped opposite the passing track, thus permitting other trains to pass the disabled one. Mr. Mills is to be commended for using such keen, good judgment.

The broad smile that Motorman W. H. Potter, Sierra Vista Line, was wearing around after returning from his vacation was certainly justified for on May 18th a 9-pound baby boy arrived at his home. Congratulations.

Recent vacationists:

Conductor W. F. Dougall, Home; Conductor R. E. Keith, Home; Conductor W. D. Rose, Eastern points; Motorman H. A. Eickstaedt, Middle West; Motorman S. J. Miller, auto trip into Northwest; Motorman W. H. Potter, Home; Motorman E. H. Treischman, to Berkeley to witness graduation of daughter from State University, and then a visit to Yosemite; Motorman J. R. Walden, Home; Motorman C. H. Yaple, Catalina, also auto tour northward along the coast; Conductor W. A. Haden, San Bernardino Line, and Conductor E. R. Grinnell, Sierra Madre Line, were also on vacation during the month.



ENGINEERING DEPT.

Margaret Maitland

M. C. Halsey tried fishing at Lake Arrowhead, and had his usual luck (bad).

Albert de Pfyffer spent one week of his vacation in San Francisco.

Delightful way of taking your beauty sleep discovered by F. N. Compton—use the nearest girl's shoulder as a pillow while riding the Big Red Cars.

Jack Greenberg is "walking around in a dream". No he is not in love, but both his children have had the measles.

Geo. Malcolm is contemplating a trip to Scotland. George has not been home for 35 years; we all wish him "Bon Voyage".

Vine Cahoon spent one week of her vacation with friends who have a cabin in the mountains.

John Blackburn and his friend bought a Model 23 Buick. After a couple of punctures they seemed to be getting along all right. Yosemite is their goal.

C. E. Hunt spent his vacation at Hodgers Lake. Didn't catch any fish, for the simple reason that he didn't try to, he says.

Helen Rapp and her sister motored to Yosemite and spent a delightful week hiking and dancing.

W. H. Fulton is on his way to New Haven to attend the reunion of his class at College.

D. Fryrear has a Nash; let's hope a better fate is in store for it than the Ford.

J. W. Pinney, official bouncer in the Field Dept. just returned from his vacation, spent quietly at home just resting up for the strenuous year ahead.

E. Hayward is spending his vacation in the northern States and Vancouver.

The Field Department can boast of two seafaring sailors. While fishing at Lake Arrowhead, Captain Gould and First Mate Boyle, anchored in a quiet spot for some time, then started home and found a heavy sea running. Finally the First Mate gave up in despair and the Captain brought the boat to port with the anchor still dragging. No damage done to the anchor, but oh the blisters.

"Doc" Shaw had the misfortune of being bitten by a dog, but Doc is getting along nicely. The dog is in the hospital, but not from hydrophobia.

Miss Clark, who has been with us since January, left last month to take up house-keeping. She was presented with a crystal fruit bowl. Miss Lloyd is taking her place.



ACCOUNTING DEPT.

George Perry

Cigars and candy were rampant in the Freight Accounts Bureau last month, the occasion being the arrival of a young lady and a young gentleman in the homes of two members of this Bureau. A daughter, Gloria Louise, was born to Mr. and Mrs. Harley Clark and Mr. and Mrs. Falkenstein announced the birth of their son, William Louis, on Mother's Day. Heartiest congratulations are extended to both families.

Mike Levin, Chief Clerk, Statistical Bureau, had a little argument with the doctor recently and lost we might say, by a pair of tonsils, because he hasn't them any more.

With the opening of the vacation camp for the season of 1930 the following representatives from this Department were on hand to see that it was opened right: L. A. Lovell, Miss C. B. Templeton, H. Huestis and N. E. Cates. It was.

Best wishes for success in his new position with Technicolor Film Co. are extended to Guy Rassmussen, who left the service recently. A beautiful leather traveling bag was the farewell gift from his many friends of the Pacific Electric Family.

We are happy to report that Sam Taylor, Freight Accts. Bureau, who was so suddenly taken ill in the office last month, is feeling much better and is now able to be up and about. We hope to see him back with us soon.

If you would like some first hand information about the sinking of the fishing tug Ameco, that unfortunate disaster which occurred at Santa Monica recently, ask Louis Tighe, who was an eye witness, being aboard the tug Freedom, which did the rescue work. Louis says that he took two trips that day—his first and last.

The friends of Mrs. Dovey Brown, who has been ill at the Whittier Hospital, will be pleased to learn that her condition is much improved and that she hopes to leave the hospital very soon.

In spite of Ed Brady's heavy hitting and Herman Grenke's exercising, the Accounting Dept. lost their indoor game to the Transportation Dept. Both Mike Levin and Herman Grenke tried to knock the cover off the ball; not succeeding at this, Herman thought he would run it to death. The team missed the services of star Shortstop Uecker May 17. Eddie had to harvest the hay in his front yard.

Rare and varied was the vacation fare for the merry month of May as the following resume indicates: Juanita Hoover went sailing on a 12-day ocean cruise to Mazatlan, Mexico; she had a delightful time on board ship, the ocean being very smooth at all times during the trip.

Bill Keelin journeyed to Butte, Mont., stopping a few days en route in Salt Lake. The weather wasn't all one could ask, says Bill—"It rained every day in Butte."

Virginia Le Blanc included in her vacation two of California's most beautiful playgrounds—Yosemite Valley and Catalina Island.

Evelyn Mathews and Helen Wegerer both elected to remain at home and enjoy a restful vacation.

Lorena Robinson vacationed at Balboa Beach—boating, we'll bet.

Yosemite was the choice of Gladys Howell; she reports a marvelous trip.

Harry Thomas hied himself to the high Sierras for a little fishing; he got the limit of trout each day while there; however, it snowed and became so cold that he made an earlier return than expected.

Emma Franklin visited one of nature's beauty spots—Sequoia National Park.

Edna Abell spent her time in Denver.

Margaret Taylor stayed at home, enjoying a real rest.

A trip to San Francisco with an evening in the studios of station KFRC, witnessing the Blue Monday Jamboree go out on the air, helped to pass some of Earle Moyer's vacation.



SOUTHERN DIVISION

William Kaplan

Conductors Dougherty and Boice, and Motorman Griffin have transferred to Long Beach to work out of that terminal.

V. Davidson has bid in Run 53—the graveyard run. He claims that he actually intends to work it.

A. R. Steven, Agent, and G. A. Henky, Clerk at Watts station, have announced that in the future they are to be known as **personnel**—not just help.

Switchman Walker: "I'm a newspaperman."
Conductor Doherty: "What corner have you got?"

A. J. Fillin is the latest to enter the bonds of matrimony. F. E. Epp has openly denied that he will be next.

What's the matter with the Southern Division Trainmen? There were only a handful present at the last Trainmen's meeting in the Club building at Los Angeles—and cats were provided too!

Al Silverman has taken over the position of bat boy on the P. E. Trainmen's Baseball team. With the combined lung power of Silverman and F. L. McCulley, Manager, no opponent should stand a chance.

Southern Division Mailbox—I produce these letters without comments.

"In the next issue will you please give chemical analysis and vitamin contents of that famous 'graveyard stew', said by you to be Mr. Lockwood's favorite dish?"

Your friend,
G. W. NISBET."

"If anyone knows what Motorman C. A. White told 'Peg' about Bill Otto, please notify Conductor Lockwood at Watts, since Bill has been crying around for several days and White won't tell. We hate to hear Bill cry."

Bob Gallop, ex-motorman, was reported as being ill and destitute in a nearby desert outpost. A collection has been and is being made. All who wish to aid communicate with Terminal Foreman McCulley.



STORES DEPARTMENT

H. Vander Zee

Vacationists during May: Don C. Fuller, Clerk, Phoenix, Ariz.; Royce Robertson, Sec. Stkpr, Arizona; Dwight Knowles, Helper, Arizona; Louis Richardson, Helper, at home; John Vander Zee, Accountant, at home, and Wm. Hadler, Deliveryman, at home.

If the next issue of the Magazine reports the purchase of an Aeroplane by Jim Phillips, don't be surprised. Jim is now a resident of Baldwin Park and he should be a "red hot lead" for some aircraft salesman if the distance he has to cover each day has any bearing on it. The record for long distance commuting was previously held by Les Boeln, El Monte, with Mr. Howard, Glendale, a close second, but first honors are now due Mr. Phillips.

Byron R. Sweany (better known as Bob), erstwhile Inventory Clerk & Timekeeper Stores Dept., reports the arrival at their home on May 21st of Eugene Robert, weight 9½ pounds. Congratulations and best wishes are extended the proud parents.

On Thursday morning the Store Dept. employees presented Ted Sorenson with a wedding gift in the form of a beautiful table lamp. He also received a rolling pin inscribed with several verses and a number of names, but seemed more pleased with the former than with the latter article, having no doubt heard from good authority that rolling pins are still used for everything except cooking.

Doris Sturgiss and Leonard Jones were presented with a set of glassware, also beautiful, and happily received.

The "Announcer" or "Entertainer" of a local broadcasting station, having been unavoidably detained for the good of the cause by certain persons several weeks ago, was appreciated in more ways than one by the majority of the radio audience at large. One of the reasons being that it helped uncover talent (suspected but never verified) in one of our co-workers, Fred Hopkins, who we understand filled the gap at the station very satisfactorily by rendering a short sketch and singing several songs. All reports were favorable so we can look to this source for more good entertainment in the future.

General Storekeeper Fenimore made a business trip to Portland, Oregon, several weeks ago in the interests of the Company. Mr. Fenimore enjoyed the trip immensely, even though most of his time was devoted to business, and is very enthused about the Pacific Northwest. However Southern California looked pretty good to him on his return.

Ruth Batch, formerly of this Dept. and now in the Purchasing Dept., is at present vacationing in Pittsburgh, her former home.

Entry blanks for the Flower Show to be held at the P. E. Club June 21-22 may be procured from the Timekeeper. Those most interested in our Dept., were mentioned in an article last month and will all likely have a display representing their best. Mr. Fenimore is again being considered as keen competition in raising gladiolas. The bouquet in his office is the best exhibit we have seen so far.

Orville Strosinder is now a resident of Torrance having moved here from Redondo several weeks ago.

HILL ST. STATION

W. H. Jenkinson



Hear ye! Hear ye! Tony Moreno, Motorman, Hollywood Line, is sporting a new Marquette six coupe.

Motorman Bill Hayes of the Glendale Line has been leading that line in coasting for the past few months, although "Big Bill" Jenkins had been running a close second. Now you know "Big Bill," when his mind is set on doing something, he won't give up until his ideas are accomplished. So let it be known that last month he whizzed by Bill Hayes and is now heading the list.

Motorman Marion Hansen of the Hollywood Line and his wife left last month for a trip back east. They expect to be gone thirty days.

Motorman C. A. Thomas of the Glendale Line had a floral piece made up for a funeral. Sid Stowe, Starter at Hill Street, took a picture of it, then Motorman C. Carney of the San Fernando Line tinted the picture. Sid should be complimented for the photography and Carney for the tinting. It was a real picture for art lovers.

Conductor W. H. Jenkinson wishes to let the whole world know that his baby boy was one of the prize winners in the Los Angeles Mothers baby contest, held here last month. Competing with 1400 babies he carried away a blue ribbon and was pronounced as being 98½% perfect.

We miss the faces of Motorman Lee, who transferred to Sixth and Main Street and Motorman Senior, who went to Sherman. May they have friends there as they had at Hill Street.

It is with regret that news is received of the demise of Mrs. Aney, wife of I. T. Aney, Starter at Glendale. Sympathy is extended to Mr. Aney and family.

E. L. Converse, Motorman on the San Fernando Valley Freight, and his wife enjoyed a two weeks' trip to Yosemite Park. While there he found a man who knew his father 49 years ago and showed him the house where he was born.

Motorman Wm. Semidy of the San Fernando Line and his wife are enjoying a thirty-day trip back in Texas and Oklahoma. We hope he may visit where the bloom is on the sage.

C. A. Thomas, Motorman, Glendale Line, and J. C. Hansleman, Terminal Foreman, visited the P. E. Camp last month. They report catching plenty of fish. On their return trip Hansleman fell asleep and dreamed that he was still fishing. Imagine his embarrassment when he awoke and found himself yelling aloud, "I've dropped my pole in the lake!"

The following men have taken their annual vacations:

Conductors: C. C. Wilcox, W. Wilson, M. C. Mevers, T. G. Cooney, and P. W. Reynolds.

Motormen: J. R. Nobles, A. A. Malmberg, E. Wolfe, K. W. Phillips, N. M. Simmons, E. Nixon, and L. S. Knapp.

The Subway Trainmen's Baseball Club and the Ocean Park Ball Club have consolidated and will be known in the future as the Western Division Baseball Club. The first game will be played June 8th at Santa Monica.

Conductor C. L. Settle is back in uniform and looks mighty good.

A school teacher had found one boy backward in writing compositions. At last she had a bright idea. She would have him write an account of a baseball game.

It seemed that she was successful, for the paper was handed in promptly. It read: "Rain—no game."

Her Fortune

First He: "See that girl? Her face is her fortune."

Second He: "Yeah, and it runs into a nice figure."

Pointing the Finger

One of Levinsky's customers was notorious for his slowness in meeting his liabilities. He simply would not pay for goods purchased. In desperation Levinsky sent the following letter:

"Sir—Who bought a lot of goods from me and did not pay?—You. But who promised to pay in 60 days?—You. Who didn't pay in six months?—You. Who is a scoundrel, a thief and a liar?—Yours truly, Al Levinsky."

Couldn't Stay Longer

Father: "What do you mean by bringing my daughter home at this hour?"

Boy Friend: "Man, I gotta be at work at 8 o'clock."

They Learn Young

"Just think, children," said the missionary. "In Africa there are 6,000,000 square miles where little boys and girls have no Sunday school. Now what should we all strive to save our money for?"

"To go to Africa," came a chorus of cheery voices.

Yes

Patron—Here's a piece of rubber tire in my hash.

Waiter—No doubt. The motor is displacing the horse everywhere.

A schoolboy was asked to write a sentence using the words "analyze" and "anatomy." He wrote:

"My analyze over the ocean,

My analyze over the sea,

Oh, who will go over the ocean

And bring back my anatomy."

Willie: "Dad, which is the longest river in the world?"

Father: "I don't know, my boy."

Willie: "You don't know. And to think that at school tomorrow I may be punished for your ignorance!"



Sweet Revenge

Mrs. A.—“That woman next door bought a hat exactly like mine.”
 Husband—“And now I suppose you won't speak.”

Mrs. A.—“Not after she finds I've given mine to her cook.”

Traffic Cop: “Hey, lady, you can't make a right turn here.”

Lady Motorist: “Why not, I'd like to know.”

Traffic Cop: “Well, a right turn is wrong here—the left turn is right. If you want to turn right, turn left and if—Aw, go ahead.”

A traveling man left home for a trip. On arriving at his destination he discovered that he had forgotten to bring extra underclothing. Whereupon he wired his wife: “S. O. S., B. V. D.'s, C. O. D., P. D. Q.”

“I may not have a little fairy in my home nor a little miss in my car but I certainly have” said the driver as he started home, “a little made in my cellar.”

Sparring For An Opening

He (cautiously)—“Would you say ‘yes’ if I asked you to marry me?”

She (just as cautiously)—“If I should say ‘yes’ would you marry me?”

Wobble, Wobble!

“What time does the next train come in?” asked little Philip of the old station master.

“Why you little rascal, I've told you five times, it comes in at 4:44.”

“I know it,” replied Philip, “but I like to see your whiskers wobble when you say 4:44.”

“Did you hear about Mr. Goofus, the bridge expert, being the father of twins?”

“Yes. Looks like his wife doubled his bid.”

“I understand that new musical show that opened last night has a chorus of seventy.”

“Yes, and they look it, too.”

“Your wife does so remind me of my eldest sister.”

“She reminds me a great deal of her first husband.”

Helen: “I don't see why he dates her—she's a terrible dancer.”

Mary: “No, she can't dance but she sure can intermission.”

Kitty's Fault

“Dickey,” said his mother, “you mustn't pull the cat's tail.”

“I'm only holding it, the cat's pulling.”

Just A Reminder

Friend: Thanks, for the \$25—but what is this pamphlet you gave me?

Another: Oh, that's just a booklet that explains how to develop one's memory.

Here is what has been worked out as a correct list of birth stones, seemingly more appropriate than the rich and rare jewels:

- For laundresses, the soapstone.
- For architects, the cornerstone.
- For cooks, the puddingstone.
- For taxi drivers, the milestone.
- For soldiers, the bloodstone.
- For grouches, the bluestone.
- For Irishmen, the blarneystone.
- For borrowers, the touchstone.
- For pedestrians, the pavingstone.
- For stockbrokers, the curbstone.
- For shoemakers, the cobblestone.
- For burglars, the keystone.
- For tourists, the Yellowstone.
- For beauties, the peachstone.
- For editors, the grindstone.
- For all of us, the Tombstone.—Exchange.

Demonstrated

Prof: “What is density?”
 Student: “I can't define it, but I can give an illustration.”

Prof.: “The illustration is good. Sit down.”

Spring slogan for wives desiring Easter outfits, “Cry and Get It.”

Our money for absent-mindedness is on the man who kissed the screen door and slammed his wife in the face!

No Holdout

Beggar: Have you a good square meal for a hungry man?

Lady of the House: Yes, and he'll be home presently, so you'd better go.

A Londoner came out through the gate after viewing his first baseball game, when he was stopped by a newsboy. The scoreboard had recorded that both teams had made a run in the first inning and hadn't scored since.

“Say, Mister, what's the score?” cried the newsy.

“Really, I don't know,” came the reply.

“But it was some place up in the millions when I left.”

Richly Deserved

Top windshield is cracked on left side; windshield is scratched where wiper has been; right headlight glass broken; left fender is split; right front wheel is sprung and wobbles; stolen night of 12th of February. Reward if returned in good condition.

In Bad

“How did the Smith wedding come off?”

“Fine until the preacher asked the bride if she would obey her husband.”

“What happened then?”

“She replied, ‘Do you think I'm crazy?’ and the groom, who was in a sort of daze, replied ‘I do.’”

CAUGHT WITH THE GOODS

A backwoods mountaineer one day found a mirror which a tourist had lost. “Well, if it ain't my old dad,” he said as he looked in the mirror. I never knew he had his pitcher took.” He took the mirror home, stole into the attic to hide it, but his actions did not escape his suspicious wife. That night while he slept she slipped up to the attic and found the mirror. “Hm-m,” she said, looking into it, “so that's the old hag he's been chasin'.”

A sufferer who lives close to a railway yard, in the suburbs, wrote the following letter to the railway company complaining about the excessive noise made by a switch engine:

Gentlemen—“Why is it that your switch engine has to ding and dong and fizz and spit and bang and hiss and pant and grate and grind and chugg and bump and hoot and toot and whistle and wheeze and jar and jerk and howl and snarl and puff and growl and thump and boom and clash and jolt and screech and snarl and snort and slam and throb and roar and rattle and yell and smoke and smell and shriek like hell the whole night long?”

Graft

A colored man went to his pastor and handed him a letter to the Lord, which read: “Please send this old darkey \$50.00 rightaway.” The pastor called several of his friends and said: “This poor man has so much faith in the Lord we should not let him be disappointed. Let's make a collection for him.” They contributed \$42.00 which was sent to the ingenious petitioner.

Next day the colored man gave the pastor another letter. This one ran: “Dear Lord: de nex' time you send dis darkey money, don't send it thru no parson—send it to me direct.”

We know people who will insist on buying bread when they haven't a single drop of gasoline in the tank.

Motorist: “Is it very far to the next town?”
 Native: “Well, it seems further'n it is, but it ain't.”

Waiter (observing diner's dissatisfaction): “Wasn't your egg cooked long enough, sir?”

Diner: “Yes, but it wasn't cooked soon enough.”

Have to Like It

“My husband's very fond of tuna fish.”
 “I can't cook, either.”

Golf Wins

“My wife says if I don't chuck golf she'll leave me.”

“I say—tough luck!”
 “Ye'es. I'll miss her.”

Not for Pleasure

Wife—“I'm going uptown this afternoon.”
 Hubby—“Shopping?”

“No, I won't have time. I just want to get some things I need.”

How the War Started

She—“Anybody would think that I was nothing but a cook in this household!”

He—“Not after eating a meal here!”

Going, Going—

“I woke up last night with a start; I thought that my watch was gone!”

“Well, was it?”
 “No, but it was going.”

Geography

“Columbus was some prophet.”
 “Why?”

“When he discovered America he shouted, ‘I see dry land!’”

Visitor (at private hospital): “May I see Lieutenant Jones, please?”

Matron: “We do not allow ordinary isiting. May I ask if you're a relative?”

Visitor (boldly): “Oh, yes! I'm his sister.”

Matron: “Well, well! I'm very glad to meet you. I'm his mother.”

Last Hope

The squad of recruits had been taken out to the rifle range for their first try at marksmanship. They knelt at 250 yards and fired. Not a hit. They were moved up to 200 yards. Not a hit. They tried it at 100. Not a hit.

“Tenshun!” the sergeant bawled. “Fix bayonets! Charge! It's your only chance.”

He's in for Trouble

“So this baby is a girl?” asked the minister who had come to dinner.

The proud man assented.

“And this other one—is it of the contrary sex?”

His wife's eye was on him, but with no thought of the wrath to come the man replied, “Yes, she's a girl, too.”

True to Name

“Mom, there's hairs in the soup!”
 “That's all right, this is noodle soup!”

—Wisconsin Octopus.

Student Relief

By logic: the more you study, the more you know. The more you know, the more you forget. The more you forget, the less you know.

Now start from the other end. The less you study, the less you know. The less you know, the less you forget. The less you forget, the more you know. So why study?

—Bison.

Do You Remember When

You went to school with a slate having a sponge attached?

The grocery delivered a can of kerosene with a potato over the spout?

The butcher always threw in a piece of liver for the cat?

Night schools were unheard of?
 Only the rich had telephones?

"PROTECT FORESTS" IS PLEA

With California's rainless season approaching, attention of motorists is called to the increased fire hazard that will result to forests and grain fields. Care in handling lighted cigars, cigarettes and matches is urged.

Motorists are advised that the California Highway Patrol will enforce rigidly the provisions of the law prohibiting the throwing of lighted cigars, cigarettes and matches from moving vehicles.

The law defines such an act as a misdemeanor punishable by a fine of not more than \$500 or imprisonment in jail for a maximum of six months, or both.

Attention of motorists is also drawn

to the fact that the law prohibits the use of muffler cut-outs, a source of fire hazard because of flying sparks.

ORIGIN OF STOP, LOOK AND LISTEN IS RELATED

Who created the sign or slogan "Stop, Look and Listen? Colonel J. C. Fuller, vice president and manager in charge of construction of the old Gettysburg & Harrisburg Railroad, now part of the Reading System, relates in the Atlanta Journal as follows: "In building the Gettysburg & Harrisburg Railroad we were obliged to cross many public roads and were about to prepare a notice to put at each crossing when my attention was called to a court decision in a suit

brought for injury at a crossing. The judge made use of this language—that it is the duty of every one to 'stop, look and listen' before crossing a railroad. I at once adopted the words 'stop, look and listen,' believing it a legal point in determining the responsibility of both the public and the railroad.

Blankets for Ladies Rest Room

Additional equipment was last month placed in service at the Club in the form of several blankets for use in the ladies rest room. Ladies desiring to borrow the blankets may do so by applying at the Club office.

"Today is the tomorrow you worried about yesterday."

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.	Tonsilitis	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.	Tonsilitis	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

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

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Pacific Electric Employees:

As a courtesy to Pacific Electric employees we will be pleased to cash pay roll checks at our new office, Suite 217 Pacific Electric Building.

Our office hours are from 9:00 a.m. to 5:00 p.m. Saturdays from 9:00 a.m. to 12:30 p.m.

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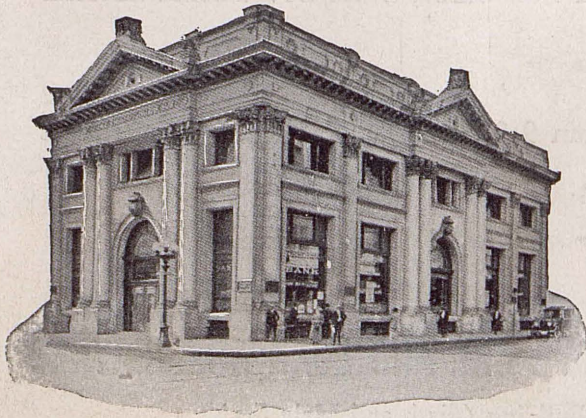
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