

# PACIFIC ELECTRIC



# MAGAZINE



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P. E. Vacation Camp—Where Dreams Come True.



## Mother!

NO MATTER what may come or go  
 She's always for us—that we know;  
 And if we're wrong—or if we're right,  
 She helps us all our battles to fight.

If we have pain and sorrow too,  
 We know there's always someone, who  
 Will share the darkness 'til the light,  
 And things just seem to come out right.

There's many a tear that she has shed,  
 When for our future, she'd looked ahead;  
 But we've always seen her sunny smile,  
 Tho' she's traveled many a wearisome mile.

And so—today, we try to show,  
 Thankfulness for that love we know;  
 For Mother—she's our dearest friend,  
 The best—the sweetest—to the end.

—Exchange.

*Mother's Day—Sunday May 11th.*

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# The Kilowatt-Hour and Its Economic Use

## Its Varied Usages on P. E. System Gives Practically All Employees an Opportunity to Save a Large Aggregate Sum Monthly

By L. H. Appel  
Asst. Superintendent of Power

**T**HE almost universal use of electricity in the home and industry, probably precludes a proper respect or consideration for the comparatively lowly kilowatt-hour, the measure of the electrical energy consumption. Nevertheless it is the unit which multiplied by fourteen to fifteen millions is the basis for the huge monthly electrical energy bill paid by the Pacific Electric Railway.

The average household and industrial user can generally localize their electrical energy requirements to the extent that the lights, heaters, motors, or other necessary energy consuming devices are more or less under an individual or centralized control. Further, the electrical energy is metered at the point of use. By point of use meaning at the switchboard of the front or the back porch of John citizen, thereby eliminating all distribution and transmission problems connected with bringing the electrical energy to the consumer.

The opportunity thus exists for a careful supervision tending to make it easily possible to obtain the maximum results with minimum consumption.

### Widespread Usage

Let us consider the problem of the Pacific Electric Railway in transmitting and distributing the electrical energy necessary for operating its trains, cars, shops, signal system, station lights, and the hundreds of other uses ranging from supplying the electrical energy for operating the X-ray machine in the Medical Department to the search light at Echo Mountain.

In other words, the electric power for operating the railway system is consumed—not at one nor even 100 central locations—but actually at thousands of points along and paral-

### Save Kilowatt-Hours— Here's What They Do

**H**ERE'S a thought that has not occurred to us before: For every kilowatt-hour saved at point of consumption, the net saving actually is from 1.7 to 2.0 kilowatt-hours.

How come? Because, as Mr. Appel tells us, point of purchase is point of delivery, after which shrinkage occurs, as power received must be transmitted, transformed, converted and distributed.

We think of the kilowatt-hour as a small unit of energy, yet consider what only a few kilowatt-hours will do:

Five and one half will operate a 1200-class car one mile.

Four kilowatt-hours will operate a local car through the congested district one mile.

One kilowatt-hour will operate a 60-watt lamp 16½ hours.

And for Trainmen, who may wonder at the vigilance exercised to keep car heaters turned off when not needed, it may be of interest to know that 10 cents worth of energy is required to heat a car one hour.

form of 600 and 1200 volt D. C. electricity, the electrical energy is purchased and received from the power company in the form of 15000 volts alternating current at 18 principal delivery points; and received means metered and paid for at these points.

Up to the delivery points the electrical energy has been generated by, transmitted and transformed over facilities of the power company. From these points the 15000 volt electrical energy is transmitted, transformed and distributed over facilities of the railway company.

The electrical energy is transmitted over the railway's 15000-volt lines to the 52 substations where the energy is transformed and converted to 600 and 1200-volt D. C. current necessary for operating the trains. Also facilities are provided for obtaining the low voltage (2200-volt) alternating current source of supply required for signals, shops and other operations.

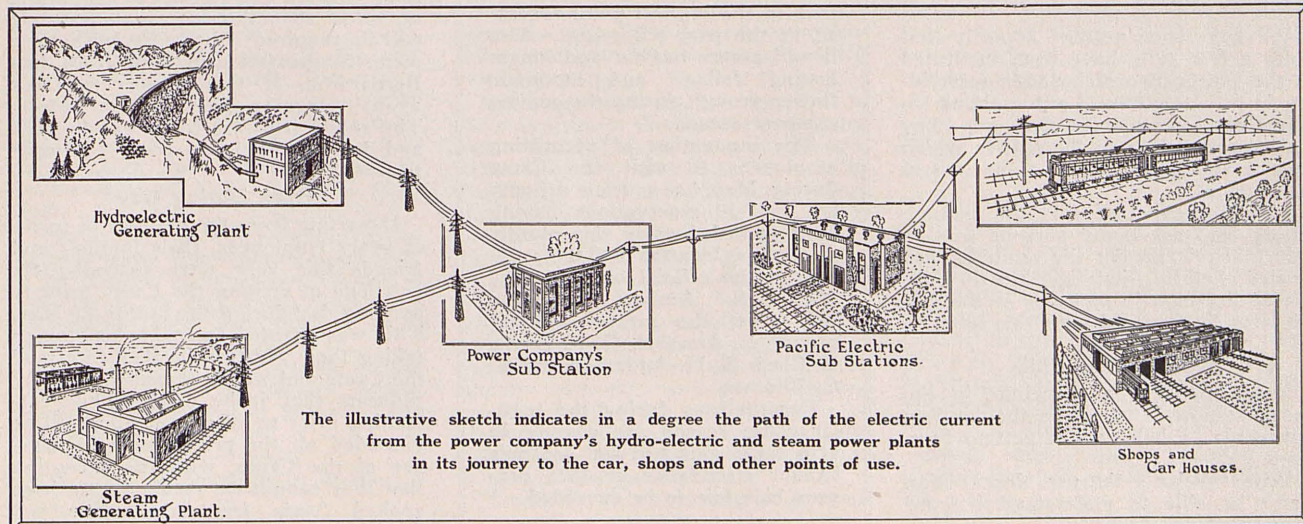
### Shrinkage Loss

It can be easily understood then that the electrical energy for operating the system travels on a very circuitous route from the point of delivery or purchase, over the 15000-volt network to the railway substations and thence out over the feeders and trolley wire to the cars. Transmitting, transforming, converting and distributing the electrical energy entails losses, which reach a very considerable magnitude, so that the kilowatt-hour purchased at the company's meter suffers a very appreciable shrinkage by the time that it arrives at the point of use, as at the car, or machine motor.

Or to put it in other words, to allow for the normal line transmission, machine and other losses, for every kilowatt-hour consumed at the point of

leling its lines. Every car, cluster light, signal, and the list could be continued almost indefinitely, is an individual unit consumer of electrical energy represented in the 15 millions previously referred to.

Although used principally in the





use, it is necessary to purchase approximately from 1.7 to 2.0 kilowatt-hours at the point of initial delivery.

Thus the economic results to be obtained in conserving the use of electrical energy is multiplied nearly two-fold due to the fact that for every kilowatt-hour saved at the point of use makes it necessary to purchase two kilowatt-hours at the point of delivery and purchase.

We have spoken of the lowly kilowatt-hour, but this amount of electrical energy is of considerable moment. Five and one-half kilowatt-hours (measured at the car) will operate a 1200-class car one mile. Four kilowatt-hours will operate a 600-700 class car one mile through the heavy downtown and Hollywood traffic. Two and one-half kilowatt-hours will move an average loaded car of freight one mile. One kilowatt-hour will operate a 60-watt lamp 16½ hours; or run a one horse-power motor over an hour.

And so the examples could be multiplied. Suffice, however, if we have obtained a realization of the value of the kilowatt-hour and the economic results to be obtained by using it economically.

#### MOTORISTS WARNED OF LAW IN PICKING UP RIDERS

The open-hearted Southerner is so recklessly generous in giving pick-ups to almost anybody, that one Southern railway gave serious thought to some diplomatic way of curbing this loss of fares from persons perfectly able to pay for transportation, says the Electric Railway Journal. It hit upon the following plan, which has the merit of keeping the railway completely out of the picture.

The local office of a leading indemnity company consented to mail the following letter to all autoists in a selected section of town:

Following our policy to aid in every possible way the motoring public, we are enclosing herewith a pad of releases which, if used by you, will reduce your liability to a minimum when riding passengers other than your family.

We have been notified recently that quite a few suits have been instituted in the courts, in which passengers riding in privately owned automobiles are suing the owners for damages they claim occurred when the cars in which they were riding were in some sort of an accident.

It is not expected that the average autoist will ask many persons to sign a formal release, but the reminder has proved helpful, judging by the observed decrease in pick-ups in the districts so far covered with this letter.

#### Worse Than Chile

Husband (feeling a twinge in the back while he is tuning in the wireless receiver): I believe I'm getting lumbago.

Wife: What's the use, dear? You won't be able to understand a word they say.

## P. E. Camp Starts 14th Season

### New Improvements Being Made and Nature at Her Best as 1930 Season Greet Employees

**N**OW COMES the Fourteenth Season of the Pacific Electric Employees' Vacation Camp. It officially opens Thursday, May 29th, and continues until September 15th next.

To say that the coming season will be "bigger and better" would be based upon hope rather than reason. Certain it is though that this year should rank to any previous one, in both attendance and pleasure of those who vacation there. Last year's banner attendance of 1575 persons is to be rivaled, if not exceeded.

Following the custom of previous years improvements are now under way and will be completed by opening day. The betterments now being made will total an expenditure of about \$6,000, bringing the total investment in the Camp to date to about \$125,000.

Among the more important items this year is the remodeling of the store, kitchen and dining room. The general store will be considerably enlarged and the entire layout improved, both in appearance and ability to better meet all needs. New chemical toilets are to be installed, replacing the septic ones, this being a health measure which has always received prime

consideration. In addition, new walks, gardens and landscaping of the entire property is being cared for. A first aid room, well fitted for emergencies, is another new innovation that will greet employees this year.

#### Mrs. Huntington in Charge

The announcement that Mrs. H. L. Huntington will again be Superintendent in charge of the Camp will be greeted with pleasure. Mrs. Huntington, by reason of her interest in the pleasure of all who visit the Camp, her amiability and competence, won for herself the regard and admiration of all who attended the resort last year and her selection to the post this season will be welcome news to the host of friends she has made. She went to the Camp early last month and is now busily engaged in preparation for opening day. Mrs. Huntington will be assisted by a Camp Hostess in arranging social entertainments, providing music and parties for the children. These features received particular attention last year and added much to the pleasure of all who attended. A life guard will be assigned to safeguard children and adults in the Camp plunge.

The same transportation arrangements that have been effective for the past several years will again be employed. Briefly, free transportation is provided for employees and dependent members of their families from any point on the Pacific Electric system to the Camp and return, except that free transportation on coach operating between San Bernardino and the camp applies only to employees and their families spending one week or more at the resort.

The motor coach operating between the Camp and San Bernardino will be run each Wednesday and Sunday. Full particulars may be had at the time of making reservation for accommodations. Week-end visitors to the Camp, or those spending less than a week, will be required either to furnish their own transportation to and from San Bernardino, or travel via the Motor Transit stage to the Camp and return. The round trip fare for adults is \$3.50 and for children five years or under twelve, \$1.75.

#### Open During May

Departing from the practice of former years employees, their families and friends this year were extended the privilege of visiting the Camp prior to opening day during the month of May. This was granted to enable employees taking their vacation in May to attend the Camp and was in response to many requests that it be done. Those attending prior to official opening will be extended all the privileges and pleasure of the Camp, with the exception that they cannot eat meals or purchase cooked foods from the restaurant. Supplies of all kinds, however, may be

#### Late Storm at P. E. Camp Heaviest in 20 Years

**W**ITH heavy rains having fallen and three feet of snow on the ground at P. E. Camp as this is written early this month, the San Bernardino mountain regions have experienced the heaviest late season storm recorded in the past twenty years.

Residents of the district state that this storm will have the effect of raising water level in the lake to the highest point recorded in the past ten years. Also it will assure heavier and longer lasting foliage and mountain flower growth during the coming summer season.

The innovation of permitting employees to visit the Camp during May has proven a popular one, 30 reservations having been recorded early this month. A large delegation will be present on the official opening day, May 29th. Among those who will greet the season opening are: F. L. Annable, O. P. Davis, E. Clark, S. H. Anderson and E. C. Thomas

Reservations during the regular camp season are coming in at a rapid gait and last season's banner attendance of 1575 persons bids fair to be exceeded.



purchased at the camp store at the low prices always charged.

Reports from the Camp indicate that water in the lake is plentiful, the rains and snowfall in the San Bernardino mountains during the past winter having been heavier than during the previous winter. This insures beautiful foliage, running streams and Nature at her best. The new highway, eliminating the dangerous switch-backs, has been entirely completed and renders the trip to the Camp as safe as any journey can be made.

Reservations are coming in at a rapid rate and if you would insure the class of accommodations you desire, the safe way is to make arrangements now at the P. E. Club. Many last year were disappointed. The first come, first served.

A special folder containing every bit of information vacationists may desire will shortly be distributed. Elsewhere in the Magazine are printed rates for accommodations at the Camp.

### HEALTH "LAB" ON WHEELS

Marking another step in a great railroad's efforts to safeguard the welfare of its workers, the Southern Pacific Company last month placed in operation an "employees' better health car," a modern laboratory on wheels.

The car, first of its kind ever constructed, will be used for educational and advisory work over the company's Pacific Lines, reaching from Portland to El Paso and from San Francisco to Ogden. It was built in Southern Pacific's shops at Sacramento, Calif., under the supervision of Dr. Walter B. Coffey, head of the company's hospital department.

Dr. Coffey is renowned as the co-discoverer with Dr. John D. Humber, also of the Southern Pacific General Hospital here, of the recently publicized Coffey-Humber extract for experimental research of cancer. As the chief surgeon for Southern Pacific, Dr. Coffey has done much to further disease prevention in six western states.

The "better health car" was formally commissioned April 19 for service among the 60,000 employees of the railroad's Pacific Lines by President Paul Shoup, who presented the car to Dr. Coffey and his staff.

Fully equipped with X-ray and other laboratory devices, the car is suited to both physical and public health examinations. Physical examinations will be of an advisory nature only. Public health tests will include examinations of water, milk and food-stuffs.

Full motion picture equipment, including sound reproduction apparatus, to be utilized in educational work, is installed in the car, which also has a consultation room and quarters for a physician and technician.

The car will be continuously on the road for the voluntary physical examination and education of Southern Pacific employees.

Let every accident be a lesson—to somebody.

### Meet "Daddy" Briggs



"Daddy" on one of his weekly missions to cheer the sick at California Lutheran Hospital.

**D**O YOU know "Daddy" Briggs? You don't? Well, you should, so let us introduce him and tell you some of the things we know about the fine old fellow.

Delancy Briggs, affectionately known as "Daddy," used to work in our Accounting Department. The time came, as it will come to all of us, when "Daddy" was retired, but not until the venerable chap had endeared himself to all who had had the good fortune to know him.

We use the word "retired" advisedly in "Daddy's" case, because he really didn't retire from the work which has always been uppermost in his heart—making lighter the load of his fellow men. With more hours of leisure at his disposal, he saw and grasped the opportunity to spread even more sunshine and this he has done, is doing now, and will.

Knowing that in our big family there is always the sick and unfortunate, "Daddy" chose them as his subjects. Never a week fails but that he visits the California Lutheran Hospital where he greets the afflicted with words of cheer, and bids them to have hope. He has his religious convictions, and lives up to them, but other than to urge faith in God, "Daddy" doesn't preach a sermon. He leaves a P. E. Magazine, a package of cigarettes, and if permissible, a chocolate bar with each patient. With sincere words of cheer and assurance of his prayers, he is on his way. And the visited one just can't help but feel better for his having come!

"Daddy" is not so young as he used

### Roadway Forces Make Fine Reduction in Accidents

*Roadway forces, following an excellent showing in accident reduction during February and March, are complimented in the statement below by A. T. Mercier, Vice-President and General Manager:*

**M**AINTENANCE of Way Department has made a very wonderful record for accident elimination in March this year. Starting off the year with 28 accidents involving personal injuries to employees of that Department in January, they reduced this to 22 in February, and in March reduced it still further to 10. During same periods, the days off because of these injuries amounted to 269 days in January, 170 days in February, and only 24 days in March.

During the first three months of the year, there were 21 Foremen who had a clear record, of no injuries to the men working under their jurisdiction.

While some of this reduction is due to less work being under way at this time, the greater part of the decrease in accidents is due to the co-operation and efforts of the Foremen and their men in this safety campaign.

These results are good in many ways; the reduction in painful and serious injuries to the men is something that should give much pleasure to the men themselves, and to their families; the saving in days off means saving in money, and better efficiency of the men; and there is also an important saving to the Company in having less expense as result of this class of injuries.

The Foremen and their men should all be very proud of this record for March, and I am certainly very much pleased to see it. It has even come to the attention of the Railroad Commission that we on the Pacific Electric are making serious efforts to eliminate accidents, and they have commended us for our work.

I shall be very happy if you will all continue this good work and maintain the excellent record you are making.

"Bill Jones was a good sport, and lucky, too. He might have been rich if he'd chosen some other form of gambling."

"What was his favorite sport?"

"Beating the fast express to the grade crossing. And he won nineteen times straight before the locomotive tied him."

to be, but his mind is as keen as his heart is big, and he gets around first rate. And he hasn't lost his sense of humor. In his younger days he "chewed tobacco," and—well, just did lots of things that regular "he men" do. He admits it, "but I want it understood that I never voted the Democratic ticket," he adds with a twinkle in his eye.

Long may "Daddy" Briggs be spared—this old world needs more of his kind!



# President Speaks on Education

## Destiny of Individual and Nation Linked Closely By Education Mr. Pontius Tells Radioland

*Following his able radio address last year on education and its value, D. W. Pontius, President, again was asked to broadcast his views and spoke over the radio on the same subject via KFWB last month during the "School Week" program. The full text of Mr. Pontius' address follows:*

**T**HE age in which we are living is the age of speed, made possible by the advancement of science and mechanical arts. It brings us to a realization of the necessity of education and the importance of our educational institutions.

The time is past when one may hope to rise to importance and serve in an executive capacity with any corporation or industrial institution, amid the complexities of business affairs without educational preparation. If education has been neglected in the past, it is not too late, the opportunity is here now.

I am proud of our own public schools, and the work they are doing to equip our boys and girls for more useful lives in the places that they will serve in our social, political and commercial life.

Our national strength and importance will be measured by the mental and physical equipment of our citizens, and the schooling that our boys and girls are receiving today in our public schools will be reflected in our citizens of tomorrow. The money we are spending for education today is the premium for insurance of a successful nation tomorrow—a strong, mentally balanced nation—a nation whose citizens are trained for a peaceful, useful and helpful life in community and state.

The schools in the State of California rank among the first in our national system. It is our former State Superintendent, Dr. John William Cooper, who is today the United States Commissioner of Education in Washington. Our present State Superintendent, Vierling Kersey, was formerly Assistant Superintendent of our Los Angeles schools—a tribute indeed to those who have been in no small way responsible for our present high attainment.

Business and industry are vitally interested in education. The success of any industrial organization is dependent upon the education and training of its employees. The main factor, the personnel, is the soul of a corporation, and our corporations must look to our public schools for the training of our young men and women who will enter into its employ. What training do we desire? Honesty, integrity, loyalty, and a general understanding of the problems of life.

But it is not only our boys and girls who are receiving the privileges of our educational system. Our evening high schools are affording oppor-

tunities for our adults who, perhaps, have been unfortunate in their younger days in not being able to obtain an advanced education, and who find it is not too late to pursue the subjects they desire.

Then again, we who would keep pace with this swiftly moving age, find it necessary to continually study in order to keep our place in the realm of efficiency.

The Pacific Electric Railway, representing an investment in excess of \$100,000,000 and with some 7,000 employees, of which I happen to be the resident custodian of the property, is doing all it reasonably can to assist employees to further their education. We have constructed and fully equipped an employees club building costing nearly half a million dollars, which, in addition to the regular club facilities, maintains an education department presided over by educational director Earl W. Hill, who is also connected with the University of Southern California. At present we have nearly six hundred of our employees regularly enrolled in these classes with fifteen teachers provided by the Board of Education as our staff of instructors. The subjects taught are those usually taught in regular evening high schools such as English, Spanish, Mathematics, Psychology, Public Speaking, Letter Writing, Electrical Engineering, Slide Rule, Stenography, Typing—and others—making twenty-three classes at the present time.

Regular certificates are issued to employees on satisfactory completion of the subjects.

Our educational program has been carried on for the past six years with increasing interest and enthusiasm among employees. It has resulted in a very definite increase in efficiency in work, a better understanding among employees, and a different outlook upon life. It has made for a richer home life, and has built for better citizenship.

I cannot urge too strongly upon young people the necessity of their regular attendance in school with a strong devotion to their studies in preparation for their life problems and industrial activities. It is the sincere duty of parents to cooperate with school authorities in seeing that their children receive the advantages as given by the State.

Business and professional men should encourage employees to attend the evening high schools. Through this cooperation and coordination will come a more successful business and professional life, a stronger nation, and a happier and more united people.

### Henry Ford Says

"The public-be-damned policy which used to be characteristic of private corporations is now more generally found on the counters of government-owned concerns whose patronage does not depend on serving and pleasing the public."

Patient: "Well, doc, you sure kept your promise when you said you'd have me walking again in a month."

Doctor (glowing): "Well, well, that's fine."

Patient: "Yes, I had to sell my car when I got your bill."

## Employees May Visit P. E. Camp During May

**E**Mployees who feel the urge to spend their vacations or a few days in the mountains previous to the opening of the Pacific Electric Camp, may occupy camp quarters during the month of May, an official bulletin from Club Manager Vickrey stated last month. Full details of arrangements available previous to official opening of Camp on May 29th are contained in the bulletin from which we quote:

"Giving early vacationists an opportunity to visit the Pacific Electric Camp before the official opening, arrangements have been completed whereby all camp facilities, excepting the dining room, will be open to Pacific Electric Employees, their families and guests, on and after Friday, May 2.

"Visitors to the camp before the official season opening, which will be on May 29, will have to do their own cooking. The camp store, however, will be open and supplies of all kinds may be purchased at customary low prices.

"All visitors to the camp before the official opening will have to make their own transportation arrangements between San Bernardino and our mountain resort, as the camp bus will not be in service. Transportation between all points on the system and San Bernardino may be secured by making application through regular channels.

"Reservations are now being taken at the Pacific Electric Club, 299 Pacific Electric Building, Los Angeles, for pre-season vacations at the camp. It will be a case of first there, first served, as there are only a limited number of accommodations available. If you want to visit the camp before the official opening on May 29, make your reservation at once!

"Full details as to the regular Pacific Electric Camp Season of 1930 will be found in the May 10 issue of the Pacific Electric Magazine and in a special camp folder, which is now being distributed.



## See What The Sea Saw!



All of the mermaids are not in the ocean as one may readily and convincingly see in the picture above. The charming ladies are members of the Physical Education class who last month visited Redondo Plunge in lieu of one of their semi-weekly gym seances. 1st row: Esther Quast; 2nd row, left to right: Dorothy Van Dyke, Martha Adams; 3rd row: Thelma Johnson, Sophia Niva, Alice Hillstrom, L. M. Harris, Alma Louise Abel, Maybelle Wirz, Grace Shreves, Nell Flanders, Mildred Edwards, Maude Winter, Lucille Kelch, Evelyn Lawson; 4th row: Florence Haldeman, Anna Shafer, Louise Donahue, Opal Littlefield, Ruth Johnson, Agnes Keelin, Martha Thompson, Katherine Cox, Bessie Cronkhite, Mrs. M. Johnson, Beulah Curtis.

WITH "mere" man barred for the day, 33 young ladies of the Gymnasium class last month attempted to prove the theory sometimes advanced that the presence of the stronger sex is not a necessary factor to a pleasant outing. While the claim is made that everyone had a rip-roaring time, knowing well the sex we are inclined to the belief that that would be their story and they would stick to it. In fact, one of the said young ladies says that the "absence of men was the reason we had such a good time." Ain't that like a woman!

On Tuesday afternoon, April 15th, the group left for Redondo Beach in an additional car provided on the regular 4:34 p. m. Arriving at the Beach city they all donned bathing suits, posed for a picture and then gave the plunge a treat. Following their swim the now hungry ladies hastened to the Redondo Grill (here's where the men folks "got a break") where a sumptuous meal had been arranged by Mr. McCammond, who also saw to it that employees rates at the plunge were effective for the party.

Mrs. Grace Shreves and Miss L. M. Harris sponsored the outing and looked to the pleasure and comfort of the party.

"The blamed fool didn't know it couldn't be done, so he went ahead and did it."

### STREET CAR FARES HIGH?

At the end of 1929, according to an authoritative survey, 33 street railway companies had a five-cent fare, 56 a seven-cent fare, 44 an eight-cent fare, one a nine-cent fare, while 126 had a ten-cent fare.

It is a remarkable thing that many persons who think nothing of paying \$2.00 for a neck-tie that would have cost \$1.00 or less before the war, are seriously disturbed when street car rates go up. They fail to consider that no post-war business can operate on pre-war rates. And in addition, the street railway industry has met serious competition from private automobiles and busses.

However, in sizeable communities, street cars are the basic form of transportation, and are used by an overwhelming majority of persons. And in most instances, good service is provided the public at a cost, when rising wage and upkeep expenses are considered, is very low.

"The world gives its admiration not to those who do what nobody else attempts, but to those who do best what others do well."

#### Sour Looking

Rag Merchant: Any beer bottles, lady?  
Lady: Do I look as if I drank beer?  
Rag Merchant: Well, vinegar bottles, lady?

## Cost of Accommodations at Pacific Electric Camp

FOR the benefit of those who may now be planning their vacations, the information below gives rates and data concerning costs of accommodations for employees and guests attending the P. E. Camp during the coming season. Further and complete information covering all details essential to the planning of a vacation at our mountain resort will be distributed in pamphlet form within a few days.

Housing accommodations of the Pacific Electric Camp consist of two dormitories of six rooms each, capable of accommodating one or two persons to each room; 18 single Bungalows with accommodations for up to five persons each; two double Bungalows, which will accommodate up to eight persons each; six Cabins, each of which will accommodate up to four persons, ten Cottages, accommodating six persons each, and three Tent Cottages accommodating up to five persons.

All bungalows, cabins and cottages are fully equipped, including bedding, cooking utensils, etc. Dormitories are not equipped for cooking and will not be permitted therein. Coal oil for cooking, groceries, fruits and other supplies may be purchased at the store at cost to this Company. Free wood is provided for heating purposes in the Bungalows.

Vacationists may do all of their own cooking or may purchase cooked food at the store delicatessen or take meals at the dining room, as preferred.

Following is a table of charges for housing accommodations:

#### Weekly Rates

	Per Week
Tent .....	\$ 7.50
Cabins .....	10.00
Cottage .....	10.00
Single Bungalow .....	12.50
Double Bungalow .....	17.50
Guests, Add Per Guest .....	7.00
Dormitory—Single .....	5.00
Dormitory—2 Persons .....	7.50
Guests, Add Per Guest .....	5.00

#### Day Rates

	Per Day
One Persons, Dormitory .....	\$ 1.00
Two Persons, Dormitory .....	1.50
Two Persons, Tent .....	1.50
Two Persons, Cottage .....	2.00
Two Persons, Cabin .....	2.00
Two Persons, Single Bungalow .....	2.00
One Guest, Dormitory .....	1.50
Two Guests, Tent Cottage .....	2.00
Two Guests, Bungalow .....	2.50
One Guest—Bunglw., Cab., Tent .....	1.50

Employees may double and occupy same quarters and save money as follows:

	Per Week
Tent Cottage occupied 4 or less .....	\$10.00
Guests, Add Per Guest .....	6.00
Cabin, occupied 4 or less .....	12.50
Guests, Add Per Guest .....	7.00
Sing. Bungalow, occup. 4 or less .....	15.00
Guests, Add Per Guest .....	7.00
Doub. Bungalow, occup. 6 or less .....	20.00
Guests, Add Per Guest .....	7.00



**MASONIC CLUB HOLD SECOND BANQUET AT MT. LOWE**

The Pacific Electric Masonic Club held their second annual dinner and dance at Mt. Lowe Tavern, Friday evening, April 25. Nearly 200 were in the party who participated in the event.

Nothing was left undone by the Entertainment Committee who, with the active co-operation of Frank Clark, Manager of the Tavern, made the affair an outstanding one. The dinner and service were excellent, and the Mt. Lowe orchestra was at its best.

As a surprise treat, through the courtesy of W. A. McCammond, Ermily Campbell and Charles King, stars of the Mission Play, accompanied by Margaret Schriener, entertained the group during the dinner hour with vocal selections.

The night was extremely clear and the lights of Los Angeles and its environs unequalled elsewhere in the world for expanse of brilliancy was viewed from Inspiration Point by the entire party. The flares dropped over Burbank, Los Angeles and Hollywood by the pilots of the bombing airplanes in the air raid Friday evening were all clearly seen from the Point.

The next regular meeting will be held Tuesday evening, May 20. This will be "Boys' Night" and a special program has been arranged for the sons of the members. E. B. DeGroot, Scout Executive of the Boy Scouts of America, will be the principal speaker.

The Third Degree will be conferred at Hollywood Lodge upon a prominent fellow employee Saturday, May 24. Dinner at 6:30 p.m.

**AUTOMOBILE FATALITIES**

An average of one person was killed in an automobile accident every 17 minutes during 1929, according to Owen B. Augspurger, president of the N. Y. Automobile Club. He based this statement on a report he received from the American Automobile Asso-

**Less Accidents in April Than For Past 10 Years**

**T**HE analysis of our accident record for the month of April shows a decrease of 130 accidents, or 22.85 per cent as compared with the corresponding month of 1929. The total of 439 accidents is the lowest number that has occurred on the Pacific Electric since April 1920 (just 10 years ago) when there were only 411 accidents. Each division showed an excellent decrease in accidents.

The thought naturally occurs, —what can we do to continue this good record, and what can we do to better this record?

In segregating accidents, for analysis, we find that approximately 25 per cent are caused by failure to recognize potential hazards, faulty attitude, or faulty judgment of speed or distance. As I have said to you gentlemen in your meetings, we recognize this as a factor and inherent fault on the part of the automobile driver and careless pedestrian, which should prompt us to increase our vigilance to the end that the Pacific Electric men will establish a record which will be recognized by other operating companies in California and the United States.

I want to thank you earnestly for what you have accomplished and express my confidence in your record for the future.

A. T. Mercier.  
Vice Pres. & Gen. Mgr.

ciation safety department showing that a total of 31,500 people were killed last year. This represents an increase of nearly 13 per cent over 1928, when 27,966 fatalities were attributed to motor vehicle accidents.

**Crossing Problems Are Told By Railroad Commissioner**

**O**UR Railroad Commission, carriers operating in the state and public authorities are lending and bending their efforts to reduce to a minimum accidents occurring at grade crossings. Just what is being done and difficulties of accomplishing results is shown in the following statement in part by Joseph G. Hunter, Transportation Engineer of the California Railroad Commission:

The need of constant vigilance by the drivers of vehicles, and the danger of allowing familiarity with the crossing to dull one's sense of caution on approaching it, has also been strikingly emphasized recently by crossing fatalities involving members of the same family, and the same crossing, but in different accidents.

The fact that the grade crossing must continue as an unavoidable evil indefinitely is apparent from a study of the data on grade crossings in California. There are 14,638 grade crossings in the state, of which 12,311 are over main line tracks. It would cost upwards of \$1,000,000,000 to eliminate all of the potential hazards to traffic. To construct grade crossing separations on the major highway crossings alone, would cost approximately \$500,000,000. Of these crossings, more than 2600 are provided with some form of special protection, such as gates, human flagmen, police officers and automatic signals (wigwags).

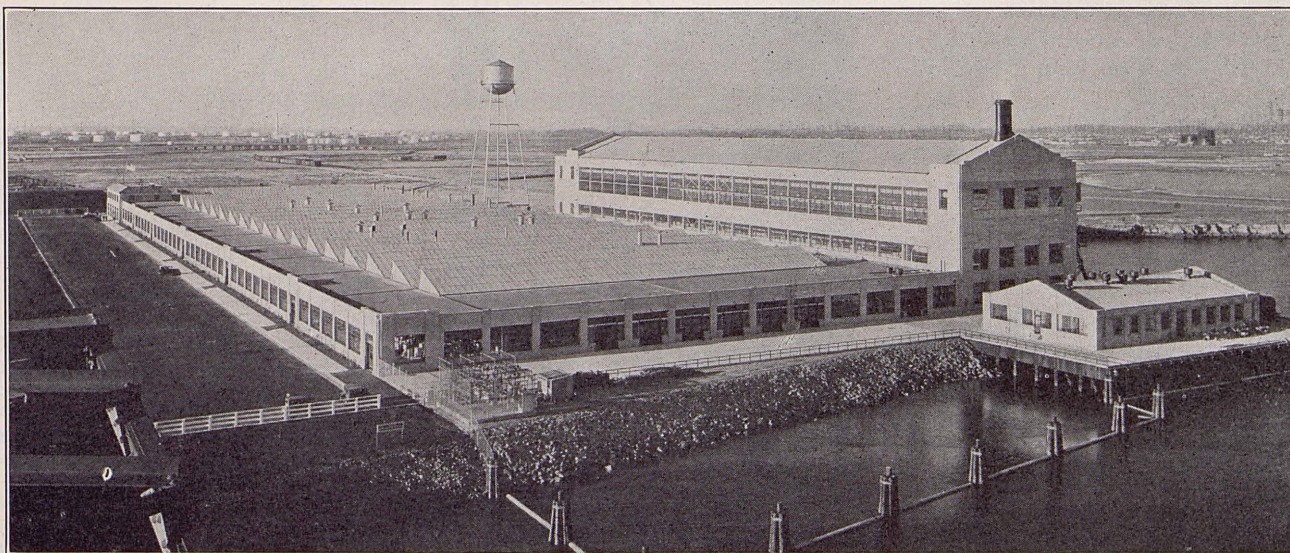
The Railroad Commission, through its Transportation Division, is continually engaged in surveying the more hazardous crossings with the view to recommending the installation of additional crossing protection. Where the installation of wigwags or other warning devices is considered warranted, suggestion is made informally to the railroad companies that these signals be installed. If not agreed to voluntarily by the carriers, formal proceedings to compel their installation may be instituted. A considerable number

**Comparison of Accidents During April 1929 and 1930**

	Northern Division		Southern Division		Western Division		Grand Total All Divisions		INCREASE OR DECREASE
	1930	1929	1930	1929	1930	1929	1930	1929	
Collisions:									
With Pedestrians	2	3	1	4	7	5	10	12	2 Dec.— 16.66%
At Railroad Crossings other than Company's	0	0	0	0	0	0	0	0	
Between Cars of Company	3	4	0	2	1	3	4	9	5 Dec.— 55.55%
With Vehicles and Animals	85	92	71	93	103	183	259	368	109 Dec.— 29.62%
Derailments	0	3	3	2	2	4	5	9	4 Dec.— 44.44%
Equipment	2	2	1	1	0	1	3	4	1 Dec.— 25.00%
Boarding Cars	9	3	2	4	6	3	17	10	7 Inc.— 70.00%
Injuries on Cars (not in Collision)	2	7	0	4	9	6	11	17	6 Dec.— 35.30%
Alighting from Cars	13	9	6	9	10	13	29	31	2 Dec.— 6.45%
Falling from Cars (not purposely alighting)	0	1	0	0	0	0	0	1	1 Dec.— 100.00%
Doors, Gates and Guard-Rails	0	2	3	2	3	11	6	15	9 Dec.— 60.00%
Ejectments and Disturbances	0	0	0	5	0	0	0	5	5 Dec.— 100.00%
Miscellaneous	2	2	1	0	4	6	7	8	1 Dec.— 12.50%
Total	118	128	88	126	145	235	351	489	138 Dec.— 28.22%
Employees	2	4	4	2	7	7	13	13	Same.
Total Car Accidents	120	132	92	128	152	242	364	502	138 Dec.— 27.49%
Motor Coach Accidents	12	10	3	4	23	10	38	24	14 Inc.— 58.33%
Total Passenger Accidents	132	142	95	132	175	252	402	526	124 Dec.— 23.57%
Freight Accidents	8	8	26	31	3	4	37	43	6 Dec.— 13.95%
Total all Accidents	140	150	121	163	178	256	439	569	130 Dec.— 22.85%
	10 Decrease		42 Decrease		78 Decrease		130 Decrease		



## LONG BEACH FORD PLANT OPERATION BEGUN



New plant of the Ford Motor Company at Long Beach near the Badger Avenue Drawbridge. It will employ 2,000 workers and assemble 300 cars daily and represents an investment of \$5,000,000.

of wigwag applications are now pending before the various carriers throughout the state, upon such recommendation.

It has cost the railroads more than \$3,000,000 to install the crossing warnings now in operation, while the yearly maintenance cost of this equipment is \$1,000,000.

In regard to the responsibility of drivers of vehicles in grade crossing accidents, attention is called to the fact that both the California and the United States Supreme Courts have held in opinions that it is the duty of the driver of vehicles on the highway to make sure that no train is approaching before crossing over railroad tracks. If necessary, the court held, the driver of the vehicle on the highway should get out and look up and down the track to assure himself that the way is clear for safe passage.

It should be remembered also that the California Motor Vehicle Act prohibits drivers of vehicles from attempting to drive over a grade crossing when the warning signals are in motion.

### NEW YORK'S 5-CENT FARE

Much is heard and said concerning the 5-cent fare in New York City. Some people in comparing service in that metropolis and elsewhere point to it as a marvel of perfection and efficiency. True, under the conditions which confront electric railways there, the managements are rendering a splendid service under severe handicaps.

Critics of our service are given food for thought in a recent industrial magazine which carried a picture of a New York subway car. In reading its specifications it is stated that the seating capacity is for 60 passengers, while standing room for 282 passengers is provided.

**A**NOTHER epochal step toward the goal of new industries, so necessary to the continued growth and prosperity of Southern California, was registered on April 21st when the wheels of the new Ford assembly plant in Long Beach were set in motion. The coming of this important industry on the large scale planned is looked upon as a high spot in our industrial progress. When such a sagacious and far-seeing business man as Henry Ford selects Southern California as an assembly and distributing center it logically follows that other large manufacturers will investigate and trail this great leader's footsteps.

Located on a 40-acre tract, near the Badger Avenue drawbridge, the plant, having deep water-front facilities, represents an expenditure of \$5,000,000 to date. It has a capacity for the employment of 2,000 workers and is geared to assemble 300 cars daily, two shifts now being operated. The production of this assembly unit will supply the demand for Ford automobiles sold in Southern California, Arizona, New Mexico and Nevada. Later, shipments to Asiatic and South American ports will be made.

The buildings in this plant, which now cover nine acres, are of steel frame, reinforced concrete floors and roof, and brick walls, making it extremely fireproof. The comfort and well-being of workers is provided with a splendid system of ventilation and light.

A visit to this assembly unit will be a revelation to anyone who has not heretofore viewed Henry Ford's method of doing things. All the ingenuity that characterizes production in Ford's plants are in evidence; ever movement and process reflects the Ford system. Everything fits into something else and without waste of time or effort.

The huge system of conveyors seem almost human in their movements.

The bulk of everything that goes into the car is shipped in Ford vessels from two Atlantic ports, Kearney, New Jersey, and Chester, Pa. Only lighter materials will be shipped by rail to the plant. Before returning to the Atlantic seaboard the vessels call at Oregon and Washington ports and pick up cargoes of lumber. Bi-weekly sailings are required of the large vessels to meet the demand of other Ford plants adjacent to the Pacific seaboard, which will be further increased with the completion of another assembly plant now under way at Richmond, California.

While the location of the Ford plant in Long Beach is unfortunately such that the Pacific Electric service cannot be utilized, it is possible and hoped that a considerable volume of business will accrue to the Pacific Motor Transport Company. Practically every city served by our lines has an established Ford agency who at all times keep complete stock of every item in the make-up of the Ford car and it is the handling of these products that the P. M. T. Co. is ideally suited. Special commodity rates for parts of all character from Long Beach to 45 stations served by the Pacific Motor Transport were recently published.

Mr. C. S. Williams, long identified with Ford interests and formerly in charge of the plant in Los Angeles, which has been abandoned, has been appointed Manager of the Long Beach plant. R. R. MacKenzie, broadly experienced traffic man, continues in the important post of Traffic Manager. Incidentally, the Long Beach plant is the third major construction of Ford plants in which Mr. MacKenzie has supervised the handling of traffic incident to opening of plant.

As evidencing the broad scale and



world-wide scope of Henry Ford's operations it is interesting to know that in the United States there are 35 assembly plants, 8 in Canada and 24 in widely scattered foreign nations.

#### 17TH NATL. FOREIGN TRADE CONVENES IN LOS ANGELES

The 17th National Foreign Trade Convention, which will be held in Los Angeles on May 21, 22 and 23, is one of the most important business conventions held each year in the United States. Realizing the importance of bringing to this district the leading executives of some of the largest industries in the country the Los Angeles Chamber of Commerce worked diligently to land the convention for this city and succeeded.

This convention is the outstanding commercial gathering of the country and will bring to Los Angeles many hundreds of the country's greatest business leaders, including executives of many of the largest industrial and commercial houses of the nation. It is headed by Mr. James A. Farrell, President of the United States Steel Corporation; and the National Trade Council, which is responsible for the convention, and is made up of about ninety men who constitute a galaxy of the greatest business brains of the country.

Special rates will be in effect on the railroads and this will be a wonderful opportunity for big business men from the East to visit Los Angeles, and, in fact, the entire Pacific Coast.

#### FOUR DEATHS DURING APRIL

During the month of April four deaths occurred among our employee ranks. To those whose homes were saddened by death sincere sympathy of the entire employee mass is extended.

The following were taken from our midst by the "Grim Reaper":

William Collett, Stevedore, Terminal Freight; John W. Carder, Janitor, Redondo; James W. Foote, Flagman, Northern Division; Edward H. Leahy, Foreman, Mechanical Dept.

Three of the above named carried both group and Mortuary insurance, the other two group insurance only. The total sum paid to the beneficiaries named by the deceased was \$13,500.

Two additional disability claims were granted during April, making a total of 30 employees now receiving an aggregate of \$2,067.20 monthly benefits under the total and permanent disability clause.

A dear old lady happened to be passing when an angler landed a very small fish.

"Don't you think it very unsportsmanlike to take such a small fish?" she said. "Anyway, Madam," was the reply, "it should teach you a lesson. If the fish had kept its mouth shut it wouldn't have got into trouble."



TEN years ago this month the Magazine featured the Electrical Department, with many pages, under the caption "Rain-Drop to the Bonded Rail." Reading it over today we find it as interesting as it was then.

Prominent contributors to the very fine expose of the Electrical Department at that time were S. H. Anderson, Julian Adams, W. F. Smith, T. H. Ewers, E. W. Cook, A. H. Ballard, R. M. Cobb, W. H. Brown, L. H. Appel, A. B. McLeod and C. C. Gonzalez, all of whom are still main spokes in the big wheel of our Electric Energy Division.

We see from the record of the Magazine of May, 1920, that the baseball team of the Terminal Freight House had been invested with a title reminiscent of war days, in that the team was called "Cobblestone Cooties." The record indicates, however, that regardless of the name, they could play baseball.

Looking over the Magazine of ten years ago we discover a comment on a funny sign and our publication is authority for the statement that a Main Street store has a card in the window reading "Why go elsewhere to be cheated—see us first."

In May, 1920, Conductor J. W. Downs and Motorman M. A. Patterson were held up by an amateur lone bandit in Pasadena. Downs pointed his nickle-plated ticket punch at the bandit, who thinking it was a gun, fired one shot through the glass door of the car and ran. One run; no hits; one error.

May, 1920, shows Station Agent transfers of J. M. Kinsey from Brea to Monrovia; appointment of W. L. Moore as Agent at Brea; appointment of R. F. Johnson as Agent at Van Nuys, replacing E. V. Steinman who transferred to Fullerton.

The present billiard and pool tournaments that are being held at the Club bring up reminiscences as shown by the Magazine of May, 1920, at which time L. H. Covell of the Dispatcher's Office, pool champion of that day, challenged W. H. Johnson. The Magazine also states that in the game for championship for Class "B", Frank L. Ford won from Willis M. Brooks 455 to 510. All of these gentlemen still handle very efficient cues.

In May, 1920, the Accounting Department was represented in the Magazine by F. H. Gilbert, who a year or so ago, retired from active service and has recently completed a tour of

#### PAVING BETWEEN TRACKS BY RAILWAYS TERMED UNFAIR

Comes now Leslie Vickers, prominent economist, to a defense of the electric railways in their shouldering of burden of paving between tracks. Characterizing as "indefensible" laws requiring electric carriers to pay for paving they do not use, Mr. Vickers in a recent address spoke his views in no uncertain terms. This authority thus pressed his point:

"Many years ago at the beginning of its career, the local transportation industry had hung around its neck a millstone in the form of the fixed fare. Of course, no one could have foreseen the economic changes brought about by the World War and the nickel fare might have been sufficient today had that great event not occurred. But it did take place and it upset all of our price levels.

"When the street cars first began their operations they were drawn by horses whose hoofs wore out the pavement between the rails. It was for this reason that the burden of paving was accepted. When the motive power was changed from horses to electricity, the street cars no longer needed or used the pavement, but in many cases they still retained the paving burdens. It may be a surprise to some to realize that today there are still some companies that are obligated to pave the whole street in which they operate, and many others are obligated to pave between the rails and from 12 to 20 inches on each side.

"During the last few years, five or six state legislatures have taken real action in this matter and have removed paving burdens, but the movement is not yet thoroughly under way and the transportation industry invites the help of all those interested in its services, either as riders, or as manufacturers, merchants or business men generally, to rid the car rider of this indefensible burden. The paving charges together with the taxes levied upon street railways amount to about one-tenth of the gross receipts of the industry. This means that the car rider is forced to pay about one-tenth of his fare or one cent in every ten in taxation or imposts."

The blow-out that makes a man late in the morning usually happens the night before.

the southeastern portion of the United States as well as Cuba. His account of Accounting Department happenings of that day, ten years ago, is very interesting.

Ten years ago the famous old Casino at Redondo Beach passed into the hands of the Venice Investment Company and was converted into a theatre. Only recently this in turn has ceased to be used as a theatre and doubtless ere long will give place to something of a different character. Many of the old-timers will remember this structure fondly and thirstily.



### HOW, WHERE, WHY, SHOWN ON HIGHWAY ACCIDENTS

A recapitulation of accidents for the year ending September 30, 1929, on the state highways of California brings out the following facts:

In 49.78 per cent, a collision between two cars was involved.

In 85.02 per cent, the driver's condition apparently normal.

In 81.36 per cent, passenger cars were involved.

38.07 per cent show no violation of road laws.

80.13 per cent occurred on straight roads.

56.93 per cent occurred at street intersections.

31.14 per cent involved pedestrians at crossings with no signals.

71.85 per cent involved pedestrians apparently in normal condition.

61.21 per cent occurred where the road surface was dry.

66.13 per cent occurred during clear weather.

49.69 per cent occurred in daylight.

Approximately 60 per cent of all accidents occur within the urban areas.

### UNIFORM TRAFFIC LAWS AND ENFORCEMENT BODY URGED

Creation of a permanent traffic body is advised by the New Jersey Traffic Commission. Traffic regulation is now of major importance, demanding specialized knowledge, and can no longer be handled as a sideline of the motor vehicle department, authorities say.

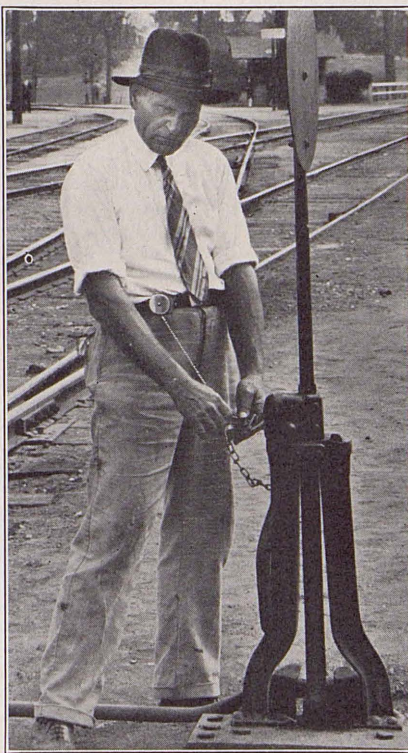
Problems of the motor age, in recent years the subject of intelligent and scientific study, must be solved if congestion is not to be an economic and social loss. The necessary action to solve this problem can best be taken through a body qualified both to advise in specific cases and to correlate individual efforts into a definite plan.

Development of a uniform system for signalling, stop streets, and the like, would be one field of action for the proposed commission. Enforcement machinery would be another. But the most important function would be to direct disorganized effort into the proper channels by expert advice.

#### The Latest Model

A proud father, with an automotive turn of mind, announces the arrival of a newborn son, as follows: "Weight 8 pounds, 7 ounces; wheel base, 21 inches; lighting equipment, bright blue head lamps with automatic dimmers; frame well balanced, strong, flexible, well reinforced; body, rubber mounting for safety, well insulated, will not rattle or squeak; finish, shell pink; horn, high frequency vibrator type—loudest when fuel tank is empty; top, well rounded front and back, golden glint covering; fuel, gravity feed, 4-ounce tank, centrally located; clutch, easy slip type, positive release, improves with age; circulating system, self-cooling, water-jacket self-contained; special equipment, kiddy-koop, safety pins, Q-tips, talcum and many other standard extras."

### Trainman Patents Clever Device to Carry Keys



S. C. Jacobia, Switchman at Macy Street, demonstrating automatic key-holder of which he is the patentee.

HAVING nearly met with a serious accident when a string on which he attached keys caught on the grab iron of a car as he jumped, S. C. Jacobia, Switchman at Macy Street, thought out an improvement that he hopes may be helpful to others and at the same time earn him financial reward. He thought out a scheme, patented his idea, has been offered a thousand dollars for it, which he refused, and is now engaged in marketing his brain child.

Mr. Jacobia calls his patent the Automatic Key Holder. It is a little larger than a watch and weighs three ounces. The chain is about 24 inches in length, and can be used in two ways, automatically, or by moving a little slide on top of case.

The case may be inserted and carried comfortably in belt. To operate, all that is necessary to do is to select the key needed, pull out, use, let go and it returns to the case, the chain within the case being actuated by a spring. The keys are attached to end of chain by an ordinary key ring.

The advantages of the device are obvious and numerous. They keys are always available, handy, do not bulge in pocket, possibility of loss is eliminated, hazard of accident by leather chain catching is removed, and a time saving is affected.

Mr. Jacobia has set a very nominal price upon his sturdy and handy device and to date about 200 have been sold to Pacific Electric employees alone.

### Not Ladies' Auxiliary, But P. E. Women's Club

By Mrs. Lon Bishop

THE Department of Water and Power, City of Los Angeles, put on the program for us on April 10, sending a real live wire, in the person of Mr. Kennedy, to represent them. When water and live wires mix you are absolutely assured of interesting things to happen.

Mr. Kennedy showed us how they harness a river miles away and bring it to the Southland to maintain a wonderful supply of water. He then took us (by pictures) on a marvelous trip around the Owens River Valley country and finally through the picturesque Colorado River surroundings. We are a very fortunate organization to have a theater available where such entertainments can be given.

Another big night card party was held on April 14. Twenty-one tables of players were present. The Committee wants to thank Mr. Smith, Chief Dispatcher, who acted as "Chief Announcer" for the evening.

The afternoon party was held on April 17. Prizes in bridge were won by Mrs. Casuldine and Mrs. Smart, with Miss Tilton carrying off the booby. Awards in 500 went to Mrs. Sanborn, Mrs. Heuster and low score to Miss Lou Bundy.

The Chairman of the Card Committee is very anxious to reach a certain goal before she gives up her work. There will be just one more card party held on May 15 at 1:30 p.m. Come, bring your friends and help us all you can.

On April 24 we had seventy-two women present. By unanimous vote the name of the organization was changed to the Pacific Electric Women's Club, for the reason that we are bigger, it sounds bigger, and it is just following the modern trend of things. Women have ceased to be "auxiliaries" to anything.

The first guest speaker to address us by our new title was Mr. Henderson, Supervisor of the City Playground Department, and the details he gave about the forty-one recreational centers of the city made us all feel a deeper pride in this great city of ours. He seemed delighted to help us out on our program.

The next speaker was Mrs. Atchley, who reviewed Pitkin's book on the "Psychology of Happiness." She didn't touch on technical psychology, but gave just the scheme of life which if lived up to, couldn't help but bring the happiness we all desire, for "happiness lies within ourselves," if we but knew it. Mrs. Atchley's review was a splendid one.

The newly organized chorus enter-

He hopes to gradually market them on a larger scale and within a few months to have them on sale throughout the United States. The idea is really a splendid one and Mr. Jacobia is deserving of a good return for his ingenuity in perfecting the useful device.



tained with a number, and they are to be congratulated for the good work they are doing. They are giving much time and thought to their music and should receive the hearty support of every member of the Club.

May 8 is election day. All members are urged to be present to do double duty—vote, and honor by your presence, our guest of the afternoon, Mr. McGroarty. Every chair in the ball-room should be filled.

Don't forget May 19 for "Scandals." Mr. Fred Geibel, "Mastoid of Ceremonies." Nuff sed.

May 22, 1930, is the day Illinois "shows her stuff" at the front. Come and help carry out the California wounded. Check these dates and don't forget them.

### BIGGER-BETTER RAIL GIANTS

Locomotives are becoming bigger and better, according to 1930 railway locomotive census report issued last month by the Southern Pacific Co.

While in 1910 the company owned 1294 locomotives, today 1771 are required to move a vastly increased volume of traffic. The largest Southern Pacific rail giant of 1910 had a tractive power of 85,040 pounds.

Today its efforts are dwarfed by comparison with the 112,760-pound tractive power of the present largest type locomotives.

All hauling at one time, the 1771 locomotives of 1930 possess a combined tractive power of 78,284,750 pounds, as compared with 37,526,000 pounds in 1910.

### WARNING! GRADE CROSSING AHEAD!

Care

At grade crossings prevents

Useless deaths and injuries

To motorists. Your best

Insurance of safety

On highways approaching grade

crossing is

Not to speed ahead!

**STOP!**

**LOOK!**

**LISTEN!**

Safety Conference  
California State Chamber of  
Commerce

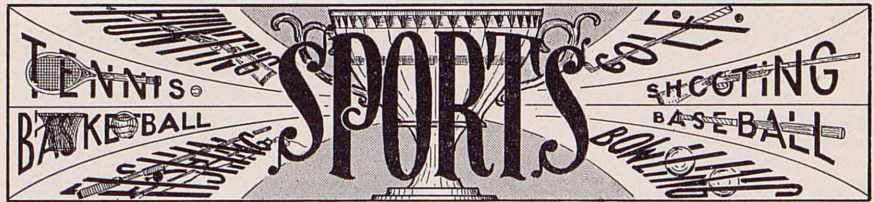
We understand that the idea for the huddle system in football was suggested by a bunch of Scotchmen lighting a cigarette.

### Too Late

Policeman: Judge, this man is arrested for gambling and being drunk and driving a car while soused.

Drunk: Your Honor, "Man's inhumanity to man makes countless thousands mourn." I'm not as debased as Swift, as profligate as Byron, as dissipated as Poe, or as debauched as—

Judge: That will do. Thirty days. And officer, take a list of those names and run them in. They're as bad as he is.



### WINS 3-CUSHION TOURNAY

A special billiard cue, symbolic of the Pacific Electric Club Three-Cushion Billiard Championship, was won last month by J. A. Hoffman, he having finished at the head of a list of 20 players participating in the tournament.

The final and deciding game was played between J. A. Hoffman, Elevator Operator, and O. R. Spencer, Conductor, and was one of the most interesting and hardest fought games yet played at the Club. Spencer won and scored on the first shot. His lead, however, was short lived as Hoffman came right back to even the count and then forge ahead. Playing a consistent game, Hoffman continued his scoring, gradually building up a lead until the score stood 10 to 4 in his favor. At this point Spencer staged a remarkable comeback and scored seven points while Hoffman was making one, to even the count at 11.

From this stage on the contest was on even terms, the score having been tied at 12, 13 and 14. Both players, shooting under a nervous strain, missed several shots by a narrow margin trying for the fifteenth point. Dame Luck favored Hoffman and with the help of a kiss, he brought the balls together for the final point, game and championship.

As game a billiardist as ever played in the Club, Mr. Spencer is to be complimented on his splendid fight for victory and sportsmanship in defeat. Much will be seen and heard from him in future tournaments.

The contestants in the round-robin were, aside from the two finalists, F. S. Weimer, L. H. Covell and J. K. Ford.

Other tournaments are to follow and as the competition is getting keener every day, some exciting manipulation of the ivories may be expected.

### TRAINMEN TEAM ENTERS BAY DISTRICT LEAGUE

On Sunday, May 4, The Pacific Electric Trainmen baseball team started play in the Bay District League, for a period of ten weeks. The League is composed of five home teams and five traveling teams.

Home Teams are: Bell Home Builders, Oswald Bros., Hawthorne, Soldiers Home, Sawtelle, Wynn Tire-Star Trucks, Los Angeles, and The Metro-Goldwyn-Mayer Studio, Culver City.

Traveling Teams: Pacific Electric Trainmen, West Hollywood Lions, Foster & Kleiser, Harold Lloyd Romans, and Jell Well Deserts.

Two rounds of play will be made at the grounds of the home teams, and at

the conclusion of ten weeks' play the high standing home team and traveling team will play off a series of three games for the league winning honors.

Manager McCulley assures the fans they will see some snappy playing at each and every game and says his boys will endeavor to give a good account of themselves.

### THIRD MERCHANDISE SHOOT

On Sunday, April 13, the Pacific Electric Rod & Gun Club held their third big merchandise shoot of the season. A large number of Rod and Gun Club shooters were present and all experienced keen competition in landing prizes.

Following are the prizes and the winners:

1. Cleaning rod, won by A. M. Cross.
2. Flashlight, donated by E. F. Miller of Pasadena, won by Dan Deal.
3. Cigarette lighter, won by H. Schwass.
4. Flashlight, donated by Jack May, won by Dan Frew.
5. Cleaning rod, won by P. E. Lackas.
6. Cleaning rod, won by E. Brundige.
7. Can of gun oil, won by C. J. McDonald.

On May 18th the fourth merchandise shoot will be held at Bangle trap grounds. As the shoots are growing more popular it is necessary to add additional prizes and for the shoot of May 18th there will be the largest number of prizes to be awarded in recent years. Also more of the excellent coffee that our esteemed Secretary, C. G. Gonzalez puts out, will be served.

### P. E. BOWLERS ENTER COAST CHAMPIONSHIP PLAY-OFF

As this issue of the Magazine goes to press, three teams representing our Company are preparing to participate in the Pacific Coast Bowling Congress now being held in this city. The personnel is as follows:

**Open Class Team:** L. H. Covell, J. Gowanlock, Wm. Forrest, R. D. McCubbin, Robt. Arzate, A. Brahm.

**Booster Class Team:** E. D. Ralph, W. H. Porter, C. G. Gonzalez, A. B. McLeod, M. R. Yaeger, C. H. Miller.

**Ladies 650 Team:** Miss A. Houge, Miss H. Spafford, Mrs. M. Johnson, Mrs. I. Brown, Mrs. S. W. Swartz, Mrs. R. M. Cobb.

Our best wishes for luck and success go with these crack bowlers and the next issue of the Magazine will contain a full account of what happened on the fateful dates of May 5th, 6th and 7th.



**W. HOLLYWOOD IMPROVES**

Manager Leete of the West Hollywood ball team reports that his team has won two of three games since team's last report in Magazine. Following are details:

	R	H	E
W. Hollywood .....	9	11	6
Logan Square .....	8	9	1
Batteries: Del Mar; Weigel; Canol; Nelson and Schambers, Smith and Harris.			

	R	H	E
W. Hollywood .....	12	7	5
Subway Trainmen ..	8	7	10
Batteries: Nelson, Daniels and Schambers. Hamilton, Hansen and Michaels.			

	R	H	E
W. Hollywood .....	0	4	5
Hollywood Lions ...	8	12	2..
Batteries: Carrol, Daniels, Williams, Jensen and Schambers and Williams. Marsh and Berry.			

The games of the W. Hollywood Trainmen are scheduled at 2:30 p.m. each Sunday afternoon at the Sanitary Dairy Field, West Hollywood.

"Men who try to do something and fail are infinitely better than men who try to do nothing and succeed."

**Pullman News**

Aspiring Young Writer—"Here's a manuscript I submitted to you last year."

Editor—"What's the idea of bringing it back when I rejected it once?"

A. Y. W.—"Well, you've had a year's experience then."

**Forty-six (you name them) Open Trout Season**

By B. F. Manley (one of them)

**F**ORTY-SIX of them; call them anything you wish and any one of them will admit that they are just that, regardless of how strong you make it. Yet not one of those forty-six would have exchanged places with the Sultan of Turkey on May 1st.

Through wind, rain, snow and over mountains, roads blocked with land slides, those forty-six hardy fishermen fought their way into the Pacific Electric Vacation Home on Wednesday, April 30th in order to be on hand for the opening gong which ushered in the fishing season of 1930.

Mr. Vickrey and Mrs. Huntington were there to receive us and had left no stone unturned in preparing for our comfort. Once the Home was reached our efforts were well rewarded. To spend an afternoon and evening in that cheerful social hall with a blazing fire in that great stone fireplace, sending forth its warmth, while outside there was steady, silent descent of those great white flakes of snow, was a wonderful treat; and then the call to food—and such a meal! How those forty-six lucky ones enjoyed it.

The rising call was sounded at 2:30 A.M., for those who had retired, and breakfast was served at 3:00 A.M., after which we were off to the lake.

There were a few interruptions in the program, such as a motor that would not start; a pair of skid chains lost in the snow, etc., but all arrived

at the lake in due time and the march on the fish began.

Oh! such a morning! The sun came forth warm and bright, the lake was an enormous placid mirror and all around it those stately pines heavily drooped with snow.

We had come to fish and we caught fish—plenty of them, but, as things turned out, the fish were a minor part of the trip.

Many nice catches were made and the fish ran somewhat larger in size than on previous years.

The first prize, which was a fifteen dollar merchandise order, donated by our good friend, Jean Adams of the V. A. Corrigan Company, was won by R. M. Lawrence with an 18-inch beauty. J. M. Geopfert and C. D. Cowan tied for second place with a 17-inch fish each, and were rewarded with \$5.50 each.

The balance of the prizes were awarded as follows: R. M. McCubbin, 16 $\frac{7}{8}$ -inch fish—\$4.00 cash; Scot Braly, 16 $\frac{5}{8}$ -inch fish—\$3.00 cash; Dave Porter, 15 $\frac{7}{8}$ -inch fish—\$2.00 cash; and H. Smith, 15 $\frac{1}{4}$ -inch fish—\$1.00 cash.

After a hearty dinner at 2:00 p.m. we hit the trail for home and now only the pleasant memory remains.

To the management we wish to express our appreciation for making this outing possible and to Mr. Vickrey and Mrs. Huntington we want to thank you for providing for our comfort at the Vacation Home. We will look forward to being with you again next year.



Dave Foyle, R. M. Lawrence and Scott Braly, Rod & Gun Club fishermen, displaying string of beauties they landed at Lake Arrowhead upon the opening of trout season, May 1st. Mr. Lawrence won prize of \$15.00 order for the largest catch, having landed one that measured 18 inches.



# THE PACIFIC ELECTRIC MAGAZINE

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

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

Vol. 14; No. 12 May 10, 1930

### CONTRIBUTORS TO THIS ISSUE

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

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

**“I** WORKED Saturday afternoon and all day Sunday on the ‘old buggy’ and believe me boy she’s hitting like a million.”

Many of us have heard the foregoing conversation, or a similar one, on Monday morning after arriving on the job. In fact, most of us have uttered statements to the same effect.

### Man’s Care of Two Machines

Man’s pride in and allegiance to the family buzz wagon is another peculiar trait of the “stronger sex.” The least little indication that “she” doesn’t pull to her known strength; the slightest miss in her rhythmic purring; the faintest noise that rumbles from her midsection—right then and there the resolution is made that it is going to be corrected.

Either it is taken to the garage, or overalls are donned and he pitches in. He tugs and puffs and pulls and cusses. After many weary hours it’s all assembled. And when she’s “hitting again” life takes on a rosy hue. The fault has been found and corrected.

“Gosh, I’ve been feeling rotten for months. Got to do something about it.”

Most of us have heard that state-

## Street Car Versus Auto As Congestion Units

**T**HIRTY-SEVEN automobiles are required to accommodate the same number of passengers that can be transported during the peak period in one street car, according to the findings of a survey recently completed under the supervision of the American Electric Railway Association. Passengers in street cars when seated, the survey shows, require about seven feet of street space each. During rush hours, when some passengers must necessarily stand, each passenger takes up about six square feet of street space, points out the New Jersey Public Utility Information Committee. Automobiles in the peak period contain an average of 1.7 persons. On this basis, each automobile occupant takes up about 47 square feet of street space, or from six to seven times the space required for one street car rider.

ment too. Doing “something about it,” if it is done at all, most often means swallowing pink pills or a toning tonic.

Time passes. The “hitting” in the human machine doesn’t function as of yore. The “pistons and cylinders” of the body, that long since sounded their warning all was not well, move with lethargic and painful effort. “Yes, I must see the doctor.”

Finally, but unfortunately too late, the family physician is consulted. What easily could have been corrected in its inception has been permitted to get beyond human skill to mend. The mechanics of the human body cannot be replaced like those of the family fivver.

Are all the “cylinders” of your body “hitting”? If not, see the doctor now. Later may be too late!

### HOME OF SKYSCRAPERS

The United States is unquestionably the home of the skyscraper, having a total of 4,785 structures which are 10 or more stories high, 384 of them are more than 20 stories high, and 12 reach a height of more than 50 stories. Slightly more than half of these buildings are in New York City, with Chicago an easy second, followed by Los Angeles, Detroit, Philadelphia and Boston. The total amount of land covered by these skyscrapers would not exceed an area two miles square. Germany has one skyscraper 13 stories high and England has one of about the same height.

## TIME REQUIRED FOR MONEY TO DOUBLE ITSELF?

An interesting question, but easily answered by inserting the rate of interest per period in the following equation and solving for the number of period. The time to double is independent of the amount of money. L. H. Appel supplied the equations.

Let  $n$  = number of periods  
 $i$  = rate of interest per period expressed as a decimal

$$n = \frac{1}{0.693} + 0.35$$

Example: How long will it take one dollar to double itself at 6 per cent annual interest.

$$n = \frac{0.693}{.06} + 0.35$$

$$n = 11.90 \text{ years}$$

How long will it take one dollar to double itself at 6 per cent interest compounded semi-annually (or 3 per cent for each 6 months’ period)?

$$n = \frac{0.693}{.03} + 0.35$$

$$n = 23.45$$

$$n = \frac{2}{2} = 11.73 \text{ years}$$

One dollar (\$1.00) will amount to \$2.00 at 5 per cent compounded quarterly, in 55.75 periods of 3 months each, 13.94 years. Try this one yourself. Remember the interest rate will be one-fourth of 5% (.05) or .0125.

### MOTHER

God took the sunshine from the skies  
And made the lovelight in your eyes;  
From honeyed flowers He took the dew  
And made your tears,—unselfish,  
true.

Upon a rock He built your faith,  
With Angel prayers He gave you  
breath;  
And with His love, made yours divine  
But best of all—He made you mine.  
—Exchange.

### ORIGIN OF MOTHER’S DAY

As has been customary for the past few years, Mother’s Day will be celebrated in all parts of the United States on Sunday, May 11, by the wearing of a white carnation.

The custom was inaugurated by Miss Ana Jarvis of Philadelphia in 1906, when she told numerous friends she would wear a carnation on the second Sunday of May, that year, in memory of her mother who had died.

It was during the following year that Miss Jarvis became active in making the day a time to honor all mothers. As a result, in May, 1914, the president of the United States issued a proclamation setting aside the second Sunday of that month as National Mother’s Day.

### You Tell ‘Em

“What is the hardest thing about skating when you’re learning?”  
“The ice.”



## Cats is Cat



Baggage Agent Woolsey is stumped. Waybill says "cat." But cats were in the container. "Pigs is Pigs," he concluded after search of tariff and let it go at that.

ONLY recently a ship came into Los Angeles Harbor supposedly with one boa-constrictor snake in its hold consigned to a Southern California Zoo. When delivered to the consignee there were several additional snakes—new arrivals in the reptile Kingdom during the journey from South America. Lucky Zoo owner.

As a further contribution to the "Pigs is Pigs" story, the Pacific Electric last month entered the limelight. Baggage package No. 13535, the way-billing calling for one cat sent from Vallejo to Los Angeles via the Steamship Harvard and Pacific Electric to Los Angeles.

When the baggage arrived, lo and behold Baggage Agent Woolsey at Sixth and Los Angeles Streets, found that the crate contained not one, but five cats, four of them brand new 1930 models. Whether to charge fee or fees was the problem of Agent Woolsey.

Tariff not providing to the contrary he decided to rule that "cats is cat," and let it go at that.

### THANK YOU, MR. EDITOR

The Santa Monica Evening Outlook thus editorially complimented the Pacific Electric and Engineering Department forces particularly, upon expeditious handling of track removal and paving job at Third Street and Montana Avenue:

For years it has been heresy in the Bay Cities to say anything in commendation or praise of the Pacific

Electric Railway company. Complaint and criticism have been popular. But the company certainly deserves thanks and appreciative praise for the expedition with which the Third street and Montana avenue tracks have been removed and the right of way paved. The job sets a new speed record in Santa Monica for paving. Virtually no inconvenience has been suffered from the work and business men on Third street have been done a good turn. One good turn deserves another, and a vote of thanks should be returned the company from all concerned.

### FIRST-VISIT OF PALATIAL NEW JAPANESE LINER

Japan's greatest liner, the new \$7,000,000 Chichibu Maru, made its initial call at Los Angeles Harbor last month and with its coming that port wrote another chapter in its page of lavish sea-going vessels to visit its water.

The new liner is heralded as the crowning achievement of Japanese shipbuilding, embodying lavish luxury, speed and especially safety. In size she displaces 22,200 tons, is 584 feet long; is powered with two Burmeister and Wain Diesels to afford nineteen knots and a possible twenty-one; and through her seven decks she provides accommodations for 243 salon, 95 second cabin and 500 steerage travelers.

Artists of Paris, London and the

## FUTURE OF THE RAILROADS

During the next six years the railroads will spend approximately \$4,750,000,000 for improvements, in addition to expenditures for maintenance, according to Lee G. Lauck, economist of Washington.

"Most of the money that is to be spent for better facilities will have to be borrowed," Mr. Lauck says. "Ability to obtain credit largely determines expansion, and the prospective growth of business demands that the railroads have adequate credit. . . ."

The demand for railroad service is steadily increasing. Transportation is the very lifeblood of an industrial nation. A recession in railroad service would be followed immediately by a recession in industrial and agricultural activities, with a consequent deleterious effect on employment, wages and living standards.

During the years since the war the railroads have constantly improved their service in practically every phase of operation, in spite of inadequate earnings. Accidents are fewer, trains are faster and carry more, almost perfect service in furnishing care when and where wanted has been provided shippers, and so on. And our industrial structure has progressed and prospered accordingly.

As Mr. Lauck says, if the railroads are to continue to progress they must raise vast sums of money and must have adequate credit. To assure this, the lines must earn enough profit so that, after expenses, taxes and other charges are deducted, a balance is left sufficient to pay fair dividends on invested money. Taxation and legislation affecting the railroads must be promoted with caution.

Orient have decorated and appointed the dozen public rooms in period motifs. The piece de resistance is the grand salon or lounge, two decks high amidships, surmounted by a high glazed dome, with blue, gold and ivory walls, mahogany furnishings and Persian rugs. The galleries are Florentine; the smoking-room is in the period of William and Mary; the veranda in Japanese mode. Also there are a mosaic-tiled swimming pool, a gymnasium, children's play room, and even a branch of the Sumitomo Bank to handle money exchange.

### Seventeenth NATIONAL FOREIGN TRADE CONVENTION

LOS ANGELES  
May 21 to 23, 1930

JAMES A. FARRELL,  
Chairman





### EXEC. COMMITTEE MEETING

Executive Committee of the Pacific Electric Club met in regular session in the Ballroom of the Club Building on Wednesday, April 2, 1930, at 2:00 p.m. The following members were absent: Paul T. Porter, G. P. Terry, H. E. Lowe, C. J. Hileman, B. L. Livingston, T. H. Green, J. M. Geopfert, J. E. Flathers, H. E. DeNyse, R. E. Labbe, H. C. Froude and T. J. Day.

Minutes of Executive Committee meeting held March 5, 1930, were read and duly approved.

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

#### Club Fund

Balance 3-1-30 .....	\$1,657.26
Receipts .....	1,523.66
<b>Total .....</b>	<b>\$3,180.92</b>
Disbursements .....	1,722.00
Balance 3-31-30 .....	\$1,458.92

#### Relief Fund

Balance 3-1-30 .....	\$ 307.82
Receipts .....	1,882.50
<b>Total .....</b>	<b>\$2,190.32</b>
Disbursements .....	1,742.50
Balance 3-3-30 .....	\$ 447.82

In accordance with minutes of Executive Committee meeting of March 5, 1930, the following resolution was prepared and forwarded to Mrs. F. E. Mayfield:

WHEREAS, it has come to attention that F. E. Mayfield, fellow member of the Pacific Electric Club and co-worker, has been called by the Divine Power from this mortal existence, and

WHEREAS, Mr. Mayfield has been a member of the Pacific Electric Club since its organization in 1917, having always devoted his time and energy to the advancement of activities sponsored by said organization, and

WHEREAS, Mr. Mayfield has been a member of the Pacific Electric Club Executive Committee continuously since 1925 and has always identified himself actively in affairs of said committee,

NOW, THEREFORE, BE IT RESOLVED that the Executive Committee of the Pacific Electric Club does hereby tender Mrs. F. E. Mayfield and family its heart-felt sympathy as may suit her convenience, and

BE IT FURTHER RESOLVED that Mrs. Mayfield be invited to make such future use of the Club facilities as may suit her convenience, and

BE IT FURTHER RESOLVED that this resolution shall be inscribed

upon the minutes of the Pacific Electric Club Executive Committee and a copy forwarded to Mrs. Mayfield.

On behalf of Mrs. Mayfield, committeemen from Torrance expressed appreciation for the kind words and offer of assistance contained in resolution received from the Club, also thanks for the prompt handling of mortuary fund voucher.

Club President E. L. Young informed that he had appointed a special committee consisting of T. J. Day, chairman, E. A. Stevens, F. B. Patterson, W. J. Scott and L. H. Covell, to study and revise rules and regulations governing club elections. This committee is to meet in the near future and report to the Executive Committee as soon as its recommendations are completed.

General discussion was participated in by members of the Committee regarding the method of handling solicitation for reduced rate automobile insurance. The consensus of opinion was that best results would be forthcoming through personal solitation efforts. Suggestion was made that a representative of the insurance company be sent to the various terminals to discuss with all those interested details of the plan and take applications for insurance. A few days in advance of such visit of insurance representative, bulletin should be posted at terminal calling attention of employees to the fact that such representative will be at a designated location between certain hours.

Committeeman C. C. Rice called attention to India Street stop on the Glendale Line, at which point there is no shelter for prospective passengers. Mr. Rice stated that a considerable number of pay-passengers boarded cars at this stop and made suggestion that consideration be given to the erection of a suitable shelter at this location.

Report was made of certain instances where Drs. Kress and Goldstein had given eye examinations to employees who had been sent to them for medical attention and that employees were not told of the customary \$7.50 for such examination before it was made. It was suggested that this matter be called to the attention of Chief Surgeon W. L. Weber in an effort to have him impress upon Drs. Kress and Goldstein the fact that all Pacific Electric employees are to be informed of eye examination fee before any such examination is made.

After considerable discussion, motion was made, seconded and duly approved that signs be posted over billiard table limiting time persons can play while others are waiting to a reasonably

short period, the length of which to be decided by Club Manager Vickrey.

Request was made by Committeeman I. E. Mankins that more waltzes be played at Club dances. Mr. Vickrey explained that at present there is a waltz played every third dance, but that he could see no objection to playing a waltz every other dance if such was desired.

### P. E. CLUB BULLETIN

May 10 to June 10, 1930

#### Saturday, May 10:

Motion picture show—"Sonny Boy" with Davey Lee and Edward Everett Horton—8:00 P. M.

Agents' Association Meeting at Club—7:45 P. M.

Indoor Baseball Games at Ross Snyder Playgrounds — Transportation vs. Accounting and Engineering vs. Traffic—2:00 P. M.

#### Sunday, May 11:

Baseball Games—watch weekly bulletins.

#### Monday, May 12:

Stamp Collectors' meeting at Club, 8:00 p. m.

#### Wednesday, May 14:

Rod & Gun Club meeting at Club—8:00 P. M.

#### Thursday, May 15:

Pacific Electric Women's Club Afternoon Card Party in Ballroom of Club—1:30 P. M.

#### Friday, May 16:

Motion Picture Show—"The Yellow-Back"—with Tom Moore, Irma Harrison and Tom Santschi — 7:30 P. M.

#### Saturday, May 17:

Motion picture show—same as preceding evening—8:00 P. M.

Indoor Baseball games at Ross Snyder Playgrounds—Accounting vs. Engineering and Traffic vs. Transportation—2:00 P. M.

#### Sunday, May 18:

Baseball Games—watch weekly bulletins.

Rod & Gun Club Merchandise Shoot at Bangle Grounds—10 A. M.

#### Monday, May 19:

Pacific Electric Women's Club "SCANDALS" in Club Theatre—7:45 P. M.

#### Tuesday, May 20:

Masonic Club Meeting — Boys' Night—Club Theatre—7:45 P. M.

#### Thursday, May 22:

Pacific Electric Women's Club Meeting—Illinois Day—1:30 P. M.

Club Dance—8:00 P. M.

#### Friday, May 23:

Motion picture show—"Stairs of Sand"—with Wallace Beery, Jean Arthur and Chester Conklin—7:30 P. M.

#### Saturday, May 24:

Motion picture show—same as preceding evening—8:00 P. M.

Indoor Baseball games at Ross Snyder Playgrounds—Traffic vs. Accounting and Engineering vs. Transportation—2:00 P. M.

Pacific Electric School Picnic at Redondo Beach, afternoon and evening.

#### Sunday, May 25:

Baseball Games—watch weekly bulletins.



**Thursday, May 29:**

Official opening of Pacific Electric Camp for 1930 season.

**Friday, May 30:**

Motion picture show—"Terror Mountain"—with Tom Tyler and Frankie Darro—7:30 P. M.

**Saturday, May 31:**

Motion picture show—same as preceding evening—8:00 P. M.

Indoor Baseball games at Ross Snyder Playgrounds—Accounting vs. Transportation and Traffic vs. Engineering—2:00 P. M.

**Sunday, June 1:**

Baseball games—watch weekly bulletins.

**Wednesday, June 4:**

Pacific Electric Club Executive Committee Meeting at Club Ballroom—2:00 P. M.

**Friday, June 6:**

Motion picture show—"Dangerous Curves"—with Clara Bow and Richard Arlen—7:30 P. M.

**Saturday, June 7:**

Motion picture show—same as preceding evening—8:00 P. M.

Indoor baseball games at Ross Snyder Playgrounds—Engineering vs. Accounting and Transportation vs. Traffic—2:00 P. M.

**Sunday, June 8:**

Baseball games—watch weekly bulletins.

**Tuesday, June 10:**

Masonic Club Meeting at Club—7:45 P. M.

**MORE BOOKS FOR LIBRARY**

From five contributors the Club last month received 26 additional volumes for the Library, which in turn means that there are a like number of new books available to Club members and their dependents.

The contributors, together with the books each donated, are as follows:

Mrs. John Jackson, wife of John Jackson, Store Department, Torrance: The Green Flag, The Squaw Man, The Mettle of the Pasture, Going Some, The Wages of Virtue, The Black Cat, Souls in Khaki and The Further Adventures of Jimmie Dale.

Mrs. J. B. Green, wife of J. B. Green, General Foreman, Mechanical Department, Macy Street: The Goose Girl, Sir George Tressady, The Recollections of Roderic Fyfe, A Singular Life and Rebecca of Sunnybrook Farm.

H. A. Crocker, Westinghouse Air-brake Company: Mason of Bar X Ranch, Bravo Jim, Wild Horse Mesa, The Masked Rider, Garber of Thunder Gorge and Ride Him Cowboy.

Mrs. Margaret Caseldine, wife of W. Caseldine, Conductor, Northern Division: The Halo, A Spinner in the Sun, The Calling of Dan Matthews and Life of Zachariah Chandler.

E. L. Young, Assistant to President: Outdoor Advertising—The Modern Marketing Force.

D. Simmons, Agent, El Segundo: Three Soldiers.

The Club is always glad to receive additional books to supplement its rapidly growing Library, which is gaining

**Pick-ups Around the Club****Billiard Tournament Planned**

Are you billiardists ready for some more competition?

Entries are now being accepted at the Pacific Electric Club office for participation in a straight-rail billiard tournament among Club members.

It is planned to have the first matches played during the week commencing Monday, May 19. Play will continue thereafter until all matches have been played and a winner decided upon.

Sign up for this tournament; there's a lot of fun ahead!

**Bridge Championship Soon Decided**

The Pacific Electric Club Bridge Tournament is nearing completion with the final evening's play scheduled for Wednesday, May 7. Having forged ahead of all competition, through brilliant and consistent playing, the Accounting Department and Mechanical Department will compete in the play-off.

The Accounting Department, represented by W. S. H. Weeks, and I. B. Malin, will play the Mechanical Department team of W. G. White and C. Prange for the Club championship.

The following Wednesday, May 14, commencing at 7:30 p.m. all the original players will play progressive bridge for the individual championship. All players will draw for partners and tables and all winners will move after four hands. Twenty-four hands will be played during the evening.

**Name U. P. Athletic Dates**

The Annual Union Pacific System Athletic Meeting will be held this year at Ogden, Utah, on Friday and Saturday, August 15 and 16. Members of the Pacific Electric Rod & Gun Club have again been invited to attend this event.

Arrangements, details of which will be announced later, are to be similar to those of previous years. Take another look at the above dates and start planning now to participate in this excursion.

**Dancing Lessons Every Thursday**

Complying with popular demand, Ballroom Dancing Instruction will be conducted at the Club each Thursday evening from 7 to 8 p.m. instead of only on alternate Thursday evenings, as has been the case since the class was organized.

All Club members and members of their families are invited to partici-

part in popularity, as well as in number of volumes.

There is a particular need in the Library for books of fiction for young girls of grammar school age. Should there be any Club booster who has one or more such books they are willing to let the Club have, it will be greatly appreciated by the young girls of the Pacific Electric family.

pate in these classes. It is a rare opportunity to learn to dance or improve the grace of your various steps. No spectators are allowed, everybody in the Ballroom while the class is in session dances.

**Employees' Play Well Received**

"Mourning Doves," three-act comedy drama, written by Wallace H. Jenkinson, Trainman on the Western Division, was presented early last month at the Club Theatre and was favorably received by the large attendance present.

Requiring a cast of 12 players, the theme of the play deals with the trials and tribulations of an idol worshipper. Mr. Jenkinson also directed its presentation and was roundly congratulated upon both the play and the manner in which it was produced. Several professional critics were present and expressed the view that except for a minor departure from the ethics of play writing, it had possibilities of reception by theatre and motion picture interests. This portion of the play is being re-written by Mr. Jenkinson.

Six of the cast of twelve players were employees and each of them played their respective parts splendidly. Employees taking part were: Vernon C. Bowers; Charles Schmidt; Sam Perry; Jas. E. Tolbert; W. H. Jenkinson and Miss Helen Ogg, Dramatic Instructor.

**Flower Show Next Month**

It is contemplated holding an annual Flower Show in the Club building. The dates, while not yet definitely set, will be about June 20th and 21st. The show is to be open to all Pacific Electric employees and members of their families. Prizes will be offered and it is hoped that everyone will co-operate to make this show a big success.

There will be no cost to employees and their families to enter the show. The only requirement is that flowers exhibited be grown by them.

Full details will be sent to each department in the near future with registration blanks, also complete details of the show will be printed in the June Magazine. Circulars, registration cards, rules, etc. will be distributed as soon as compiled.

**P. E. School Classes Plan Outing**

The annual outing of the Pacific Electric School will be held at Redondo Beach on Saturday, May 24, informs Educational Director Earl W. Hill. Arrangements for this event are in charge of the School Council, of which E. A. Stevens is president.

The program for the day consists of a group-box-luncheon in the late afternoon, following which will be a short, interesting program. A dip in the famous Redondo Plunge is scheduled for all who desire to participate and dancing in the ballroom will be the concluding event of the program.

All Club members and their dependents are invited to join with students in making this the most enjoyable event of the season.





### ENGINEERING DEPT.

Margaret Maitland

Roy Davis intends to spend his vacation hunting for a station by the name of Sierra Vista, some place on the system. The last time he tried to locate this place he was gone for several days and had us all worried.

Paul Turri acted the part of the Prodigal Son and after a thirty day leave of absence returned to Washington Street. His understudy Baker, in the role of the Fatted Calf was duly sacrificed when the Prodigal returned.

Ned Rich is going around with his toes sticking out through his shoe and it is not from poverty as he is still Rich. He had the misfortune of setting a heavy acetelyne tank on his foot. He is getting along fine and is able to handle the Buick as usual.

The Newspaper Combine formed by Fred Linne and Max White went on the rocks, due to a slight difference of opinion the two partners had. Here's hoping they'll kiss and make up, as they seem so well-matched otherwise and have so much in common.

Howard Bancroft was promoted to assistant Bonding-supervisor. With great self-control he held the tears back as he kissed the Bonding-car No. 1823 goodbye, to take his place with the others "Lord's annointed" at Sixth & Main.

The opening of the P. E. Camp was again properly celebrated by the Rod & Gun Club's Veteran Fishermen under leadership of Burreigh Manley. Some 8 inches of snow awaited the noble sportsmen and kept them shivering for two days. Trout of assorted sizes were caught and told about. Scot Brailey played fifty-fifty with the Lake by letting every other one get away. Bill Baxter's son did not wake "Poor Pap" in time, so Bill did not get started until after midnight, reaching the Camp just in time for breakfast. Chas. "Gulliver" Estes had been suffering from an attack of La Grippe, but of course this did not keep him from going along. Whether it was on account of his still feeble condition or caused by the effects of the medicine, we can't say, but he let Jack Quinn and Earl Haskill oversleep after promising to wake them up the next morning. No harm done, however, for though Earl and Jack perhaps missed a few trout, they certainly did not lose out on breakfast. Each gained about twenty pounds through Charlie's forgetfulness. That's all right for Jack, but Earl's girlish figure can't really stand that.

The Signal Dept. have legally adopted the Bonding orphans and will give them a good home and an indulgent mother's care in the future.

Tommy Russel is taking a three months' leave of absence, and is on his way to his home in Mississippi.

Jay Gowanlock's mother had the misfortune to be knocked down by an automobile, but was not seriously hurt, and we are glad to learn that she is feeling much better.

I wonder how many attended the Old Time Fiddlers Contest? If you did you will know that John P. Schambers won a

prize. This contest was held at the American Legion Hall, and was quite unique. Anyone who could read music or who played by note was disqualified. Another contest is to be held later on so you had better start tuning up.

Ges Thompson turned the Buick over again, was scratched up a little, and Fred Spencer, who was riding with him, escaped uninjured.

J. W. Pinney has been sick for a few days but is back on the job again.

Girls, here's your opportunity. You know that handsome Canadian in Room 662? Well his wife's gone to the country for five days. Now it's up to you.

J. P. Gould has been feeling kind of "under the weather" for a few days, but was able to see the fishing season properly opened, returning with three nice trout. L. W. Perry also caught three fish and a perch.

L. A. Biehler is now on his vacation—anyone wishing advice on contracts, etc., will please consult with Leroy Swanson.

D. J. Fryrear tried wrapping his car around a telephone pole, nothing much was left of the car, but Delmer escaped unhurt.

Regardless of what the Buick salesman say, a Hudson can go to Arrowhead, as demonstrated by L. W. Perry.

Harold Smith is another of those who, owing to the weather conditions, had a slight accident. Nobody hurt but the pocket-book.

H. F. Fuller has been keeping it a secret, but folks he has an automobile and that is the reason you can never find him at home any more.

Geo. Malcolm spent a day hunting for the caterpillars who ate up 80 acres of grape vines in one night, but couldn't find a one.



### NORTHERN DIVISION POMONA

Walter R. Bloom

Motorman G. E. Stephenson will take his vacation soon. He plans to spend part of it in the northern part of the state on a fishing trip.

Conductor A. M. Fisher will be back on his run on May 1st.

W. B. Foote, Terminal Foreman, has returned from the south where he spent his vacation. W. B. reports a fine trip and improving business conditions.

Motorman Ed. Clark has purchased a new Willys-Knight sedan.

Conductor O. Jensen and family have moved from 1147 Wisconsin Street to their newly purchased home on South San Antonio.

Conductor H. K. Riordan is taking a six day vacation, part of which will be spent in Sacramento attending a convention.

C. Bennett has bid in a bus run in Pasadena.

C. F. Kinne was off duty several days on account of illness.



### ACCOUNTING DEPT.

George Perry

Our Auditor, Mr. Lovell, is attending the Annual Convention of the Railway Accounting Officers' Ass'n. which is being held in New Orleans this year.

With congratulations, best wishes and two beautiful gifts from her many friends of the P. E. family, Lucille Kelch, Conductors Accts. Bureau left the service April 19th to become the bride of Mr. A. J. Fellin.

Another typist has been added to the ranks of the Stenographic Bureau, which is under the able direction of Mrs. Dale. She is Henrietta Smith, who was recently transferred from the Conductors Accts. Bureau.

Imagine Nobel Cates' embarrassment when he stepped on the starter of his new Ford (which had been parked all day at Sierra Vista) and it didn't start—naturally he grabbed the choke, which immediately came all the way out. He had a queer thought—maybe the motor was gone—he looked, no it was there, but where was the carburetor? Someone had taken a fancy to it and had very carefully removed it.

"In the Spring a young man's fancy," etc. but not much is told of a young lady's fancy. However a glance at that diamond solitaire on the left hand of Helen Wegerer will tell you plenty. We offer congratulations, Helen.

The Accounting Dept. Indoor Teams seem to be doing quite well despite the handicap of Noble Cates who always gets his eye in front of the ball and Mike Levin who insists on holding bases.

Heartiest congratulations to Margaret Waldo, Stenographic Bureau, who became Mrs. Martin F. Liermann on April 23rd. The ceremony took place in Orange where the newlyweds will live. Friends and co-workers, as a token of esteem, presented a beautiful waffle iron and an electric iron to Margaret upon her departure.

Following is a brief resume of how many of our friends spent their vacations during the month of April:

Belva Dale journeyed to the Grand Canyon of Colo. and took the trip down into the canyon on mule back to see the river. She says that she enjoyed the trip very much.

Helen Bettis is spending a few days at Catalina, which is much nicer at this time of year when there are not such crowds there.

Irene Hurlbut remained at home resting as did Edna Daniels, Evelyn Mathews and Arvilla Curran.

Bernice Cavalliere vacationed in a shady retreat in the mountains, while Bernice Grose sought the warm sands at Redondo Beach to pass the time.

"Bob" Labbe motored in and about Los Angeles visiting both at the beaches and the mountains.

James Gould spent most of his time on the Bowling Greens at Exposition Park, and shades of Diogenes, he admits his scores were terrible.

Carol Bone went to San Francisco by train and thence to Sonoma via motor coach for the express purpose of viewing the total eclipse which he says lasted only a second and a quarter.





**STORES DEPARTMENT**

H. Vander Zee

The 1930 vacation season has apparently officially opened, judging from the number who took advantage of the beautiful month of April to take their annual leave. Those taking their vacation are: Leo Blakely, Deliveryman; Ronald Howard, Helper; George Hudson, Clerk; Florence Gramling, Clerk, and Joe Dominguez, Deliveryman.

Pass requests submitted by Ted Sorenson (a confirmed bachelor, we thought), for his vacation in June, reading "and Wife", can only mean one thing. Our next issue of the magazine will in all probability carry a detailed account of a wedding.

Floyd E. Gill, Chief Clerk, reports the acquisition of a new radio of popular make, guaranteed to bring them all in, sometimes two stations at once.

The recent rise in the price of gasoline can doubtlessly be traced to the fact that two members of the Store Dept. (James H. Phillips and Clifford DeMots), are driving new cars. This may have shown a marked increase in consumption of gasoline and may be the cause of the higher cost of this product, which is usually governed by the supply and demand.

Dorothy Galpin, formerly employed here as a Stenographer, and B. Mercer Martz, formerly a Clerk, were recent visitors at the Store Dept.

The following was reported under "Vital Statistics" in one of our daily papers: "Jones-Sturgess. Leonard 26. Doris 20." Looks like another wedding.

The Gladiola Growers' Association of the Store Dept. have again started their favorite hobby, that of producing gladiolas for 1930. The Association boasts four members: G. S. K., Mr. Fenimore, Ward McCall, John Vander Zee, and Hugh Cain. Rivalry is more in evidence this year than ever before, and it looked for a while as though Mr. Fenimore (who was one of the first to begin raising these flowers), was going to withdraw as a contestant owing to the keen competition, no doubt. However, he has re-considered and will continue his endeavors. Ward McCall wishes to state emphatically to those interested that he was the first one to be able to display a bouquet this spring of large blooms, real flowers, and is not worrying as to who will carry off first honors this season, being quite sure of it himself.

Tom Ashton and Eugene Gilks, both former members of the Store Dept. and now budding insurance merchants, were also recent visitors with us.



**NORTHERN DIVISION PASADENA**

Edmond C. Fox

The Pacific Electric Camp will open officially May 29th. Let me say with great confidence and profound conviction that the Pacific Electric Camp is the finest place in the world to spend a vacation. Get your copy of the special camp folder, which is now ready for distribution and start now to make your plans for a real vacation, up among the big pines.

W. J. Hunt of Pasadena is named for work on safety committee during the months of May and June. The safety committee will appreciate the assistance of all employees to the extent of calling to its attention any matters constituting unsafe operation or hazardous conditions. If you are unable to attend the safety meeting in person, submit your suggestions through your representative.

Headed for success. It is undoubtedly with an eye to this that has placed C. M. Winchell as an intern in the Los Angeles County Hospital. Congratulations on his achievement.

Little Phyllis Mariam, who tips the scales at five and a half pounds, arrived April 13th. The little lady is the new daughter of Motorman E. E. Frick. All concerned are doing fine. Congratulations.

The special club ticket to the Mission Play on April 2nd was received with a very generous acceptance by members and their families. Those who attended the performance and by no means an inconsiderable number, were delighted beyond measure. Thanks to the management of the Mission Play and the Pacific Electric Club.

We take pleasure in introducing the following Trainmen who come to us from Macy Terminal: J. W. Colbert, L. A. Cutler and G. A. Forden.

Conductor J. McCracken, formerly of Macy Terminal, is now holding South Pasadena run 140 out of this Terminal.

C. Bennett comes back to Pasadena from Pomona, having bid in Hill Ave. run 745.

Motorman C. W. Staff goes to Macy Terminal to fill run 135.

Motorman W. E. Swartz comes to us from Macy Terminal to fill Mt. Lowe run No. 38. A purely balanced affair.

Conductor C. B. Montgomery is in training for a preliminary bout which he expects to stage in the Pasadena Arena in the near future. Announcement will be made in this column.



**FREIGHT DEPARTMENT SOUTHERN DIVISION**

Thos. A. Lyons

For more than five years there has not been a single man seriously hurt on the Southern Division, then in rapid succession two men received serious injuries. The first one was Johnny Dees who in some unaccountable way received a fractured skull while at work on a Pusher Motor. And then Brakeman S. Paul fell under a car at Graham Yard and suffered the loss of his left leg.

Here are two fine young men, both game, both smiling, both taking their injuries in a wonderful spirit, lying on their backs in the California Lutheran Hospital, both of them wondering what the future holds in store. We know they will go on smiling through, as they are doing now despite physical handicaps, despite conditions and setbacks. They are going to battle their way through this hard old life. Gameness sticks out all over both of them.

Give them a visit. You can call on them any day or night in the week.

"Whit" Harris has a holy horror of motor cops; every time his train is forced to stop "Whit" wants to go back and cut all the crossings.

While working 911, George Preece is working off the poundage. George is just a shadow of his old self, but boy, how good he looks.

We saw Lyle Foord recently and he looks wonderful. Speaking of gameness, show us a man that has gone through the battle more gamely than that fellow has.

"Pig" Winters is out for the entertaining job at Lake Arrowhead P. E. Camp. If the help of the boys who work with "Pig" means anything, he has the job sewed up.

The return of Charlie Munroe and Jake Jacot from Long Beach was noted during the past month. Never mind, it's always darkest before the dawn.

To Assistant Trainmaster Tommy Holyoke—Here's hopes for a rapid recovery and your quick return to the job.

To Harry Conklin—thanks. May you go through life with the good advice that you gave to the writer and to Frank Girard. A friendship near the rocks is better understood now. Here's to all our fraternal organizations.



**OCEAN PARK CARHOUSE**

E. M. Daniels

A number of Trainmen from Ocean Park Car House have taken their vacations this month. W. A. Walker is spending a month in the northeastern states visiting New York, Connecticut and Massachusetts. Walker flew his airplane and reported having a fine trip. W. A. Connally, "one eye", is spending his vacation in the Lone Star State; Tooker, Greenly and Wilcox left for a trip north to visit Northern Canada and Alaska; O. I. Townsend, "grand old man" of the Western Division, is spending a month in Alabama, Louisiana and Florida.

Mr. and Mrs. R. C. Lowe are very proud of their newly arrived granddaughter, who, born on her mother's birthday, April 1, is an eight and one-half pound baby. She was christened Ada Claire Schenck.

Mr. and Mrs. V. Connall became the proud parents of an 8½-pound baby girl on April 22.

The Bowling Team of Ocean Park, after an exciting evening, won the Bay District bowling championship of the minor league. At the beginning of the evening Ocean Park was one game behind the Bell Telephone Company team. The Telephone Company lost two games to the Bay Laundry, while Ocean Park beat the O. P. Throssels four straight games. The boys received gold medals and are proud to wear them. Whisner, Koepfer, Dopler, Webb, Knecht and Frasier composed the team.

The golf bug is out again at Ocean Park. Doyle, Light, Rocco and Whisner are chasing the golf balls around Venice Pier on the amateur.

The Ocean Park Trainmen will greatly miss Glen Hatt, Motorman, who recently left service. He was our big support at the Club and Trainmen's meetings. He was panhandler for the ball team and bowling team. He will be well remembered by the boys.

Ocean Park Trainmen's ball team have had some big scores this month. Hill Street lost a 16 to 0 game to O. P. Trainmen which decided a three-game series between the two teams.

The Union Central Warehouse from Los Angeles was the second victim by a score of 22 to 2.

Ocean Park Trainmen lost the third game of the month to the hard-hitting Los Angeles Commercial Club by a score of 26 to 16. This did not discourage the boys for the Commercial Club is rated as one of the best in Southern California Association.



**7th ST. WAREHOUSE**

Daniel Sanchez

It was a great shock to the many friends of Stevedore, William Collett to hear of his sudden death last month. Our sincere sympathy is extended to William's bereaved family. The body was shipped to Salt Lake City for burial.

Believe it or not but J. Hamilton, our Sealer, took his vacation the early part of May and looks and acts like a new man. What's the recipe, John?

A number of our boys are looking forward to the opening of our Camp at Arrowhead. Please take your turn and don't crowd.

Juan Martinez, one of our Head Checkers, reports Arizona very fine,—that is for the few days that he was there on his vacation. He visited his mother who is ill.

We use this opportunity once more to say "Hello" to our good friends who are unable to get around: J. Walker, Ed. Gilmore, John Roy and Fred Stack. Cheer up, boys.



Tony LaFoya, Checker, met with an accident when the automobile he was riding in collided with another machine. Tony received a black eye.

John Zemmer, Trucker, can be found between Oklahoma City and Chicago. He's taking in lots of territory on his vacation.



### NORTHERN DIVISION Eastern Lines

Ruth Thompson

John W. Tate, ticket clerk at Upland, was married on April 5th. Congratulations.

Conductor C. T. Nolan, who was on leave of absence for sixty days, has returned to his freight run.

Motorman F. C. Westphal bid in run No. 34 on the Riverside-Arlington Line but doesn't plan to Move to Riverside until after school is out.

We are glad to welcome Motorman Thompson from Macy Street, who bid in Run No. 36.

Motorman G. W. Woodbury is filling run No. 75 out of Pomona for a few days.

Ex-Conductor R. L. Patterson has returned from Philadelphia and intends to make California his home hereafter as he doesn't relish the winters in the East. They usually come back to California.

Motorman R. A. Shaw is vacationing at present.

Dispatcher Lou M. Hatch, R. L. Patterson and Motorman L. G. Wilson went on a fishing trip to Newport on April 29th. A good time was had by all, even the fish, which didn't bother about biting.

Work has been commenced on the overhead crossing at Muscat on the San Bernardino Line.

Conductor A. C. Bowles and Motorman S. C. Harris are back on their old runs on the Highland bus and are welcomed by their patrons.

The packing houses at Highland, Sunkist and Crown Jewel have finished packing navals for this season.

### HILL ST. STATION

W. H. Jenkinson



Motorman H. J. Casford, of the extra list, is sporting a new Marquette Six.

A cigar box has been placed at the Terminal Foreman's office for the purpose of Trainmen to put all old tin foil in they may gather. Let's fill it up, boys. It's for a worthy cause.

Switchman W. L. Blakely in the Subway was off several days sick. Motorman R. B. McDougal of Glendale filled his place.

Conductor R. E. Milnes and family journeyed to Mt. Lowe recently.

Motorman L. L. Manning of Redondo and Motorman H. J. Casford of the extra list are motoring to San Francisco.

Motorman S. C. Perry has taken a 30-day leave of absence. He is motoring through Northern California.

C. L. Settle, Motor Coach Operator of Glendale and Conductor R. G. Groom of the Hollywood Line have taken an additional 18-day leave with their regular vacation.

Conductors J. C. and L. E. Hawley have taken a 30-day leave in which time they will motor through Northern California and Oregon.

The following men have taken their annual vacations: Conductors—J. W. Howard, Echo Park Line; T. H. Richter, Hollywood Boulevard Line; V. J. Clark, Extra List; W. H. Griffith, Extra List; O. D. Hansen, Hollywood Boulevard Line; R. A. Buck, Glendale Line; W. L. Smith, Extra List; W. H. Jenkinson, San Fernando Valley Line; Motormen—C. H. Johnson, Redondo Line; V. Murray, Glendale Line; A. W. Senior, Extra List.

Motorman R. A. Fields of the San Fernando Line made a fast trip to Kansas on his vacation.

Conductor A. E. Stowe took an additional 18-day leave with his regular vacation. He is visiting what is known as the "Land of Zion," Salt Lake City.



### MECHANICAL DEPT.

Carleton B. Bell

I often wondered if the aristocratic sounding "Stuart" were not a misnomer as a first name for Stuart Dwight Johnson. NO, it is not. He has explained in detail that his life's ambition in the way of a hobby is to grow orchids in his own orchid house. He would be satisfied to start with only twenty-five or thirty plants. Of course, Lincoln got to be President so it is possible for Stuart to realize his ambition, too, but it would be easier if his last name was Rockefeller or Vanderbilt. Some of his friends claim to believe he said "Orphans" and not "Orchids".

Jake Groskopf is a changed man these days. He has a happy twinkle in his eye, although he is very short of sleep. It looks like Jake is working fast. He had better not make any more false moves though like the other night when he had her out and promised to take her to a swell restaurant for dinner. He hunted for that swell French restaurant for two hours till she was so hungry that he had to stop at the next place and it turned out to be Chinese.

We are especially sorry to lose one of the most popular characters of this column, Loyd T. "Red" or "Rajah" Adkins. He recently resigned to return to his former position with the Fox Film Co. While in the P. E. Family "Rajah" was everybody's friend and active in all sports and other family activities. We wish him the best of luck in his new position.

Harold "Whitehope" Lynn has an exceptional cause for worry. The other morning early one of the twins fell out of bed and was injured, necessitating a trip to the hospital. The worry comes from his not knowing which of the twins was hurt. Glad to say the injured twin is all O.K. now.

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

No one ever suspected Horace Hunt of being either an artist or a joker. However, he sprung this one on us in the office the other day—"You did not know I could draw, did you? Well, I can, and the other day I drew a picture of a hen that everybody thought was a perfect likeness. In fact, it was so perfect that when it was thrown into the waste basket it laid there." Now, you can judge for yourself.

Just discovered that the watchmen were a little offended at the news item concerning the morning they had to get to the station as best they could in the rain. I said they walked and they want it understood that they ran, all the way. They believe that is more than any other similar bunch of men of the same aggregate age can do.

Ralph Howe is back from his trip east. Most of the month was spent with his brother in University City, just outside of St. Louis. He also visited in Springfield, Ill., and other cities. He had lots of snow most of the time but enjoyed it for a change. He has had no trouble with his eyes since returning, evidently he viewed no more bathing beauty parades. Also his wife was with him this time.

Bill Walmsley is a successful rounder-up of

stray bees. During the last week he has hived four such swarms and soon must be known as an Apiarist.

Bill Husbands is up to his old tricks again—trading guns. The many deals concerned this time are too complicated for me to follow, but they wind up with Bill having enough money to buy himself one brand new Remington automatic rifle. This makes only about six guns for Bill.



### SOUTHERN DIVISION

William Kaplan

George "Muddy" Waters, laughing in the face of the hard times bugaboo, was married last month. And George was always such a bashful looking boy.

W. H. Otto is being considered as likely presidential timber by the Sheik's Club. Otto is famous for the nonchalant way he wears his size 52 trousers.

Switchman Walker, Motorman P. J. McCormack, and Conductor Cornwell, have announced their intention of forming a newspapermen's club. All others interested in the newspaper line are requested to hand in their names to any of the above three.

Conductor E. Willett announces the arrival of a 9½-pound baby girl at his home.

K. F. Burke has returned to the passenger service after an absence of one and one-half years devoted to the system bonding car. He was greeted with a rousing cheer.

On a dark night last month G. Nisber was seen walking home barefooted. Obviously spring is here.

The change in runs was unusually marked on the Southern Division in April. Following the shake-up on the Long Beach local lines and the removal of bonding and mail cars, a natural uneasiness is felt by all subjects to the ever imminent bump.

G. B. Dossey has bid in run 224. It will be three o'clock in the morning now for Dossey.

F. T. Steele bid in the famous run 86 on Long Beach. This job always did take a man of iron, anyhow.

Amid loud groans, K. J. "Big Whiskers" Bordelon bid in run 174 off freight. The mourners were many indeed.



### SHERMAN TERMINAL

E. D. Arthur

Mrs. Annie B. King wishes to thank car house employees at West Hollywood for their kindness and generosity during her recent illness.

Paul T. Jenson, Electrician, has left the service and is now employed by Warner Brothers' Studios in their recording department.

Mrs. Clara Painter recently underwent another operation at the California Lutheran Hospital for past injuries of several years' standing.

Born to Mr. and Mrs. V. E. Connell of Ocean Park an eight-pound baby boy. Mother and baby are at the California Lutheran Hospital and are reported doing nicely.

One of our Western Division Conductors complains that the telephone boxes that are placed on poles are entirely too high. However, we discovered that the reason for this Conductor's complaint was due to his attempt at calling the Dispatcher from one of the Wig-Wag boxes. His key failed to unlock the box.

We are just in receipt of delayed news to



the effect that a big, bouncing boy was left at the home of Jack Hand, Garage Foreman, some six weeks ago. The stork delivering this fine boy evidently hailed from Scotland, as Papa Hand has to date not been credited with passing the cigars commemorating this event.



**MACY ST. TERMINAL**

D. B. Van Fleet

Sad indeed was the shock to his fellow Macy Street employees upon hearing of the sudden passing away of Flagman J. W. Foote, on the afternoon of April 7th. Sincerest sympathy is extended to the bereaved family.

The recent revision of the seniority rule as to junior freight men, restored their former passenger rights to Brakeman J. R. Houseman, A. Jensen, E. G. Johnson and H. H. Taylor, who will now take up the regular duties of passenger conductors.

Conductor H. C. Thornton, South Pasadena Line, is enjoying an extended trip to Washington, D. C., to pay a visit to his parents and a sister whom he has not seen for several years.

Freight Conductor J. P. Coy, State Street, is spending his vacation as a true follower of Isaak Walton should and is somewhere in San Gabriel Canyon, in his old fishing territory, holding a vision of bettering the record he established two or three years ago, when he caught the largest trout in that canyon in over ten years.

Ocean fishing is also getting its share of attention from Macy Street Trainmen, Conductor E. L. Smith being especially lucky in landing a ten pound sea bass. However, several other Trainmen are hot on the trail to better his catch.

Day after day, Conductor J. E. Bush will come into Terminal and inquire, "Where's Hoyle?" or Conductor T. V. Hoyle will wish to know, "Where's Bush?" The reason for this attentiveness is their mutual interest in radio telephony and radio telephony, taken up as a hobby while off duty. Both Trainmen have successfully passed examinations necessary and have obtained their amateur operator licenses. Conductor Bush's call letters are W6CYV, while Hoyle's are W6AVS. Though the pair are limited in sending to certain wave lengths they can still converse widely. One feature that the two operators are entitled to participate in is the cooperative service of the American Radio Relay League, the value of which is in relaying messages from some distant station that is unable to get in touch with a certain station that may be in radio contact with the intermediate station. Also, personal messages to some individual in the locality where a station is located can also be relayed by the operator at the receiving station using the ordinary telephone to finally dispatch the call.

The following are on vacation: L. I. Brown, Switchtender, Fishing, Northern California; J. P. Coy, Freight Conductor, Fishing, Mountains; C. R. Diehl, Conductor, Home, Sea Fishing; C. A. Keller, Conductor, Motoring to Texas; I. E. Nicholson, Conductor, Home, San Diego and Tia Juana; W. E. Thompson, Motorman, Southern California points.

**Notice**

Fellow Trainmen: When introduced to the girl friend, be sure to note her name carefully, otherwise you may be misled and somewhat embarrassed as I was with "Kitty".

"MAC".

Just notice who is representing Macy Street in the Pacific Coast Bowling Congress to be held this month. Motorman W. H. Potter with the high average of 164 per game for the season just passed, and Conductor C. H. Miller with an average of 161, are known as the Booster Team and will compete with the best on the coast in that class (160 to 170).



**Tender Spot?**

Boy, 9, bitten by dog on weekend.—White Plains (N. Y.) paper.

"Terrible links, caddy, terrible."  
"Sorry, sir, these ain't links—you got off them an hour ago."

**Sure!**

"Sir, I wonder if you'd help a girl in trouble?"  
"Sure, what sort of trouble do you want to get into?"

Stranded Motorist—Say, do you know anything about automobiles?  
Suburbanite—Sure! That's why I ride the street cars.

**Without Sauce**

Rastus—"Ef yo' says anything ter me Ah'll make yo' eat yo' words, man."  
Exodus—"Chicken dumplings, hot biscuits, and watermelon."

**Figuratively Speaking**

Small Boy—"What is college-bred, pop?" ...  
Pop (with son in college)—"They make college bred, my boy, from the flour of youth and the dough of old age."

First Imbiber: "I found (hic) a half dollar."  
Second Inebriate: "Itsh mine, itsh got my name on it."  
"Whatsh your name?"  
"E Pluribus Unum."  
"Yeah, itsh yoursh."

**Naval Reduction**

"And how is your husband getting on with his reducing exercises, Mrs. Nuequids?"  
"You'd be surprised—that battleship 'e 'ad tattooed on 'is chest is now only a row boat!"

Small Boy: "I want some medicine to reduce flesh."  
Druggist: "Anti-fat?"  
Small Boy: "No: uncle!"

She: "You're no gentleman!"  
He: "Well, sister, you're no blonde!"

**By the Light of the Moon**

Teacher—"When was Rome built?"  
Percy—"At night."  
Teacher—"Who told you that?"  
Percy—"You did. You said Rome wasn't built in a day."

**The Buck Passed**

"See here," the Indian inspector declared, "it is a violation of the law now to have more than one wife, and the law must be obeyed. When you get back home you tell all of your wives, except one, that they can no longer look upon you as their husband."  
"You tell 'em," suggested the Indian after a moment's reflection.

**What's This?**

The miracle of Lot's wife turning to salt has nothing on this case. Mr. Wood and Mr. Stone were standing on the corner talking. A pretty girl drove by in a beautiful roadster. She winked.  
Wood turned to Stone, Stone turned to Wood, and they both turned to rubber.

**"How Do You Feel?"**

"Corking," said the bottle.  
"Rotten," said the apple.  
"Punk," said the firecracker.  
"Swell," said the yeast.  
"Fine," came from the judge.  
"First rate," announced the postmaster.  
"Grate," roared the fireplace.  
"Keen," lisped the knife.  
"Grand," boomed the piano.  
"All done up," wailed the shirt.  
"All wet," grumbled the umbrella.

A young doctor, trying to be a little sobby while addressing a mothers' meeting, said: "In all this world there is nothing so sweet as the smile on the face of an upturned child."

**Putting a Kick in Shakespeare**

Teacher—"What did Juliet say when she met Romeo in the balcony?"  
Pupil—"Couldn't you get seats in the orchestra?"

**Yes, But**

Host (grandly)—"Yes, there's no doubt that the radio has come to stay—What is it, Hortense?"  
Hortense—"It's a collector, sir. He says if you don't pay up the installments he'll have to take your radio set back."

Politician to Railroad Superintendent—"Can't you give my friend a job on your railroad?"  
Superintendent—"But he can't speak English."  
Politician—"Well, then, give him a job calling out trains."

**Job for Nurmi**

"Yes, sir," panted the new shepherd, "I got all the sheep in, but I had to run some to get those lambs."  
"Lambs? I have no lambs. Let's see what you got," was the answer.  
Looking into the shed, the astonished owner saw fourteen panting jack-rabbits.

**Not Chili**

Isaak Rosen stepped into the corner grocery store.  
"I vant some pepper," said he to the lady clerk.  
"What kind do you prefer, black or light-colored pepper?" she asked.  
"I don't vant eder kind; I want tissue pepper."

**An Oversight**

Johnny's Ma: "Johnny, there were three pieces of cake in the pantry, and now there is only one. How did that happen?"  
Johnny: "Well, it was so dark in there I didn't see the other piece."

**A Diplomatic Cop**

A gangster boarded a trolley car and refused to pay his fare. At the corner of the street, the conductor signaled a policeman to enter and pointed out the tough individual.  
"That man doesn't want to pay his fare. Will you get him out of this car?" asked the conductor.  
The policeman took one look at the gangster. "I'll pay for him myself, he said."

**Father Doesn't Worry**

Mother's nearly frantic figuring  
What to get for Summer wear;  
Sister's just plumb nuts deciding  
What to buy to match her hair;  
Grandma's set on Deauville sandals,  
Everyone's upset but pa;  
He just gets his feather duster  
And dusts off his last year's straw.

**When They Could Afford It**

The bride tottered up the aisle on the arm of her father, who was wheeled in his arm-chair by three of his great grand-children. She was arrayed in white and carried a big bouquet of white rose-buds; her hair, though gray, was bobbed, and she smiled and nodded to acquaintances.  
The groom was able to walk unaided with the assistance of two handsome mahogany crutches. His head was bald, and his false teeth chattered a little nervously.  
They were the couple who had waited until they could really afford to get married.—  
Among Ourselves.



## **Pacific Electric Employees:**

You, your family and friends are invited to celebrate the opening of our new and large offices at 217 Pacific Electric Building, May 27th, 28th and 29th.

We have a gift for every one attending. Also, for those opening a passbook account of \$10.00 or more, not to be withdrawn for one year, we will credit the first deposit with an additional one dollar.

Offices will be open from 9:00 A.M. to 9:00 P.M. during these three days. All Directors will be present the evening of May 28th.

Cordially Yours,

OFFICERS AND DIRECTORS

of

### **THE RAILWAY MUTUAL BUILDING AND LOAN ASSOCIATION**

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## **Here Comes the Bride!**

The June bride, if she has not already received "the ring," is wondering. Also is she hoping?

Imagine her thrill and pleasure as curious eyes glance at her finger and see the "emblem of constancy" and tribute of affection "he" thoughtfully and lovingly placed there.

We specialize in Blue White Diamonds and guarantee their quality and value. And if you are a P. E. employee, and you wish it, your credit is good.

## **V. A. Corrigan Company**

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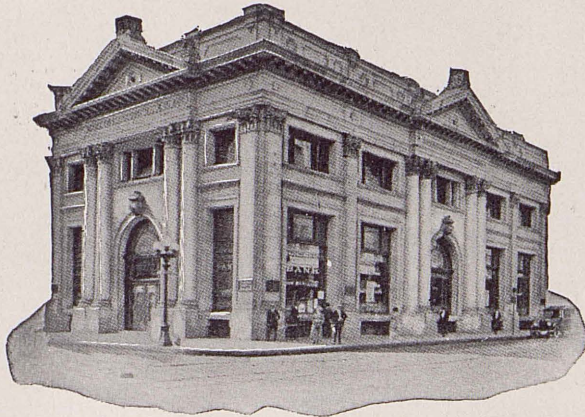
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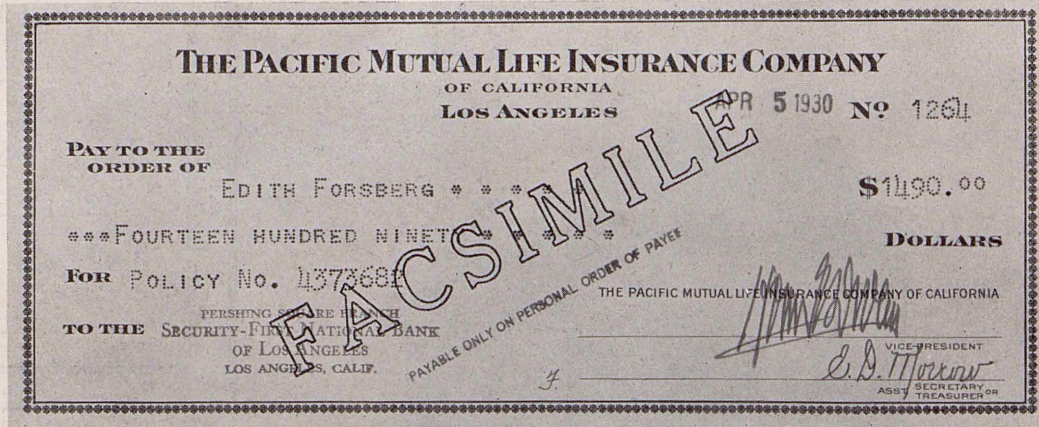
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## POLICY GROWS, BUT COST REMAINS THE SAME

Expecting insurance of \$1,000, due to the death last month of her husband, Erick Forsberg, Motorman, Mrs. Forsberg received \$1490 on account of \$10 per month increase in accidental death benefits.

Facsimile of check received by Mrs. Forsberg. It grew \$490 in 4 years and 1 month.



The premium on the special accident policy written by Pacific Mutual for P. E. employees remains constant, yet its death value increases \$10 per month at no extra cost.

### PACIFIC MUTUAL LIFE INSURANCE CO.

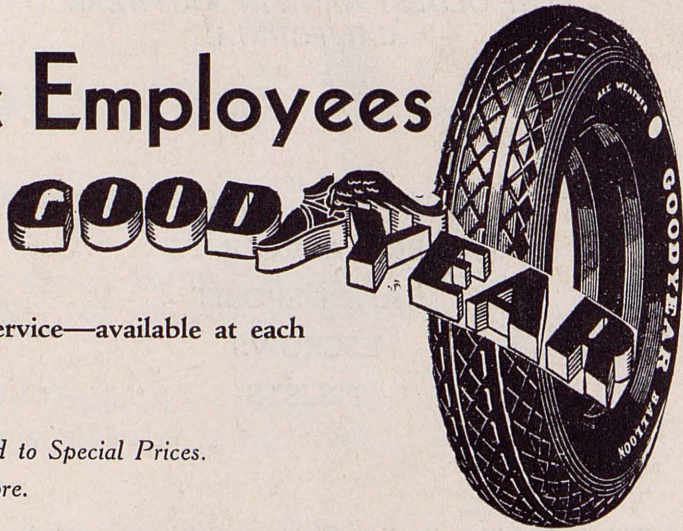
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