

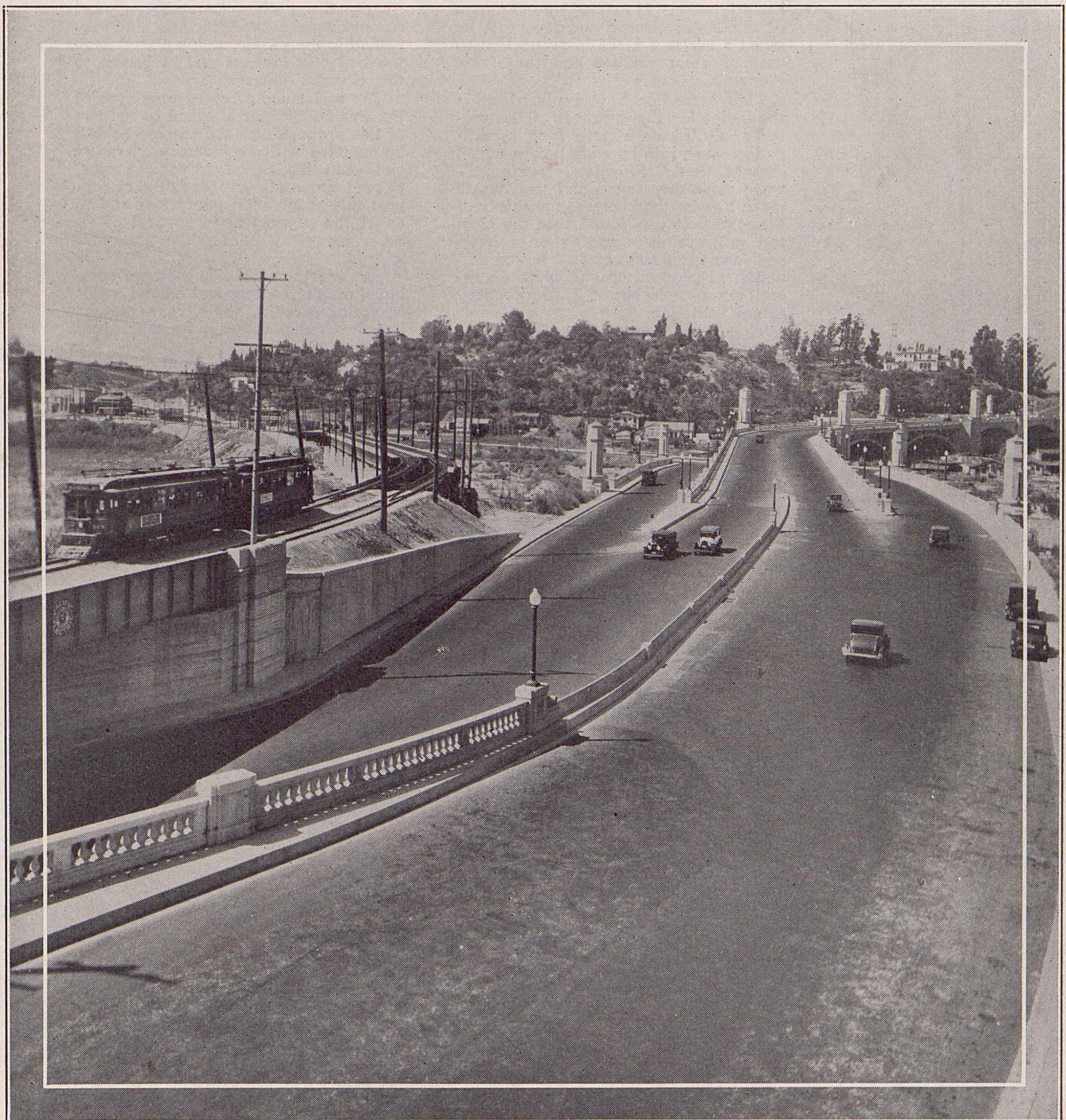
PACIFIC ELECTRIC



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No. 4



Glendale-Hyperion Bridge, Notable Traffic Relief Structure.

A Great Issue Confronts Us



THE Pacific Electric Railway Company, as well as all of the other electric railways of the state, are vitally concerned in Proposition Number 4 which will appear on the November 4th ballot. If ratified by the voters of the state, electric railways will be given a tax rate more in proportion to that of other utilities and to private property.

This amendment was placed upon the ballot for the approval of the voters of California after a long investigation was made by state bodies which showed that California's electric railways were over-taxed and pay a rate much heavier than common property of the state. It was found that the electric railways were paying on a basis equivalent to \$2.20 per \$100 actual valuation of properties, whereas the general tax rate is about \$1.79 per \$100 actual valuation.

The State Tax Commission clearly recognized this discrimination against the electric railways. The Legislature passed an amendment to relieve the electric railways of this unjust discrimination, and it is to be put to the voters on the November ballot for their approval.

By the passage of this proposition the tax revenues of the counties and the cities will not be in any way affected. The endorsement of Proposition Number 4 by voting "yes" will benefit the patrons of the electric rail-

ways by enabling the railways to better perform and maintain their service.

This proposition has been endorsed by the leading economists of the state; by the State Tax Commission, and County Assessors' Association, all representing the people, and is placed upon the ballot in fairness and in justice to the electric railways.

The assistance of every employee of the Pacific Electric is asked in support of this proposition. All employees will be supplied with explanatory literature and when this is received you are asked to read and study it thoroughly, to support this proposition yourselves and to enlist the support and approval of all members of your family and your friends.

The enactment of this measure coming through the approval on the ballot by voting "yes" will be of very material benefit to this railway, its employees and patrons.

I wish to thank you for the interest which I am sure you will take in this matter and for the effort you will make on your company's behalf with your friends.

Sincerely yours,

President.

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Tax Equalization Plea Based on Fairness

Economists and Governing Bodies State Electric Railways Are Too Highly Taxed. Has No Effect Upon City and County Taxes

THE purpose of this Amendment is to equalize the tax rate now levied by the state on the electric railways in California with 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 critical situation and pressing needs.

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 encouraged 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.

What the Amendment Does

Number 4 on the ballot, which is Assembly Constitutional Amendment 34, prescribes that the electric railways shall be taxed 4¼ per cent of their gross receipts.

It will equalize the electric railway taxes with the taxes paid on common property—that is to say, the proposed rate of 4¼ 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 manner whatsoever the local taxes of any county or city, school or other district. It does not affect the franchise percentage tax payments now paid by the electric railways to the cities.

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 re-classifies the electric railways as a distinct transportation group.

In brief, the effect of ratification of the Amendment will be to impose a fair and equitable tax rate on the elec-

tric 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 State Body Adopted It

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.

(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 4.26 or 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

Why Vote "Yes" on Number 4?

HERE are some reasons, tersely stated, why Amendment Number 4, appearing on the November ballot deserves a "Yes" vote:

It has no effect upon the local taxes paid to county, city, school or other district tax. Neither does it effect the franchise tax paid by electric railways of the state to the cities in which they operate.

While 1 per cent less out of every dollar revenue of electric railways means little to the State, it is a large item to the impoverished electric railways. Eventually it will mean more income to the State, because if electric railways are enabled to prosper, render better service and expand, their income will be greater and their tax bill proportionately more. Everyone is benefited and profits by prosperous public utilities.

Motor coach companies pay 4¼ per cent of their gross revenues to the state. Why should the electric railways pay more than they? Approval of the amendment would put them on equal basis.

This amendment was adopted by the California State Legislature by a vote of 57 to 4 in the Assembly and 28 to 0 in the Senate. Hence the State government has approved it, but a majority vote of the people ratifying their finding is necessary to make it effective.

After months of study of taxes paid by corporations the California Tax Commission said "The electric railways bear a disproportionately large tax burden."

their gross receipts from operations.

The Legislature therefore determined (1) To continue the investigation of the tax problem by a Joint Legislation 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 (A. C. A. 34) was introduced by Assemblyman Bert B. Snyder of Santa Cruz on April 26, 1929; unanimsly recommended by the Assembly Committee on Constitutional Amendments (Roscoe J. Anderson, Redding, Chairman) on April 22; and passed by the Assembly on April 24 by an overwhelming vote of 57 to 4. The Senate Committee on Revenue and Taxation (H. C. Nelson, Eureka, Chairman) unanimously recommended it on May 2, and the Senate passed it on May 10 without a dissenting vote. It has been designated Number 4 on the ballot at the general election November 4 by Secretary of State Frank C. Jordan.

INSTALLMENT FIEND'S DIARY

January 2—Bought an automobile today. Very easy terms. Very fine car, with handy cigar lighter on the dash. Ought to finish payment in eighteen months.

February 2—Paid installment due on car. Bought a radio set on easy terms. Fine set, and payments will be small and monthly.

March 10—A little late with payment on car this month, and will have to let the radio payment go over until April, as I bought a set of books and paid \$10.00 down. Very fine books. Everybody should have this set of books.

April 12—Borrowed \$50.00 from the boss to meet payment on car. The radio man came to take away the set, but we put out the lights and weren't at home. The chump hung around all evening, so I couldn't see to read the books.

May 1—Borrowed \$100 from Uncle Adolph to pay the \$50 I borrowed from the boss, and also to meet payment on the car. Got behind a little on the book payments, because I bought a piece of land in a new real estate development. This land ought to jump in value. Paid \$50 down.

July 15—Somehow I don't miss the radio set very much. And you can get all the books you want from the public library. The thing that hurts is that Uncle Adolph should be so hard-boiled with his own nephew. Of course I told him I'd pay the \$100 on July 1st, but one can't do the impossible. Trying to arrange a character loan from the bank. If I can borrow \$250 I can square up everything and have clear sailing.

July 16th—Bank says I have no character. What a gang of pirates!

P. E. Camp Will be Open Throughout the Year

DECISION to keep our vacation camp in the San Bernardino mountains open throughout the entire year was made a few days ago by D. W. Pontius, President.

Full details of the operation have not as yet been arranged, but application to Manager Vickrey at the Club by anyone wanting to go into the camp after September 15 will afford them full details.

This information will be very gladly received by many of the employees who like to go into the mountains from time to time during the fall, winter and early spring seasons.

The Magazine of October will give a more complete write-up of this feature.

August 25th—The garage man is holding the car for that repair bill. What right have they to hold the car? It doesn't belong to me.

September 1st—It wasn't any use. I had to let the car go. Anyway I had rather have that piece of land. They've given me a month's grace on that. Real estate people have more heart, after all.

November 1—Well, they can have their old land. Good riddance. If I knew where to get \$35 to meet the payment on the victrola, I'd be all right. Bought a new automobile today, on the "pay out of income" basis.

November 15—Income stopped. Got the gate at the office. One has to look well when it's a job you're after, so I bought a new suit this afternoon. Five dollars down.

—Walk-Over Shoe Prints.

MONTH'S COVER PICTURE

The cover picture this month depicts the super Glendale-Hyperion bridge spanning the Los Angeles River enroute to Glendale.

This great structure has been the subject of many photographers, its picturesque and harmonious lines, together with expansiveness, lending unusual photographic possibilities. We have seen many photographs of this combination bridge and grade separation, but the distant distinctiveness in this one excels any that has come to attention. Credit is due and acknowledged to Paul Talbot and Jas. Savage, photographers of the Duplicating Bureau for having produced it.

For the benefit of amateur photographers who may desire or aspire to distinctiveness in distant "shots" it may be helpful to know that this picture was made with a G filter on panchromatic film, noted for its color sensitiveness.

Saturday Post Sees No Real Competition of Street Car

IN a recent issue the Saturday Evening Post editorially expressed the view that the electric railway was indispensable in handling city traffic. Permission to reprint that great publication's conclusion having been obtained, the following is reproduced from its issue of July 5th:

"The cut-rate, or low rate, taxicab always appeals to the public; in the beginning, at least. It seems an expression of individual privilege, monopoly and rates which are too high for many persons who would like to use individual transportation. But excessive competition in the taxicab business tends to become a mere racket, resulting not only in loss to the operators but in danger to the public and further complication of the already appalling problem of traffic congestion.

"In all except cities of the first size, where subways and, perhaps, elevated lines are necessary, transportation is conducted by four agencies—street cars, busses, taxicabs and private automobiles. In the great majority of places the street car carries easily the bulk of the load; no other method is possible, because of the inherent lack of street room. A few years ago the operating company withdrew all street cars from a Middle Western city because of some altercation, but soon was begged to bring them back, so chaotic did conditions become. Busses, taxicabs and private automobiles are all important and desirable, but they are less essential than the street car or subway, where there is one, and city transit cannot reach its proper goal until this fact is taken more fully into consideration by city planners and traffic experts. The automobile is justly popular, but it cannot take the place of rail transit in the cities, and conditions will merely go from bad to worse until this simple fact is more widely recognized.

"Just as the street railway deserves a living wage, so does the taxicab. Just as one is a proper subject of strict regulation by a utilities commission, so is the other. It is difficult to see how conditions can be anything but chaotic unless the numbers of taxicabs are regulated and unless reasonable fares, both maximum and minimum, are provided by public authority. It goes without saying, also, that a taxicab, like any other common carrier, should be properly bonded or insured, so as to be financially liable in case of accident. There are authorities who insist that the only correct solution is to give the street-railway system a monopoly of taxicabs as well as of busses; under public regulation, of course. A good many citizens might consider this going rather too far on the road to monopoly. Without arguing the point, we can be sure, at least, that most cities require far more co-ordination of transit facilities than now exists."

When you pay for experience, keep the receipt!

Motor Transit Renders Widespread Service

More Than 1400 Miles of Highway Traversed in Performing Its Useful Service in Four Counties. Uses 150 Coach Units.

IN LAST month's issue of this magazine were chronicled step by step the various strides taken in the building of the great Motor Transit system of Southern California, so now we are ready for some live up-to-the-minute facts about the present activities of this important ally and subsidiary of our own rail and motor coach lines.

Although but few may realize it, within the boundaries of the four counties of Los Angeles, Orange, Riverside and San Bernardino, there reside some three million people, a population equal to one-third of the combined census of the three Pacific Coast states of Washington, Oregon and California.

These four Southern California counties comprise a great empire served by the Motor Transit Stages system of motor coach transportation covering more than 1,400 miles of franchised highway routes, a system equal in length to the entire Pacific Highway from Tia Juana, Mexico, to Vancouver, B. C.

Throughout these four counties served by the Southland's big inter-urban motor coach system, a fleet of

more than 150 Motor Transit coaches last year carried 3,439,227 passengers. This is equivalent, in other words, to hauling every resident of the four counties once during the year.

In order for the Motor Transit Co. to handle such a large number of passengers and furnish the populace day and night with convenient, dependable transportation a total number of 5,149,876 passenger car-miles were covered during 1929.

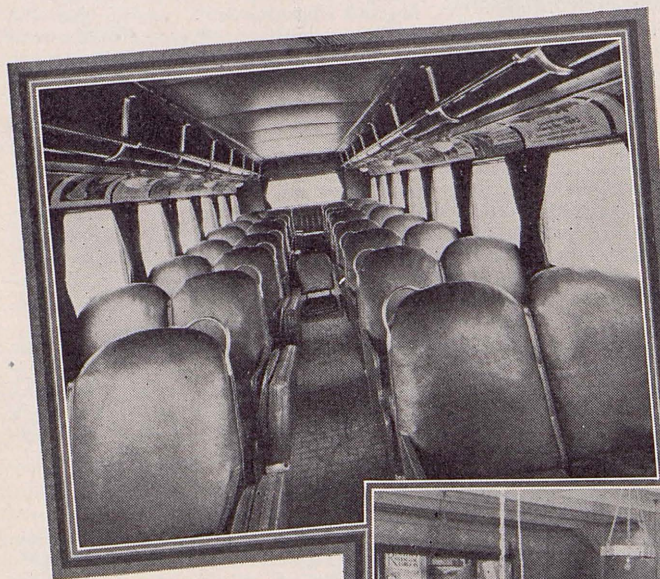
While passenger service constitutes the principal source of revenue for the Motor Transit Co., yet during this same period some 3,690 tons of freight were handled and 119,478 freight car-miles covered in freight service in the San Bernardino and San Jacinto mountains where the company has its only freight carrying franchises. The great bulk of this freight movement being, of course, during the spring and summer months, when all kinds of building material, merchandise, groceries, etc., are transported to the hundreds of camps and resorts in these mountains.

Every motor coach franchise also in-

cludes the privilege of carrying small parcels of express matter which is carried in special compartments on each Motor Transit coach. Thus a very quick and efficient express service has been built up to and from all points on the company's system. A merchant or garage man in a small town may telephone his order to the wholesaler in the city and, on account of the frequency of Motor Transit schedules, he receives his shipment much quicker than he could have driven after it himself and, of course, at much less expense also.

During the past year some 264,579 packages of express matter were handled in this manner, small packages not over 100 pounds in weight. The minimum charge on a package is as low as 15 cents per shipment, as well as having low return charges for C.O.D. shipments also.

One of the important factors in the rapid growth of the Motor Transit Stages system has been the unusually excellent and efficient types of motor coaches operated by the company. The entire mobile equipment of the big coach company has been designed and



Interior of 33 passenger modern coach with air cushioned seats; a fleet of coach units, and a scene at the Motor Transit terminal, 5th and Los Angeles Streets, from whence more than 750 coaches arrive and depart daily enroute to or from cities in four counties of Southern California.



In addition to its passenger service Motor Transit's express and freight handling plays an important role in fulfilling the transportation requirements of this district. Its express service has proven a boon to merchants and its freight handling into mountain districts is becoming widely known.

built in the company's own shops in Los Angeles and consequently are perfectly suited to the Motor Transit Company's own particular requirements.

The latest type of motor coach built and installed by the company this year is known as the 1800 series which has a wheelbase of 253 inches or a total length over all of 32 feet and 8 inches, a total width of 93 inches and 8 feet and 6½ inches high.

The chassis has been designed to produce very easy riding and to provide an abundance of power under all conditions. Rear springs are 60 inches long, 4 inches wide, with snubber leaves and underslung to give easy riding qualities. The motor is a six-cylinder L Head Type, which will develop about 125 horsepower, so under even severe conditions there is enough power to give practically the same smooth, easy operation as an ordinary touring car.

Comfort De Luxe

The 1800 type coach has a seating capacity of 33 passengers, air cushions for both seat and back, besides the regular spring cushions, all upholstering being in genuine leather and interior woodwork in mahogany finish. Additional folding aisle seats provide comfortable seats for seven extra passengers, bringing the total capacity up to 40 passengers. Passengers are not allowed to stand in the aisles.

Overhead cloak and parcel racks on both sides of the coach allow passengers to relieve themselves of surplus apparel and bundles while en route. Each window is of the adjustable sedan type plate glass, which, together with fresh-air ventilators and special pure-air heating system, allows a constant change of fresh air at whatever temperature is desired, according to prevailing weather.

A baggage and express compartment at the rear of the coach, as well as utilizing about half the top for baggage also, provides sufficient baggage space to accommodate parties having unusually large baggage movements. This type coach proved exceptionally popular and efficient during the present summer season in handling capacity loads from Los Angeles through to Lake Arrowhead and Big Bear Lake under very hard conditions, as both lakes are more than a mile high and more than ordinary amounts of baggage are carried by passengers on vacation trips.

Another great influence in the progress of the Motor Transit Co. and motor stage travel in Southern California has been the excellent type of depot accommodations provided by the company. In Los Angeles at the corner of Fifth and Los Angeles streets, the Union Stage Depot which was built in 1919 by the Motor Transit Company, affords complete uptown terminal facilities for the Motor Transit Stages as well as for such other companies as Pacific-Greyhound Lines, Pickwick-Greyhound Lines, Original Stage Line, Mount Wilson Stage Line and Derkum Stage Line.

The big Union Stage Depot covers

Motor Transit Serves District Broadly

THE expansiveness of the operations of our new ally, the Motor Transit Company, is not generally realized. Here are some highlight facts concerning this pretentious motor carrier, showing how broadly it serves in four counties of Southern California:

It operates over 1400 miles of franchised highway routes, equivalent in distance from Vancouver to Tia Juana. Over these routes last year it operated approximately 5,150,000 coach miles.

During 1929 a total of 3,439,227 passengers were handled over its lines.

To render its passenger service 150 motor coaches are employed.

Its express service, a time and money saving feature, last year handled 264,579 packages for merchants.

A total of 988 coach movements are made in an 18-hour period from its 5th and Los Angeles Street terminal.

some 36,000 square feet of ground floor space and has approximately 5,000,000 people pass through its portals during the year. During a recent check made of arrivals and departures, some 988 motor coaches were loaded and unloaded during an 18-hour day at the big terminal.

A large waiting room capable of holding several thousand people has numerous conveniences, including information bureau, baggage rooms, modern rest rooms, an excellent restaurant, soda fountain, drug store, haberdashery, barber shop, news and cigar stand, ticket and telephone booths, etc.

No Rush in "Rush" Hours

Beyond the loading gates there are parking facilities for loading and unloading more than 20 motor coaches at one time, so systematically handled that no confusion is noticed even during the "rush" hours, while space is also provided for servicing approximately 20 more coaches without interfering with those being loaded and unloaded.

The Motor Transit Company also operates its own depots in Pasadena, Alhambra, South Alhambra, El Monte, Pomona, Ontario, San Bernardino, Redlands, Riverside, Whittier, Anaheim, Santa Ana, Downey, Long Beach, Lake Arrowhead and Pine Knot, while several stations have already been consolidated with Pacific Electric Railway stations at Fullerton, Orange, Redlands, Upland, Newport Beach and Huntington Beach.

General offices and shops are at present located at 220 East Market Street, Los Angeles, where about two and a half acres of floor space have

FINAL CENSUS TABULATIONS INCREASE L. A. FIGURE

A summary of California's population issued by the Census Bureau today shows upward revisions for Los Angeles and San Francisco over preliminary figures.

The Los Angeles total was set at 1,233,561, an increase of 656,888 or 113.9 per cent. The preliminary 1930 figure was 1,231,730.

San Francisco's population was announced as 637,212, an increase of 130,536 or 25.8 per cent. The preliminary figure gave San Francisco 625,974.

The population for Long Beach was set at 141,528, an increase of 85,935 or 154.6 per cent.

The State total of 5,672,009, an increase of 2,245,148 or 65.5 per cent, was the same as announced in official figures last week.

Detroit's total also was augmented, being set at 1,573,985, an increase of 9599 over the figure previously announced.

HUNTINGTON LIBRARY LURES RECORD-BREAKING THROU

The Henry E. Huntington Library and Art Gallery received 14,794 visitors during August, an average of 608 for each of the twenty-four exhibition afternoons. Thus far 345,723 persons have journeyed to the San Marino institution.

The exhibitions have closed until October 1. The annual closing in September permits cleaning of the galleries and necessary attention to the exhibits. When the exhibitions reopen Wednesday, October 1, a few changes will be seen in the library exhibition but the majority of the famous books and manuscripts on view, including the Ellesmere Chaucer written about 1400, the Gutenberg Bible printed about 1450 and the Shakespeare First Folio of 1623 are to remain on permanent display.

Beginning October 1, the schedule for visitors will be Tuesday, Wednesday, Thursday, Friday and Saturday afternoon from 1:30 to 4:30 o'clock and the first and third Sunday afternoons of each month.

Far Sighted

"Officer," said a 300-pound lady, "could you see me across the street?" "Madam, I could see you three blocks away."

The latest Scotch jokes are the labels.

Enjoy what you have, work for what you lack.—Elbert Hubbard.

been utilized for the company's activities. More than four hundred employees are maintained on the company's payrolls for the operation and maintenance of what is, perhaps, the world's finest interurban motor stage system.

Twelve Million Dollar S. P. Bridge to Be Completed

SOUTHERN Pacific's two-track bridge project under construction across Suisun Bay since April, 1929, will be completed ahead of schedule and dedicated to train service November 1, it was announced by our parent company last month.

Plans for the dedication to be held at Martinez are now being made by a joint committee representing the railroad, and the cities of Benicia and Martinez. United States Senator Samuel M. Shortridge will be the principal speaker at the ceremony which will also mark the retirement of the historic car ferries Contra Costa and Solano. All San Francisco Bay cities, Sacramento and other communities will participate in the program.

It was stated that all of the concrete piers in the substructure had been completed and only four more steel spans are to be erected at the north end of the bridge before the project is finished. North and south rail approaches to the trestle are ready for train operation. The lift span in the bridge is already in operation. Train, marine and aviation signal equipment is now being installed.

The bridge which is 5603 feet long will overcome the water barrier to overland and north Pacific coast rail transportation direct to the San Francisco bay cities. The railroad's Overland and Shasta Route trains have been ferried across the straits of Carquinez between Port Costa and Benicia since 1879. All trains operated over the new bridge will pass through Martinez.

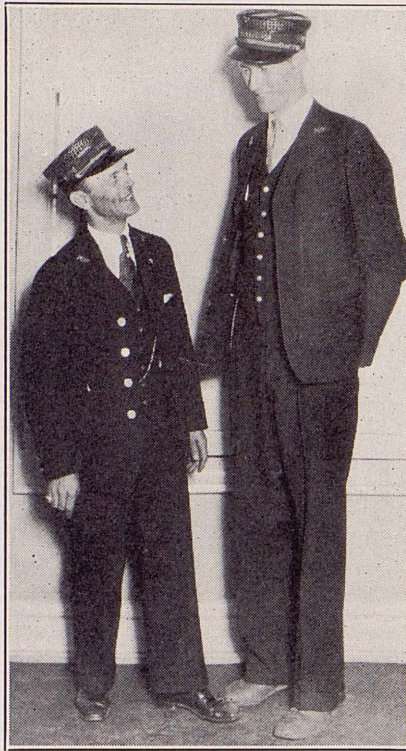
DES MOINES RAILWAY HAS PARKING PLAN OF ITS OWN

Parking yards at suburban carline terminals under control of the local transportation company as a relief to downtown traffic jams and as a stimulant to business are proposed for Des Moines, Iowa. City officials and civic organizations are co-operating with officials of the traction company in working out details of the plan.

Vacant lots at suburban terminals of eleven city trolley lines will be leased and placed in charge of competent attendants. A fee of twenty cents will be assessed which will cover automobile parking charges and electric car fare to and from the central business district.

Surveys conducted by the Des Moines Retail Merchant's Bureau showed that an average of 7000 out-of-town automobiles enter the city daily. The survey also disclosed that thousands of prospective customers and theatre patrons fail to come to the city because of traffic congestion. It is expected that the opening of the parking spaces will more than triple the number of shoppers and pleasure seekers entering Des Moines. Traffic congestion will be reduced, it is said.

Who's Taller or Shorter Than These Trainmen?



"The long and short of it" on the Southern Division is herewith depicted in the persons of Louis Schimelman (left) and J. D. Stillman.

WHO'S the tallest, and who's the shortest of 2,000 Trainmen in the service?

With the idea of determining the answer to the query above we present the first entry, the towering sky-high gent and his shoe-top friend, being J. D. Stillman and Louis Schimelman, both Conductors on the Southern Division reporting to Terminal Foreman McCulley.

The Lindberg proportioned one only measures 6 feet 5 inches. But let us hasten to assure that he may yet turn out to be quite a man; he is still young and growing. Perhaps his stature may be traced to his youthful environment, having been raised in the oil derricked fields near Bakersfield.

Conversely, the stature, or rather lack of it, of the one apparently seeking a weather report, had an early influence that may have caused his miniature proportions. He was raised in the Eastside of New York, where the population is so dense and the soil so thin one really doesn't have room to grow, and you are not supposed to reach a high altitude unless engaged in the building line. Schimelman measures just a little short of 5 feet 3 inches.

Perhaps next month another division or location may wish to submit their "long and short of it."

Woman's Club Again Resume Activities this Month

By Mrs. Lon Bishop, Correspondent

THE Pacific Electric Woman's Club will have three social gatherings during the month of September:

The second Thursday, September 11, and fourth Thursday, September 25, will be "get acquainted" days with special entertainment offered.

September 18 will mark the opening of our regular afternoon card parties—play starting at 1:30 p.m. Please be prompt. The night card parties will be resumed in October—date to be announced later. Mrs. Heustiss, the new hostess, urges a watchful eye on the bulletin board for information concerning same.

The first official Club meeting will be held the second Thursday in October and as usual on the fourth Thursday of each month.

October 9 has been designated as President's Day, and a luncheon in our new President's honor will be given in the Club cafeteria at 1 o'clock on that day, with a charge of fifty cents a plate.

Cards will be mailed to members and your reservations must be sent before October 3 to Mrs. Geibel, 552 North Raymond Avenue, Pasadena. No reservations will be filled after that date. Your fullest co-operation is desired on this point. A prize will be given to the out-of-town Club bringing in the largest attendance on that day. (Los Angeles being hostess, will not compete.)

We cordially invite every woman member of the big family to visit our organization, feeling confident one or two visits will mean her membership.

Plans are being formulated for an instructive and entertaining year, and with the spirit of Friendship and Co-operation permeating throughout the Club and with Mrs. Geo. Miles as our leader, we should show a "mileage" sheet at the end of the year that will eclipse any woman's organization in the city.

Now check these dates carefully, get in your reservations for the luncheon and help make October 9 (President's Day) one to be remembered.

Well, Why Not?

Identity of the young lady is withheld, but the memory of her answer lingers on with the instructor conducting a science course at a high school. One of the requirements in the written quiz was: "Define a bolt and nut and explain the difference, if any." The girl wrote:

"A bolt is a thing like a stick of hard metal such as iron with a square bunch on one end and a lot of scratching wound around the other end. A nut is similar to the bolt only just the opposite, being a hole in a little chunk of iron sawed off short, with wrinkles around the inside of the hole."

The startled professor marked that one with a large "A."

Recently Chosen Executive Committee is Named

WHEN the Club Executive Committee met early this month fully 75% of the members present were new faces, the meeting marking the first assemblage of the recently elected committee.

The new members will serve for a period of one year and employees desiring to take up club matters for official attention should consult their representative shown in the tabulation below. The Committee meets the first Wednesday of each month.

Following is a list of representatives chosen by popular vote from the various offices, shops, terminals and agencies:

General Offices: E. H. Heckert and W. A. McCammond.

Superintendents' Offices: Chas. P. Hill.

Transportation Department

Northern Division:

Macy Street—W. J. Hodge.

Pasadena—R. Powell.

San Bernardino—G. R. Attridge.

Pomona—G. E. Stephenson.

Southern Division:

6th and Main—F. L. McCulley.

8th Street Yard—P. G. Winters.

Long Beach—O. R. Newhouse.

San Pedro—P. H. Mann.

Western Division:

6th and Main—H. J. Lee.

Subway Terminal—J. Talbert.

West Hollywood—R. B. Hooper.

Ocean Park—Geo. Rice.

Station Agents: E. S. Donaldson.

L. A. Freight Station—Geo. W. Orr.

Mechanical Department

Torrance Shops:

Paint Shop Building—Harry Hillier.

Erecting Shop Bldg.—M. C. Munson.

Machine Shop Bldg.—Guy Woolley.

Freight Repair Shop—R. Wyatt.

Offices—E. A. Stevens.

Northern Div. Car Repair Shops: I. E. Mankins.

Southern Div. Car Repair Shops: W. H. Lowry.

Western Div. Car Repair Shops: B. F. Jurdon.

Eastern Div. Car Repair Shops: Venn W. Botts.

Accounting Department

A. Levin.

Electrical Department

R. M. Cobb and H. R. Bullock.

Engineering Department

H. E. DeNyse, B. F. Manley and F. B. Patterson.

Purchasing and Stores Department

Burt F. Ordway.

Real Estate, Tax and Resorts Department

G. L. Breininger.

Business Note

"And now," said the teacher, "Will some one please give us a sentence using the word 'candor.'"

"Please 'm", said the bright little boy in the front seat, "my papa had a pretty stenographer, but after ma saw her he candor."

"When you need help ask for it; if you don't need it, prove it!"

6th School Term Under Way

Twenty-five Classes Offered Employees and Family Members. Nearly 600 Enrolled Thus Far

OFFERING to employees more studies than ever before listed at any of the previous five school terms, our educational classes assembled on Tuesday, September 2nd. While registrations are still coming in and full statistics are not available it is believed that the enrollment will rival last year's when more than 600 employee students enlisted.

Twenty-five studies are available this year, varying in their scope sufficiently to appeal and offer study advantage in subjects both kindred and unrelated to transportation. With such a large choice it is possible for both the husband and wife to choose a study subject, arranging hours that suit the leisure of both.

Three new subjects appear on this year's curriculum, namely: Glee club chorus, millinery, and personal and social conduct. The former will further

augment our previous lacking in musical entertainment at gatherings, while the latter two will appeal to those who have not previously taken a study course.

We are happy to announce that practically the entire corps of capable teachers whom we were fortunate enough to secure last year will again be at our class helms, among them being: D. E. Futhey; J. B. Porter; Helen Ogg; A. C. Latimer; L. H. Appel; C. M. Bronnberg; Dr. Roy Morgan; V. M. Egas; Evelyn Parker, and R. A. Probst. The new members of the faculty who we welcome are: Helen M. Hyde, Ethel L. Boothe and a yet unselected (as this was written) instructor in millinery.

The tabulation below gives a full detail of classes, time held, where, and instructors, for those who may not yet be enrolled:

Class	Day	Time	Room No.	Instructor
Automotive Theory.....	Wednesday	6:30- 8:30	201	D. E. Futhey
Business & Trans. Law.....	Friday	6:00- 8:00	200	J. B. Porter
Dancing (Ballroom).....	Thursday	7:00- 8:00	B.R.	Helen M. Hyde
Dancing (Tap)	Tuesday	5:45- 6:45	B.R.	Helen M. Hyde
Dramatic Art.....	Thursday	6:30- 8:30	Theatre	Helen Ogg
English Grammar.....	Thursday	10:45-12:45	201	A. C. Latimer
Engineering Electricity.....	Tues.-Thurs.	6:45- 8:45	201	L. H. Appel
Engineering Mathematics....	Tues.-Thurs.	4:45- 6:45	201	L. H. Appel
Glee Club Chorus.....	Tuesday	6:30- 8:30	B.R.	Ethel L. Boothe
Letter Writing.....	Mon.-Fri.	4:45- 5:45	200	A. C. Latimer
Millinery	Thursday	8:45-10:45*	201
Orchestra (Junior).....	Saturday	10:00-12:00*	B.R.	C. M. Bronnberg
Orchestra (Senior).....	Monday	6:30- 8:30	B.R.	C. M. Bronnberg
Personal Leadership.....	Wednesday	6:30- 8:30	200	Earl W. Hill
Personal & Social Conduct..	Thursday	4:30- 6:30	200	Helen Ogg
Physical Culture (Girls).....	Tues.-Thurs.	4:45- 5:45	B.R.	Helen M. Hyde
Psychology	Thursday	6:30- 8:30	714	Dr. Roy Morgan
Public Speaking.....	Wednesday	6:30- 8:30	Theatre	Helen Ogg
Slide Rule.....	Monday	5:00- 6:00	201	L. H. Appel
Spanish I.....	Tuesday	6:30- 8:30	200	V. M. Egas
Spanish II.....	Thursday	6:30- 8:30	200	V. M. Egas
Stenography I.....	Mon.-Wed.	6:00- 8:00	202	Evelyn Parker
Stenography II.....	Tues.-Thurs.	5:00- 7:00	202	Evelyn Parker
Traffic Management.....	Thursday	7:00- 9:00	202	Earl W. Hill
Typewriting I.....	Tues.-Thurs.	6:00- 8:00	715	R. A. Probst
Typewriting II.....	Mon.-Wed.	6:00- 8:00	715	R. A. Probst

*A. M.

STILL CHANCE TO REGISTER BETWEEN NOW AND OCT. 4

Registration of voters, closed for thirty days prior to the primary election on August 26, last, now is reopened, Registrar of Voters Kerr has announced.

All persons who have not registered since the opening of registration on January 1, last, and who desire to vote at the State general election on November 4, next, must register on or before October 4. On this latter date registration will close, pending the general election. Individuals who have registered but who have since moved

must re-register to be eligible to vote.

Qualifications for persons registering call for American citizenship, a residence of one year in the State, ninety days in the county and thirty days in the precinct prior to the day of election.

P. E. Masonic Club Meet

The next regular meeting of the Pacific Electric Masonic Club will be held in the Pacific Electric Club, Tuesday evening, September 9, 7:45 p.m. Refreshments will be served in the P. E. Cafeteria.

L. A. PORT LEADS NATION IN ANNUAL CATCH OF FISH

Until recently Boston held the distinction of being the center of the fishing industry of the nation. Today the honor is rightfully earned and claimed by Los Angeles Harbor, the claim being registered upon last year's fish receipts totaling more than 400,000,000 pounds. The Los Angeles Herald gives these interesting highlights on the industry.

In terms of finance, the harbor district produced \$17,350,000 worth of canned fish and \$1,950,000 worth of fish oil and meal by-products, in addition to fresh fish sales of between \$3,000,000 and \$4,000,000.

The old-time fishing boat, from 20 to 30 feet long, with a cruising radius of from 20 to 50 miles, has given place to the 123-foot, refrigerated, wireless-equipped cruiser, with a radius of 8000 miles. Most of these new vessels are built in local shipyards, but few being brought in from other places.

The chief varieties of fish handled here are sardines, mackerel and tuna, but many other kinds are included in the total catch brought into this harbor.

Los Angeles fishermen cover a wide range in their operations. From the southern point of Lower California to Monterey the boats travel along the coast, and out into the Pacific as far as the Galapagos islands, 2900 miles from their home port.

Fishery officials report there are no signs of depletion in supply of the leading varieties, which indicates that further expansion of the harbor's fishing industry will continue.

The superiority of Los Angeles over Boston as a fishing industry center is announced by the California fish and game commission in a recent statement.

Fish is a healthful and pleasing form of food, and is in constant demand. The canning industry has served to put it on an all-the-year-round menu, rather than merely seasonal, as once was the case.

Sells Entire Trainload of Passengers to S. F.

IT IS not often that one employee can claim the distinction of having caused the sale of sufficient number of tickets to justify the operation of an entire steam line train. Such an honor, however, may be credited to George J. Bauer, Motorman on the Watts line. Here are the details:



George J. Bauer

Bauer is President of the German Singing Society and acted as Chairman of an Entertainment Committee in connection with that organization's visit to San Francisco last month in a tri-state (California - Oregon - Washington) singing contest. Bauer went to the Passenger Department of the Southern Pacific and asked what it would cost per round trip ticket to operate an extra section of the Daylight Limited to San Francisco. The astounded ticket agent thought it best to talk about animal crackers until the inquirer's keeper came along and locked him up. But Bauer convinced him that he meant business and obtained a quotation.

In the face of a figure \$5 lower per person via a competitive bus company, Bauer convinced his committeemen that the journey would be more pleasant, comfortable and reliable by traveling via rail. That his argument was effective is attested by the fact that on August 20 the Daylight Limited operated a second section containing 170 members of the German Singing Society, bringing to our parent company approximately \$3,000 in revenue.

Last year a 30-party ticket sale to San Francisco and two carloads of his compatriots to Mt. Lowe also are testimonials to Bauer's interest in his employer's behalf. Appreciation for his

DRIVING LAWS NEAR SCHOOLS CITED IN SAFETY APPEAL

Danger! Children!

"Vacation days are over and school zones are again in effect," warns the Safety Conference of the California State Chamber of Commerce, in its September message of safety precaution to motorists. Continuing, it admonishes:

"To insure the safety of the children of California, it is the responsibility of every motorist to drive with added care in the vicinity of schools.

"The specific laws governing the speed of motorists near schools and on the highway when overtaking or passing school busses are as follows:

"California Motor Vehicle Act—Section 113—Restriction as to Speed:

"Fifteen miles an hour when passing a school while persons are entering or leaving the grounds of such school."

"Section 134½ — Overtaking and Passing School Bus:

"The driver of any vehicle upon a public highway outside of a business or residence district, upon meeting or overtaking any school bus which has stopped on the highway for the purpose of receiving or discharging any school children, shall bring such vehicle to a stop immediately before passing said school bus, but may then proceed past school bus at a speed not greater than is reasonable or proper and in no event greater than ten miles an hour and with due caution for the safety of pedestrians."

And then there is the absent-minded professor who had the students write the exam questions while he answered them.

outstanding success was expressed in personal letters to him.

In passing we remind that Mr. Bauer some few years ago at great danger to himself saved the life of a small child, winning a muchly coveted Carnegie medal for his bravery and also \$1000 in cash, a memento known, but not seldom on speaking terms.

Comparison of Accidents During August 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.....	0	2	1	5	4	1	5	8	3 Dec.— 37.50%
At Railroad Crossings other than Company's.....	0	0	0	0	0	0	0	0	7 Dec.— 87.50%
Between Cars of Company.....	0	1	0	2	1	5	1	8	7 Dec.— 22.12%
With Vehicles and Animals.....	64	81	61	83	125	157	250	321	4 Inc.— 100.00%
Derailments.....	0	1	6	2	2	1	8	4	4 Inc.— 40.00%
Equipment.....	5	1	2	3	7	6	13	8	5 Inc.— 62.50%
Boarding Cars.....	8	2	1	1	4	5	13	21	9 Dec.— 42.86%
Injuries on Cars (not in collision).....	3	3	2	7	7	11	12	32	8 Dec.— 25.00%
Alighting from Cars.....	5	11	8	10	11	11	24	0	0
Falling from Cars (not purposely alighting).....	0	0	0	0	0	0	0	0	11 Dec.— 84.62%
Doors, Gates and Guard-Rails.....	1	1	0	1	1	1	7	3	4 Inc.— 133.33%
Ejectments and Disturbances.....	2	3	4	1	5	0	13	11	2 Inc.— 18.18%
Miscellaneous.....	2	3	6	3	5	5	13	11	90 Dec.— 20.50%
Total.....	90	108	91	118	168	213	349	439	9 Dec.— 50.00%
Employees.....	3	4	4	6	2	8	9	18	99 Dec.— 21.66%
Total Car Accidents.....	93	112	95	124	170	221	358	457	6 Dec.— 14.63%
Motor Coach Accidents.....	12	17	1	8	22	16	35	41	105 Dec.— 21.08%
Total Passenger Accidents.....	105	129	96	132	192	237	393	498	10 Dec.— 30.30%
Freight Accidents.....	6	11	10	21	7	1	23	33	115 Dec.— 21.66%
Total All Accidents.....	111	140	106	153	199	238	416	531	
	29 Decrease		47 Decrease		39 Decrease		115 Decrease		

JAPAN'S RULES OF THE ROAD

Translated into English for the benefit of foreigners in a notice posted in the Tokyo Central Police Station:

1. At the rise of the hand of the policeman, stop rapidly.
2. Do not pass him by or otherwise disrespect him.
3. When a passenger of the foot hove in sight, tootle the horn; trumpet at him melodiously at first, but if he still obstacles your passage tootle him with vigor and express by word of mouth the warning, "Hi, Hi."
4. Beware the wandering horse that he shall not take fright as you pass him by. Do not explode an exhaust box at him. Go soothingly by.
5. Give big space to the festive dog that shall sport in the roadway.
6. Avoid entanglement of dog with your wheel spokes.
7. Go soothingly on the grease mud, as there lurks the skid demon.
8. Press the brake of the foot as you roll around the corner to save the collapse and the tie up.

ELECTRIC BULB CELEBRATES HALF CENTURY BIRTHDAY

Half a century of electricity in continuous use on ocean vessels is marked by the anniversary of the voyage which the steamship Columbia began in May, 1880, from New York to Portland, Oregon, with a complete installation of Edison's incandescent electric lights. So doubtful were the marine underwriters about this innovation that they refused to insure the boat, and she sailed all the way around the Horn without any protection against loss.

The Columbia had only electric lights and even these were crudely installed and even more crudely controlled. Yet in her day the Columbia was considered the finest and most up to date passenger vessel that had thus far been constructed.

Proceeding to New York for her final equipment, she docked at the foot of Wall Street and Francis R. Upton, one of Edison's chief assistants, carried the incandescent lamps aboard in a market basket.

It was the first installation of Edison's incandescent lights outside of Menlo Park, where the Edison lamp was born. Before any commercial plant was established on land, this little system on board the Columbia was put in service.

An interesting aspect of the installation was the arrangement governing the use of the electric lights by passengers in their staterooms. The individual lamps were controlled by lock switches enclosed in rosewood cases, which were located outside the doors of the staterooms. The key which operated these switches was in the permanent possession of the steward. Consequently, if a passenger wanted his electric lamp turned on, he had to summon the steward by ringing a call bell and the steward then operated the switch. The same procedure was necessary when the passenger wanted to turn out his electric light,



TEN years ago this month the Pacific Electric Club re-elected S. A. Bishop, our General Claim Agent, as its President, Mr. Bishop having previously served one year. The governing board at that time was composed of F. L. Annable, F. F. Small, F. C. Johnson, S. H. Anderson, H. Preston, L. H. Appel, G. B. Barklay, H. S. Wiggam, L. H. Covell, L. L. Fierce and C. P. Hill.

On the 25th of this month, ten years ago, an employees' outing, consisting of something over 100 persons, was held at the Pacific Electric Camp and up to this time is one of the largest outings of the kind ever held at the Camp. Invitations were extended to residents of surrounding resorts. Our band and orchestra were in attendance and the entire San Bernardino mountain region had a most wonderful time on Saturday, September 25, 1920.

Ten years ago this month the Rod and Gun Club had a membership of 121 and the funds in the treasury amounted to \$211.45. We are not advised at this time what the treasury balance is, but the membership is more than four times greater.

Looking back in the magazine for ten years ago we find in September, 1920, a very wonderful compliment from Mr. Secrist, Vice President and General Manager of the Pacific Fruit Express, pertaining to service and courtesy displayed by our Trainmen of that day. In the same issue is a very full-some letter from Mr. D. P. Fleming, then as now, Secretary Wilmington Transportation Company, who was particularly loud in his praise of our Trainmen involved in the Catalina traffic. Among others complimented, Mr. Fleming specifically mentions Vignes and Wallie in Los Angeles; Williams at Long Beach; "Billy" Rich and Hand at Wilmington. Vignes, Wallie and Williams are still on the job, while "Billy" Rich has retired from active labors with honors. Hand has passed to the great beyond.

Ten years ago this month the Purchasing and Stores Department made a number of changes in title of many members of the staff: C. S. Swartz, Chief Clerk of the Stores Department, was brought to Los Angeles in the Purchasing Department, where he is now Chief Clerk.

C. J. Tenny moved into Swartz's old chair, and L. C. Bolen, Storekeeper at Macy Street, stepped into Tenny's shoes.

F. W. Campbell, Storekeeper at Sherman, moved over to San Pedro,

where he stocked up an ex-box car and converted it into office and store room use.

Earl McCall moved out of San Pedro and went to Macy Street.

Humphrey at Pasadena moved over to Sherman to keep company with Dick Sutton, who is now in the Purchasing Department at Sixth and Main.

Jack Johnson, then section Storekeeper at Torrance, moved over to the big town of Pasadena and the Magazine of that date states that Floyd Gill, Durand Porter, Francis Clark and Chas. Wakefield were also advanced a notch or two.

Traffic Department notes of 1920 recite that C. E. (Bob) Morlan, Rate Clerk in the General Passenger Department, had been on a vacation for ten days. The inside facts, however, were that he put in the ten days fixing up his new home at Covina. Since that time Morlan has advanced to Chief Clerk, Passenger Traffic Department, and as is the custom needs no more vacations.

Ten years ago Frank Clark, now Manager Mt. Lowe Tavern, came back to the Pacific Electric after an absence for several years spent in organizing information bureau for the Los Angeles Examiner. Frank is still functioning perfectly at Mt. Lowe and is considered one of the popular hotel hosts in Southern California.

Ten years ago the General Passenger Department issued a new hiking folder. Hiking during those days and a few years following was a very popular diversion. However, since the advent of "Lizzie" hiking is not so popular and the trail folder has been discontinued. One of these days people will find out the necessity of walking or exclusively riding trains, both for the benefit of their physical, as well as financial being, and hiking folders will again become popular.

Ten years ago this month, Freight Claim Agent E. T. Albert returned to the job after a rather long and severe experience with the grippe. However, time does not wither nor age E. T.'s efficiency and he is still at the helm as Freight Claim Agent.

The Magazine of ten years ago states that Mr. Lovell had purchased a new car. Just a day or two ago we heard he had bought another one. We are all wondering if the car mentioned in the Magazine of ten years ago was the one he traded in on the last one. That would be just like an Auditor.

P. S. Since writing the above we learn that he sold the old car to "Cliff" Thorburn for more than he gave originally and Thorburn in turn has loaned it to Horace Anderson, who thinks he can make a new one out of it.

"No, Dick, I cannot marry you, but I will be a sister to you."

"Good! How much did we inherit from our father?"

"JIM" ROWRAY PAYS US VISIT

Paying a visit to his old comrades of two decades ago, J. B. Rowray, now General Manager of the Sacramento Northern Railway with headquarters in Sacramento, and formerly Superintendent of the Northern Division of this company, was a welcome visitor last month.

Mr. Rowray is still "one of the boys" and never fails to pay a visit to his good friends of yester year when in this section, which always calls for a pleasant discussion and reminiscing of railroading and its perplexities "in the good old days."

Being Superintendent of the Northern Division from 1904 to 1911, Mr. Rowray was succeeded by "Jim" McPherson, Mr. Annable following the latter for a few months, A. C. Bradley, succeeding him in August, 1913.

During Mr. Rowray's last visit Mr. Bradley called the former's attention to a letter R on a battered and worn chair pad he had used since his appointment to Superintendent of the Northern Division. Mr. Rowray remembered that he had acquired it in 1904 and it had been handed down to each of the Superintendents named in the foregoing. Feeling that the time-worn pad, after 26 years of service had earned the right to retire with honors, Mr. Rowray replaced it with a modern one.

His many friends will be glad to know that Mr. Rowray is in splendid health, "father time" having dealt gently with him. He asks that whenever any of his former associates are in Sacramento not to fail to drop in for a visit.

Pomona Fair Promises Fine Exhibit of Resources

HERALDED as a "Census Celebration" in honor of the mighty gains in population and development made in the empire of the west during the past ten years, the ninth annual Los Angeles County fair at Pomona will be held from September 12 to 21 inclusive.

As a distinctive feature there will be dedicated this year a great new permanent exposition building, largest of its kind in the country just finished at a cost of \$250,000. In honor of the occasion Governor C. C. Young will be in charge of the fair opening and the dedication of the new building.

Because of the wide scope of the fair and the fact that it has grown to be so representative of the entire west, the other ten western states including Washington, Oregon, Arizona, Nevada, Idaho, New Mexico, Wyoming, Utah, Colorado and Montana together with the Hawaiian Islands have been invited to participate and special invitations are being sent to their governors and other high officials to be present.

Preparations for the monster celebration have been in progress for months. Important additions and innovations have been introduced which have transferred the 107 acres of fair grounds into a beautiful permanent exposition park so arranged as to care for almost any number of people and automobiles. A great permanent exposition building, largest of its kind in the country, will house the agricultural and horticultural and feature exhibits which were formerly in a monster tent.

Throughout the state arrangements have been made by civic, fraternal, social, agricultural, livestock, poultry, and pet stock organizations to hold state

MORE BOOKS GIVEN LIBRARY

Two new names were added last month to the list of contributors to the Club Library, from which source were received nine books. The Club, on behalf of its members, gratefully acknowledges receipt of the following books from the respective contributors, as named:

George Perry, Accounting Department—The West Point Cadet, The Young Franc-Trieurs, The Mask, Castle Canycrow and Ancient Times.

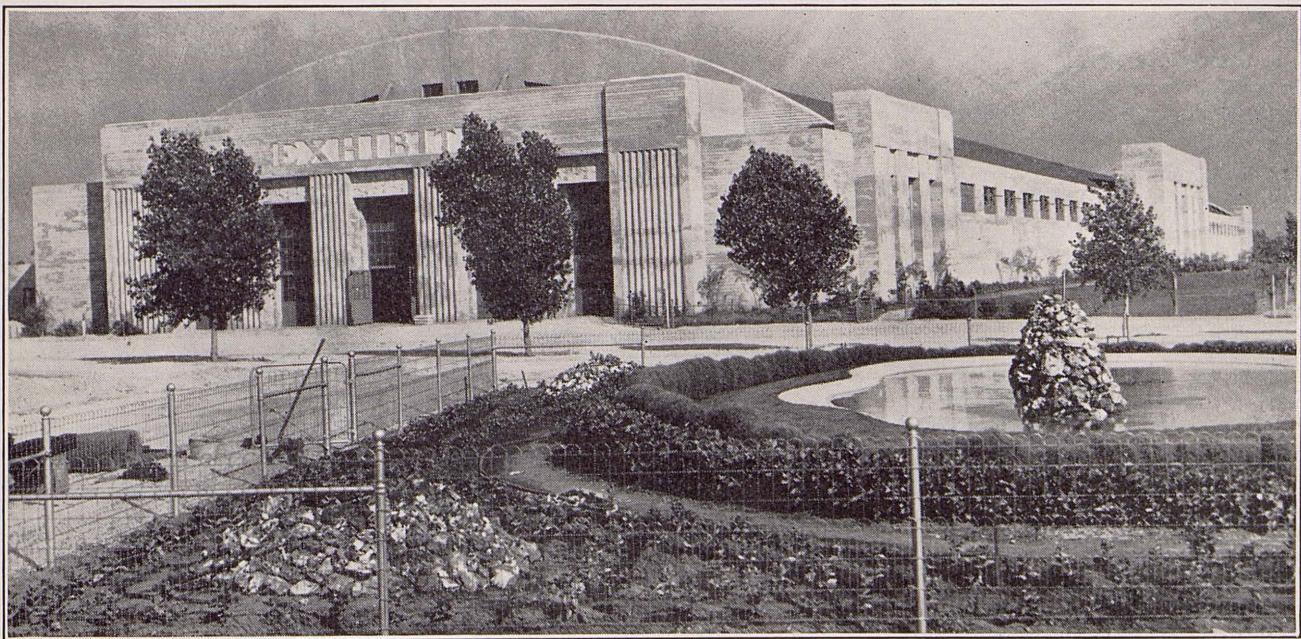
Mrs. Clare E. Parker, wife of Albert I. Parker, Mechanical Department, Torrance—Government, The Harp of God, Creation and Reconciliation, all by J. F. Rutherford.

There are now more than 2,300 books in our Club Library, the majority of which may be taken out by Club members and their families, in similar manner that books are loaned by the public libraries. The Club Library is at your service. Make use of it.

or district meetings on the fair grounds. Special days are set aside for various cities and sections of the state.

While all these arrangements are being made the fair grounds present an animated sight as an army of workmen rush to final completion the thousand and one projects made necessary this year by the improvements and changes in the grounds.

From inquiries pouring in and interest being manifested there is every reason to believe that all previous records will be shattered both in the matter of attendance and in the number, variety and quality of the exhibits. Fair officials are jubilant over the early outlook especially as this year for the first time, they will be well equipped to handle rush.



Promising another outstanding exhibit of Southern California's agricultural and commercial products, the Pomona Fair this year will be housed in its new \$250,000 exhibition building, pictured above.

THE PACIFIC ELECTRIC



MAGAZINE



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

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

Vol. 15; No. 4 September 10, 1930

CONTRIBUTORS TO THIS ISSUE

N. B. Vickrey P. E. Club
D. B. Van Fleet Terminal Foreman
L. H. Appel Electrical Dept.
R. M. Cobb Elec. Dept.
Edmund C. Fox Trans. Dept.
Margaret Maitland Engr. Dept.
Max Shuring Engr. Dept.
W. H. Jenkinson Hill St. Station
Reed Christiansen P. E. Club
Ruth Thompson Northern Division
Daniel Sanchez L. A. Freight Terminal
William Kaplan Southern Division
E. M. Daniels Trans. Dept.
Thomas A. Lyons Trans. Dept.
George Perry Accounting Dept.
H. Hall Agent
Walter R. Bloom Northern Division
A. E. Dendy Elec. Dept.
H. Vander Zee Stores Dept.
Mrs. Lon Bishop Woman's Club
W. Z. Shaw Engineering Dept.

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

NOT since the King Tax Bill, which was written in the statute in 1921, has a single issue been of greater importance to this railway and its employees than Amendment No. 4 dealing with tax equalization and appearing on the ballot

How All Can Aid Company

Employees are being asked to give this measure their hearty support to the end that their relatives and friends vote "Yes" on the ballot. It is only right and fair that this measure should receive the favorable vote of the people. But in order to convince others we must first assure ourselves that it is right and proper.

In this and next month's issue of the Magazine are, and will be, comprehensive articles dealing with the various phases of this issue. Read them carefully, not once, but several times, and you will see the wisdom and necessity of relieving electric railways to the small extent they are appealing.

By helping your railway you are helping yourself.

THE fact alone that the public pays our advertised rates for service rendered and that we are paid a living

wage to perform that service is sufficient reason why our patrons should receive well rendered and worthy transportation.

Looking at it from a purely selfish standpoint, however, pleasing the public has much to do with our having our jobs. Patrons pay our wages. Thousands upon thousands of our customers do not have to ride the Big Red cars. They have and can use their own automobiles. If 25% of our riders, for lack of service or because of discourtesy, did that very thing many of us would be out of jobs?

If for no other reason than a selfish concern, let's practice the "thank you" attitude in all phases of our contact with the public.

IF YOU have bitterness in your heart, for your own well-being, cast it out.

Whenever an individual begins to think that others are against him, he inevitably will treat persons he contacts in such a manner that he earns their ill will. On the other hand, if he thinks kindly thoughts and treats people considerately, he makes friends and holds them.

If you would be happy and make others happy, bring into your daily life kindly and friendly thoughts. Happiness is entirely a state of mind.

Promotion

Promotion comes to him who sticks Unto his work and never kicks,
Who watches neither clock or sun
To tell him when his task is done;
Who toils not by a stated chart,
Defining to a dot his part
But gladly does a little more
Than he's remunerated for.

—Edgar A. Guest.

There is no dignity quite so impressive and independence quite so important as living within your means.—Calvin Coolidge.

A smile costs nothing, but gives much. It enriches those who receive, without making poorer those who give. It takes but a moment, but the memory of it sometimes lasts forever. None is so rich or mighty that he can get along without it, and none is so poor but that he can be made rich by it. A smile creates happiness in the home, fosters good will in business, and is the countersign of friendship. It brings rest to the weary, cheer to the discouraged, sunshine to the sad, and it is nature's best antidote for trouble. Yet it cannot be bought, begged, borrowed, or stolen, for it is something that is of no value to anyone until it is given away. Some people are too tired to give you a smile. Give them one of yours, as none needs a smile as much as he who has no more to give.—Exchange.

EDUCATIONAL ADVISOR HILL RECEIVES PRIZE POST

Earl W. Hill, our Educational Director, last month received further recognition with his appointment to a chair in one of two endowed commercial aviation courses at the University of Southern California. The donors were the Western Air Express and the Richfield Oil Company.

Making it possible for a student to pursue the study of commercial aviation as a major subject in the College of Commerce and Business Administration of the University of Southern California, the Hanshue chair, named after the President of the Western Air Express, provides a professorship, to be filled by Mr. Hill, which will supply instruction in the principles of commercial aviation, air transport management, airport management, commercial aviation problems and aviation insurance.

The James A. Talbot chair of aeronautical engineering, endowed by the Richfield Oil Company and named for the chairman of the board of directors, will be filled by James M. Shoemaker, an aeronautical engineer of wide experience, newly appointed professor in the College of Engineering of Southern California, assisted by Capt. Douglas Keeney.

TODAY IS YOUR BIRTHDAY

Today is your birthday. Let me see if I can prove it.

Yesterday is dead, and a dead day cannot be the birthday of a live man.

Tomorrow is unknown, unborn, and surely an anticipated, unknown, unborn twenty-four hours cannot be your birthday.

In other words, today you are born anew, with all of life's new opportunities before you.

So far as mortal life is concerned you died with the dying yesterday. You cannot live tomorrow today, so today is really your birthday. No other day exists.

Let children celebrate their years, but a man should learn to appreciate that each single day is his birthday, for, be it remembered, there is no day but today.

There is another way to look at it:

All your responsibilities are of today. All your joys are of today. All that you understand is happening right now.

At midnight you were one day farther from your arrival and one day nearer your destination.

When we look this fact squarely in the face, is it not wise to put forth every effort today, for tomorrow will be one day late.

Here is another slant upon this subject:

If you are around 20, this is your 7000th today. If you are about 60 this is your 20,000th today.

What have you done with all these days?

Today! How the word thrills one when we fully appreciate its meaning! —The Silent Partner.

New Bonding Units Effect Savings



New portable bonding equipment recently put into service. One of its outstanding features is that it can be quickly lifted from tracks when train approaches. Eight of these units were purchased and their improved method will effect a large annual saving. George Prell (standing) and H. P. Bancroft are seen in the picture.

WITH economy and efficiency in mind the former system of performing bonding and welding work with bonding cars has been eliminated and eight portable bonding and welding outfits have been purchased and put in service.

The previous system of track bonding was that known as "brazed bonding" applied by a self-propelled bonding car which cannot be lifted from the rails, causing frequent delays to traffic, as car had to clear track at nearest crossover or siding. In case of dense traffic, where the self-propelled car cannot be used, bonds were applied by welding, either oxy-acetylene or electric arc. These latter methods are not entirely satisfactory, mainly due to intense heat employed which materially weakens the rail sections.

Former Practice

The bonding cars formerly used operate on the tracks, using trolley current for propulsion, and when bonding, trolley current drives the generator which produces alternating cur-

rent, from which heat is obtained to braze the bond to the rail. The use of this equipment required three men per car to do the bonding work, and in addition, from one to two trainmen per car to operate it; the number of men depending on whether or not the car was operating on single or double track.

The new portable equipment which has now been in service for the past three months applies bonds by brazing in the same manner as when the bonding car was used. The only difference is that the new equipment brazes the bond by means of a small portable electric furnace using direct current in place of the cumbersome alternating equipment. In addition this new equipment can be used for electric arc welding, as well as brazed bonding, and will not only eliminate the necessity of transportation of employees, but reduces each bonding crew from three to two men. Also it enables brazed bonds to be applied in almost any location regardless of traffic density, and will permit more bonds per unit to be

applied in general on account of not having to cease work to run to the nearest siding or crossover in order to clear traffic. All that is necessary when a car or train approaches a bonding crew is to lift the apparatus from the rails to a position along side the track which requires about a minute to do.

The new equipment consists of a small motor car. This car, which can be towed by a motor car or pulled by one man, is made of tubing with 14-inch flanged wheels, is equipped with corrugated iron tool box designed to carry the resistance grid and all the bonding tools, together with a supply of bonds.

New Process

The electrical furnace used to braze the copper bond to the rail across the joints consists of a graphite block and a graphite pencil electrode set in an electrical field with the necessary apparatus for adjusting the furnace for height above the rail. This is operated by one man and can easily be set upon the rail and removed by the same man. The furnace generates heat by means of an arc caused by the pencil electrode being brought against the graphite block and then slightly moved away from it. The grid resistance is designed to be carried on the lorry if desired.

A 1½-ton truck is provided for use in the City Division, or where the motor cars cannot be used to advantage. This truck is also used for general utility and construction work.

The portable equipment was purchased from the Railway Improvement Company of Cleveland, Ohio, and through the adoption of this new equipment a saving of from \$20,000 to \$25,000 annually will be made.

S. F. VOTES DOWN FURTHER PART IN PUBLIC OWNERSHIP

What the public of San Francisco really thinks of municipally owned utilities was reflected last month in the primary election when that city voted on four bond issues having to do with purchases of power distribution system and other facilities owned by existing privately owned utilities.

Each of the four propositions was voted down by an overwhelming majority and instead of the bonds receiving two-thirds of the vote, as would have been necessary for them to carry, the count was more than two-thirds against the city acquiring the privately owned facilities and going further into municipal ownership operations.

The result of this vote gives a true conception of the people's idea concerning the municipally owned electric railway in that city. Proponents and those directly interested through political connections have pointed to San Francisco electric railway as being self-supporting and a desirable asset, but this vote contradicts those who selfishly mislead as to the true conditions.

He who stumbles twice on the same stone deserves to break his neck.

INVESTMENT FOREWARNINGS

Possibly the generally accepted principles of successful investments are well known, but somehow terse statements in the form of rules or commandments have a way of making an impression in the mind. Hence we repeat the sage advice of Mr. Edward F. Parker appearing in the Magazine of Wall Street, the same being that authority's financial precepts which he says he "insistently and persistently" is drumming into the minds of his five sons. If you would avoid financial pitfalls "have and hold" these commandments:

Buy what you can afford to pay for.

Buy diversified securities—don't put all your eggs in one basket.

Buy, as soon as possible, limited payment endowment life insurance in the biggest companies as a most valuable asset in after years, and an investment out of which you can get out the money paid in if you want it or need it.

Buy real estate only for residential or business use—to hold it for profit is always troublesome and expensive.

Buy listed bonds paying not more than five per cent.

Buy the common stock of big national basic industries which have demonstrated their earning capacity by a long dividend-paying record, and reasonably promise not only to increase your income but to double the money invested.

Buy a few chances to increase, and take only the same number to lose any of your principal.

Common sense dictates spending your money where you make it, but it is foolish to let any sense or urge of civic obligation make you invest in local enterprises whose real financial status you can seldom ever find out until a receiver is appointed.

WHO HAD FIRST AUTOMOBILE

Who had the first automobile in the world?

This question is often answered by the average guess that Elwood Haynes ran the first car, which is incorrect, according to authoritative records.

The first automobile which actually ran, which incidentally was steam propelled, was built in France between 1760 and 1770 by Capt. Nicholas Joseph Cugnot, this history declares.

The first gasoline-operated automobile in America was Charles Duryea's "Buggyaut," which came out in 1892. Henry Ford's first car followed in 1893, and in 1894 Elwood Haynes' historic automobile was brought before the public eye.

In 1892, history states, an electric automobile built by William Morris of Des Moines, Iowa, was sold to a Chicago citizen.

And then there was the Scotchman who sent the surgeon's bill to his father-in-law when he found out that his wife's tonsils should have been removed when she was a little girl.

Municipal Plants are Favored

Evasion of Taxes Paid by Privately Owned Utilities Cited as Discrimination

Here is how the San Francisco Chronicle editorially expressed itself recently in regard to municipally owned public utilities escaping payment of state taxes.

WHEN San Francisco bought Spring Valley, it thereby knocked \$8,620,889 off the city's assessment roll.

The taxes Spring Valley paid on this assessment will not have to be paid by the other taxpayers in the city.

Citizens of San Francisco are beginning to realize this elementary fact. An editorial in the Weekly Herald, one of this city's district newspapers, expresses a growing view of municipal ownership.

Of course, the water consumers paid these taxes in the past.

All public utility rates include the taxes paid by the corporation.

We hope this is thoroughly understood.

It is not the railroad, the street car company, the telephone company, the electric light company, the gas company, or the water company that gets soaked for taxes.

Their taxes are paid by the persons who pay for rides and freight, who

have telephones in their houses, burn electric lights and gas and drink the water.

The taxes paid by these corporations are a part of their cost of doing business and so are added into the rates paid by the consumers.

When one of these utilities is taken over by a county or a city, it ceases to pay taxes.

The burden of the taxpayers then has to be increased by just that much.

We did not see the Municipal Railway reduce fares because it had no taxes to pay.

In the case of the Spring Valley Water Company, which paid the bulk of its taxes on its San Francisco properties to the city, the burden of these lost taxes now falls on the property owners of the city.

Water companies are not included among the utilities that pay the corporation gross tax to the State. The other utilities are.

When a county or a city takes over a railroad or an electricity or gas or telephone business, the taxes are lost to the State.

The State, however, does not raise any less tax money. The burden merely falls generally on all who pay taxes to the State.

These persons, dear reader, are the ultimate consumers, none other. They take up the load, for they pay the corporation taxes.

This pact is now causing much bitterness through California. It is the reason for the strong movement to make publicly owned utilities pay the same taxes to the State that they paid when privately owned.

There is justice in this movement. Under the present arrangement by which municipally owned utilities escape taxes, the tax load is unequally distributed in the State.

The gas user in Sacramento objects to paying the State taxes that riders on San Francisco's Municipal Railway do not pay. The gas and electricity user in San Francisco can make the same complaint.

Every time a privately owned utility passes into municipal hands, the complaint becomes stronger. Every set of consumers who pay taxes in their rates has a natural objection to seeing another set escape.

The complaint will not be met until the State justly taxes all utilities alike, whether they are privately or municipally owned.

Whenever any persons or any enterprise escapes taxes all the others have to pay more. This is a sound principle to remember.

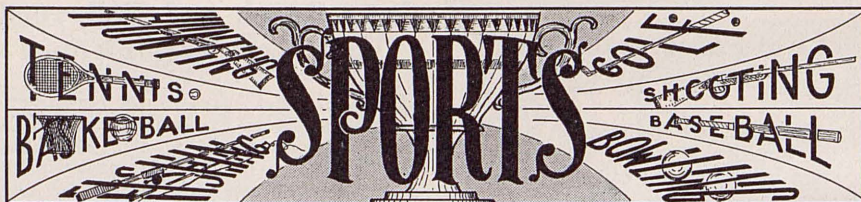
And every municipally owned utility should be able to stand on the same ground and under the same conditions as privately owned utilities. If it can not, it is a failure.

All Accommodations Sold at Camp Over Holiday

WITH every cottage, cabin and dormitory accommodation at the Pacific Electric Camp sold out on August 21, a capacity throng greeted the Labor Day week-end early this month. In addition to selling out all accommodations the number of persons in each reservation made were larger than usual, making it necessary to fill in various accommodations with every available bed and cot to take care of the large crowd. It is estimated that more than 200 persons were at the Camp for this early September holiday.

During the entire month of August practically the whole Camp was sold out and for the first week in September three-fourths of the accommodations had been booked late last month.

Many employees have not as yet had their vacations, a considerable number being scheduled during both September and October. The decision to keep the Camp open throughout the year unquestionably will be welcome news to those who had concluded that our resort would not be available to them during their annual leaves.



Employees Again Join U. P. Friends in Ogden Outing

A GAIN through the courtesy of the Union Pacific Athletic Association, employees and their families to the number of 81 enjoyed last month a four-day outing with their fellow railroaders. In a special train made of Pullman sleepers the invaders attended and participated in an athletic meet held in Ogden, Utah on Saturday and Sunday, August 16 and 17.

While not participating in the athletic contests, our fellow craftsmen for a number of years past have kindly been extended the privilege and pleasure of accompanying the excursionists on these jaunts. Special low costs of meals and Pullman have each year made it possible for our fellows to enjoy the outings.

This year's journey was fully as enjoyable as its predecessors. En route dancing to the tune of a splendid orchestra was indulged in in a specially fitted baggage car. Miss Martha Meek, daughter of George Meek, Motorman, Western Division, gave a number of entertaining concerts on a piano accordion. This talented young lady plays over KFI each Wednesday afternoon.

In addition to the athletic contests several sightseeing trips were arranged at small cost to Ogden Canyon and other beautiful scenic points in proximity.

The Los Angeles unit of the Union Pacific athletes again won a goodly share of the numerous contests, included among its victories being the baseball championship and the Class A band contest. The latter triumph gave to the winners a beautiful loving cup, the donor being Mr. Carl Gray, President of the Union Pacific system.

Everyone attending this splendid outing returned with high praise for the most enjoyable trip, which among our own employees was sponsored by the P. E. Rod & Gun Club.

A vote of thanks is due and expressed to the Union Pacific Athletic Association for so generously making it possible for our fellows to participate with them in these excursions which are looked forward to with great anticipation.

He Got Sentimental

"Daughter, did I not see you sitting on the young man's lap when I passed the parlor door last evening?"

"Yes, and it was very embarrassing. I wish you had not told me to."

"Good heavens, I never told you to do anything of the kind."

"You did. You told me that if he got sentimental to sit on him."

Bowlers Organizing League of Twelve Company Teams

By R. M. Cobb

MARKING the plans for the 5th season of the P. E. Bowling League those actively interested in the sport will hold their annual organization meeting in the P. E. Club on Friday, September 12th, at 8:00 p. m. All bowlers who desire to participate during the coming season are requested to be present, whether or not attached to any particular team.

Following a discussion of the number of teams to comprise the league, a schedule and prize list will be adopted and a vote taken as to the location of the alleys at which the games shall be bowled.

After this business has been concluded opportunity will be afforded to all unattached players to organize themselves into teams or to fill vacancies that may occur in the line-up of last year's teams. An entry fee of \$3.00 per player is the only requisite, provided of course a team of five members is complete and ready to bowl.

The four previous seasons have been conducive of much pleasure to the participants. The sport brings together each Friday night employees scattered widespread over our system and creates a friendly rivalry and closer friendship among the contestants. The coming season is expected to further this spirit to a point which will make it memorable to those participating.

Those who may be considering becoming a team member should bear in mind that no great amount of skill or recent bowling practice is necessary to keep in the running. The handicap system which prevails gives to the less experienced bowler an equal chance with those bowlers who consistently roll high scores. All types of bowlers are listed among the various teams, so anyone considering bowling will have plenty of company, whatever their score or form. Good sportsmanship and regular attendance are the main essentials.

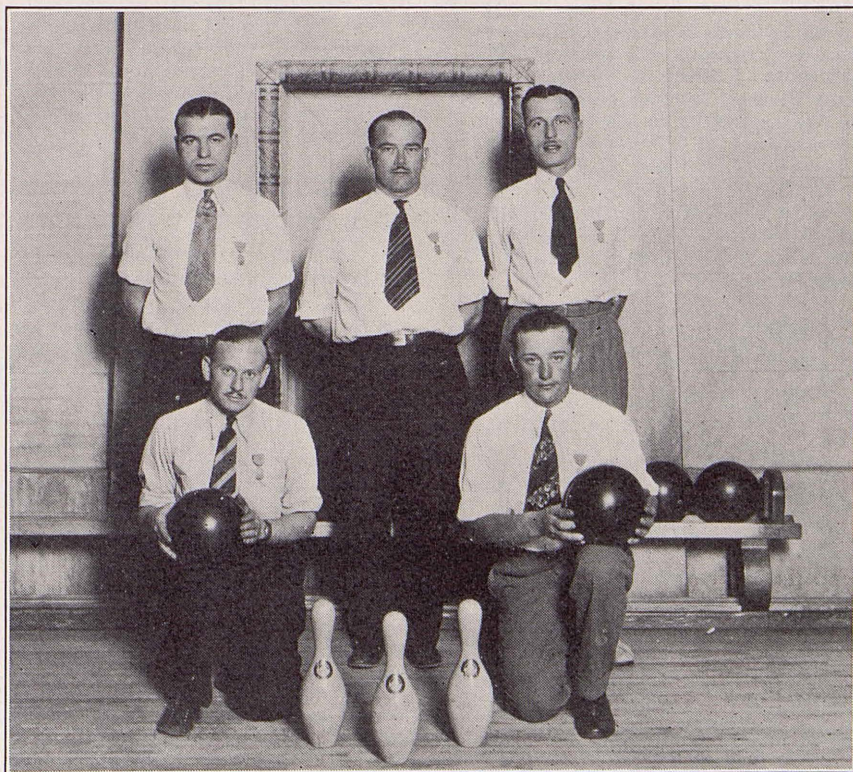
A large turnout is desired, so make a note of the time and place and be on hand.

"How long can a man remain unconscious and still live?"

"I don't know, how old are you?"

A Good Prescription

- Worry less and work more.
- Ride less and walk more.
- Frown less and laugh more.
- Drink less and breathe more.
- Eat less and chew more.
- Preach less and practice more.



Roadway equipment team, last season's bowling champs, who are out to repeat their win. These boys overrode all competition with room to spare, finishing with 62 points, Southern Division next with 52 and Signal Department a close third with 50 points. Back row, left to right: M. Cuccia; E. Haskell, Captain; T. Cuccia. Lower: H. Williams and Wm. Forrest.

BALL GAMES DURING MONTH

Winning two of its four games during the past month for a fifty-fifty break, the P. E. Trainmen's baseball team fell short during August in its previous percentage in games won. Manager McCulley contributes the showing to a number of team members being on vacation and with the entire club in the fold during September hopes for better results.

The following are details of games:

	Score
August 10—	
P. E. Trainmen	1
San Berdoo-Colton Centrals	8
August 17:	
P. E. Trainmen	2
San Fernando Merchants	4
August 24:	
P. E. Trainmen	5
Alhambra Merchants	3
August 31:	
P. E. Trainmen	6
Santa Monica Tigers	2

To the tune of three games won and one lost the West Hollywood ball club continued its good showing in games during the month of August.

Throughout the month the team has been on a batting rampage, registering no less than nine hits and up to sixteen. One of the most exciting games of the month was that of August 31st with the Subway Trainmen, the West Hollywood boys finally nosing out their opponents by a 13 to 12 score.

Details of games together with batteries are given below:

August 3: 10-inning game.

	R	H	E
Elite White Sox	15	19	2
West Hollywood Trnmn.	9	9	3

Batteries: J. Kaufman, Young and Bischo; Blette, Carroll, Nicholls, Casey, Williams and Williams.

August 17:

	R	H	E
Riverside A. C.	4	7	5
West Hwd. Tr.	9	11	3

Batteries: G. Pipes, Mathews, and Jackson; Carroll and Williams.

August 24:

	R	H	E
Eagle Rock	1	3	7
West Hwd. Tr.	11	15	2

Batteries: Foy, Ward, and Furgeson; Blette and Williams.

August 31:

	R	H	E
Subway Tr.	12	7	4
West Hwd. Tr.	13	16	7

Batteries: Jenkinson, Harris, G. Ley and B. Ley; Carroll, Cosner, Blette, and Williams.

Characteristics of Success

To be able to carry money without spending it.

To be able to bear an injustice without retaliating.

To be able to do one's duty even when one is not watched.

To be able to keep at the job until it is finished.

To be able to make use of criticism without letting it whip you.—The Anode.

Low Fares and Special Service to Fair

PERSONS desiring to avoid the jams, traffic annoyances and parking difficulties incident to attending the Pomona Fair will be provided special incentive through extra service and reduced fares via both the Pacific Electric and Motor Transit companies directly to ground's entrance. The following are a few details of service and special fares arranged:

Special reduced fares, including reduced admission into grounds, also permitting going via Pacific Electric and returning on Motor Transit coaches, or vice versa, from following cities are effective:

Los Angeles, \$1.35; Long Beach, \$2; Riverside and San Bernardino, \$1.35; Redlands, \$1.60.

Via Motor Transit both ways, including admission to grounds: Santa Ana, \$1.60; Anaheim, \$1.20; Fullerton, \$1.10, and Pasadena, \$1.35.

Also the Motor Transit for the convenience of Pomona residents will operate a local service, approximately 10-minute intervals, from the city's business district into the Fair Grounds. Round trip fare will be 15 cents and one way 10 cents, admission not included.

Reduced fares also will be provided for special parties traveling en masse from various cities on lines of both companies, making complete journey without change and assuring all passengers of seats in both directions.

GOOD MEMORY WINS FRIEND

"Thank you. Some system.

"Knew I had not received check, but thought perhaps I had waited too long before sending in ticket. Appreciate your honesty and will try and reward by more travel. Thank you."

The terse, but kindly letter above, was received from Mr. R. C. Homan, prominent attorney of Chino, California, and has reference to the following incident which reflects creditably to J. P. (Young Jack) Birmingham, Ticket Agent of the Passenger Traffic Department:

Last September Mr. Homan sent in an unused portion of a round trip ticket, making request for refund. He inadvertently did not mention his address and postal department's cancel stamp was indistinct. Search of telephone book and city directories did not reveal a Mr. R. C. Homan. Mr. Birmingham held the ticket and letter, hoping to hear from its sender.

Early last month, almost a year later, the same gentleman again had oc-

Long Beach and Hollywood Via Motor Coach Planned

POSSIBILITY of motor coach service between Long Beach and Hollywood loomed last month when the application of the L. A. Motor Coach Company filed in June proposing service from Hollywood to San Pedro was amended expressing a desire and willingness to also operate the line to and from Long Beach. The Railroad Commission, in whom authority lies to grant permission for the line, held a hearing in San Pedro on August 27th and will announce its decision at an early date.

In no way affecting the frequency of service between Hollywood and San Pedro, the amended application stated that the motor coach company would operate five trips daily from Hollywood and six from Long Beach. The proposed Long Beach extension would operate over the Hollywood-San Pedro route to Wilmington and Anaheim Blvds. in Wilmington, thence west on Anaheim to Pacific, south on Pacific to Ocean, terminating at the present Pacific Electric station in Long Beach.

The proposed one-way fare between Hollywood and Long Beach would be 60-cents and \$1.10 for the round trip.

In its original application the management of the Los Angeles Motor Coach Company stated that there is now a need which is constantly increasing, for motor coach line between Hollywood section and the Los Angeles Harbor, and the decision to extend the line to Long Beach has been greeted favorably by the people of both sections. The Hollywood terminal of the proposed line would be at Hollywood Boulevard and Cahuenga Avenue, operating through the southwest section of Los Angeles, following Main Street to the Harbor District, terminating in San Pedro at Fifth and Front Streets. The original schedule also calls for connections with steamers sailing from the docks at San Pedro-Wilmington.

The company has assured the Commission that it will operate the same high-class motor coaches of the newer type now employed by the Los Angeles Motor Coach Company and has stated that schedules proposed at beginning of operation of line are only tentative pending development of travel needs, and will be increased as travel requirements demand.

casion to make request for a ticket refund and recognizing the name, Mr. Birmingham quickly discovered it to be the "lost" Mr. Homan he had sought. A voucher was mailed promptly squaring in full the railway's account.

No credit is asked or taken for having dealt honestly with Mr. Homan; it is the way this and every other large public utility does business. We publish the incident mainly to point out the moral that honesty pays. Mr. Homan's "thank you" and expression of good will is worth many, many times the small refund made to him.



Executive Committee of the Pacific Electric Club met in regular session in the Ballroom of the Club Building on Wednesday, August 6, 1930, at 2:00 p.m. The following members were absent: W. J. Scott, R. H. Dorman, Henry Kraft, G. P. Terry, H. E. Lowe, L. H. Covell, H. J. Lee, C. J. Hileman, B. L. Livingston, J. W. Anderson, W. M. King, P. H. Osborne, Guy Woolley, J. E. Mankins, V. Swartz, T. H. Green, H. E. DeNyse, J. K. Ford, H. C. Froude, and T. J. Day.

Minutes of Executive Committee meeting held July 2, 1930, and Managers' various reports were read and duly approved.

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

Club Fund	
Balance 7-1-30	\$1,765.08
Receipts	1,511.34
Total	\$3,276.42
Disbursements	1,321.53
Balance 7-31-30	\$1,954.89
Relief Fund	
Balance 7-1-30	\$ 784.20
Receipts	1,869.85
Total	\$2,654.05
Disbursements	1,682.00
Balance 7-31-30	\$ 972.05

Request was made that the Company Medical Department check the practices now being engaged in by the Medical Staff at Glendale in regard to treatment of employees. Club Manager Vickrey will get in touch with Dr. Weber relative to this matter.

B. F. Manley inquired as to the present status of plans for the securing of a new billiard table. Club President Young reported that the matter was still a live issue and that some definite action would no doubt be taken within the next week or so. He also stated that a meeting would be held very shortly by the Club Furnishings Committee for the purpose of making recommendations for the completion of club equipment.

Mr. Young explained that as a matter of precaution the Club Theatre was closed the last two weeks of July and that it was intended to keep it closed during the entire month of August, or until such time as the Medical Department feels that the cases of infantile paralysis are sufficiently under control to insure absolute safety in re-opening the Theatre.

On motion of L. D. Bailey, the Committee unanimously approved a motion to the effect that the Executive Committee approve and abide by the recommendations of the Medical Department

in its handling of the infantile paralysis situation, particularly so with reference to the closing of the Club Theatre as a safe-guard against the spread of this disease.

R. G. Miller requested that steps be taken to determine the feasibility of supplying iced water in the trainmen's room at the Subway Terminal, pointing out that the drinking water in the waiting room is iced at the present time. Mr. Vickrey will take this matter up with proper department.

Mr. Vickrey announced that the annual election of Club Executive Committeemen would be held during the week prior to Wednesday, August 20, making an explanation of the new system that became effective this year.

An election board consisting of the following members was appointed and instructed to report to the Club at 1:00 p. m. on Thursday, August 21, for the purpose of counting the votes: L. D. Bailey, W. A. McCammond, H. D. Priest, W. J. Hodge, R. G. Miller, B. L. Brown, F. B. Patterson, W. M. Brooks and a representative from the Auditor's office.

F. L. McCulley moved that the Club President and Manager be extended a vote of appreciation on behalf of the Club Members for the efficient management of club affairs during its first year in the new building. The motion was duly seconded and unanimously approved.

NEWS ITEMS ABOUT THE CLUB

The opening week of school, which started on September 2, demonstrated beyond any doubt that this year will be a most successful one in point of enrollment. Both employees and dependents registered in goodly numbers, indicating that the individual members of our large industrial family are interested in educational work.

There is still time to enroll in any class without having lost any appreciable amount of instruction. Choose your subjects now and start attending classes at once.

All text books on which deposits were made during the 1929-30 school term and which have as yet not been returned to the Club Office, must be returned on or before September 20 if the holders thereof wish to secure the refund of their deposits.

The Pacific Electric Club Cafeteria is now attired in its new fall decorations. Rather attractive, don't you think? New table tops, new napkin holders, potted flowers, singing birds and numerous other decorative features.

MAY RESUME SHOWS SOON

Deciding to withhold picture shows in the Club Theatre during at least the first week of September, official bulletin late last month announced the status of motion picture shows during September.

Dr. Weber, Chief Surgeon of our Medical Department, said that it would be well not to hold shows during the first week of September, during which time he would have opportunity to observe the effect the opening of schools would have upon the infantile paralysis situation. Dr. Weber stated that if there continued a lessening of new cases reported, the motion picture shows could be resumed, but until such time as the effect of gathering of children was disclosed, he deemed it to the best interests of all to forego these entertainments.

Immediately upon deciding the definite date for the resumption of these twice weekly shows an official bulletin will be issued and all advised of the date and details of the re-opening picture.

FIVE DEATHS IN AUGUST

Five deaths among our ranks marked the toll of those taken from life during the month of August. Sympathy of the entire employee mass is extended to the bereaved families of our fellow workers. Those taken by death were:

James W. Shepherd, Watchman, Engineering Dept.; Yashitaro Araki, Car Cleaner, Mechanical Dept.; Abundio Castro, Laborer, Store Dept.; Anton Bejger, Retired employee; and John Walker, Watchman, Mechanical Dept.

Three of the above named carried both group and mortuary insurance, the other two having group insurance only. The total sum disbursed to the beneficiaries named by them amounted to approximately \$9500.00.

Four disability claims were granted during the month, making a total of 34 employees now receiving an aggregate of \$2,274.20 monthly benefits under the total and permanent disability clause.

MINIATURE GOLF LINKS AT MT. LOWE RESORT PLANNED

Comes now another distinction for our railway, to wit:—We shortly will operate the highest miniature golf links in the world.

Within the near future construction on one of these popular courses will be begun at Mt. Lowe Tavern, the plan being to locate it in the picnic ground directly in front of the Tavern. The course will contain 14 holes, with novel and difficult hazards. Construction will be so designed that winter rains and snow will not damage the course. The natural scenic surroundings will lend an atmosphere not present on even many of the most costly and pretentious courses.

In view of the widespread popularity of the game it is expected that visitors will avail themselves of indulging in this pastime during their leisure hours at the resort.



7th ST. WAREHOUSE
Daniel Sanchez

It was certainly a surprise to learn that while on his vacation Joe De Moulín, Checker, was married. Congratulations and best wishes are extended to the happy couple.

Checker Chas. Holt cannot find enough words to praise the P. E. Camp. This year he took his first trip up there and he and his wife very much enjoyed their visit at our wonderful mountain home.

Herman Hauss, Stevedore, is back from his vacation which was spent in attending the American Legion Convention at Sacramento; and what a time!

Those who spent their vacations at home were: Cyril McCause, Stevedore; John Becker, Trucker; Abe Verham, Checker; Jack L. Grimmand, Manifest Clerk; and Wm. Hon, Trucker.

Stevedore L. C. Carlisle reports a fine trip to Denver, in his faithful Chev.

We are sorry to announce the illness of Nick De Mattia, Stevedore, and we wish to use this means to let him know that we are thinking of him and wishing him a speedy recovery.

We would like to extend greetings to our old friends—some having been transferred and others who are at home: John Roy, Ed. Elmore, Ed. Walker, T. Phelps, Bill O'dell, Harry Jodon, John Zimmer, Pat Keyes, and John Stanton.

It is with pleasure we announce the marriage of our fellow employee, Joseph L. Randall, on August 16th last. Joe was presented with a Kodak by his fellow workers.

Vacationists during the past few weeks are as follows: A. H. Ingold, Chief Clerk, who spent two weeks at the U. S. Training Camp. Our Chief Clerk is a Lieutenant Colonel in the reserve army; L. A. Post, Cashier, at home; W. C. Lichty, Inspector, P. E. Camp; T. D. Walker, Bill Clerk, motored to Salt Lake; Dorothy Collins, Stenographer, Portland and Seattle; C. F. Albright, Abstract Clerk, P. E. Camp.



HILL ST. STATION
W. H. Jenkinson

M. N. Wood won a dollar bill put up by the P. E. Camp for any home runs. It was the first game the camp had won from the Twin Peaks team this year of the indoor baseball league.

B. M. Bill journeyed up to the P. E. Camp to visit L. J. Keith and M. N. Wood over the week-end.

Motorman H. A. Miller of the San Fernando line is leaving the 10th of September for Maysville, Missouri. He expects to be gone thirty days and is taking his family with him.

Two more familiar faces have left us. C. L.

Settle and George Beer have transferred to Ocean Park. We hope they enjoy their new runs.

J. C. Davidson is sporting a new Pontiac Six, and H. G. Edwards is the proud owner of a new Chevrolet.

R. L. Robertson is nursing a sun-burned back after spending a day at the beach.

Conductor M. D. Martin and Motorman J. E. Tolbert who went to Ogden, Utah, with the Rod and Gun Club, took an additional week to visit friends and relatives in Salt Lake.

Motorman J. E. Tolbert was elected as executive committeeman from Hill Street and will represent this terminal for the next year.

Assistant Trainmaster W. L. Jenks was confined to his home for over a week on account of illness.

P. W. Reynolds is working the Redondo line car while P. E. Jones is on vacation. He reports the seagulls are still flying.

The following men have taken their annual vacation and have returned to work: Conductors W. H. Smith, M. Bruns, and E. W. Frazee; Motormen C. M. Kirk, W. E. Hayes, Roy Rattliff, E. F. Gresham, and R. G. Miller.



FREIGHT DEPARTMENT
SOUTHERN DIVISION
Thos. A. Lyons

Al Weyant reports that upon going up the ridge route he was delayed considerably by a long string of cars ahead of him and upon finally going ahead of the line he discovered Fritz Miller leading the string. "They shall not pass," is Fritz's motto.

There is a marked resemblance between this new man Anders and Howard Lutes.

"Jakie" Jacot spent his entire vacation painting a house and reported for work looking as if he had painters' colic.

"Make your home in the good old U. S. A.," said George Terry, upon returning home from his European trip. "We may not have beer, but we have everything else."

"Chicken" Miller is back in Los Angeles and he bumped the early market job. Christy is the cause of "Chicken's" misery.

There were 24 men on vacation at one time last month.

The American Legion Convention at Sacramento was a howling success. Next year's Convention will be held at Long Beach, which makes it easy for the P. E. men who are members of this great organization.

Gold and other ore which assayed at \$2400.00 a ton was reported from Victor Hemphill's mine during the past month. The ledge was a short one, but in going off on another direction success is expected shortly, according to Victor.

We never heard whether or not "Pig" Winters was elected to the Executive Board of the P. E. Club. If he was much will be expected of him and we all look forward to the fruits of "Pig's" eloquence. This is written in serious vein and we wish "Pig" success. His success will be ours.



ACCOUNTING DEPT.
George Perry

It is with regret that we list the name of Thelma Johnson as having left the service. We understand that Thelma is to be married soon and if so, we wish her every happiness.

Edna Bare, who has been on leave of absence for the past several months, is now back at her desk and plugging away with renewed vigor.

We welcome to the fold a former associate in the person of Alice Chapman. Alice has been assigned to the typing bureau under Mrs. Dale.

Those on vacation during the month of August are as follows:

L. A. Lovell and family motored through the Canadian Rockies, visiting Banff and Lake Louise.

- Ethel Carruthers Laguna Beach
- Juanita Hoover and mother San Francisco
- George Chrystal Beaches
- Tom Hinkle.... San Francisco and Catalina
- Russell Hollinger San Francisco
- Mike Levin and Family Santa Monica
- Ed Uecker Home, Long Beach
- W. L. Brown P. E. Camp
- Martha Brucher San Francisco
- R. E. Labbe Home
- Albert Eurich San Francisco and Catalina
- Ed Brady San Diego and Catalina
- Chas. English Cincinnati
- J. R. Cattle Denver
- L. Tighe Iowa
- A. L. Marsh P. E. Camp
- W. B. Benson Lake Tahoe and Big Basin
- Jessie Kramer Portland and Seattle
- Robbie Bachelder Arrowhead and Catalina
- Gladys Alworth Salt Lake City
- Irma Engel . San Francisco and Forrest Home
- Bernice Cavalliere.. Santa Barbara, Ogden, Utah
- Marian Snowden Home
- Esther Quast San Francisco, P. E. Camp
- Fanny Jones Minnesota
- Opal Littlefield Home
- Grace Shreeves .. San Francisco, Ogden, Utah
- Arville Curran P. E. Camp-Catalina
- Elizabeth Linsen Home
- Florence Haldeman Long Beach



SOUTHERN DIVISION
William Kaplan

Many Pacific Electric employees took advantage of the Union Pacific athletic meet at Ogden, Utah, last month. Among these was a goodly representation from the Southern Division.

"Senator" Black and O. R. Spencer stopped off at Salt Lake City to go fishing in the lake there. Black was scared off by what he claimed was a shark, but which later proved to be Motorman N. C. Cottingham taking a swim. "Sheik" Spencer was only successful in catching a few small crabs.

Motorman V. C. Moon was among those to get married last month.

E. B. Jackson claims to be the champion

checker player under five feet in height.

Jake Osterhood and Flust attended the big American Legion blow-out in Sacramento. Amos R. Nack, famous Motorman, and baseball player, went also, but is alleged to have slept most of the time.

Switchman Gilbam of San Pedro attempted to start a barefoot fad last month, appearing minus shoes.

Conductor Cleason was unable to get any of the preferred runs in the last shake-up and took a run in the fish city.

Bill Otto has purchased some old car seats in order to feel more at home when not working.



MACY ST. TERMINAL

D. B. Van Fleet

Macy Street Trainmen extend their truly heartfelt condolence to Motorman W. Still, whose wife suddenly passed away on the night of August 4th.

Conductor L. E. Segar, formerly holding Run 104, Sierra Vista Line, is now working out of Pasadena Terminal on Run 32, Oak Knoll Line.

Conductor O. C. Angle, Macy Street, was recently called east to the bedside of his seriously ill mother. We all sincerely hope that he will find her soon on the way to speedy recovery.

Day Terminal Foreman W. E. Booth, and wife, are enjoying a delightful vacation trip by making a boat tour through the beautiful inside passage to South Eastern Alaska, where amid many other scenes of grandeur they will see several magnificent glaciers.

The new arrangement of cutting off the P. M. Sierra Vista trailers and tying them on in the A. M. at Maycrest has proven a decided success, and has resulted in saving of considerable car mileage.

August 15th is one date that will be proudly remembered by Conductor F. E. Wood, Macy Street, and wife, for it will be the anniversary of Miss Jacqueline Lee Wood, their 9-pound baby daughter, who arrived this year. Congratulations, Mr. and Mrs. Wood.

Fellows, strange though it may seem, nevertheless it is absolutely true that Motorman F. E. Baker, Sierra Vista Line, actually purchased an automobile last month. Mr. Baker, who at one time could call nearly all autoists by name (especially those interfering with his right-of-way), now realizes that it makes all the difference in the world which side of the windshield you are on when you get in traffic jams.

Conductor L. D. Jenkins, Macy Street, certainly knows his moving. For further information just ask him to explain his new plan as to the lowering of heavy furniture down a stairway. It's quite unique, indeed.

Recent vacationists: B. M. Bowman, home; W. F. Brown, P. E. Camp; H. Clark, P. E. Camp; W. E. Coleman, beach; R. S. Copeland, home showing Eastern friends around; P. C. Cross, P. E. Camp; O. C. Dorsey, home; H. E. Draper, home; C. L. Ennis, San Francisco; R. C. Francis, rail trip to Texas; J. H. Gorby, fishing at Ensenada, Mexico; T. V. Hoyle, Yosemite; W. C. Huddleston, home; J. W. Merrill, San Diego and (?); W. C. Osborne, home; H. Ruth, beach; H. H. Schiffer, beach; C. W. Staff, P. E. Camp; W. Still, home; L. A. Suncelia, P. E. Camp; C. O. Thorngren, to Canada; R. F. Waugh, home; C. L. Webb, San Bernardino Mountain resorts; F. H. White, home; and H. S. Dowding, P. E. Camp. Also, I. M. Cammack, O. D. Glenney, L. H. Keene, H. M. Mosher, C. L. Mills, J. Nemanick, G. H. Powell, P. Fant, W. C. Thomas and L. A. Toothaker, to parts unknown.

THE STRANDED BOAT

That frantic "S.O.S." that came into Macy Street shortly after midnight one night last month, didn't originate on the sea but from an isolated spot on the shore approximately 20 miles north of Santa Monica, the sender being Captain Karalis, of the good ship "Chevrolet" which was resting high and dry on the sands. No, the "boat" wasn't washed there by the wild waves, but earlier in the day the Captain had proudly piloted it there. Only



when the romantic moon was rising higher toward the zenith did the Chief Officer remember that he had women passengers to think about, so he immediately decided to head for the home port.

However, upon arrival at the pilot house he found all the doors and controls locked, and very much to his dismay he also discovered that his keys were missing. Hence, his dependence upon modern science, the reliability of which did not desert him in this instance, but enabled him to finally establish communication with his home port. It was only a short time later that Captain Jacobia and First Mate Ryan were roaring to sea in the high speed rescue boat "La Salle" with an emergency set of keys and arrived alongside the stranded boat shortly before the moon reached the Western horizon. However, Captain Karalis showed his proficiency and soon had the boat off the treacherous sands and all concerned were on their way to the home port. The now famous boat "Chevrolet" with its weary eyed Captain, drifted slowly into the home anchorage just as the sun peeped over the eastern hills.



NORTHERN DIVISION

Eastern Lines

Ruth Thompson

Motorman D. W. Brown and family are making a trip to St. Paul and will return via Glacier National Park and other points of interest.

Agent C. H. Jones and family have just returned from their vacation spent at the Pacific Electric Camp and declare it to be the best place for all-around enjoyment for the whole family.

Peter Brown, veteran employee of the company, celebrated his 90th birthday on August 8th. Motorman and Mrs. D. E. Downs invited several old friends to enjoy it with him and Mrs. Downs baked a birthday cake in honor of the occasion. Best wishes!

We hear that Motorman L. V. Thompson has received an invitation to enter the Dance Marathon at Urbita Springs. We know now that the affair will be a huge success. Will let you know later where tickets may be purchased for those who wish to watch the excitement. We have some very, very helpful people up here.

Motorman F. E. Lord and wife are making their annual trip to their old home in Vermont. Mr. Lord claims he has to go back every so often to enjoy those rare New England delicacies—baked beans, maple sugar and codfish.

Conductor E. F. Cunningham of Redlands is journeying to Salt Lake to meet Mrs. Cunningham who has been visiting relatives in New York State.

Motorman J. A. Severance is managing the Maryland Hotel during his wife's absence in the East. He informs us that he has lost fifteen pounds while under this terrible strain. We don't know how the guests feel about it.

Ticket Clerk A. L. Wilson, is on a 20-day vacation and is visiting his parents in Penn-

sylvania. Relief Ticket Agent Hough is working in the office during his absence.

Brakeman J. J. Baker and family are spending two weeks in Oregon and Nevada.

The Colton Indoor Base Ball team, of which Ven Botts of the Mechanical Department, is pitcher, went to Santa Ana last Friday night and beat that team 2 to 0. About 300 Colton and San Bernardino fans accompanied the team.

We are expecting the shipping business to pick up in the near future as Conductor D. J. Finley and Motorman C. B. McClure have gone north on a deer-hunt. We understand that they are expecting to be able to supply everybody with enough venison to cut down the family meat bill for some time.

Conductor H. A. Bates, Conductor E. G. Smith and Motorman P. Dusserre are on vacations but we have been unable to find out where.



NORTHERN DIVISION

PASADENA

Edmond C. Fox

Wm. T. Orr and son have recently returned from a delightful vacation on Klamath River where fishing was excellent. The party traveled by motor, visiting many good fishing streams near the northern boundary line of California.

L. Tonopolsky of Mt. Lowe goes on a thirty day vacation this month. Accompanied by Mrs. Tonopolsky they will travel to their former home in Kansas City, where they will visit relatives and many friends.

The following members and their families from Pasadena, vacationed at the P. E. Camp the past month: George Fielder, M. D. Flint, S. R. Mitchell and L. V. Shove.

T. J. McKee and W. C. Swartwout and families have recently returned from a most delightful vacation, having journeyed together via Southern Pacific to Portland and Seattle, from where they parted, meeting again in San Francisco for the return trip. A wonderful time reported.

Elated over the fact that her lost purse was found, an appreciative patron has rewarded the finder, L. E. Wright, with a liberal reward.

Little Betty Jean, who tips the scales at eight pounds, arrived August 2nd. The little lady is the new daughter of Conductor D. C. Burget. All concerned are doing fine. Congratulations.

Motorman W. A. Gibson comes to us from Macy Terminal, having bid in run No. 30 on the Oak Knoll line. Conductor L. E. Segar, also from Macy, bid in Oak Knoll run No. 32. Welcome to our city.

E. A. Paul enjoyed a vacation with his parents at Colton, and a week at the P. E. Camp.

A birthday surprise party in honor of H. D. Haverick was given at his home August 23rd. A large number of his fellow employees attended. A succession of surprises followed, the most astonishing when he was relieved of his run within a block of his home and ushered in. The evening was one of merriment.

O. L. Sweek and family recently completed an outing to Sequoia National Park, making the trip by motor car.

H. Ralph Goller is back from a vacation trip which took him up the coast to Portland then east over the Columbia Highway to LaGrande, where he visited with his sister, passing the time fishing. His luck was exceedingly good as was his appetite. On his return he went by way of Ogden, Utah. Of course, that was just at the time of the floods and he experienced some detours and muddy roads. But that was part of the trip. From Utah he came across to Reno and visited Lake Tahoe and the Yosemite. He reports a very good vacation.



OCEAN PARK CAR- HOUSE

E. M. Daniels

The following men have taken their vacation this month: R. W. French, P. Norquist, T. E. Boswell, W. H. Rogers, Roy Laird, F. Servanckx, W. O. Patten, and H. J. Hamilton. All report having had a fine vacation.

Mrs. L. E. Pearson has returned home after two months' vacation. Lloyd will have his breakfast before he comes to work from now on.

E. D. Cherry has found out there is no place like home. He is satisfied that Ocean Park is the place to work.

We hope Sid Torgan's wife gets home soon so that he will smile again.

The Trainmen's room is being remodeled along with the Boss's office and Cashier's office. There is more room for everyone. The largest share of lockers has been moved to the stool room. After a good coat of gray paint, the rooms look fine. Everyone appreciates this improvement.

George Rice is the new P. E. Club Committeeman representing employees from this district, he having defeated Sid Torgan by a close vote. This is the second time Mr. Torgan has been "nosed out" as our representative, but in extending congratulations to Mr. Rice he thanks those who supported him and states that perhaps the third time will be the charm for him.

The ball club will start the fall practice soon. We hope Tom and his boys have better luck this year.



STORES DEPARTMENT

H. Vander Zee

The Store Department notes have been quite conspicuous by their absence for the past two months, therefore vital statistics below have never been reported.

Born to Mr. and Mrs. Wm. Jolley on July 16th, Charlee Jeanette, weight 7½ lbs.

Born to Mr. and Mrs. Roy Ewing on July 12th, Roy M. Junior, weight 9½ lbs.

Best wishes are extended the happy parents.

Don Fuller, Clerk, has been confined to his bed for the past week with mild attack of tonsillitis. We hope to have him back with us in a day or two as his condition is reported improved.

General Storekeeper Fenimore took his vacation during August spending most of the time at home and neighboring resorts.

Other vacationists during August are:

J. H. Phillips, Clerk, at home.

Lena Gill, Comptometer Operator, at home.

J. E. Livermore, Clerk, at home and beaches.

F. E. Gili, Chief Clerk, Northern California.

June Johnson, Voucher Clerk, San Luis Obispo.

Ed. Rand, Truck Driver, Ogden, Utah.

Burt Ordway, Section Storekeeper, at home.

W. Kitto, Section Storekeeper, Southern California.

G. Ursenbach, Helper, Southern California.

Sponsored by Ward McCall and through the diligent efforts of several of his friends who acted as campaigners for the cause, Burt Ordway was elected to represent the Stores Department in P. E. Club affairs, etc., for the coming year. The office has been satisfactorily filled for the past several years by Mr. Jackson.

Newell McCabe is the proud owner of a new sport coupe. Another indication that the business trend is upward.

Preparations are under way for the taking

of annual inventory of materials and supplies as of September 30th, 1930.

Fifty thousand inventory cards are required on which to record quantities of materials on hand at the twenty-one stores located on the system. Cards are printed on addressograph so that descriptions of like items at various locations are uniform.

With preparations completed and cards in place on each item in stock, the actual counting only requires about two days, the 29th and 30th.

Marjorie Howard Marries

Marjorie Howard, radiating happiness, was conducted by her father, O. L. Howard of the Store Department Staff, to the altar of the First Baptist Church, Glendale, where meeting the equally happy groom, Albert Rankin of Glendale, they were united in marriage under the formal ritual of the church, Friday evening, September 29th.

Marjorie for several years past has been in Mr. Anderson's office staff at Sixth and Main, where she has endeared herself to all who know her.

Congratulations, Marjorie and Albert. Congratulations and best wishes for a long, happy, and prosperous married life.



ENGINEERING DEPT.

Margaret Maitland

E. C. Johnson went fishing, true to form in the Engineering Dept., but all he got was sunburned.

Since Dave Porter returned from his vacation all the boys are planning on spending their next vacation on a Dude Ranch.

Martha Falbaum spent two enjoyable weeks' vacation in San Diego and vicinity.

R. E. Walker and family are en route to Knoxville, Tenn., where they hope conditions are better than they are at present here.

R. E. Humphreys and family spent a delightful vacation at Portland, Ore. It is understood that Mr. Humphreys is driving around in a new Ford too.

The Field Dept. held a miniature golf tournament, Saturday afternoon, Aug. 23rd, the honors went to J. P. Gould, first; W. D. Boyle, second, and Ralph Plaisted, third, and the rest were "also-rans".

A. J. Guercio is now on vacation—motoring it is understood.

L. A. Biehler is back at his desk again, after a lengthy leave of absence on account of ill health. He is looking and feeling like his old self again.

George Curtis was not his usual smiling self the day after election. Somehow he'd "figgered" that his favorite broadcasting station would put the "Unholy Three" over but alas . . .

Ted Cuccia, the "Ben-Hur" of Haskell's chariot drivers, is spending his vacation at the Grand Canyon. He will not be able to recognize his truck when he comes back, as his old sparring-partner, Ben Atrill, will have it all oiled up and polished.

Lester Knight is having a chance to wear out his old clothes as he is pinch-hitting for Vic Westerberg who is spending his money and vacation somewhere in California.

Jack Foster whose evenings have been pretty well taken up wooing his future wife, spent his vacation bathing at one of the beaches, as he was quite a bit behind with his Saturday night pastime.

Claude Culver is suffering with a broken foot and was around recently, hobbling along on a pair of crutches, supplied by the Medical Department. Now if the Store Dept. will please furnish the tin cup, and the Stationery Dept. a bunch of pencils, Claude ought to be

able to do well. Sorry, Claud, hope you'll be all right again soon.

Guy Morgan, who from his headgear must be a refugee of the Navy, has been installed as signwriter in the paintshop. One sailor among many soldiers.

The Engineering Department Office was thrown into a panic the other day by a call from the Sheriff's office. Fortunately the call did not pertain to any one's supply of home brew, but was about a cat who had parked herself (or himself, as the case may be) on top of one of the Company's line-poles along the four-tracks in rear of 7726 May Avenue near Florence Avenue.

Hasenyager took the message and did not realize that this poor cat was just trying to get its name in the papers by breaking one of the many pole-sitting records. The natives around Florence, thinking it was one of the P. E.'s advertising stunts, felt that the least the Company could do about it, was to keep "Tabby" in milk, sardines, catnip, etc. Hasenyager refused to comply with the wishes of the populace and ordered the line-car out instead, for the purpose of bringing "Kitty" back to earth.

Not having any luck, he put on a pair of line-man's spurs and started climbing the pole. Knowing he would not be able to carry the contrary pole-sitter down with him, he took up two pairs of heavy rubber boots and after a little coaxing succeeded in getting "Tabby" to put them on and jump down. When "Tabby" hit the pavement, her rubber shock-absorbers caused her to bounce almost twice as high as her original perch. The poor publicity-seeking cat kept bouncing up and down on the pavement for three days and would be bouncing yet, but Hasenyager finally decided to shoot it to keep it from starving to death.

Now Hasenyager's heart is filled with remorse at the nine-fold murder. He has a haunted look in his eyes and is not taking to his callories as in days of old.



NORTHERN DIVISION POMONA

Walter R. Bloom

A. H. Greely, Ticket Agent, is taking his vacation at the present time. Mr. Van Schroeder of Alhambra is acting as relief Agent until Greely's return.

Conductor B. L. Brown and family are at Monterey visiting their daughter. They expect to spend several days there and will visit San Francisco and Santa Cruz on their return trip.

Guy E. Stephenson of Run 75 was elected as our Club Committeeman for the ensuing term. Congratulations, Steve.

Roy Fortner and family and friends, Mr. and Mrs. Seabright of Alhambra, enjoyed an outing at the beach last week.

Billy Hennon of the Mechanical Dept. and wife, are home from their vacation which was spent at Mt. Lowe and Catalina Island.

Conductor H. K. Riordan is back on the job after an absence of several months due to a fractured ankle.

George Keith of the Electrical Department and family spent their vacation at Huntington Beach. They report an enjoyable time.

Motorman J. W. McMillon and wife are at home again after spending some time at their cottage in the mountains.

Several of the boys from Macy Street have been out to Pomona helping on the Board during vacation time.

Conductor M. L. Riggs of Ontario was off duty serving on the Primary Election Board.

M. D. Keeler, our Transport Agent at Pomona, is taking his vacation at the present time. G. E. Haase is looking after business during Mr. Keeler's absence.

WITH AGENTS IN AUGUST

Not the least of the pleasure A. G. Owen, Agent at San Dimas, had on his vacation was the landscaping work he did on his residence in his home city. Mr. Owen has one of the most picturesque homes in that fair city.

The darts of little Dan Cupid brought to the altar early this month none other than our good friend John Neal of the Whittier agency. The bride and groom are now enjoying a real honeymoon in the mountains of Northern California. Need we say that the best wishes of a host of friends go out to the happy couple.

Coordination of the Orange ticket offices of the Motor Transit and our company brings into the organization Ticket Clerk, Paul A. Cady, to whom we extend the hand of welcome.

It has been suggested by one of the Relief Agents that a club be organized consisting of the eight employees engaged in that endeavor. The thought is that a social evening could be enjoyed from time to time and from the contact the solutions of problems and perplexities that beset the craft could be discussed with profit and pleasure to those concerned. Think it over and we will talk about it at the next meeting of Agents.

From his long association as Freight Clerk, Chas Fox at San Bernardino knows all P. E. freight cars by number and can tell you without looking up the car number whether you have it in the yard or not. Many persons have commented upon his uncanny memory.

Messrs. Mercier and Bradley made a tour of inspection of Eastern division agencies last month and both of these gentlemen were liberal in their praise of the tidiness and well-kept stations that greeted them during their sojourn.

Tourist (from New York): "But what makes these western prairies so flat?"
 "Native: "Well, stranger, we think it must be because the sun sets on 'em every evening."

Pretty young shopper: "Are you sure these window curtains won't shrink? I want them for my bedroom."
 Fresh salesman: "You should worry, dearie, with your figure."

"Look here, I bought a bottle of your hair restorer last night and all it's done is to raise these big lumps on my head."
 "My gracious," said the beauty doctor, "we must have sold you a bottle of bust developer by mistake."

Out of Danger
 "Oh, doctor, I'm so anxious about Mrs. Smythe. She is under your care, is she not?"
 "She was; but I am not attending her now."
 "Ah; then she is out of danger?"

Not Long Distance
 A Chicagoan visiting Fond du Lac, Wis., had occasion to call Appleton. Upon asking what the charge was, he was told fifty cents.
 "Fifty cents. For that distance? Great Scott! In Chicago you can call hell up for fifty cents."
 "Possibly," coolly answered the operator, "it's in the city limits."

Little May—Do you believe in the Devil?
 Fay—"Naw That's like Santa Claus. It's your father."

Rules of the Road
 It is related that, after the locomotive had smashed a flivver at the crossing, a flapper rose from the wreckage, practically uninjured. The engineer and others gathered around.
 "Why in the world didn't you stop when you saw the train coming?" asked the engineer.

The flapper was indignant.
 "I sounded my horn before you blew your whistle!" she told him.

Teacher: "Give the principal parts of the verb 'swim'."
 Johnny: "Swim, swam, swum."
 Teacher: "Good. Now give the principal parts of the verb 'dim'."
 Johnny: "Dim, da—. Ah, quit yer kiddin'."



Today's Definition
 A reformer is a man who would like you to believe he would have handed the apple back to Eve untasted.

Speeding the Guest
 Motorist: "Is there any speed law here?"
 Native: "Naw, you fellers can't get through here any too fast for us."

Shopgirl (to another behind the counter as a customer comes in): "Mamie, will you wait on this woman?" (Then to the customer): "This lady will wait on you."

Ethyl: "Last night Bobbie asked me to marry him and make him the happiest man in the world."
 Methy: "Which are you going to do?"

Telephone Operator: "It costs seventy-five cents to talk to Bloomfield."
 Scotchman: "Can't you make a special rate for just listening? I want to call up my wife."

Consolation
 "I wonder whether Jack will love me when I'm old," wondered the wife to her very dearest friend.
 "You'll know pretty soon now, dearie," assured the other.

The Radio Bug
 "Do you carry B-eliminators?"
 "No, sir, but we have roach powder and some fly swatters."—Life.

Accidents
 "Madame, is your husband home?" inquired a book agent. "I'd like to have him look at this book, 'What to Do in Case of an Accident.'"
 "Just wait till I look and see," replied Mrs. Peck grimly, "and if he ain't home he's going to need that book."

How Times Have Changed!
 Old-Time Mosquito (to young mosquito—
 "And to think that when I was your age I could bite girls only on the face and hands."

'Til Next Time
 Although she has an assortment of hats, she wants a new one.
 (That's the woman of it.)
 He says he thinks she can get along without it.
 (That's the man of it.)
 She insists that she can't, and she's going to get it.

(That's the woman of it.)
 He says "not if he knows it."
 (That's the man of it.)
 She breaks down and weeps.
 (That's the woman of it.)
 He gives in.
 (That's the end of it.)

Music in the Making
 A schoolmaster caught a small boy scribbling on a slip of paper. It contained the words: "Blow, blow, draw, blow, draw, blow, blow."
 "What's the meaning of all this?" the schoolmaster asked.
 "Please, sir," the youngster replied, "it's the music for my mouf organ."

If You Believe in Signs
 Sign in bathroom in the corner boarding house:
 PLEASE CLEAN TUB
 AFTER BATHING
 LANDLADY

Reason for Joy
 Mrs. Blabber: "You're looking very happy this morning. Have you had good news?"
 Mrs. Gabber: "Just wonderful! My husband has just had a nervous breakdown and we're going to California."

Compliments
 "Boy, you sho' has got a big mouth."
 "Huh, you fool niggah, that ain't no key-hole in the front of you face."

Jensen: "What is the matter with the boss?"
 Hensen: "He started for an important business conference and forgot his golf clubs."

Lady (phoning radio store): "I have just had my radio installed, and it is working fine, but the orchestra in Cincinnati is playing too fast. Is there any way I can slow it down?"

Sounds Fresh
 Customer: "Are those eggs strictly fresh?"
 Grocer: "George, just feel if those eggs are cool enough to sell yet."

Is There a Shorter Letter?
 The tenant, lax in the payment of his rent, received notice from his landlord to either vacate the premises or pay the amount due. A check was received by return mail, accompanied by the following letter:
 "Dear Landlord,
 "I remain,
 "Yours faithfully,
 (Signed) _____."

Likes Hers Straight—
 "Do you care for dancing, Peggy?"
 "No."
 "Why not?"
 "It's merely hugging set to music."
 "Well, what is there about it that you don't like?"
 "The music."

I'm Taken
 She took my hands in sheltered nooks,
 She took my candy and my books,
 She took that lustrous wrap of fur,
 She took those gloves I bought for her.
 She took my words of love and care,
 She took my flowers rich and rare,
 She took my time for quite a while,
 She took my kisses, maid so shy—
 She took, I must confess, my eye;
 Then she took another guy.
 —Exchange.

No Hurry
 The telephone bell rang persistently, and the doctor answered the call, "Yes?" he said.
 "Oh doctor," came the reply, "something has happened to my wife. Her mouth seems set and she can't say a word."
 "Perhaps she's got lockjaw," said the doctor.
 "Do you think so? Well, if you're round this way any time next week I hope you'll drop in and see what you can do for her."

A MATRIMONIAL CHART
 (By means of which it is easy to judge how long any given couple has been married)
 If he goes shopping and carries all her bundles for her without a word—two months.
 If he listens intently to all the details of the meeting of the Thursday Afternoon Bridge Club—under six months.
 If she tries so hard to persuade him to go out with the boys for an evening, and he won't go—three months.
 If he goes—over three months.
 If she believes she has married "the only man in the world"—four days.
 If he finds all his buttons sewed on and his socks darned—seven months.
 If she insists that he invite his mother down more often—three weeks.
 If he calls her mother "an old dear" and her father "a brick"—three weeks.
 If she asks him to tell her about "the office"—five months.
 If he complains about the steak being too well done—one year.
 If he would rather sit by the fire than go out—two weeks or twenty-five years.
 If they play every hole on the links and come in smiling—you're all wrong, brother, they're not married at all!—Froth.

He Golfer: "Well, caddie, how do you like my game?"
Caddie: "I suppose it's all right, but I still prefer golf."

A Dog's Life

Henry: "What is puppy love?"
Eddie: "The beginning of a dog's life."

"I'm burning with love for you," he said.
"All right," she replied, "burn away. You're not registering on my meter."

"How come you're working today? Don't you know what the Fourth of July is?"
"No, I'm not good at fractions."

"Say, boy, I've got a girl that's only been kissed by two parties."
"Yeah, I know that kind, by the Republicans and the Democrats."

"We have been married twenty-five years," she said to a friend, "and my husband has never deceived me once. I can tell when the camp's lying—every time!"

Man was made before woman in order, perhaps, to give him time to think up some likely answers to her first questions.

All-Powerful

Boss: "Rufus, did you go to your lodge meeting last night?"
Rufus: "Nah, suh. We dun have to pos'pone it."

Boss: "How was that?"
Rufus: "De Gran' All-Powerful Invincible Most Supreme Unconquerable Potentate dun got beat up by his wife."

A customer sat down at a table in a smart restaurant and tied his napkin around his neck. The manager, scandalized, called a boy and said to him: "Try to make him understand as tactfully as possible that that's not done."

Boy (seriously to customer): "A shave, or a haircut, sir?"

A man that had three drinks of powerful homebrew jumped into a watering trough and yelled to a cop standing near by, "Save all the women and children, I can swim."

Little Lucy had just returned from the children's party and had been called into the dining room to be exhibited before the dinner guests.
Proud Mother: "Tell the ladies what mama's little darling did at the party."
Little Lucy: "I frowned up!"

To Have or to Hold

"In a battle of tongues, a woman can hold her own."

"Yes, perhaps she can; but she never does."

"See that man staggering. He must be drunk."

"No, he's just syncopated."

"What do you mean, syncopated?"

"He's moving unevenly from bar to bar."

An automobile, containing two southern darkies, just had beaten a speeding train over a crossing by the narrowest margin.

"Whuffo' you blow your horn now, black boy?" said George, "Yo done got across all right."

"Fo' de Lawd!" said the driver, "wuz dat mah horn? Ah sure thought it was Gabriel's."

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

PARTIAL LIST

Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid
Annis, Lyle K.	Boils	\$ 10.00	Lamb, Jno. G.	La Grippe	20.00	Olson, Christian E.	Gastritis...	\$24.00 and 29.33
Fortner, Harold F.	Arthritis	116.00	Livingston, Jos. M.	Illness (to date)	870.00	Pittinger, Wm. H.	Illness (To date)	900.00
Genho, Eldon S.	Burn	18.00	Lovelace, Wm. M.	Indigestion and operation	432.00	Plant, Warren F.	Gastro-enteritis	8.00
Goodwin, Lee	Foreign body in eye	12.00	Martin, Howard L.	Indigestion	10.00	Stevens, Glenn R.	Sprained ankle	90.00
Gray, Lowell F.	Deflected septum	20.00	Massingale, Wm. E.	Fractured skull (to date)	660.00	Stinson, Ralph J.	cold	10.00
Gray, Lowell, F.	Tonsilitis	10.00	Mellen, Tom	Infection	16.00	Trine, Darrel O.	Illness (to date)	2640.00
Hale, Owen W.	stiff neck	14.00	Moore, George B.	Inflammation of eyes	10.66	Trow, Wm. A.	Gastritis	8.00
Holbrook, Bruce S.	Headache	13.33	Neilson, Earl L.	Infection	10.66	Tindall, Geo. M.	Stomach disorder	28.00
Hubbell, Willis L.	Hernia	92.00	O'Connor, John P.	Stomach trouble	22.00	Turner, Myron E.	Sprain	26.66
Hugenot, Jack	Sprained ankle	112.00				Victor, Oliver C.	Nervousness \$18.00 and	12.00
Brale, Scott	Sprain	50.00				Watson, Robert B.	Influenza	12.00
Kennedy, Jno. K.	Sore throat	24.00						

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

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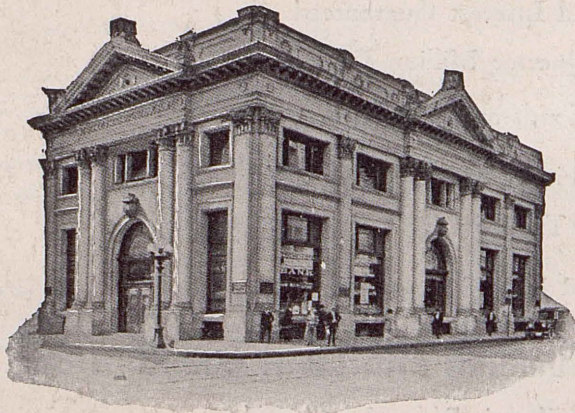
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