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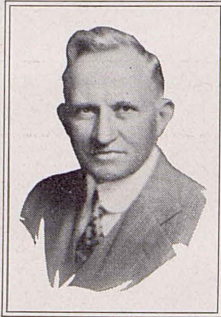
No. 5



The modern city looks down upon its birthplace, Olvera Street.

Community Chest is Best Charity Agency

Asked to express his views concerning the Community Chest as a means of administering to charity, D. W. Pontius, President, thusly committed himself:



THE Community Chest plan of administering to charity has many outstanding features to commend it. Briefly enumerated the following come to mind:

Ninety-three cents out of every dollar collected goes to charity.

It eliminates numerous drives for funds by persons paid to solicit money. Chest solicitors do not receive a cent in pay.

Under the Chest plan persons most able to liberally contribute to charity are listed and are aggressively solicited and give more liberally because of the fact that they are assured that the great bulk of their gift is spent upon the needy. The rich today give much more to charity than ever before.

How far reaching in helpfulness is the Community Chest's administrations may be seen from the fact that during the past year more than 700,000 quarts of milk were paid for and distributed free to under-nourished children in schools and homes. During the current year in excess of 400,000 persons received relief in the hour of distress.

The Community Chest recognizes neither color, race nor creed. It gives relief to crippled and orphaned children. They are entitled to a chance for a sturdy body, to a home and to become useful citizens. The sick and helpless aged whom the Chest cares for are usually the victims of conditions over which they had no control; life has simply dealt harshly with them.

Economic conditions during the past several months have been conducive to placing a still greater burden upon the Chest and the agencies it supports, and if it is to meet the call for relief that will be forthcoming it is essential that each of us support this worthy cause and institution commensurate to our incomes.

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"Now is Time to Come to Aid of Your" Company

Great Issue Confronts Company in Tax Measure. Employees Asked to Lend Earnest Efforts to Winning Votes for Tax Measure

TOO MUCH cannot be said nor written concerning Proposition Number 4 on the November ballot, so vital is this issue to this and other California electric railways. Hence the Magazine again carries a comprehensive statement and array of facts dealing with the various phases of this question. Read it carefully, not once, but several times, please. Having done so, follow out the suggestion contained in the inserted box on this page. During the course of the campaign read "what can you do to help" several times to see that you are not overlooking any vote getting opportunities.

The purpose of this Amendment is to equalize the tax rate now levied by the State on the electric railways in California to that paid by common property. This will remove a manifest injustice in the tax system, lighten the admittedly excessive tax burden on the electric railways and enable them to continue and improve the useful, dependable and necessary public service which they perform.

That the Amendment merits active interest and support rests upon (1) Public benefits that will result from its ratification; (2) Desire to fix a fair tax upon the electric railways; and (3) Recognition of their situation and pressing needs.

Need of Railways

California has the most rapidly growing population of any state in the Union. Its interior is developing, industries are being attracted to its cities, and commerce and trade are increasing. Free and untrammelled channels of communication and travel are essential. Continued growth and prosperity depend upon ample and efficient transportation. California's electric railways provide an economical and necessary means of street and interurban rail transportation.

Obviously, the electric railways, whose efforts are devoted to the development of the State, should be en-

couraged in every reasonable way instead of being restricted by excessive taxation. Hence, impelled by a desire to deal fairly with them, and acting in the public interest, the California State Legislature, comprising the duly elected representatives of the people, has adopted this amendment and submitted it to the people for their approval.

Number 4 on the ballot, which is Assembly Constitutional Amendment 34, prescribes that the electric railways shall be taxed $4\frac{1}{4}$ per cent of their

soever the local taxes of any county or city, school or other district. It does not affect the franchise percentage tax payments and other taxes now paid by the electric railways to the cities and counties.

It fully safeguards the taxing powers of the state by specifically stating that the initial rate prescribed in the Amendment shall be subject to change by the Legislature.

It definitely reclassifies the electric railways as distinct from the steam railroads.

In brief, the effect of ratification of the Amendment will be to impose a fair and equitable tax rate on the electric railways and to put them on the same tax basis as classes of property that pay taxes for local and county purposes, and on motor bus and stage lines that are performing a similar service.

Why Adopted

When the California State Legislature convened in 1929 it had before it for its guidance and consideration two important reports bearing on the subject of taxation. One was the exhaustive report of the California Tax Commission, appointed by the Governor in 1927, which had made an intensive two years' study of the subject, and the other was the 1927-1928 report of the State Board of Equalization, the elective body charged with the levying of taxes for state purposes.

The California Tax Commission said: "The electric railways bear a disproportionately large tax burden."

Comparing the taxes levied on the electric railways with the taxes paid on common property for local and county purposes throughout the state, the report of the California Tax Commission showed:

(1) That while the highest estimated average rate on common property is \$1.79 per \$100 of full value (not assessable value), the equivalent rate on electric railways is \$2.207.

How Can You Help in Campaign?

FIRST, acquaint yourself with Proposition Number 4 and what it really means in order that you may intelligently tell others.

Call upon your close personal friends and relatives; enlist their support and request activity.

The business man whom you patronize should be your friend and have an interest in your behalf. Ask him to vote "yes" and endeavor to have him support the measure by interesting others, particularly those employed by him.

If you have friends living at a distance impossible for you to contact personally, write them a letter, enclosing literature. In writing letters referring to this amendment, write out the word "number." The abbreviation (No.) may confuse or develop the thought that we want a no vote. Hence we should say: "vote Yes on Number 4."

Attend all of your lodge and social association meetings. If you do not feel capable of addressing them yourself, call upon the head of your department for a speaker to address them.

Carry a supply of literature dealing with this amendment and leave a copy wherever you think it may win a vote. Bring up the subject with everyone whom you casually meet if the opportunity affords.

Either in your personal or business telephone conversations bring up the subject of Proposition Number 4.

Do not argue with anyone. Present the proposition upon its merits, fairness and justice. Argument practically always results in resentment and opposition.

gross receipts.

It will equalize the electric railway taxes with the taxes paid on common property—that is to say, the proposed rate of $4\frac{1}{4}$ per cent of the gross receipts of the electric railways will be equivalent to the average tax rate paid on common property which the California Tax Commission found in 1929 to be \$1.79 per \$100 of full value.

It will also equalize the electric railway tax rate to that now paid by the motor bus and stage companies.

It does not affect in any way what-

Besides excessive tax rate, electric railways pay for paving large portion of streets.

(2) That to equalize taxes as between the electric railways and common property, the tax rate levied by the state on the electric railways on the gross receipts basis should be 4¼ per cent.

The State Board of Equalization in its report likewise showed that the electric railways are being excessively and inequitably taxed.

In the light of these reports and findings, the members of the Legislature agreed that it was unfair to the electric railways and contrary to sound public policy to continue to over-tax them at the excessive rate of 5¼ per cent on their gross receipts from operations.

The Legislature therefore determined (1) To continue the investigation of the tax problem by a Joint Legislative Tax Committee and (2) To frame and adopt an amendment to the Constitution which, upon ratification at the next general election, would remove at once the tax inequality which operates adversely against the electric railways and hence against the interests of the public in general and the users of the electric railways in particular.

In accordance with this policy, the Electric Railway Tax Equalization Amendment was introduced and unanimously recommended by the Assembly, and passed by the Assembly on April 24 by an overwhelming vote of 57 to 4. The Senate Committee on Revenue and Taxation unanimously recommended it and the Senate passed it on May 10 without a dissenting vote.

Status of Electric Railways

Although they perform an essential public service, very few of the electric railways have ever paid dividends. The majority do not now earn their bond interest, and a number of them are operating at a loss. This is due to their heavy burden of taxation, both direct and indirect, and to automobile competition.

In addition to the taxes which the electric railways pay directly to the state on their gross receipts, they also, under franchise requirements, pay a percentage of their gross receipts to cities, and are required to assume very heavy paving burdens. They also pay local taxes on non-operative property.

While the revenues of the electric railways have fallen off, their operating expenses have not decreased proportionately. In spite of diminishing receipts continued operation of the electric railways and their franchise requirements demand frequency of service which necessitates maintenance of track, overhead and equipment, and continued heavy expenditures for paving of their tracks in streets and highways.

Service Rendered the State

California's electric railways constitute a vital and an important industry. There are eighteen electric railways operating street or interurban lines in one or more of twenty-three counties of the State, with a total of 3200 miles of track.

The electric railways employ more than 20,000 persons. The payrolls exceed \$33,000,000 annually. They pur-

chase large quantities of machinery, equipment and supplies, thus contributing to the upkeep of other industries and providing markets for products of the farms, the forests and the mines. Indirectly they bring about the employment of many people.

All these electric railways render a valuable and indispensable transportation service to the people. The street railways provide the cities with the most economical means of transportation. They handle approximately 80 per cent of the store patrons; they transport thousands of workers to and from industrial establishments, stores and offices. They carry, under franchise requirements, police officers, firemen, letter carriers, and in certain cities, municipal officers without charge. The electric railways extend into suburban territory and the interurban lines provides both freight and passenger service for the rural districts, and are a strong factor in the upbuilding of the State.

The State needs its electric railways. It is in the public interest to conserve its transportation facilities and to encourage their development. The welfare of the electric railways is a matter of state-wide concern for all parts of the State are interdependent.

Number 4 will remove an unjust burden now imposed on the electric railways. The electric railways are entitled to the tax equalization which it will provide.

The Amendment is fair, sound, and in the public interest.

VOTE YES ON NUMBER 4.

Lose a Slide Rule?

Someone lost a slide rule on Tuesday, Sept. 16, in the south hall on the sixth floor of the Pacific Electric Building. It was found by F. E. Billhardt, General Agent of the Passenger Traffic Department, who in turn gave it in possession of L. A. Biehler, who was unable to find the owner among Engineering Department forces.

The loser may regain the rule by applying to Mr. Biehler in Room 694 Pacific Electric Building.

TRAINMEN CHOSEN TO WORK ON SAFETY COMMITTEE

Having been selected to represent their respective divisions, the following Trainmen will serve on the Safety Committee during the months of October, November and December, 1930:

Northern Division

W. I. Mosier, Conductor; W. J. Richards, Motorman; F. A. DeVasure, Brakeman; J. W. Merrill, Motorman; D. J. Finley, Conductor.

Southern Division

W. A. Blakely, Motorman; C. L. Cottingham, Conductor; C. O. Humphrey, Motorman; G. B. Moore, Conductor; E. G. Paul, Motorman; O. T. Estes, Conductor.

Northern Division

B. H. Hushey, Conductor; C. D. Kidd, Conductor; C. J. Mullin, Motorman; C. B. Short, Motorman; H. E. Sanders, Brakeman; C. J. Giesegh, Motorman.

The degree of service which the Safety Committee can render depends in no small measure upon the support given by Trainmen and other employees. Mr. Mercier has made a request that Trainmen in particular keep in mind at all times that we have a Safety Committee which is functioning for the public's and employees' safety in the operation of our various train units. While inspectors, trainmasters and others constantly have a trained eye looking for those factors and elements which enter into the hazards of accidents, it is impossible to observe every condition that arises or exists over our expansive system. Hence the request that all participate in the effort constantly being made to render a still safer transportation service.

It will be appreciated if you will report any operating practice or condition which may even appear to need attention.

Teacher: "Can you tell me what a waffle is, Thomas?"

Tommy: "Yes, m. It's a pancake with a non-skid tread."

How the Electric Railway Tax Equalization Amendment Will Appear on the Ballot November 4:

4	TAXATION OF STREET RAILWAYS, Assembly Constitutional Amendment 34. Adds subdivision ab to Section 14, Article XIII, of Constitution Subject to change by Legislature fixes percentage of tax on street railways, including interurban electric and gasoline propelled railways, at four and one-quarter per cent of their gross receipts from operation ascertained as provided in constitution; should courts hold classification herein unconstitutional, or prejudicial to State's right to tax other railroads differently, declares this amendment void, and rate on said railways and other railroads shall be prescribed in subdivision a of same Section or as adopted pursuant thereto.	Yes	X
		No	

P. E. CAMP, OPEN ALL YEAR, IS WINTER PARADISE



NO NEWS of recent months has been received with the degree of enthusiasm that greeted the announcement that the Pacific Electric Vacation Camp would be open throughout the year. While permanent adoption of this policy will depend upon the degree to which employees avail themselves of the opportunity, if early indications may be taken as a gauge of prospective attendance, as-

P. E. Camp's winter garb rivals outdoors anywhere. Prepare to week-end there and indulge in snow games and sports.

assurance of a surprising number of visitors may be predicted.

Not only will employees, their relatives and friends be enabled to visit the Camp during the winter and heavy

snow season, but employees whose annual leaves are scheduled during the early spring and late fall will have an opportunity to vacation at our beautiful resort. As showing that there are many who, owing to the Camp being only open during June, July and August, will gladly make a stay is indicated by the fact that over the last week-end of September fifteen late vacationees were registered.

To many employees the Camp will have a greater appeal during the winter months than in summer due to the heavy snow fall that engulfs the surrounding districts. Six to seven feet of snow was on the ground at one time last winter and for more than ninety days there was ample snow to satisfy the most snow hungry. While there are colder regions, the temperature for many weeks hovered around 20 degrees above zero.

Only secondary to news that the Camp will be open throughout the year was the announcement that both Mr. and Mrs. George Huntington will be in charge, under supervision of Club Manager Vickrey. Mrs. Huntington during the past two years has held the reins and in a manner that left nothing desired. With George, widely experienced in managing resorts, back on the job, we are assured of even better supervision, if indeed it is possible.

Mr. Huntington went to the Camp late last month and asked to assure all who may wish to visit this winter that they would be comfortably cared for. He also stated that work would be commenced in preparing the present site of the croquet grounds as a skating rink and tobogganing may be engaged in on a hill located in the south end of the Camp. Further plans and progress of these features and other winter sports will be announced later.

Employees under the apprehension that lodging only will be available to them throughout the year will be pleasantly surprised to know that they may either procure meals in the Camp cafe, or make purchase of their needs at the store within the grounds. Prices will be unchanged, either for lodging, meals or foodstuffs. In other words, it is the intention to maintain the Camp on a basis conducive to pleasure and at a cost within the reach of all. During week-ends this winter when attendance will be large, sufficient extra help will be on hand and departmental party groups, already several of which are in the planning, may be certain that their needs, comfort and pleasure have been pre-determined.

The motor coach used during summer months between San Bernardino and the Camp will not be operated except during the heavy summer travel. Visitors will either use their own automobiles or travel via stages of the Motor Transit Company, who have extended an exceptionally low rate. The round trip fare between San Bernardino and the Camp via stages will be \$2, which, when it is considered that the regular fare is \$3.50, a real concession has been granted. A rate of \$1.00 for children from 5 to 12 years of age is also in effect. Reservations, rate orders for transportation, in fact, all data concerning a stay this winter at the Camp may be obtained by telephone or personal application to the Club.

In order to assure comfort during the winter weather it has been decided to use only the eighteen single and two double bungalows. This for the

Right Way to Address Feminine Passengers

MR. CONDUCTOR, how do you address a feminine passenger? "Lady," "Missus," "Madam," or "Miss?"

Feel not ashamed if you have been in error. The female passenger's station in life rarely is known to you and the most acceptable term for platform men to use has long been a debatable question among electric railway managements.

"Madam" is correct.

In order to settle for all time the frequently arising question, the Editor of the American Electric Railway Journal sought the view of an authority on the subject from whose dictum there would be no dispute. Uncertain in his own mind, the Editor asked none other than Mrs. Price Post, who, as Emily Post, is recognized as the last word in etiquette and social matters.

Mrs. Post thus replied to the query: "In speaking to a passenger, be she young or old, 'Madam' is the proper term. 'Miss' only to a very young school girl—seventeen or under—a school girl."

So, Mr. Conductor, if heretofore you were not correct, please hereafter say "Madam" or "Miss."

reason that these quarters are equipped with both heating and cooking stoves.

The thought has gained belief that climatic conditions during the winter period are such that a journey to the Lake Arrowhead district is fraught with difficulty, hazard and discomfort owing to heavy snows and weakened roadway conditions. This is not a fact. While there is a heavy snow fall, the main highway is state supervised and maintained in a safe and passable condition. Only on three days last winter, when exceptionally heavy snow was recorded, were stages of the Motor Transit Company unable to carry out schedules. There is a considerable population residing in the San Bernardino mountains and it is essential that highway communication be possible at all times. Frequently skid chains are advisable, but otherwise a journey into these mountains involves no unusual nor lengthy preparation.

Many employees have frequently made the request for permission to visit the Camp during off-season and winter periods and the concession that has been granted is another of many that we are indebted to Mr. Pontius for having granted. Speaking for the employee mass the Magazine is certain that appreciation will be reflected in this winter's and future attendance at the Camp and participation in the many privileges and pleasures offered by a visit there.

TRAFFIC NEWS NEAR AND FAR

Interest in zone fares continues unabated throughout the country. Cleveland reports continued growth of its experimental two-cent zone, and it is claimed that the railway is now carrying practically four times as many passengers in this one-mile zone as it did sixty days ago. That there are similar opportunities to stimulate short haul riding on railways nearly everywhere, is evident. Five cents for a short haul, with basic fare for other rides, would in no wise affect long haul riders and should greatly stimulate riding.

The Municipal Street Railway of Seattle is reported to be without funds to meet a semi-annual principal and interest payment of \$421,360 due September 1. The Mayor and Council are said to be attempting to refinance the system, while merchants and property owners protest against a proposed re-routing of cars and urge that the railway be taken out of politics.

Nearly seven times the population of the United States was carried by the New York City's local transportation systems during the first three months of 1930. Transit Commission reports that 834,380,000 passengers rode the subway, elevated, surface car or bus, an increase of 1.3 per cent over same period 1929. The I.R.T. system showed a gain of 5.5 per cent and B.M.T. rapid transit lines an increase of 3.6 per cent, both due to heavier subway traffic. Surface car rides in Manhattan decreased 10 per cent.

Traffic congestion in Paris is declared responsible for lower real estate values and great loss to business interests. Property owners who heretofore opposed expense of relief plans, now advocate tackling problem from every angle, and approve plans to widen streets, build new broad thoroughfares, wider bridges, underground and overhead passages, open up bottlenecks and eliminate dangerous crossings. The city in co-operation with Department of the Seine will now proceed with a relief program estimated to cost \$40,000,000. Plans also call for construction of a broad highway completely encircling the city, so as to avoid movements of suburban traffic through congested streets. This program is entirely apart from an equally ambitious subway development now being pushed to completion.

Hubby: You're going for a drive with me, aren't you?

Wife: I'm not the person to back out.

Hubby: No, it would be better for the garage if I did.

"My wife and I had a great argument last week. She wanted a roadster and I refused to buy it because, as I contend, a closed car is more practical."

"Does she like the new roadster?"

Increased Business Volume Through Employees' Tips

IN ADDITION to procuring considerable business for our parent company, information supplied by employees resulted in both passenger and freight movements over Pacific Electric lines during the past month.

Through the kind thoughtfulness of Mrs. F. E. Haugh, wife of Trainman Western Division, movement of 50 Eastern Star ladies resulted. Mrs. Haugh, being an officer of that Masonic body, saw the opportunity of effecting the group's traveling over our lines and through her efforts a car was chartered from Glendale to Palisade Park, Santa Monica.

A. J. Brand of our Freight Accounts Bureau, though ill and off duty for the past seven months, showed that he had his company's interest at heart through securing two freight movements from El Segundo to Galt, Ontario, the shipment being routed Pacific Electric-Southern Pacific over a large portion of the distance. Being in poor health and able to get about only with considerable difficulty, Mr. Brand's thoughtfulness is doubly appreciated.

Another exhibition of thoughtfulness on the part of an employee is seen in the efforts of J. C. Lortie, also a member of our Freight Accounts Bureau. Mr. Lortie furnished information through a shipper friend which will result in a considerable volume of freight traffic being routed from an eastern point to an industry in the Santa Monica Bay District.

In addition to the foregoing splendid efforts in behalf of our company's freight and traffic revenues, employees throughout the system continued to effect the securing of passenger business for our parent company. During the past month from 21 tips, 17 round-trips and 11 one-way tickets were sold through this instrumentality.

Those to whom appreciation is expressed for their commendable interest in this all-important matter and the business secured are as follows:

E. C. Johnson, Conductor Northern Division, 1 one-way, Omaha.

James Gould, Accounting Department, 2 round-trips St. Paul, Minn.

Harry Rogers, General Claim Dept., 1 one-way, Pittsburg.

J. Van Sickle, Trainman, Pasadena, 1 round-trip, Sacramento.

Carl Heisel, Car Foreman, Los Angeles, 1 round-trip St. Louis.

Garrett W. Demarest, Conductor, Western Division, 1 round-trip Chicago.

Frank Hite, Conductor, Los Angeles, 1 round-trip, Atlanta.

J. R. Hamilton, Engineering Department, 1 one-way Ardmore, Oklahoma.

R. Hunsley, Conductor, Los Angeles, 1 round-trip, Minneapolis.

Ellen Sparks, Los Angeles, 1 round-trip, New York.

V. L. Webb, Conductor, Los Angeles, 1 round-trip, Chicago.

Walter Toenjes, Conductor, Los Angeles, 1 round-trip, Chicago.

J. Tindall, Foreman Cabinet Shop, Torrance, 1 one-way, Denver.

Howard Bennett, Conductor Southern Division, 2 one-ways Portland, Oregon.

R. Randall, Conductor, Southern Division, 2 one-ways, St. Louis.

Hugo Dummer, Freight Clerk, Glendale, 3 one-ways, Kansas City.

W. W. Montrose, Motorman, Pomona, 2 round-trips, New York.

George Weaver, Hollywood, 1 round-trip, Detroit.

P. R. Day, Auto Sub. Tnspr., Los Angeles, 1 round-trip, Minneapolis.

S. G. Randall, Southern Division, 1 round-trip, Kansas City.

Clyde DeLong, Clerk, Claremont, 2 round-trips, New York.

ANSWERS TO ERRORGRAMS

The rules violated are: Trainman sitting down and passenger standing; Conductor in front car not helping passenger with children; improper flagging by Conductor of rear car; front door open in rear car; front fender up.

Errors in design of cars: Driving from front trolley; cars are not 300 class; rear trolley running on messenger; five steps at front door of rear car; no front trolley on rear car; words "Pacific Electric" in wrong location on rear car; whistle on wrong side; too many ventilators in rear car.

Employees Asked to Help in Special Movement Campaign

CALLING attention to the fact that this railway is, since acquisition of the Motor Transit Company, in a position to render exceptionally good service at reasonable rates to special parties attending conventions, outings, picnics, theaters, athletic events, etc., throughout Southern California, a special bulletin last month appealed to employees to keep the matter of special movements in mind and report prospective journeys to our Passenger Traffic Department.

Pacific Electric Railway with the Motor Transit Company have available motor coach equipment and both organizations are in a position to provide service for practically any size special party desiring to move to or from any place, for any purpose, at any time, with a reasonable charge per coach. Equipment consists of de luxe type 25 and 33 capacity, twin coaches 40 capacity, or lighter coaches of 25 seating capacity. Charges to be based according to class, seating capacity, mileage and waiting time of trips. Rates are as low or lower than those of other companies handling special movement business.

There are certain points where motor coach movements in the past could not consistently be handled by Pacific Electric, due to deadhead mileage involved. However, the Motor Transit have spare equipment located at numerous convenient points on or near our line, and it is intended to use their equipment when necessary.

In addition to Motor Transit and Pacific Electric equipment, this Company is in position to draw upon equipment owned by the Los Angeles Motor Coach Company, thus enabling us to supply equipment fitted to any transportation need, both as to speed, luxury or seating capacity.

The 1930 football season is at hand, therefore an intensive effort should be made to secure all movements of this nature from schools and colleges, etc., in your district.

In order that Pacific Electric will receive proper credit for business turned over to Motor Transit all arrangements should be handled as in the past through F. E. Billhardt, General Agent, Passenger Department, Los Angeles, who will furnish all information regarding rates, type of equipment, etc., when requested.

P. E. MASONIC CLUB NOTES

The next regular meeting will be held in the Auditorium of the Pacific Electric Club Tuesday evening, October 7. At that time the Second Degree will be exemplified by the Hollywood Chapter of DeMolay.

On September 25 the Pacific Electric team visited Eastgate Lodge and conferred the Third Degree upon two fellow employees in the Transportation Department.

Coming! The big annual dinner.



Help the Helpless

Read, please, Mr. Pontius' statement on page 2. Prepare to make your donation through this company's solicitor. Our quota has been increased because the need this year is greater. The best minds and practically every large city in the United States administers to its charity needs through a Community Chest. No humanly supervised organization is perfect, but fundamentally the Community Chest idea is sound and results in the largest part of every dollar going to charity.

A "Yes" vote on Number 4 will not affect City or County tax rates.

Accidents CAN be Reduced

More Care and Less Highway Speed Named as Cures by Executive Over Radio. Accidents are Caused

"Street and Highway Safety" was the topic of a radio address by A. T. Mercier, Vice-President and General Manager, over KHJ on Tuesday, September 16. In part our executive said:

HOW often we have heard the remark "An accident happened yesterday, etc."

From an experience in railway operation extending over many years, I have long since formed the opinion and can without reservation declare that accidents **do not happen**.



A. T. Mercier

There is nothing mysterious about them.

To **happen**, there must be the element of **chance**, and chance does not enter into the matter.

Every action, the result of which, whether good or bad, must result from a cause, and the fundamental cause of accidents is carelessness, either voluntary or involuntary, and may arise from one's own actions or by the actions of others.

Investigation personally made in reference to accidents, going back over many years, has in every instance, in my experience, been avoidable, had all the factors entering into them been given proper human thought. Where the failure of material was involved, in every instance that comes to memory, back of it all was the human, mental equation as its prime cause. Improper material for construction, faulty operation, or inadequate provision for safety by the human mind who conceived it.

Fortunately, structural or material failures are rare in these days and catastrophies are few in number. The human element engaged in the operation of modern mechanisms is the source or cause of most of our accidents in these times, and the record is most appalling.

It is unnecessary for me to give you statistics to picture to you how appalling it is, for the daily papers are your constant reminder, but I might remind you at this time, that in the matter of street intersection accidents—between auto and auto; or between auto and train—there is a wrong conception on the part of the general public, due to the prominence given collisions between autos and trains as against the reference made in public print of purely auto collisions—notwithstanding the fact that the loss of life and injury to persons is far greater in purely auto accidents.

Recent authority says that throughout the nation during the past year,

out of each 100 street intersection accidents, 93 were between auto and auto, and seven between auto and train.

When we realize that motor vehicle fatalities in the United States increased from 12,500 in 1910 to 31,000 in 1929, which closely approximates our total casualties on the field of battle in the Great War, I think we should all stop and take inventory, as it were, to see what we can do as individuals, what part we can play in this great work towards eliminating accidents, educating the users of our highways as to the safe manner of operating.

That the railways of the nation have been awake to the seriousness of the "accident menace" and have been unceasingly active, in accident prevention, is attested by the fact that during the past seven years, in the face of rapidly growing vehicular traffic, they have reduced railway accidents 53 per cent; have reduced casualties to passengers 32 per cent, and casualties to employees on duty 60 per cent.

This has been accomplished by never-ending; ceaseless education of every one of their employees. By constant supervision and many times by rigid discipline upon the part of railway management. By the demand that **precepts of safety be practiced**. By vesting authority for enforcement of safety measures and by demanding responsibility be assumed by all men in

Pass Holders Asked to Abide by Old Ruling

WHILE most employees abide by the ruling that pay passengers, as an aid to Conductors in collecting fares, be permitted to enter local cars first, our Transportation Department advises that some employees are negligent in respecting this rule.

With a complicated zone fare system, transfer issuance problems, the recording of monthly, Sunday, policemen and other passes, Conductors on local cars have all they can do to properly register their collections. When employees place a further burden upon them by entering car with regular patrons, Conductor's duties are made the more trying and difficult.

With this explanation as to why the rule was made it is hoped that those employees who thoughtlessly disregarded the rule will abide by it in the future for which the grateful appreciation of Conductors is forthcoming.

charge of features of operation. Hence the remarkable showing of 53 per cent gain in seven years.

What one industry can do, we believe is possible for every industry; and if similar lines of education and enforcement are adopted, soon may come a composite effect in the interest of all.

The great hope lies in education—through the aid of the great newspaper text-books of the country—through the earnest efforts of awakened individuals who desire to be of service to their fellow men—through the upholding of law enforcement officers in their restraint and elimination of reckless, drunken drivers—through examples made of men who have no regard for the rights and safety of others—through the bringing to mind of every driver of any kind of a vehicle that at every street intersection lies an element of danger to be avoided and that no right-of-way right ever justified the killing or injury of a fellow man when a waiving of that personal right would have prevented an accident.

The highways are yours, and there is no good reason why they should not be reasonably safe, much safer than they are today. The great majority of you are careful drivers. You are suffering from the reckless driving of a small minority, just as Chicago has suffered from a small group of lawless men, that has made that great city the subject of much unfavorable comment in recent years.

It is common talk that it is not safe to go out for a ride on Sundays any more, and also another common remark is that the poor fellow that does the driving doesn't get any pleasure out of the trip because of the great strain he is under every minute.

This is a condition that should not be allowed to continue. I think it is about time for you law-abiding, careful drivers to take control of the situation and make your highways that you are paying for, safe.

Probably the greatest single element contributing to accidents (next to carelessness) is speed. Of course most of us like to travel fast, and conditions here in California are certainly favorable to highway travel all the year. However, in the interest of this great safety movement, we should all of us make a sacrifice of speed for safety.

It is not so very long since we were satisfied to take a ride of a few miles behind a good horse, and were perfectly happy. Now that we have high-powered automobiles, and will soon have the air available for most of us, it behooves us to not get reckless; and to not try to cover too great distances in short time. Take a little more time, drive a little slower, and get a lot more pleasure out of your trips.

This will not only make the highways safer, but will make them more pleasant for all, and I think may be the solution of the whole problem.

Let's start earlier, if we want to reach a distant place, and then we will not need to drive so desperately fast.

Don't try to get back before dark; take your time, take your supper along

with you, or stop on the way and get a bite to eat and enjoy the evening on the road.

Loaf along, and let go the tension, and get some pleasure out of life. You will work better for it, instead of coming back after a long drive, nervous and tired from the strain.

Make it a practice to stop before crossing railroad tracks, and look carefully in **both directions**. You do not have to cross many of these tracks in a day's trip, and you can well afford this moment of caution to protect yourself and those with you. After one train has passed in front of you, wait a moment and watch to see if another is coming from the opposite direction, perhaps hidden by the first train.

And don't ever forget that the interurban trains of the Pacific Electric Railway are big, high speed trains, and not street cars, and don't take chances at interurban rail line crossings, any more than you would at steam road crossings.

Conservation of life is the responsibility of each of us. We cannot delegate our own responsibility to others.

DRIVE BEING MADE AGAINST FRAUDULENT WILDCATTERS

Persons advertising that they "have room for passengers" in automobiles destined to points east had better be sure that they have complied with existing laws concerning transportation of passengers in such manner. Also individuals contemplating journeys by such means should investigate well before they make such travel arrangements.

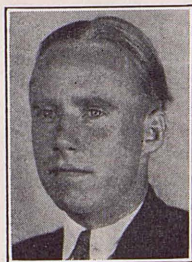
There have been numerous complaints during the past few years of "wildcatters" possessing worn-out automobiles and lacking financial ability to fulfill their contract having mulcted the public of many thousands of dollars. In numerous instances these persons have either "skipped" with the fare paid by passengers or broken down on the desert or in isolated places and were unable to fulfill their contract.

In the past several weeks the Board of Public Utilities and Transportation have made investigations of persons advertising for passengers to distant points. In many instances they have found such would-be transportation agencies being either without funds or possessing automobiles utterly lacking in ability to fit them for a lengthy journey. Several arrests have been made and the local Board is determined to make an example of those who are unable to carry out their contracts or who are lacking in necessary funds to fulfill their obligations.

It is necessary for persons wishing to transport passengers to secure a permit from the Board of Public Utilities and Transportation. This agency compels the operator to put up a bond showing that he is able to get passengers through and that he is insured in every way to fulfill the obligation he assumes.

Night Study Wins a High Honor for Employee

"**H**E THAT hath, gets." Not exactly in those words, but to that effect, there is an old adage which may well be amended, to-wit: "He that hath determination, gets."



Cyril R. Leslie

It is to the possession of a large quantity of the above quality in his make-up that some of these days, and it won't be long, the office door of a downtown prominent building will be adorned with the words: "Cyril R. Leslie, Attorney at Law." And thereupon hinges

a story well worth the telling:

To become a lawyer in itself is quite an achievement. But when such an ambition has been fulfilled through study that involved five years of laborious night school attendance, it is indicative that such a student possesses qualities not found in the average run of the so-called "stronger sex."

It was five years ago that "Les," as his friends know him, determined to take up law. He had obligations that fall to the lot of most of us, which meant that he had to continue at work. Polytechnic High School offered an evening class in law and Les enrolled, not for one or two nights a week, but five. For three years he continued his five nights of study, with many a Sunday thrown in for good measure. During the past two years Les has attended the Los Angeles College of Law also five nights weekly.

And all the while he won several promotions in the Passenger Traffic Department where he has been employed for the past ten years, his last advancement being to the post of Chief Rate Clerk, which he has efficiently filled.

Came at last the big test—Bar examination. Together with 459 others, Les took the three-day test. In the list of the forty per cent of those who passed appeared the name of C. R. Leslie.

It was "determination" that did it. A certain amount of native ability, of course, was necessary, but all of us possess that. What many of us don't have is determination!

When Les hangs out the ol' shingles there will be a lot of boosters among his friends in this railway. He is certain to have the success he so richly deserves.

FOUR DEATHS IN SEPTEMBER

During the month of September the Pacific Electric family was called upon to part with four of its members through death.

A measure of comfort to the saddened homes was forthcoming through

Information About Visiting Famed Huntington Library

CLOSED to visitors, as is the usual practice during the month of September, the Huntington Library and Art Collection again threw open its gates on Wednesday, October 1. During the past year visitors were greater in number than ever before, request for admission coming in at such a rapid rate as to make necessary additional exhibition days.

That employees may answer intelligently request for information concerning a visit to this internationally known art collection, the following data is taken from a recent publicity release by the Library's headquarters:

The art collections, the library exhibition, and the gardens are made available to the public through the Exhibition Office. Because of the limited capacity of the galleries and other considerations, visitors are admitted by cards which are available on application. Exhibition hours are from 1:30 to 4:30 p.m. The present schedule subject to modification, is Tuesdays, Wednesdays, Thursdays, Fridays and Saturdays, and the first and third Sundays of each month.

Cards of admission are sent in response to applications enclosing a stamped, addressed envelope. Those who can come on other exhibition days are urged not to request tickets for Saturdays or Sundays. Requests for specific dates will be filled when possible but applications requesting tickets for the earliest available date are filled most readily. Not more than five tickets for a week day or four tickets for a Sunday will be issued to one applicant. At present the number of admissions is limited to approximately 500 each day. Children under ten years of age are not admitted to the buildings. Groups wishing to visit the exhibitions should apply through their president or secretary.

Our Sierra Madre cars, Huntington Library stop, take the visitor within a very short distance from the main entrance gates.

insurance provisions, all of whom were paid Group Insurance, while three of the families were the recipients of Mortuary Fund protection. The total payment to beneficiaries amounted to approximately \$8,000.

Those answering the call were: Felipe Gutierrez, Laborer, Engineering Department; May Smith, Head Waitress, Mt. Lowe; John Roy, Clerk, Terminal Freight; and Ernest H. Gatzke, Car Repairer, Mechanical Department.

To the bereaved relatives of those who have been called upon to part with their loved ones, in behalf of the entire P. E. family, we extend deepest sympathy.

One additional disability claim was granted during the month of September, making a total of 33 employees now receiving an aggregate of \$2,189.35 monthly benefits.

A "Yes" vote puts motor coaches and electric railways on same tax rate base.

The Agent's Field of Endeavor

Make Friends by Rendering a Friendly, Helpful Service. Frequent Contact is Invaluable

By A. E. NORRBOM,
Assistant to Freight Traffic Manager

WHEN everything is running smoothly in a business way, that is, when we are doing more business than we did last month or last year, there is an unconscious tendency to relax in our vigilance to protect our present traffic or do our best to develop new business.

Possibly one of the best things that has happened to us during the past year is a definite realization of a fundamental principle that we cannot individually prosper unless business is prosperous, and to you and me "business" is the Pacific Electric Railway. The present business condition is an experience new to many of us, and from it we are learning the true value of a ticket sold or a freight shipment secured. We know that we must individually assume responsibility and each of us must put forth greater effort to hold what business we have and we must work harder to secure new business.

Agent's Responsibility

What is said here applies in common to both our freight and passenger business, but I should like to particularly dwell upon what our Agents can do in the retention and development of our freight traffic. The Freight Traffic Department, through its solicitation personnel, concentrates its activities in the large productive centers of traffic in particular, depending upon Agents to actively solicit business in their respective locations and to keep the Traffic Department informed of conditions in their territory. While the Agent is the representative of all departments of the Company, the paramount duty is to serve the public and to fully protect our traffic interests. Each Agent of the Pacific Electric Railway occupies a position of responsibility, not only officially but civically. You are the medium of contact between our Company and the traveling and shipping public, and you are, so far as public opinion of your community is concerned, the Pacific Electric Railway. A measure of your individual success is determined by your ability to please our patrons and what our patrons think of the Pacific Electric is influenced by your attitude.

As the front line representative of the Traffic Department in your community, what can you do to increase the traffic to and from your station? There are many ways in which this can be accomplished. The first and foremost objective we must accomplish is a friendly attitude on the part of the public. How can we go about doing that?

Undoubtedly we all realize that to make friends we must be friendly. Our personal feelings must be subjugated,

as personalities should never enter into business. We must be helpful to our patrons and do everything we can to assist them in their transportation problems.

What Have We to Sell?

Having laid a foundation of friendly co-operation we should then proceed to analyze our physical traffic situation. If we are the Agent at a competitive rail station we should analyze the services of our competitors, as well as ourselves, because we are selling transportation service. In selling transportation services in competition with other carriers we should determine for ourselves why Pacific Electric service should be preferentially purchased. The answer is because we are endeavoring to give full value for every dollar spent for transportation service; we are providing first class equipment, expeditious transportation, adequate facilities to meet traffic demands, and paramount—courtesy and fair treatment.

If reciprocal switching arrangements are in effect at a station, special efforts must be put forth to satisfy patrons served by our line, and we should also actively solicit traffic from industries located on the lines of our competitors.

In addition to constantly watching the traffic movement for patrons served by private spur tracks we must also watch our team track situation. These shippers should be constantly solicited and their needs promptly taken care of, otherwise there is always the possibility of losing their traffic to our competitors. An Agent who is "on his toes" in the solicitation of freight traffic shares with the shipping public their transportation problems, as their problems are our problems. If we are looking out for their interests such action is always appreciated, and it not only helps us in securing their business but in establishing a closer bond of friendship.

Value of Constant Contact

To retain our traffic and attract new business to our lines constant solicitation is necessary, and each Agent should endeavor to contact daily as many of the shippers and receivers at his station as his duties will permit. Oftentimes situations arise which the Agent personally cannot follow through to a conclusion. The Traffic Department is available at all times and the Agent should promptly notify the Traffic Department in those instances where he cannot personally conclude a business transaction.

Sell This Service

Possibly no section of the United States is confronted more vigorously

S. P. OFFERS UNUSUALLY LOW COACH FARES NEXT MONTH

Thrifty bargain hunters get ready to travel.

Offering extraordinarily low one-way coach fares to eastern and southern points, the Southern Pacific during the month of November will furnish a tempting incentive to travelers. Even lower than the fares offered at this time last year, these one-way tickets will be sold in either direction. As showing the large saving that may be secured it is pertinent to point out that the regular fare one-way to Chicago is \$79.84, while under the special November fares the toll will be \$47.50.

The following are fares to other eastern points effective next month only:

New York City, \$78.06; St. Louis, Memphis and New Orleans \$42.50; Kansas City, \$37.50; Dallas, Houston and San Antonio, \$32.50; Denver \$30. To and from many other points the fares are commensurately low.

These bargain fares will offer employees a splendid chance to bring additional revenue to our parent company through telling their friends and furnishing tips to the Southern Pacific's passenger department of prospective journeyers.

Jerry, too full of hooch, leaned against a concrete lamp post and dozed off. Waking shortly, he began feeling of the concrete, walking around the post several times, then in tones of horror said: "Heavens, I'm walled in."

Disappointed Convict—(back on the rock pile after several years): "T'aint altered a bit, 'as it? I thought after all these years they'd 'ave introduced some labor-saving devices."

with truck competition than the territory served by the Pacific Electric Railway in Southern California. The railroads, and the Pacific Electric particularly, have lost to the truck lines a large share of the business they have been instrumental in developing. To meet that competition the Pacific Motor Transport Co. has been very effective. The field of motor truck competition offers a fertile field for the wide awake Agent. Many have derived pleasure and personal satisfaction in building up the traffic to and from their stations by the Pacific Motor Transport Co. and are constantly endeavoring to show a monthly increase in that traffic.

Our job is what we make it, and there is no doubt but what each one of us can make our job bigger and better and derive more pleasure from it in the knowledge that we are doing our best. It is not a one-man proposition, and if each one of us will wholeheartedly put our shoulder to the wheel we can do our bit in overcoming the present business condition. We cannot passively sit by and wait for the other fellow to start it.

Events told in MAGAZINE of Ten Years Ago

TEN years ago this month one of the first and largest excursions of employees was made to our San Bernardino mountain camp, and from the Magazine account with two pages of pictures and text, it must have been a "rip-roaring" occasion. Which reminds us that this is one of the most beautiful times of the year in the mountains—a time when the trees are taking on the autumn colors and the tang and scent of the woods is most alluring. The suggestion is respectfully offered to the different departments that right now will be a splendid time, and we think it would be a most enjoyable thing to do if each department would organize a special week-end excursion to our big mountain resort.

Ten years ago R. S. Maison, then as now, Car Service Agent, was lamenting, then as now, about some of his Pacific Electric equipment going astray. He hung his complaint at that time, in 1920, upon the fact that P. E. car No. 2429 was loaded out over a trans-continental line in October, 1916, and had not yet gotten home. We wonder if "Bob" has found that car yet?

In October, 1920, we were proudly boasting of the introduction of safety cars in Pasadena on the south loop line.

The Magazine of ten years ago portrays with pride the completion of the new station at San Pedro and indeed it was a beauty. It is still a credit to the city in which it is located.

In October, ten years ago, we had some unusual traffic arriving at the Harbor, of which there were 4900 tons of copra cake from the isle of Cebu in the Philippines; 4100 tons of pineapple from Hawaii; 1600 tons of Chinese merchandise of all kinds, together with 500 tons of pig iron from Japan. Wouldn't we like to see a lot of that cargo right now.

We did some entertaining as a railway ten years ago, our particular guests in the month of October of that year were very prominent advertising agents from the east, who handled the greater part of railway advertising of the trans-continental lines. Expressions from them indicated that they had a very fine time.

Ten years ago Carl Mills resigned from the Mechanical Department, in which he had charge of pay-rolls and work order accounts, to enter into construction business which he followed for several years thereafter. He is now a business man at Redondo Beach. He was succeeded at that time by Willis M. Brooks, who still holds forth in the same capacity. Numerous friends of both parties mentioned will be glad to know that they are flourishing like a green bay tree.

A new sub-station at San Bernardino was completed in October, 1920, according to the Magazine, and in which we consolidated two other sub-stations, thereby including in one station both 600 and 1200 volt apparatus. Since that time much improvement has been made in transforming apparatus and methods and this company has kept pace with all of the worthwhile new appliances along transmission lines.

In October, 1920, we were visited by what might be termed "royalty" in electrical engineering as it relates to transportation. During that month we had visitors from France comprising thirteen of the most qualified technical

experts in electrical engineering of that country; closely following that party was one of English railway experts who surveyed all of our property; and in addition thereto that month recorded visits of two Belgian engineers, as well as engineers from Norway, Holland, Japan and South Africa. We might pridefully say that then, as now, the Pacific Electric properties were and are looked upon as outstanding examples of their type in transportation.

HOW MUCH TO RUN AN AUTO?

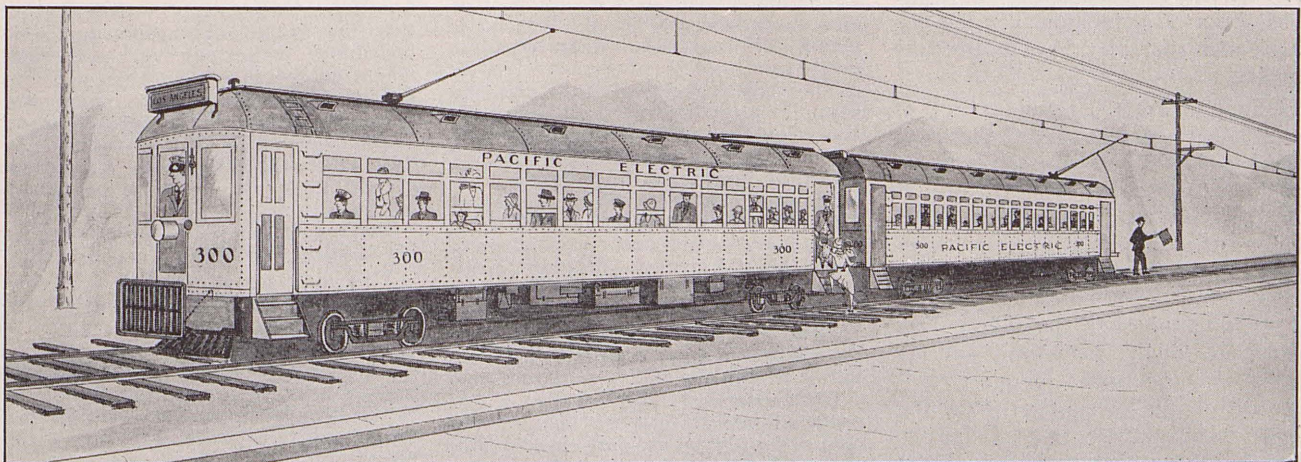
Delving further into the cost of automobile operation, the Iowa State College, Ames, Iowa, has recently made public a very comprehensive investigation into per mileage costs of operating automobiles of various weights and design.

The findings of this educational institution were based on a survey of the operation of 800 automobiles in various parts of the United States and the determinations of costs were fixed on an average of 11,000 miles per year. Every item of cost incident to automotive vehicle operation, including gasoline, oil, tires and tubes, maintenance, depreciation, license, garage, interest at 6 per cent and insurance, were taken into consideration. The gasoline price was arbitrarily set at 20 cents per gallon.

The following are details of average cost per mile of types of vehicles quoted:

Light four-cylinder	6.02c
Medium four-cylinder	6.42c
Light six-cylinder	7.38c
Average six-cylinder	8.40c
Heavy six-cylinder	9.45c

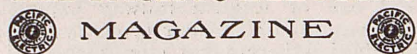
The Iowa State College last year also published the results of a less comprehensive investigation into this feature of automobile operation and the thoroughness and extensiveness of its survey was such that its findings were accepted as being very close to the actual cost the owners shoulder in the operation of automobiles.



Paraphrasing a popular question and answer cartoon—"What's wrong with this picture?" There are eight obvious mistakes in the physical make-up of the two cars, also five violations of well known rules. Next month we will have another, the errors in which will be more difficult to detect. See answers on page 7.

The Legislature voted 57 to 4, and Assembly 28 to 0 in favor of Proposition Number 4.

THE PACIFIC ELECTRIC



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

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

WE ARE prone to the belief that there is no such thing as a silly question.

At times when we are asked something we may be inclined to feel that the inquiry is a needless, useless, and silly one. But if we stop to analyze the circumstances we will find in most every instance that it is not an idle, useless question. None of us have yet become telepathic enough to know just what inspires a question, nor the circumstance that may have caused the inquiry.

Questions are the result of lack of knowledge upon the part of the questioner and while to us it may at the time seem absurd, it may be of tremendous import to the other party, and whether important or not, the answer we make portrays in a very large measure our own character. If we, as representatives of the railway, are courteous, kindly, considerate and accurate in our answers to questioners, we are at the same time reflecting those qualities upon our Company. And whether the question was silly and needlessly asked, or not, we have performed a duty by rendering a proper answer.

One of the requisites of a railway

man or woman, and we might say one of the pleasing parts of our job, as well as a privilege, is the informative information we may give out so needful and essential to so many people and through which avenue we have so many opportunities of making friends for ourselves and for our Company. The attitude we assume toward questioners, regardless of what their questions may be, either makes for friendliness or the reverse. Many times people under mental strain with perplexing problems, in a condition of mind that is not normal, will make inquiries seemingly so trivial that upon first thought makes them somewhat ludicrous, but rightly viewed, they open to us an avenue of approach to possible patrons and an opportunity to possibly build friendships that are invaluable.

Foreign peoples not of our tongue are the most grateful for assistance of this kind, and never yet have we failed to see the light of appreciation shining in their faces when rendered service properly to their inquiries. To get their viewpoint and their attitude try reversing the thought and picture how you would feel in a foreign country approaching a native of that state for information, without someone available to translate your desires for you.

No one deliberately would asked a "silly" question. The mere fact that it is asked is evidence that the inquirer is sincere and perhaps perplexed. Answer questions the way you would expect to be answered if you had asked them.

SEATTLE STILL IS "SOLVING" CITY OWNED RAILWAY

The municipally owned and operated electric railway of Seattle, Wash., is giving city officials and taxpayers much grief.

The city purchased the property from its private owners several years ago when they insisted that they could not get along on a 5-cent fare. A long series of fare tests, including one 5-cent rate which cost the city about \$750,000, followed. Finally a 10-cent, three for 25 cents, rate was adopted. Even this did not solve Seattle's problems. Financial returns have been inadequate to meet current expenditures, and, according to Seattle newspapers, the property has been going down hill.

On September 1, \$128,000 was due on bond interest and the money was obtained only by issuing payroll and general expense warrants. Announcement was made that other current indebtedness would be met by additional warrants.

A net loss of \$887,468 was sustained by the Detroit Municipal Railway for

MAY SMITH, MT. LOWE, DIES

Many hundreds of employees of the Pacific Electric will learn with great regret of the death of Dorothy May Smith, who for the past fourteen years has served this Company and its patrons as dining room Captain at our Mt. Lowe Resort.

Fourteen years ago May came to this Company's service from Yosemite where she had been engaged as cashier for several years, and since her coming she has radiated cheerfulness at the resort at Mt. Lowe continuously. Not only will she be missed very greatly by those engaged most closely with her in her work and by the many of our employees who have known her for years, but there are many thousands of patrons of this resort who visited from time to time who will miss her smiling, gracious presence.

Of all the most loyal of employees of the Company, none have been more so than she, both to its interest and to friends. Her many acts of courtesy and consideration have borne much fruit in the way of friendships built and her memory will long be cherished by those who have been recipients of her kindly service.

Her death occurred at the California Lutheran Hospital September 12 after an illness continuing over quite a period of time, but becoming serious only a short time prior to her passing.

Services were conducted on September 16, attended by a large gathering of friends and her ashes will be placed in a crypt at Forest Lawn Cemetery.

WARN AGAINST DEADLY GAS

The first of the chilly mornings are already tempting autoists who find their motor "stone" cold to let the motor run awhile to warm it up before starting for work. This presents great danger when it is done with the garage doors closed.

Don't run your motor in a closed garage, is the warning of the season offered by the Automobile Club of Southern California. Statistics show that the hazard of carbon monoxide poisoning, while not very prevalent when compared with other accident dangers, is gaining rapidly. Last year there were more than twice as many deaths from this cause than in 1924. The 1928 and 1929 death rates from carbon monoxide show a steady increase.

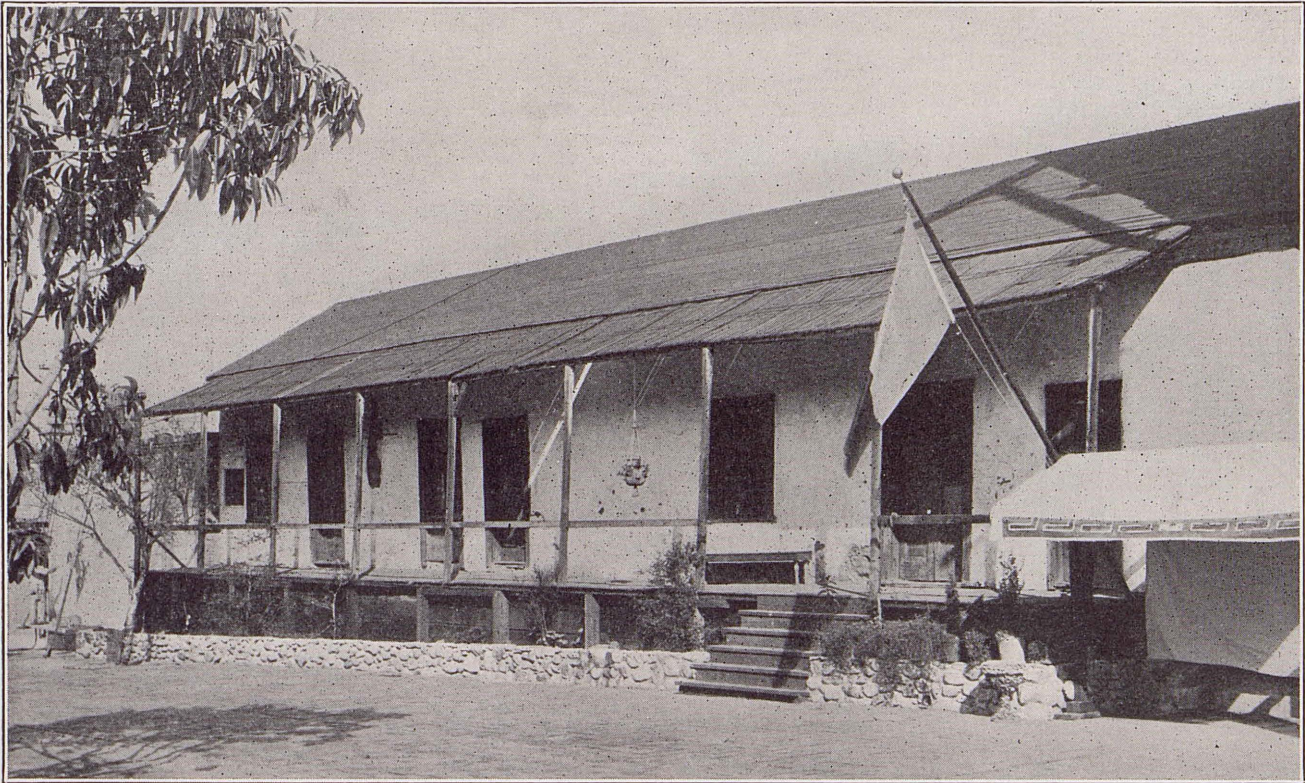
Remember this about carbon monoxide, advises the club:

You can't see it!
You can't smell it!
You can't taste it!
But it is deadly!

Keep the doors and windows of the garage open when you have the motor running, or better still, do not let your motor warm up until you are in the driveway.

the year ended July 31, 1930, according to official figures recently made public by Del A. Smith, General Manager.

OLD SPAIN THRIVES WHERE CITY GOT ITS NAME



The "first American home" in Los Angeles; headquarters of Commodore Stockton, and later Generals Kearney and Fremont. This and many other structures and relics of a century ago will make a visit to the "paseo" on Olvera Street an interesting one.

EMPLOYEE LONG IN HOSPITAL THANKFUL FOR KINDNESSES

Still patient and hopeful after many months in the California Lutheran Hospital, Clara Painter, employee of the Mechanical Department, last month addressed a letter to the Magazine, expressing appreciation to friends and complimenting our Medical Department for its splendid and effective efforts in her behalf. In part Mrs. Painter wrote:

"It is my sincere wish to express to many kind friends who have helped to make my illness pass with less suffering than otherwise would have been my lot, the appreciation I feel for their kindness.

"To Doctors Weber and Sholtz, who have left nothing undone to lessen my pain and bring me back to health and to the nurses who have been unremitting in their care, I am indeed grateful. To dear Daddy Briggs, who always manages to cheer me up each Thursday, I owe a debt I can never repay. I hope in some way I may be able some time to return some measure of the kindness that has meant so much to me."

A Scotch Road Sign: Detour—Toll Bridge Ahead.

A "Yes" vote insures better service and ability to extend electric railway service.

IF YOU have not recently done so, some of these days soon make a visit to Olvera St., near the Plaza. A pleasant venture awaits you.

Entirely too little of Los Angeles' early history and landmarks are known. Here you will see some that reek of the Padre day.

While many of the structures which are located on this historic old street are known to have been built a hundred or more years ago, the Avila adobe homestead because of its known part in the early history making of "Pueblo de Neustra Senora la Reina de Los Angeles" (meaning "village of our lady Queen of the Angeles" as the city's founders choose to call the city) receives the bulk of attention and admiration. It has been well established that it was in this quaint structure, that is known to be more than a century old, that sheltered Commodore Stockton, who seized it in 1837 when Los Angeles was first occupied by American soldiers. Subsequently it was appropriated by General Kearney and Fremont. The old Plaza cathedral near by was built in 1818.

Retaining all of its glamorous Spanish atmosphere, the entire street has been turned into a market place. Bowls and jugs of pottery are sold by souvenir vendors; a "bell turn" which called the toilers from the adjacent

vineyards for their midday meals is seen; dressed in costumes of old California, Spanish characters sell woven baskets; others bid you buy food dishes, images, textiles and similar wares.

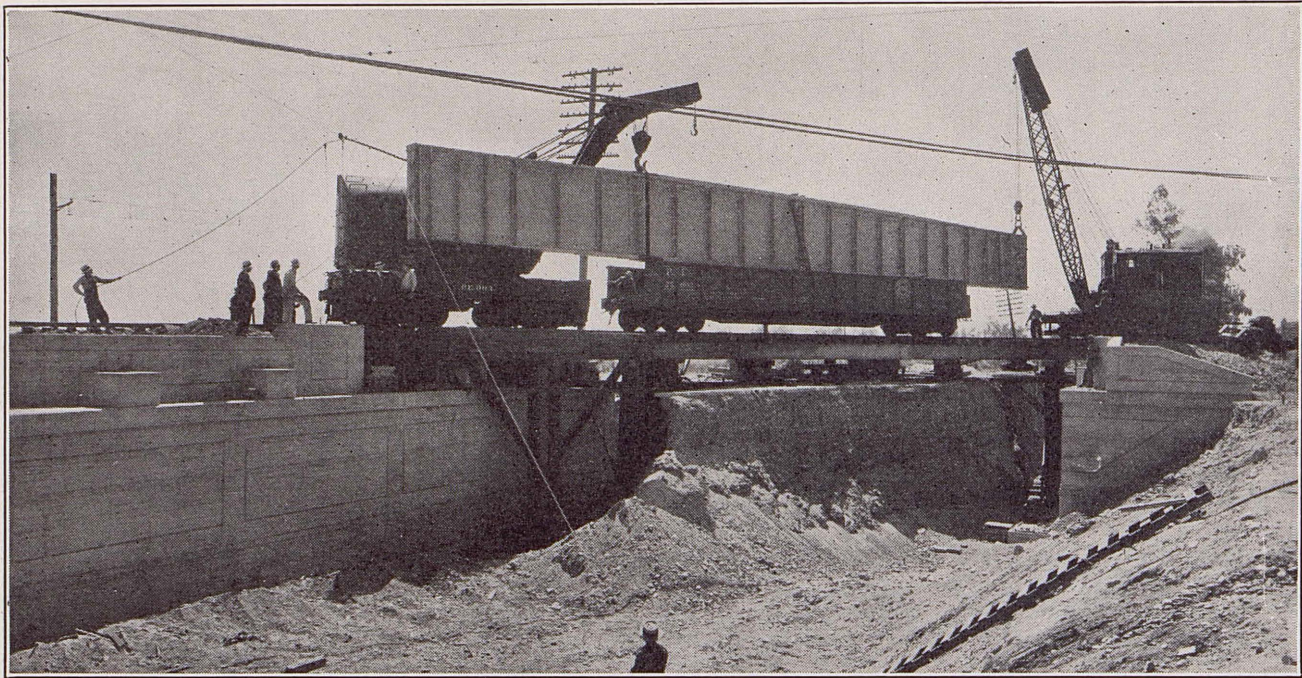
Much could be written but it would poorly convey all that you will see and enjoy.

It is of interest to know that the idea of preserving this historic old street originated in the mind of Mrs. Christine Sterling, a former resident of San Francisco, but now of Los Angeles, who deplored the passing of these old landmarks and set about to prevent it, even going to extent of leasing the old Avila home which had been condemned. Mrs. Sterling was unrelenting in her efforts to stir up civic pride and took her plans to Harry Chandler, Lucien Brunswig, D. W. Pontius, James R. Martin and others. Shortly a corporation known as the Plaza de la Los Angeles was formed and a movement under way that forestalled contemplated razing of structure on the street.

Agents' Meeting

The Agents' Association will hold its first meeting of the year on Saturday, October 11, in the Ballroom of the Club Building, commencing at 7:45 p.m.

ANOTHER GOOD LINK IN SAFETY'S CHAIN



Putting in place one of the mammoth girders on the Muscat grade separation, the twelfth such structure to be installed at heavy traffic locations on Pacific Electric lines in past five years.

By W. Z. SHAW, Cost Engineer

WITH the completion of the grade separation structure at Muscat Station, two miles west of Fontana, on the San Bernardino Line, about October 1, 1930, the Pacific Electric will have completed twelve new grade separations on its system within the last five years.

The separation of grades at Muscat will permit Foothill Boulevard to go under our tracks. Our present single track, San Bernardino Line at this point is in high speed territory and in a twenty-four hour period twenty-three passenger trains and six freight trains pass this point. Although a speed restriction of thirty miles per hour has been maintained over this crossing, rapidly increasing highway traffic would soon compel us to make a further undesirable reduction in speed, making it more difficult to maintain our present schedule to Riverside and San Bernardino.

A traffic check shows a daily average of approximately five thousand vehicles operating over this crossing. Based on an elaborate study the State Highway estimates that by the year 1940 a daily movement of about fifteen thousand cars will pass this point. The separation of grade has been constructed so as to amply handle this increased volume of traffic as well as to permit the double tracking of our line in the future.

The bridge structure is of the through girder steel plate girder type with concrete abutments, reinforced concrete deck and ballasted track. At

present only two of the plate girders were installed, the one which ultimately will be on the center line between tracks being the largest and heaviest on our system. It is eight feet six inches deep and one hundred and four feet long and weighs approximately sixty-five tons, the excessive length compared with the roadway width is due to the angle at which our line crosses Foothill Boulevard.

In placing the girders, it was necessary to utilize both the company's fifty tone electric wrecking crane and the twenty-five ton steam locomotive erection crane in a combination hookup so that the wrecking crane handled approximately two-thirds of the load and the locomotive crane the balance.

This separation of grades costing approximately \$120,000.00 was effected by raising the railway track six feet and depressing the boulevard fifteen feet. The structure was designed and steel girders erected by our Engineering Department. The concrete work was done by contract.

In the past five years twelve grade separations have been constructed on our line, totaling a cost of \$1,088,708 and in which cost the Pacific Electric has participated liberally. Our management has assured the State, counties and various municipalities of its willingness to aid in the elimination, as rapidly as possible, of the dangerous and hazardous crossings brought upon us by the ever-increasing volume and speed of vehicular traffic.

P. E. Woman's Club Has New Features on Program

By MRS. LON BISHOP, Correspondent

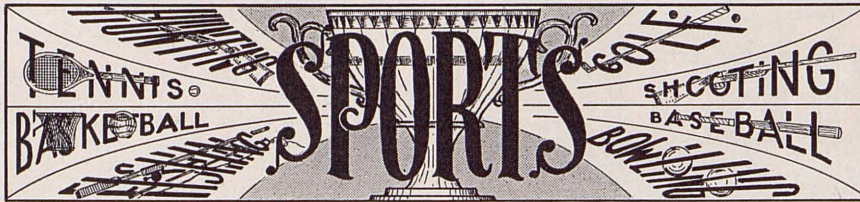
WHEN sixty-five women can be drawn together during the Club's vacation period just for a social afternoon—well, it's a pretty good outlook for the future of the organization and a great big compliment to the President and officers of the Woman's Club.

Just a week later, September 18, an afternoon card party was held, attended by several tables of players, all of whom reported a good time. Many tributes were paid to the charming hostess, Mrs. Heustis. Prizes in bridge were awarded to Mr. Wilkinson and Mrs. McMichael; in 500 to Mrs. Amy Wilson and Mrs. M. F. Jaycott. Door prize went to Mrs. W. F. Schenck.

To the many visitors who have inquired regarding dues and what we have in our organization we wish to say that we have splendid programs throughout the year with interesting and instructive speakers on subjects of interest to all women; we have films along educational lines, which are shown in the theater; we have musicales, day and night card parties—our serious moments and our moments of fun; and—we have **no dues**.

September 25 a large group of women enjoyed an informal musicale, given in the ballroom. Refreshments were served and a very lovely afternoon spent.

(Continued on Page 17)



Ten Teams Now Contesting In P. E. Bowling League

By R. M. COBB

THE 1930-31 season of our bowling league opened at Jensen's, Friday, October 3, with a bang and will continue every Friday night until next April, with exception of two weeks' postponement during Christmas holidays.

The league consists of ten teams this season and several new faces are noted. We greet them with pleasure and hope that they get as much of a kick out of our tourney as the rest of us. The extent of pleasure obtained hinges largely upon the display of good sportsmanship by all participants and that is where we endeavor to shine our brightest.

The last year's championship team of Earl Haskell and gang presented a new and formidable lineup, including Gowanlock and Brahm, so it looks as if Earl had designs on some more championships. The ladies' team has been reorganized and promises plenty of grief for their opponents. Included in this team is Mrs. "Dick" Prettyman. If you do not recognize this name it is none other than Helen Spafford, who, with V. C. Prettyman, the popular captain of the P. E. Club team, rolled a perfect game down the aisle of matrimony last month. The congratulations of the entire league are offered. The request is now made that hereafter when members get married they will notify the various teams just when they expect to leave the church and where they intend to go from there.

The Claim Department and Engineers teams are largely composed of new bowlers which means that these teams are the ones to look out for in the final accounting.

All teams appeared with insignia on their backs denoting the team names. This was made possible by Mr. Vickrey of the P. E. Club and made a fine appearance. Our thanks and appreciation are extended for his generous thoughtfulness. Accommodations for spectators are better than ever and all who enjoy an evening of sporty competition are cordially invited to be present any Friday at 8 p.m. The location is Sunset Boulevard at Logan Street.

The following teams constitute the league: Macy Street; Roadway Equipment; Engineers; Claim Department; South Division; P. E. Club Ladies; Signal Department; Electrical Department; P. E. Club, and Telephone Department.

Many Prizes Await Winners of P. E. Golf Tournament

ATTENTION, golfers! Offering merchandise and cash prizes to the extent of approximately \$75, the golf tournament during November is expected to exceed any previous effort in bringing out golf enthusiasts of this Company. In addition to the sport of the tournament, it is planned to organize among the most proficient, a team to play in the Los Angeles Industrial and Commercial League next year.

Grey Oliver, Captain and Manager of golf teams and activities among Pacific Electric employees, is sponsoring the November Tournament. It will be a handicap affair in order to assure all contestants of an equal opportunity to win some of the attractive prizes offered. The games will be played on November 2 and 9 at the Sunset Fields and Montebello courses, with 36 holes of play each day—18 in the forenoon and afternoon.

The winners of the first 36 holes will play out the following Sunday. The losers of the first 18 holes will play for a prize the first Sunday afternoon and then together with the balance of the losers will play the following or second Sunday for additional prizes.

Prizes, which are on display at the P. E. Club and to which others will be added, are as follows:

Winner of championship flight with handicap from scratch to 10—\$12 merchandise order.

Prize for winner of second flight with handicap from 10 to 20—\$8 merchandise order.

Prize for winner of third flight with handicap of 20 or more—\$5 merchandise order.

A number of other prize donations are expected to be contributed—two dozen Pacific golf balls being listed among the awards awaiting the leaders. Each of the contestants will donate 50 cents which will be distributed in a manner later to be decided upon after conference. Among the donors of prizes are:

Mr. James Addis, Listenwalter & Gough—all leather golf bag.

Mr. Adams, V. A. Corrigan Co.—silver plaque.

Dr. H. W. Woodworth, Pacific Golf Equipment Co.—two dozen Pacific golf balls.

Employees desiring to participate in this tournament should consult Grey Oliver, Room 675 Pacific Electric Building, from whom all essential and further information can be gained.

RESULTS OF BASEBALL GAMES

The Trainmen won two out of the four games played during the month of September, reports F. L. McCulley, Manager.

On Sunday, September 14, they defeated Bert Wells' fast Hawthorne team, by score of 8 to 7, after Hawthorne had won 18 straight games. The following Sunday, in a return game at Hawthorne, Hawthorne won by the score of 7 to 5. Then on Sunday, September 28, the Trainmen beat the fast Soldiers' Home team of Sawtelle, in eleven innings, by score of 11 to 10, and this after the soldiers had scored six runs in the first inning off Green's delivery, after which he settled down and pitched the entire 11 innings, to win.

	R.	H.	E.
Monterey Park	6	8	0
P. E. Trainmen	3	8	0
Batteries: Maillard, P.; Blonde, C.; Green, P.; Houston, C.			

Sunday, Sept. 14, at Hawthorne:			
Hawthorne	7	8	3
P. E. Trainmen	8	11	5
Batteries: Cox, P.; Milligan, C.; Spencer, P.; Garrison, C.			
Hawthorne,	7	8	1
P. E. Trainmen	5	12	3
Batteries: Cox, P.; Milligan, C.; Spencer, P.; Garrison, C.			
Soldiers' Home	10	14	2
P. E. Trainmen	11	16	4
Batteries: Tinson, P.; Gray, P.; Gibson, C.; Green, P.; Garrison, C.			

West Hollywood baseball team could do no better than win two and lose two contests with teams it encountered during the past month. The following shows scores, hits and batteries for the four games played:

	R.	H.
Melrose Trunk Co.	7	9
West Hollywood Trainmen ..	8	13
Batteries: McKnown—Keedy; Kester, Blette and Williams.		

	R.	H.
Fraternal Brotherhood	5	5
West Hollywood Trainmen ..	6	10
Batteries: Houpt, Page and Sullivan; Carroll—Nicholls.		

	R.	H.
Fuller Paint Company	7	8
West Hollywood Trainmen ..	4	9
Batteries: Hammer—Finley; Blette—Williams.		

	R.	H.
Armstrong Bakery	8	9
West Hollywood Trainmen ..	4	6
Batteries: Marra, Garland and Pope; Carroll, Blette and Williams.		

Those making inquiry by letter should send in average score by Oct. 15 for the last five games played, giving also the lowest score ever made and on what course scores were registered. Mr. Oliver assures that each contestant will be matched strictly according to his average score for the last five games. However, handicap will be given subject to adjustment after each 18 holes of play. A handicap committee will be appointed for the purpose of equitably naming handicaps.

All authorities say electric railways are over-taxed. A "Yes" vote is only fair.



Executive Committee of the Pacific Electric Club met in regular session in the Ballroom of the Club Building on Wednesday, September 3, 1930, at 2 p.m. The following members were absent: W. J. Hodge, P. G. Winter, E. S. Donaldson, W. H. Lowry, B. F. Manley, F. B. Patterson and H. E. DeNyse.

Minutes of Executive Committee meeting held August 6, 1930, and manager's various reports were read and duly approved.

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

Club Fund	
Balance 8-1-30	\$1,954.89
Receipts	1,532.95
<hr/>	
Total	\$3,487.84
Disbursements	1,081.44
<hr/>	
Balance 8-31-30	\$2,406.40
Relief Fund	
Balance 8-1-30	\$ 972.05
Receipts	1,617.39
<hr/>	
Total	\$2,589.44
Disbursements	1,380.00
<hr/>	
Balance 8-31-30	\$1,209.44

Club President E. L. Young reported that the Furnishings Committee met last month and had gone over matters relating to the completion of equipment for the Club. The Committee recommended and secured Mr. Pontius' approval for the purchase of a new billiard table, shades for the billiard room, lockers and showers to be used in connection with physical culture classes and a few other miscellaneous items to more completely furnish the club. These items have been requisitioned and will be installed within a short time.

On behalf of the Executive Committee, President Young extended a welcome to the new committee members who were elected at the recent election and were attending the regular meeting for the first time.

As the By-Laws of the Club provide that officers shall be elected at the first meeting in September, organization of the new Executive Committee was undertaken.

On motion of T. J. Day, E. L. Young was nominated for President. The motion was duly seconded and Secretary instructed to cast a unanimous ballot in favor of Mr. Young.

F. L. McCulley nominated N. B. Vickrey for Club Manager and Secretary. The nomination was duly seconded and Secretary instructed to cast a unanimous ballot in favor of Mr. Vickrey.

W. A. McCammond was nominated

for the office of Treasurer by E. A. Stevens. The nomination was duly seconded and the Secretary instructed to cast a unanimous ballot in favor of Mr. McCammond.

Representatives of the respective departments nominated the following committeemen to membership on the Governing Board for a period of one year: G. R. Attride, F. L. McCulley, R. B. Hooper, E. A. Stevens, B. F. Jurdan and R. M. Cobb. The above nominations were duly seconded and Secretary instructed to cast a unanimous ballot in their favor.

There having been no representative elected in the recent election from the Transportation Department, Western Division, Sixth and Main, the name of H. J. Lee was presented and unanimously approved.

R. B. Hooper made a request that a drinking fountain be installed at West Hollywood, pointing out that there is at the present time wash room facilities at this location and that there would be very little expense involved in placing a drinking fountain in service. Mr. Vickrey explained that it would be impossible at the present time to have any such improvements made, but that it would be kept in mind and just as soon as conditions improve, this matter will be brought to attention of proper officials.

Request was made by J. Talbert that the writing tables in the Trainmen's room of the Subway Terminal be re-covered. It was pointed out that in their present condition the tables were very rough. Mr. Vickrey said that the matter was one that comes under the jurisdiction of the terminal foreman, but that he would check into the matter and endeavor to get the tables recovered.

R. M. Cobb announced that the annual Pacific Electric Club Bowling League Organization Meeting would be held at the Club Building on Friday, September 12, at 8 p.m., and invited all those interested in bowling to be present.

Committeeman R. Powell of Pasadena inquired as to what the attitude of the Club was toward outside points on the system. Mr. Young informed that there was no such thing as the Club having any attitude toward outside points, as they were all a part of the Club. Mr. Young continued, that although the Club headquarters were located in Los Angeles and being such were more advantageously located to people living in Los Angeles than those living in outlying cities, it was just as much the Club of residents of outlying cities as those in Los Angeles.

P. E. SCHOOL BULLETIN TELLS SCOPE OF VARIOUS CLASSES

Off the press late last month, there are now being distributed throughout the system Pacific Electric Club Educational Bulletins giving detailed information regarding the courses of instruction offered employees and their families.

In addition to the 25 classes in 21 different subjects treated in the bulletin, there are now being conducted classes in Artcraft and Sewing. The Artcraft class is held on Mondays from 9 a.m. to 3 p.m. under the direction of Miss Woods. The Sewing or Dressmaking class is held each Thursday from 9:30 a.m. to 11:30 a.m. under direction of Miss Emma Ueland. Both of these classes were organized and are being conducted primarily for Pacific Electric ladies, all of whom are invited to enroll and attend regularly.

Although most of the classes being held under the direction of our Educational Department started a few weeks ago, it is not too late to enroll. Get started by enrolling now!

G. R. Attride, committeeman from Eastern Division, Transportation Department, made a short talk during which he stressed the fact that employees of his district were as loyal to the Company and the Club as any in the service, but that the distance to Los Angeles made it prohibitive for them to participate to any extent in Club activities. Mr. Attride called attention to the dances that are held from time to time in San Bernardino, which, he stated, appeal to not more than two-thirds of the employees.

As a means of bringing the advantages of Club membership to Eastern Division employees, as well as other outlying districts, Mr. Attride suggested that steps be taken to see if it is not possible to enter into an arrangement whereby employees and their families could receive reduced rates to the various places of entertainment, picture shows in particular. Mr. Vickrey will make a survey of Mr. Attride's suggestion with the idea in view of entering into some such arrangement.

George E. Rice, Committeeman from Ocean Park, informed that there were several of the business houses along the coast beaches that were willing to and are now giving employees discounts. Mr. Rice also suggested that each committeeman appoint himself a committee of one to investigate the possibility of securing reduced rates at the various business houses and places of entertainment, any information thus secured to be forwarded to the Club Manager for further handling.

Mr. Attride inquired if it would not be possible, as well as practical, for a more complete report of committee meetings to be made. A short discussion followed, after which it was decided to continue the present method of reporting meetings until such time as the new committeemen are better acquainted with present practices.

CLUB THEATER SHOWS AGAIN PROGRAMMED EACH WEEK

Reopening its doors for regular Friday and Saturday evening motion picture entertainments after being closed for two and one-half months, the Club Theater was fittingly initiated for the coming season on October 3 and 4 by two near capacity audiences.

During the entire summer our Medical Staff has been studying the infantile paralysis situation and in giving its consent to the reopening of the Club Theater last week gave its opinion as there being little or no danger of this disease spreading due to attendance at the Club motion pictures. The situation will be closely watched at all times so that picture show patrons need not feel uneasy in attending.

The pictures to be shown during the balance of this month, each one of which has been highly recommended, are as follows:

October 10-11: "The Young Whirlwind" with Buzz Barton.

October 17-18: "The Time, the Place and the Girl" with Grant Withers and Betty Compson.

October 24-25: "The Greyhound Limited" with Monte Blue and Edna Murphy.

October 31-November 1: "The Mysterious Dr. Fu Manchu" with Warner Oland, Jean Arthur and Neil Hamilton.

The starting times for the motion picture entertainments in effect last fall and winter having proved very satisfactory, will again be in effect—Fridays, 7:30 p.m.; Saturdays, 8 p.m.

Grey Oliver, Captain and Manager of the Pacific Electric Club Golf Team, is working hard on the plans for the big golf tournament to be held during November. The tournament will offer a large prize list in an elimination contest in match play. For further details see golf article elsewhere in this issue.

HOLD PARTY AT P. E. CAMP

Employees of the Eastern District and their families enjoyed a dance and weiner bake at the P. E. Camp on Saturday, September 13.

Dinner was served from 6:30 to 8:30 and at 8:45 the dance was on. Mrs. Huntington kept everything moving at a lively pace, and at 10 o'clock the crowd deserted the dance floor for the outside fireplace for the weiner bake. When the supply of weiners and coffee was exhausted, it was "on with the dance" and it was nearly midnight before the party broke up.

Quite a few members of the party stayed at the Camp all night and enjoyed the mountains the following day, while others drove down the same night.

Everyone had a good time and extend thanks to both Mr. and Mrs. Huntington for their efforts—they were "the life of the party." Everyone is anxious for a "return engagement."

The Pacific Electric Club celebrated its first birthday in the new building last month, the official four-day opening having begun on September 18, a year ago. The Club Cafeteria on September 23 celebrated its first birthday, all customers of the day having received sweet peas as a token of appreciation of their patronage during the past twelve months.

Official opening of the Club's 1930-31 dance season was on September 25, on which occasion a capacity crowd of merry-makers joined in an evening of popular dances. The new Club Dance Orchestra is one of the best in the city, being second to none among the Club's musical organizations. Regular dances will be held on the second and fourth Thursdays of each month throughout the fall and winter. Come out and join the crowd in these semi-monthly dancing entertainments.

NEW BILLIARD TABLE ADDED

Additional equipment was installed in the Club Billiard Room last month in the form of a new billiard table, bringing the total to six tables now at the disposal of Club members, three pool, two billiard and one snooker.

The new fixture is a 5x10 foot Wilmington style billiard table, into which has been incorporated all the newest improvements in billiard table construction. Twelve new assorted style and weight billiard cues, along with the various other accessories, are also in service.

The five other tables in the billiard room have all been recovered and otherwise thoroughly reconditioned so that every piece of equipment in our Club Billiard Room is in first-class condition. This, together with the fact curtains have been installed on all south windows so as to do away with the sun glare during certain periods of the day, makes this one of the finest equipped club billiard rooms in Southern California.

Plans for the coming season call for tournaments in all three of the popular billiard room games—snooker, billiards and pool. Do some practicing now before the tournaments start and get in on the sport.

WOMAN'S CLUB

(Continued from Page 14)

Among the entertainers were Mrs. Booth, Director and Leader of the Glee Club recently organized; Miss Martha Meek, well-known radio artist, with her piano accordion; Miss Barnes, pianist; Mrs. Womersley, cellist; Mrs. King, reader, and a delightful bit of "close harmony" by Mrs. C. B. Smith and Miss Barnes.

Your attention is called to the October schedule of activities:

Meetings held on the 9th and 23d at 1:30 p.m.

Comparison of Accidents During September 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.....	1	5	5	2	3	5	9	12	3 Dec.— 25.00%
At Railroad Crossings other than Company's.....	0	0	0	0	0	0	0	0
Between Cars of Company.....	0	2	1	1	0	2	1	5	4 Dec.— 80.00%
With Vehicles and Animals.....	53	92	52	86	111	164	216	342	126 Dec.— 36.84%
Derailments.....	0	3	1	2	3	2	4	7	3 Dec.— 42.86%
Equipment.....	0	1	0	1	3	2	3	4	1 Dec.— 25.00%
Boarding Cars.....	0	6	0	3	8	3	8	12	4 Dec.— 33.33%
Injuries on Cars (not in collision).....	3	4	6	2	7	9	16	15	1 Inc.— 6.67%
Alighting from Cars.....	4	4	4	5	12	14	20	23	3 Dec.— 13.04%
Falling from Cars (not purposely alighting).....	0	0	0	0	0	0	0	0
Doors, Gates and Guard-Rails.....	0	1	1	5	3	13	4	19	15 Dec.— 78.42%
Ejectments and Disturbances.....	1	1	1	0	1	1	3	2	1 Inc.— 50.00%
Miscellaneous.....	2	6	6	2	2	3	10	11	1 Dec.— 9.10%
Total.....	64	125	77	109	153	218	294	452	158 Dec.— 34.96%
Employees.....	2	1	4	0	6	4	12	5	7 Inc.— 140.00%
Total Car Accidents.....	66	126	81	109	159	222	306	457	151 Dec.— 33.04%
Motor Coach Accidents.....	8	12	3	4	15	12	26	28	2 Dec.— 7.14%
Total Passenger Accidents.....	74	138	84	113	174	234	332	485	153 Dec.— 31.55%
Freight Accidents.....	7	7	22	19	6	1	35	27	8 Inc.— 29.63%
Total All Accidents.....	81	145	106	132	180	235	307	512	145 Dec.— 28.32%
	64 Decrease		26 Decrease		55 Decrease		145 Decrease		

"Electric railways bear a disproportionately large tax burden."—Cal. Tax Commission.



FREIGHT DEPARTMENT SOUTHERN DIVISION

Thos. A. Lyons

Someone told Joe Logan that if eucalyptus leaves were placed under one's pillow that a sure cure for nasalitis would result. While working at Torrance Joe spied a eucalyptus tree just outside the shop gate and he prevailed upon the one-armed watchman to climb the tree to get some leaves for him. Although the watchman had to hold the limbs of the tree in his mouth while he picked the leaves, pick them he did. Joe got his leaves.

Ray Rothrock's boy Jack, who is considered the fastest man in the American League, will winter at Long Beach.

Charlie Stanley has his eyes on the Wing-foot job. Duke Burnett is not considering it.

If anyone wants some easy money, see George Preece. He thinks Los Angeles has a chance to beat Hollywood in the play-off.

It was with keen regret that we bid adieu to Paul Butterbaugh, "Limey" Welch, Jack Anstrom, Wright, Jensen and Sweeney, all fine fellows.

Did any of the brave hunters get a deer? If so, due recognition will be given to the first one who presents this writer with a venison steak.

Regretably the South Freight will not have a bowling team this year. Funds and hours interfere.

"Mile Away" Thomas asked "Pappy" Brown why he always wore a brown vest and Pappy replied, "Well, we old-timers still like our gray and tobacco."

Back from a trip to Iowa, "Zeke" Meyers said the corn looks bad this year, which is not a pleasant outlook for the tourist rush to Long Beach next year.

In my short experience I never saw a guy who could wield a more wicked highball with a lamp than Amos Tang, or a nicer ten track sign than Charlie Noonan gives.



7th ST. WAREHOUSE

Daniel Sanchez

We were very sorry to learn of the death of our fellow worker, John Roy, who passed away the 22d of last month. John had been with the Company for 20 years and was highly regarded by all who knew him. He was a member of the Masonic Lodge. Our sincere sympathy is extended to the bereaved family of our friend and fellow employee.

At least once a year the call of the wild must be answered by our Checker, William Minyard. This year Minyard, accompanied by his wife, journeyed into the mountains where they were each lucky enough to bag a deer. The boys can vouch for the venison being a real treat.

Those returning from vacations recently are as follows:

Greg Elias, Checker, who made his annual visit to Tucson, Arizona; Foster Whitehead,

Routing Clerk, returned from a pleasant trip to Utah and Colorado. Foster is not Scotch, but he left the Nash at home. Nick L. Romo, Ed. R. Mills, Dan Page and Carl Eckman, Stevedores, came back to work looking well rested after spending vacations at home; W. A. Clevens, Trucker, also vacationed at home.

Office and Yard

The following vacationists have been taking advantage of the fine fall weather this month:

Irene Cunha, Stenographer—Portland Vancouver.

S. F. Tellechea, Delivery Clerk—P. E. Camp. W. H. Cochran, Notification Clerk—at home and surrounding points.

T. D. Walker, Expense Clerk—Salt Lake City, Utah. Tommy reports some wonderful fishing in southern Utah.

M. J. Dickson, Car Clerk—at home.

H. R. Schneider, Yard Messenger—at home.

E. L. McStotts, Transfer and Car Clerk—at home.

John W. Boehme, new Clerk and Messenger, transferred from the Engineering Department, relieving Walter Cottingham, who has taken the position of Relief Cashier.

Commercial Checker Frank E. Maddox is still reported on the sick list but expects to be back on the job before very long.

Car Clerk D. J. Cotter, who has been laid up for some time with a broken arm, will be back on the job in a few days.

Expense Clerk V. E. Lynn has been moved up to the position of Switching Statement Clerk, relieving Louis Lipschultz, who in turn takes the Posting Clerk job. Miss Rose M. Lloyd leaves the Company.



NORTHERN DIVISION POMONA

Walter R. Bloom

Conductor M. L. Riggs of the Ontario-Upland line and his family went to San Diego and Tia Juana, Mexico, for a few days.

Motorman L. M. Green is taking his vacation at the present time.

Conductor E. De Garmo and family of the Claremont line will spend part of their vacation in San Francisco.

C. M. Hall has been working Run 904 for the past week.

M. D. Keller, the Transport Agent, Pomona, has had a promotion. He will have charge of the Eastern Division, including San Bernardino, Riverside and Redlands.

We are glad to know that the P. E. Camp did not close on September 15, as formerly. There are many who cannot get away in the summer, who will undoubtedly take advantage of its being open during the winter months.

J. T. Ashcroft, Foreman of the Line Car, will soon be back on the job after a twelve-day vacation.

Conductor Billy Dangel of Pasadena visited friends in Pomona for a few days. Billy worked several years out of this terminal.

Ray A. Fortner, Mechanical Department, has moved from 700 S. Buena Vista to South White Avenue.



HILL ST. STATION

W. H. Jenkinson

Motorman C. A. Kolhoff is at home after spending a week in the hospital due to the result of an accident in which one of his legs was broken. He was unfortunate enough to come broadside into a truck and trailer loaded with hay.

Cashier C. E. Ferguson is back at Hill Street after spending several months at the Main Street Station. He also returns as a married man.

Cashier Mike Kapitan has a peculiar hobby—that if making violins.

Conductor C. L. Settle, whom Hill Street lost recently on account of his transferring to Ocean Park, will be greatly missed on the Subway ball team, as well as by his many friends here.

Hill Street welcomes five new Collector-Conductors, two of them having previously worked for this Company. They are: F. H. Shimer, F. T. McCann, T. W. Kennedy, D. P. Quiring and W. H. Candland.

Clarence Snodgrass, day Terminal Foreman, has returned to work after taking his annual vacation. Several days were spent in and around San Francisco and Oakland. Mrs. Snodgrass accompanied him.

Motorman Bach of the extra list says if you are going to grow a mustache, grow a real one. Look him over boys, for the latest model.

The following men have just completed their annual vacations: Conductors—F. E. Hough, E. L. Cobb, W. O. Toenies, H. A. Gaskell, T. W. Staples, M. K. Thompson, C. D. Kidd, E. W. Pont, E. N. Denton, M. F. Guinn. Motormen: W. F. Scatchard, J. A. Moreno, H. A. Miller, C. J. Hood, W. J. Stewart, C. Gaskin, C. A. Thomas, N. Weikel, T. G. Lane.

Motorman B. D. Strowbridge has left the employ of this Company to take a position with the government at El Paso, Texas. He will be missed at this terminal, but we wish him the best of luck in his new work.



SOUTHERN DIVISION

William Kaplan

Conductor H. A. Holmes announces the arrival of a nine and one-half pound baby boy at the Holmes residence. This makes the third of a trio of young heavyweight citizens added to our P. E. family within the last three months. In twenty years, I suppose we will be able to have an exclusive Southern Division football team.

A movement is on foot to have Conductor Williams' famous pipe tied to his person in some permanent fashion. It seems that Williams has the habit of leaving his pipe behind when he goes elsewhere. The limit was reached, one day, when Williams sent his pipe, his personal trunk, (containing brass polish, pipe cleaners, snappy stories, etc.) and his moustache comb to San Francisco with the

baggage from a boat-train. Conductor Weidler has offered to furnish the ribbon.

The boys in San Pedro have fixed up a most ingenious contrivance to collect contributions for ice. Anyone who has tasted the San Pedro water will appreciate this.

Dick Prettyman, one of the most popular men on the Southern Division was married last month, and at this writing had not returned from his honeymoon.

Conductor Gallahar has been hunting around for anyone who could get him a dispensation for his Motorman, W. S. Cotton. It seems that Cotton has such a splendid no-accident record, that Gallahar wants to be ready for emergencies. Motorman Robinson has been suggested as the proper person to whom application should be made.


The following was received by me in my public mail box:

"Lives there a man with soul so dead
Who never to himself hath said
With a voice which hath a stung-again
ring,
'It's not the money I care about—
It's the principle of the thing'.
Ask Bill Fielder where to get a T-Bone
steak Cheap in San Pedro."

I must also mention a contribution from well known local Motorman which was too long to quote in full. The gist of the contribution seemed to be—"A dark block is worse than no block at all." This struck me as a very well-phased condensation of one of our most important rules.

President E. Willett of the Sheik's Club has been complaining of the lack of publicity given to his organization in the last few issues of the Magazine. My answer to both Willett and F. E. Epp must always be: "You will have to do something worth noting before you can get recognition."

Conductor Bartula of Redondo Beach is the proud possessor of a Baby Austin. Ted Andrus, V. C. Moon, and Sam Mason are among those who have refused invitations to take a ride with Bartula. Motorman Bob Patzer wants to know how these gentry could pick their seats in anything less than a truck.



NORTHERN DIVISION
Eastern Lines
Ruth Thompson

Asst. Superintendent F. E. Peachey and family have just returned from a vacation trip to San Diego and Balboa.

Ticket Agent L. M. Sinotte and wife are motoring to San Francisco and different points of interest in the northern part of the state.

Miss Evelyn Root of the Engineering Department spent part of her vacation at the Camp and also made trips to Glendale and Catalina.

Rene Hunckler of the Engineering Department, a popular young bachelor, is planning a trip to Cedar City, Utah, to hunt dears and deers. We aren't sure whether our plurals are right or not but haven't time to look them up.

W. H. Wise, bell maintainer of the Engineering Department, is taking a trip to his old home in Princeville, Ill. If Mr. Wise, being a staid old married man, does any hunting, we understand it will be strictly a matter of deer.

Motorman G. F. Parkins, wife and daughter are on their way to Seattle to visit relatives.

Motormen L. V. Thompson and K. Thompson have just returned from a hunting trip in Murdock County. Check off one deer, please.

Motorman L. G. Wilson and family are vacationing in Vancouver and will stop off in Oregon to visit relatives.

We will have to draw the line somewhere


about the Lost Article Department. The other day one of the Motormen lost his shoe and it was duly brought in here. We didn't exactly like to put it in the cupboard and we didn't like to leave it out! We realize that this is the place for lost articles and don't like to be unreasonable but some articles, we must admit, are too lost even for us! We remember when somebody brought in a wrapped bundle which was put in the cupboard over Sunday and it was discovered long before Monday that it had been a mistake to put it there, as we found it to be a very dead fish. Not that there is any connection between them at all; we are merely naming two of the more easily remembered Lost Articles which have been brought in.

Ticket Clerk A. M. Engel is transferring to the Long Beach ticket office and F. E. Dixon, from that city, will be in the San Bernardino office. Welcome to our city.

Motorman J. A. Severance is planning a trip to San Francisco for a couple of weeks.

Frt. Conductor G. S. Keeley is vacationing in Southern California.

C. F. Alexander of the Engineering Department and family spent two weeks in Seattle in August.



NORTHERN DIVISION
PASADENA
Edmond C. Fox

Edward Reid, Traveling Auditor for the Springfield Ry. Co., Springfield, Mass., is in Pasadena visiting his mother, Mrs. Harriett Reid, and five brothers, three of whom are employees of our Company, namely, Arthur, Gilbert and Stanley. With Mr. Reid present, brings together the six brothers for the first time in sixteen years. It is indeed a happy reunion for the Reid family. Mr. Reid arrived in Pasadena via the Southern Pacific, having traveled the water route from New York to New Orleans.

J. G. Rovai has gone north in his new Studebaker Commander Eight in search of deer. From the latest report he and his party have already bagged three bucks. This is Joe's annual sport and he never fails to bring home the venison.

H. O. Borrowdale, H. E. Vokes and R. N. Penny have resumed their studies with the opening of the school term and are working trailers mornings and evenings.

M. P. Dorsey, Night Flagman at the Santa Fe crossing on Colorado Street, is taking an extended vacation in British Columbia.

Motorman H. Welch is on the sick list. However, able to be about, he is waiting for the doctor's O.K. before returning to work.

Motorman W. E. Swartz has recently undergone an operation for appendicitis. His condition is reported very favorable.

Conductor R. D. Maris and Motorman M. D. Swerdfeger have qualified for single track operation and are now competing with other white card extra men with their fingers in the gravy bowl.

Conductor F. B. Newton is gradually working into a daylight run, having drawn No. 5 Short Line in the last bids.

Fitting himself for larger responsibilities, C. Bennett became a benedict September 11. We extend our best wishes to the happy couple.

R. N. Penny has returned from a cruise to San Francisco via the Pacific Steamship Lines, which he enjoyed to the fullest.

Conductor B. B. Stewart is on leave of absence and at present is in British Columbia.


C. M. Winchell is away on a thirty-day leave. The greater part of his time will be spent in Palm Springs.

Conductor I. H. Lundy is on the sick list,

having accidentally discharged a rifle, the shot lodging itself in the toe of his right foot.

The passing of the father of G. D. Stewart on September 10 was received with deep regret by all who knew him. Our sympathy is extended to the bereaved ones.

Conductor J. W. Loyal, formerly of Macy Terminal, is now working out of Pasadena on No. 9 Short Line.



MACY ST. TERMINAL
D. B. Van Fleet

It is with pleasure that we announce the marriage of Conductor L. L. Garrison, San Bernardino Line, to Miss Jeannette Cleave of Los Angeles. The beautiful ceremony was performed at the home of the bride in the late afternoon of August 31. After congratulations were received the happy couple departed on their extended honeymoon trip that included Glacier National Park and Chicago. Congratulations and best wishes.

Motorman L. H. Therolf, formerly of Macy Street, paid us a visit of a very few days via the bidding-in route and then returned to Pasadena Terminal to take his new run No. 37, Mt. Lowe Line.

Conductors J. W. Loyal and B. J. MacElhenney, both former Macy men, are now working out of Pasadena Terminal, Mr. Loyal having bid in Run 9, Short Line, while Mr. MacElhenney selected Run 8, Short Line.

We are glad to welcome back to Macy Street former Macy Motorman F. W. Golsberry, who just recently bumped onto Run 147, South Pasadena Line.

A few years ago mention was made in this column of the seeming mutual attraction that two Motormen by the name of Clark (F. H. and H.), had for runs of the same line and which worked out of the same terminal. At that time both held Sierra Madre Line runs, which worked out of Sierra Madre. However, it wasn't long until both Motormen owned San Bernardino Line runs, both of which worked out of El Monte. Additional evidence substantiating this theory of mutual attraction is the fact that for some time previous and until just recently Conductor A. P. Baker and Motorman F. E. Baker have worked the same Sierra Vista Line run. Also it was brought to light that both drove Essex cars, which tendency throws a still more peculiar light upon the facts. Is it in the name or are the above mere accidental happenings, an inquirer wishes to know?

That broad smile lately worn by Conductor L. D. Jenkins, Macy Street, is most assuredly justified for on the morning of September 26, last, Mr. Jenkins became the rightfully proud and happy father of an 8½-pound baby boy. Congratulations, Mr. and Mrs. Jenkins!

The opening of the season for duck hunting on October 1 called out a partial quota of Macy Sportsmen. Brakemen N. A. Radney and L. F. Volkhart, Motormen Clyde Moore and L. A. Suncelia all were members of parties that were privileged to enjoy the opening day.

The world series of 1930 left the usual happy as well as downcast countenances. Those who were for the winners this year as heretofore, proudly proclaimed that they knew all along who would win the series, while those who backed the wrong team were just as ready with their alibis. Cheer up, boys, there'll be another series next year.

Recent vacationists: W. Alexander, home; B. B. Ayers, East; L. T. Bashore, Northwest and East; H. G. Bracken, home; J. I. Campbell and R. C. McPherson, Chicago and Northwest; B. Cordella, Texas and Louisiana; W. Carpenter, Seven Oaks, California; D. E. Coleman, East; O. W. French, Texas and Kansas; R. T. Forsythe, home; L. L. Garrison, Glacier National Park and Chicago; F. J. Griffin, P. E. Camp; C. W. Hardman, San Diego and Catalina; E. O. Holt, home; F. L.

Average tax rate on common property is \$1.79 per \$100. Electric railways pay \$2.207.

Hunt, Vancouver, B. C., and other Northwest points; W. J. Hodge, P. E. Camp and Nebraska; L. J. Heim, Illinois and Minnesota; G. D. Jeremiah, Texas and Arizona; J. L. Karalis, hunting in San Bernardino Mountains; H. G. McDaniel, home; J. Richey, home; S. G. Swanson, home; W. A. Theede, Oakland and Catalina; H. K. Wilcox, Kansas City; F. E. Wood, P. E. Camp. Also W. J. Burfitt, C. C. Cantrell, H. Clark, J. W. Kemp, F. Wall and G. S. Watson, to parts unknown.



ACCOUNTING DEPT.

George Perry

The first dance of the season held in the P. E. Club Sept. 25 met with the usual hearty reception from a large throng of gay dancers, among whom were the following from this office: Mr. and Mrs. Herman Grenke, Mr. and Mrs. George Watson, Ivan Malin, George Chrystal, Anna Smith and Albert Eurich. All joined in unstinted praise for the evening's entertainment, the only regret being that "Home, Sweet Home" was played at the height of the merriment—11 o'clock.

Inventory day, Sept. 30, dawned bleak and cloudy, but were the Accountants dismayed? Not so you could notice! Many were to be seen scurrying thither and yonder over the system on gasoline scooters (hanging on for dear life), while others, under the direction of R. E. Labbe, were marshalled at Torrance Store counting anything from matches to trolley poles. The only casualty of the day was J. H. Goldsworthy, checking track material on Venice Short Line, who was thoroughly drenched in a sudden downpour of rain.

Upon arrival at the office on the morning of Tuesday, Sept. 30, last, Amelia Grenke was delightfully surprised to find a beautifully decorated birthday cake reposing on her desk, together with a bouquet of flowers and miscellaneous gifts from friends of the Freight Accts. Bureau. As a climax for the day a dinner was given in her honor at the home of her nephew and niece in Long Beach. Although a bit late, we all join in this opportunity of wishing her many happy returns of the day.

Happily married and honeymooning in Tennessee are Mr. and Mrs. Prettyman. Mrs. Prettyman was formerly Helen Spafford of the Conductors Accts. Bureau. When she left all her friends and co-workers joined in bidding her bon voyage and presenting a lovely gift as a remembrance of those with whom she had become so closely affiliated.

The billiard matches played occasionally at noon between Harold Kuck and Earle Moyer often become intensely exciting. At one of the games recently R. E. Labbe, an interested spectator, after watching 15 minutes, was so surprised at seeing Earle nearly make a billiard that he smoked his cigarette down into the holder and had to go digging for same. He says the strain of watching one of these 0 to 0 games is terrific.

We welcome to our midst Ruth Altpeter, who is filling the vacancy in the Stenographic Bureau occasioned by the departure of Sophia Niva for Seattle, Sept. 15. Ruth is a sister of Sylvia Altpeter, formerly of the Comptometer Bureau.

Short shavings of vacations taken during September:

L. E. St. John took a trip up the coast by boat, going as far as Victoria, B. C. "Pop" Knight visited his old home in Carthage, Mo., and reports an enjoyable trip. Harold Kuck spent several days in San Francisco and Sacramento visiting various places of interest in those cities. Anna Beseman just returned from her trip to Alaska. She has many dandy snap shots of the country, etc., taken while aboard ship. On the same boat with Anna was Thelma Meighan of the Engineering Dept. Clayton Scholl drove to San Diego for a few days; the balance of his vacation was spent at home, resting. Irene Falconer says she had a wonderful time at P. E. Camp. Herman Grenke, having just moved into his new home, spent a few days doing little odd jobs about the place such as spading up the front yard for a lawn, etc. "Cy" Saunders is visiting in Denver. He wrote a post card to

everyone in the Misc. Accts. Bureau. One of the cards reads, "Weather getting chilly, am looking around for a good second hand overcoat." "Ben" Butler stayed at home to see that the carpenter who is doing some remodeling for him does a good job. George Watson remained at home in Sierra Madre enjoying a peaceful vacation. "Mike" Levin spent some time with the surgeon, having his nose repaired. Nobel Cates went deer hunting at Huntington Lake, but the little dears stayed out of sight so Nobel did lots of hunting but no shooting. Florence Sanders spent her vacation in her old home at Bethany, Mo. Frank Rulison was very much pleased with his stay at P. E. Camp. Mildred Upmeyer journeyed to St. Louis, Mo. Myrtle Gilbert remained at home, tending to the many things one always puts by for vacation time. Henrietta Smith visited her sister in Azusa. Edrie Lemon went by boat to San Francisco, where she stayed with her father. Grace Christensen and Elizabeth Reckweg both rested at home. Anna Thetford stayed at Lake Arrowhead. Dorothy Gilliam vacationed at Balboa. Agnes Keelin spent a few days in the Imperial Valley; the rest of the time she visited friends in San Francisco. Opal Littlefield is "somewhere" in Arizona. Helen Kehne toured in and about Southern California. Florence Cox is stopping at many of the principal cities through the East. Dovie Brown had a fine vacation on a ranch in Tulare County. Odessa Baker divided her time between Mount Lowe and Catalina Island.



OCEAN PARK CARHOUSE

E. M. Daniels

Ocean Park opened the ball season with a big watermelon feed. Tom Boswell came home with his ears full of seeds. The team has challenged the Subway team for first game October 5.

Sergeant Cochran, just back from Chicago, expressed the opinion that it's much safer here than there. He also said he turned down a lieutenantcy in Al Capone's forces.

The following men have enjoyed their vacation this month: S. T. Cloud, W. C. Cochran, Ople Thomas Peak, F. Butterbaugh, H. J. Hamilton, E. C. Park and Stone Jackson.

Improvements on ball park have been most interesting in the past month. The hill on the west end has been graded off and the diamond filled in the low spots. Much credit is due to T. E. Boswell and his helper for this.

Reports are that C. B. Worsham's health has improved a great deal. Though he is not able to come to see the boys, he would be glad to have visitors call on him. The address can be obtained from A. W. Day, Terminal Foreman.

A keen interest in the world series was shown by the boys around O.P.C.H. on October 1. They congregated to express opinions and await the battle.

WEST HOLLYWOOD

B. F. Jurdan

Since our last report the following have enjoyed their annual vacation: General Foreman J. B. Green and family, accompanied by T. H. Green and family, vacationed at the P. E. Camp.

Storekeeper E. J. Rieber, wife and son report a wonderful vacation with relatives in and around Dallas, Texas

E. F. Koster and family visited Yosemite and enjoyed the big trees.

Assistant Storekeeper W. S. Clark returned to duty after spending some time in Oklahoma City visiting friends and relatives.

John Carrol, Carpenter, is back at work after a vacation spent at home resting.

Our Night Watchman, Nels Sorenson, has been on the sick list the past week.

Arne Gilbertson has recently been transferred from Ocean Park to West Hollywood on night duty.

Assistant Foreman J. W. Wilcomb reports an addition to his family in the person of a 10-pound boy. Mother and baby are doing fine. Congratulations Joe.

WITH AGENTS IN SEPTEMBER

Mr. Gilmore, who has been Assistant Agent at Freight Depot, San Bernardino, has moved to Pomona as P.M.T. Co. Warehouseman.

M. D. Keller, who has been P.M.T. Co. Warehouseman at Pomona since its inception, is now Solicitor for P.M.T. Co. in Upland, Ontario, Pomona and Claremont.

H. Hall, Relief Agent, bid in Etiwanda and moved in September 19 to take up his work there. Hall has been on the road as Relief Agent since May, 1927.

L. L. Brock, Relief Agent who has been at Etiwanda holding down the station between regular Agents, has gone back to his old job in San Bernardino Freight House.

Schroeder has taken over the job as Ticket Clerk at Pomona. Young Schroeder has been Assisting Agent at Alhambra.

Mr. A. H. Greeley, former Ticket Clerk at Pomona, is on an extended vacation.

C. J. Hileman, Agent Claremont, has returned from vacation spent at P. E. Camp. He was unfortunate enough to have an auto wreck, but luckily no one was injured. The running board was damaged, however.

Relief Agent Stockberger was at Pasadena relieving the Cashiers, Mr. Engle and wife.

Fred Meumeyer, Assistant Agent at Riverside Freight Depot, was married recently in Riverside. Pass the cigars, old boy. Congratulations.

Speaking of bats in the belfry—the Agent at Etiwanda and Signal Maintainer Harry Mull cleared out about 30 bats from behind a S. P. ticket sign on west end of station. Harry stirred them from behind the sign and Herb batted them down. Battering average was low, 8 out of 30 times.

Carl J. Hileman is taking public speaking in the P. E. Club school, so look out, boys, at the Agents' Association meeting. Claremont will not only be on the map, but on the floor.

Quite a large class of young traffic men are under the tutelage of Professor E. W. Hill on Thursday evenings. Class meets at 7 to 9 p.m. and there's room for a few more students.

Mr. M. E. Gilbert, Agent, and party of El Monte were in attendance at the first P. E. Club dance of the season. Mr. Schroeder, Ticket Clerk, Pomona, and party were also seen trying out all the new steps at the initial club dance.

Glenn Hasse, Relief Agent, has taken over the relief work of former Relief Agent Hall, who moved into his first agency at Etiwanda.

An old German and his wife were much given to quarreling. One day, after a particularly unpleasant scene, the old woman remarked with a sigh:

"Vell, I wish I was in heaven!"

"I wish I was in the beer garden," groaned her husband.

"Ach, ja," cried the old wife, "Always you pick out the best for yourself."

Young Scotty: "Pa, give me fifty cents to go to the Centennial Pageant."

Scotty: "Next time laddie, next time."

Good Fishing

Small boy with string of fish to timid tourist:

"'Good fishin'? Yessir; ye go down that private road till ye come to th' sign 'trespassers will be prosecuted,' cross the field with th' bull in it an' ye'll see a sign 'No Fishin' Allowed—that's it.'"

Percival's girl calls him "Maple Syrup" because he's such a refined sap.

NEW MOTOR COACH LINE SERVES NORTH HOLLYWOOD

Adding further to our motor coach service and supplying North Hollywood district with local transportation, the new North Hollywood motor coach line began operation on Wednesday, October 1.

The rapid growth of this district, together with the necessity of providing residents of the territory with connective service to points on our San Fernando Valley line, brought about the inauguration of the new service. Whether or not there is enough travel to justify the line will be determined after a try-out of the service sufficient to indicate the public need for it.

Service begins each day at 6 o'clock a.m. and continues at half-hour intervals throughout the day until 11 p.m. A five-cent local fare is charged, with a 40-ride school ticket for \$1 for the benefit of students.

The total round-trip mileage of the line is approximately 8.4 miles, the following being details of the route of the new line:

Commencing at Colfax Avenue and Magnolia Boulevard, east on Magnolia to Lankershim Boulevard, north on Lankershim to Burbank Boulevard, east on Burbank to Vineland Avenue, north on Vineland to Oxnard Street, west on Oxnard to Tujunga Avenue, north on Tujunga to Vanowen Street.

Returning west on Vanowen to Laurel Canon Road, south on Laurel Canon Road to Victory Boulevard, east on Victory to Lankershim Boulevard, south on Lankershim to Magnolia Boulevard, thence west on Magnolia to Colfax Avenue.

AIM TO STOP HITCH HIKING

The practice of "thumbing" for rides has become an annoying business. That it is also extremely dangerous for the good-natured motorist to pick up strangers has been proved in innumerable cases.

Some of these motorists have been murdered by their "pick-ups," and many others have been beaten and robbed of money and cars. Still others have had to defend suits brought for injuries by the thumbers to whom they gave assistance, and on several occasions innocent motorists have become involved with the courts for aiding fugitives, youthful runaways and delinquent girls.

While some states have taken official action to stop ride-begging on their highways, the one way to put a stop to the nuisance is for motorists everywhere to pass the thumbers by. The only persons who can put a real hitch in hitch-hiking are the motorists themselves. Motor clubs could save some of their members much embarrassment and grief, by acquainting them of the dangers they run by picking up strangers on the highways.—Cincinnati Enquirer.



'Tis a Tough Life

"Say Bill, if you had five bucks in your pocket, what would you think?"
Bill—"I'd think I had somebody else's pants on."

A woman arriving in this country after a short visit abroad was asked by the customs official at the landing port—"Anything to declare, madam?"

"No," she replied sweetly, "Nothing."
"Then Madam," said the official, gravely, "Am I to take it that the fur tail I see hanging down under your coat is your own?"

"There's the piano," she said. "Please play something."

He rose to his full height, pushed back his long black hair, adjusted his cuffs. He sat before the piano. Something was amiss. He searched. How he hunted! He turned despairingly.

"Gloria," he groaned, "Where is the slot?"

A Parting Shot

He had proposed and the girl had turned him down.

"Ah, well," he sighed dejectedly, "I suppose I'll never marry now."

The girl couldn't help laughing a little, she was so flattered.

"You silly boy!" she said. "Because I've turned you down, that doesn't mean that other girls will do the same."

"Of course it does," he returned with a faint smile. "If you won't have me, who will?"

"Several men proposed before I married you."

"Why didn't you marry the first fool that came along?"

"I did."

Then there was the Scotchman who frothed at the mouth so he wouldn't have to buy shaving cream.

A Doctor's Mistake

Despondent surgeon (cutting his throat): "Ye gods! I forgot to sterilize this knife."

Helpful Waiter: "What about some tongue, sir?"

Mr. H. Peck: "Had that this morning."

Helpful Waiter: "Well, then, how about some cold shoulder, sir?"

Mr. H. Peck: "I'll get that tonight."

Officer: "Now, let's see your pink slip."
Lady Motorist: "Sir!"

Sail the seven C's: Courtesy, consistency, composure, cheerfulness, charity, compassion courage.

Business Man: "Do you think you know enough to be useful in this office?"

Boy: "Know enough? Why, I left my last place because the boss said I knew too much."

"Where walkest thou, my pretty maiden?"
"Home from an auto ride."

"Oh, for goodness sake!"
"Yes."

Leslie: "That girl over there shows distinction in her clothes."

Frank: "You mean distinctly, don't you?"

The girl who thinks no man is good enough for her, may often be right, but she is more often left.

"Since My Operation—"

She had been under a slight operation, and was telling the nurse how she felt on recovering.

"I felt so happy when I was waking," she said. "I thought at first I was in heaven. But when I saw the doctor standing over there, I knew I couldn't be."

And That's That

1st Married Man: "Are you going to the party tonight?"

2nd Married Man: "No, my wife wants to go, but I have no intention of going."

1st Married Man: "O. K.—I'll see you at the party then."

It Just Couldn't Be

"Give me Main 4321—Hello, this the wife?"
"Yes."

"Listen, dear. Will it be all right if I bring a couple of fellows home for dinner, tonight?"

"Why, certainly."
"What!"

"Certainly it will. I will be glad to have them."

"Oh! Pardon me, lady. Wrong number!"

Dick: "I bet I can make a worse face than you can."

Nick: "You ought to be able to, look at the one you've got to start with."

Dentist: "My dear lady, is isn't necessary to open your mouth so wide."

Patient: "But I thought you said you were going in with the forceps."

Dentist: "True madam, the forceps are going in, but I myself will remain outside."

"My son, do you think that chorus girl is the sort you could bring home and introduce to me and your sisters?"

"Sure, mother, but I'd hate to trust the old man with her."

Tactless Daughter

Father (impressing his daughter's fiance): "Yes, I started in an office with nothing, and at 25 I was my own master."

Daughter (somewhat tactlessly): "And then you married mother, didn't you dad?"

The man who says, "I run things at my home," usually refers to the lawn mower, washing machine, vacuum sweeper and errands.

Music Note

Said the saxophone player (after finishing number): "What was that we just played?"

Is Zatsol!

Book Fiend: "Have you a book in stock called 'Man the Master'?"

Clerk: "Fiction department is on the other side of the shop, sir."

She was only an optician's daughter—two glasses and she made a spectacle of herself!

Grandma—"Oh, Jenny, darling, I am surprised! Aren't you going to give your brother part of your apple?"

Jenny—"No, granny. Eye did that and she's been criticized ever since."

A one-way street is defined as one on which the motorist is bumped from the rear only.

Take a Breath

Mrs. Brown gave a kettle to the local tinner to mend. Here is the conversation; try to read it aloud:

"Are you copper bottoming 'em?"
"No, I'm aluminiuming 'em, mum."

A Scotchman tied together his two-piece underwear before sending them to the laundry.

"Heard the installment song?"
"Spill it."
"Little by Little."

Hard to Please

Bluenose: "Pardon me, young lady, in the matter of your dress, don't you think you could show a little more discretion?"

Flapper: "My gosh, some of you boys ain't never satisfied!"

Cities need electric railways. It is in public interest to encourage their development.

"Hey!" cried Satan to the new arrival, "you act as if you owned this dump."

"I do. My wife gave it to me."

The advice you don't like is usually the best.

Quite enviable is the reputation won By sticking to each task until it's done.

A pretty girl dressed in the latest in bathing suits was sitting on the beach when a young man came up and remarked that it was a fine day.

"How dare you speak to me?" she flared up. "I don't know you from Adam."

"Well," the young man replied, "I would scarcely know you from Eve."

Still, the wife insists, the woman who drives from the back seat is no worse pest than the husband who cooks from the dining room table.

"Are you saving any money since you started your budget system?"

"Sure. By the time we've balanced it up every evening it's too late to go anywhere."

CATASTROPHIC!

"Your uncle seems hard of hearing?"
"Hard of hearing- Why, once he conducted family prayers kneeling on the cat!"

"I would have that tooth pulled if it were mine!"
"Yeah? So would I if it were yours."

Bill: "It's tough when you have to pay 50 cents a pound for meat."

Will: "Yes, but it's tougher when you have to pay 25 cents a pound."

"My car hasn't a dent in it."
"Oh? Have you just bought it or doesn't your wife drive?"

A local business man who takes 'em long and cool or short and straight, was driving along in a woosy condition when he had an accident and was thrown into a five strand wire fence. When they found him he was fingering the wires lovingly and they heard him murmur, "Thank goodness, they've given me a harp."

Professor—"Pardon me, Sir, but last night your daughter accepted my proposal of marriage. I have called this morning to ask if there is any insanity in your family."
Banker—"There must be."

Churchgoer—You say you and your wife attend church regularly?
His Friend—Oh, yes. We haven't missed an Easter Sunday since we were married.

Vicar (filling in date on baptismal certificate). "Let me see, this is the eighteenth, isn't it?"

Mother: "Lor' lumme, sir, no! Only the Sixth."

Better try a dozen ideas that fail, in an attempt to find one that will work, than to sit idle and never do anything, fearing that you might make a mistake.

First Bo: "Say, did youse know dat de wealth of dis country was over \$3,000 for every person?"

Second Bo: "My Gawd, I've been robbed!"

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

Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid
Allen, Claude M.	Influenza	28.00	Epp, Frank E.	La Grippe	10.66	Mulry, Lawrence W.	La Grippe	30.00
Allen, Winthrop A.	Appendicitis	45.00	Fleck, Leo	Hemorrhoids	10.00	Myers, Zirl P.	La Grippe	10.66
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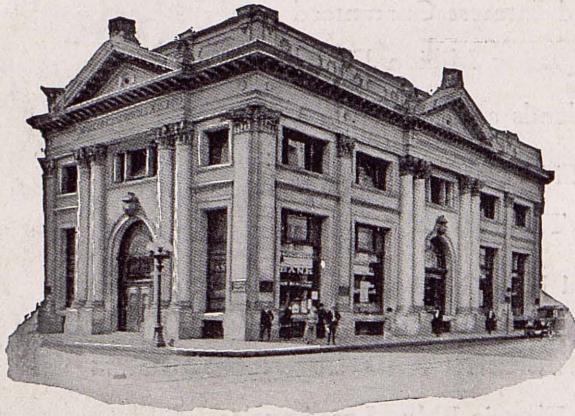
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