

# PACIFIC ELECTRIC



# MAGAZINE



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Metropolitan Long Beach and its \$5,000,000 Waterfront Improvement.

## Desires

Few things there are  
Which men desire;  
A sheltering roof,  
A cheerful fire,  
A woman's love,  
A patch of ground—  
In these his mind's  
Content is found.

A child to romp with  
And a dog,  
A friend to share  
The blazing log;  
The strength with which  
To face his task.  
No more than these  
A man will ask.

To come to these  
Are oceans spanned  
And trains sent rushing  
O'er the land.  
For love and shelter,  
Child and friend  
Are structures built  
And poems penned.

—Edgar Guest.

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# L. A. Freight Terminal Hums With Activity

## Tremendous Tonnage Requires Care and Eternal Vigilance in Carrying Out Obligation to Render Real Service. Process of Shipping Told

By **GEO. W. ORR**  
Asst. Terminal Freight Agent

**I**T IS THE purpose of this article to give some idea of the volume of business handled at the Los Angeles Freight Terminal and also a glimpse of the knowledge and effort required in striving to achieve the goal of satisfactory service.

A Terminal Freight Station is a place of concentrated activity and during the rush hours particularly, when so little time can be taken to 'look up' matters of information, it is very essential that employees in positions of responsibility be equipped with the knowledge of previous learning and experience, coupled with familiarity with the various authorities such as tariffs, rules and instructions so that valuable time may not be wasted in finding out where to look when that is necessary.

The forces of the Terminal Freight Agent number about 200 and consist in general terms of clerks and freight handlers, but do not include trainmen or switchmen who operate directly under the General Yardmaster. As briefly as possible I will enumerate some of the things accomplished by this force and these figures should fairly reflect the average throughout the year:

### Busy Station

During the six months period of 1929 for which these figures were secured a total of 292,250 movements of cars were directed and recorded, an average of 48,700 per month.

One hundred and nine million, four hundred and forty-two thousand pounds of L. C. L. freight was handled by our warehouse

forces—an average of 18,240,000 pounds per month.

Shipping orders on more than 71,000 shipments including carloads, were accepted and handled—an average of nearly 12,000 per month and the following monthly averages maintained in other performances:

Waybills made averaged 7,350, freight bills of all kinds and storage bills 19,875, switching waybills to connecting lines 2350, approximately 4,325 notices were mailed and 1,950 given by telephone. Telephone inquiries received approximately 7,650.

An average of about 3,500 payments by check were received and 14,800 receipted freight bills issued; O. D. & S. reports, claims, and inspections total over 1,050 per month.

Cumulative figures are only the apex of a structure and mean much or little according to the readers knowledge of the structure itself and the farther we get from the apex the broader becomes the base or field of detail with which we have built. Thus when a large total of car moves and recordings are given we think of the sequence of events—and events mean performance—that leads up to each move and record, differing only as the nature of the move differs.

An order for an empty car to load is received; the order is written on the proper form, is numbered and filed, one copy going to the Yardmaster; a car of the specified kind, capacity or dimensions is assigned to the order, its number entered on the order and a card tacked on the car showing the industry for whom it is intended. If a foreign car is wanted that cannot be supplied from our own yard we in turn must order from one of the other roads.

The car is then switched to the industry, loaded and billed out by the shipper; a switch order is issued to the Yardmaster and after the car has been brought back to the yard it is carded to weigh, if necessary, and to destination or connecting line.

The shipping order is registered and a waybill secured from the bill desk or a switch waybill made by Car Clerk as the case



"Movie" strip of major movements on the route of a freight shipment from shipper to customer.

may be and when the car is ready to leave the yard a list of the train is turned in by Yard Clerk and the waybills written up on train sheet and turned over to Conductor. The movement is then posted in the jumbo book and the record is open until the car again arrives in the yard.

Of course, we have not done all this 48,700 in any one month because some car moves are simpler than this, but neither is any structure built entirely of big blocks.

#### Process of Handling

The procedure of handling merchandise or less than carload freight is also one of many steps and details beginning with the tendering of a shipment and ending with its delivery at destination and the collection of charges. Bills of lading for L. C. L. shipments are tendered to the Routing Clerk whose duty is to see that they are correct and complete and who marks the loading block number and stamps the date and pro number on each shipping order. The shipment is then checked in by receiving Clerk, weighed, loading ticket made out and bill of lading signed and then trucked to car and stowed.

The shipping order then goes to the bill desk where each article is classified and rated and the amount of charges figured on a calculating machine. The waybill which accompanies the freight is then typed, rechecked for possible errors and pouched or otherwise assembled with other bills for the same car. Each day there are forty or more merchandise cars loaded at this station and care must be used that waybills are not assembled with the wrong car.

The basis of all freight operations is the Bill of Lading which when executed becomes at once an opportunity and an obligation to perform a service. Primarily it consists of a printed form on which is written the place and date of shipment, name of shipper and of consignee, destination and route and the car number, if the shipment is a carload. Then a list of the articles to be shipped followed by the signature of the shipper and lastly by the signature of the carrier's agent.

Along with seeing that this foundation is correctly laid it becomes the duty of the Agent and his forces to observe many things in order that the contract he executes in behalf of the carriers will not only contain all the specifications necessary to perform the service desired, but also that it imposes no obligation the carriers can not physically and lawfully perform.

He must see that the bill of lading shows correctly the marking of the packages and that he has received the kind and number of packages described properly marked and packed for safe transportation. He must know that the destination is a railroad station or a steamship port of call, and if the latter and the destination is out of the State, he must know whether the Steamship Company via which the shipment is routed, has filed with the I. C. C. a tariff that covers the move-

### Mortuary Fund Payment Made in 3½ Hours

**M**ORTUARY Fund payments are always paid promptly, seldom indeed ever 12 hours elapsing after the death of a member until the beneficiary is in possession of this Company's voucher in payment. An especially speedy payment was accomplished last month which probably exceeds that of any other of record.

Stricken with heart failure early one morning last month, Lewis Morgan of the Engineering Department passed away at about 8:30 a.m. in the Medical Department offices. At 12 noon the same day Mrs. Morgan was in possession of a voucher, being delivered in the P. E. Club where she was resting while waiting to decide the disposition of the body.

In addition to it being necessary to obtain four signatures, Mortuary Fund rules command that two members make an affidavit of death. In this case, as in all others, such payments take precedence over all other bills. The Accounting and Treasury Departments and P. E. Club all co-operate in every instance to make these payments with the least possible delay and that they work effectively to this end is seen in the fact that an average of only 12 hours is required in delivery of voucher.

We recite the above feeling that all members will be gratified to know that there is no delay in the payment of the Mortuary Fund to the homes saddened by death.

ment involved, otherwise the bill of lading may be issued only to the port of exit. The I. C. C. has decreed that a carrier whose tariffs are filed with that body cannot lawfully issue a through domestic bill of lading over a carrier whose tariffs are not so filed.

#### No Guess Work

No matter how remote or obscure the destination may be the forwarding agent must know whether or not there is an agent there to collect the freight charges, and if not, he must determine and collect the correct amount due. He must know also that certain commodities of perishable nature or doubtful value must be prepaid regardless of destination and that certain articles must have an agreed or declared value upon which the rate is based. Also he must know that such commodities as explosives, inflammables, corrosives, etc. must be labeled with a white or yellow or green or red or black label as a precaution against improper loading or handling and that the shipper has specified on the Bill of Lading

the nature of the commodity and the kind of label required. Again when shipments are packed in fibreboard containers he must see that the shipper has stated on the bill of lading that the containers have been manufactured according to the requirements of Rule 41 of the Classification which if not done subjects the rate to a penalty.

The Agent must know that the route specified by the shipper will provide the lowest rate and if not it is his duty to correctly inform the shipper; if he fails to do so and claim is later made for overcharge, the line that allowed the shipper to mis-route his goods is very likely to pay the claim even though it may amount to more than the erring road's portion of the correct charges.

On shipments of ordinary live stock the Agent must know that a Live Stock Contract takes the place of the Uniform Bill of Lading and that under penalty of the law live stock may be confined within a stock car not longer than a specified number of hours without unloading for feed and water.

In signing for carloads of perishable freight close attention must be given to see that ventilation or refrigeration instructions are complete and correctly stated in accordance with tariff regulations and the cars must be inspected to see that ice plugs and hatch covers are in the position called for by the instructions and that side doors are properly closed and fastened.

These are just some of the things to know and observe that come to mind as I write—there are many other things of greater or lesser consequence.

A great responsibility rests with the billing force where accuracy holds the throttle while speed fires the engine in the race against time. A single mistyped figure may cause a part of a shipment to go astray and be delayed or get lost entirely and a single omission or error in the instructions on a carload waybill may cause even greater delay and loss.

Not so long ago when the use of briefer instructions were permitted in billing perishable freight, losses through deterioration to fresh fruit or vegetables amounting to hundreds of dollars have been known to occur because of the inadvertent substitution of the words "Standard Ventilation" when "Standard Refrigeration" was intended. Modern regulations now require these captions to be followed by typed—not stamped—instructions that clearly define the kind of service desired and the menace from this source has been about removed.

The foregoing has dealt only with the forwarding of freight and at a later date the procedure of handling incoming shipments will be discussed.

"Oh woman!—If we could only fall into her arms without falling into her hands!"

Fond Parent: "Do you think you can support my daughter on \$150 a month?"

College Grad: "O, thank you, sir, that would help wonderfully!"

**COURT SAYS LARGER EARNING JUSTIFIED TO RAILWAYS**

A decision of the United States Supreme Court, handed down during January, has caused considerable discussion throughout the electric railway industry and is considered by many as the most important pronouncement affecting street car companies that has come from the tribunal in years.

What the court seems to have done, in the course of settling a controversy between the United Railways of Baltimore and the Maryland Utilities commission in favor of the company, is to lay down the principle that a higher standard of earnings is allowable in the field than has been hitherto permitted.

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

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

**Mr. Shoup Visits Our Club and Voices His Pleasure**

**O**UR CLUB had the honor of being visited early this month by Paul Shoup, for 12 years President of this railway, and now President of the Southern Pacific Company.

Accompanied by Mr. Pontius and Mr. Karr, and piloted by Club Manager Vickrey, the Club and its facilities from "stem to stern" were shown to Mr. Shoup. The executive manifested a keen interest in the various features of the Club and commented favorably several times during his tour of the building.

What particularly impressed Mr. Shoup was our educational facilities and activities in which he is very much interested in both this Company and the Southern Pacific. He also took occasion to compliment on the beauty of our Club Auditorium, adding that "if the movie people could see it it would make them jealous."

It is gratifying to know that Mr. Shoup was pleased with the Club and its features, particularly in view of the fact that since the inception of the Club in 1916 and the Vacation Camp in 1917 he has evinced a never-failing interest in both institutions and has always supported our chief executive to improve and make them the finest of their kind in America.

We know that they rank that distinction and it is not untimely to again express to Mr. Shoup and Mr. Pontius the appreciation of the employee mass for their major parts in providing these prized possessions.

**L. A. HARBOR RANKS SECOND IN FOREIGN COMMERCE**

Last year a total of 26,000,000 tons with a value of \$1,070,000,000, passed through the Los Angeles Harbor, A. E. Norrbom, Assistant to the Freight Traffic Manager, told members of the Burbank Rotary Club upon the occasion of making an address before that body on February 11. Mr. Norrbom gave a thoroughly comprehensible talk on the development of our foreign trade and its aspect of future developments.

As indicative of the tremendous growth of the Los Angeles Harbor Mr. Norrbom cited the fact that at the close of the World War the total water commerce passing through the harbor was 200,000 tons per month, contrasted with a movement of 2,000,000 tons per month last year.

During the past year also 8371 ships arrived at Los Angeles Harbor, or an average of twenty-three every 24 hours; and the average number of ships in port loading, discharging cargo, or undergoing repair average throughout the year between 60 and 80 per day. According to statistics of the United States Shipping Board for the fiscal year of 1928, Los Angeles Harbor ranks second only to New York among all of the ports of the United States in tonnage of foreign exports.

There was a Scotchman whose son had the ambition to be a musician. The father let the boy's hair grow and told him the rest was up to him.

Poor Golfer: "Well, how do you like my game?"

Caddie: "I suppose it's all right, but I still prefer golf."



Need we tell you that the gentleman in the center is Paul Shoup, President of the Southern Pacific Company, with D. W. Pontius, President, and Frank Karr, Vice President and Chief Counsel of our own Company, flanking his left and right? Mr. Shoup visited the P. E. Club a few days ago and expressed himself as being greatly pleased with it.

# Railroads Pay Million Dollars a Day Taxes

## Authority Points Out Constantly Increasing Tax Bill of Carriers and Shows Their Bearing Upon Freight Rates of Railroads

**T**AXES are part of the cost of conducting every kind of business and they necessarily are part of the prices established for the goods or services produced in every kind of business. Therefore, they come out of the pocketbooks of the users of these goods or services. This simple fact makes railway taxes a matter of prime importance to the public, for everyone uses railway service in some form or another and thereby contributes toward the payment of the railway tax bill.

The taxes levied upon and collected from the railroads differ from other railway expenditures in that they are one item over which the railroads have no control. Railway taxes are increasing steadily. This increase is the more notable because the railroads have achieved substantial reductions in nearly every other item of expense, despite the fact that they have had to contend with large advances in wages and in the prices of most of the equipment and supplies they use.

In the last five years, for example, the expenses of the railroads for wages and supplies were reduced about 9 per cent, while railway taxes increased more than 17 per cent. Part of this tax increase is due, of course, to somewhat increased railway earnings, and to improvements which have added to the taxable value of railway property, but the greater part of it is the result of new taxes imposed and of increases in tax rates.

Going back fifteen years, railway taxes in 1913 were slightly more than \$118,000,000. Year by year since then they have mounted. In 1928 they exceeded \$389,000,000. From present indications they will be approximately \$420,000,000 for 1929. Here is an increase of 230 per cent from 1913 to 1928 and a further increase from 1928 to 1929 amounting to 26 per cent of the total 1913 tax bill.

Putting it another way, the railroads were taxed in 1913 at the average rate of about \$323,000 a day. In 1928 their tax bill averaged in excess of \$1,063,000 a day, and for 1929 it will probably amount to somewhere around \$1,150,000 a day. Comparing the 1929 and 1913 figures, it will be noted that the average daily tax bill of the railroads has gone up at the rate of about

\$5,200,000 a year. Such a showing certainly calls for serious thought on the part of the public.

A few more illustrations may help to give a better picture of these increases. Railway taxes in 1913 consumed \$1 for every \$11 of wages paid to railway employees; in 1928 they consumed \$1 for every \$7.25 of wages paid. The dividend payments of the railroads amounted in 1913 to \$2.72 for every dollar of taxes paid; in 1928 they were only \$1.11 for every dollar of taxes. In the last seven years the railroads paid \$14,000,000 more to tax collectors than they paid to their owners in dividends. The amount spent by the railroads for fuel in 1916 was more than double the amount of their taxes, while in 1928 railway taxes ex-

ceeded the railway fuel bill by about \$35,000,000. All the economies effected by the railroads in the use of fuel and, as is well known, they have been most substantial, are more than swallowed up by increased taxes.

Here is another and perhaps a more forceful illustration. If railway taxes in 1928 had been the same as they were in 1913, the railroads could have afforded to haul entirely free of charge all the wheat, corn, oranges and grapefruit, lemons, limes and other citrus fruits, grapes and dried or evaporated fruits, aggregating approximately 1,300,000 carloads, that were shipped by

rail in this country last year. As it was, all the money they received for hauling these commodities and \$800,000 more were required to pay merely the excess of their 1928 over their 1913 taxes.

There is an important difference between the railway business and most others. This is the fact that the railroads do not have the same opportunity that other businesses have to adjust the prices of their product to take care of such increases in costs of operation. Business men who can control their selling prices are in a different position. They can add their taxes to their other operating costs, sometimes adding a little more to make it even money, and fix the prices of their products accordingly. The price of railway service, however, is ultimately controlled by regulating agencies, and it is no easy matter to get the sanction of these agencies for rate increases. On the contrary, the trend of railway rates since 1921, when the railroads received the benefit of rate increases that were imperatively required by post-war conditions, has been steadily downward, although the tax bills of the railroads have as steadily mounted. The result is that while railway taxes last year were 230 per cent greater than in 1913 the average amounts received by the railroads for hauling a passenger and a ton of freight one mile were only 42 and 50 per cent, respectively, greater than in 1913.

It may be asked how so many railroads have managed to keep solvent in the face of these increases in their taxes, to say nothing of price increases on other items entering into their operating costs. The answer is that they have managed to do so only by

the most intensive efficiency in the utilization of their personnel and facilities, coupled with the most rigid economy. It is obvious, however, that there is a limit to what can be accomplished along these lines and there is good reason to believe that this limit will soon be reached. When it is reached, further increases in taxes or other expenses entering into the production of railway service must inevitably be reflected in corresponding increases in the prices of the service.

The railroads ask neither favored treatment in tax rates nor exemption from their fair part of the general tax

### Tax Bill 230% More Than in 1913

**I**N LANGUAGE easily understood, a well known authority on railroad taxation explains in the accompanying article the tremendous burden that constantly increasing taxes is placing upon the railroads of the nation.

Particularly impressive is the author's citation that tax collectors in 1928 took from the railroads all the net operating revenue produced from 55,700 average miles of railway miles.

Even more comprehensive and startling is the statement that "if railroad taxes in 1928 had been the same as in 1913 the railroads could have afforded to have hauled entirely free of charge, all the wheat, corn, oranges and grapefruit, lemons, limes, grapes and dried or evaporated fruits aggregating about 1,300,000 carloads shipped in 1928. As it was, all the money received for hauling these commodities and \$800,000 more were required to pay merely the excess of their 1928 over their 1913 taxes.

The writer commends the Federal government for its successful efforts in decreasing taxation, but shows that state, county and municipal governments, in many instances, have and are making unnecessarily luxurious improvements that might well have been foregone. He urges study of the tax problems by every citizen to the end that they register an insistent approval of retrenchment.

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burden. They ought to pay their share of taxes. But, since they practice economy themselves with such good results, they feel that it is proper to urge economy in government, which is the key to moderate taxation. Their views in this respect represent sound public policy, for economy in government benefits everyone.

Most of the taxes levied on railway property—and property taxes make up a large part of all taxation—are also levied on farm lands and buildings, stores, manufacturing plants and other forms of business enterprise. Taxes must come out of the productive activities of the country. They are shared, indirectly if not directly, by everyone. The public, which pays all taxes in one form or another, is the ultimate beneficiary of all movements for tax reduction.

The Federal government, to its credit, has made notable strides in reducing its taxes. State and local governments, on the other hand, are making even greater strides in the opposite direction. The result is that what the average taxpayer saves by reason of lower Federal taxes is more than offset by increased state and local taxes, which, judging by railway tax payments, comprise more than three-quarters of all taxation. Moves for economy in government, therefore, can most appropriately seek their initial objective close to home. This is an auspicious circumstance, for it is close to home that the influence of the individual citizen can accomplish the most.

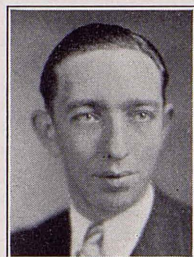
#### Reduce Bonded Indebtedness

One of the chief reasons for the increased tax levies of state and local governments is the need for additional money to meet principal and interest payments on bonded indebtedness contracted by these governments. In the nine years 1920-28 state and local governments increased their debts by approximately \$11,000,000,000. It has been estimated that principal and interest payments on outstanding bonds consume around 10 per cent of state and 20 per cent of local government expenditures.

There is no question that the purposes for which money was raised on these bonds were generally meritorious. In many cases, the sale of bonds gave the public the benefit of desirable and necessary improvements that could have been had in no other way. At the same time, there are many instances in which the money was spent for what rightfully deserve to be termed community luxuries. It is against proposals for expenditures of the latter kind that the public should set itself unyieldingly in the interest of lightening the tax burden. As individuals, we all know of many desirable but non-essential things we should like to have for our own use and enjoyment, but which we deny ourselves out of consideration for our pocket-books. The same policy that guides us as private individuals ought to guide us as citizens. If we want taxes

### Business Getting Means We All Can Practice

WITH the thought that numerous employees can be instrumental in securing for our Company special group movements via either our electric cars or motor coaches, the Magazine will briefly give each month details of how certain employees are successful in securing such business.



James Adams

It is done with the hope that in furnishing specific examples other employees may make note of how the business was obtained and apply the same tactics.

James Adams, Ticket Clerk at the Main Street Station, last month was credited with the sale of 22 round trip tickets to Mt. Lowe. The party was a group of young ladies comprising a social group of the St. Mary's Church of Boyle Heights. Mr. Adams' sister is President of the Society and learning of their plans to hold an outing he suggested Mt. Lowe and told of our low rates where fifty or more persons go in a single group. Inclement weather over the week-end held the attendance down; nevertheless the revenue from 22 tickets was obtained by the Company through Mr. Adams' interest in his employer's behalf.

"It is surprising how quickly interest can be stirred when people are told that in traveling in groups our rates are considerably lower," said Mr. Adams. "Most persons, whether or not they will admit it, are bargain hunters and when told the saving to be made in group movements over the regular cost of a ticket they are at once interested."

Not only are group movements usually profitable, but equally important is the fact that they are often repeated the following year and also are instrumental in securing other movements.

held down, we must be prepared to do without some of the community luxuries for which public approval is being constantly sought, for nothing can be had without paying its price, and we all help to pay the price of governmental undertakings.

The outcome of the tax situation is in the hands of the public. The facts herein presented about railway taxation are fairly typical of how this situation affects business of every kind. For the sake of the public's vital stake in the economic welfare of the country, as well as the individual stake of every citizen in tax matters, it is to be hoped that its verdict will be unmistakably registered in favor of retrenchment of governmental expenditures to bring about reduced taxation for all.

In the past year there has been a considerable increase in the number of special movements over those of former years and with employees taking advantage of their opportunities to tell of or suggest the chartering of our cars or motor coaches the number can be greatly increased.

Each of us or some member of our family as a member of some school, church, lodge, social or athletic club is in a position to bring about a group movement for our Company. Full details of rates and service may be obtained from F. E. Billhardt, General Agent of the Passenger Traffic Department and he will gladly detail a special representative to call anywhere to solicit prospective business.

#### ANOTHER GROUP MOVEMENT SECURED BY A. O. WILLIAMS

A. O. Williams, our genial Trainmaster at Long Beach, succeeded again in "selling" our service to the Long Beach Sciots of which he is a member. The sale in this instance was the chartering of two motor coaches in which members of the organization traveled enmasse from Long Beach to San Bernardino where a ceremonial and attendance at the Orange Show was enjoyed by some 70 Sciots.

Several years ago Mr. Williams was successful in his initial effort to plan an outing for the Sciots in which chartered equipment of our Company was used and at regular intervals since he has been instrumental in arranging other group movements. The Sciots are now strong boosters of our special service, thanks to Mr. Williams, both because the cost is less and particularly for the reason that it permits greater sociability and fellowship where the entire party travel together.

#### "IT IS TOO MUCH"

In a letter written to the editor of the St. Louis Dispatch 50 years ago a disgruntled street car passenger makes this protest:

"In the name of hundreds of passengers of the Bell-Fontaine car line, I beg to ask if it is not about time that the manager of this car line disposed of his balky horses. After one has submitted with mild protest to 10 or 15 minutes delay on a cold winter's night, is it not asking too much to be requested to get out in the snow and push the car, so as to encourage the stubborn brutes to proceed?"

#### Fellow Sufferer

A landlord wrote to his tenants: "Dear Sir—I regret to inform you that my rent is much overdue. Will you please forward me a check?"

Back came the reply: "Dear Sir—I see no reason why I should pay your rent. I can't pay my own."

Auntie—I am surprised, Willie, that you should play with such bad boys. Why don't you play with good little boys?

Willie—Their mothers won't let me.

## Civic Auditorium-Pier at Long Beach Near Reality

MANY cities jutting the Southern California coast-line have made and are planning improvements on their waterfront, but outranking any of these ambitious cities is Long Beach with its far vision in providing a new auditorium and recreation pier, work upon which is now well under way and completion contemplated before the end of the present year.

This month's cover picture, being a combination air photograph and architect's conception of the completed auditorium, readily impresses the magnitude of the project and reflects the civic pride and optimism of the 160,000 residents of Long Beach who voted to shoulder a bond issue of \$5,000,000 that this mammoth improvement might be made. Truly, the citizenry of Long Beach is to be complimented in this huge undertaking.

The plans involve the reclamation of eight acres of filled-in tideland from the sea as a site for this mammoth \$3,000,000 civic auditorium and marine park, jutting out into the ocean, with a 3800-foot protective horseshoe or semi-circular bulkhead (decked with 28-foot driveway and sidewalks), encircling an additional forty acres of still water.

Construction of the semi-circular bulkhead is of rock and piling. The eight-acre fill, located in the center of this "horseshoe" pier, on which the auditorium and marine park is to be located, will be made solid with a bulkhead enclosure. Within the "horseshoe" enclosure seating facilities (accessible from the pier deck) in stadium effect, will be provided for the thousands of spectators interested in the various aquatic sports to be staged annually. The total ultimate cost is estimated at \$5,000,000.

The auditorium is planned in three parts—the convention hall or main auditorium, exhibition and athletic hall, and theater. On the ocean side of the building will be a Greek theater with a glass dome which can be opened in the summer, converting it into an open-air theater and concert bowl. This will seat about 2000 and will be used for pageants, amateur productions and kindred dramatic and operatic activities. The stage of this theater can be opened into the stage of the auditorium proper, when desired. Plans provide for an organ room, an aquarium, and facilities for holding eight conventions simultaneously, with a grand total seating capacity of 12,400.

The site of the eight-acre fill is located at the foot of American Avenue, one of the great north and south thoroughfares of the city, while the "horseshoe" structure touches the shore at Pine and Linden Avenues (also important thoroughfares)—a total shoreline distance of 1800 feet. Gaps in the protective bulkhead will be provided on the west, east, and south sides, as a medium of circulation in connection with the action of the tides.

The breakwater pier reaches out 2000 feet into the ocean and will serve as a protection for the fill-in land on which the auditorium and its associate factors are to be erected. This "fill-in" land, containing the auditorium, extends into the ocean in a huge semi-circle and will be surrounded by a beach, beautifully landscaped.

The "horseshoe" pier will enhance the amusement features, at the same time eliminating the element of danger to bathers from heavy surf and tidal currents—a safeguard which will appeal especially to children. An artistic aquatic recreational playground will thus be provided in the heart of the city, where many thousands of annual visitors from distant points, as well as the multitudes of local and near-by communities, may enjoy rest, relaxation, recreation and artistic amusement in a picturesque setting by the greatest of oceans.

Diner (to waiter): "What's the name of that selection the orchestra is playing?"

Waiter: "Go Feather Your Nest."

Diner: "Go jump in the lake. I asked you a civil question."

At six o'clock she laid out his dress suit, shirt and studs. He did not appear. At eleven o'clock she laid out his pajamas. He didn't turn up. At three o'clock he came in. And then she laid him out.

## Trainmen Commended for Accident Reduction

"ACCIDENT records for the train service in February have just been received, and shows only a very slight decrease under February of last year, although we had been hopeful of a substantial improvement in the total, as there had been splendid reductions accomplished in December and January," A. T. Mercier, Vice-President and Gen. Manager, advises.

"However, in certain classes of accidents, particularly in collisions with vehicles, the Southern and Western Divisions did accomplish very fine reductions in February, which is a continuation of their good work in December and January. This is very much appreciated, and shows clearly that this feature is receiving the careful attention and real interest of the men, with excellent results.

"I want to ask that all of you keep this very important matter of safety in mind constantly, and intensify your efforts to avoid accidents, so that we may be able to show a substantial reduction in our total accidents for the coming months and for the year."

## Fourth Conference of Young Railroaders at San Pedro

THE Fourth Annual Younger Railroad Men's Conference, sponsored by the Y. M. C. A., found 146 young railroaders from near and far on hand last month, eager to participate in a splendid program arranged for their instruction and pleasure. This year's conference was held in San Pedro on Feb. 21, 22 and 23, with Fred M. Hansen, Conference Executive Secretary, directing a well-balanced program.

Inspiring talks on varied subjects were given by officials of the seven participating railroads, and the essentials and opportunities of advancement in railroad work were indelibly impressed upon the audience. Among those who spoke were D. W. Pontius, T. H. Williams and Frank Skipper, Southern Pacific Company; W. S. Wollner, Northwestern-Pacific Railroad; J. W. Mee, Harbor Belt Line, and Mr. Hansen.

Early during the conference members were asked to select five topics from a long list for forum discussion, following which groups were assembled and all given an opportunity to express their views and profit by those of others upon the selected topics.

Not the least impressive and interesting feature were the addresses made by the attending young railroaders from each carrier, all of whom spoke highly of their employing company, their subject being, "My Road." Chas. Schmitt of our Accounting Department, did credit both to himself and the Pacific Electric, in fact, when Mr. Schmitt concluded, one not otherwise informed, might easily have concluded that the Pacific Electric was the parent and the Southern Pacific the subsidiary company.

Entertainment features were also on the program, among them being a two-hour harbor trip, a visit to the Fox Hills Studios and basketball games, the final being between the Southern Pacific Shop team of Sacramento and the Union Pacific Shops of Los Angeles, being won by the latter by a score of 18 to 11. A banquet was given at the Y. M. C. A. in San Pedro on Saturday evening.

There were six representatives from this company in attendance at the various functions, being D. F. Houston and L. H. Braskamp, Transportation Department; Chas. Schmitt and N. E. Cates, Accounting Department; H. R. Searing, Engineering Department, and L. T. Leary, Freight Traffic Department. Mr. Leary was elected Third Vice-President of the Conference for the coming year.

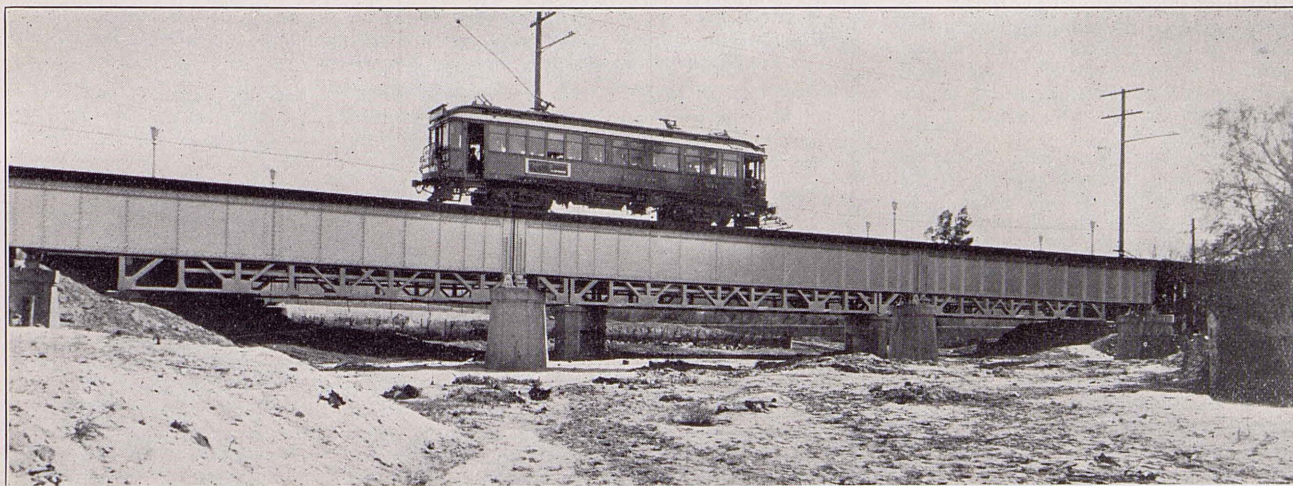
A girl met an old flame and decided to high hat him.

"Sorry," she murmured when the hostess introduced him to her, "I didn't get the name."

"I know you didn't," he answered, "but that's not your fault—you tried hard enough."



## TWO NEW STEEL BRIDGES ON VAN NUYS LINE



Bridging the Tujunga Wash the above steel structure was completed last month, as was also a similar one over the Los Angeles River. Both insure safety and continuity of service during the rainy season.

### DETROIT GOES TO 8c FARE

The street car fare in Detroit has been raised to 8 cents. Heretofore it has been six cents. Finding their operating deficits gradually becoming larger, city officials agreed to the 33 1-3% raise.

The raising of the fares seems to answer the disputed question as to whether the Detroit municipal lines were making a profit. Two schools of thought entered into the situation. One insisted that the properties were \$1,000,000 or so to the good, while others declared there was a huge deficit.

When the city took over the lines, the fare under private operation was five cents. Of course, it would have had to have been raised even if it had remained in private ownership. Whether a property is privately or publicly owned, economic laws necessitate the earning of enough money to pay current bills and a return on the investment. No one yet has discovered a way of producing car rides for less than cost.

It is interesting to note that what other properties, owned municipally either in whole or in part, are doing in regard to fares. The Seattle property long since went to the ten-cent fare. In San Francisco the five-cent fare is being maintained by the familiar process of permitting the company to avoid just taxes. However, authorities agree that an increased rate may be necessary there shortly. In New York City the subways, which have some city money in them, are maintaining a five-cent fare, thanks to dipping liberally into tax funds which should go for schools, hospitals and other improvements.

Before marriage a man yearns for a woman. After marriage the "y" is silent.

By W. Z. Shaw, Cost Engineer

**T**HIS Company has again demonstrated to its patrons its endeavors in providing them with transportation composed of speed and safety by the recent completion of the two new bridges located on the Van Nuys Line over the Los Angeles River and Tujunga Wash.

The two new structures were designed to insure continuity of service during the winter rainy season and because of their sturdy construction provide a large margin of safety.

At a total cost of \$82,800 the former two double track pile trestles were removed and replaced with two single track bridges. The structure over the Los Angeles River is 291 feet 9 inches in length and over the Tujunga Wash, 270 feet 9 inches in length. Each structure consists of three steel open deck girder spans on concrete piers with 45-foot pile trestle on each end, and balance of old structure being replaced with earth fill approaches, which was done in lieu of placing creosoted pile trestle in order to effect a considerable saving and to eliminate future maintenance.

The present double track pile trestles were constructed at the time the line was built in 1911 at a total cost of \$12,767.55, with several extensions, replacements and improvements being made from time to time on account of washouts.

A golfer is a man who can hunt a ball all over a 20-acre lot with a smile on his face, but can't go under a bureau after a collar button without cussing all household furniture.

He: "See that fellow taking the hurdles now? Well, he'll be our best man in a week."

She: "Oh, Charles, come let us tell father."

### "SAVE A LIFE" ASKS JUDGE IN TRAFFIC CAMPAIGN

Municipal Judge Dudley S. Valentine, alarmed at the tremendous toll of human lives sacrificed in traffic accidents, has started a campaign of his own initiative, to reduce the needless slaughter. During 1929 a total of 859 persons were killed in Los Angeles, an average of 71 monthly.

Through the medium of newspaper interviews, lectures in his court room, and probably best of all, the use of the radio, Judge Valentine for the past several weeks has beseeched his listeners to "save a life."

"The great majority of traffic deaths are caused by the motorist who drives too fast at intersections. The second greatest sacrificial altar is located at those corners where there are no signals or where existing signals are ignored, and the third high rate is caused by pedestrians who walk in a careless or reckless manner.

"To those who drive too fast at intersections and come into my court to be fined, I try to point out that it is only by the merest chance that they are not charged with manslaughter . . . it is only by accident that they have not caused an accident. They were guiding engines of destruction which only missed destroying because another engine of destruction was not approaching from the other direction, or because an old woman, or a child, or a man did not happen, at that precise moment, to be walking across that intersection.

"I tell them to go to the morgue and look at the scores of cold, white bodies laid out there, cruelly sacrificed to carelessness. I tell them to go to the Receiving Hospital and watch the maimed and dying brought in; I tell them to listen to the groans of men, women and children, needlessly dying with fractured skulls, broken backs,

lacerated bodies . . . dying, or maimed for life.

"I shall not quit my work until the horrible death toll is reduced to an absolute minimum. There is no need for such frightful waste of human life. Every person who feels himself an upright and civic hearted citizen of this community, should do his share; every agency working for the good of the community should take steps to aid this crusade.

"Education is the answer. Place the facts before the average American citizen and he will stop and listen.

"Every motorist should learn to be cautious NOW—not after he has killed a fellow being!"

For the unselfish and laudatory giving of his time and talents for such humane work Judge Valentine has earned the plaudits of the entire city, and certainly in the face of the startling human loss and suffering it is our duty as good citizens to not only drive carefully, but to encourage others to do likewise.

### The Mission Play Stages Its 3000th Performance

WITH ex-President Calvin Coolidge and the former First Lady as honor guests among a distinguished audience, the 3000th showing of the immortal Mission Play became a historical event on the evening of February 17.

The event was staged as a testimonial to its author and to do homage to public spirited citizens who gave of their time and talents that a permanent organization and playhouse might be dedicated to perpetuation of the play. President Pontius, due to the fact that he was one of the original organizers and has rendered valiant services as Executive Vice-President, was duly acclaimed, he being among the box occupants.

Not the least impressive of the evening program which fairly thrilled with surprises and colorful stagings was the reading by John Stephen McGroarty of congratulatory telegrams from President Herbert Hoover and King Alfonso of Spain. The latter's worded greeting read:

"Upon the 3000th performance of the Mission Play I am pleased to send you sincere thanks for homage to Spain's civilizing and self-denying missionaries. I greet you affectionately, praying together with my country for the prosperity of the United States, California, your city and the personal organizers of such generous and sympathetic initiative."

"A short and interesting preliminary program of music was given, opening with organ numbers by A. F. Reilly, and including several fine harp numbers by Miss Flora Hollingsworth, and as a climax, some operatic numbers by Ernestine Schumann-Heink, who created a furor with her superb vocal contributions. Then was the parade of the missions and following that the play was on as it has been done so very many times for so many

## Editor Voices Compliment About P. E. Club

*Corporations in this day and age, and particularly the Pacific Electric Railway, have a soul. This is the conclusion of Mr. L. J. Matthews, Publisher of the Covina Argus, who, after a visit through our Club, kindly did our management the courtesy of thus editorially expressing himself:*

"CORPORATIONS are without souls, it used to be said, and few there were to contradict this statement. Great business enterprises too often neglected the men and women who made greatness possible. But the biggest and most successful corporations are the ones that do not forget.

"A railroad corporation like the Pacific Electric, employing many hundreds of men, might dismiss the employees at the end of the shift without further thought. But the corporation has a different policy. Last week, the editor was given the privilege of visiting the big clubrooms in the Pacific Electric Building, piloted around by that veteran official, Ed. C. Thomas. Here are three floors devoted to the pleasure and comfort of the men who man the cars. A theater, beautifully decorated, seating 750, where two shows a week are given free of charge to the employees and their families, a ball room, equal to the Biltmore in its appointments, where two dances each month are given, a dining room and cafeteria, billiard room, card room, library, rest rooms—all for the pleasure and comfort of the men of the red car lines, who pay thirty-five cents per month as total charge for all these comforts. Out of 5100 men working on the system, 4600 are members of this club.

"Railroading is a hard game at best. Working cars and handling traffic is a real job, and calls for real men. Wages and hours are far better than they used to be, as is the case in all businesses controlled by corporations, but hard work has not been eliminated, and never can be. This clubroom and theater is an indication of changing times and different viewpoints. Without question the company gets better service from the men because of the company attitude. There is co-operation in this idea. It comes nearer being human than was the case in the old days when some corporations figured a man as just a machine to wear out and throw into the discard."

years—a play now beyond the reach of criticism—a California institution.

Mr. Coolidge was much impressed, evidently, for he broke his well-known silence by asserting:

"I think it a very wonderful play."

Mr. McGroarty was more than satisfied with the public's recognition of the Mission Play on this occasion, and with its response to it this season. He said that something like \$50,000 was the result of the count-up on the evening's receipts—probably the greatest admission ever paid for one regular performance in any theater anywhere. Which adds to the unique fact that this play is the only one known that has had a special theater erected just for it and has been given on the same spot all its long career.

Among the distinguished personages present were W. I. Hollingsworth, President of the Mission Playhouse Association, his wife and daughter; Governor and Mrs. Young; Mayor and Mrs. John C. Porter; President John C. Austin of the Chamber of Commerce and Mrs. Austin; Spanish Consul Romero and wife; Postmaster P. P. O'Brien; Mr. and Mrs. S. K. Rindge; Mr. and Mrs. Geo. C. Cochran, and a host of others.

### Polite Profanity

Motorist (changing tire): "Muscle Shoals!"

Passerby: "Why Muscle Shoals?"

Motorist: "It's the biggest dam I know of."

### MOTORISTS WHO RACE TRAIN ASSUME BLAME FOR FOLLY

The most dangerous sport in America—racing the train to a grade crossing—has received a severe blow from the United States Supreme Court in a recent decision, extracts from which have been received by the legal department of the National Automobile Club. The court held that the motorist, not the railroad, is responsible for his safety when he is crossing a railroad track at a level crossing.

"It seems to us that if he relies upon hearing the train, or upon any signal, and takes no further precaution, he does so at his own risk."

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

"In legal circles the decision is regarded as one of the most important the highest court in the land has handed down in recent years," said Arnold Hodgkinson, general manager of the National Automobile Club. It has been supposed by many legal luminaries and many of the lower courts in most of the states of the Union that it was the duty of the railroad to protect persons entering upon and crossing the right-of-way owned by the railroad companies.

**MORE BOOKS GIVEN LIBRARY**

From S. L. Kreider, Dean of the Shipping Men of Southern California, the Club acknowledges receipt of a generous gift of books totaling 16 volumes. All the books tie in with railroad operation, there being a set of 12 books entitled "The Science of Railways" with each volume treating on one or more of the many phases of railroading. The four other books in the gift are Fuel Oil, Westinghouse and New York Air Brakes, Building and Repairing Railways and Locomotive Appliances, all by Kirkman.

One of the most valuable additions to the Library the Club has received for several months, especially to those desiring to study the fundamentals of business, was donated last month by Paul Shoup, President, Southern Pacific Company. There are 10 volumes in the set, which is entitled "Modern Business."

Among the Club's book contributions for the month are also listed the following volumes of fiction, the gift of Mrs. J. B. Green: The Great Divide, Red Plume, Elsie at Home, Elsie Dinnsmore, With Serbia Into Exile, Marjorie's Quest and Mata the Magician.

**P. E. MASONIC CLUB PROGRAM**

At the next regular meeting of the Masonic Club to be held in the Pacific Electric Club Tuesday evening, March 11, Judge Haas of the Superior Court will deliver an address on an important phase in Masonic History.

Judge Haas is a noted Masonic authority and lecturer and the opportunity to hear him should not be missed.

The Club will again visit Rising Light Lodge No. 397, Huntington Park, Tuesday, March 25, 1930.

**Slide Rule Mathematicians Become Figure Magicians**

AS AN extension of the educational activities of the Pacific Electric Club the first course in the Slide Rule was inaugurated Monday, February 3, under the supervision of the Frank Wiggins Trade Evening School. L. H. Appel is instructor of this class, and his capable direction of it, as well as his other two classes in Engineering Electricity and Engineering Mathematics, has won him many friends and recognition in local educational circles.

To a great many the slide rule presents itself as a mystery, but the facts are that the principles underlying the operation of the slide rule are comparatively few and simple in character and easily mastered.

By means of the slide rule all manner of problems involving multiplication, division and proportion can be quickly solved in a small fraction of the time to work them out by the usual methods. Tedious calculations are simplified and a short cut provided to the solution of many problems of recurring nature.

Even where greater accuracy is desired than is obtainable with the slide rule, the rule provides a method of inestimable value for checking the results worked out in the usual long hand method.

Mastery of the slide rule should appeal to all whose daily duties necessitate working with figures.

This class in slide rule manipulation meets each Monday in Room 201, Pacific Electric Club at 5:00 p. m. and others interested in the study are welcome to register.

The following members are enrolled in the class: L. D. Bailey, W. J.

**FOUR DEATHS IN FEBRUARY**

Four of our fellow employees were summoned by the "grim reaper" during the month of February and to the families of the bereaved we express the sincere sympathy of the employee mass. Those whom death called were:

Frank Garner, Clerk, L. A. Frt. Terminal; Lewis M. Morgan, Foreman, Engineer Dept.; Jose Martinez, Laborer, Eng. Dept., and F. E. Mayfield, Armature Winder, Torrance

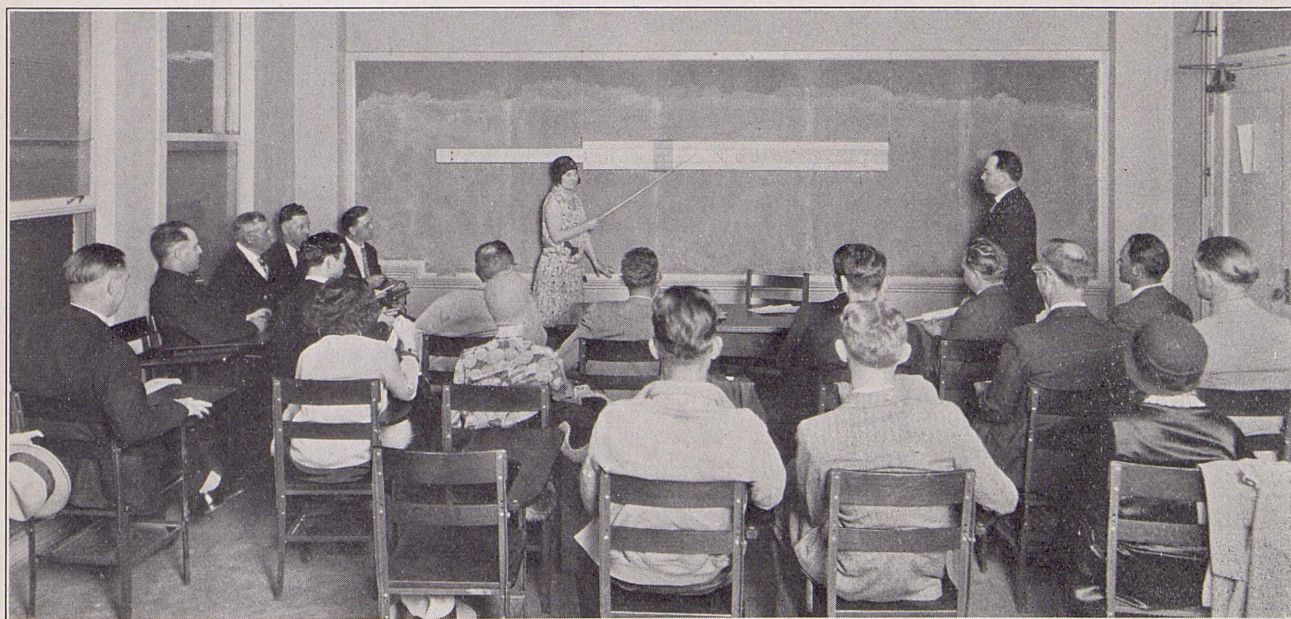
Each of the deceased carried the full measure of Group Insurance and also Mortuary Fund protection, the total payment amounting to approximately \$11,150.

Two additional total and permanent disability claims were allowed last month by the insurance upon application made by our Insurance Bureau, twenty-two employees now receiving \$1964.75 pending full recovery.

**Voters Registered**

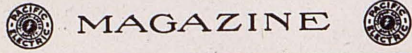
Conveniently serving Club members, a deputy registrar of voters spent several days at the Club the latter part of last month. Through special arrangements, the registrar was authorized to register for persons eligible to vote residing any where within Los Angeles County.

Blackburn, H. R. Bullock, Albert N. Collins, A. M. Cross, R. S. Dewire, J. G. Farmer, Rose H. Halbedel, H. K. King, Helen Koontz, N. A. Lehman, E. A. McCall, H. K. Nickerson, Alice Olin, M. B. Rosenberg, A. C. Smith, H. B. Smith, E. A. Stevens, E. O. Straub, Grant Ursenbach and Carlton White.



The slide rule class, numbering 21 students, are making splendid headway in mastering the intricacies of this magic time-saving computer. L. H. Appel is the class instructor.

# THE PACIFIC ELECTRIC



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

Vol. 14; No. 10 March 10, 1930

### CONTRIBUTORS TO THIS ISSUE

N. B. Vickrey .....P. E. Club  
D. B. Van Fleet .....Terminal Foreman  
L. H. Appel .....Electrical Dept.  
R. M. Cobb .....Elec. Dept.  
Edmund C. Fox .....Trans. Dept.  
Margaret Maitland .....Engr. Dept.  
Max Shuring .....Engr. Dept.  
Mrs. Lon Bishop .....Ladies Auxiliary  
Reed Christiansen .....P. E. Club  
Ruth Thompson .....Northern Division  
H. Vander Zee .....Stores Department  
Daniel Sanchez .....L. A. Freight Terminal  
William Kaplan .....Southern Division  
E. M. Daniels .....Trans. Dept.  
Thomas A. Lyons .....Trans. Dept.  
Don Houston .....Trans. Dept.  
George Perry .....Accounting Dept.  
Carleton B. Bell.....Torrance Shops  
W. Z. Shaw .....Cost Engineer  
E. D. Arthur .....Sherman Terminal  
George W. Orr .....Trans. Dept.  
Walter R. Bloom .....Northern Division

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.

**I**F TOMORROW the Mortuary Fund were discontinued, then what?

Very few weeks would elapse before one of our fellow workers would pass away.

An investigation would reveal that he left his affairs in a deplorable state. Maybe he had nothing of this world's goods; he may have been in debt; perhaps there were two or three children left with an invalid mother.

**Before We  
Had the  
Mortuary  
Fund**

Someone among the many kind-hearted would conceive the idea of "passing the hat."

You would give, and gladly, one, two, three—maybe five dollars. Perhaps when the first "collection" was spent, it would be necessary to make another gift, and you would give again quite as liberally.

This same procedure might be followed several times in other deaths during the year.

The cost would be quite considerable to you. Worse yet, it would be deeply humiliating to saddened mothers who, already laden in sorrow, would have her load made the heavier to bear through becoming the object of charity.

### AUTOISTS MUST "STOP, LOOK AND LISTEN" AT CROSSINGS

Drivers of motor vehicles legally assume liability if they do not "stop, look and listen" at a railroad crossing.

This was established recently in a decision rendered in the municipal court compelling a local transfer company to pay the Southern Pacific and George Maas, a vineyardist, the full amount of damage they sustained when a train crashed into a truck and trailer loaded with gasoline.

When a Southern Pacific train collided with the truck and trailer at a public road crossing, the gasoline was ignited and fire destroyed part of the train, track and adjoining grape vineyard. Investigation clearly established that the truck driver had driven on the railroad crossing without taking any precaution by stopping, looking or listening to ascertain if a train were approaching.

At the close of the trial the court rendered decision against the transfer company which was ordered to pay for the damages sustained by the railroad and the grape grower.

### HARBOR BELT LINE WORKERS STAGE SOCIAL EVENT

The first social event of Harbor Belt Line employees, and due to its success, assuring future events of like character, a splendid evening's entertainment was enjoyed by that body of employees and their families on Saturday evening, February 15.

This particular gathering and event was staged under the auspices of the Belt Line Masonic Club, which was formed shortly after commencement of operations on June 1 last. It was held on the second floor of the Union Station building in East San Pedro and there were 102 persons in attendance. Dancing was the evening's feature, with a Scottish dance accompanied by the bag pipes played by a former P. E. employee, Mr. Wm. Mathieson, running a close second. It is planned to stage similar entertainments at regular intervals.

Officers of the Belt Line Masonic Club are: James Mee, President; H. C. Grigsby, Vice-President; Paul Douglass, Treasurer, and Byron Billhardt, Secretary. Regular meetings have been held each month in the board room at Berth 90, San Pedro. A Degree Team has been formed and so far have conferred degrees on two employees of the Belt Line.

### THE CURE

Are you worsted in a fight?  
Laugh it off.  
Are you cheated of your right?  
Laugh it off.  
Don't make tragedy of trifles.  
Don't shoot butterflies with rifles—  
Laugh it off.  
Does your work get into kinks?  
Laugh it off.  
Are you near all sorts of brinks?  
Laugh it off.  
If it's sanity you're after,  
There's no recipe like laughter—  
Laugh it off.

## Comparison of Accidents During January 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.....	3	0	3	2	7	7	13	9	4 Inc.— 44.44%
At Railroad Crossings other than Company's.....	0	0	0	0	0	0	0	0	None None
Between Cars of Company.....	1	2	0	1	5	2	6	5	1 Inc.— 20.00%
With Vehicles and Animals.....	92	85	65	84	155	183	312	352	40 Dec.— 11.36%
Deraillments.....	0	2	1	1	1	2	2	5	3 Dec.— 60.00%
Equipment.....	0	3	2	1	6	3	8	7	1 Inc.— 14.29%
Boarding Cars.....	6	11	3	8	15	13	24	32	8 Dec.— 25.00%
Injuries on Cars (not in collision).....	6	2	3	3	5	11	14	16	2 Dec.— 12.50%
Alighting from Cars.....	13	13	4	6	12	10	29	29	Same Same
Falling from Cars (not purposely alighting).....	0	1	0	1	0	0	0	2	2 Dec.— 100.00%
Doors, Gates and Guard-Rails.....	7	1	1	0	13	9	21	10	11 Inc.— 110.00%
Ejectments and Disturbances.....	1	2	1	1	2	3	4	6	2 Dec.— 33.33%
Miscellaneous.....	3	7	3	10	5	15	10	32	22 Dec.— 68.75%
<b>Total.....</b>	<b>132</b>	<b>129</b>	<b>85</b>	<b>118</b>	<b>226</b>	<b>258</b>	<b>443</b>	<b>505</b>	<b>62 Dec.— 12.28%</b>
Employees.....	3	5	5	4	2	5	10	14	4 Dec.— 28.57%
<b>Total Car Accidents.....</b>	<b>135</b>	<b>134</b>	<b>90</b>	<b>122</b>	<b>228</b>	<b>263</b>	<b>453</b>	<b>519</b>	<b>66 Dec.— 12.72%</b>
Motor Coach Accidents.....	22	15	2	4	28	15	52	34	18 Inc.— 52.94%
Total Passenger Accidents.....	157	149	92	126	256	278	535	553	48 Dec.— 8.68%
Freight Accidents.....	7	13	26	43	5	10	38	66	28 Dec.— 42.42%
<b>Total all Accidents.....</b>	<b>164</b>	<b>162</b>	<b>118</b>	<b>169</b>	<b>261</b>	<b>288</b>	<b>543</b>	<b>619</b>	<b>76 Dec.— 12.28%</b>
	2 Increase		51 Decrease		27 Decrease		76 Decrease		

## Famous Writer Pens a Fine Testimonial to Mt. Lowe

IT IS NOT infrequent nor at all unusual for the average visitor to Mt. Lowe to wax poetical and enthusiastic in telling of the scenic charms encountered at our famous resort. However, when a world-wide traveler and distinguished writer singles it out as one of the outstanding journeys in a career that has laid before him the scenic and historical wonders of the universe, his remarks are well-deserving of preservation and reproduction.

Last month Edwin Gordon Lawrence, widely known American newspaper columnist and author of many splendid works, made a short visit to Mt. Lowe, following which he most glowingly penned his impressions for eastern newspaper publication. In part Mr. Lawrence was thus inspired:

"Strolling along, feeding upon the beauties around me, gazing on objects far and near, I rambled on. One moment climbing a peak; the next, navigating a narrow path skirting a deep ravine; another, sitting on a rock to rest and to meditate on the scene around me. Finally, after winding in and out—I had not taken the beaten trail—I found myself at Inspiration Point. Truly, the spot is well named. Standing and gazing on the panorama that stretched away at my feet I marvelled at the scene below me. There I could see mountains, lakes, cities and ocean, the camel-like peaks on Catalina Island about 60 miles away and the contour of the whole island itself were distinct and unmistakable. Glendale, Santa Monica, Venice, San Pedro, Hollywood and other places were easily located by means of the observation tubes set in the parapet in front of the bower at the point.

"I remained overnight at the Tavern so as to see the view from Inspiration Point after darkness had cast its spell upon the earth. The spectacle presented by day had been indeed beautiful, but when I first gazed upon the scene at night I was entranced. Nothing like it had ever before dawned upon my sight, and I never expect to see such another until I revisit Mount Lowe. As I gazed upon the fair city thousands of feet below me, shrouded in darkness but itself a blaze of light, it looked like an inverted sky thickly studded with stars that blinked merrily up at me.

"Still was the night; not a sound to be heard save the voice of stillness as it spoke unto my inner being. All else was hushed in a silence that was intense. I was alone on Inspiration Point of Mount Lowe—alone, that is, so far as human presence is concerned—and my soul, attuned with the harmonious attributes of Nature, sailed out into space and communed with the Infinite. Oh, for power to describe what I saw and—above all—felt as I sat on Mount Lowe, under the stars, and gazed into space! There are some things that are even too deep for thoughts, and one of these is the view from Inspiration Point on a clear night. This being the

## Mercy! Were They Safe?

THE first car to run over the new electric road from Los Angeles to Pasadena was out on the track this morning and ran on the local schedule from Columbia to Chestnut street.

The service will be half-hourly from Columbia to Chestnut and will be extended around the belt and Raymond avenue as soon as the wires are strung.

The current is sufficiently strong to send the car along at the rate of twelve miles an hour. The current is transmitted from Los Angeles.

—From Pasadena Star-News of Feb. 19, 1895.

## N. Y. Eliminates More Parking

The value of prohibiting parking in business streets continues to be demonstrated in New York.

Recently, after being convinced of the good effects of parking eliminations in Chicago, Commissioner Whalen abolished all parking on Forty-second street. The primary result was speeding up traffic 200 per cent. A few merchants objected because trucks were not permitted to unload in front of their stores, but otherwise there was no complaint against the new regulations.

This is another step in ever-widening plan of prohibiting parking in New York business streets. Commissioner Whalen is doing this in the face of persistent declarations by a business association that the Chicago parking ordinance has been an absolute failure. Whalen at first took these reports at their face value, but, after he made a personal investigation of the Chicago situation, he swept them aside as prejudiced.

Simultaneous with the prohibition of parking on Forty-second street, another merchants' association in New York issued a declaration that there was room for only 4 per cent of the passenger cars in New York in the parking areas. Gradually New York merchants are coming to realize that parking really is a hindrance to business.

Millionaire (addressing meeting)—I came to this country without a shirt on my back, and now I have accumulated two million.

Awed Voice—Why? You'll never wear them out!

case, how utterly incapable are words to transform the vision into speech. All I can do is to set down as best I can in the words at my command the scene as it is stamped upon my mind and heart, and to wish that the privilege of seeing and feeling the spectacle in person may be given to those who read these lines."

## Salient Features of the Great Boulder Dam Project

NOW that the Boulder Canyon Dam Project is nearer actual construction than at any time since this project was first advanced, details of its physical features will be of particular interest. The following information, recently published in the New Reclamation Era, contains much informative data on this largest and most costly of dam projects:

The Boulder Dam is to be built in upper Black Canyon on the Colorado River about 30 miles southeast of Las Vegas, Nevada, on the Arizona-Nevada state line.

This great dam gets its name from the fact that the original site investigated was in Boulder Canyon, about 20 miles up river from Black Canyon. Since the Bureau of Reclamation has constructed a Black Canyon dam in Idaho, the name Boulder Canyon, because of long usage, was retained, but shortened to Boulder.

The project includes the construction of a dam and power plant in Black Canyon and the All-American Canal.

The purposes of the project are: flood control and general river regulation, irrigation, silt control, power development and domestic water supply.

The cost of this great dam, according to the act authorizing appropriations, is not to exceed \$165,000,000, divided as follows: Dam and reservoir, \$71,600,000; power development, \$38,200,000; All-American Canal, \$38,500,000; interest during construction, \$17,700,000.

Preliminary plans of the dam call for a height of 680 feet above foundation rock, which would raise the water surface of the river 550 feet. Consideration is now being given to increasing the height to 700 feet.

The type of dam being considered is the arch-gravity type, in which the water load is carried by both gravity action and horizontal arch action.

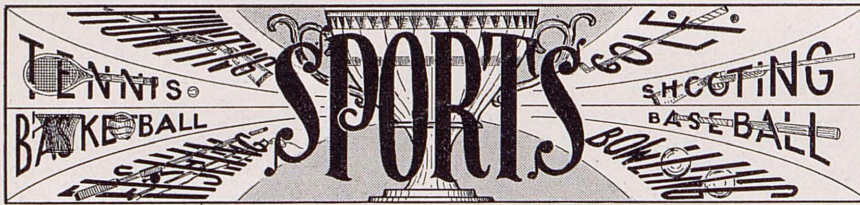
The volume of concrete masonry is about 3,600,000 cubic yards in the dam, power plant and appurtenant works, according to preliminary estimates. For comparison the Bureau of Reclamation has placed in dams and structures a total of 4,191,553 cubic yards of concrete up to June 30, 1929.

About 5,500,000 barrels of cement will be required to build the dam. The daily demand might tax the capacity of any one or two cement plants. This bureau has used 4,664,450 barrels in 25 years of construction activities.

About 19,000,000 pounds of reinforcement steel will be used in building the dam.

The geologic conditions at the dam site at the foundation and abutments are rock of volcanic origin, geologically termed "andesite breccia," hard and very durable.

It will take about seven years to build the dam after work on the project is started.



### Race in Bowling League Hot as Season Nears End

By R. M. COBB

THE month of February has brought about more changes in our bowling league standings than any month we can recollect at this time. First place has been held tenaciously by Earl Haskill and his band of Roadway Equipment wreckers. The remaining positions have shifted weekly; the P. E. Club Ladies, Signal and Southern Division teams making the most headway. This team of P. E. Club Ladies certainly has been going strong and constitutes the only threat to prevent the Roadway team from winning the second half of the season.

The Signal Department team of Captain Weston, Arzate, Howard, McNeil and McCubbin, broke the record for high team series twice in succession with scores of 2590 and 2643. Not being content with this, they also set a new high game record of 939. The two "Bobs" Arzate and McCubbin rolled 618 and 615 respectively, on the night of February 28th. Arzate with a game of 234 won the weekly necktie prize. Those winning this prize previously were J. D. Henry, J. E. Weston, M. R. Yeager and C. R. Henry. Norman Gilbert of the Telephone Department team rolled a high game of 243 on the above night, but he had already won a necktie. It can be seen by these scores that every bowler is reaching the peak.

The season will end March 14th and everyone who enjoys seeing fur fly is invited to attend. Flashlight pictures will be taken and all who participate are asked to come as early as possible in order that the regular schedule may start at 8:00 p. m.

One of the most enjoyable features of our season was the playing of a home and home match between picked teams of our league and a team of Ocean Park employees, consisting of Dopler, Webb, Keneck, Koeper, Rice and Whisner. These latter boys have a fine team and gave our teams a very good workout in preparation for the coming P. C. B. C. meet. We hope to have them in our league next season.

In the next issue of this Magazine we should be able to present the names of the bowlers who will represent our organization in the Pacific Coast Bowling Congress, together with such information as may be available on this big meet. A meeting of our league will be held in the P. E. Club, Friday, March 21st, 1930, at 8:00 p. m., for the purpose of distributing the

prizes and transacting such business as may be necessary.

The standings as of March 1st follow:

	Won	Lost
Roadway Equipment	29	7
P. E. Club Ladies	26	10
Signal Department	21	15
Southern Division	21	15
P. E. Club	21	15
Telephone Department	16	20
Southern Freight	16	20
Ladies Accounting	16	20
Electrical Department	14	22
Macy Street	15	21
Engineers	13	23
Local Freight	8	28

### SHOOTERS IN FIRST EVENT OF 1930 SEASON

On February 9 at Bangle trap grounds of the Pacific Electric Rod & Gun Club was held the first big shoot of the 1930 season. This shoot was on the order of a merchandise shoot, such prizes being donated by various sporting goods stores and the Rod & Gun Club.

The following is a list of winners and their prizes:

#### 75 Bird Event

- 1st—W. C. Daniels—recoil pad, donated by Famous Army and Navy Store.
- 2d—K. L. Oefinger—pearl handle pocket knife.
- 3d—A. M. Cross—Bewers cleaning rod, donated by Hayce Sporting Goods Store.
- 4th—J. Cowley—Pen Light flashlight.
- 5th—Miss Helen Spafford—bill fold, donated by our good friend, Jean Adams.

#### 50 Bird Event

- 1st—H. L. Wiggam—flashlight.
- 2d—J. Morrell—pocket knife.
- 3d—S. Hastings—gun oil.
- 4th—J. R. Beale—cleaning rod.
- 5th—J. B. Swan—gun oil.

A total of some 2800 targets were thrown with the following scores:

Name	Score	Pct.
H. S. Bernhardt	35x 75	46.67
J. Karalis	43x 75	57.33
H. C. Thornton	61x 150	46.60
H. F. Caine	46x 75	61.33
Dan Deal	115x 175	65.70
K. L. Oefinger	62x 75	82.67
C. H. Jones	86x 125	68.80
H. L. Wiggam	106x 125	84.80
Harry Pierce	36x 75	48.00
J. L. Cowley	61x 75	81.33
Miss Helen Spafford	50x 75	66.67
F. D. Smithy	17x 25	68.00
A. M. Cross	64x 75	85.33

A ground fee of 25 cents is now being charged to every shooter which goes into a fund to buy merchandise prizes for the next shoot to be held

Sunday, March 16, at Bangle trap grounds. A cordial invitation is extended to every devotee of the shotgun to come down and try his or her hand. The ladies are not excluded by any means. The prizes are open to everyone who shoots.

Remember the date—Sunday, March 16. Bring the 'ole scattergun and the family.

### P. E. GOLFERS FACE STIFF MATCH WITH LEADERS

Billed to meet the fast City Engineers' Golf Club at the Montebello Park links on Sunday, March 16, the P. E. Club faces the stiffest competition yet encountered in league play. The Engineers hold first place, while our boys rank fifth among the fourteen teams engaged in the tournament.

Despite the recognized class of their opponents, the P. E. golfers are hopeful of success which they claim can come to them with a few breaks and continued improvement of their members. The following make up the Pacific Electric Club: Don Houston, E. Hodges, C. C. Dickson, Grey Oliver, H. Foltz, A. Fields, A. Kennedy and P. Tower.

Grey Oliver, Manager of the P. E. Golf Team, advises that the Montebello Park Golf Club is holding its first annual championship during the present month. Qualifying rounds of 18 holes were played from the 1st to the 9th of the month and additional matches will be played at the rate of one or two rounds per week. The entrance fee is \$1 and the competition is open to public course players and members of the So. Cal. Golf Association. The Championship Flight is at scratch and other flights at handicap.

Mr. Oliver is anxious to interest more employees in golf play and tournaments and anyone desiring to enter can do so by notifying him at 675 Pacific Electric Building. The P. E. Club is co-operating with golfers and those interested in the game will find it to their advantage to join the increasing number of employee players who are enjoying the game and fellowship of their co-workers.

### BALL TEAM SUSPENDS PLAY WITH SPLENDID RECORD

Due to six of the members leaving to join professional clubs, Charlie Hill's P. E. ball team will suspend play for a month or six weeks.

Outfielders Tony Antista and Ralph Layne, and Norman Burbank, infielder, have joined the Los Angeles Club of the Pacific Coast League; while Infielders Clary Abarta and Johnny Lugo will go to Augusta, Georgia, for service with the South Atlantic League.

In addition, Hal Chamberlain, pitching ace, will enter University of Southern California, after turning down a contract with the Oakland Club of the Coast League.

During the last six years, the team has won seven league championships and finished in second place three times; and in addition it won the play-

off championship of the Southern California Baseball Managers' Association during the season 1927-28.

The Triple A League series just finished was won without the loss of a single game, although pitted against an aggregation comprising the fastest semi-pro teams in the Southland.

Of the last 15 games played the team tied one, lost two and won 12.

The remaining members of the team who have contributed to this fine showing are:

Badie Bouett, infielder and captain; Paul Rennie, catcher; Buddy Allen, infielder; Barney Hahn, outfielder and catcher; Fred Flinker, outfielder and pitcher, and Billy Maes, outfielder.

As a matter of interest, Bouett has played with Pacific Electric almost continuously since 1913, and was with the team when it won the California state championship at Sacramento, in 1915. At that time he was a bill clerk at the Los Angeles Freight Station, then located at 8th and Hemlock.

Young Billy Bouett is the Club's official mascot.

**BASKETBALL TEAM HOLDS 3RD PLACE IN LEAGUE**

Playing a better game of ball than at any time during the present season and improving with each succeeding game, the Pacific Electric Club Basketball Team is now headed toward the top of the Major Industrial League. The boys got off to a rather disheartening start, dropping two out of the first three games, but have been going great guns for the last few weeks.

The schedule for the remainder of the season is as follows:

March 10—Los Angeles Gas & Electric—Lincoln High School.

March 12—Shell Oil—Sentous High School.

March 17—General Petroleum—Lincoln High School.

March 19—Bullocks—Sentous High School.

March 24—H. S. Crocker Co.—Lincoln High School.

March 26—Carbon Ramblers—Sentous High School.

Our basketball team is now tied for third place in the league standing. All Club members and friends are invited to attend the games. Admission is free.

Skinnum—I've got half a mind to get married.

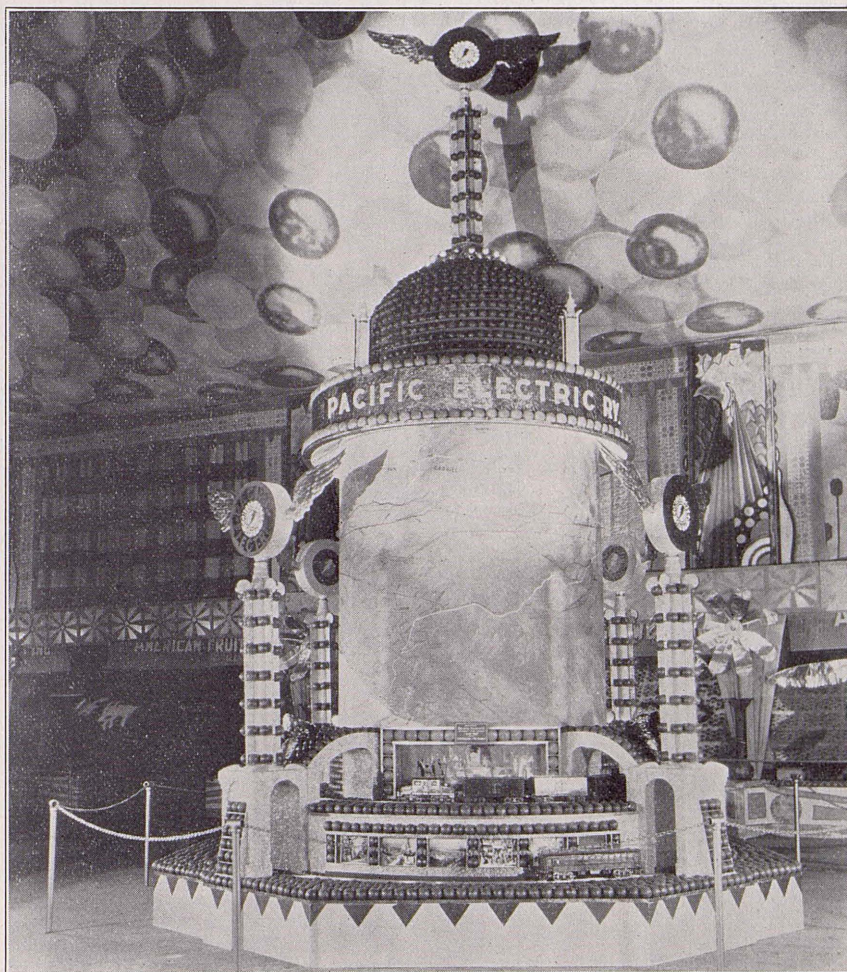
Knutson—Well, that's all you need.

Adolph—"This house goes back to William Penn."

Evelyn—"Oh, that's too bad. Can't your father keep up the payments?"

"Remember this—any weakling can be surly and disagreeable and ugly; any sort of an ignoramus can be selfish and greedy and morose; but it takes intelligence, courage, self-possession and self-determination to be at all times thoughtful of others, broad-minded, generous, and wise in conduct. Little brains can steal and lie and cheat and be cads; but it takes a real man to stand up to life and keep his name untarnished."—Edgar A. Guest.

**Exhibit Tells of P. E. Service**



Pacific Electric exhibit at last month's Orange Show ranked with all others and carried a splendid advertising message to the 200,000 visitors.

AGAIN, as in nineteen former exhibitions of its kind, this railway's feature at the Twentieth National Orange Show won the admiration, and at the same time made a deep advertising impression on most of the 210,000 visitors at this year's exhibition which closed on Sunday, February 23.

Many persons who have seen our former exhibits at this annual San Bernardino exhibition expressed the belief that in beauty and effectiveness this year's exhibit excelled all others. Conservatively it may be said that it ranked with any of its predecessors, which in view of their excellence is highly complimentary.

The prime feature of our exhibit was a large circular map as a central column, which rested upon a very ornate pedestal, the architecture of which was a series of flying arches through which and around the entire circle were operated miniature freight train and passenger car of the Pacific Electric type on a roadbed of oranges. Photographic scenes of various points in Southern California showed the looker the variance of scenic gems reached in travel over our lines.

As a further background artistic cut-out illuminated views greatly enhanced the beauty of the massive base. The four sides of the circle, as well as surrounding the dome of the exhibit were illuminated medallions of this company's trade-mark decorated with outstretched mercury wings, symbolizing speed in transportation.

The circular map was particularly effective, showing as it did our network of not only rail, but motor coach lines throughout the four counties served. The illumination was exceptionally effective and onlookers could not have failed to be impressed with the magnitude of our service throughout Southern California.

This exhibit, as has been the case with most of its forerunners, was built by Charles I. Faber under the supervision of Geo. H. Blyth, Advertising Manager.

**Famous Pronouns**

- I ..... Mussolini
- WE ..... Lindbergh
- US ..... Siamese Twins
- IT ..... Clara Bow



Executive Committee of Pacific Electric Club met in regular session in the Ballroom of the Club Building on Wednesday, February 5, at 2 p.m. The following members were absent: W. J. Scott, R. H. Dorman, G. P. Terry, L. H. Covell, M. E. Shay, C. J. Hileman, J. W. Anderson, W. M. King, T. H. Green, J. M. Geopfert and F. E. Geibel.

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

#### Club Fund

Balance, 1-1-30 .....\$1,566.23  
Receipts ..... 1,565.40

Total .....\$3,131.63  
Disbursements ..... 1,578.66

Balance, 1-31-30 .....\$1,552.97

#### Relief Fund

Balance, 1-1-30 .....\$ 65.01  
Receipts ..... 1,553.59

Total .....\$1,618.60  
Disbursements ..... 1,566.55

Balance, 1-31-30 .....\$ 52.05

N. B. Vickrey reported for F. E. Geibel, who was unable to attend the meeting, that signs have been posted at various places about Torrance Shops designating where smoking is permitted and that the matter of eliminating fumes from Torrance Welding Shop is being studied for the purpose of effecting some method more efficient than that now being used.

Committee appointed by Club President E. L. Young to make study of Cafeteria food prices, consisting of H. D. Priest, Chairman; R. E. Labbe, B. F. Manley and N. B. Vickrey, reported that audit of Cafeteria books had been made for the first three and one-half months of operation, the results showing that the Cafeteria is operating at a very small monthly profit and that had they to pay rent and other monthly costs that would ordinarily go with such a concession, the books would show a loss each month. The committee suggested that the Cafeteria food price schedule be continued without change for an additional period of three months, at the end of which time another check of the Cafeteria books be made.

The report as submitted was accepted by the Executive Committee and the special Cafeteria Committee above named was directed to make suggested audit.

Inquiry was made by W. J. Jenkinson as to the present status of showers at Hill Street. N. B. Vickrey explained that the matter of having these showers connected had been referred to Superintendent O. P. Davis. Mr.

Vickrey will again call attention of proper officials to need of showers at Hill Street in an effort to get them installed as soon as possible.

C. C. Rice suggested that steps be taken toward the securing of better music for Club dances, calling attention to several complaints he had heard. A general discussion was participated in by members of the Committee, after which Mr. Vickrey informed that one or two changes were being contemplated in the personnel of the Club Orchestra, as well as the addition of one more musician. On motion of T. J. Day, it was decided to await the outcome of the contemplated changes in orchestra personnel before taking any further action.

Club President Young called attention to the Pacific Electric School Graduation held on January 30, at which time 114 diploma certificates were issued for completion of various courses of study. Mr. Young stated that he was highly pleased with the results being obtained through our Educational Department and suggested that all members of the Committee lend their support to this activity.

Glen Hatt called attention to the ball ground at Santa Monica, just off Ocean Avenue, which has been put in shape by members and supporters of the Ocean Park Trainmen's Baseball Team. All present were invited to come out to the new park any Sunday afternoon and witness the ball games.

N. B. Vickrey addressed the Committee on the subject of Mortuary Fund and Club memberships, stressing the deplorable fact that several employees have recently withdrawn from the mortuary fund. A general discussion followed in which the humanitarian features of the fund were explained. Club President Young explained that the mortuary fund is not an insurance, but a benefit to the needy, supplying aid when most needed, and in being such does away with the undesirable "passing-the-hat" custom. It was the opinion of the Committee that every effort should be made toward retaining the present mortuary membership and having non-members join.

Meeting adjourned at 3:30 p. m.

#### P. E. CLUB BULLETIN March 10 to April 10, 1930

##### Monday, March 10:

Basketball Game—General Petroleum vs. Pacific Electric Club at Lincoln High School—8:00 p.m.

##### Tuesday, March 11:

Masonic Club Meeting in Club Theatre—7:45 p. m.

##### Wednesday, March 12:

Rod & Gun Club Meet—8:00 p.m.

##### Thursday, March 13:

Ladies' Auxiliary Meeting—Birthday Celebration—1:30 p. m.

Club Dance—8:00 p. m.

Special Chicken Dinner will be served by Club Cafeteria from 4:00 to 8:00 p. m.—75c per plate.

##### Friday, March 14:

Motion Picture Show, "Love In The Desert," with Noah Beery and Olive Borden—7:30 p. m.

Final Game of P. E. Club Bowling League, Jensen's Recreation Center, 8:00 p. m.

##### Saturday, March 15:

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

##### Sunday, March 16:

Baseball—watch weekly bulletins.

Golf Match—P. E. Club vs. City Engineers—Montebello Park Golf Club—9:00 a. m.

Rod & Gun Club Merchandise Shoot at Bangle Grounds — 10:00 a. m.

##### Monday, March 17:

Ladies' Auxiliary Night Card Party at Club—7:45 p. m.

##### Thursday, March 20:

Regular Card Party of Ladies' Auxiliary at Club—1:30 p. m.

Special Dance for Eastern Division Employees at Urbita Springs, San Bernardino—8:00 p. m.

##### Friday, March 21:

Motion Picture Show, "Prep and Pep," with David Rollins and Nancy Drexel—7:30 p. m.

##### Saturday, March 22:

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

##### Sunday, March 23:

Baseball—watch weekly bulletins.

##### Wednesday, March 26:

Stamp Collectors' Meeting at the Club—8:00 p. m.

##### Thursday, March 27:

Ladies' Auxiliary Meeting at Club—1:30 p. m.

Club Dance—8:00 p. m.

##### Friday, March 28:

Motion Picture Show, "The Gamblers," with H. B. Warner and Lois Wilson—7:30 p. m.

##### Saturday, March 28:

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

##### Sunday, March 30:

Baseball—watch weekly bulletins.

##### Wednesday, April 2:

Cub Executive Committee Meeting—2:00 p. m.

##### Friday, April 4:

Picture Show, "Heading For Danger," with Bob Steele—7:30 p.m.

##### Saturday, April 5:

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

##### Sunday, April 6:

Baseball—watch weekly bulletins.

##### Tuesday, April 8:

Masonic Club Meeting at Club—7:45 p. m.

##### Wednesday, April 9:

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

##### Thursday, April 10:

Ladies' Auxiliary Meeting at Club 1:30 p. m.

Club Dance—8:00 p. m.



**LADIES' AUXILIARY ACTIVE**

Taken in chronological order the first of the varied activities of the month was a visit by a group of the members to a meeting of the Riverside branch held in Mrs. Leak's home on February 5th.

The ladies are most cordial over there and a very enjoyable time was spent. Mrs. Straub showed her ability by carrying off first prize in the game of the afternoon.

Next on the Club calendar, February 12th, sixty-four ladies visited the Good Will Industries. Luncheon was served, a splendid program furnished by members of their own organization, and special guides provided to show and explain every department in the big four-story building.

February 13th was the regular meeting day, with a program chuck full of good things; Lincoln, Washington, and St. Valentine were all given special attention.

Mrs. Curtis gave the life of Lincoln, Mrs. Ruppel the life of Washington, and Mrs. Al Smith humorously took care of St. Valentine. Mrs. Gilks read an original letter written by Lincoln.

The newly organized Chorus made its initial appearance and did themselves proud. Mrs. King assisted by the Chorus, added interest to the Washington program by singing "Carry Me Back to Old Virginny."

A pleasant feature of the afternoon was the presentation of a gift to Mrs. Walter White, one of the most faithful workers in the organization.

February 17 was the date of the first big card party and it proved a real one. One hundred players sat down to the games of the evening. The committee in charge wishes to express their gratitude to all those who helped make it the success it was.

February 20th, despite the rainy day, found eight tables of players gathered together at our regular monthly party. Prizes in 500 were won by Mrs. Manley and Mrs. Houghton, and awards in bridge went to Mrs. Rena Wilson and Mrs. Weimer.

The meeting on February 27th was strictly Californian and of course the program was most "unusual."

One hundred and fourteen ladies were present and with soft, shaded lamps, flowers and ferns, the ballroom presented a beautiful picture.

Mr. McGroarty, unable to be present, sent his friend and representative, Mr. Pike, a gentleman eighty-two years of age, who has been associated with the Mission Play since the beginning.

Sheriff Treager's talk on California history was just about as complete as any historian could give and showed very plainly his pride in being a native son. A poem written by Mr. Groarty was a part of his splendid tribute to the program.

One of the interesting features of the afternoon was a parade of sixteen native daughters, headed by our President, Mrs. Green, carrying a little golden poppy, the baby daughter of one of our members.

**Pick-ups Around the Club**

**Attention Stamp Collectors**

Having as their purpose the formation of Stamp Collectors' Association among Club members, request has been made by several company "philatelists" that a meeting be called of all so interested. The date for this meeting has been set for Wednesday, March 26, at 8:00 p. m. at the Club.

Those in possession of collections or duplicate stamps are requested to bring them to the meeting so that an idea may be secured as to whether they are junior or advanced collectors.

**Club Billiard Tournament Begun**

With the first round of the Club's Billiard Tournament completed, 13 participants are still in the running for first honors. Play in the second and third rounds is now going on and within the next few days the final games of the tournament will be a matter of record.

The 13 players competing in the second round are W. A. Bishop, D. E. Porter, Lale Thomas, F. W. Spencer, W. M. Brooks, C. G. Gonzalez, H. L. Wiggam, Dr. A. M. Scholz, Daniel Sanchez, D. Batman, F. S. Weimer, Don C. Fuller and Liston R. Hill.

Several requests have been made for a three-cushion billiard tournament, as well as a snooker tournament. All interested in either of these games to the extent of entering a tournament

should get in touch with the Club Office.

**Special Chicken Dinner**

A special fried chicken dinner is to be served in the Club Cafeteria on occasion of the Ladies' Auxiliary Birthday Party, Thursday, March 13. With the spring fries in season, this special dinner promises to be of the "morish" variety.

In addition to fried chicken, the French fried potatoes, a vegetable, hot French fried potatoes, a vegetable, hot rolls, ice cream sundae, cake and choice of drinks. This dinner will be served for 75c per plate from 4 to 8 p.m.

**Bridge Tournament Team Selected**

With preliminary departmental matches completed, six teams have been entered in the Pacific Electric Club Bridge Tournament. Each team consists of four players and represents some particular department or branch of the service.

Following are the entries: Accounting Department—W. S. H. Weeks, H. R. Grenke, T. L. Hinkle and I. B. Malin; City Ticket Office—Norman T. Sewall, James J. Adams, David Martin and Henry Eggert; Southern Division, Transportation—J. Henry, N. G. Pollock, J. Zwessler and W. J. Fienwick; Local Freight—Mrs. Odette Coulam, Mrs. Irene Brown, Miss Mary Fair and Mrs. Irene Cunha; Western Division, Transportation—C. O. Snodgrass, Mrs. C. O. Snodgrass, W. E. Smart and Mrs. W. E. Smart; Mechanical—E. O. Straub, H. R. Clark, C. Prange and W. G. White.



With concealed weapons confiscated and husbands and wives barred as partners, bridge addicts of the Accounting Department are seen holding their survival game in the Club on February 18th, to determine departmental representative in coming tournament. Thomas Kinkle, W. H. S. Weeks, Ivan Malin and Herman Grenke were leaders in order named. Geo. Chrystal, Belva Dale, Harold Heustis and Godfrey King's card were next in order, while others were also present.



### ENGINEERING DEPT.

Margaret Maitland

Helen Rapp entertained the girls from the office at a delightful Valentine bridge party. Miss Clark won the first prize and Nancy Kelly the booby.

Miss Emma Smith spent the holiday at her home in Tucson.

F. W. Spencer is the only one in the Engineering Dept. who has not yet been eliminated from the Billiard Tournament. He attributes his success to the loyal support of the Field Dept. However, he would gladly accept a rabbit's foot which is guaranteed to work.

John Ford is now a member of the Elks Lodge No. 99.

C. B. Davis of the U. S. Army Air Force, formerly a member of the Field Dept., paid the boys a call. He is now stationed at Rockwell Field, San Diego.

F. N. Compton is the proud father of a 9-pound boy. Congratulations, Faye.

Somebody got M. C. Halsey up in the air. However, he enjoyed seeing the business section of Harbor City from the air. Geo. Raidt had to give back all the money he had collected for flowers.

Emmerson Eaton has a new Franklin, but he's saving it; he now comes to work in the Big Red Cars.

Mrs. Homer King and daughter are preparing for a visit to Rochester, New York, and Homer will be one of these "Summer bachelors".

Al Smith is now Maintainer of Signals in the Hollywood Subway. No, he was never Governor of New York.

Robt. Hart has been transferred from Signal construction to Signal Maintenance in charge of Slauson Tower.

A little gopher played a trick on Leonard Anderson, putting his machine out of commission by filling the machine box full of earth.

In spite of Max Shuring's afflictions he is as happy as a guest at a peanut brittle party. His hands, though draped in white gloves, possibly to register dignity, are as active as a floorwalker's index finger.

After about eight months of coaxing Roger Lemelle finally obtained permission from the wife to show the boys the new gas buggy he bought last July. Of course, somebody has to be "boss".

Another always bright and smiling face in our midst again. George Curtis has returned to Washington Street Yard after a short stay with the Ivanhoe Beauty and Improvement Club.

Floyd Ball lost a little argument with old man Gravity, when he fell off a wig-wag at Newton Street. A sprained ankle, a few days' vacation and he was with us again.

Crossing the Main Street at Bell the other night, Arthur Willis had the misfortune to get smacked by one of "them there new-fangled horseless carriage contraptions." We

country boys do have to be careful when we get to the big city.

A very successful fishing trip (from the fishes' standpoint) was made in Bill Baxter's palatial yacht, the "Betty Lee", last Washington's Birthday. Out of the seven participants Dave Foyle was the only one that was too stingy to feed the fish. Even the host, Commodore Wee Willie, was an awful sick little girl and glad to get back to shore. Two mackerel paid dearly for their curiosity. When they came to the surface to see where all the good eats came from, Jim Clark just reached out and grabbed them. Pat patronized one of the bunks in the forecabin during the entire trip. He claims that he wasn't sick, but did not want to miss his regular afternoon nap.

Roadway Equipment Bowling Team is still at the head of the list and Captain Haskell struts around the Yard with his chest out like a pouter pigeon.

Alfred Dye made a trip to Tia Juana last Washington's Birthday and reports favorable on the line of goods carried by our southern competitors.

Frank Patterson brought down some "termites" that had been doing considerable damage to some of the wooden stations along the line and immediately Ernie Engleman claimed that he had "all kinds of them" around his house. Wonder if Ernie would not be in the market for a good second-hand diving helmet?

The sudden death of L. Morgan, due to a heart attack, was a shock to the Engineering Department, and our sincere sympathy is extended to Mrs. Morgan and family.



### NORTHERN DIVISION POMONA

Walter R. Bloom

Ticket Agent, A. H. Greeley, is spending his vacation at Fresno visiting his daughters. While he is away, our old friend Herbert Hall is taking his place.

Conductor Leo LaVoy and wife are planning to leave about March 1st for Fresno, where Mr. LaVoy will have an automobile cleaning establishment.

Conductor Young of San Bernardino has bid in Run 73.

Conductor O. Jensen and family spent several days at Oceanside recently.

Motorman Walter R. Bloom is off duty on account of a broken arm.

Motorman Robitson is taking his vacation and Conductor C. M. Hall is on Bus in San Dimas.

Assistant Agent Haas is back at Claremont after working as relief Agent elsewhere for sometime.

Mr. Keller, our Motor Transport Agent, reports increasing business.

Motorman W. W. Montrose has purchased the home of Leo LaVoy on Alvarado Court and expects to occupy same soon.

Conductor L. Woodruff of the Claremont Line was off duty several days last week.

Ticket Agent Herb Hall reports a good business from the Pomona office during the San Bernardino Orange Show.



### MECHANICAL DEPT.

Carleton B. Bell

After almost 25 years' service as a machinist, Johnnie Barr was retired, effective March 1st. Johnnie's friends, and that means every man in the Torrance Shops, gave him a happy last day and wished him much happiness in his well-earned retirement. A handsome Bible was the gift of fellow workers.

George Bailey was called away from his work Feb. 14th by news of the death of his sister, Mrs. Stagmeier, who also was a resident of Torrance. Funeral services were held from the Store & Myers chapel in Torrance Monday afternoon. His fellow-workmen's sympathy is extended.

Charles Brown had the misfortune to fall and strike his head a severe blow on the pavement or curb last month while about his customary early morning work at the Bank of Italy branch in Torrance. Evidently Charles' heart was not working like it should and it caused him to faint and fall. The fall and blow on the head put him down and out for the next three days. Dr. Lancaster discovered him unconscious on the street and picked him up, gave emergency treatment and brought him to the Shops emergency hospital where he stayed until he was able to go home.

Charles Stiles does not like to be late to work. He was late the morning of February 13 and determined that he would be on time the next day. That evening as a last precaution Charles set his watch by radio so as to be sure he was right. Next day he got up bright and early and proceeded to the 6th and Main Station where he found he was the only P. E. man on time. It was quite a long time before the rest of the gang showed up. He let the secret out when he told how he set his watch by radio station KOA. That is a Denver station where the time is considerably ahead of here. It will be a long time before Charles hears the last of Denver time.

Jack McEwing is a better blacksmith than auto mechanic. Jack has a Buick and it developed a squeak that bothered Jack. He decided it must be the clutch so he took it all out and put it back again in A-1 condition but still the squeak bothered him. He went through the same process again, but the squeak was still with him. Finally in desperation he appealed to Fred Miner, and Fred suggested that a little lubricant in the transmission was always to be desired. The lubricant as suggested was tried and the effect was immediate.

William "Louie" Hankins is on the sick list. He has been off several weeks and is not planning to be with us very soon. Louie tried to start back to work Monday of this week but had to go home again. Harry Cull looks lonesome coming to work without Louie.

Keen competition has developed among the riflemen of the Shops. Pop Wheaton has gotten to the place where he is accusing John Husbands of poking holes in the target with his gun instead of shooting the holes in it.

Grover L. Sommers is doing well in the Sawtelle Government Hospital. His friends were glad to learn that it was not necessary to send him to Sacramento as was at first intended. He is in the new annex and will be glad to see any of the boys. Visiting hours are from 3 p.m. to 4:30 p.m. daily.

George Goff and Tommy Atkins are quite

pleased with their recent venture into the realms of art. They always did know some things that ordinary folks do not and now they are learning more. They are attending the Art Classes at the Torrance Night School. We wonder if the rumor that living models were to be used later had anything to do with their joining the class?

Mrs. Alma Merritt is not going to let all the other folks get ahead of her in matters educational. Everybody and his brother is taking some kind of night school work and Alma has chosen to learn to pilot an automobile. She has taken several lessons already and with proper instruction and close application to the study she hopes to be able to drive safely by early summer.

If you want to get the lowdown on travel, see Andy Anderson. He made a trip to San Francisco February 8 by T.A.T. airplane and has had an admiring group around him most of the time since his return. The trip to Frisco took just 3 hours and 15 minutes. It makes one jealous to hear him tell of it. He's familiar with all such wonderful and exciting things as air pockets and things like that. I have almost determined to hold out on the wife some pay day and take a trip like that myself.

We all feel saddened by the loss of one who was not only a fellow workman, but a real friend of all, Francis E. Mayfield, known to all of us as "Frank."

Frank died Monday, Feb. 24, with only a few minutes warning of the nearness of his end. He started to work as usual Monday morning but found that unless he ran he would be late. Evidently the extra exertion of running overtaxed his heart for he returned home almost immediately upon reaching the shops and went to bed. A local physician was called but Frank was beyond the help of any doctor and quickly passed away with his wife and son Carl at his bedside.

Frank had been in the employ of the Pacific Electric Railway for approximately twenty years as an armature winder, having been originally employed by the Los Angeles Railway before the consolidation.



**SHERMAN TERMINAL**

E. D. Arthur

One of the most modern electric traveling cranes has been installed and is now in operation in the Repair Shops. This crane was manufactured by the Niles Crane Mfg. Co. However, the bridge was built and the erecting done locally by the Consolidated Steel Corporation of Los Angeles.

The crane is equipped with four General Electric motors, one 25 h.p. motor used on the large hook and has the lifting capacity of 20 tons, one 12½ h.p. motor is used on the small hook which has the lifting capacity of 5 tons, and a 25 h.p. motor is used to operate the bridge and crane along the building approximately 140 feet, and one 8 h.p. motor which is used for the movement of the traveler along the bridge, approximately 48 feet.

The installation of this modern machinery is a great improvement in safety to employees, as well as the efficient manner in which wheels, armatures, trucks, motors and car bodies are handled.

Virgil E. Connell, employed at Ocean Park, who was injured several months ago, is reported greatly improved.

B. W. Todd, General Foreman Western Division, was absent several days, due to an attack of tonsillitis. He says that tonsils are not to be sneezed at.

J. M. Ehl of Ocean Park spent his vacation in Southern California and Old Mexico, having visited San Diego and Tia Juana and Agua Caliente. He reports some pleasant memories.

With the appearance of spring the West Hollywood employees are busy getting in condition for a tryout for the 1930 baseball team to be organized, and it appears they are to have a real good team from the turnout. Let's get behind the boys.

The P. E. Classes consist of most any branch

of study that you could possibly desire. If you have not enrolled in one of these classes you should do so today.



**MACY ST. TERMINAL**

D. B. Van Fleet

Received too late to put in the last month's issue of the magazine was the announcement by Brakeman E. L. Young, State Street, of the arrival of an 8½ pound baby boy at his home, on January 15th, last. Congratulations, Mr. and Mrs. Young.

It is a pleasure indeed to announce the marriage of Conductor R. C. Francis, Macy Street, to Miss Elsie Adelaide Milford, of Sydney, Australia, at Inglewood, California, on the night of February 1st, last.

After a brief honeymoon trip around the southland, the happy couple returned to Los Angeles to live.

Congratulations and best wishes.

The nineteenth annual National Orange Show, held at San Bernardino from February 13th until 23rd, inclusive, was heartily welcomed by the Trainmen of the extra board at Macy Street, for this midwinter festival always calls for additional service which in turn means more work for the Trainmen.

We are pleased to announce that on the night of February 13th, last, Conductor O. C. Dorsey, Macy Street, became of proud father of an 8-pound baby girl.

Congratulations, Mr. and Mrs. Dorsey.

The annual Iowa picnic, renowned as the largest eastern state gathering in the Southland, was held this year at Lincoln Park, on the Sierra Vista Line, on Washington's Birthday. In spite of inclement weather that visited the vicinity in the form of rain, the outing was voted a big success.

While the Iowa picnic was in full progress, the Montana State Society was holding their annual picnic in Sycamore Grove Park, on the South Pasadena Line. According to the Trainmen working on this line, the dampness of the weather didn't seem to discourage the order of the gathering to any great extent.

The regular monthly Northern Division Trainmen's meeting was held in they Macy Street club rooms on the night of February 27th, and was very well attended. On conclusion of the business session, coffee and "hot dogs" were served to the large assembly.

Would you believe it if someone made the claim that a certain Conductor recently carried home the register impression key and left his own register key in the register; or still another Conductor left his register key and in his excitement, or for some unknown reason, carried off the Motorman's controller key?

Doubtful as these questions may seem, proof of same can be given by consulting Conductors G. G. Ganes or J. E. Busy, Macy Street.

If there is the slightest doubt in the mind of any Trainman on the Macy board, as to when his vacation is to officially begin and end, he should get in touch with the Terminal Foreman without delay.



**FREIGHT DEPARTMENT  
SOUTHERN DIVISION**

Thos. A. Lyons

We saw Bob Beale, M. D. B. A. R. D.—the last two letters meaning Race Driver—teaching Ray Bond how to run his Dodge. You know, Bob is thinking seriously of entering the American Legion races out at Ascot and is in strict training.

The bowling team is going like a house on fire, winning four games the last time

out, the writer not being able to bowl due to a pressing engagement with a night extra, which is the reason the team won all four games.

Sympathy is extended to Dave Barnett for the untimely passing of his wife.

The spring of the year usually develops good business. We hope 1930 will prove the rule.

Gene Usher is back on the job after a severe attack of lumbago. Those ground switches at 8th Street have taken the stiffness out of Gene's back rapidly.

Conductor J. B. Reid covered over 140 miles, called the Dispatcher 8 times, handled many cars, wrote untold reams of switch lists, blind sidings, and bills and came up smiling, all in one night's work. Some sort of a record was made.

George Copp had a painful accident at Butte Street one night and like all good men and true, blamed the wife. Hereafter George, be a little careful and take time out.

"Dinty" Moore has a terrible time making the bouts at Ocean Park every Wednesday night.

Bill Span made a trip up to the Yosemite last week and reports a very fine time.

"Shorty" Wamsley is bucking the day board. Bucking it, is right. Jack Grider doesn't run as many jobs as he used to.

Frenchie Neville, George Roy and Denton are also back in L. A. Cheer up, fellows!

The Newport line has been enriched by the addition of Pat Combs. Pat just fits nicely into one of those 1000 cabs.



**STORES DEPARTMENT**

H. Vander Zee

Thomas Ashton, Bill Clerk, has resigned from the service to accept employment with an insurance company, located in San Pedro. We all wish him success in his new connection.

Ted Sorenson, who underwent a tonsil operation and who was confined to his home for several days, has fully recovered from the effects of the unpleasant disorder. He is rapidly regaining the twelve pounds he "claims" to have lost during the period he was absent, owing to his inability to partake of anything other than liquid nourishment.

Through the resignation of Mr. Ashton, Fred Hopkins has been promoted to Head Bill Clerk, Ted Sorenson to Stock Clerk and Alpha Barrett, former Addressograph Operator, to Asst. Bill Clerk.

Another "sparkler" has made its appearance. Recipient, Doris Sturgess. For further particulars see Len Jones of the Store Dept.

Armed with a broad grin and a box of cigars, Orville Strosnider of this department was happy to report the arrival Jan. 31 of baby Joan, weight seven and one-half pounds. Mother and baby, getting along fine. Best wishes are extended the proud and happy parents.

Eugene Gilks, Receiving Clerk, has tendered his resignation to the Company and is also taking up insurance work in Los Angeles. Hugh Cain, formerly assistant to John Jackson, is filling this vacancy.

With a handicap of 15 points (imposed, of course, because of his superior skill as a billiardist over his opponents), Don Fuller, Store Dept., was able to dispose of his opposition with apparent ease, thereby upholding the honor of himself and also of this Dept. in a billiard tournament now being staged by the management of the club. Time consumed to play the game is hardly worth mentioning (it took, we understand, in the neighborhood of one hour and a half), but the victory was very decisive, the score being 40 points to 22.



## SOUTHERN DIVISION

William Kaplan

The Southern Division has two aviation enthusiasts in the persons of Motorman G. W. Booth and Conductor R. C. Vanderpool. These men are studying to become real aviators. Vanderpool is always "up in the air," while Booth will need a two-passenger plane to make solo flights.

A near tragedy was averted last week when a stranger, mistaking Switchman Walker for a newsboy, attempted to buy a newspaper from him. Upon being questioned, Walker replied, "I regret that I have only one life to give for my country."

Men, if you want a good shine, try Popp at the Sixth and Main Terminal. Not only will he give you a superb shoe shine, but he will also tell how his eldest son was killed in the Civil War. All this for a mere dime. The latest pastime in the Bullpen consists of attempting to figure out how long Popp's beard would have been if he had never taken a shave.

Don't forget the Barber Shop, also in the Bullpen at Sixth and Main Station. Cut rates on plain and fancy haircuts. Frank Stricklin, ex-trainman and barber de luxe, does his stuff daily in beautifying Trainmen.

I noticed in the last issue of the Magazine that E. "Bow-Wow" Willet, G. W. Nisbet and J. W. McCown were mentioned for courtesy. Certain the Southern Division ought to be proud of this trio for more reasons than one.

Motorman B. A. "Bird" Lackey of Catalina Island has been noticed walking about the Bullpen in a contemplative mood. It is rumored that Mr. Wrigley is offering a fabulous sum for Lackey to come to Catalina to participate in the bird farm there.

Among the notables to visit the Sixth and Main Bullpen this month was H. R. Smith.

The Sheik's Club announces several interesting events: Conductor F. E. Epp was admitted to full membership on recommendation of three waitresses in Santa Ana. Motorman A. G. Hotzel, who can see a lady passenger from farther away than even A. R. Noyer, was admitted over the latter's protests. R. C. Vanderpool was rejected because he could not reach the high standard set by the Vice-President G. Nisbet. However, there is hope that when he gets older he may reach the measurements. Motorman W. H. Otto was pledged to the Club on recommendation of Mable.

Everyone is marveling at the story of the poor little regular Motorman and the ravenously extra man. Motorman W. A. "Red Kiding Hood" Blakely came in one morning and asked to get off. There seemed to be no chance—when entered the villain—Motorman "Wolf" Harman—on a 4:45 a.m. "shine." Harman urges Blakely that the latter should trade places with him and so stand a better chance of getting off. Blakely succumbed and Harman rushes out to the car. A brief interval ensues, and Blakely appears with his stool, having changed his mind about the shine. As he approaches the car the Depot Master cries, "Let's go, eighty-four," and Harman pulls out leaving Blakely to a pleasant shine.

Moral: Don't talk to extra Motormen on a 4:45 a.m. shine in the month of February.



## OCEAN PARK CARHOUSE

E. M. Daniels

The Ocean Park Ball Club has played four games the last month, winning 3 of them which is a good record in bush or major league.

On February 2 the club defeated the L. A. A. C. 5 to 4 in a thrilling contest. French pitched a fine game with 17 strike-outs to his

credit. Boardman's home run in the ninth inning finished the game.

On February 9 the Ocean Park team defeated L. A. Firemen by a score of 9 to 8. French pitched and Patten's home run decided the game.

On February 16 the Manchester Stars trimmed the O. P. team 14 to 4, which was a good lesson to the boys. The opponents showed us what we lacked. The game could not be won by home runs, but Hinds and Howe added excitement, each getting around the bases.

On February 22, though in a muddy field, the Trainmen from Macy Street Terminal decided they wanted the game played. Ocean Park defeated them, before approximately 300 people, by a score of 14 to 9. Rice, who has proved himself a real relief pitcher, stopped the Macy Street team with his "Hookball."

The boys are mighty glad to see our "Boss" back after ten days of sickness.

Manager Whisner and his bowling team were visited by the five best bowlers of the Pacific Electric Club. The game was more a get-together than a contest.

Mr. and Mrs. J. F. Weeks are being congratulated upon the arrival of an eight and one-half pound baby in their family.

The two Georges of Ocean Park Car House wish to challenge any combination of pinochle players of the P. E. Family.



## 7th ST. WAREHOUSE

Daniel Sanchez

The boys of the Freight House are hoping to have back with us again soon our companion Fred T. Stack Trucker, who is at present on the sick list. We told Fred some time ago to "lay-off" the onions.

Stevadore Fred Stone, after a few days visit with his relatives in Idaho, where the thermometer registered 20 below, is nursing a bad cold.

It appears that we will soon have to enlarge the door of our General Foreman's office on account of O. C. Black gaining weight so rapidly. He tells us that good home cooking is the reason. It is no wonder he brings his lunch with him now.

Earl Lowe, Checker, and Jack-of-all-trades, is now giving motorcycle lessons. His services are free, but be sure your life is insured as Lowe is not a "slow motion."

A visitor going through our warehouse one day at noon noticed on top of a box some 7 or 8 sandwiches, 2 cuts of pie, and a jug of coffee. "That looks good," he said. "How many men will enjoy that feed?" We told him that was only one man's lunch and just then Mord Millard, Trucker, came upon the scene. Our visitor did not wait to see the food disappear.

Walter King, Foreman of Shed No. 1, has been ill, but is improving. You can't keep a good man down.

Harry R. Romo, Trucker, is now back in school. More power to you, Harry.

We wonder if there is another place on earth to be found where 35 cents per month will give as much as our Club. The furnishings are luxurious! we are always welcome; can play billiards, pool or snooker; late magazines and books to read; show and dance to be enjoyed, not only by members, but also their families and friends; a school to attend where many subjects are taught, and a place where a real home-cooked meal is served for a reasonable price.

Checker Albert Weilmuenster is looking for an A-1 Pinochle teacher. Please call in person.

We are glad to know that Checker J. Donnelly thinks he is a free man. But it seems that he has met his Waterloo. However, it takes a good man to smile it off.

Father Ricard of the University of Santa Clara, has nothing on Checker R. L. Linsley when it comes to giving out the weather reports. The only difference is that when Linsley doesn't get to read the paper he is unable to tell us about the weather.

A customer was standing outside of our routing office waiting for his turn. When he got close to the window he said to the Routing Clerk: "Gee! what a wonderful radio you must have in there. It must contain a fine loud speaker." The Routing Clerk advised the man that what he heard was not a radio, but our Transfer Checker, H. Houtekamer, talking to himself.

Among the early vacationists from the Freight Terminal this season we find: Ralph Malone, Bill Clerk; Joseph Clevens, Check Clerk; Wm. Green, Car Clerk, and O. W. Evans, Clerk, all spending their vacations at home.

We regret to announce the death of our fellow-employee, Frank Garner, who died in the hospital, February 4th, after a long illness. Our sympathy to his family in their hour of sorrow.

Miss Rose M. Lloyd of the Claim Department, going on leave of absence, was given a surprise party party at her home in Pasadena, Friday the 21st. All who were lucky to receive an invitation, report a most pleasant time.

## NORTHERN DIVISION

Eastern Lines

Ruth Thompson

Bart Singletary, retired Conductor, is at home from the Company hospital in Los Angeles, where he was confined for about three weeks.

Frt. Cond. C. T. Uolan is in the North where he will spend his vacation. We understand that he intends to go as far as Oregon and look over the country in that state.

Motorman C. G. Broman is on the sick list at present. We hope for his speedy recovery.

Brakeman R. B. Headrick is filling Conductor Nolan's run at Corona.

The Motor Transit Company has moved its ticket office to the Pacific Electric Station in Upland. It was formally opened March 1st.

Motorman John Millick, on account of his health, is now holding down the trolley job on Corona freight.

Conductor R. B. Snedaker and Motorman F. A. Rouchleau, because of their baggage run being changed, bumped on Los Angeles run No. 74.

Conductor C. G. Young, who has worked out of San Bernardino for several years, has bid in on Run No. 73 out of Pomona.



## ACCOUNTING DEPT.

George Perry

Congratulations and best wishes are extended to two very charming brides, i.e., Mrs. Stanley Moser and Mrs. George McClelland, whose marriage took place during the month of February. Mrs. Moser (nee Virginia Flachecker) was presented with a silver carving set and set of ice box dishes as a wedding gift from her friends and associates in the Conductors' Accounts Bureau. The honeymoon will be spent at Big Bear.

Mrs. McClelland (nee Marvel Workman) received a beautiful set of crystal sherbet glasses and plates as a token of the happiness that her many friends of the Conductor's Accounts Bureau wish for her.

Heralding in the newest spring styles in men's wearing apparel, M. Levin and A. Surich

have displayed extreme good taste and care in the selection of their suiting. They are to be congratulated on a very pleasing and natty appearance.

Best wishes and bon voyage to A. Henderson, temporary interline Clerk, Miscellaneous Accounts Bureau, who recently left the service. The duties at the interline desk will be resumed by George Bleck, Jr., who for some time past has been assigned to other work.

Esther Quast, Conductors Accounts Bureau, reports a most enjoyable trip, visiting in San Francisco and in the Bay District over the Washington Birthday holiday.

Heartiest congratulations to Mr. and Mrs. Clayton Scholl, Jr., who were married February 8. The ceremony was performed at the bride's home where they were handcuffed together legally by a judge, and actually by a detective, as it had been rumored that some practical jokers were present. The newlyweds motored to San Francisco on their honeymoon. A Telechron clock and an electric egg poacher were gifts from their many friends in the service.

Those on vacation during the month of February are as follows: C. B. Templeton, home; Margaret Taylor, Agua Caliente; W. H. Alexander, Murietta Hot Springs; and E. A. Lince, home.

**NORTHERN DIVISION  
PASADENA**

Edmond C. Fox

Mt. Lowe travel has increased considerably since the first of February. This steadily increasing popularity has created a demand for more Trainmen qualified for single track operation. O. C. Victor and H. L. Woodford have recently taken advantage of this opportunity.

A true appreciation of service was shown by the people of Pasadena, when one hundred and ninety persons boarded the excursion train February 21, for the Twentieth National Orange Show in San Bernardino.

Announcement has been made in the March number of Quick Trigger Stories of the West, that Flying Rustlers, a western story by H. Ralph Goller, will appear in the April number. This magazine will be on all news stands about March 20th.

By keeping a close watch for articles left on our trains and motor coaches not only makes more friends for our Company, but pays good dividends in return. M. S. Batten, C. E. Feller and T. G. Kirkbridge have in the past few days received liberal rewards for such services rendered.

M. N. Turney became the proud father of a baby girl February 15th. The little lady tipped the scales at eight pounds and six ounces. They named her Patricia Fay. Our hearty congratulations are extended to the happy parents.

Conductor F. Bishop, formerly of Macy Terminal is now holding a South Pasadena run out of this Terminal. Mr. Bishop is also seriously contemplating on making Pasadena his home. Welcome to our City.

R. L. Schrieber announces that his collection of curiosities from the far corners of the earth containing many strange and rare specimens from land and sea, will be on exhibit in the Pasadena Public Library until March the fifteenth. All are invited to attend.

C. S. DeBaun, having undergone an operation some time ago, is now at his home convalescing. We are glad to report that Mr. DeBaun is getting along nicely.

The Pacific Electric Ticket Office, under the personnel of G. A. Schmitt, Agent, and his Assistant, W. S. Kennedy, is now open between the hours of 7:00 a. m., and 7:00 p. m., with the exception of Sundays, when the closing hour will be 12:30 p. m. Opening again at 2:00 p. m. for a brief period in order that patrons desiring to ride the 2:20 p. m. Mt. Lowe may purchase tickets before boarding the train. The waiting room, also the Interstate News Stand, which is managed by Joseph Hoffman, will as in the past, remain open until 10:00 p. m.



And don't forget that girls who dress to kill usually cook the same way.

Only rarely it is worth what it costs to tell a man just what we think of him.

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

An optimist has been defined as a person who, on falling from atop a thirty-story building, murmurs confidently as he passes each floor: "All right so far."

**During Cal's Visit**

"Use the word 'kelvinator' in a sentence."  
"I've never seen a picture of Mrs. Coolidge without kelvinator side."

Teacher—Johnny, give me a sentence with the word flippancy.  
Johnny—Let's flippancy who'll pay for the drinks.

In conclusion don't forget that you may be able to get along at Christmas without holly, but you simply must have the berries.

Some fellows get twenty to twenty-five thousand miles out of a set of tires; and others tell the truth.

Mother (in train)—"Tommy, if you are not a good boy I shall smack you."  
Tommy—"You slap me and I'll tell the conductor my real age."

**A Worth-While Resolution**

"When I am driving on a street  
Where little folks I'm apt to meet  
Who dash across the street in play—  
I hope I'll drive in just the way  
That I would drive if mine were there  
Upon that crowded thoroughfare."

"And if I take the job I'm to get a raise in salary every year?"

"Yes, provided, of course, that your work is satisfactory."

"Ah! I thought there was a catch somewhere."

Educated Egyptian: "You have no wonderful hieroglyphics in America, no mysterious inscriptions, no indecipherable relics of an ancient literature whose secrets the wise men have tried in vain to discover."

American Tourist (humbly): "No, we haven't any of those things, I admit, but (brightening up) we have our railroad time tables!"

A man running after a taxicab, panted to the driver, "How much to the station from here?"

"Fifty cents," replied the driver.

The man continued to run, and, having covered another stretch, inquired breathlessly of the driver, "How much now?"

"Seventy-five," retorted the driver. "Ye're runnin' the wrong way."

**The Diplomat**

Mrs. Riley (to her husband): "Please match this piece of silk for me when you are downtown, will you?"

Husband: "At the counter where the sweet little blond works? The one with the soulful eyes and—"

Mrs. Riley: "No. You're too tired to shop for me after your day's work is done, dear. On second thought I won't trouble you."

A colored man got his nerve together and took a flight in an airplane. As he climbed out of the ship on its return to the field, he turned to the pilot and said:

"Suh, Ah has to thank you fo' both dem rides."

"What are you talking about?" said the aviator. "You only had one."

"No, suh," returned the passenger. "Ah done had two—mah fust an' mah last."

**Unprotected**

He: It's to be a battle of wits.  
She: How brave of you, Gerald, to go unarmed!

A one-pound box of candy is the proper size for a girl who has no brothers. If she has brothers, add two pounds for each brother.

**Which One?**

He: "Has a fish got a brain?"  
She: "What kind of a fish do you mean?"

**Correct**

Teacher: "What is a synonym?"  
Pupil: "It's a word that you can use when you don't know how to spell the one you thought of first."

**Safety in Slumbers**

"Does your husband talk in his sleep?"  
"No. But he's awfully exasperating. He only smiles."

"And if I ever have to choose between two evils," remarked a certain young lady all out of turn, "I'll certainly marry the one with the most money."

Mary had a little lamb  
Given by a friend to keep,  
It followed her around until  
It died from loss of sleep.

Man, gazing at newly made portrait of himself: "Great guns! This is terrible! I look like a clown—a complete monkey!"

Photographer: "You should have thought of those things before you came here."

Doctor: "This is a very sad case. I am afraid your wife's mind is completely gone."

Husband: "I am not a bit surprised. She has been giving me a piece of it every day for the last fifteen years!"

**Desperate**

Lady Driver: "Tell me, George, quick! Which is the right side of the road to keep on when you're running down a hill backward like this?"

The circus acrobat found the clown in tears. "What in the world are you crying about?" he asked.

"The elephant d-d-died," sobbed the clown.

"What of it? You didn't own him."

"N-no, b-but the b-boss says I've g-got to d-dig his g-grave."

**Scots Never Forget**

Two Scotsmen had not encountered each other for 20 years.

"Well, well, well," said one, "this is an historic occasion. We'll have to wet it."

"Aye," agreed the other, "so we will. But ye'll forgive me for remindin' ye that I paid last time."

**The Modern Druggist**

Two druggists were talking about one of their confreres who had just died.

"He was a great druggist," said one.

"He was," admitted the other. "But don't you think he made his chicken salad sandwiches a little too salty?"

Outside the storm raged. The deafening thunder rolled and lightning flashed almost continuously. Presently a bolt struck Mr. Jones and knocked him completely out of bed. He rose, yawned, rubbed his eyes and said: "All right, dear. 'I'll get up."

Two pickpockets had been following an old man whom they had seen display a fat wallet. Suddenly he turned off and went into a lawyer's office.

"Good lor," said one. "A fine mess. Wot'll we do now?"

"Easy," said his mate, lighting a cigarette. "Wait for the lawyer."

"Why are we so late, conductor?"  
 "Well, the train in front was behind, and this train was behind before besides."

**Good Bait**

"Why are you putting 'Personal' on that letter to Mr. Rurand?"  
 "I want his wife to open it."

**Yes, How Did You?**

Judge: "Your wife accuses you of terrorizing her."  
 Prisoner: "Well, your Honor—"  
 Judge: "Stop! What I want to know, as man to man, is how did you do it?"

**Before**

A country clergyman was examining a class at the village school. "Now, Jones," he said, "can you tell me what we must do before we can expect forgiveness of sin?" "Yes, sir," replied the boy, "we must sin."

**A Boiling Question**

Mother (angrily)—"I told you to notice when the milk boiled over."  
 Tommy—"I did, mummie. It was five past six."

The first time a Scotchman used free air in a gas station he blew out four tires.

Young lady (just operated on for appendicitis)—"Oh, doctor, will the scar show?"  
 Doctor—"Not if you are careful."

**The Meeting**

The meeting was sudden,  
 The parting was sad;  
 She gave her young life meekly,  
 The only one she had.

She sleeps beneath the willows,  
 Peacefully resting now,  
 But that's what always happens  
 When a freight train meets a cow.

**Our Fruitful Language**

A girl shows her raisins when she makes a date with a prune for whom she doesn't care a fig. She may be a peach, but they make a funny pear. She may be the apple of his eye, but she hands him a lemon, although she may have a cherry disposition. It is plum wrong, and if her name is Anna he ought to ban Anna. By this time he should realize that his efforts are fruitless.

There are poor people in the Tennessee mountains who live in such dilapidated shacks that every time it rains they have to go out and get in the sedan.

**Power of Ads**

"I hear you advertised for a wife. Get any replies?"  
 "Yes. Hundreds."  
 "Good! What did they say?"  
 "Oh, they all said: 'You can have mine!'"

**First Fond Illusions**

The Sister: "Captain Randall proposes in this letter. I wonder if he really loves me—he's only known me a week."  
 The Brother: "Oh, then, perhaps he does!"

Two ladies stopped at a livery stable and asked for a gentle horse to drive.

The liveryman brought out one saying, "This horse is perfectly gentle so long as you don't let the rein get under his tail."

Within a few hours they returned. "How did you get along?" asked the liveryman.

"Oh, we got along just fine. Had a couple of showers while we were out, but we took turns holding the parasol over the horse."

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

**PARTIAL LIST**

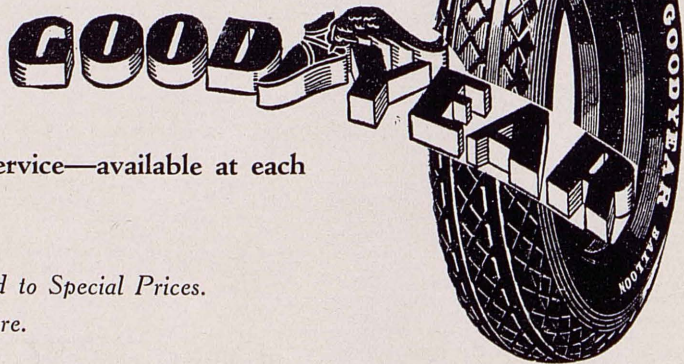
Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid
Baird, Harold	Cold	18.00	Levisse, Geo. M.	Tonsoilitis	28.00	Salisbury, Jno. W.	Cold	12.00
Berry, Roger E.	Appendicitis	60.00	Lewis, Orris M.	Flu	10.00	Scott, Chester R.	Forehead Laceration	21.00
Bonham, Virgil B.	La Grippe	31.00	Leadabrand, Russell L.	La Grippe	13.00	Settle, C. L.	Bruise	10.00
Bowman, Leon	Sprained Back	8.67	Livingston, Jos. F.	Illness	510.00	Silvers, Wm. T.	Lumbago	50.00
Clark, Herbert	Cold	12.00	Mahon, Jno. F.	Sciatica	20.00	Silverman, Albert	F. B. in Eye	8.00
Coom, Hobart M.	Cold	16.00	Masingale, Wm. E.	Fractures	360.00	Singleton, Robert J.	Sore Throat	20.00
Dean, Ralph K.	Influenza	14.66	May, Renard R.	La Grippe	10.00	Stokes, Jarvis F.	Relapse from Flu	116.00
Dyson, Roy C.	Growth on Eye	26.00	McCallum, Lawrence	Influenza	13.33	Taft, Frederick A.	Lumbago	8.00
Edmondson, Noah H.	Fractured Pelvis	1040.00	Ohmert, Jesse B.	Bruise	30.00	Thomas, Wm. C.	La Grippe	24.00
Fields, Wm. R.	Appendicitis	58.66	Roberts, Wm. G.	Sprained Shoulder	125.20	Vansandt, Hershel B.	Cold	16.66
Hallstone, Victor E.	La Grippe	12.00	Russell, Chas. C.	Arterio Sclerosis	118.00	Willet, Earl	Hemorrhoids	14.00
Hastings, Daniel L.	Bronchitis	30.00	Ryder, Thomas F.	Infected Teeth	10.00	Wright, Jeff D.	Skin Infection	24.00

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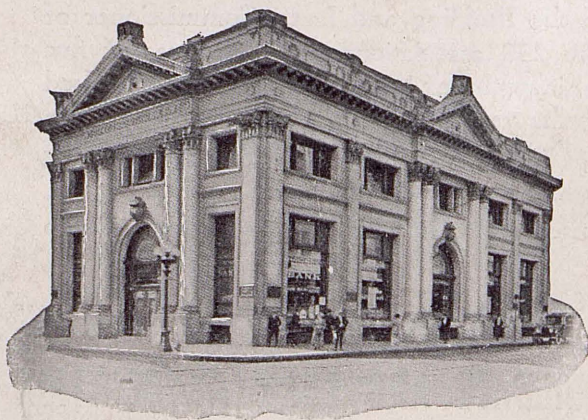
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