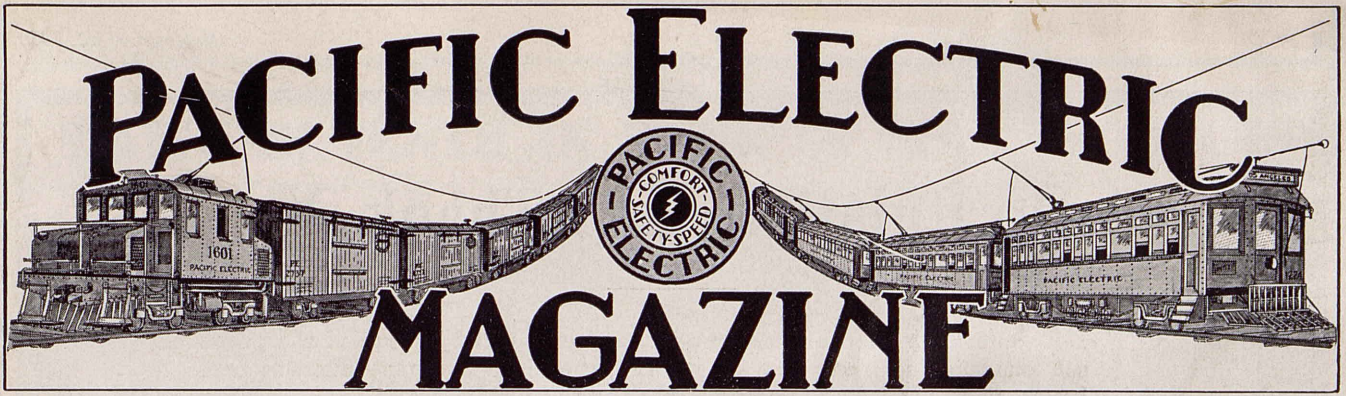


PACIFIC ELECTRIC

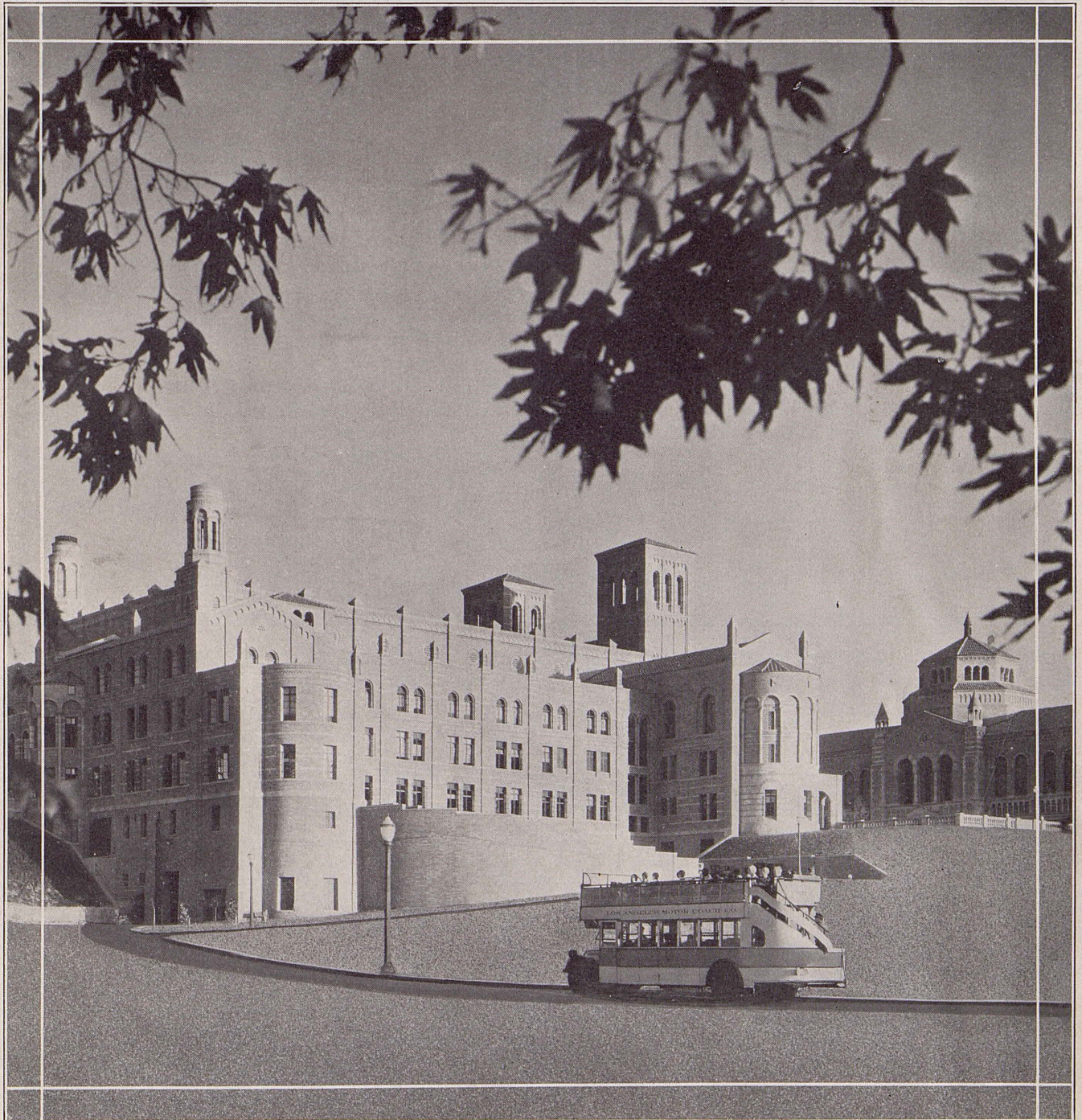


MAGAZINE

Vol. 15

LOS ANGELES, CAL., NOVEMBER 10, 1930

No. 6



Glimpse of University of California at Westwood

Congratulations and Thank You!

THE general election of 1930 is over, and is marked by one of the greatest examples of what may be accomplished in a company such as ours by every employee co-operating in a time of need.

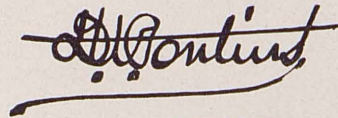
We have had an example of the finest team-work possible in the support of Proposition Number 4 upon the general election ballot, fixing the classification of electric railways and the tax rate upon the gross income of those companies.

Two months ago an appeal was made to the employees of this Company for assistance and all showed a desire to do their individual part. As the campaign got under way more and more came suggestions for effective work and demonstrations of efficient effort from every class of employee of this Company.

There was a more whole-hearted, personal interest manifested in the welfare of our common employment than has been shown in any proposition for many years past. I believe every single employee of this Company feels encouraged and inspired by the result that we have attained and in which each one of us had a part.

Also it is a source of great satisfaction that we had the friendly support of the public, as it is an evidence that our efforts to serve are appreciated and that our problems, when understood, will receive a fair-minded and helpful consideration. We are under very great obligations to the public for its support.

Again, my sincere thanks and congratulations to the employees of the Pacific Electric Railway, who so willingly and effectively contributed of time and effort to the work.



President.

Table of Contents

<i>Walnuts Tenth in Rank of Soil Products</i>	3
<i>Never An Accident, Mt. Lowe Line's Record</i>	5
<i>Play Days Come to Veteran of 38 Years' Service</i>	6
<i>Twelve New Motor Coaches Serve Glendale Patrons</i>	7
<i>Mt. Lowe Bows to Whim of Miniature Golf Addict</i>	8
<i>Time Reduced on Many Lines</i>	9
<i>Editorial</i>	10
<i>Comparison of Accidents During October, 1929, and 1930</i>	11
<i>New President of Woman's Club Brilliantly Feted, By Mrs. Lon Bishop</i>	12
<i>Events of Ten Years Ago</i>	13
<i>Plaudits Great Orchestra's First Public Recital</i>	14
<i>Sports</i>	15
<i>Pacific Electric Club Affairs</i>	16
<i>"What Is Wrong in This Picture?"</i>	17
<i>News of the P. E. Family</i>	18
<i>Jokes</i>	21

WALNUTS TENTH IN RANK OF SOIL PRODUCTS



ALL OF us have admired the stately walnut groves which abound throughout Southern California, and the entire State for that matter. However, few have ever stopped to ponder how extensively the annual yield from this agricultural product contributes to general prosperity.

It will occasion some surprise to learn that the "California" walnut crop yields yearly about \$13,000,000 to orchardists and that as an agricultural product it ranks tenth among other products of our fertile soil.

It will be observed that in the foregoing paragraph reference was made to the "California" walnut. While this State's product is popularly known as the "English" walnut, authorities tell us that this actually is a misnomer, as the walnut has never been grown on a commercial scale in England. It acquired this name because in the early history of commerce the Asiatics used the nut as an article of trade with the Britons. The industry in this State is endeavoring to let the world know that this region is foremost in its production and to spread still further knowledge of the versatility of our farm lands.

Huge Acreage

To the concerted efforts of the California Walnut Growers' Association the consumption of the walnut in the United States has mounted tremendously during the past ten years. To the co-operative activities of this body may be largely attributed the fact that today there are 130,000 acres of California's soil planted to this nutritious and wholesome product.

It is generally accepted that the



Almost human in its ingenious classifying of the quality and grade of walnuts, a newly patented suction machine is used in packing plants. Building is the headquarters of the California Walnut Growers' Association in Los Angeles.

walnut was first planted in California by the Mission Fathers, but it was not until the "gold rush" and the influx of Americans in 1849 that it was planted at all extensively. The first State statistics show that in 1880 the tonnage produced in California was 250 tons.

This season's crop is estimated, for

the entire State, to be about 23,000 or 24,000 tons, which crop can be compared with 32,810 tons for last year and 20,500 tons for 1928.

The above, however, does not tell the whole story, for in addition there will probably be approximately 4,500 tons of walnuts diverted to by-products plants. The reason for such diversion is because of outward blemishes on the shells of the nuts which make them unattractive for sale in the shell.

The harvesting season of walnuts commences the latter part of September, as does also the shipping season. The California Walnut Growers' Association, which is a co-operative organization handling approximately 87 per cent of the State's tonnage, endeavors to ship as many walnuts as possible during the harvest season.

This is done both to get as many walnuts in the channels of consumption as early as possible, and to relieve the congestion which would otherwise result in the forty local packing houses scattered throughout the State. These local packing houses are owned and operated by local associations, which in turn are affiliated with the central organization whose function is that of selling agency. At least one packing house, and sometimes two, are located in each important walnut producing district in the State. The territory served by these packing houses extends from Lake county in the north to San Diego county in the south, and from the coastal regions to the interior valleys, such as San Joaquin and Sacramento.

In harvesting the crop the nuts are

knocked off the trees by long bamboo poles and gathered up in bags. From the grove they are taken to drying yards where they are husked and then cured, either in big trays in the sun, or by walnut dehydrators. The dehydrator is rapidly coming into favor as it will cure the nuts more rapidly and evenly. Curing is necessary as they are very green when first harvested and if packed without being cured, would quickly mold and spoil.

After the nuts are sufficiently cured, they are taken by the grower, if a member of the co-operative association, to a packing house where they are put through a very interesting process. First they pass over a shaker which shakes off little pieces of husk or other foreign matter that may have stuck to them in the grove. They are then run under a patented suction machine, the patent rights of which are owned and controlled by the California Walnut Growers' Association. This is an ingenious machine which lifts out walnuts with partially shriveled or shriveled kernels which from outside appearances look perfect in every way. The heavier walnuts will not respond to the suction and, therefore, continue on to a moving belt where a set of expert sorters pick out those walnuts which may be blemished or from which the husks have not been entirely removed.

This belt then carries the walnuts into bleach drums where they are thoroughly cleansed by chlorine bleach. They are not, however, emerged at any time, merely passing through a mist. From the drums they are carried by moving elevators to the top of the packing house where they are run through immense graders. These graders are 18 feet long and are divided into five sections. Each section represents a specific size grade which insures a uniform pack.

Next the nuts are hand picked by a second set of sorters who eliminate broken nuts, or those which may possibly have escaped the first set of sorters. They are then run into large bins where they stand for a day or so. These bins are so constructed as to allow the walnuts to thoroughly dry from the treatment of bleach mist.

After this process, they are sampled and classified as to quality and then are sacked.

Branding Them

Those walnuts which are packed by the Association and which conform to DIAMOND brand qualifications are branded before being sacked. This branding is accomplished by means of an ingenious machine which imprints the trademark on each individual nut.

The sacked walnuts are then placed on the packing house floor in lots according to size and quality, where they are held pending shipment.

This railway, together with the Southern Pacific, enjoys a considerable volume of walnut traffic, two of the association's packing plants being located on our lines at Des Moines and El Monte. Mr. J. P. Curry, formerly in a responsible post with the Southern Pacific, is Traffic Manager of the association, and to him falls the task

Many Visitory at Camp During Past Month

ATTEendance at the P. E. Camp during the past month was better than expected, according to Club Manager Vickrey.

The average week-end and Sunday attendance ranged from 15 to 20 persons and there was not a single day during the month when two or more cottages or housing accommodations were not occupied.

Typical of the fall weather in the San Bernardino Mountains the days have been ideal, while the nights are extremely cold. Neither rain or snow have yet fallen, which also is not uncommon, although either may be expected any day now.

Special rates and provisions will be provided for the pleasure and comfort of departmental groups who may wish to visit the Camp en masse. Manager Vickrey will be pleased to supply all details upon inquiry.

NEW TYPE ELECTRIC ENGINE INTRODUCED LAST MONTH

The first of two new type electric locomotives, unique in design in that they are to operate from an overhead trolley, or from a self-contained oil engine directly connected to an electric generator, or from storage batteries, has just been shipped from the General Electric plant to the Delaware, Lackawanna & Western Railroad.

In the electric zone the locomotives are to operate from overhead trolley. Outside that zone a 300-horsepower oil engine will drive a 750-volt generator which can be used both to charge the storage battery and to supply power to the traction motors.

Handling a Woman by Electricity

A reader in New Jersey submits the following:

- If she talks too long—Interrupter.
- If she wants to be an angel—Transformer.
- If she is picking your pocket—Detector.
- If she will meet you half way—Receiver.
- If she gets too excited—Controller.
- If she goes up in the air—Condenser.
- If she wants chocolates—Feeder.
- If she sings inharmoniously—Tuner.
- If she is out of town—Telegrapher.
- If she is a poor cook—Discharger.
- If she is too fat—Reducer.
- If she is wrong—Rectifier.
- If she gossips too much—Regulator.
- If she becomes upset—Reverser.

—Hardware Dealer.

of directing the movement of as high as fifty cars daily from widely scattered points during the height of the season.

CENTURY OF RAILROADS

The year 1930 marks the 100th anniversary of the first regularly operated steam railroad in the United States, the Baltimore and Ohio, which in 1830 was only 13 miles long, says the El Segundo Herald. Other construction under way brought the total for the country to 23 miles in that year.

By 1840 the mileage had increased to 2,818 and extensions were made with increasing rapidity during the succeeding years. When the railroad was 50 years old, in 1880, the United States had 93,671 miles.

The ten years between 1880 and 1890 was the greatest period of railroad building. American roads built during that decade totaled 71,983 miles. The greatest railroad mileage was reached in 1916, when 254,251 miles were in operation.

Since 1916, owing to the abandonment of a number of unprofitable short lines, the mileage has been actually reduced, being now about 249,300 miles. At present new construction is almost entirely limited to adding a second, third or even fourth track to existing lines.

One of the most striking developments in railroading has been the increase in the size of locomotives. From a weight of less than five tons, 100 years ago, they have been built larger and larger until today many passenger locomotives weigh 150 tons or more, while those used in freight transportation range as high as 200 tons or more. A few of special types exceed 400 tons.

With the growing competition of the automobile, truck and airplane, it is impossible to predict what the next century of railroading may bring forth. It is safe to predict, however, that for heavy freight transportation the railroad will hold first place for many years to come.

Where the R. R. Dollar Goes

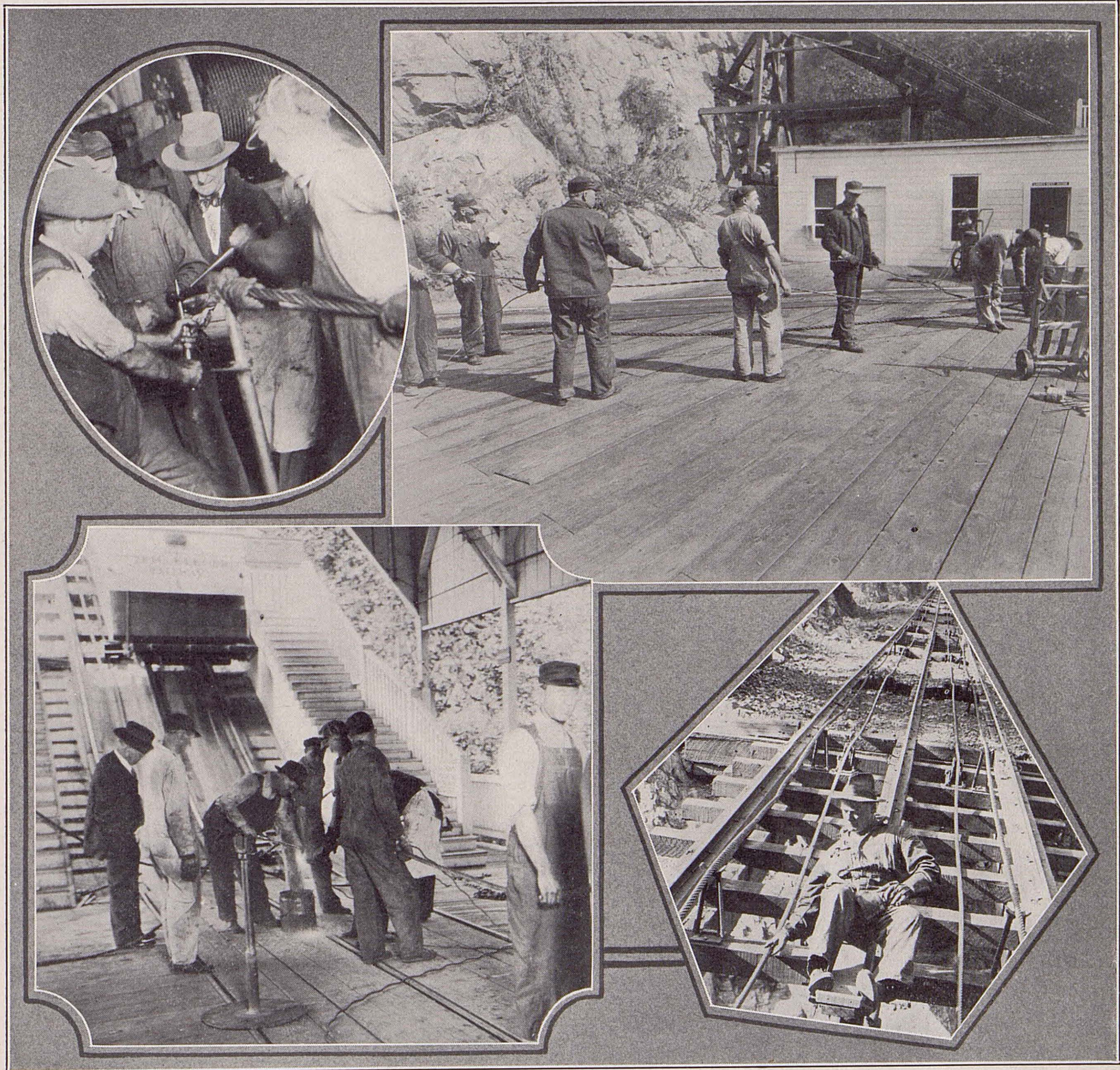
More than 37 per cent of the amount of money the railways spent last year for materials and supplies went for iron and steel products; more than 27 per cent for fuel; over 11 per cent for forest products, and the balance for miscellaneous items, according to figures compiled by the Bureau of Railway Economics. Total expenditures of the railways for materials and supplies in 1929 amounted to \$1,329,535,000.

A news item last month told of some cowboys, performing in a rodeo in the Madison Square Gardens, were bewailing the fact that they couldn't get "cowboy coffee" in the big city. An eager and willing Broadway restaurateur begged for the recipe. This is what one of the ten-gallon hatters told him:

"Add one pound of coffee to two gallons of water, boil two hours. Then drop a horseshoe into the pot. If it sinks the coffee ain't done."

If you want a nasty fall, jump at conclusions.

NEVER AN ACCIDENT MT. LOWE LINE'S RECORD



Three views showing the cutting of former cable and making the 20-foot splice in the new one. Lower right picture shows method of frequent hand inspection. Cables are built to sustain ten times the weight ever put upon them and are of greatest tensile strength produced.

NOT that the life of its predecessor had been exacted, but rather a continuation of the policy of the Company to maintain a large margin of safety so far as our Mt. Lowe line operation is concerned, the huge pulling cable on the incline was replaced last month. Undoubtedly capable of ten years of safe operation, following the practice heretofore adopted, about three years hence will witness the replacement of the huge cable just installed.

Coincident with the cable change last month investigation develops that in 36 years of operation not even a slight mishap or injury to a single one of the 3,600,000 passengers who have visited our Mt. Lowe resort has ever occurred

on either the incline or upon any other portion of the Mt. Lowe railway. Considering the physical conditions encountered in the operation of this line, the foregoing is a record of which we are privileged to boast.

An engineering feat requiring unusual skill and coordination by a trained crew of 20, the new cable was

put into service in 19 hours. J. W. Haughton, Special Engineer, veteran in charge of every cable change since 1909, was again in charge of the picked crew of workmen. I. J. Williams of the Electrical Department made the all-important 20-foot cable splice, a task he has performed for some 20 years.

The cable on this skyward incline, which at one location registers 62 degrees, is 3,000 feet in length, weighs six tons, is one and one quarter inch in diameter and is known as "plow steel." It has the reputation of possessing the greatest tensile strength of any strand steel known to engineering science. It is built to sustain 100 ton loads, but is never called upon to carry in excess of

ten tons. After removal from our incline these cables are often used on other mountain inclines carrying freight.

The critical moment in this cable replacement occurs when pulling the new cable into position. The speed of the incline machinery must coincide with the speed of the power reel taking in the old cable. The entire length of the incline is under observation and a system of signals between observers quickly halts procedure or corrects any condition that should not exist.

In addition to changing cables long before the life of them have been taken, weekly and semi-monthly inspection and tests of safety devices are made. Eternal vigilance is the watchword.

The following Mechanical and Electrical Department employees were assigned to assist in making the cable change: J. W. Houghton, I. J. Williams, Jos. Hardesty, Wm. Blackmur, John Gibson, Wm. Schenk, Guy Woolley, Albert J. Hodgetts, John M. Plymale, Louis Zezula, Guy H. Fess, Peter M. Brown, Fred Studer, Wm. E. Schaller, Marcus J. Edwards, Chas. H. Dyer and John Borland.

WHO HAS RIGHT OF WAY AT CROSSING INTERSECTIONS?

Arguments so frequently arise between motorists at intersections over who has the right-of-way that the Automobile Club last month issued a statement intended to clarify as to "who's who" and why at two intersecting streets. Both from a safety and legal standpoint it is well to be intimately acquainted with existing rulings on this question. The Club's statement follows:

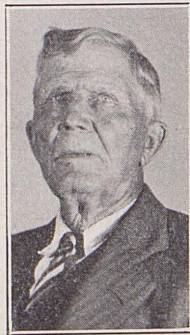
"When approaching an intersection the driver of the vehicle must yield the right of way to another vehicle which has already entered the intersection. If two vehicles enter an intersection at the same time, the driver of the vehicle on the left shall yield the right of way to the driver on the right.

"When approaching an intersection, intending to turn left, you should yield the right of way to any vehicle approaching from the opposite direction which is within the intersection or so close thereto as to present an immediate hazard. When you have permitted this vehicle to pass and after having given the proper signal you may then proceed to make your left turn and other vehicles approaching the intersection from the opposite direction shall yield to the driver making the left turn.

"When approaching a street or highway marked by arterial or boulevard stop signs you must bring your automobile to a complete stop. You shall then yield the right of way to other vehicles within the intersection or approaching so closely from the left as to present an immediate hazard. After having so yielded, however, you may proceed across the boulevard and all other vehicles approaching the intersection from the left or right shall

Play Days Come to Veteran of 38 Years Service

WITH 38 years of honorable, faithful service behind him and the well-wishes of his many comrades and friends within our organization, Jas. G. Clark, Foreman, B. & B., retired from active service on October 1st. The words "retired from active service" are



Jim Clark

used advisedly—anyone knowing "Jim" well knows he is not the "retiring" kind, and also there are many years yet left him in which he will give "active service" to his own personal interest.

Starting humbly in the young nineties Jim's early work was largely in constructing small pioneer electric railways of this district. His ability and acumen in time demonstrated itself and soon he was in supervisory positions. Later maintenance work fell to his lot, the field of endeavor which he has followed, to the complete satisfaction of his superiors, for many years. Upon his retirement on October 1st he was Foreman of the Northern Division, B. & B., with State St. Yard headquarters.

A hard worker on the job, Jim knows how to play. He is an inveterate fisherman and when noses are counted on such outings and rabbit drives conducted by the Rod & Gun Club only an emergency job on the line would account for his absence.

Jim has always been active in everything that contributed to the pleasure and good of others. He served several terms as an Executive Committeeman of the Club and also on the same body of the Rod & Gun Club, a position he now holds. He served many years as Chairman of the Refreshment Committee at our annual picnics.

The foregoing is a rather sketchy and weak attempt to extol the work and many virtues of Jim Clark. We missed seeing him when he came to the office at our call to get a detailed story of his railroad service. What has been said is what those who know him have told. Coming from one who has known him since the early days, what better could be said of any man than the words of S. H. Anderson, Supt. of Power and Equipment:

"Anything good or complimentary that you can say about Jim Clark will be true."

Is it any wonder that Jim counts his friends by the hundreds, and that hundreds sincerely wish him long years of life and happiness?

yield to the vehicle proceeding across. "When entering a public highway from a private road or drive, you shall yield the right of way to all vehicles approaching on the public highway."

PROSPERITY NOT TO BE LONG DELAYED, SAYS MR. SHOUP

A nation is on trial during the period of its greatest prosperity, but its real strength is brought forth by adversity. It is good for us to walk awhile instead of being given a ride." The foregoing and other pointed remarks dealing with the present economic situation were made by Paul Shoup, President of the Southern Pacific Company in an address before the Illinois Chamber of Commerce last month. The tenor of this authority's discourse was to the effect that no great alarm need be felt but that our country would soon overcome conditions that have contributed to the present situation. Continuing, Mr. Shoup said:

"I have an idea that this question of business depression is more of an individual matter than we fully realize. It becomes quite general when too many of us, in addition to having a rainbow around our shoulders put the ends in our pockets and believe that fortunes are attached thereto.

"The processes of adjustment are under way and when they are concluded we will be on our way onward and upward, just as this country has continued to climb decade by decade almost since it was established. Charts of 1907 and 1908 and of 1920, 1921 and 1922 show that while in the period of depression a month in one year may show a great drop in business from the corresponding month of the preceding year, almost invariably the same month in the following year shows an increase in business.

"In no other period of reaction have we been so well equipped to meet the troubles incident thereto as we are now.

SIX DEATHS IN OCTOBER

October's death toll among our employee ranks was unusually large, six of our fellow workers having been taken by the Grim Reaper last month. Sincere sympathy of the entire Pacific Electric family is extended to those whose homes were saddened by the loss of their loved ones.

Those who passed away were: James C. Murphy, Engineer, Mechanical Department; George F. Weber, Retired Watchman; Leo Fleck, Car Repairer, Mechanical Department; William G. Reep, Conductor, Northern Division; Daniel J. Cotter, Clerk, Terminal Freight, and Patricio Flores, Laborer, Engineering Department.

Approximately \$15,000 was paid to beneficiaries of the deceased, all of whom, with one exception, carried both group and Mortuary insurance. This is the largest sum paid since January of this year, when more than \$20,000 was paid to eight beneficiaries.

Thirty-two employees are now receiving an aggregate of \$2,137.60 monthly benefits under the total and permanent disability clause, one additional claim having been granted during the month.

EXTEND RADIO ADVERTISING

News of further broadening of our radio advertising activities comes with the announcement last month that in the future our programs will be broadcast two days weekly over KHJ, instead of one, as heretofore. From 5 to 5:30 p.m. each Tuesday and Friday the public is now receiving information and entertainment over this popular station.

Beginning last month well known speakers from various communities throughout Southern California have been given an opportunity to exploit their "home town." In each instance the speaker has been a known authority and has given listeners information which is both interesting and worthwhile. These programs will continue for some time to come, interspersed with vocal and musical numbers by prominent artists. Seymour Hastings, veteran local announcer, continues to direct the programs in an able manner.

Our broadcasts continue over KFI from 12:30 to 1 p.m. and over KGER from 2:45 to 3:15 p.m. each Tuesday and Friday.

P. E. MASONIC CLUB PROGRAM

The annual Pacific Electric Masonic Club dinner and reunion will be held at the Pacific Electric Club this year, thus differing from previous practice of holding the affair at some prominent hotel or club.

While it was tentatively arranged to hold the dinner Wednesday, November 19, it is now found that owing to a number of conflicting events scheduled for the same evening that the date of December 3 would be more satisfactory.

A special bulletin with full details will be mailed to all members.

Twelve New Motor Coaches Serve Glendale Patrons

IT WOULD be putting it mildly indeed to say that our Glendale patrons are pleased with the twelve new motor coaches which our Company supplied and put into service on local lines in Glendale on Sunday, October 12. From the press, city officials and public have come many voiced expressions of pleasure and appreciation for them.

And, too, these commendations are well earned for seldom will be found a city possessing of more modern, comfortable and altogether pleasing units of local transportation. Sturdy, fleet and safe of operation, they embody all the new and desirable qualities that coach manufacturers are now building into their products.

The twelve new units cost approximately \$90,000, and replace entirely the former coaches employed in the Glendale local service. By reason of their large horsepower motors, giving faster acceleration, and improved braking, the service has been speeded up considerably.

Contributing both to the comfort of passengers and also aiding faster service, a rear exit arrangement is one of the outstanding improvements of the new coach units. This exit plan makes possible the simultaneous loading and unloading of passengers. Upon coming to a stop the operator puts into service a treadle step in the rear of the coach, which, when stepped upon by a passenger, opens the rear door. Safety is assured by the fact that this door can be opened only when the coach has come to a complete stop.

Seating 24 passengers each, the seating arrangement is designed to give the utmost of leg room and comfort to

passengers. Seats are of Spanish leather and deeply upholstered, and with improved air cushioned shock absorbers and highly flexible springs, makes riding rival the comfort of the pleasure automobile. The coaches are of pleasing design, somewhat similar to a street car in contour, and have exceptionally low steps. They are painted gray and red and trimmed in ivory.

The new vehicles are known as the Twin Coach and were manufactured in Kent, Ohio. Upon arrival in Los Angeles they were sent to the Torrance shops for general inspection and installation of registering devices.

PURSE FOUND AND RETURNED

If you are going to lose something, lose it within eye-shot of Pacific Electric Building elevator operators.

The fact that the foregoing is good advice is verified by another act of honesty early last month by one of these workers who have their "ups and downs."

A young lady who possessed more money than good memory left a purse containing \$50 in a telephone booth near the elevator entrances in the lobby of the building. John A. Hoffman, Operator, saw it, took care of it and told the Starter to send the loser to him to re-possess it. (Lost and Found Dept. closed at the time.)

A few minutes later a frantic young lady looked up Mr. Hoffman, received her purse intact and rewarded him for his honesty. Hoffman will be remembered as the young fellow who won a recent billiard tournament.

Several other instances of losses and return to owners involving smaller sums, but none the less honest or noteworthy, stand to the credit of P. E. Building elevator operators.



About \$90,000 worth of new motor coaches, seen in the picture, last month were put into our Glendale local service. City and civic officials joined with our executives in initiation proceedings. Patrons have been liberal in their praise of the twelve fine new coach units.

Twelve Million Dollar S. P. Bridge Put in Service

TWENTY-TWO thousand tons of steel, fabricated into the West's most gigantic structure and flung for a distance of a mile and an eighth across Suisun bay, 30 miles northeast of San Francisco, are now in their final position, the Southern Pacific has announced.

After 18 months of record construction on the entire project, the last of the great girders going into the vast super-structure of the span have been riveted in place and on November 1 formal dedication of the bridge to public service was made by Southern Pacific Company, its builders.

Completion of the super-structure was marked early last month when the last permanent deck span, ending its service as a floating falsework from which the remainder of the bridge was erected, was floated into position at the north end of the span, touching the shore of Solano county.

The task signalized virtual finish of the \$12,000,000 job that has been under way since April, 1929, when engineers first launched into the amazing feat of sinking 10 great concrete piers into the bottom of the bay as the foundation for the structure.

Erection of the bridge itself signalizes elimination of the last physical barrier in transcontinental railroad travel by making possible retirement of the historic train ferries, Solano and Contra Costa, which for many years have been a fascinating though tedious phase of such travel.

A resultant saving of from 25 to 30 minutes on passenger train schedules and from two to four hours on the handling of freight trains will be among the important features of public service effected by the bridge.

The bridge lies across Suisun bay, in the upper reaches of San Francisco bay near the confluence of the Sacramento and San Joaquin rivers, approximately a mile east of the present train-ferrying point, and was officially named by United States Senator Samuel M. Shortridge of California as the Martinez-Benicia bridge, honoring the two communities at either end.

Seven main through truss spans, each 526 feet long; a 328-foot lift span, the largest in the world, and two deck spans, are included in the huge structure. The largest of the 10 great concrete piers upon which it rests are 206 feet in height from bedrock to rail level, the equivalent of a 20-story building, and have bases 40 by 60 feet.

The famous old "C. P. Huntington," No. 1 engine of the Central Pacific Railroad, parent organization of Southern Pacific, led the first train across the bridge November 1, under its own steam. Completion of the structure was marked by a celebration at Martinez in which many northern California cities participated.

You cannot build a reputation on the things you are going to do.

Mt. Lowe Bows to Whim of Miniature Golf Addict

THE highest miniature golf course in the world!

Unquestionably our Mt. Lowe resort may claim the above distinction following the completion last month of a 14-hole peewee golf links located upon the former picnic grounds directly in front of the Tavern. Extremely picturesque, due to its natural surroundings, the innovation has won instant approval from the large number of visitors who have tried their skill upon it.

The construction of this course is of an entirely different nature than the usual one, heavy snow-fall and rains making it impossible to use the felt surface generally employed. A four-inch concrete base was first laid which later was surfaced with a combination of ground mineral sand and gravel in such quantities as to withstand a heavy rain without material damage. A system of drainage will run off surplus water and after a rain the course will quickly be ready to use. In the case of snow, however, the course will become hors de combat.



Tavern Manager Clark is experiencing one unlooked for difficulty in the operation of the course. Whether they resent the intrusion upon their playground, or are under the impression that golf balls will make a nice tidbit this winter when food is not so plentiful, the squirrels which infest the neighborhood make daily raids upon the course and scamper away with balls. Several dozen balls have already succumbed in this manner. Anyone knowing some good strong cuss words in the squirrel language will please apply to Mr. Clark.

How and Why of Time Zones

The time of day governs almost every act of our lives, yet surprisingly few of us know the history of recording time, how or why time differs in various parts of the globe, nor how precision is maintained. In the accompanying paragraphs L. H. Appel, Asst. Superintendent of Power, reveals some interesting and informative data upon the subject of time.

NO CLOCK has ever been invented which will keep the right time as compared with the starfields of the heavens which constitute the true master clock. But with what we might term, the secondary master clocks at

the Greenwich Observatory functioning with an accuracy within a hundredth of a second a day, there need be little concern.

The problem of measuring time has been of the utmost and prime importance since the earliest civilization of man and we would find it difficult to imagine the state of human society without adequate and standard methods of keeping time.

However, a somewhat analogous situation did exist in the United States prior to 1883. There was no established standard time as we now understand it, and while the railroads, of necessity, beginning as early as 1870, gradually adopted a system specifying definite points at which changes of one hour should be made, the system was not official and was not to be for nearly 50 years.

Standard time has been defined "as time based upon a certain definite meridian that is adopted by law or usage as the time meridian for a more or less wide extent of country, in place of the various meridians upon which local mean time is based."

An international congress held in Washington in 1864 to consider the matter of a world standard of time, divided the world into zones, each covering 15 degrees of longitude in width, with the meridian passing through the Royal Observatory at Greenwich, England, chosen as the zero meridian from which all time should be reckoned. The United States, however, did not adopt the system until November 14, 1883, and then only on the initiative of the American Railway Association. The system was not legalized until the enactment of the Standard Time Act, March 19, 1918.

The United States is divided into four standard time zones, each approximately 15 degrees of longitude in width. These time zones are designated as Eastern, Central, Mountain and Pacific and the time in these zones is reckoned from the 75th, 90th, 105th and 120th meridians west of Greenwich, respectively, the time for adjacent zones differing by one hour. There is a fifth zone which includes only Alaska on the one-hundredth and fiftieth degree.

These meridians pass through the approximate centers of their respective zones and the time for each zone would be that of the meridian.

As will be noted, however, from an inspection of a map showing the standard time zone boundaries, the division lines are not straight, but largely follow the railroads and pass through important cities and junction points.

The spread of radio and other means of rapid communication makes evident the great importance of the international time zone system.

The Rail-Splitter's Philosophy

I do the very best I know how—the very best I can; and I mean to keep doing so until the end. If the end brings me out all right, what is said against me won't amount to anything; if the end brings me out wrong, ten thousand angels swearing I was right would make no difference.

COMMEND TRAINMEN FOR AID TO YOUNG LADY PATRON

An observing newspaper reporter wrote the following complimentary item in the Los Angeles Express last month concerning courtesy of Trainmen in waiting a moment for a young girl who regularly rode upon a certain train:

"Trainmen on one of the Santa Monica 'high boys' know how easily jobs are periled by continued tardiness and have shown a solicitude to one of its regular passengers that has won them many friends.

On Serrano avenue, as punctual as clockwork, there stands a slip of a girl waiting the early tram. For years she has never varied her schedule.

"One day last week she did not appear on the corner as the car drew up. The motorman pulled the bell cord with a vigor, and awaited her arrival. Sure enough she came scampering down the street.

"This morning it again happened and she drew a 'scolding' for her lateness. The admiration of the other passengers aroused, everyone took in the proceedings goodnaturedly. What's a few seconds if a girl's job can be saved in the bargain?

"When asked their names the crew demurred, saying, 'We don't want any credit for it; any of the others would do the same thing.'

"'Raleigh of the rails,' someone called them and it threatens to stick."

Speeding the Guest

Motorman: "Is there any speed law here?"

Native: "Naw, you fellers can't get through here any too fast for us."

Time Reduced on Many Lines

Saving Ranges From One to Six Minutes Over Previous Schedules. Other New Schedules

THE forerunner of many others to follow, new schedules on several of our major lines calling for reduced running time, were put into effect on Saturday, November 1. The saving in travel time to our patrons ranges from one to six minutes and in view of the universal wish for greater speed, the new schedules undoubtedly will do much to further popularize our service.

The Long Beach line, with a reduced running time ranging from two to six minutes, was the outstanding beneficiary of this month's schedule changes. Running close seconds were the San Pedro via Dominguez and the Santa Ana lines with schedules calling for two to four and two to five minutes less running time, respectively, than in previous schedules. All of the changes on these lines affected both peak hour and off peak hour trains and even Limiteds are among the trains which have been speeded up.

The Redondo Beach via both Gardena and Hawthorne schedules were decreased by from two to five minutes, these reductions, however, being confined to off-peak hour trains. One minute reductions will be made in the running times of all Newport-Balboa trains.

The Santa Monica Bay district also profits by revision of schedules. The Santa Monica via Brentwood line time has been curtailed from four to six

minutes. Similarly the Santa Monica Blvd. line showed a schedule calling for reductions which range from two to eight minutes. All of the time reductions on the Santa Monica Bay district lines are on trains during mid-day and evening hours.

In practically every instance the terminal leaving times of trains have remained undisturbed, so as to avoid confusion to patrons.

How Accomplished

"We are making a thorough study of every time-saving possibility on all of the lines of our system," Mr. Pontius announced in public statement last month. "Many factors enter into the savings that have been made upon the several lines that have already been surveyed. Intensive supervision, improved braking by Trainmen and new relays on many cars for faster acceleration, together with large yearly expenditures for several years past for heavier rails, better roadbed, new substations, twelve major grade separations during the past five years and other operating facility improvements all combined have contributed to the time saving we are pleased to announce to our patrons."

Officials of the several departments who are making the present survey to increase speeds on the various lines meet at frequent intervals and discuss the time saving possibilities of each line. The present effort is the most intensive one yet made to bring about reduced running time and before the study is completed it is expected that service on practically every line on the system will have been speeded up to a very material extent.

ELECTRIC RAILWAYS ADD TO THEIR BUS OPERATIONS

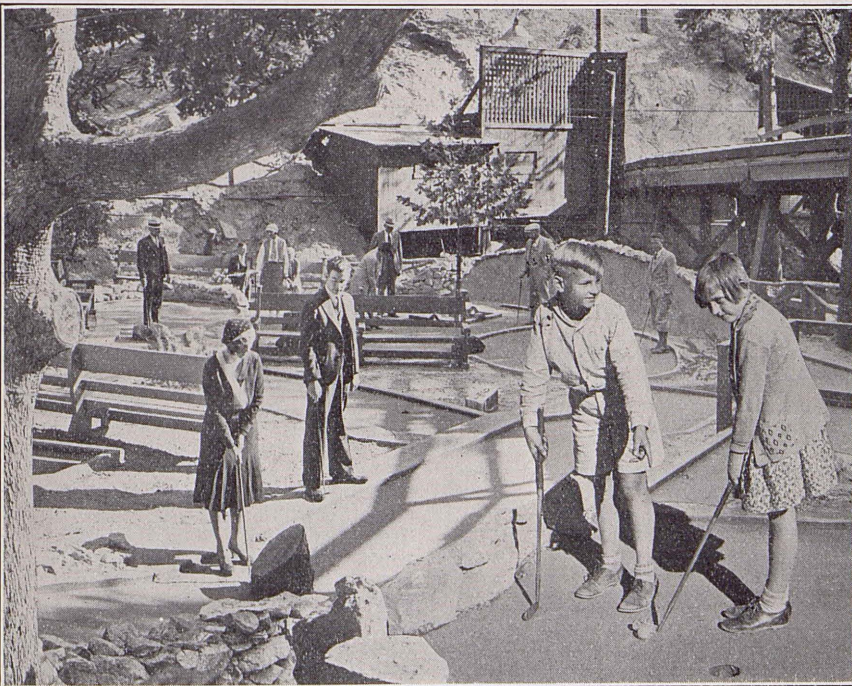
Street railway companies are steadily extending the use of motor buses either to supplant unprofitable electric car lines or to act as feeders to existing car lines. Not only are companies which have been operating buses increasing the use of this vehicle, but also more electric companies are operating buses today than ever before.

On April 1, 1930, 380 electric railways were operating a total of 12,819 motor buses over approximately 23,900 miles of route.

Sixty-six companies, operating 647 motor buses over 2,262 miles of route, have substituted buses entirely for electric cars.

The judge admonished the prisoner thus: "I cannot conceive of a meaner, more cowardly act than yours. You left your wife. Do you realize that you are a deserter?"

Prisoner: "Well, judge, if you knew dat lady as well as I does, you sure wouldn't call me no deserter. I'se a refugee."



Visitors to Mt. Lowe evidently are pleased with the miniature golf course completed last month. It is located directly in front of the Tavern amid scenic surroundings that lend zest and pleasure.

THE PACIFIC ELECTRIC MAGAZINE

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

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

Vol. 15, No. 6 November 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.
- W. H. Jenkinson Hill St. Station
- 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.
- H. Hall Agent
- A. E. Dendy Elec. Dept.
- Mrs. Lon Bishop Woman's Club
- Margaret Maitland Engr. Dept.
- Max Schuring Trans. Dept.

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

CONGRATULATIONS!

No small part of the splendid victory which was won by the electric railways for a readjustment of their tax rate early this month may be attributed to the whole-hearted and loyal efforts of Pacific Electric employees. Our management recognizes and appreciates this fact, as is evidenced by Mr. Pontius' statement appearing on page 2.

A Fine Victory

If we but ponder a moment we can readily see the full significance of this victory. While the monetary reduction in our tax rate is considerable and very much worthwhile, the friendly attitude of the public is much more so, in that it clearly denotes that the great mass of our citizens recognize the value of the electric railway and the worthy service it performs. In this age when all are burdened with heavy tax loads it is both reassuring and comforting that great electric railway corporations can seek and gain tax relief on a plea to voters based upon their sense of justice and fairness. It signifies both the fair mindedness of the the people and the fact that they recognize the usefulness of the service we render.

To those of us engaged in the electric railway field of endeavor, this victory is consoling. It means that we will be better able to serve the public; that those who furnish the capital to make improvements possible will do so with greater confidence and willingness. The campaign has educated many heretofore not appreciating the value of electric railways; legislators will view more broadly and kindly our problems. All of these will improve our service, permit and make possible expansion, which in turn means more responsibilities, more positions and a broader field for those of us who earn our livelihood from the industry.

Mr. Pontius' often repeated statement that "the Southern California of the future will need the Pacific Electric Railway more than it has in the past" is not an idle claim. We can look forward with confidence and the assurance that "good times are coming."

Promotion is not a matter of luck to the lucky fellow, it is a reward for pluck to the plucky fellow.—Nepeco Bulletin.

Don't give anyone a piece of your mind; you need it yourself.

Magic Square Twister

A MAGIC square is a square divided into smaller squares; each containing a term of a series of numbers. Further, the sums of the numbers in any horizontal, vertical and diagonal line are the same.

There are magic squares without end, as with crossword puzzles, simple and otherwise. Let us try an easy one. Incidentally the construction of magic squares is an amusement of great antiquity and also had mysterious properties ascribed to them.

Here is a block of 16 squares with numbers 1, 4, 13 and 16 inserted as indicated. Complete the square so that the sum of every horizontal, vertical and diagonal column will add up to 34.

The solution will appear in next month's magazine.

1			4
13			16

Nothing worthwhile is ever cheap or easy to get.

ANSWERS TO ERROGRAMS!

The obvious errors in the physical make-up of the car are as follows:

Three windows are shown open in front car, whereas there are no means of opening these windows.

Car steps on second car are missing. Both cars are numbered 1200.

Motorman shown at control in center instead of to right of car.

There are no double windows in 1200 class equipment.

Cross bars of fenders run horizontally instead of vertically; also not of proper design.

Two different types of control bases on front car.

X1100 on train indicator should read X1200.

Coupler on front end of car not shown.

Trolley wire rope should be fastened closer to trolley wheel.

Rules violated are as follows:

Telephone booth door open—Rule 149.

Baggage piled too close to tracks—Rule 254.

Out-of-service sign displayed instead of proper destination sign—Rule. 180.

JAPAN BANS GRADE CROSSING ACCIDENTS SUITS IN COURT

While American railroads continue the expenditure of millions of dollars annually on safety devices and educational work to prevent grade crossing accidents, the supreme court of Japan has approached a solution of the problem from an altogether different angle.

"In the future," it is reported in a recent issue of the Japan Advertiser, published in Tokio, "the motorist who races trains to crossings will do so at his own risk. His heirs will have no claim on any railway company, public or private, if his temerity sends him on a journey he had not expected to take so immediately.

"The new ruling," the article continues, "is a recognition of the fact that this is an age of speed and that the country will be benefited more by faster train schedules than by preserving the lives of idiots who race trains to crossings.

"This is rather a cruel view of the situation," said J. H. Newman, Claims Attorney for the Southern Pacific Company in calling attention to the findings of the Japanese high tribunal, "but it will probably have the effect of cutting down grade crossing accidents materially.

"In the United States the careless motorist, if he survives a crash with a train, too often disclaims all responsibility for the accident in spite of Stop, Look and Listen warnings, wiggles, alarm bells, crossing gates and human watchmen. More and more, railroads are being compelled to protect their interests and property by filing damage suits against autoists who drive into their trains or cause crossing accidents by failing to observe the simplest rules of caution."

SEVEN DONORS GIVE LIBRARY MANY VALUABLE BOOKS

The most recent additions to our rapidly growing Club Library are 27 volumes contributed by seven donors. The books for the major portion are fiction, but there are also reference volumes covering history, science and religion.

On behalf of its members, the Club expresses appreciation to the following persons for their generous gifts:

Mrs. Wm. A. McAllister, wife of Wm. A. McAllister, Motorman, Western Div.—Dear Enemy, The Little Shepherd of Kingdom Come, The Ne'er-Do-Well, So Big, Short Story Classics, History of England, Pride and Prejudice, With Christ and America at Work.

Grace Winterberg, daughter of J. C. Winterberg, Agent, Bellflower—Mary Lee the Red Cross Girl, Mary Lee at Washington, Camp Fire Girls in the Country, Camp Fire Girls Trip up the River, Moni the Goat Boy, Aesop's Fables, Black Beauty, The King of the Golden River, and The Runaway Smalls.

H. A. Crocker, Westinghouse Airbrake Co.—New Text Book of Geology, The Last Trail, Whispering Sage, The Plains of Abraham, Tide of Empire, The Gun Sue, and Old Wives for New.

William J. Watherly, Jr., son of W. J. Watherly, Engineering Dept.—The White Flag, Harry Vane, The Virginian, Corporal Cameron, The Millionaire Baby, and The Silver Horde.

Edsel Martin, son of L. A. Martin, Motorman, Southern Div.—The Boy Allies With Flying Squadron, The Wolf Trail, and Jack of the Pony Express.

George M. Ott, Conductor, Northern Div.—Whispering Smith.

Edna J. Tilley, Information Bureau—Oil.

It isn't what you know that counts, but what you can do with what you know.

NEW P. E. CAMP FOLDER

A new Pacific Electric Camp Folder, descriptive of the winter season at our mountain resort under the recently inaugurated "Open-All-Year" plan of operation, is just off the press. Secure one of these attractive folders and read it carefully so that you will know what to expect when you visit the Camp during the winter season.

Pacific Electric Camp Folders—Winter Schedule—may be secured from the office to which you report or at the Pacific Electric Club Office, 299 P. E. Building. Please ask for one.

AMERICAN BATTLESHIPS

At the present the United States Navy has only four battleships which are less than 10 years old, the California and Maryland commissioned in 1921, and the Colorado and West Virginia commissioned in 1923. By next year only the last two will be in the 10-year age limit, which is considered the period of first line service.

The great ships Lexington and Saratoga, each 888 feet long, were originally intended to be battle cruisers, but under the terms of the Washington naval conference were converted into aircraft carriers and commissioned as such in 1927. Each can carry 40 combat planes and 32 bombing planes.

Owing to differences of opinion regarding the value of battleships in modern warfare, it is probable that few, if any, of these vessels will be built in the future. Costing from twenty-five million dollars up, a battleship or battle cruiser represents a lot of money—too much, many think, to put into one fighting unit.

"Quitters never win—winners never quit."

Today is the only day in all the centuries that have passed, or in all the centuries to come—the only day that you can call your own.

'Big Red Cars' Win Wit's Approval for Commuting

By Max Schuring

WHY don't you drive downtown? Being a commuter you have this question fired at you hundreds of times. For answer, let's invite your questioner on two imaginary trips, the first one by auto and the second by interurban car, and have him judge for himself. Hang on, we're off!

One Way

You back your car out of drive-way or parking space and get cussed fluently, if not expertly, by someone who thought you might run over him.

Drive two or three blocks, stop signal at the corner is against you. Run along another block or so and a large truck and trailer forces you to a snail's pace. Too much traffic coming the other way to give you a chance to pass.

After about ten minutes you have an opportunity to get around the "Juggernaut," but barely escape having your fender removed. It does not take any deep study of lip-reading to know that neither the truck driver nor the driver of the car that missed getting your fender, think very much of your driving, your face, your ancestry, or relatives.

You move on again for a short forward pass and some lady driving ahead of you pokes out her arm and starts wiggling and twisting it in the approved Salome dancer fashion. Your hair, if any, stands up straight and a cold chill runs up and down your spine. You don't know whether she wants to turn right, left, stop, loop the loop, barrel roll, or back up. Finally you realize she was just waving at a friend or shaking the ashes off her cigarette. You wipe the cold beads of perspiration from your brow and pass the little d. . d. darling.

Hoping to make up lost time you step on the gas, and a uniformed city tag-salesman draws up alongside and

Comparison of Accidents During October 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	5	1	8	6	15	10	5 Inc. — 50.00%
At Railroad Crossings other than Company's	0	0	0	0	0	0	0	0	Same
Between Cars of Company	3	2	1	2	2	2	6	6	Same
With Vehicles and Animals	88	122	52	88	145	171	285	381	96 Dec. — 25.20%
Derailments	1	2	0	3	1	4	2	9	7 Dec. — 77.77%
Equipment	2	2	1	2	2	4	5	8	3 Dec. — 37.50%
Boarding Cars	3	8	2	2	7	10	12	20	8 Dec. — 40.00%
Injuries on Cars (not in collision)	3	3	0	6	8	9	11	18	7 Dec. — 38.89%
Alighting from Cars	5	10	4	10	10	14	19	34	15 Dec. — 44.12%
Falling from Cars (not purposely alighting)	0	0	0	0	0	1	0	1	1 Dec. — 100.00%
Doors, Gates and Guard-Rails	0	1	1	1	8	9	9	11	2 Dec. — 18.18%
Ejections and Disturbances	0	0	0	1	1	4	1	5	4 Dec. — 80.00%
Miscellaneous	0	4	7	3	3	9	10	16	6 Dec. — 37.50%
Total	107	157	73	119	195	243	375	519	144 Dec. — 27.75%
Employees	2	3	2	5	2	1	6	9	3 Dec. — 33.33%
Total Car Accidents	109	160	75	124	197	244	381	528	147 Dec. — 27.84%
Motor Coach Accidents	5	21	0	2	26	20	31	43	12 Dec. — 27.91%
Total Passenger Accidents	114	181	75	126	223	264	412	571	159 Dec. — 27.85%
Freight Accidents	8	6	12	26	12	6	32	38	6 Dec. — 15.79%
Total All Accidents	122	187	87	152	235	270	444	609	165 Dec. — 27.09%
	65 Decrease		65 Decrease		35 Decrease		165 Decrease		

motions you to the curb. A lengthy and interesting, but one-sided dialogue follows. It starts with: "Wherein hell do ye think ye're goin'?" and ends with those famous last words: "Yeah, tell that to the Judge," and you are on your way again. Your motor sputters after another 50-yard gain and after driving up to a service station, you come to the conclusion that somebody has swiped your gas, while your car was parked.

Off again. More stop signals, heavy traffic, road hogs, "alone-in-the-world" truck drivers, streets under repair, streets needing repair, detours, jaywalkers, sleepwalkers, Johnny Walkers, in- and outbound profanity, stray dogs, school zones, playing kids and preying cops, with that pinch-hungry look in their eyes . . . Then maybe a flat tire and wasting 20 minutes hunting for a place to park, somewhere within a radius of six miles of where you really want to go . . . and . . . Boy . . . you're . . . all . . . in . . .

The Better Way

You board your interurban car and select the seat you want, either with the smokers and flappers, or with the antis and aunties . . .

Ding, ding . . . you're on your way and before long you hear the conductor's "have your fares ready, please." With a smiley "Thank you" he pockets your dough or your ticket and in return presents you with a colored rain-check, punched to indicate your destination, and to remind the Conductor not to accept any more of your money, no matter how well you enjoy the trip.

After he's gone on to the next victim, you make yourself more comfortable and start tuning in on some of the conversations within earshot. The lady in the seat behind you is telling her girl friend about her shopping and unwraps one of her many bundles to show a bargain she picked up downtown. Aroused by her enthusiasm you risk a hasty glance back over your left shoulder and . . . blushing start fumbling for a newspaper some thoughtful earlier customer has left on the seat. Darn your curiosity . . .

Across the aisle a couple of fellows are discussing raisins, yeast, sugar, etc., and immediately your detective instinct tells you that they must be wholesale grocery men.

The car comes to a stop at some corner and about a half dozen people start getting on. Last in line is a nervous lady with a basket of laundry. Afraid that she'll get left, she shouts: "Wait a minute, Conductor, till I put my clothes on" . . . and all the male passengers stretch their necks, till you can hear their vertebrae crack.

And so it goes, until you reach your destination. Entertainment by the mile, no traffic-signals to grieve over, no worry, no gas—or other expenses, no nervous strain.

You sit down and read your paper in comfort, unless you prefer to watch the crowds, the traffic or the landscape, arrive on schedule, keep your sweet disposition and save money besides.

Do I want to drive downtown?

NEW PRESIDENT OF WOMAN'S CLUB BRILLIANTLY FETED

By Mrs. Lon Bishop, Correspondent

The President's luncheon given on October 9 marked the official opening of another year for the Pacific Electric Woman's Club. The Club cafeteria was filled to capacity, over two hundred ladies being served.

It was a fine tribute to the new President, Mrs. George Miles. Members and friends from Riverside, San Bernardino and Pomona were grouped at their own tables and enlivened the hour with songs and yells.

Torrance, with thirty-seven live wires, easily won the silver cup offered for the largest attendance, and all but "stole the show" with their P. E. electric train, which actually ran up and down the table.

At the President's table seated with Mrs. Miles were six visiting Presidents and one District Legislative Chairman of Federated Clubs, each responding with words of praise for our own and the parent organization. One speaker made special mention of the splendid,

Heck, no . . . Give me one of those cheap monthly passes, whereby I can take advantage of the free parking space at the interurban station. I'M CURED.

efficient Trainmen met with on her daily travels. The gorgeous basket on "her" table was the gift of Mrs. Oriva.

A reception followed in the ballroom, where friends of the new leader "said it with flowers" literally.

Seated amidst a veritable bower of blooms, she presented a very beautiful and happy picture and as the words of "The Rosary," "The hours I spent with thee, dear heart," came softly from the lips of a life-long friend, Mrs. Aspinall, the finishing touch was placed on a picture that could well be called perfect.

Remember the date of the night card party has been changed to the first Monday of the month.

It is hoped that the members will support these parties, bearing in mind that if we want to keep up our charities, have our entertainments with refreshments, we must have money.

The afternoon card party held on October 16 added quite a few dollars to the strong box—Mrs. M. T. Spencer and Mrs. Caseldine winning at bridge; Mrs. Rublo and Mrs. McKee scoring high in 500.

On account of Thanksgiving one club meeting will be held in November. Mrs. Willings will be guest speaker; subject, "Fraternity of Women."

Afternoon card party held on November 20, bridge, 500 and bunko.



When our Woman's Club inaugurates a new President they "say it with flowers," some thirty odd floral pieces having been presented as a token of good will, congratulations, or perhaps sympathy, for the new executive officer.

(Left to right) front row—Mrs. W. E. Ruppel, Third Vice President; Mrs. W. A. Bishop, Second Vice President and Chairman Entertainment Committee; Mrs. J. B. Green, Junior Past President; Mrs. G. B. Miles, President; and Mrs. F. E. Geibel, First Vice President.

Second row—Mrs. G. J. Curtis, Treasurer; Mrs. A. C. Smith, Recording Secretary; Mrs. E. O. Straub, Hospitality Committee Chairman; and Mrs. H. E. Huestis, Card Party Committee Chairman.

Back row—Mrs. H. Womersley, Music Committee Chairman; Mrs. W. G. White, Refreshment Committee Chairman; Mrs. E. D. Rand, Hospital Committee Chairman; Mrs. John Jackson, Auditor; and Mrs. L. E. Murphy, Card Party Committee Treasurer.

October 23 the first real business meeting of the year with committee reports, speakers and a delightful musical program, proved a busy one. Mr. Thomas spoke briefly on Proposition Number 4.

Mr. Van Norman, representing the Bureau of Power and Light, made a short talk of interest to all voters.

Pacific Electric Art Pabst of radio fame delighted the ladies with his characteristic entertainment, giving several request numbers. Mrs. Womersley's trio played during the afternoon and with her soloist, Mrs. Schier, gave the members a real treat.

Watch your dates for next month.

URGE SANE USE OF HEATERS

Commendably seeking to avoid the loss of life experienced each winter due to the public not following sane and fundamental precautions incident to gas heating appliances, A. B. Weeks, Heating and Ventilating Engineer of the City Building Department, had made public some "don'ts and do's" which if followed by all will avoid needless fatalities.

"Each year there occur a number of deaths which could easily have been averted had the owners or occupants of the building observed a few elementary rules of safety in the use of gas appliances," Weeks states. "Before the heating season starts have a competent gas man examine the gas piping and valves on the premises to be sure that there are no leaks."

Here are some of Mr. Weeks' admonishments:

Discard gas hose which you used last year to connect the heater to gas outlet on wall.

In buying new hose select the best available.

Do not use longer lengths than are absolutely necessary.

Never try to patch gas hose if it leaks.

Have some competent person see that gas heaters are in working order and that no parts are missing. All loose bolts and screws should be tightened; burners cleaned and valves properly adjusted.

All clay radiants which have been broken should be thrown away and new radiants installed.

Do not expect a very small heater to warm a large room. A heater can burn only a certain amount of gas, depending upon its size and capacity. If more gas is forced through the burner than it is designed for, the gas will be only partially burned and quantities of carbon monoxide gas will be given off.

How Brooklyn Goes to Shop

In a recent traffic survey conducted by the department stores of Brooklyn, all shoppers were asked, "How did you reach the store?" The replies are quite interesting and were as follows:

Long Island R. R.....	1.5%
Walked	4.8%
Automobiles	8.4%
Street cars—elev. and subway..	85.3%



TEN years ago the Magazine chronicled the passing of Dave Roberts, brother of Norman Roberts, and one of the most popular employees of the Pacific Electric for many years prior to that time. The memory of Dave is still pleasant.

Two promotions in the Company's organization stand out prominently in the Magazine issue of November, 1920, one being that of C. Thorburn, promoted from General Storekeeper to Purchasing Agent. The other was the appointment of C. C. Fenimore, who for sometime had been serving as Chief Clerk in the Purchasing Department, and prior thereto as a member of the Accounting Department, to the position of General Storekeeper.

Ten years ago Trainmaster Billy Rich, now one of our honored retired pioneers, was a very busy individual as a member of the San Pedro-Cabrillo Day reception committee. Billy is still on the receiving line for any function worth while at San Pedro, and long may he continue to function.

Ten years ago this month marked the passing of the famous Long Wharf at old Port Los Angeles (Santa Monica). Only the old-timers will remember this famous structure that stretched for over a mile into the sea from the Palisades north of Santa Monica. It was built by the Southern Pacific many years previously and was the terminus of our present air line. Today it is only a memory.

Ten years ago this month two of our famous fast trains—the Angel City Flyer and the Citrus Belt Limited, went into service on the San Bernardino Line, and since that time have been two very popular trains of the system.

Willis M. Brooks and L. A. Woods purchased lots in Torrance ten years ago and began construction of their new homes under the Pacific Electric plan. Willis is still a prominent citizen of our industrial city and active in all its community affairs. We believe, however, that Mr. Woods has changed his residence since that day ten years ago.

Ten years ago our Magazine contained an item with reference to the opening of Ye Alpine Tavern, Mt. Lowe, 25 years previously; that is 10 years ago this month when the Evening Express contained this item, reprinted from an issue 25 years before that time:

"Prof. T. S. C. Lowe has written to the Chamber of Commerce inviting

AS IT WAS 25 YEARS AGO

Perhaps no better illustration of the growth of this district and the development of the automobile could be obtained than may be gleaned from the statement below which appeared in the Los Angeles Evening Express of October 14th, 1905, the same being reproduced in that paper last month under its interesting column "twenty-five years ago."

"Days of the speedway are past. Automobiling has become a business. The horseless wagon is no longer a novelty and it has taken its place in the list of necessary vehicles of the world.' Such is the statement of Frank E. Hartigan, one of the best known auto men in the city. He continued: 'What we need are good roads between important business points. We need at least one good road to the beach and we also need a good road to Pasadena. We need, in addition, good routes to Riverside, San Bernardino and other points of importance near by. . . . I do not believe we need speed ordinances on the county roads. As a usual thing persons will not drive faster than is comfortable. We have found that for a small machine 15 miles an hour is the natural speed, and for the larger machines 20 miles an hour is preferable. . . . A horse vehicle should be given the right-of-way always, for the reason an automobile is more easily controlled.

Sunset boulevard and Western or Vermont avenues, it has been suggested, would make an ideal speedway route, forming a remarkably fine circuit from the Plaza to Ascot Park, and a good one for a fine evening drive.

Says Taxis Should Be Regulated

Taxicabs are responsible for a tremendous waste of street space in New York, according to an official report just made by Mayor Walker's Commission on Taxicabs.

The most striking statement of the exhaustive report, which was the result of several months investigation, was that 56 per cent of the total mileage of the city's 19,500 cabs is given over to cruising. Only 44 per cent is devoted to the actual carrying of passengers. Chaotic financial conditions in the taxi industry are partly the result of this situation. The fact that 10,000 separate owners possess the 19,500 cabs also is a contributing factor.

Recommendation is made that the taxicab business be turned into a "full-fledged public utility" with proper organization and public control. The report points out that in Philadelphia, Kansas City and Grand Rapids coordinated taxicab and rapid transit service has worked out admirably.

that body to become his guests at the dedication of 'Ye Alpine Tavern,' which is nearing completion near the summit of Mount Lowe. The trolley line to the tavern is completed and Professor Lowe asks that a committee of the Chamber be appointed to select the date and make arrangements for the dedication."

Plaudits Greet Orchestra's First Public Recital

IF YOU haven't heard the recently organized P. E. Club Concert Orchestra, a treat and pleasant surprise awaits you.

To be brutally frank some of our previous musical organizations left much to be desired, but with the present organization indications are that we have the nucleus of a splendid concert orchestra. Evidence of the foregoing fact comes with the recitals rendered preceding regular picture shows in the Club Theater. All who heard our orchestra on these two occasions were enthusiastic and loud in their praise.

With Miss C. M. Bronnberg as Director, both the Junior and Senior Orchestras are studying a popular variety of classical numbers, including marches, overtures and the higher type of popular selections. The program played by the combined orchestras on Friday, October 10, and Saturday, October 18, included the following numbers: The Beau Ideal by Sousa, Paramount Overture by Panella, and Down South by Myddleton.

Employees or other members of the Pacific Electric family interested in orchestra work are urged to grasp this opportunity of receiving musical instruction from our most capable orchestra director. The class in Senior Orchestra meets on Monday and Friday from 6:30 to 8:30 p.m., while the

Junior Orchestra convenes each Saturday forenoon from 10 to 12 o'clock.

No less than 37 Pacific Electric employees and their family members are numbered among the enrolled members of our two orchestras, the Junior and Senior. Members derive two direct benefits from their enrollment in these orchestras — further qualification of themselves as musicians and gaining actual concert experience. The following are members of the Senior orchestra and the instruments which they play:

Violin—Leslie Blyth, Ruth Van Fleet, Ruth Smith, Frank Fuerstinger, Simon Garcia, Marguerite De Young, John Batzle, Walter Daniels.

Viola—Leeds M. Chesshir.

Cello—Glen Van Fleet.

Flute—George Malcolm.

Saxophone—P. R. Bedding, Gabriel Cendijas.

Trumpet—Jose Vasquez.

French Horn—E. Waterman.

Trombone—Irving Freeman.

Drum—William Eppstein.

Piano—Jessie M. Kirk, Olivia Zink.

The personnel of the Junior Orchestra and the instruments played are as follows:

Violin—Rosemary Koltz, Eugene Gehrs, Margaret Tighe, Virginia Lane, George Ogg, Jr., Ralph Whitt.

Flute—Billy Smith.

Clarinet—Ralph Cobb, R. C. Miles, Rene Frechey.

Trumpet—Gerald Brown, Eric Chaplin, Ralph Pejso.

Trombone—Harold Redd, Ray Withers.

THREE NEW STUDIES ADDED

Three new courses of study made their appearance on the curriculum of the Pacific Electric School during the last month, two of which are given especially for ladies, Artcraft and Sewing, while the third, Personality in Business, is open to both men and women.

Under the tutorship of Misses Frances Wood and Emma Ueland the Artcraft and Sewing classes are making remarkable progress and already have many creditable samples to display of the type of work being carried on. The Artcraft class meets each Monday from 9:00 A. M. to 3:00 P. M. Students may spend all or any part of this time in class. The sewing class is held on Thursday forenoons from 9:30 to 11:30.

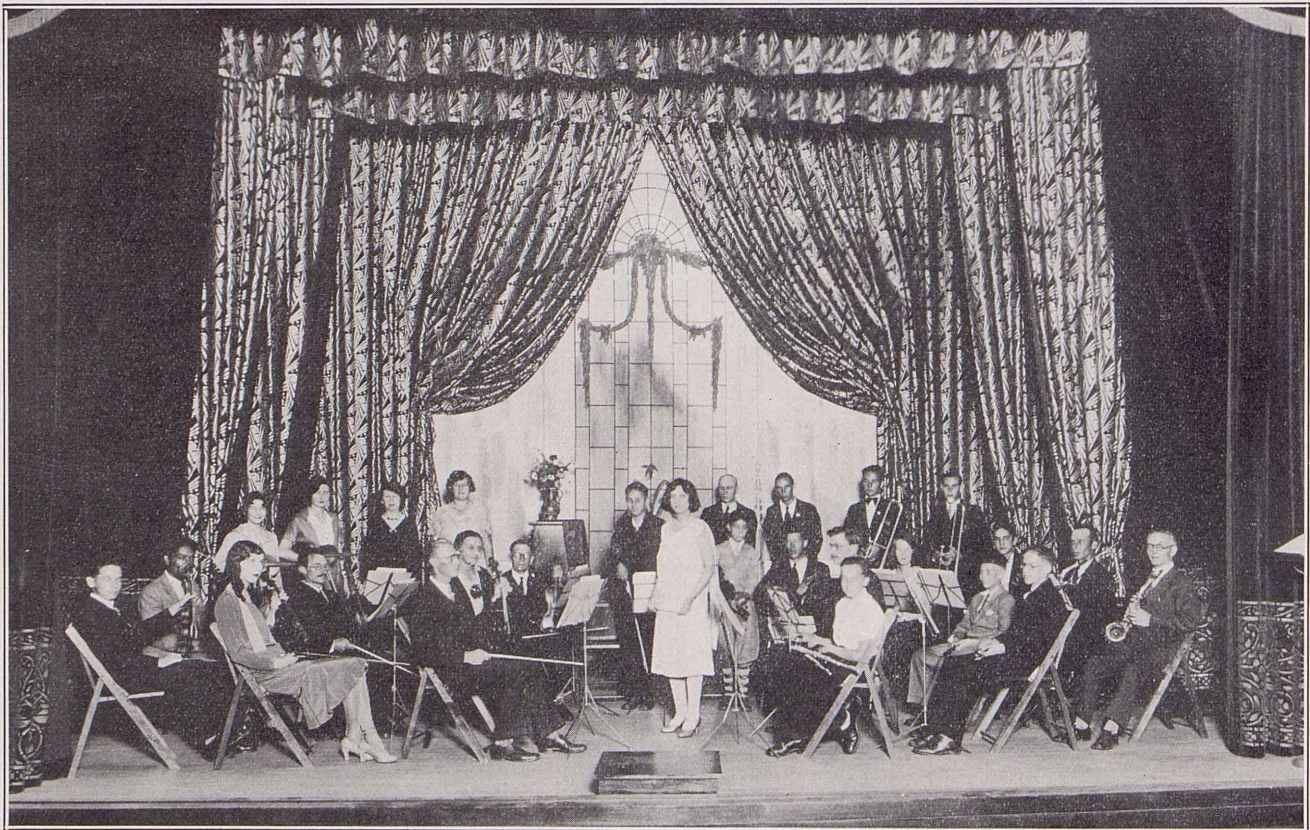
The instructor of the Personality in Business class, Miss Helen L. Ogg, needs no introduction in our ranks, she having been a member of the Pacific Electric School staff of instructors for the past several terms. Her ability as an instructor is well established, as will be vouched for by the large number of students who have attended her classes. The class in Personality in Business is held on Wednesdays from 6:30 to 8:30 P. M.

Employees and members of their families are invited to enroll in these new classes or any of the 23 other courses of study being offered at the Pacific Electric School.

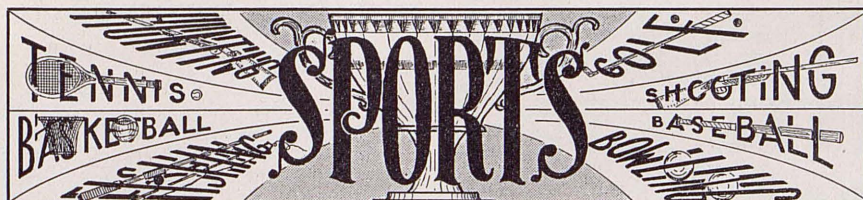
Drum—Jack Quinn.

Piano—Mildred Moss.

Zylophone—Freda Palmer.



Combined Junior and Senior P. E. Club Orchestra in recital last month. Thirty-seven employees and their family members make up the personnel. Under Miss Bronnberg's direction splendid progress is being made.



P. E. Club Team Leads All in Bowling Tournament

By R. M. Cobb

THE first month of the season has passed and the results obtained by the various bowlers have been of such surprising proportions that it has been difficult to predict positions from one week to another.

Dick Prettyman and his "Facisti" have been the most consistent winners and, as a result, lead the big parade today. "Mussolini" Frank Epp joined the ranks of the benedicts and promptly raised his bowling average two points. All single bowlers please note.

The Engineers team composed largely of new bowlers, is in second place with the Electrical Department close behind in third place. Jay Gowanlock is leading in individual average with an average of 181. Covell is in second place with Oliver third. Merchandise orders, awarded for high games, have been won by Cobb, Hasenyager, Oliver, C. R. Henry and George Winslow.

The Southern Division team has the high team series to date, rolling up a score of 2497 which is going to be hard to beat. The black shirt crowd, or the P. E. Club team, has high team game of 918, which is also plenty to shoot at.

The P. E. Club Ladies, after a promising start, have gone into a slump, but present a lineup that is potential dynamite if they can all start to click. However, they can lose as gracefully as they can win and everybody is pulling for them to snap out of their bad spell and start to win again.

The stands as of November 1 follow:

	Won	Lost
P. E. Club	17	3
Engineers	14	6
Electrical Dept.	13	7
South Div.	12	8
Telephone Dept.	11	9
Macy St.	9	11
Roadway Equipment	8	12
Signal Dept.	7	13
Claim Dept.	7	13
P. E. Club Ladies	2	18

BALL GAMES DURING MONTH

Registering two wins and sustaining the same number of defeats, F. L. McCulley's Trainmen's baseball team had an average of 500% for the four games the team played last month. The classic of the month was the game played with Monterey Park, whom our Trainmen defeated by a close score of five to four. The victory was all the more noteworthy in that our boys were pitted against Pitcher Rogers of the Three-

Eye League, who won the pennant in that fast company, also the playoff with the winner of the Central League.

Rogers struck out 15 of the Trainmen, yielding 8 hits at opportune moments. Green, for our boys, was not far behind—12 strike-outs and 9 hits, which he kept widely scattered.

Details of the four games during the month are shown in the tabulation below:

October 12 at Burbank:	R. H.
Technicolor—Pathe Team	8 10
P. E. Trainmen	4 10
Batteries: McKay, P.—Prince, C.; Spencer, Reiber, Green, P.—Garrison, C.	
October 19, Monterey Park:	R. H.
Monterey Park Team	4 9
P. E. Trainmen	5 8
Batteries: Rogers, P.—Blonde, C.; Green, P.—Garrison, C.	
October 26, North Hollywood:	R. H.
San Fernando Police and Firemen Team	1 4
P. E. Trainmen	17 17
Batteries: Chatshire, P.—Burkhead, C.; Green, P.—Houston, C.	
November 2, Alhambra:	R. H.
Alhambra Merchants	9 6
P. E. Trainmen	7 9
Batteries: Suttrill, P.—Greidas, C.; Green, Hill, P.—Houston, C.	

GOLF PLAYERS COMPETE FOR PRIZES OF TOURNAMENT

The first round of our Employees' Golf Tournament, being sponsored by the Pacific Electric Club, was played on Sunday, November 2.

Notwithstanding the warm day some hot scores were registered, Joe Kennedy of Redondo Beach turning in a snappy 77; Phil Tower, also of Redondo Beach, turned in an 82, and with their handicaps they are tied for first honors with net 70's.

A. E. Norrbom of the Freight Department, a newcomer to our golf ranks, netted a 73 for second place, with Earl McCall, Don Houston, M. C. Brucker and Ed. Hodges following in the order named.

Sponsors of the tournament were a little disappointed in not being able to induce more of our employees to join us but we hope for better success when the next Tournament is held. Twelve players were present.

The next 18 holes will be played over the Western Avenue course, play starting at 8:10 a.m., Sunday, November 9. The final play-off will be on Sunday, November 16, probably at Santa Monica Municipal Golf Course.

Friends were conspicuous with their absence last Sunday and we might remind them if they don't care to play, come out and watch the competition if nothing else.

P. E. CLUB BULLETIN

- November 10 to December 10, 1930
- Wednesday, November 12:**
Rod & Gun Club Meeting — 8:00 P. M.
- Thursday, November 13:**
P. E. Woman's Club Meeting in Ballroom of Club—1:30 P. M.
P. E. Club Dance—8:00 P. M.
- Friday, November 14:**
Motion Picture Show—"Christina" with Janet Gaynor and Charles Morton—7:30 P. M.
P. E. Club Bowling League Matches at Jensen's Recreation Center—8:00 P. M.
- Saturday, November 15:**
Motion Picture Show—same as preceding evening—8:00 P. M.
- Sunday, November 16:**
Baseball Games—watch weekly bulletins.
- Thursday, November 20:**
P. E. Woman's Club Social Day—Afternoon Card Party—1:30 P. M.
- Friday, November 21:**
Motion Picture Show—"The Cohens and Kellys in Scotland" with Charlie Murray and George Sidney—7:30 P. M.
Bowling at Jensen's Recreational Center—8:00 P. M.
- Saturday, November 22:**
Motion Picture Show—same as preceding evening—8:00 P. M.
- Sunday, November 23:**
Rod & Gun Club's Annual Rabbit Drive—meet at lumber yard in Lancaster—6:00 A. M.
- Wednesday, November 26:**
Special Thanksgiving Turkey Dinner will be served in Club Cafeteria from 4:30 to 8:30 P. M. 85c per plate.
Thanksgiving Dance in Club Ballroom—8:00 P. M.
- Thursday, November 27:**
Thanksgiving Day—Club open from 10:00 A. M. to 6:00 P. M.
- Friday, November 28:**
Motion Picture Show—"Why Bring That Up" with Moran and Mack—7:30 P. M.
Bowling at Jensen's Recreation Center—8:00 P. M.
- Saturday, November 29:**
Motion Picture Show—same as preceding evening—8:00 P. M.
- Sunday, November 30:**
Baseball Games—watch weekly bulletins.
- Monday, December 1:**
Woman's Club Night Card Party in Club Ballroom—8:00 P. M.
- Wednesday, December 3:**
Club Executive Committee Meeting in Club Ballroom—2:00 P. M.
- Friday, December 5:**
Motion Picture Show—"Broadway" with Glenn Tyron and Evelyn Brent—7:30 P. M.
Bowling at Jensen's Recreation Center—8:00 P. M.
- Saturday, December 6:**
Motion Picture Show—same as preceding evening—8:00 P. M.
- Sunday, December 7:**
Baseball Games—watch weekly bulletins.
- Wednesday, December 10:**
Rod & Gun Club Meeting at Club Building—8:00 P. M.



Executive Committee of the Pacific Electric Club met in regular session in the Ballroom of the Club Building on Wednesday, October 1, 1930, at 2 p.m. The following members were absent: P. H. Mann, H. J. Lee, E. S. Donaldson, W. H. Lowry, H. R. Bullock, H. E. DeNyse, Bert Ordway and F. E. Geibel.

Minutes of Executive Committee meeting held September 3, 1930, and Manager's various reports were read and duly approved.

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

Club Fund

Balance, 9-1-30\$2,406.40
Receipts 1,473.85

Total\$3,880.25
Disbursements 1,366.32

Balance, 9-30-30\$2,513.93

Relief Fund

Balance, 9-1-30\$1,209.44
Receipts 1,561.31

Total\$2,770.75
Disbursements 2,472.50

Balance, 9-30-30\$ 298.25

G. R. Attride reported that, in furtherance of his suggestion at the last Committee meeting, he had contacted the leading theaters in Riverside in an effort to secure for employees and their families reduced rates to the various amusement houses. After due consideration, Mr. Attride reported that managements of the firms interviewed had turned the proposition down on the grounds of policy. Efforts to secure reduced rates for employees at various places of amusement, especially in the Eastern Division, are to be continued.

Club President E. L. Young announced that decision had been reached to keep the camp open during the entire year in response to numerous requests that had been received to visit our mountain resort during the fall and winter months. Mr. Vickrey amplified on Mr. Young's statement, outlining details of the plan of operation, all of which are to be included in a Camp Folder to be off the press in the near future.

B. F. Manley complimented those in charge of the Pacific Electric Camp for the hospitable way in which visitors are treated, the many facilities available for their entertainment and the efficient management, but stated that he thought there was one installation that should be made as soon as possible—a tennis court.

R. Powell inquired if it was permissible to bring guests to Pacific

Electric Club shows and dances, to which Mr. Vickrey replied in the affirmative. Those bringing guests, however, are asked to use discretion for we only have limited facilities available and on some occasions these facilities are taxed to capacity to accommodate Club members.

Mr. Powell also asked if it would not be possible for Mr. Vickrey or a representative of the Club to attend the various Trainmen's meetings. Mr. Vickrey stated that he had attended many of these meetings and would be glad to attend in the future when they did not conflict with other engagements.

W. J. Hodge asked if guests would be permitted to go to the Camp under the "open-all-year" plan. Mr. Vickrey replied that guests would be admitted to the Camp under the same conditions that have been in effect during the last summer.

Representative from Torrance called attention to the fact that one car had been cut off the train which leaves Los Angeles for Torrance at 6 a.m., and that under such operating plan as is now in effect approximately 30 people are required to stand each morning. Mr. Vickrey will call this matter to the attention of proper officials.

P. G. Winter asked that sanitary drinking fountain be installed at Eighth and Hooper. Mr. Vickrey informed that any such improvements were out of the question just at present. B. F. Manley informed that a work order had been prepared some time ago for a new Trainmen's room at Eighth and Hooper, but that the city re-zoned that district before a building permit could be secured and that it is now necessary to build a brick structure in order to comply with the city building ordinance. The matter is still being studied with the idea of improving conditions at this location.

G. R. Attride called attention to the condition existing among Trainmen of the Eastern Division in regard to uniforms. In order to get a new uniform, have official alterations made, cleaning or tailor work done by the Company tailors, it is necessary for the person to come to Los Angeles, thus losing at least one day's work. Request was made that the situation be studied and if possible some arrangement worked out whereby an official tailor is appointed in San Bernardino, or at regular intervals have the Company tailor call at that city for the purpose of taking care of the tailoring needs of Eastern Division trainmen. Mr. Vickrey will follow this suggestion up and report back at the next meeting.

Mr. Vickrey called attention to the

P. E. Camp Prize Winners Receive Their Awards

WINNERS of the annual prizes offered for several events at the Pacific Electric Camp during the summer season were announced late last month and by now have received their respective awards.

Credit for the largest fish caught during the season goes to Fred Maddy of the Electrical Department, he having landed the largest trout, measuring 19½ inches long and weighing 2¼ pounds. A \$5.00 first prize was awarded to him. S. H. Cox, Assistant Superintendent, Southern Division, was a close second with a trout 18¼ inches in length and weighing 2 pounds. A prize of \$2.50 was his reward.

In the event for award of the youngest baby to visit the Camp, Mr. and Mrs. Frank E. Wood, the former a conductor on the Northern Division, won first honors and \$5.00 compensation. Their young daughter Jacuelin, three weeks and one day old when she visited the camp, brought the prize. The second prize in this event was won by Mrs. Ray W. French, wife of Conductor, Western Division, whose son Meryle was but six weeks old upon arrival at the camp. Young Meryle brought \$2.50 to his parents toward his grocery bill.

In the event for largest family to visit the Camp, a tie resulted between R. W. Jackson, Car Clerk, Los Angeles Freight and H. S. Lynn, Mechanical Department, Torrance. Each of the aforementioned had a wife and young army of seven children in the Camp for one week. The rule for award in this event stipulates that in case of a tie the contestants shall both be awarded first prize money. Thus a voucher for \$10.00 each was forwarded to the parents.

Counter-balancing the Company's unlucky break in the aforementioned event, there were no honeymoon couples at the Camp who spent a week or more there during the last summer season.

Woman's Curiosity

He had been to a stag dinner, and his wife wanted to hear all about it when he got home.

"Well," he said, "one rather odd thing occurred. Jim Blankton got up and left the table because some fellow told a story he didn't approve of."

"How noble of Mr. Blankton," exclaimed his wife, "and—what was the story, John?"

opening of the Club Theater on October 3-4 for regular weekly motion picture entertainments; the opening of the regular dance season on September 25, with dances to be held on the second and fourth Thursdays of each month throughout the winter; and the issuance of Educational Bulletins outlining the courses of study offered at the Pacific Electric School.

Mr. Young asked for the support of all employees in an effort to have Proposition Number 4 successfully enacted at the election to be held on November 4.

Meeting adjourned at 3:10 p.m.

GOOD SHOWS PROGRAMMED

Never since its opening has it been the pleasure of the Pacific Electric Club to announce the booking of such an outstanding group of feature motion picture productions as are to be shown at the Club Theatre during the next few months, Manager Vickrey announces.

Considerable study has been made of the pictures available and assurance is given that none but the best will be shown, all bookings having received the highest of recommendations. The programs of our week-end entertainments are to be widely diversified both as to type of pictures and cast of characters.

Here are the pictures that will be shown during the remainder of this year:

November 7-8: "Show Boat" with Laura LaPlante and Joseph Schildkraut.

November 14-15: "Christina" with Janet Gaynor and Charles Morton.

November 21-22: "The Cohens and Kellys in Scotland" with Charlie Murray and George Sidney.

November 28-29: "Why Bring That Up" with Moran and Mack.

December 12-13: "Young Eagles" with Buddy Rogers and Jean Arthur.

December 19-20: "The River" with Charles Farrell and Mary Duncan.

December 26-27: "Conquest" with Monte Blue, Lois Wilson and H. B. Warner.

With each of the above feature pictures are shown the cream of the comedies and a news reel hot from the field of events. The same program is shown on both Friday and Saturday, the Friday shows commencing at 7:30 P. M. and Saturday performances at 8:00 P. M. The Los Angeles Street entrance to the Theatre is opened thirty minutes before programs start.

Form a habit—that of seeing each week's picture at the Club Theatre.

Because of Thanksgiving coming on the date of the Club's regular semi-monthly dance, the dance has been set

News of the Industry

10c Cash Fare For Kansas City

The Missouri Public Service Commission on Sept. 8 granted the Kansas City Public Service Company an increase in fares from 8 cents to 10 cents for single fares, and a weekly ticket plan for regular patrons differing slightly from the system that has been used in St. Louis for the past year. The new rates were effective on Sept. 22 for an experimental period of 60 days.

The commission rejected the company's application for a straight 10-cent fare, and also rejected the request for a temporary schedule of 10 cents for single fares, or four tokens for 35 cents.

It is estimated that the new rates will increase the company's revenue \$525,000 a year at the present volume of traffic.

Under the weekly ticket plan, regular patrons will pay 35 cents for an identification card good for one week. They will then show the card and pay 5 cents extra each time they ride. Twelve rides a week under this plan would cost a fraction less than 8 cents, and fourteen rides 7½ cents each.

The Kansas Public Service Commission has granted the company's request to be held on Wednesday, November 26.

Remember this and help spread the news—Pacific Electric Club Thanksgiving Dance—Wednesday, November 26, 8:00 P. M.

A special Thanksgiving Turkey Dinner is to be served in the Club Cafeteria during the late afternoon and early evening on Wednesday, November 26, for only 85c per plate. This will be a complete five-course dinner with all the turkey you can eat.

Bring the family and friends—treat them to the best Tom Turkey Dinner in town.

sion has issued an order authorizing the use of the new fare plan in Kansas City, Kan. Children's fares will be 5 cents each, or six tokens for 25 cents.

Parking Sends Trade to Suburbs

How parking affects downtown business is shown by a recent canvass of the membership of the Pittsburgh Motor Club in relation to their shopping habits.

Two-thirds of all members replying declared they had reduced their downtown buying because of traffic congestion. They also said they would shop more downtown if even momentary stopping for unloading passengers at the curb were permitted. Only 9.3 per cent of them favored unlimited parking.

One-third of the respondents declared they had abandoned use of their motor cars for going downtown. Thirty per cent of them were using public transportation and seven per cent walking or using taxicabs.

Street Cars Solve Traffic Problem

Traffic congestion created by downtown automobile parking costs the city of St. Louis \$37,500,000 a year, according to Robert B. Brooks, director of streets, in a recently issued report.

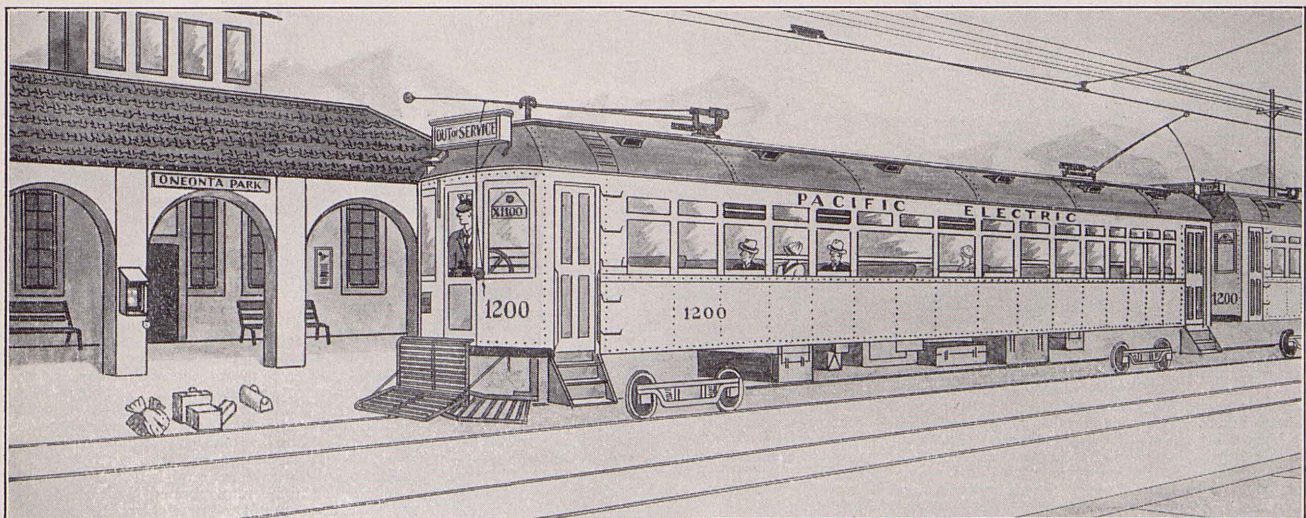
Mr. Brooks' reports said that if the parking of automobiles in the business district is abolished, the traffic congestion puzzle will near a solution.

"Parked cars cause most of the congestion; and street car schedules cannot be speeded up because of it," Mr. Brooks said.

"Street cars proved the most effective means of travel in and out of the congested area because parked automobiles do not carry enough persons to warrant the use of streets as garages," the report declares.

Policeman (to motorist who nearly collided): "Don't you know that you should always give half of the road to a woman driver?"

Motorist: "I always do when I find out which half of the road she wants."



Here is the second edition of "what's wrong with this picture." In it are ten obvious mistakes in the physical make-up of the two cars shown. Also, there are three violations of standard rules. How many can you account for? Answers appear on Page 10.



NORTH of the P.E. FAMILY

By Our Correspondents.



MECHANICAL DEPT.

Carleton B. Bell

We were all shocked by the sudden death of James Murphy early the morning of October 10th from heart trouble. Mr. Murphy had been an employ of this Company for eleven years and for the past seven years had been the Night Engineer. It is not possible at such a time for all who would like to help in some way to do so, but the thoughtful sympathetic assistance rendered the bereaved ones in this case by Walter Gilbert and Harry Pierce expressed the feelings of all Murphy's fellow-workmen and we all feel grateful to them. It may be our turn to help next time.

Smith Hirst, Painter, has just returned from an extended leave of absence during which he visit the "Old Country," in this case England.

Fred W. Seccomb of the Air Dept., and his wife, Clara, of the Coil Taping room, were in a rather serious auto accident last Sunday night. Fred was able to return to work after one day's absence, but Mrs. Seccomb was more seriously injured, being cut about the face and head and suffering from injury to her spine. She was taken to the California Lutheran Hospital after receiving emergency treatment at the Compton Hospital.

Dale Merritt again breaks into print by oversleeping on the car coming home late at night. He was carried several blocks beyond his usual alighting place and had to walk back. Arreen Miller knew all that was going on and tried to keep the Conductor from waking Dale, but the Conductor was not so hard-hearted and refused to take Dale on to San Pedro as Arreen suggested. Dale will probably watch his chance to get even.

Otto Martin thought he would indulge in boyhood pleasures the other Sunday and as a result had to get a big hole in the knee of his best breeches patched up by the tailor. The hole resulted from a grand fall from a borrowed bicycle. He ain't as nimble as he used to be.

The freight repair men who moved to Butte St. yards will regret to know that their many pet cats left behind on the Torrance rip track are suffering from neglect and insufficient food. Anyone going over there now has to meet an appeal that would make a wonderful object lesson for any Community Chest solicitor. Those cats sure know how to beg for a crust of bread and a little petting.

Alma Merritt knocked 'em all dead this morning (Oct. 30th) with her new green dress. It sure is a pip. She modestly claims it is an old dress dyed Nile Green with Dipit. That's a hint for any of you folks that don't like the color of your clothes, whether they be shirts or dresses.

Phil Osborne is our new Night Engineer, having transferred from the Blacksmith Shop. He is trying to keep his wife's address a secret.

Roy Brucker, the Blacksmith wizard on how to bet on anything advises betting on the Irish in the Notre Dame vs. U. S. C. football game. It is understood by everyone that Roy never picked a winner and you should always bet opposite to his recommendations.

Horseshoe pitching rivalry is getting keen and interest is on the increase, partly due it seems to the picturesque manner in which Nick Arena,

one of the newer experts, calls his shots, such as "Now I make the ring."

Jack McEwing spent his vacation recently at home working in the yard. Of course, Jack is not used to getting up a sweat and so caught a cold. You ought to harden up a bit Jack before you take another vacation.

The latest news in the Machine Shop is that "Big Boy" Foster is going into the apple business. I could get no particulars, but believe most everybody knows what is meant.

Earl Brucker, Painter, has a new Ford. Well, you know Earl is not married and anyway he realizes he should do his bit toward getting business back to normal.

The fame of our own Bill Husbands as an expert with the rifle is spreading. Last Sunday he was the guest artist of the Burbank Rifle Club.



7th ST. WAREHOUSE

Daniel Sanchez

We were all wrong when we thought that Checker Albert Weilsmuenster was a hard loser, but since the Hollywood team won the Pacific Coast League, we know differently.

Frank L. Reynolds, Foreman of Shed 4, reports a nice trip east while on his vacation. His wife accompanied him.

L. Davila, Checker, enjoyed his vacation at his old home town Guadalupe, Mexico. Too bad that Davila could not bring everything he wanted from Mexico.

Recent vacationists are as follows: Frank Smith, Stevedore, at home; Ralph Bashaw, Trucker, Catalina Island; M. C. Salazar, Trucker, at home; Wm. Odel, Flagman, at home; H. Hautekamer, Stevedore, at home.

Our Agent, J. W. Anderson, thinks that home is the only place for a real rest while on vacation. He is back at his desk looking fine.

We all miss Mrs. C. Brown Telephone Operator, who left the service the first of this month. We were sorry to see her leave, but hope she will not forget to call on us once in a while. Margarita Lloyd has taken Mrs. Brown's place.

The writer of this column last month had duly impressed upon him the value of our Medical Department and the wonderful protection given for the small monthly dues which we pay. A tonsil operation which I had performed, while not a major one, at the same time would have cost the equivalent of several years of hospital dues. Our Medical Department forces were efficient and considerate and I join the many others in commending them for their splendid services.

His many friends at the Freight House are deeply grieved with the news that Dan J. Cotter, Car Clerk for the past ten years, passed away from a heart attack at the California Lutheran Hospital on October 29. Of uncertain health in recent months, although not critically ill, his passing came as a great shock. Dan endeared himself to all who knew him here and he will be missed greatly.



NORTHERN DIVISION Eastern Lines

Ruth Thompson

Asst. Trainmaster W. C. Monroe has just returned from his old home in Kentucky. His wife and son will arrive in a week or so. This was young Bill's first trip into the possum and blue grass country and he decided he wanted to stay and look it over a while longer. His daddy tells wonderful tales of fried chicken, sweet "taters," smoking possums out of hollow trees and all such.

Our Mechanical Dept. Clerk, Mr. Ven Botts, who is also our noted ball player, entered the bonds of matrimony a few weeks ago. He and his bride honeymooned at Catalina. They were presented with a chest of silver from their many friends and we offer them our best wishes for their happiness.

J. E. Gilbert, General Foreman of the Mechanical Department, with his wife and daughter, have just returned from a trip to Michigan. Mr. Gilbert reports a fine trip, but says he is glad to get back where the sun shines.

The Pacific Electric dance, held on Halloween, was enjoyed by a large gathering of employees and their families and friends. Being the time of goblins and witches, the hall was decorated in this scheme. The music, furnished by the Pacific Electric Orchestra, was perfect.

October seems to be a favorite vacation month and a number of the men took advantage of the Indian Summer weather for their yearly outings.

Motorman Frasure and wife acted as guides, showing Southern California to Mr. Frasure's father, who has just come from the East.

Conductor Nywening and wife spent two weeks in Oregon.

Motorman McCullough and wife visited in Colorado.

Motorman Lord and wife have just returned from a three months' trip to the New England States.

Motorman O. T. Pontius and wife took a trip to Northern California.

Conductor Erickson, wife and young daughter journeyed to the Middle West.

Conductor Woodburn and wife took in the sights along the Coast.

Conductor Dennison, wife and daughter have gone to Arkansas because of the illness of Mr. Dennison's brother.

Motorman Westphal and family vacationed at the beach.

And now we come to our bedtime story.

Once upon a time three brave fishermen went a-fishing. Their names were Motorman Miller, Conductor B. G. Jones and Ex-Conductor Patterson. The moral to this story is, in the words of Mr. Aesop, who lived several years ago, "Count not the scales upon thy fish before they are caught, for they may turn out to be pin feathers."

Now, children, when the fisherman named Miller first got a bite, he didn't know what to do with it, which is a bad position to be in. The next time, it was a bird, and when we say "bird", that is just what we mean. Imagine his embarrassment to have everybody actually see him take a mud-hen off his hook.

When the fisherman named Jonah (pardon us, we mean Jones) got a bite, he got bit, for this very unwise gentleman put his finger trustfully in the fish's mouth. We don't have any record of it being a whale but, as we said before, he put his finger in its mouth

and almost had more fish than he had counted on.

Fisherman Patterson, being an experienced and wise fisherman, spent his time catching fish, which is the best thing to do when you go fishing. We don't know whether Mrs. Miller stewed the mud-hen with dumplings or threw it to the cats. However, we will hope for the best.



SOUTHERN DIVISION
William Kaplan

All the newspapers of Santa Ana announced the wedding of Frank Edward Epp last month to Miss Lizzetta Phillips. The marriage was a formal event, held at 8 o'clock in the First Christian Church. We didn't expect Frank to respond so quickly to our challenge that he do something worth noting. All of Frank's friends certainly wish him much happiness.

F. E. Cornwell has returned from a restful vacation spent in enjoying California. Cornwell, whose wholesome character has made him a friend to everyone, has long been known as one of the most efficient Conductors in the system.

It has been contended that A. O. "Pop" Hessemer carries the largest lunch kit on the division.

There was quite a furore in San Pedro one night when "Sheriff" Holcomb discovered what looked like a Marine locked in the station room. The next day it was discovered that what he had seen was the reflection of a Marine lying on a bench outside the station.

Raymond W. Jones is on an extended leave of absence while looking over potentialities in Chicago.

Some time ago Terminal Foreman McCulley returned from a visit to his raisin ranch in Northern California. He returned with a large box of very delicious raisins as a treat for the Terminal.

Everyone is co-operating in putting over Proposition Number 4 on the November ballot. Conductor Doherty, now of Long Beach, and K. M. "Third Rail" Brown are doing exceptional work.

Southern Division Mail Box; "H. H. Wilson, one man operator, Point Firmin line, San Pedro, will pay reward for information leading to recovery of two of his famous pet seagulls missing from their usual haunts in Point Firmin Park for several weeks."

Conductor Gallahar wants to know how you can tell "Happy's" seagulls from any others.



MACY ST. TERMINAL
D. B. Van Fleet

Macy Street Trainmen extend their truly heartfelt sympathy to Conductor R. E. Keith, Macy Street, whose wife passed away last month.

The Al G. Barnes Circus is back at its winter headquarters at Barnes City, on our San Bernardino Line, having returned from its Eastern summer tour early on the morning of October 13, last. Two of our freight crews with the aid of a helper motor handled the heavily loaded train from Los Angeles to the permanent winter grounds.

Congratulations are extended to former Macy Conductor L. E. Segar and wife, who became the proud parents of a seven-pound baby daughter on October 4, last.

Conductor B. J. MacElhenny has transferred

back to Macy Street from Pasadena Terminal. Welcome back, "Mac"!

When Motorman O. W. French returned to Macy recently he found he was entitled to a bump and as a result he is now working Run 141, South Pasadena Line, which works out of Pasadena Terminal.

On the evening of October 29, the Northern Division monthly Trainmen's Meeting was held in the Macy Club Room. Motorman P. A. Bowles, Macy Street, was elected Chairman and after an interesting business session the meeting was adjourned and all participated in the refreshments of sandwiches and coffee.

Motorman J. L. Karalis and Brakeman N. A. Radney, Macy Street, recently participated in a mountain lion hunt in Arizona. Though they failed to bag one of the cunning and ferocious animals, "Joe" Karalis does affirm that he is not "a lynx," when claiming he killed a huge rattlesnake that sported sixteen rattles.

On his recent rather extensive cross-country auto tour Conductor L. T. Bashore, Glendora Line, reports a most enjoyable trip and outside of the purchase of four new tires, he had only (?) 32 tire changes to make.

Keen interest was manifested at Macy Terminal over the issuance of the pamphlet giving the winter schedule at our camp in the San Bernardino Mountains. From the comments heard, Macy Street will be well represented at the camp during the cooler months. Let's all get behind it and boost for a great winter season.

Recent vacationists: J. H. Douglas, home; F. A. Devasure, home; J. R. Houseman, home; H. C. Hampton, home; T. J. Hardy, home; J. L. Karalis and N. A. Radney, hunting trip in Arizona; J. M. Landis, ranch near Victorville; T. J. McClelland, home; G. H. Peak, home; J. G. Ralston, home; C. R. Rose, home; A. A. Reed, home; R. C. Scaggs, home and San Bernardino; H. F. Van Fleet, home; C. H. Womack, home; M. E. Weir, home. Also W. F. Brown, J. Betruce, R. W. Bressie, J. W. Griffin, E. O. Hoffman to parts unknown.



HILL ST. STATION
W. H. Jenkinson

Assistant Trainmaster W. L. Jenks is back working after spending three weeks in North Manchester, Indiana. Mr. Jenks said he did not go to "Kokomo."

Conductor R. B. McGinty of the Glendale line reports a very enjoyable trip to Buffalo and New York. He was gone thirty days.

Motorman E. F. Gresham and C. C. Carney of the San Fernando line, with J. Hanselman, Night Terminal Foreman, spent two days at the P. E. Camp fishing. They report having a good time.

Motorman W. E. Tadlock of the extra list is the proud father of an eight and a half pound baby girl.

The men from Hill Street wish to extend their sincere sympathy to Conductor A. Charboneau in his recent bereavement.

The Glendale Terminal has secured 12 new buses. Now is the time, boys, to see the Terminal Foreman to get an O.K. to break in on them.

A recent conversation with Mr. Wilson, Assistant Superintendent of the Western Division, showed deep appreciation to the Trainmen for their support in securing names for sending letters out previous to election day. The Company also wishes to extend their thanks for the loyal support the men gave.

The following men have just finished their annual vacation: Conductor—A. Draper, Geo. Grantz, A. C. Tanner, W. H. Jenkinson and G. E. Wright. Motormen—J. H. Arnold, B. B. Gardner, F. P. Lee, T. J. Carhart, J. R. Walker and H. D. Shanner.

Motorman E. Gaskin of the Glendale line has returned to work after spending three weeks back in Kansas.

It is rumored that T. H. Wolfe, Motor Coach Operator, has become engaged.

Starter T. I. Aney of Glendale is back on the job after several weeks of illness.

C. H. Michaels is back on the job after being off nearly four months with a broken arm.

We hope that C. A. Kohlhoff, Motorman, will soon recover from the injuries he received several weeks ago when the car he was working collided with a truck loaded with hay.



OCEAN PARK CARHOUSE
E. M. Daniels

The day of the big wedding finally arrived. On October 28th at 8:00 p.m., Verna Louise and Raymond K. Wilcox entered the gate of Matrimony. The wedding was a grand affair, 38 Ocean Park Trainmen and families were among the 200 guests present. Refreshments for everyone were served, after which everyone joined in songs of by-gone days. The newlyweds were then given a ride about Venice and Ocean Park in Kline's truck. Kline gave all a thrill at every corner. The honeymooners left for San Diego Wednesday to spend a few days in the south. We wish them the best of luck and happiness.

Everyone in the Ocean Park Carhouse supported the Community Chest call to help the needy.

Vacations this month were enjoyed by Rocco, Green, Weeks and Pope. They had warm weather to enjoy and were thankful for it.

The Ocean Park Trainmen backed fully the campaign on Proposition Number 4, letters having been sent to some 1200 friends of the boys.

The Ocean Park Trainmen's ball team is keeping up good spirit as if everything was in their favor. They have had tough luck in games this month, but we hope the warm weather will put new courage and strength in them. The P. E. Club has furnished a number of balls and bats for the team and we thank the Club most sincerely.



ACCOUNTING DEPT.
George Perry

If you are a booster for the University of California football team you may obtain a red and yellow football pennant for your automobile from Earle Moyer, Asst. Head Clerk, Disbursements Bureau.

The most beautiful engagement ring that we have had the pleasure of viewing in a long time reposes upon the hand of Virginia Le Blanc, Calculating Bureau. This happy young lady confides that "his" name is Robert Meunier and he is in the Engineering Dept., City of Los Angeles.

Miss Templeton reports with pride she now has for the first time a grandmother working in her bureau and Mrs. Alice Elliott is very proud to report the birth of a grandson, 8½ lbs., on Nov. 3. So everybody is happy.

You will no doubt be surprised to learn that our old friend, Fred Vanasek, who was for a number of years in the Road and Equipment Bureau, was married on Oct. 18, last. The bride was formerly a resident of Fred's home town, Minneapolis, Minn. Heartiest good wishes to the newlyweds.

Hazel Weber is very proud of the record made by her friend, Shelby Cowart, known as "Doc" Cowart around the Hollywood Police

Dept., who received the second highest grade in a test for detective lieutenant given to 1633 policemen, of which 384 passed.

A few briefs from the vacations for the month of October:

Joseph Lortie visited his home town, Topeka, Kan., spending two days in the Santa Fe offices there, talking over old times with his former buddies. Eugene Lince drove to Agua Prieta, Mex., where he stayed on a 300,000-acre ranch called Rancho Caballona. Hunting was main object of the trip. Miss Bettis spent a restful vacation at Catalina Island, which she says is very quiet at this time of year. If you would like to know the best place to eat in Avalon, ask her as she tried nine different cafes while there. Doris Lindeman remained at home and took things easy. Alice Hillstrom vacationed at Catalina. Alice Shofer visited in San Francisco.

Charlie Sein of the Engineering Department, well known as a former member of the Accounting Dept., has surprised us all by running off and getting married. Thus far we have failed to note the inferiority complex which most married men develop in the early stages of matrimony, be that as it may, we desire to take this opportunity to extend Charlie and his bride our best wishes.

P.S. Among other beautiful gifts received by the newlyweds was a set of amber glassware presented by this department.



ENGINEERING DEPT.

Margaret Maitland

Well, well, well. So Charlie's gone and done it—married to Ida Elizabeth Summet on October 18, and on his way to Vancouver, Canada, before we learned the joyful news. However, we intend to give him a warm welcome back, and incidentally a 30-piece set of silver, Rogers 1847 Anniversary Pattern.

Vic Westerberg has a new Ford. Girls are invited to ride—kindly form a line to the right.

Mr. and Mrs. L. W. Perry are planning a week-end trip to Arrowhead.

J. P. Gould missed something, we don't know just what, but right away he got new glasses and intends to look 'em over carefully from now on.

S. R. Florence had a "Radio-bug" party at the cottage. They report the hamburger sandwiches were wonderful.

S. P. Budget, while having his home remodeled recently, found that termites had almost reached the second floor.

We hear there is an opening for a competent lampman, weighing 220 lbs. or more.

Some people get by with murder. When a fellow gets a letter from a girl regarding pearls she left in his car and can satisfactorily explain the situation to his wife, we are going to call on him when we need a good alibi. Any married man in trouble see Fred Spencer.

Elmer E. Henry, Night Watchman at the Washington St. Yards, spent his vacation with old friends in Missouri.

The mystery as to where Geo. Redd spent his vacation was solved when a postal card was received from Tia Juana.

"Daddy" Woods of the Signal Shop stopped off in Deming, New Mexico, on his way to New Orleans to take a look at the oil well. It was rather an expensive stopover as Daddy had to buy a new pair of shoes. He could not get the oil off the old ones.

The one and only Max White also took unto himself a bride on Sunday, October 19. The honeymoon was spent at the Grand Canyon, and, according to Max, the resort will be a financial success this year.

We are sorry to report the serious accident of Mrs. George Barclay, who on Wednesday, October 29, fell and broke her leg. We are all hoping for an early recovery.

The fishing Captain of the Rod and Gun Club, Chas. Estes, spent two solid weeks on the well known Pacific Ocean with the result that fish prices soared to new heights. The fishing boats along the Pacific reported a shortage.

Burleigh Manley, Frank Manley and Hal Smith made their annual pilgrimage to Northern California and returned with the limit of deer.

George Barclay and wife have gone back to the good old "Show me" state, making stops at Kansas City and Joplin.

After 38 years of service James Clark has retired. He reports much of his time will be spent fishing.

Some day the "Big Paint Man", Dave Foyle, will learn that wrestling championships do not change hands in Los Angeles. Bill Baxter is richer and Dave is wiser.

After ten years of service Chas. Lay has left the "Big Family" and returned to his first love, the Union Switch and Signal Company, at Pittsburgh. Good luck, Charlie.

Mr. Max Schuring has resigned from the Willowbrook "Gym Class" as he now takes his exercise at Clearwater Tower.

Claude Culver has returned to work after three weeks' absence, due to an injured foot.

The Washington Street Store put in a busy month-end taking inventory. Storekeeper Cragin reports things went O.K. except that Mr. Van Dover insisted on getting in the store and help count.

Earl Haskell has again entered a team in the Bowling League. The prospects of as successful season as last year is yet to be seen. However, favorable scores are expected.

JUST as the Editor of any publication must depend upon contributions from others to make the product interesting and worthwhile, so also must those who month after month fill this interesting section of the Magazine depend upon aid from those in his department.

This is not a commercial periodical, but rather primarily a medium for broadcasting news about the members of the P. E. family. Obviously one individual cannot see all nor hear all. The degree of pleasure to be obtained from this section of the Magazine will be reflected by the extent to which those of the individual departments aid the Associate Editor. So please don't "let George do it."

Incidentally the Editor is always glad to have suggestions for feature articles or pictures.



NORTHERN DIVISION PASADENA

Edmond C. Fox

The passing of Mr. W. G. Reep on October 26 was keenly felt by all about the Pasadena Car House. A heart attack was the direct cause, brought about after an illness of several months. Mr. Reep leaves an unforgettable portrait of a real gentleman and his death is considered a great loss to his many friends.

He entered the services of our Company as a Conductor on the 24th day of May, 1904, working continuously in that capacity until the 24th of last May, when he was retired to a positoin at the Pasadena garage. Our sympathy goes to the bereaved members of his family.

Little Lauren, who tips the scales at six pounds, seven and a half ounces, arrived October 4. The little lady is the new daughter of Conductor L. E. Segar. All concerned are doing fine. Congratulations.

With the converting of the Pacific Electric

Camp into an all-year resort, offers a wonderful opportunity for some real winter sport. The same low rates for housing accommodations will prevail. A supply of pamphlets describing the winter schedule are now available.

R. L. Leadabrand and B. Wells were at the P. E. Camp October 26 and report their findings as ideal.

Motorman W. M. Cantrel has taken a leave of absence and the Overland Route to Denver, where his folks reside.

If at first you don't succeed, try, try again. C. M. Conner put this slogan to work and after two years of waiting for a chance to get the run of his choice, which he at one time held for a day, succeeds.

Motorman J. A. Johnson chooses the Altadena Motor Coach run after many years on the S. P. Station Line.

A matter of individual choice, Conductor R. D. Maris and Motorman M. D. Swerfer have transferred to the Western Division and are now working out of West Hollywood. We wish them well.

Mr. and Mrs. J. H. Kelly have recently returned from a most enjoyable pleasure trip to Seattle, Wash.

W. J. Richards is the newly chosen member of the safety committee. If you cannot attend the meetings in person, submit your suggestions through him.

An unusual experience befell Geo. Fielder when he was highly favored by a swarm of bees on Colorado and Lake. Fielder was in the act of throwing the switch, when a truck laden with bee hives passed by. The bees swarmed about him and settled on his head and face. Passengers on the train came to his rescue but the bees had already put in their work. The sting resulted in a loss of two days' time.

Conductor W. F. Dougall goes back to Macy Terminal on run No. 112. Motorman F. W. Goldsberry comes back to Pasadena on run No. 7. A well balanced affair.



FREIGHT DEPARTMENT SOUTHERN DIVISION

Thos. A. Lyons

During the past month the writer was transferred to the Passenger Department so that after four years of writing the notes of the South Freight we find that the work will have to be done by some one else. Now here is a chance for Jockey Swartz, Ray Moran or "Pig" Winters to carry on a work that is sure to interest them. The Magazine is of great interest to every employee of the Company, the notes of each Department always are looked over with keen interest.

There is the compensation of a laugh or a tribute to an individual; a word of praise here, or a note of josh or banter there. There is never an intentional hurt written of anyone.

If ever I noted a smile or a glow of pride in the years that I have written these little items I have always felt well paid; or if ever I have heard that the notes were of interest I have looked forward with eager zest to the next month, so that once again I could sit down and write of the doings of my fellow Trainmen, who I always knew enjoyed my effort.

To you and to yours at home, I thank you, and may you always find enjoyment in this little Magazine. And may you give to my successor the interest and the encouragement you gave to me.

Good bye, good luck and thank you.

A certain storekeeper had little money for advertising, but enough to buy a very large fish bowl. This he filled with water, and placed it in the window, with a sign:

"Filled with invisible goldfish from the Argentine."

It took seventeen cops to keep the crowd moving.

WITH AGENTS IN OCTOBER

By H. Hall

Congratulations to Assistant Agent at Claremont, Clyde DeLong and Mrs. DeLong, who announced the arrival of an 8½-pound baby boy at their home on 11th Avenue, Upland. The young man was named Laurence Charles DeLong. Clyde is on his vacation at the present and has plenty of time to get acquainted with his new son.

John Tate, Ticket Clerk at Upland, is at the Lutheran Hospital. He has been very ill, but it is reported he is now recovering slowly. It is hoped the boys will pay him a visit to cheer him up. The hospital is at 1414 South Hope St., L. A.

Frank Grafold is taking John Tate's place at Upland while John is in the hospital.

Glenn Hasse, Relief Agent, is back at Claremont to assist while Clyde DeLong is vacationing. This is home to Glenn as he began his work at Claremont. The old combination, Hileman & Hasse is functioning on all sixes.

Agent George A. Brown of Highland, has started movements of naval oranges to the east already. The crop in that district is from a week to two weeks in advance of the average year in getting started.

This proposition of handling of vacations during 1931 must look very good to the Relief Agents. Believe that everyone will be satisfied.

No doubt all of the Agents did their duty on November 4th and voted.

Storage in most lemon houses along our Northern Division is increasing by leaps and bounds, and before storage season is over will have reached the limit of capacity. The outlook is bright for a good railroad year.

Agent D. C. Cowan, Gardena, has gone to Tucson, Arizona, the sagebrush country, to regain his health. He has been ill for some time and it is hoped the change and rest will make him well again. Relief Agent Bratton is taking Mr. Cowan's place.

Bridegroom—"Have you kissed the bride?"

Best Man (absently)—"Oh, yes; hundreds of times."

Louis: "I am determined to kiss you before I go home."

Pearl: "You leave this house at once."

Conductor: "Say, how many are in this berth?"

Voice: "Just one, here's our ticket."

Etiquette Hint

If conversation lags, the hostess should ask the guests if any of them ever had an operation.

"Can you multiply?"

"Do I look like a rabbit?"

She Did the Rest

Alice (aged 7) to old maid aunt: "Auntie, were you ever in a predicament?"

Maiden Aunt: "No, dear, but heaven knows I've tried."

He had one arm upon the wheel

Quite joyful was his ride,

The other arm was wrapped around

The "sweetie" by his side.

A "copper" yelled "Use both your hands,"

In a voice that carried far.

"I can't," that loving swain replied,

"I have to steer the car."

Whew!

"Don't you think," airy suggested the new partner, "that you ought to brush up a bit on your correspondence? Use big words; they lend dignity to your letters."

"Perhaps you're right," admitted the other, calmly studying the end of his cigar, "But, while eschewing mediocrity of expression through platitudinous phraseology, it behooves one to beware of ponderosity, and to be mindful that pedantry, being indicative of an inherent megalomania, frustrates its own aim and results merely in obnubilation."



Oh, dear, we wish we knew what it was that kept Brigham Young.

Modern blessings are manifold. Today you can step into your car and go anywhere your wife says, providing your children agree.

Foreman: "We don't need any more men on this job."

Prospect: "Can't you use just one more? I'd do such a little bit of work."

By Some Wise Cracker

"What do you think of the bare leg fad?"

"Oh, it's all right as far as it goes."

He: "Dearest, I love you, and want you for my wife."

She: "Heavens, I didn't know you had a wife."

In front of one of the Toronto churches in Parkdale was the sign: "Subject of Sunday sermon,—Do you know what hell is?" and beneath in smaller letters: "Come and hear our new organist."

Southern California (home from a vacation trip out of the state)—"Ahhh! Doesn't the old bus ride nice, now that we've got the tires filled again with this wonderful Los Angeles air!"

Live Wires

Sambo—What fo' you name you' baby "Electricity," Mose?

Mose—Well, mah name am Mose, and mah wife's name am Dinah, and if Dinamose don't make electricity, what does dey make?

The Restless Hired Man

Silas: "What's that I hear, Hiram, about your hired man falling off the roof when he was shingling the barn last week?"

Hiram: "Yeh. He fell in a barrel of turpentine."

Silas: "Did it hurt him much?"

Hiram: "Don't know. They ain't caught him yet."

Sandy, who owned a picture theater in Aberdeen, went to London to get some ideas for advertising. While in London he noticed a sign over a movie house which said: "All persons over 80 will be admitted free!"

"Just the thing!" he thought to himself.

After his return to Aberdeen he put this notice on his theater box office:

"All persons over 80 years of age will be admitted free—if accompanied by their parents."

Strategy

A Hebrew and a Scotchman had a collision. They both got out of their cars and for a few moments the argument waxed hot. Then the Jew said:

"Can't we fix this thing up? Here, take a drink," and he handed the Scotchman a flask. The Scotchman accepted and downed a man-sized drink at one gulp.

"Have another," said the Jew. The Scotchman drank a second and a third. When the liquor was all consumed, the Jewish person called a policeman. "Here, officer," he cried, "this fellow smashed into me. 'He's drunk, just smell his breath.'"

Just before Will Rogers first met President Coolidge, one of Will's friends said, "I'll bet you, you can't make Cal laugh in two minutes."

"I'll bet he laughs in twenty seconds," replied Will.

Then came the usual introduction, "Mr. Coolidge, I want to introduce you to Mr. Will Rogers."

"Glad to meet you," said the President. Will held out his hand, looked very confused, then said, "Excuse me, I didn't quite get the name!"

Ignorance Was Bliss

Uncle Henpeck: "You boys of today want too much money. Do you know what I was getting when I married your aunt?"

Nephew: "No; and I'll bet you didn't either."

Today's Geography

Teacher: "Willie, where is Toronto?"

Willie: "Right between Davenport and Pittsburgh."

Teacher: "Where did you get that answer?"

Willie: "On our radio set."

Kind Man

"Oh, no, dear. I'm sure he's a kind man. I just heard him say he put his shirt on a horse which was scratched."

Little Isador Rosenberg laid his dime on the grocer's counter.

"Mister, I vant for ten cents some enimel crackers, and leave out de pigs!"

Whatever else may happen

Now that the country's dry,

The sailor, he will have his port,

The farmer have his rye.

The cotton still has got its gin,

The seacoast has its bar,

And each of us will have a bier

No matter who we are.

No Waste

A Scotsman, having heard of the wonderful results obtained by being able to rejuvenate, decided to have a course of this monkey gland extract.

He had to make a long railway journey, and at the station booking office he asked for a single ticket.

When asked if he would take a return ticket, the Scotsman replied, "No, I may come back as a child."

His Defense

An old negro was arraigned before a justice on a charge of assault. During the proceedings the judge asked him if he wanted a lawyer appointed to defend him.

"No, Judge," he replied, "I don't wan' no lawyer, but I suttlenly would like a couple of good witnesses, if you got 'em."

Doctor (after bringing victim to)—How did you happen to take that poison? Didn't you read the sign on the bottle? It said "Poison."

Ebenezer—Yassah, but Ah didn't believe it. Doctor—Why not?

Ebenezer—"Cause right underneaf it was a sign dat said, "Lye."

Psychology of Chewing

A gum-chewing girl

And a cud-chewing cow

Both look alike but

There's a difference somehow.

Yes, there's a difference

Oh, I know it now;

It's the thoughtful look

On the face of the cow.

Supervision

This little bon mot is culled from the Boston News Bureau and fits into the picture of the general conditions under which business, property- industry and labor is handicapped by various factors.

"You are charged," said the judge, "with beating up the government inspector. What have you to say?" "Nothing," replied the grocer, "I am guilty. I lost my head. All morning I held my temper while government agents inspected my scales, tasted my butter, smelled my meat, graded my kerosene. In addition, your Honor, I had just answered three Federal questionnaires. Then this inspector comes along and wants to take motion pictures of my cheese, so I just pasted him in the eye."

She: "Say, it's past midnight. Do you think you can stay here all night?"
 He: "Gosh, I'll have to telephone my mother first."

He held her to his manly breast
 And murmured: "How I love thee—"
 He had no time to tell the rest,
 His roadster climbed an elm tree.

It Ap-Pears Soapless!

He: "May I hold your Palmolive?"
 She: "Not on your Life Buoy."
 He: "Then I'm out of Lux."
 She: "Yes, Ivory formed."

'Twas in a restaurant they met,
 One Romeo, one Juliet.
 'Twas there he first fell into debt,
 For Romeod' what Juliet.

Talkative Barber: "Sir, your hair is getting gray."

Irate Customer: "Quite possible, please hurry a little faster."

Jupiter Pluvius, Plumber
 A Scotchman, in planning his new home, left the roof off one room.
 A friend asked the reason for this.
 "Oh, that's the shower," replied the Scotchman.

Snappy Art

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

Way of the Law

Sam was charged with theft and his lawyer decided to put him on the witness stand.
 "Sam, if you tell a lie you know what will happen, I suppose?" queried the judge.
 "Yes, suh," replied Sam. "I'll go to hades and burn for a long time."
 "Quite right," chuckled the judge. "And you know what will happen if you tell the truth?"
 "Yes, suh," said Sam. "We lose de case!"

"And your friend really married the typist? How do they get on?"
 "Oh, same as ever. When he dictates to her she takes him down."

Clint: "Why are the long skirts like prohibition?"
 Herb: "Because they cover up a lot of the old familiar joints."

Bim—Do you think it right to buy an automobile on the installment plan?
 Bam—Sure; 16,000,000 people can't be wrong.

And Insist On Them

First Clubman—My wife is a great woman for facts.
 Second Clubman—So is my wife! My wife will sit up until two o'clock in the morning for facts.

Her hat was on one side, her clothes rumped and her shoes in shreds.

"Were you knocked down by a motorist? asked a sympathetic bystander.
 "No, picked up," she snapped.

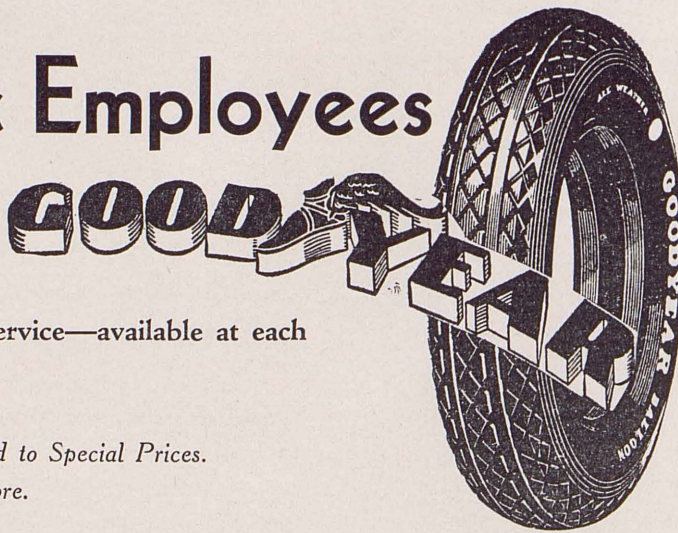
Partial List of Claims Paid to Pacific Electric Ry. Employees During October, 1930, by the Wm. L. Thomas Agency of the Pacific Mutual Life Insurance Company

Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid
Auforth, Fred W.,	Influenza	\$ 32.00	Hemphill, Thomas L.,	Cold	10.00	Rowe, John H.,	La Grippe	8.00
Barnett, Dave,	Influenza	26.66	Hemphill, Thomas L.,	Cold	12.00	Sanchez, Daniel,	Tonsilitis	24.00
Burnett, Glenn D.,	Infected tooth	12.00	Huettner, Christopher,	Sprained back	12.00	Schimelman, Louis,	La Grippe	6.00
Castro, Isidro,	Bruised back	9.33	Idleman, Bailey C.,	Influenza	18.00	Senay, O. Emmanuel	Influenza	10.00
Clement, Fred C.,	Influenza	12.00	Ingraham, Paul O.,	La Grippe	26.00	Silverman, Albert,	La Grippe	12.00
Cole, Ralph C.,	Cold	22.00	May, Renard R.,	Tonsilitis	10.00	Singleton, Robt. J.,	Cold	12.00
Cole, Wm. B.,	La Grippe	6.00	McGilvray, Jack,	Influenza	10.00	Skemp, Milton R.,	Influenza	14.00
Davis, Darrell E.,	Hernia	74.00	Michaels, Claude H.,	Broken arm	120.00	Waters, Gilbert S.,	Influenza	10.00
Epp, Frank E.,	Hemorroids	10.66	Olson, Christian E.,	Bruise	37.33	Watson, Frank G.,	Cold	8.00
Gazeley, Gordon L.,	Tonsilitis	10.00	Patzer, Robert B.,	Ptomaine poisoning	8.00	Welch, Chas. H.,	Infection	14.00
Hastings, Daniel L.,	Influenza	24.00	Perry, Samuel C.,	Appendicitis	66.00	Young, Hary L.,	Indigestion	20.00
Hathaway, John P.,	Cut thumb	70.00	Robinson, Russell L.,	La Grippe	12.00			

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

Pacific Electric Employees

May we analyze your needs and recommend the most satisfactory type of Goodyear Tires for you? You will also appreciate our courteous, efficient service—available at each of our 9 conveniently located stores.



*Pacific Electric Employees are Entitled to Special Prices.
 Visit Our Nearest Store.*

**GOODYEAR
 TIRES**

**MoToR
 TIRES
 Inc.**

**EXIDE
 BATTERIES**

1119 SO. HOPE STREET
 WEStmore 2233

1244 E. EIGHTH STREET
 TRinity 6565

1930 NO. BROADWAY
 Capitol 5854

Long Beach
 220 East Anaheim St. 6523

Hollywood
 529 Sta. Monica Blvd.

Santa Monica
 1529 Wilshire Blvd.

Huntington Park
 7140 Pacific Blvd.

Inglewood
 664 S. Market St.

Alhambra
 3rd and Main Sts.

When Dealing With Advertisers Please Mention "The Pacific Electric Magazine"

THRIFT MEANS PROFIT

Saving Money is the Simplest Thing in the World.
It Consists of Spending Less Than You Earn.

One of our Five (5) Plans will Meet Your Requirement.

Principal and Interest Guaranteed
Over One Quarter Million Dollars

—in Dividends and Interest—

Paid to our Five Thousand (5000)
Thriftors

Come In and Let's Get Acquainted

THE RAILWAY MUTUAL BUILDING AND LOAN ASSOCIATION

Suite 217, Pacific Electric Bldg., Los Angeles

Phone TRinity 8075

How's This For a Recommendation?

Last month, through no special sales effort, we sold as many BALL WATCHES as were sold during the previous six months. How come? It was done merely on the recommendations of those who had bought one.

The BALL WATCH is a railroad man's watch. It was designed and built to meet the exacting service required by railroaders. We recommend it above all others, knowing well what has been built within the "chassis."

You will be surprised at the large allowance we can make you on your old watch and the liberal terms we will extend you. And too, BALL WATCHES are priced right.

V. A. Corrigan Company

Official P. E. Watch Inspector for Nine Years

J. E. Adams, President

631 South Main Street

VAndike 9387

THE FARMERS AND MERCHANTS NATIONAL BANK

OF LOS ANGELES



Your Pay Check is Payable at

**THE OLDEST BANK IN SOUTHERN
CALIFORNIA**

COMMERCIAL ACCOUNTS

TERM ACCOUNTS

SAFE DEPOSIT

ESCROWS

TRUSTS

This is the oldest Bank in Southern California, and the largest Bank therein whose assets have never been increased by mergers, or consolidations with other Banks.

THE FARMERS AND MERCHANTS NATIONAL BANK
OF LOS ANGELES

P. E. Dental Surgeon

Authorized branch of your
Medical Department

Dr. Samuel Kaufman

826 P. E. Building
Sixth and Main Streets

Newton Moore
OFFICIAL WATCH
INSPECTOR

FOR

**Pacific Electric and
Southern Pacific Lines**

*Best service offered in Repairing
and Adjusting Railroad Watches.
Watches sold on terms to
Employees.*

301-2 O. T. Johnson Bldg.
Cor. 4th and Broadway
Phone MUtual 7486

"Let's Get Associated"

**ASSOCIATED
GASOLINE**

is

Equi-fractionated

for

- 1—STARTING
- 2—PICK-UP
- 3—POWER
- 4—SPEED
- 5—MILEAGE

When Dealing With Advertisers Please Mention "The Pacific Electric Magazine"