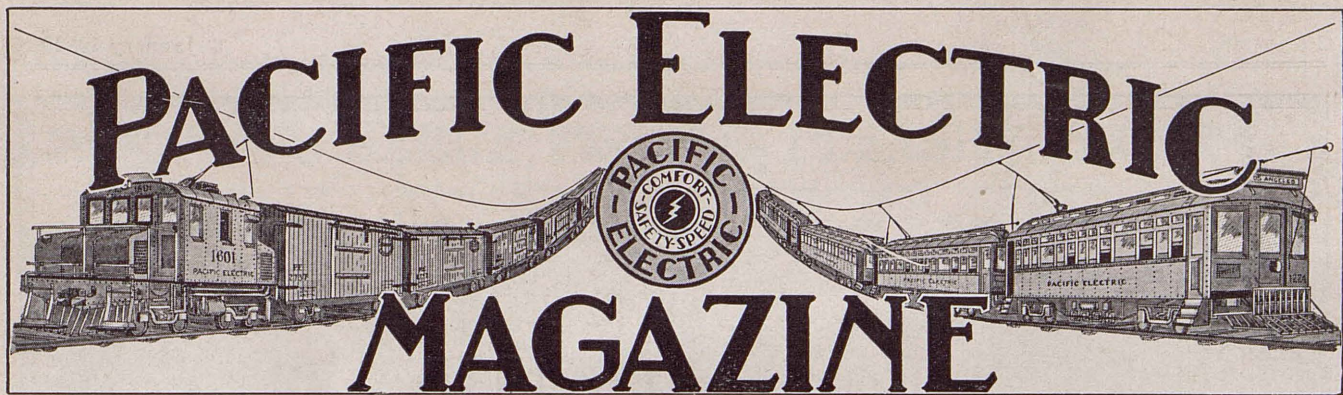


PACIFIC ELECTRIC



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No. 8



Winter in the San Bernardino Mountains.

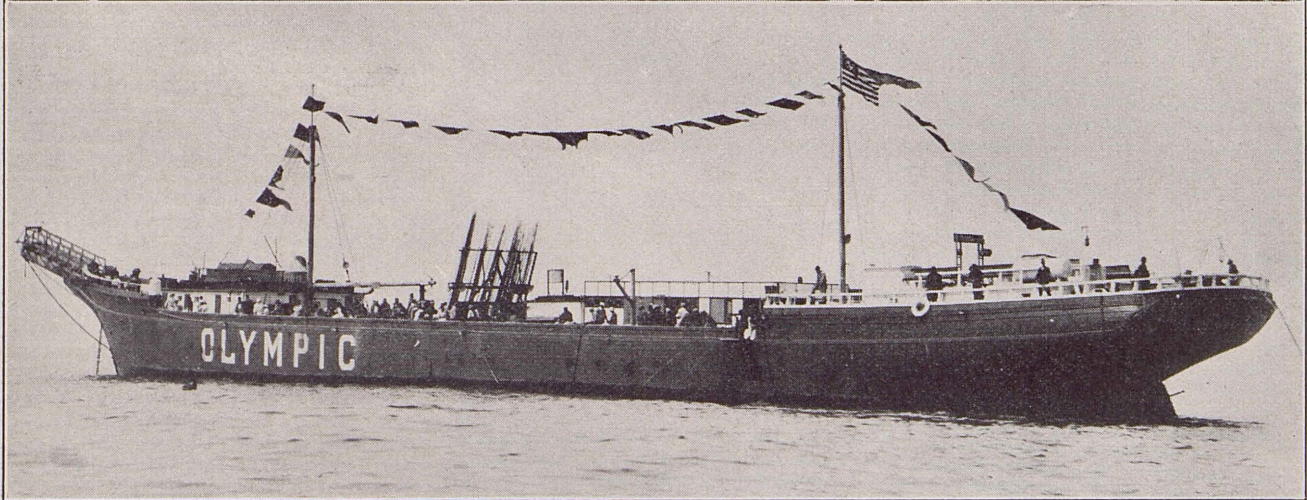
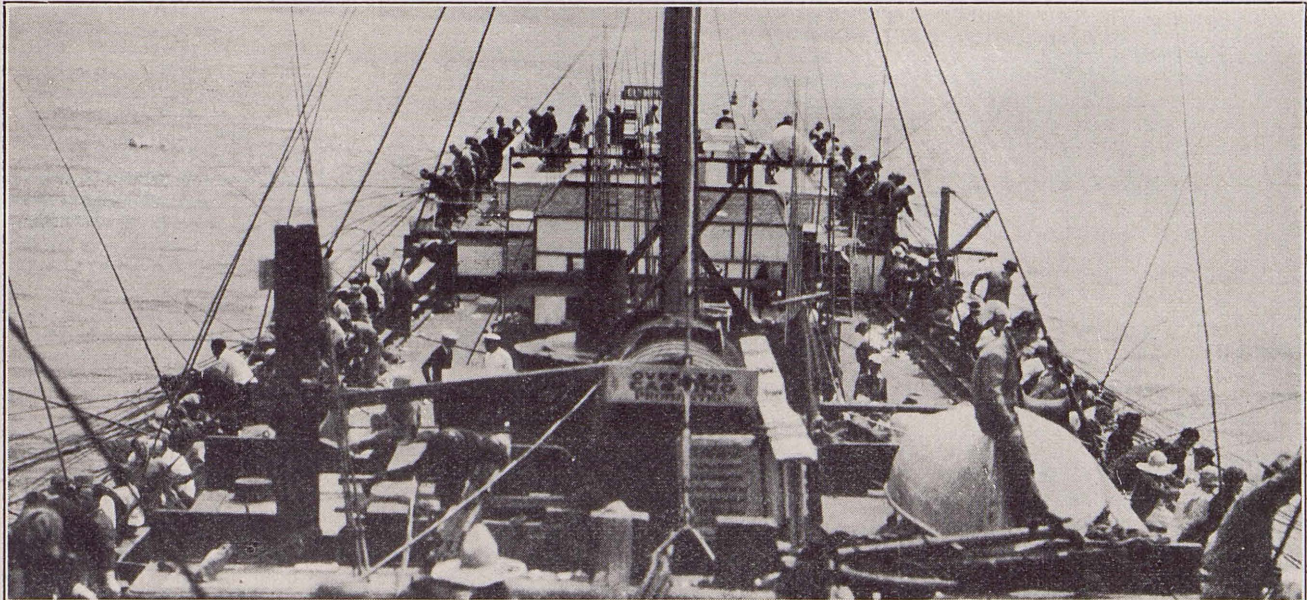
Resolved for 1931:

- (1) That I will be more kindly, considerate and courteous.
- (2) That my greatest asset—time—will be used diligently and to the best advantage.
- (3) That loyalty to those whom I owe it and to my ideals shall abide with me throughout the year.
- (4) That I will be more forgiving, and judge and condemn less.
- (5) That I will try harder to be the man my Mother would have me be, and thinks I am.

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PLEASURE BARGE FISHING PLEASES PATRONS



“**D**OWN to the sea in ships.” These historic words may be said to have taken on a new meaning beginning about six years ago when the first pleasure fishing barge, since grown to be 15 in number, lazily settled itself to a life of ease off Redondo Beach.

Like many other things that the World War is credited, and discredited, for having brought about, it may be pointed to as having been the result of the fishing barge industry, which from a fearful beginning has developed in five years where the income from sport seeking fishermen now totals the tidy sum of around a million dollars annually.

A surplus supply of ships in every port of the world left nations and shipbuilders after the war with boats far in excess of the demand for carrying on world commerce. Actually in many ports their number impeded and prevented free movement within harbors;

Six years ago anchored pleasure fishing barges were unknown to our local waters. Today a million people yearly fish from them, 15 barges being available. Scenes are of the Olympic, one of the pioneer boats located off Hermosa Beach.

their upkeep and carrying charges made them a drug on the market, their sale value dropped to levels unheard of.

How It Came About

About this time Capt. Monstad, now operating barges off Redondo Beach, conceived a happy idea. He would purchase a vessel, fit it out slightly, anchor it off our shore line, run a speed boat from the pier and tell fishermen that no longer need they tell the pet yarn about “the one that got away.” His first ship, the barkentine Lahaina, which he purchased from Governor Rolph, met instantaneous success and since that time the fleet has grown until today there are

15 vessels anchored in picturesque settings off our shorelines providing a good day for sportsmen but a hard one for denizens of the sea.

Operators of these vessels are insistent and wish to impress the public that these vessels are not discarded unseaworthy veterans. On the contrary, they claim, and a visit to them bears out the statement, that they are sturdy from stem to stern. Indeed many of them are almost luxurious in their appointments.

The big Olympic, which the writer visited, and which has been anchored two miles off Hermosa Beach for the past five years, is typical of the fishing barges which now dot our waters. Incidentally, Capt. J. M. Anderson, retired sea captain, who operates the Olympic, states that more than 500,000 persons have cast their lines from her rugged deck. This vessel is 225 feet long and has a 42-foot beam. She can and does comfortably accommo-

date 250 fishermen at one time. There are numerous bunks for the less fastidious and together with ten state-rooms, she can well care for 50 overnight guests. The latter are cleanly and comfortable, running water being provided in each. Meals are provided aboard the vessel, if you like, and are served in an entirely pleasing manner; they are both tasty and not at all beyond the average purse. Capt. Anderson also operates the barge "Kohala," which, too, has won favor with many fishermen.

The Appeal to Fishermen

Possibly one of the factors, aside from the well-known quantity of fish in our deep water, which has contributed to the success of these fishing barges, is the versatility of catches, a wide variety of splendid table fish infesting our waters. Too, the evenness of the seasons seems to affect the hibernation tendencies of many tribes, they often lingering long after scheduled to desert our depths and frequently returning far in advance of their supposed seasonal visit. From which we may deduce that even the fish like our climate (Chamber of Commerce, please take note). For example, last month Olympic fishermen caught quite a number of barracuda whose travel schedule is supposed to begin in October.

Mackerel, perch and sandabs are caught the year round, with jewfish, or black seabass, running in the winter and spring months. Sculpin are nearly always prevalent, as are smelt. Rock bass and bonita are hooked in the spring and summer months, although Mr. Anderson states that quite a number of the latter are being brought in daily right now. Halibut are taken in the summer, fall and spring, while mackerel remain here throughout the year and invariably lead in the daily catches. There are two specimens of mackerel—greenback and Spanish. The greenback is more common, while the Spanish variety is a great prize greeted with glee.

The largest fish caught in local waters is the jewfish, or black sea bass, which are known to weigh as much as 1200 pounds; the majority range from 100 to 400 pounds. Next in size are the white sea bass and yellowtail. The bass are the larger, weighing around 25 pounds, with the yellowtail balancing the scale around 15 pounds. Halibut range in weight from a single pound to 50; bonita average about four pounds.

The large number of visitors and their increasing number is indicative that a good day's sport is to be had upon these fishing barges. If one still doubts the catches being made he need only watch the loads of departing followers of the immortal Mr. Walton. Indeed a visit is well worthwhile if one makes only a short stay. You will find a nature study that will amuse you. And, too, if you watch closely and remember faces you'll discover in smelly fishermen's garb men prominent in our civic life. In fact, only recently Ex-Governor Stephens, Football Coach Howard Jones and the indomitable Reverend "Bob" Shuler

P. E. Camp Ready For Snow Revelers

IF OLD Man Weather times his visits on the schedule of former years snow in our mountain districts may be expected in copious quantities early this month. Weather prophets who gauge their predictions upon the signs of Nature are agreed that all indications point to a "hard winter" which promise is a pleasing one to many who plan a stay at the Pacific Electric Camp when snow arrives and the winter carnival of sports begins.

In the San Bernardino mountains the longest cold snap of many years has just been experienced. The water in Lake Arrowhead in the vicinity of our boat house was frozen solidly late in November, the ice in some locations measuring eight inches in depth.

George Huntington, Camp Superintendent, is preparing to handle record-breaking week-end crowds when snow comes. Sleds are on hand, toboggan slide has been prepared and a portion of the grounds will be flooded so as to make ice skating possible; skis also will be available.

Located as our Camp is, visitors are within a short drive of several of the snow carnivals to be held in adjacent mountains.

were within a line's throw of each other. Name a more versatile trio. Accept our word for it, pleasure barge fishing is a pleasure!

TRAINMEN CHOSEN TO WORK ON SAFETY COMMITTEE

To serve on the Safety Committee during the month of January, February and March, the Trainmen noted below have been selected to represent their respective divisions:

Western Division

G. D. Burnett, Conductor, Hill St. Station; W. T. Plant, Motorman, L. A. St. Yard; W. A. Stewart, Conductor, Ocean Park Carhouse; C. W. Wood, Conductor, Glendale; H. G. Douglass, Motorman, West Hollywood; W. O. Walker, Motorman, Ocean Park Carhouse.

Northern Division

A. L. Norris, Conductor, Alhambra; J. Horne, Motorman, Pasadena; R. A. Shaw, Conductor, San Bernardino; H. J. Beck, Brakeman, State Street; E. Trieschman, Motorman, Macy Street.

Southern Division

L. E. Cole, Motorman, Long Beach; S. G. Randall, Conductor, Long Beach; F. E. Stites, Motorman, Los Angeles; H. N. Christensen, Conductor, Los Angeles; D. B. Graham, Motorman, 8th and Hemlock; H. B. Blount, Conductor, 8th and Hemlock.

"During the past year some very effective work was done by our Safety Committee," said A. T. Mercier, Vice

President Pontius Named To Fill Important Posts

APPOINTED the executive head of two outstanding organizations engaged in public work, D. W. Pontius, President, was tendered and accepted responsible posts last month. Our executive's acceptance of the two appointments was cheerfully received and were in fact gestures of confidence in him to ably direct activities of wide-spread importance.

Named by Governor C. C. Young as the Southern Chairman of the State Unemployment Committee, Mr. Pontius was empowered to direct the activities of a group of public-spirited citizens and organizations whose aim is to alleviate unemployment by such means as the result of a comprehensive survey indicates. Another function of the committee, after finding ways and means of improving conditions, is to disseminate the information to other southern counties who do not have organizations and facilities for carrying out a full fact finding program.

His unanimous election by the Board of Directors to the post of Controller of the Metropolitan Water Board was the other honorary position accepted by Mr. Pontius. This Board is empowered to work out a complete plan to obtain the co-ordination of all cities in this district looking to a distribution of the water which will come from the Boulder Canyon project. The needs of each city are to be determined, means and detail plans worked out to supply them and financing methods and obligations of various cities and districts determined.

Neither of the executive posts accepted by Mr. Pontius carry compensation, his desire to aid this city and district in matters of great importance being the motivating cause of Mr. Pontius' acceptance of the large responsibilities.

Probably no other of our leading citizens has been called upon to accept the number of public offices that have been filled by our ranking executive. The persistence with which they are offered Mr. Pontius, indicates his faithful and effective efforts in carrying them to a successful conclusion.

President & General Manager, "and unquestionably this committee aided in the very pleasing reduction in accidents recorded during 1930. However effective this group may be in their efforts to remove hazardous conditions and operations, they cannot come in contact with nor see everything that may result in a mishap. What may be safe to-day, tomorrow, through some cause or effect can become unsafe.

"Trainmen are requested to keep their Safety Committee in mind and report any condition or operation that even appears to need attention. Also employees at large can render their Company a great service by reporting their observations. The failure of any of us to do might possibly cause the loss of life or damage suit involving tremendous sums."

Giving to Needy Marks Spirit At Christmas Parties

GIVING, rather than receiving, marked the spirit which prevailed at the Christmas celebrations late last month staged by the P. E. Club, Women's Club, and several departments. Inspired by the known distress of many, gifts of clothing, food and toys were received in greater number and quantity than in many past years. And because there was more giving to the needy we'll venture this Christmas was a happier one than for many a year. Certainly those who received won't be convinced "there ain't no Santa Claus."

In point of attendance and wholesome joy the children's party at the P. E. Club the Monday evening preceding Christmas was the headliner. One thousand boxes of candy and apples were given to all by two Santas and to say that there was never a larger attendance is no exaggeration of fact. A motion picture show, orchestra, glee club and quartet renditions, dancing and a one-act play, "The Great Guest," filled out as varied a program as could be desired.

Employees of the Transportation Department held their party in the general offices and deluged six of their sick or needy fellows with foodstuffs sufficient for many weeks. A total of 155 articles of eatables, made up of 125 packages or cans of groceries and staples; 11 packages of sugar; 3 sacks of flour; 8 packages of bacon; a ham, and 120 pounds of potatoes were equally divided and delivered by the P. E. Club. A genial, jovial Santa in the person of Charley Hill presided at a luncheon amid a Christmas atmosphere, while gifts from unknowns told better than words the weaknesses of the recipients.

To the sixty-odd young ladies of Miss Templeton's office no Christmas would be complete without "Daddy" Briggs, who celebrated his 83rd birthday. Daddy again proved a splendid host, jovially distributing the grab box gifts, reciting poetry and otherwise conducting himself as a good Santa should. Clothes and toys in a goodly quantity for Mexican children in the company's 19 camps were contributed by the girls.

The Mechanical - Electrical offices again combined their Christmas party, Fred Geibel donning Santa's duds and playing the role in a manner that would make 'ol Saint Nick envious. All present received presents of varying degrees of appropriateness; Wal-



Christmas parties groups of the Transportation, Electrical-Mechanical and Conductor's Accounts Departments. The needy were given liberally.

ter White's exterior telephone booth and Jack Haughton's emergency kit saw the photographer. The photographer warned not to get close enough with his camera to register details too vividly.

The P. E. Club distributed 143 well filled baskets, containing cigarettes, candy, nuts, dates, raisins, oranges and apples to retired, sick and disabled employees throughout Southern California, also distributing 11 baskets of clothing, baked, staple and canned groceries to employees who have been sick or disabled for a period of months. These 11 baskets were generously do-

nated by the Women's Club, who also gave clothing and toys in large quantities for the needy children in our Mexican camps.

Hearts and Flowers

Girl (at florist)—"Have you any passion poppie?"

Old Clerk—"Gol ding! Just you wait till I lay down these roses!"

From the notice board of a North country church:

"Evening Subject: 'What is Hell like?'"

"Come and hear our new organ."

Three Veterans Go to Their Reward Last Month

FORTUNATELY it is not often that the Magazine is called upon to record in a single issue the passing of three veteran employees. Yet there passed from this life within one week's time last month a trio of as faithful, earnest and capable workmen as could be found in our entire organization. All well known, loved, admired and respected throughout the organization their leaving this life cast a gloom for days.

A. J. Goulding, Chief Clerk of the Mechanical Department, passed to his reward on December 9th, following a 10 days' illness with influenza. In fairly good health before what was thought would be a slight illness, Mr. Goulding's passing came as a distinct surprise.

Entering the Electrical Department service of the Company in 1902, Mr. Goulding rose step by step by dint of ability and honest endeavor until made Chief Clerk of the Mechanical Department, a position he capably filled for many years.

Interment was at Forest Lawn Cemetery. A wife, daughter, son and host of friends mourn his loss.

The oldest employee in point of service on the Southern Division, A. D. Tolle, Trolleyman, succumbed to injuries received while on duty with a freight motor in the Butte Street Yards. His death occurred at the California-Lutheran Hospital on Dec. 6th.

His entire service rendered on the Southern Division, Mr. Tolle entered the employ of the Company upon the historic and picturesque old dummy line which plied its torturous way between Orange and Santa Ana. When the company electrified the line in 1914 Mr. Tolle went into regular train service on several Southern Division lines, a few years later being transferred into freight train service.

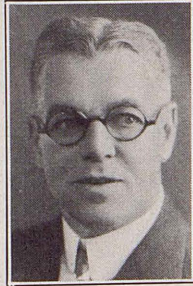
Amiable, soft-spoken and considerate of his fellowmen, Mr. Tolle numbered his friends by the thousands, who with a loving wife residing in Long Beach, will long cherish his memory.

The oldest Motorman on the Southern Division in point of service, the passing of G. D. Campbell at the California Hospital last month brought sincere regret and mourning. Seventy-seven years of age, but in good health up to the short period of his illness, Mr. Campbell's death came as a shock to his many friends.

This venerable character entered the service in 1891 as Motorman on an early electric line which operated east on Ninth Street and south on Mateo Street. With the abandonment of this line Mr. Campbell worked on practically all Southern Division lines prior to his retirement in 1921. While not so well known to the present rank and file, due to his having been retired nine years ago, Mr. Campbell's passing was deeply regretted and mourned by all who knew him. Interment was at

Masonic Club Elect Officers For the Coming Year

THE appointment of F. J. Leary, Supervisor of Freight Protection, to the Presidency of the P. E. Masonic Club, succeeding J. L. Smale, along with other officers to serve during the coming year, occurred at the monthly meeting of the Club on December 9.



F. J. Leary

A member for the past seven years and an active worker of our Masonic Club, Mr. Leary possesses the qualifications to carry out the functions of his post in a manner that will best serve the interests of its members.

Mr. Leary is an enthusiast in anything he undertakes and may be counted upon to earnestly and capably represent the organization. He has previously served with credit to the club and himself in the capacities of First and Second Vice-President.

Other officers elected last month were: R. M. Cobb, First Vice-President; George Barclay, Second Vice-President, and W. G. Knoche, Third Vice-President. This trio have long been staunch members and are well versed to perform their respective duties.

The elected Board of Directors for the coming year as follows: J. L. Smale, S. E. Wilson, F. L. McCulley and H. H. Williams, the fifth member being F. J. Leary, who as President, acts as Chairman of the Board.

L. H. Appel, Secretary, and H. G. McDonald, Treasurer, again were named to occupy the posts which they have filled since the organization began to function in 1922. The faithful efforts of this pair in behalf of the club has earned for them the lasting appreciation of members, their appointment, despite their protests, year after year bespeaking how well they have served.

The P. E. Masonic Club, having a membership of 500, ranks third in size of Masonry organizations within commercial industries in this district. It has won an enviable place and is highly esteemed throughout Masonic circles in Southern California.

The Club will continue its policy of conferring degrees on various members of the P. E. family who are progressing in Masonry and its aim is to obtain the best possible authorities to outline the principles of Masonry.

It has been decided to hold an annual banquet at Mt. Lowe Tavern.

Forest Lawn. A loving wife and son survive him.

The entire P. E. family joins in expressing sincere sympathy to the relatives of this trio of real men.

Street Car Most Economical User of Street Surface

THE outstanding economy of the electric rail car as a space user was emphasized recently by Charles Gordon, Managing Director of the American Electric Railway Association.

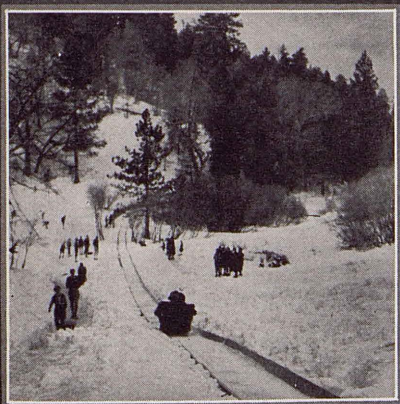
"The maximum capacity of electric street cars moving over a single track in one direction on an ordinary major city street, assuming conventional cars approximately 48 feet long and seating 60 passengers, is about 180 cars per hour," he said. "A greater number than this are actually being moved over single track through congested areas in some cities, but to insure reasonable speed I shall assume a maximum capacity of only 150 cars per hour. Thus, a single track on the surface of a conventional street will move 9000 seated passengers per hour with no standing. This is considerably more than the number of people that would travel in automobiles on a grade separated, elevated highway with four express lanes in one direction.

"Please bear in mind that in this comparison, street cars are assumed to carry only seated loads, and highway lanes are assumed to carry the maximum number of automobiles that can move at even approximately satisfactory speed.

"One four-track subway, having an excavated width of 56 feet and carrying two express and two local tracks, such as the subways in New York, have an ultimate capacity of 35 ten-car express trains per hour on a single express track and require 30 six-car local trains on the adjoining track for intermediate station transfer travel. Assuming only a seated load per express train and corresponding conditions in local trains, such a four-track system will readily move approximately 47,000 people per hour in each direction. The community would be required to provide approximately 10 elevated or underground highways of corresponding width to permit people to move by automobile, assuming that they could afford to do so. Here again, the capacity of electric trains is calculated on a seated basis only. It would require at least 20 tunnels or elevated highways of equal width to carry in automobiles the people who are actually handled on one four-track line of subway in New York at present standards of loading.

"It seems hardly conceivable that the enormous economic advantages of collective transportation by electric power will not be applied on a much larger scale in the future than at present, for the solution of the growing problem of traffic congestion in cities. It is true that a much higher standard of convenience and comfort for collective transit facilities is necessary. But compared to the cost to the community of rebuilding our cities for automobile travel, the economic advantage is all with electric power in the high travel density of urban areas."

SNOW TIME WILL BE PLAY TIME THIS WINTER!



Snow carnivals, staged on a scale never before attempted in Southern California, are programmed at various resorts during the next few months. Scenes were taken in adjacent mountains last season.

ICE skating, snow-shoeing, skiing, tobogganning, sleighing and any of the other sport thrills. Take your choice.

Winter sports of every sort on a scale never before attempted in the snow-clad mountain districts of Southern

California will be available these next few months to those who may have thought that these pleasures need be abandoned in this sunny clime. City, state, county and private organizations, working as a unit, have ordained that winter sports can be carried on in our

mountain regions with as great pleasure and fewer hardships than elsewhere.

Quick always to grasp any opportunity that afforded outdoor pleasures to the masses the wonder of it is that those most interested should have

failed until now to really awaken to the opportunities and natural advantages for winter sports possessed by us. Only a few hours' journey to picturesque snow centers, and most of the way over sunny, dry highways, contrast the easterner's freezing cold travel to playground locations over icy, treacherous roads the entire route. Lake Placid and other eastern popular snow sport centers require drives of a hundred miles or more to reach them.

Beginning several months ago the various resort interests arranged non-conflicting dates for their carnivals at which will be featured varied sports both for the individual participant and spectator as well. Ski jumping, cross country races and ice hockey games will be competitively staged by experts of this country and Canada. Also the amateur will have his inning, each resort having arranged games and exhibitions designed to encourage the skill of beginners and those less adept in the art. At the Camp Seeley carnival a special effort will be made to enter large numbers of bonafide beginners of snow sports events.

The different resorts which have arranged pretentious programs are advertising the following dates for their special carnivals: Lake Arrowhead, Jan. 10 and 11 and Feb. 7 and 8; Camp Seeley, Jan. 17 and 18; Twin Peaks, Jan. 24 and 25; Big Pines, Jan. 30, 31 and Feb. 1. Big Bear Lake's event dates will come some time in February. It should not be understood, however, that these dates are the only times that there will be plenty of amusements and sports at these locations. On the contrary, these resorts will stage less important carnivals throughout the snow season. Too, the beginner may feel more courageous and less embarrassed by trying his or her luck when the audience is smaller.

Road conditions during the coming winter are certain to be better than ever before. In addition to new, improved highways and modified grades provided in recent months, county authorities have promised that the main arteries will be kept open throughout the winter season. Cars must be provided with skid chains, a sensible precaution that all should gladly abide by.

The fact that you do not possess skates, skis and other sports paraphernalia should have no dampening influence upon your contemplated visit. All of the resorts are well equipped with them and may be rented at rates well within the average purse.

There is much more that could be said and written concerning the plans that have been made this year to stage winter sports on a scale never before attempted in this district. The resorts have spent thousands of dollars in equipping their playgrounds; the largest ski jump in the world has just been completed at Big Pines; reasonable rates at the resorts are promised.

Plan to spend at least one week-end in the mountains this winter. You are particularly fortunate in having your own Pacific Electric Camp awaiting to greet you.

Zone Fare Looms For Pasadena

Entire New Fleet of Coaches, Re-routing Planned Zone Fare Would Decrease Toll to Majority

H OPE that a satisfactory settlement of the local transportation problem in Pasadena will be made when the California State Railroad Commission this month hears details of a new set-up for local motor coach lines, both as to territory served and a zone system plan of fares. The zone fare plan, while actually reducing the fare to the great bulk of riders, is hoped to develop greater revenue by increasing short haul riders. The Company, in a plan worked out with city authorities, proposes to eliminate short sections of a few lines in too close proximity, but at the same time increasing frequency of service on some of the lines.

If the plan proposed is adopted Mr. Pontius is on record as having stated that the Company will purchase an entire fleet of modern motor coaches which will represent an investment of more than \$400,000.

In a public statement commenting upon the application now pending Mr. Pontius stated:

"The zone plan of fares is the most equitable one yet devised for the company's patrons, and further, this plan of fares is actually a reduction to the large majority of the company's patrons and not an increase in fare, as has been presumed. The fare in Zone No. 1, where travel is unusually heavy, has been reduced to 5 cents. Likewise, the local fare in Zones 2 and 3 has been decreased to 5 cents, and fare between Zones 1 and 3 has been decreased to 10 cents. The only persons at all who will be required to pay a higher fare are the occasional riders traveling between Zone 1 and Zone 2. To riders purchasing 8 tickets for 50 cents (6 $\frac{1}{4}$ c per ticket) there will be no increase in fare whatever, and such tickets will unquestionably be used by at least 90% of the riders."

In substantiation of the statement that fares are actually decreased, Mr. Pontius told of a check made for one day recently of the actual points between which passengers rode, on the local street car and motor coach lines, and by applying the proposed zone fares to the actual territory traveled by each individual passenger on that day, Pacific Electric revenues would have been \$66.97 less than the revenue actually received under the present basis of fares. "The benefit to be derived from the zone fares," states Mr. Pontius, "is the added convenience of the 5-cent fare in each zone, which we anticipate will greatly stimulate travel within that zone, resulting in an increase in the number of riders and an increase in revenue."

Our chief executive said that whenever fares and service are adjusted so that more people actually make use of the same, the transportation service as a whole is of greater benefit to the city as a whole. It was pointed out also

that these zone fares are not an experiment. They are in effect in a large number of cities throughout the United States and the Pacific Electric Railway has had the same in effect on its local rail and motor coach lines in the City of Los Angeles as well as in the City of Glendale, where the results have been very beneficial both to the patrons and the company.

The purpose of the proposed readjustment of fares and service in Pasadena is to bring about a better financial condition in the operation of the system. Mr. Pontius states that for the year ending September 30, 1930, the net loss accruing from the operation of both local street car and motor coach service in Pasadena amounted to \$93,339.77.

Mr. Pontius added that there is an erroneous impression existing in the minds of many people regarding rate of return permitted by regulatory authorities to utilities, and calls attention to the fact that the rates are not based in any way upon stocks or bonds of the company but are based entirely upon the valuation of the properties used in rendering the service, such valuation being the historical reproduction cost of the facilities. The actual investment of the company in Pasadena, on this basis, in properties devoted to local transportation service, including both street car and motor coach, as of September 30, 1930, was \$1,299,457.28.

EXTEND MOTOR COACH LINE

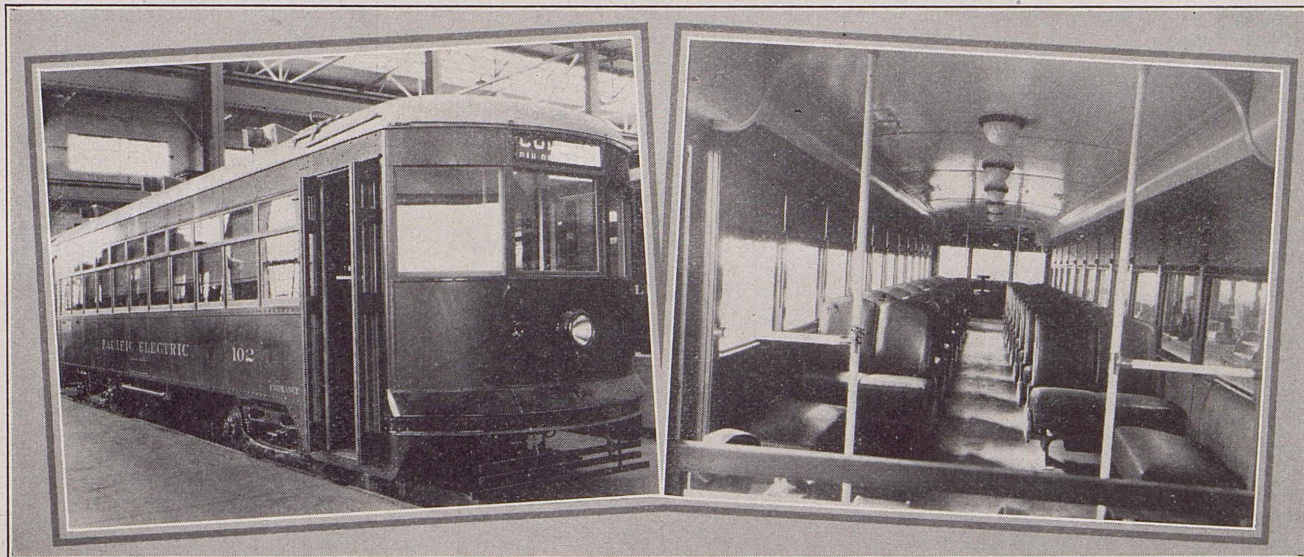
An extension of the Annandale Motor Coach line into the Hermon District in Highland Park was approved last month by the Railroad Commission and on January 6th service over the new portion of the line was begun. The new service is in the nature of a trial operation, the company to render the service for a period of 90 days, after which time it will be discontinued if revenues are insufficient to compensate for the service.

Serving a fast growing district the extension will add more than 2 $\frac{1}{4}$ miles of distance to the present Annandale Motor Coach Line without any fare increase. The one-way fare will be 5 cents and 10 cents where transfer is desired.

Under the new and extended operation of the line Pacific Electric Motor coaches will operate as follows. From the intersection of Pasadena Avenue and Avenue 64, westerly and southerly to Avenue 57, easterly on Avenue 57 to Benner Street to Avenue 69, easterly on Avenue 60 to Monterey Road, thence southerly on Monterey Road to Huntington Drive; returning reverse of going trip.

The frequency of service will be half hourly as heretofore.

FIFTEEN NEW LOCAL CARS ARRIVE



Fifteen new local cars of the above type will be ready for service in San Bernardino and Long Beach next month. They are the last word in comfort and convenience, and may be operated by either a one or two man crew.

AGENT FOOTE HAS A PLAN FOR PROMOTING BUSINESS

There recently came to the attention of the Magazine a very commendable activity upon the part of W. B. Foote, Agent at Pomona, which might be emulated along similar lines with profit to the Company and employees.

Mr. Foote's idea was to create business for this Company and promote its interest by employees calling attention of those firms with whom they dealt to the freight service rendered by it. The following extract from his suggestion to employees in his district should be read with interest and applied whenever the opportunity affords:

"You are aware that the trucks are hauling all lines of commodities into and out of Pomona in competition with our railway.

"I believe that employees of the Pacific Electric Railway could convert a large amount of this business if each employee when purchasing any commodity would say to the dealer upon paying, "This is money I have earned by working for the Pacific Electric and I am asking you in return for my patronage to ship by Pacific Motor Transport.

"Should the dealer state that he already ships by our Company an expression of appreciation should follow.

"It would also help to mention that fifty employees of the Pacific Electric spend their money in Pomona.

"For your information we are picking up in Los Angeles and making store-door delivery within city limits of Pomona at the same rate as truck lines rendering similar service. Our co-operation to increase freight business should bring as satisfactory results as our teamwork did in winning Proposition No. 4 at the recent election."

GIVING to Long Beach and San Bernardino a local car with all advanced safety and operating features, 15 new one-man-two-man local cars arrived last month from St. Louis and were sent to Torrance Shops where they will undergo installation of motors, air-brakes, control and other electrical equipment. All are expected to be ready for service by February 15.

So designed as to permit operation by either a one or two man crew the new units are ideally suited to well care for local traffic needs. Though somewhat smaller than our 600-class equipment the new cars are far removed in stature and appearance from the Birney cars. They seat 40 passengers, and weigh 38,000 pounds as against 17,000 pounds of the Birney. Their length is 38 feet.

Not being called upon to handle the heavy onrush of travel that occurs during the peak hours in Los Angeles, the new units can expeditiously handle the traffic in smaller cities, yet when special events attract an unusually heavy concentrated movement may quickly be arranged for two-man operation.

Being of all-steel construction, having an unusually low step and also equipped with rear exit treddle operated doors, which prevent the car moving until leaving passengers are safely upon the ground, a feature embodied in our newer type of motor coaches, the safety provisions of the new car assure a minimum of accidents. The power control is automatic, while the dead-man feature provides an additional safeguard. Improved heating units and being entirely enclosed assures maximum comfort during inclement weather.

Other improvements and specifications of the new equipment are: Roller bearing journals; front door operated by brake valve; cast steel truck frames;

improved dome type lights; Flexolite composition flooring; deeply upholstered leather semi-individual seats. The cars are powered with four 35-horsepower motors, ample for rapid acceleration.

The new units will replace the old center entrance type cars in Long Beach and all of the 200 class used in San Bernardino local service.

Representing an investment of about \$250,000, these cars were built by the St. Louis Car Company.

During the past several years car manufacturers and electric railway managements have combined their efforts toward producing a car that would better fit into changing traffic conditions. How well they have progressed is vividly reflected in the various improvements incorporated in these new units.

December Magazines Wanted

A shortage of December (1930) P. E. Magazines leaves the Bureau of News without sufficient quantity for binding and a supply on hand for those who may call for them at a later date.

Anyone having a surplus or even a copy which they do not want will do us a favor by sending to room 708 Pacific Electric Building.

Incidentally we wish to remind those who may receive a surplus supply of Magazines to acquaint the Bureau of News with the fact in order that waste may be avoided.

Soul of Industry

Applicant (for position of office boy)—"I may say I'm pretty smart. I've won several prizes in cross-word and word-picture competitions lately."

Employer—"Yes, but I want someone who can be smart during office hours."

"This was during office hours."



TEN years ago (January 24 to 31, 1921) we put on a "No Accident Week." This was during the time that various kinds of weeks were the popular thing to do, such as "Tag Week," "No Accident Week," "Clean-Up Week," and so forth, over-looking the fact that there were 51 other weeks in the year when we should be equally as active. It is for that reason that at the present time every day is "No Accident Day," or should be, with every employee who can possibly prevent an accident of any character. Why not start this year out right by making it "No Accident Year" and see how close we can keep to the zero mark in every department throughout the year.

The feature of the Magazine 10 years ago was devoted to the Engineering Department and ten or twelve pages were consumed telling all of our employees just what the Engineering Department was, including photographs of many of the personalities of that department.

Looking at the photographs of some of our Engineers of that day and comparing them with their visage of today would indicate that Old Father Time had been working on them and planting a few wrinkles. If you don't think ten years make a difference, get a copy of January 10, 1921 Magazine and make your own comparison. However, they are still effective in their chosen profession.

Ten years ago Norman T. Sewall, now Ticket Agent at Subway Terminal was acting as Agent at the Los Angeles Ship Building and Dry Dock Company at San Pedro. Norman's steps since that time have taken him to Assistant Agency at Main Street Station.

The Magazine of ten years ago chronicles the return of H. O. Marler, of the Passenger Traffic Department, from a week's sojourn in El Paso, Texas. The Magazine intimates that he might have spent some portion of that week across the Rio Grande at Juarez. However, the evidence is not conclusive.

Ten years ago the Rod and Gun Club held its second rabbit drive near Palmdale, under the guidance of Roy Spafford (now deceased) and Jake Geopfert with the result that 600 rabbits were brought to Los Angeles and distributed where they would do the most good.

A bulletin appearing 10 years ago stating that effective December 20, 1920, H. H. Williams was appointed Agent at Highland. Mr. Williams

Orange Show Pageant Again To be Outstanding One

PROMISING to excell in brilliance and decorative creation any of its former exhibitions, the 21st National Orange Show is scheduled to be held in San Bernardino beginning February 19 and continuing until March 1. All of this year's exhibitions will be in keeping with the general scheme of a Persian garden, the vivid hues of citrus lending themselves admirably to such a color decoration.

Originally designed and still intended to exploit Southern California's citrus products, which last year totaled a value of more than \$130,000,000, the Orange Show has gradually blossomed into an industrial exposition, various products of both the soil and factory being exhibited in quantities and varieties that awaken the visitor to the fact that practically all we need and use is produced here at home.

In the plans for creative decorations to beautify the huge structure that houses the Orange Show millions of oranges will be used and more than 50,000 square yards of material employed to drape the 800-foot long main building. Ten huge wrought iron chandeliers, bearing 13 powerful lights each, will supply the illumination.

As heretofore, various communities throughout the state will enter exhibits of rare beauty, hoping to win various prizes announced for winners. This company will again enter a display, details of which are now in course of preparation by Advertising Manager George H. Blyth. A huge "joy zone" is also included in this year's show, providing a carnival atmosphere to the exposition.

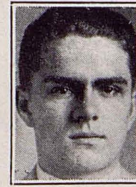
Last year more than a quarter of a million persons visited the Orange Show, an attendance record which the management hopes to exceed. Special transportation arrangements over both the Pacific Electric and Motor Transit companies are being provided, details of which will be announced in next month's magazine. The admission to the show, as in the past, will be 50 cents.

The car had come to a sudden standstill on a country road. The motorist descended, diagnosed the trouble, and then applied at a neighboring cottage for assistance.

"Pardon me," he said to the old woman who answered his knock, "do you by chance possess any lubricating oil?"

The old woman shook her head. "Any oil will do," said the motorist, hopefully, "castor oil if you have any." "I ain't got it," said the old woman, regretfully, "but I could fix you up with a dose of salts."

prior to that time had been doing relief Agency work. Later on he was made Agent at Fullerton and is now General Agent of the West Bay District, and is located at Ocean Park. It just shows that "you can't keep a good man down."



Company and Patron Say "Thank You"

Under this heading each month the Magazine will publish details of the month's outstanding service or courtesy rendered a patron or patrons by Trainmen as reported by letters received or otherwise coming to the attention of the management. The picture of the Trainmen concerned also will appear.

Honorary mention this month unquestionably is due Hugh W. Wilkins, Conductor, Glendale line, who rendered a splendid service to Mr. H. G. Dexter of the Alexander Hamilton Institute of Salt Lake City. Mr. Dexter's kind letter, printed below, gave the following details:

AS LONG as you solicit comment, I just try and laugh this one off. I do not recall having had as wonderful service rendered by a common carrier in many years.

While on a rush trip to your city, I was in Glendale on business, and your train for Los Angeles, approximately 7:40 p.m. of December 13, I asked the Conductor what train I could get for Arcadia. He explained how to get to Arcadia and at the same time informed me that his train would not get in in time for me to catch the Glendora-Azusa train, and even though I were to take a taxi from one station to the other, I would have an hour's wait.

While I was trying to reconcile myself to the wait, he came and informed me that if I would hurry out of the Subway Terminal, across to the Clarke Hotel and have a taxi take me to Fourth and San Pedro that I possibly could catch the train leaving Sixth and Main at 8:02. Needless to say that the connection was perfect, yet not a split second to spare.

Your Conductor on Glendora train is not only a gentleman, but also a Clairvoyant, as I did not know what street I wanted, yet he was successful in putting me off where I wanted to go, yet not knowing where it was or the name of the street. It was Baldwin Avenue. His name is Wm. Alexander.

To be frank I did not believe that such courteous treatment ever existed in this day and age.

The service as rendered by your Company was one of the bright spots of my trip south.

Insurance Agency Moves

The Wm. L. Thomas Agency of the Pacific Mutual Life Insurance Company, with whom many of our employees carry accident and sickness insurance, advises that they are now located in Suite 520-521 Pacific Mutual Building. This building is located on the northeast corner of Sixth Street and Grand Avenue. Telephone TRinity 3526.

AGENTS' AID ASKED FOR DATA CONCERNING CITY EVENTS

To take every advantage to apprise the public of any event within cities served by the Pacific Electric and Motor Transit in which there may be opportunities for promoting traffic a bulletin was addressed to Agents last month asking their co-operation to supply complete facts. Broadcasting such data in connection with "Seeing Southern California" advertising programs over three leading radio stations will have the effect of acquainting the public with all events of general interest.

The bulletin, issued by the Passenger Traffic Department, follows:

"In conjunction with the Motor Transit Company, this company has for some time past been sponsoring radio broadcasts, which include announcements of special events and talks by prominent people from different localities throughout the territory served by Pacific Electric and Motor Transit lines.

"In connection with the special events, the thought occurs to us that no doubt there are occasions when we are not informed regarding future events that have sufficient general interest to create additional travel for our lines.

"This is to request, therefore, that you make a note of any important event coming up in your locality and send in to this office complete information concerning the event which our radio announcer can use in making mention of it over the air. This information, of course, must be correct in every detail and should reach this office at least a week in advance of the event."

"Say, Bozo, I heard you were sick last week."

"Yes, I was. I had the new disease called 'clothing sickness.'"

"What on earth is that?"

"Well, I had a coat on my tongue and my breath came in short pants."

City Authorities Commend Speed of Street Work

THE completion in record time and to the entire satisfaction of city authorities of Santa Monica the year's largest track and replacement job brought official commendation and appreciation from the



Michael Duffy

beach city's Chief Engineer and other officials to our management last month. In turn the Magazine takes this opportunity of passing the credit to the individual most concerned, Mike Duffy, Foreman, Extra Gang No. 12.

City officials explained to our management their good reasons for desiring the renewal of track and street work on Ocean Avenue, Santa Monica, completed at the earliest possible date. Mr. Duffy was appraised of the need and desire to finish the work rapidly and proceeded, and succeeded, in doing the job in near, if not record time.

The work involved the removal of 60 and 70-pound rail and replacement with 128-pound grooved girder rail, crushed rock ballast and placing of 7-inch asphalt concrete paving over a distance of 4,320 feet of double track. With a crew averaging 30 men Mr. Duffy began the work on October 26 and completed it to the last detail on December 30 last. Not only was the time of accomplishing the large task a splendid tribute to Mr. Duffy and his crew, but also the quality of the job measured up to the usual high standard.

Mr. Duffy on numerous previous occasions has demonstrated his ability to plan his work intelligently and meet difficulties and overcome them with

SOLICITATION TO BE CARRIED ON EVEN MORE EXTENSIVELY

For the purpose of more effectively carrying on solicitation of both freight and passenger traffic the territory jurisdiction of General Agents D. W. Layne, J. M. McQuigg and H. H. Williams was extended last month.

In the future these General Agents will spend an increased portion of their time toward business promotion and both individually and jointly with Agents in their territory will make regular calls upon shippers and others. The work of General Agents in traffic solicitation, however, will in no wise supplant the efforts Agents are expected to put forth in contacting both present and prospective patrons.

The jurisdiction of the General Agents, in both freight and passenger matters, has been extended as indicated below:

D. W. Layne, Long Beach—Long Beach Line from Dominguez Junction to Balboa; Santa Ana Line, and Whittier-La Habra-Fullerton Line.

J. M. McQuigg, San Pedro—San Pedro Line from Watts to Los Angeles Harbor; Redondo via Gardena Line; El Segundo Line; Torrance Line; Redondo via Del Rey Line—El Segundo Wharf to Redondo.

H. H. Williams, Ocean Park—All lines west of Vineyard and Culver Junction; Inglewood Line; San Fernando Valley, and Glendale and Burbank Lines.

rare good judgment. Highly esteemed by officials of the Engineering Department, he has the happy faculty of winning and holding the regard and respect of those under him, which, incidentally, is a vital factor in the success of all supervisory workers whatever the line of endeavor.

Mr. Duffy came into the employ of the company on Sept. 17, 1919, and has served as Foreman on our track gangs since that time.

Comparison of Accidents During December 1929 and 1930

	Northern Division		Southern Division		Western Division		Grand Total All Divisions		INCREASE OR DECREASE
	1930	1929	1930	1929	1930	1929	1930	1929	
Collisions:									
With Pedestrians.....	2	4	4	2	4	6	10	12	2 Dec.— 16.67%
At Railroad Crossings other than Company's.....	0	0	0	0	0	0	0	0	
Between Cars of Company.....	1	4	2	5	2	5	5	14	9 Dec.— 64.29%
With Vehicles and Animals.....	83	118	56	79	163	159	302	356	54 Dec.— 15.17%
Deraillments.....	2	0	2	2	4	2	8	4	4 Inc.— 100.00%
Equipment.....	1	0	1	1	2	5	4	6	2 Dec.— 33.33%
Boarding Cars.....	3	5	1	1	9	9	13	15	2 Dec.— 13.33%
Injuries on Cars (not in collision).....	1	3	3	1	8	2	12	6	6 Inc.— 100.00%
Alighting from Cars.....	4	7	4	4	15	16	23	27	4 Dec.— 14.81%
Falling from Cars (not purposely alighting).....	0	0	0	0	0	0	0	0	
Doors, Gates and Guard-Rails.....	2	1	0	3	5	8	7	12	5 Dec.— 41.67%
Ejectments and Disturbances.....	0	0	1	3	2	3	3	6	3 Dec.— 50.00%
Miscellaneous.....	3	9	2	1	9	7	14	17	3 Dec.— 17.65%
Total.....	102	151	76	102	223	222	401	475	74 Dec.— 15.58%
Employees.....	1	1	0	6	5	1	6	8	2 Dec.— 25.00%
Total Car Accidents.....	103	152	76	108	228	223	407	483	76 Dec.— 15.74%
Motor Coach Accidents.....	16	26	0	1	22	27	38	54	16 Dec.— 29.63%
Total Passenger Accidents.....	119	178	76	109	250	250	445	537	92 Dec.— 17.13%
Freight Accidents.....	9	2	21	16	26	4	56	22	34 Inc.— 154.54%
Total All Accidents.....	128	180	97	125	276	254	501	559	58 Dec.— 10.38%
	52 Decrease		28 Decrease		22 Increase		58 Decrease		

REDONDO LINE PATRONS LIKE OUR NEW LIMITED TRAINS

Following the plan to speed up service wherever opportunity affords another Limited train on the Redondo via Playa-del-Rey Line was put into service on Monday, December 8. Its operation is saving from ten to twelve minutes of travel time for patrons of this particular train. This new Limited is not an addition to the schedule, being in fact a new operation for the 4:55 P. M. leaving the Hill Street Station daily except Saturday and Sunday.

This train is now being operated in two sections, the first of which runs as a Limited making all interurban stops between Hill Street Station and Vermont Avenue; then Western Avenue, Main Street, Washington Boulevard, Culver City, Playa-del-Rey, 37th Street, Marine Street and Center Street, Manhattan Beach, 35th Street, 29th Street, 20th Street, Pier Avenue, 6th Street, and 2nd Street, Hermosa Beach, 9th Street, Redondo Beach, then local to Clifton.

The second section of this train leaves one minute after the first and makes all stops between Hill Street Station and Clifton. The Limited section of the train eliminates seven regular stops made by the regularly operated train.

The making of part of this train limited operation evidently proved a popular move with patrons. At the start the Limited section was operated with one car, while two were allotted to section making all stops. After a week's operation it became necessary to reverse this order giving two cars to the Limited section.

Tell Me, Please?

Pat called on the priest and said: "Father, can I ask a question?"

"Sure, Pat," said the priest.

"Well, Father," said Pat, "I know all about Shrove Tuesday, Ash Wednesday and Good Friday, but phwat the divil is Nut Sundae?"

Followed by Lilies

Bob: "What's a tailspin?"

Bert: "It's the last word in aviation."

Not for 39 years had Steve Wilson (center) ice skated until last month when he tried his luck on Lake Arrowhead, near P. E. Camp. He lives to tell of it.



Think You Could Skate After 39 Years? Steve Wilson Did

HAS it been years and years since you have been on ice skates?

Do you just know that you would break your neck or portions south of your anatomy if you tried to don skates?

Have heart. You won't. At least we feel justified in giving you that assurance following the experience of one of our fellows who just skated for the first time in 39 years!

"Steve" Wilson, Asst. Superintendent of the Western Division, is Exhibit "A" to whom we may point as having ice-skated last month for the first time since 1889. While he didn't tell his age when last he skated, Steve remembered all other details, among which was the fact that it was on Eagle Lake, Wisconsin.

While spending his vacation at the P. E. Camp last month Steve stood on the side-lines of the ice-frozen waters near our boat house and watched the graceful antics of skaters as they skimmed to and fro. "Gosh, that looks like a lot of fun," mused Steve, "but 39 years is a long, long time."

Steve looked on. The thrill of his boyhood inwardly pleaded for him to try his luck, and finally, with fear in his heart, he succumbed to the urge.

Awkwardly he started. Someone's inquiry as to his favorite flower did not help his courage any. But that he kept his feet brought a measure of consolation. With ankles that groaned under the stress, Steve struck out. The thud now and then upon the ice of others about him without fatal results was somewhat reassuring.

Within a half hour after he started his ankles became stronger and loosened, and it wasn't long until Steve was doing the figure eight, playing hockey and all the other capers indulged in by experts on the ice. Four times he skated during his stay at the Camp, having on his skates from three to four hours each time.

He admits one classic spill. For fully 150 feet he skimmed on the ice all the time heading toward the water's edge, and with no emergency brake to fall back on. He was "going places, and seeing (also feeling) things."

"And boy, what a thrill it was," concluded Steve.

Holiday Program by Women's Club Featured Last Month

By Mrs. Lon Bishop, Correspondent

THE Women's Club held their December meeting on the 18th, but business was practically forgotten. A gorgeously trimmed tree and a fireplace where Santa might emerge any minute turned the affair into a real Christmas party. Carols were sung by the Club Chorus; a lovely Christmas story was read by Mrs. George Wheeler; beautiful piano solos rendered by Miss Ruth Ashcroft of Pomona; recitation given very nicely by little Phyllis Heustis and the glorious "Holy City" sung in a manner that will keep the soloist, Mrs. Aspirall, in the minds of her listeners for many a day. Afterwards came "Jingle Bells" and Mrs. Santa Claus (our beloved Mrs. Jurdan) and then the fun began.

The children were all given candy, each one passing Santa's inspection, until it came to our Vice President's big boy, Freddie Geibel. There was quite a bit of argument pro and con among the kids as to whether he had a right to line up with them. He admitted he was big for his age, but his evident belief in Santa Claus got him by as usual.

In the rush for Santa and candy, little Neal Vickrey was almost trampled.

The President, Mrs. Miles, extended her heartiest greetings. Then, with refreshments served, a perfect Yuletide party was at an end.

Earlier in the month, on December 4, the Pomona Branch entertained the officers of the parent organization at the home of Mrs. Jack Ashcroft. A splendid dinner was served, gifts given to each one present and another lovely afternoon spent by the fortunate ones present.

At the December night card party first prizes in bridge went to Mrs. L. L. Compton and Mr. W. G. Bruler; second to Mrs. Lillian Clark and Mr. Frank Clark. Consolations to Mrs. Jackes and Carl J. Gramerling, Jr. In 500, honors were awarded to Mr. J. B. Green and Mr. Oscar Vogel; second to Mrs. Powers and J. W. Haughton. Low scores to Mrs. Dietrich and Mr. C. W. Young.

At the afternoon party on December 11 prizes in bridge were awarded to Mrs. Curtis and Mrs. Thomas. In 500 to Mrs. Preece and Mrs. Jaycott. In bunko the awards went to Mrs. Ruppel and Mrs. Gilmore.

Urge Card Party Attendance

The card parties of late have been rather poorly attended, which is a real disappointment.

Please, members and friends, give a thought to these parties. They are the **only** way we have of raising money.

The first Monday night of each month at 8 o'clock, is the time.

The ballroom of the Club, the place. And **you** are the ones we need to make these parties a success.

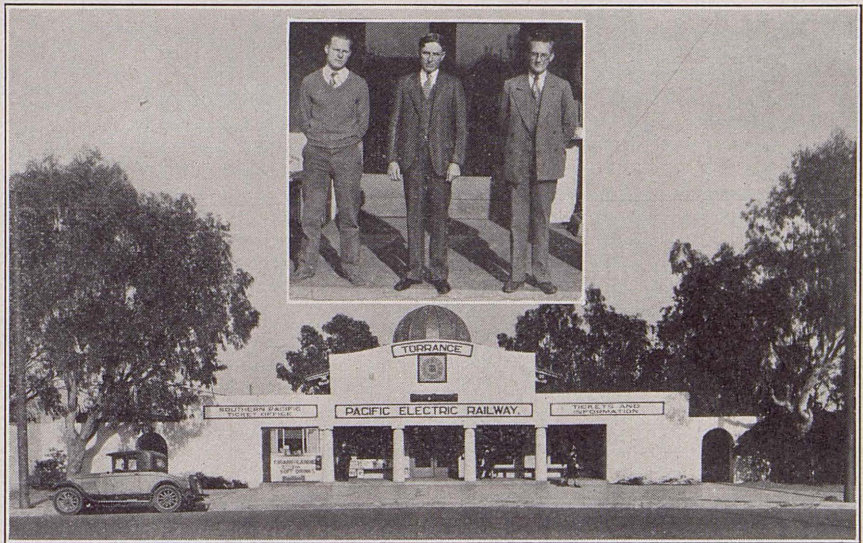
The afternoon parties are held the third Thursday of each month at 1:30 p.m. You all are invited.

Some More "Roamin' Round 6th and Main"

By Max Schuring

THE Pay-Day morning rush to the Banking Department of the P. E. Buffet and the Pie-and-Sandwich line-up at the drug store counter . . . Wonder why Corrigan across the street does not carry a little side-line of Kosher meat, neckties and snowshoes . . . The patient, painful expression on the ticket-seller's face, as a lady customer wastes ten minutes of his time, hunting for a penny to make the correct change and save him trouble . . . Some neighbor from south of the Rio Grande, lost in the "beeg" city and asking questions in two languages . . . one that you can't understand and the other that he can't understand himself . . . Three "wise men from the East" discussing the slump in the "Cloaks and Suits" business, with appropriate gestures . . . The newspaper vender in the back end, who seems to be talking through his ear when he draws his month over . . . (Of course he'll accuse me of talking through my hat) . . . The good-looking white-haired gatekeeper, who has a smile for all the ladies . . . always smiles at the wife and me, but never gives me a tumble when I'm alone, darn him . . . Ray Harmon, who raises chickens out Alhambra-way, when he's not busy guiding the human variety to the right car . . . Catalina passengers loaded down with extra "hankies" and lemon drops . . . "them as goes to sea in ships" must be prepared . . . I bet the seagulls between Wilmington and Avalon know more about the cuisines of the different Los Angeles hotels, than old man Baedeker himself . . . forty million seagulls can't be wrong . . . Those big Pasadena cars look most too big to go into the station . . . the first time I saw one of the the little one-man cars waddling along in the wake of a two-car train of the eleven-hundred type, my heart almost stopped beating . . . I thought sure there was a scandal in the family . . . Did you ever notice the dazzling speed of the freight elevator on the surface tracks . . . Watching people after they have been using a pay-station telephone or weighing machine slyly feel around in the little tray for stray coins . . . Heck, we've done it ourselves . . . (Just an old Scottish custom) . . . The hard-fought bridge game in the trainmen's room upstairs is a real he-men contest . . . my friend Mac has the exclusive rights for "razzing" the losers, and he's good at it . . . he's heard so much of it himself at the ball games . . . The barber in his glass showcase and the tempting smell of food as you go through the hall towards our cafeteria . . . that little chef behind the counter has a line of talk that would sell icicles to an Esqueimaux . . . Girls from the office balancing their trays and

Torrance Agency Serves Industry



Company's Agency at Torrance and force which serves this growing industrial city. Left to right: B. S. Palmer, Clerk; J. C. Newton, Agent, and N. F. Graham, Asst. Agent.

BRIEFLY the Magazine will tell each month a few of the highlights of our different agencies throughout the system, together with a little data concerning the city of their location that we may better know our railway and the communities it is privileged to serve.

Torrance, selected at random to begin this series, came honestly by its name, "The Industrial City." No less than 46 industries are listed upon its tax roll, who, in normal times, put \$1,250,000 in circulation to the "butcher, the baker and candle stick-maker." Other cities of its size look with envious eyes upon Torrance, with its population of 7,235, having a pay roll of that extensive proportion.

Among the leading and better known industries who have cast their lot with

Torrance are: the Columbia Steel Co., Union Tool Company, International Derrick Company, Salm Mfg. Co., American Reinforcing Company and Woolbestos Insulation Co. As we all know, this Company's main shops, on a plot of 61 acres within fenced boundaries, employing 700 workers normally, are located here. An endowed hospital, said to be the best equipped in the southwest, is also located in Torrance.

Being an industrial city of its proportion this Company naturally derives a very pleasing volume of freight business both to and from Torrance, car loads alone during 1929 approximating 7,000. A considerable passenger business, too, is also enjoyed.

With J. C. Newton, Agent, N. F. Graham, Asst. Agent and B. S. Palmer, Clerk, on hand to serve our patrons their needs are well cared for.

looking for a seat next to their favorite enemy . . . Civic problems and heavy conversations at some of the tables . . . Club Manager Vickrey sticks around with a welcome smile, and see that everybody gets fair play . . . incidently he's not starving himself, either . . . Pool sharks (I won't mention any names, Earl) swallowing their calories whole . . . they are in a hurry to get upstairs for their daily lunch hour pool games . . . Well, folks, see you next month . . .

Cash Fares of Railways

The average cash fare for cities of 25,000 or more population throughout the United States as of last month was 8.56 cents, the American Electric Railway Association reports. In 260 cities the customary cash fare is now 10 cents.

Ideals

As you think, you travel; and as you love, you attract. You are today where your thoughts have brought you; you will be tomorrow where your thoughts take you.

You cannot escape the result of your thoughts, but you can endure and learn, can accept and be glad. You will realize the vision (not the idle wish) of your heart, be it base or beautiful, or a mixture of both, for you will always gravitate towards that which you, secretly, love.

In your hands will be placed the exact results of your thoughts; you will receive that which you earn; no more, no less.

Whatever your present environment may be, you will fall, remain, or rise with your thoughts, your wisdom, your ideal. You will become as small as your controlling desire; as great as your dominant aspiration.—James Allen.

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Employees of the Pacific Electric Railway.

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

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W. H. Loury.....San Pedro Mech. Dept.
Earl W. Hill.....Educational Director

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.

UNDoubtedly you were happy during the Holidays just ended.

And if you are like the average individual, and analyzed the real source of your joy, we'll wager that it was what you gave, rather than what you

Happiness Throughout The Year

received, that contributed most to your contentment. The Yuletide is very much worthwhile. For the time, at least, it makes us better men and women. It gives us a "mental house-cleaning;" it purges our hearts and minds of little hates and substitutes love and forbearance. It causes us to be cheerful and generous, and creates a desire to be of service to our fellow-man.

Why is it the Christmas season sweetens and mellows the dispositions of men? Our answer is because it induces them to lay aside thoughts of themselves and cultivates a desire to give to others.

What a pity the joy of Christmas cannot be continued throughout the year. It really can, if we would try.

We don't mean that we can give presents throughout the year. But there are many things that cost nothing

Education Enriches Life. Get Your Share!

By Earl W. Hill, Educational Department

AS WE ARE entering the New Year and making plans and resolutions for the future, will we be able to look back and conscientiously feel that our time has been profitably spent and that 1931 has meant more to us than just the passing of another year?

Growth, whether mental, physical or spiritual, is largely a matter of determination and sacrifice, and things worth while do not come easily. We are living in a mechanical and scientific age where new inventions and discoveries are changing our standards of living and working requirements. Financial depressions and readjustments have brought us to a realization that we must fit ourselves to become a necessary cog in the great wheels of progress if we are to get the most out of life and make the future secure. This can be accomplished only through education and specialized training.

However, education brings many things into our lives besides merely a means of livelihood—things which can be gained through no other channel except education, and which do more to enrich our lives and to build character than the success which comes from physical gain. Success cannot be measured only by material gain but by the friends we make through tolerance and good will toward our fellow workers.

Education gives us culture, refinement and an appreciation of the better things of life. It enables us to develop our inherent qualities and talents. Through the Educational Department, the Pacific Electric Club has arranged for your convenience special classes with qualified instructors—courses designed for the enrichment of adult life and to help those who are willing to devote a portion of their time to serious thought and study. These are your classes, organized and conducted to give you advantage of the most modern thought and progress and we trust that in 1931 you will take full advantage of this opportunity.

ing that we can give, and that mean quite as much.

We can be considerate of the feelings of others. We can extend courtesies and render little services that mean little to us, but much to the other fellow. In short, we can practice the "golden rule."

Sure, we can make the happiness of the Yuletide extend throughout the year by just retaining and practicing the thoughts the season inspired.

Let's try!

WHAT HE FORGOT

He brushed his teeth twice a day.
The doctor examined him twice a year.

He wore his rubbers when it rained.
He slept with the windows open at least eight hours every night.

He stuck to a diet with plenty of fresh vegetables.

He relinquished his tonsils and traded in several worn-out glands.

He never smoked, drank or lost his temper.

He did his daily dozen daily, besides taking plenty of outdoor exercise.

He was all set to live to be 100.
The funeral will be held next Wednesday.

He is survived by eighteen specialists, four health institutes, six gymnasiums, and numerous manufacturers of health foods and antiseptics.

He had forgotten about trains at grade crossings.

—Exchange.

SPENDING

By Edgar A. Guest

Spend for pleasure, and you'll find
All your fortune stays behind.

Spend for trinkets, new and gay,
Soon their worth will fade away.

Spend to suit some passing whim,
And your purse will soon be slim.

Spend for land, and soon you'll learn
All that money will return.

Spend for things which reimburse
Later on your empty purse.

For some worth while thing to get
Spend your cash and go in debt.

Not in spending failures lie,
Trouble comes from what you buy.

Debts are only bad when they
Rise from money thrown away.

Foolish spending misery brings,
Wise men spend for solid things.

Utopia

If days were always perfect,
And skies were ever blue;
If friends were always clever
And every joke were new;

If everything we wanted
Had prices we'd afford,
Life might be nearly perfect—
But wouldn't we be bored?



Executive Committee of the Pacific Electric Club met in regular session in the Ballroom of the Club Building on Wednesday, December 3, 1930, at 2 p.m. The following members were absent: P. G. Winter, P. H. Mann, E. S. Donaldson, George W. Orr, F. B. Patterson, G. L. Breining, T. J. Day and E. L. Young. F. E. Geibel presided.

Minutes of Executive Committee meeting held November 5, 1930, and Manager's reports were read and approved.

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

Club Fund

Balance, 11-1-30	\$2,420.35
Receipts	1,451.65
Total	\$3,872.00
Disbursements	1,315.44
Balance, 11-30-30	\$2,556.56

Relief Fund

Balance, 11-1-30	\$ 319.17
Receipts	1,843.08
Total	\$2,162.25
Disbursements	1,528.00
Balance, 11-30-30	\$ 634.25

F. E. Geibel informed that a meeting of the Special Committee on Employees' Relief had been held and that the President of the P. E. Women's Club was in attendance. A letter was sent to all members of the General Staff requesting that names of employees in need of assistance in their respective departments be forwarded to N. B. Vickrey, who will in turn bring such cases to attention of the Relief Committee. Mr. Vickrey reported that to date only one case where help was needed had been called to attention.

H. E. DeNyse called attention to the condition of several Mexican families who have been in the service for several years but are now off duty on account of reduction in forces and badly in need of help. These cases have been called to attention of Riverside County officials, but as yet no relief has been forthcoming from that source. Attention of Pacific Electric Club Relief Committee will be directed to these cases.

Mr. Vickrey reported that the matter of a pension system for employees had been called to attention of the management and that a reply had been received to the effect that although the advantages of a pension system were realized, under the present financial condition it would be impossible to

encourage the plan. The matter will be kept in mind and brought up for consideration at a later date.

Report was made by Mr. Vickrey that the Governing Board had met in special session to consider the subject opening the Club on Sundays. After due consideration it was the recommendation of that body that the present plan of closing the Club on Sundays be continued.

On motion of E. A. Stevens, which motion was duly seconded, the Committee unanimously adopted the Governing Board's recommendation and the present policy of closing the Club on Sundays was ordered continued.

J. Talbert called attention to the arrangements for medical services of employees at Glendale. Due to the limited hours the office is open and its unhandy location, it is very hard for employees to secure medical services without losing considerable time. The matter of securing a company doctor for Monrovia, Arcadia and Azusa was also brought up. These matters will be called to attention of Dr. Weber.

R. B. Hooper reported that sign at corner of Western Avenue and Santa Monica Boulevard stated cars stopped there on Sundays and after 7:30 p.m. It should be changed to read Sundays, holidays and after 7:30 p.m. This matter will be called to attention of Transportation Dept.

G. R. Attridge requested that the matter of installing adequate toilet facilities for use of Trainmen at San Bernardino be kept a live issue and be taken care of as soon as possible. Mr. Vickrey assured Mr. Attridge that this matter had not been forgotten, but that the station facilities at San Bernardino do not belong to this company and due to this fact it has not as yet been possible to get the desired action.

Announcement was also made that the Club's Christmas party will be held on Monday, December 22, and members of the Committee were urged to pass the word around.

Due to an inadvertent error, the name of W. A. McCammond was left off the membership list of the Governing Board. Mr. McCammond was duly elected and his name is to be properly placed on the Governing Board membership list.

W. H. Lowry informed that the Mechanical Department locker room at San Pedro was far too small for the number of employees using it and requested that as soon as conditions were such as to permit, adequate facilities be provided.

TIPS AGAIN BRING A GOODLY VOLUME TRAVEL BUSINESS

Tips of employees giving information about prospective travelers in recent weeks brought to our parent company, the Southern Pacific, considerable business that otherwise would not likely have been secured. With travel at a low ebb, business secured now is more than ever desirable and employees are urged not to fail to report any information which may result in revenue.

In recent weeks 36 one-way and 10 round trip tickets were sold by employees who showed a commendable desire to be of service in this regard. Those to whom the Southern Pacific management desire appreciation expressed and the result of their information are as follows:

- Mr. J. C. Cody, Motorman, Southern Division, 2 round-trips, St. Paul, Minnesota.
- G. T. Brown, Solicitor, Passenger Dept., 5 one-ways, Dallas.
- J. J. Cleary, Assistant Trainmaster, Los Angeles, 2 round-trips, Chicago.
- D. F. Gleason, Rate Desk, Freight Dept., 2 one-ways, New York.
- G. F. Gates, Motorman, 1 round-trip, Kansas City, Missouri.
- Clyde DeLong, Clerk, Claremont, 1 one-way, Madison, Wisconsin.
- Joe Rovi, Car Repairer, Pasadena, 1 one-way, Phoenix, Arizona.
- W. E. Harris, Conductor, Los Angeles, 1 one-way, Chicago.
- G. A. Kind, Accounting Dept., 17 one-ways, Phoenix, Arizona.
- L. S. Jones, Supervisor, Los Angeles, 1 one-way, New Orleans.
- J. W. Van Sickle, Pasadena, 1 one-way, New York.
- L. McDaniel, Conductor, Ocean Park, 1 one-way, Portland, Oregon.
- D. L. Davison, Motorman, West Div., 1 round-trip, San Francisco.
- M. L. Anderson, Operator Pasadena Motor Coach, 1 one-way, St. Louis; 1 round-trip, Phoenix.
- N. Knecht, Conductor, Santa Monica Line, 1 round-trip, Chicago.
- O. E. Senay, Motorman, Western Div., 2 one-ways, Buffalo, N. Y.
- F. C. Roberts, Asst. Trainmaster, Pasadena, 2 one-ways, New York.
- G. H. Stephenson, Motorman, Pomona, 1 round-trip, Kansas City.
- W. F. Coleman, Motorman, Western Division, 1 one-way, Fort Worth.
- Paul T. Porter, Editor, Pacific Electric Magazine, 1 round-trip, New York.

EIGHT DEATHS IN DECEMBER

An unusually large number of deaths occurred among our employee ranks during the month of December, eight of our fellow workers having passed to the great beyond. Our sincere sympathy is extended to bereaved families who are left to mourn the loss of their loved ones. Those who were taken by the Grim Reaper are as follows:
 John H. Hammontre, Motorman, West Div.; A. John Gouling, Chief Clerk, Mech. Dept.; Ambrose D. Tolle, Motorman, So. Div.; Harold H.

Webb, Mach. Helper, Torrance; George D. Campbell, retired; William L. Strong, Mach. Helper, Torrance; Edward L. Williamson, Clerk, Accounting Department; and James A. McGraw, retired.

Six of the above named had seen the wisdom of securing protection given by the Mortuary Fund in addition to their group insurance; the remaining two held group insurance only. Approximately \$22,000 group and mortuary insurance was paid to the beneficiaries named by the deceased.

Two new disability claims were granted during the month making a total of thirty-two employees now receiving an aggregate of \$2,136.20 monthly benefits under the total and permanent disability clause.

Professor: "Give me some of that prepared monoaceticacidester of salicylic acid."

Druggist: "Do you mean aspirin?"

Professor: "Yes? I never can think of that name."

NEW BOOKS GIVEN LIBRARY

An even dozen books were added to the Club Library last month, eleven of which were the contribution of Evelyn Lawson, Mechanical Department. C. C. Rice, Foreman, Mechanical Dept., Macy Street, gave the other book of the month's contribution of 12, it being entitled True to the Flag.

The books contributed by Miss Lawson are: Wife of the Centaur, Mr. Britling Sees It Through, St. Elmo, The Painted Room, Brownlow North, The Dark River, Babbitt, The Foreigner, Town and Gown, The Works of Robert Burns, and The Battle of the Horizons.

All of the above books, together with some 2500 volumes in the Club Library, are at your disposal. The Club Library is a circulating library, books may be taken from the premises for two weeks by properly filling out the card to be found inside the front cover of each book. The book cards so filled out must be left at the Club office.

Pasadena Night at P. E. Club Draws Large Attendance

By Reed Christiansen,
Ass't. Manager P. E. Club

THAT there will be in the future many special Pasadena Nights at the Pacific Electric Club is assured by the brilliant success of the December 17th social. There is no doubt but what this was more than just a party—it was a combined reunion, outing, banquet, "get-acquainted evening," pilgrimage, excursion, motion picture program, dance and any other word meaning genuinely good time for those participating.

Under the able direction of Raymond Powell, Club Executive Committeeman from Pasadena, and Chairman of the Special "Pasadena Night" Committee, and N. B. Vickrey, Pacific Electric Club Manager, all arrangements were completed and plans made so that every detail worked out as desired.

If for no other reason than to give your appetite a treat, you should never miss such a dinner, or should I say feast, as was served to the 215 Northern Division delegates. Tom Turkey, the equal of which is more or less a memory of the "kind that mother . . ." and all the equally appetizing accessories in liberal quantities. By the time the delicious pumpkin pie had disappeared all diners were ready to give Mrs. J. U. Garlinghouse, Cafeteria Manager, a vote of appreciation for the very splendid menu prepared and the excellent table service.

In the motion picture, "Hell's Heroes," the Pasadenans saw a splendid production, one that contained comedy throughout, and yet forcibly portrayed the sterling qualities of even the seeming renegades. "Hell's Heroes" were three in number, each a desperado, thief and killer, yet all three gave their lives in fulfillment of a promise to a mother found dying in the desert that they would take her young child to safety. Yet, it was truly a worthwhile motion picture.

There is considerable that could be said in praise of the dancing portion of the evening's program and of the splendid crowd that attended. Suffice it to say that the music was of the usual peppy, harmonious variety that had the dancers on their toes. Decorations of the holiday motif were pleasingly attractive and the crowd of some 400 dancers could not help but enjoy themselves.

All branches of the service were represented and many officials of the Company participated, among whom were Vice President and General Manager A. T. Mercier, Superintendent A. C. Bradley, Club President and Real Estate, Tax and Resorts Manager, E. L. Young; Assistant Superintendent of Equipment F. E. Geibel; Assistant Superintendent H. E. Rodenhouse. From San Bernardino came a delegation of 25 headed by F. E. Peachey and H. E. DeNyse.

Other members of Mr. Powell's

Pacific Electric Club Bulletin

January 10 to February 10, 1931

Saturday, January 10:

Agents' Association Meeting in Ballroom of Club—7:45 p.m.

Motion Picture Show—"Under-tow"—with Mary Nolan and John Mack Brown—8 p.m.

Sunday, January 11:

Baseball Games—watch weekly bulletins for schedules.

Tuesday, January 13:

Masonic Club Meeting at Club Building—7:30 p.m.

Wednesday, January 14:

Rod & Gun Club Meeting at P. E. Club—8 p.m.

Thursday, January 15:

P. E. Women's Club Afternoon Card Party—1:30 p.m.

Friday, January 16:

Motion Picture Show—"The Arizona Kid"—with Warner Baxter and Mona Maris—7:30 p.m.

Bowling at Jensen's Recreation Center—8 p.m.

Saturday, January 17:

Motion Picture Show—"The Arizona Kid"—8 p.m.

Sunday, January 18:

Baseball Games—watch weekly bulletin for schedules.

Thursday, January 22:

P. E. Women's Club Meeting in Ballroom of Club—1:30 p.m.

Pacific Electric Club Dance in Ballroom—8 p.m.

Friday, January 23:

Motion Picture Show—"My Man"—With Fannie Brice—7:30 p.m.

Bowling at Jensen's Recreation Center—8 p.m.

Saturday, January 24:

Motion Picture Show—"My Man"—8 p.m.

Sunday, January 25:

Baseball Games—watch weekly bulletins for schedules.

Friday, January 30:

Motion Picture Show—"Dames Ahoy"—with Glenn Tryon, Otis Harlan, Gertrude Astor and Helen Wright—7:30 p.m.

Bowling at Jensen's Recreation Center—8 p.m.

Saturday, January 31:

Motion Picture Show—"Dames Ahoy"—8 p.m.

Sunday, February 1:

Baseball Games—watch weekly bulletins for schedules.

Monday, February 2:

P. E. Women's Club Night Card Party—8 p.m.

Wednesday, February 4:

Club Executive Committee Meeting—2 p.m.

Friday, February 6:

Motion Picture Show—"The Shannons of Broadway"—with James and Lucille Gleason, Charles Grapewin and Mary Philbin—7:30 p.m.

Bowling at Jensen's Recreation Center—8 p.m.

Saturday, February 7:

Motion Picture Show—"The Shannons of Broadway"—8 p.m.

Sunday, February 8:

Baseball Games—watch weekly bulletins for schedules.

Tuesday, February 10:

Masonic Club Meeting at Club Building—7:30 p.m.

special committee of arrangements were H. L. Woodford, V. J. Wing, Roy Bird, D. B. Gardner, J. R. Willis and Robert Horsford. All of these gentlemen worked hard and are deserving of no little credit for the success which crowned their combined efforts.

The Club is anxious to assist other divisions, districts or cities of sufficient size to warrant, the holding of "Special Nights" at the Club, informs Club Manager Vickrey.

BIG GROWTH AND STRENGTH OF RAILWAY FINANCE CO.

Railway men, operating in the field of finance, have almost unnoted created one of the most successful building and loan institutions of the Southwest. Launched in Los Angeles four years ago with subscriptions totaling only \$4000, The Railway Mutual Building & Loan Association, through its president, Dr. R. W. Starr, recently announced the results of an audit by certified public accountants which set the assets of the company at \$2,516,365.

On January 1, the company, commemorating the centenary of the building and loan plan in America, distributed \$77,000 in interest and dividends. During the last 100 years American Building Savings and Loan Associations have aided and financed more people to own or build their own homes than any other agency, and have shown the smallest percentage of loss among all forms of financial institutions.

"Current requests made upon us for loans," Dr. Starr said, "indicate increased home building during 1931. As a contributing factor to this satisfactory condition, the existing low costs of building materials is inducing many to build at this time.

"The Railway Mutual has made steady progress, increasing its assets by more than \$100,000 between June 30 and November 30, 1930."

Speedy

The traffic officer raised his hand, and the lady motorist stopped with a jerk. Said the officer, as he drew out his little book, "As soon as I saw you come around the bend I said to myself 'forty-five at least.'"

"Officer," remonstrated the lady indignantly, "you are very much mistaken. It's this hat that makes me look so old."

New Year's Thought

During the last year the local transit lines of the United States have paid out almost one hundred million dollars in taxes. This is about one cent out of every ten taken in.

Once a Scotchman didn't go to a banquet because he didn't know what the word gratis on the invitation meant. The next day he was found dead before an open dictionary.

Fault-finders do not improve the world; they only make it seem worse than it really is.

Claim Dept. Leads Bowlers

By R. M. COBB

KEEPING up the sensational pace established during the first round, the race for positions continued to hold the interest of all participants.

The center of the stage is occupied by the Claim Department team composed of Lutes, Pabst, Culverwell, Lytell and Davidson. These boys have tied the season's high game score and nearly equalled the score for high series. Macy Street and the Electrical Department are in second and third places, respectively.

Among the individuals, Ted Cuccia is still performing in sensational manner. Yaeger, Mortin and Culverwell were winners of the merchandise orders during December; Yaeger rolling a nice 230 game to tie the seasonal record to date.

The P. E. Club team, both ladies and gentlemen, are running a close race for last place, being tied at this writing. A great match is anticipated when these two teams meet. Miss Houge was noted at practice with a score of 196, which is just a sample of what the "black shirts" have to look forward to.

The standings as of December 31, 1930, are as follows:

Team	Won	Lost
Claim Department	11	1
Macy Street	9	3
Electrical Department	8	4
Engineers	7	5
Signal Department	7	5
Southern Division	6	6
Telephone Department	6	6
Roadway Equipment	4	8
P. E. Club Ladies	1	11
P. E. Club	1	11

BALL TEAM STILL WINNING

With a record of two games won, one tied and one lost, the Pacific Electric Trainmen's ball team during the month of December again proved their ability to cope with the best teams in this district.

The classic of the month was the seven to seven tie game played with the Hawthorne Club, darkness finally ending hostilities with neither club on the long end of the score. Both teams registered 13 hits.

Details of the games during the month are as follows:

December 7—

	R	H
P. E. Trainmen	7	13
Hawthorne	7	13

Batteries: Green, Garrison; La Rue, McBride.

December 14—

	R	H
P. E. Trainmen	12	14
Southwest Merchants	9	9

Batteries—Green, Garrison; Dunn, Moore.

December 21—

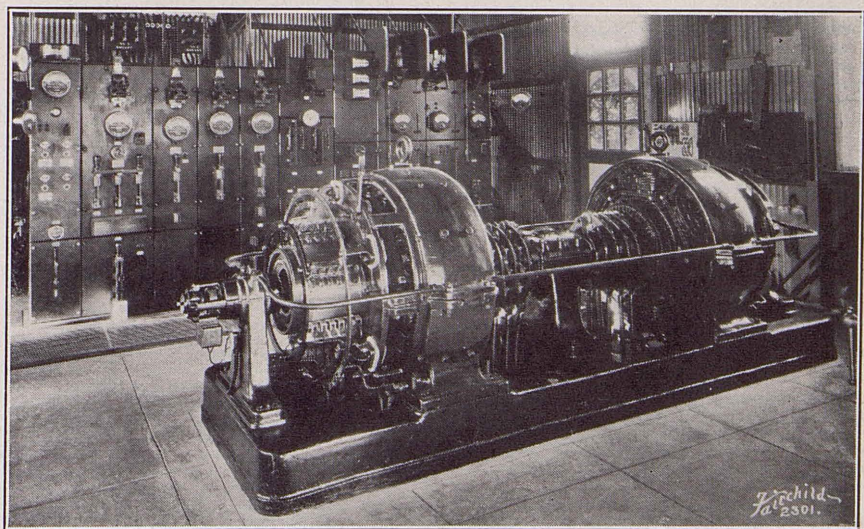
	R	H
P. E. Trainmen	7	13
Ventura	6	12

Batteries—La Rue, Garrison; Miller, Heath.

December 28—

	R	H
P. E. Trainmen	2	6
Bell Home Builders	7	9

Batteries—Green, Turner; Radonits, Epp.



Thousand kilowatt synchronous converter equipment and switchboard recently installed by Electrical Department in the Riverside Substation. Equipment consists of two 500 kilowatt units, which can be operated separately or in parallel for 600 volt D.C. operation; or in series for 1200 volt operation. One of the features of the installation is that the equipment can be operated in both 600 volt and 1200 volt service simultaneously, thus providing for an extremely flexible operation.



HILL ST. STATION

W. H. Jenkinson

Conductor P. E. Stiller of the Glendale line is the proud father of an 8-pound girl; while Motorman Lee of the extra list also has a beaming countenance because of the arrival of an 8-pound boy in his family.

It is rumored that L. E. Smith, Collector in the Subway, purchased a diamond ring and presented it to a fair lady. Now we wonder when the wedding bells will ring?

Heartfelt sympathy is extended to Motorman L. H. Newport and family in their recent bereavement.

Motorman George Johnston on Run 430 was off work several days on account of sickness.

Mr. Snodgrass and I were standing in the Trainmen's room one morning when suddenly the door opened and in came a man with boots on, miner's shirt and breeches. His hat was pulled down in front as well as being tilted to one side. He had the appearance of a miner fresh from Cripple Creek. Imagine our astonishment when we found out it was only Conductor I. R. Williams who had been working on the line car all night.

Here are the words of O. P. Davis, Supt. of the Western Division in wishing all men in the train service a Happy New Year: "I feel deeply indebted to the men for the efforts shown in the past year. Words can hardly express my thanks to you. With the New Year here I hope you will find enjoyment in your work and that a way may open for prosperity to return so we may enjoy it as in years gone by. With this little message I wish to extend to you from the bottom of my heart, A Happy New Year."

The Subway Trainmen Baseball Club which belong to the San Fernando Valley League is surely showing plenty of pep under the management of J. Hanselman. They are playing a series of ten games of which four have been played—this team winning every one. The Subway Trainmen are leading the league and Ocean Park following them in second place. At the rate they are going they are sure to win the grand prize.



SOUTHERN DIVISION

William Kaplan

The grand bridge tournament of the Los Angeles Terminal office is winding up with masterly (?) playing and terrific fervor for all concerned. H. D. Bramen and Myron Turner are talking a wonderful game of bridge, while the onlookers applaud.

The recent death of George Campbell and A. D. Tolle marked the passing of an old era for this company. Campbell started to work for the progenitor of the railway in 1888. A. D. Tolle dated his service from 1894.

W. O. Hinds and J. D. Henry received recognition in the Los Angeles newspapers for a humane act last month. They rescued a dog tied to the rails by his chain on the Redondo line from certain death.

From latest reports Mr. Vignes, for many years Trainmaster on our division, is now at home recuperating from his recent illness. We will all be glad to welcome him back into the P. E. family.

I saw old John Jarvis last week carrying on as usual. Jarvis was formerly connected with the Southern Division and is probably the best humorist and comedian off the stage.

The extra board on the Edendale line is temporarily being worked by the Southern Div.

Terminal Foreman F. L. McCulley reports that on December 26, 1930, there were already one hundred Trainmen asking off for Christmas of 1931.

Bob Lowe paid a visit to the Terminal recently and appeared to be in excellent fettle. "Newspaperman" Walker at the far end of the surface tracks, hearing the familiar voice and language, knew that Bob was here before the latter had left the viaduct.

W. G. "Dad" Griffin, former Gateman at the Sixth and Main Street Station, whom many of the old-timers will recall, has left his chicken ranch at Palmdale and moved to San Diego, his health being such as to make a change advisable. Dad has many friends within the ranks who hope that the change will be a profitable one from his health's standpoint. He is now living at 4322 Wilson Avenue, San Diego, and any of the boys who know him will hasten his recovery by calling on Dad whenever they are in San Diego.



NORTHERN DIVISION POMONA

Walter R. Bloom

Motorman W. E. Smith and family motored to San Diego where they spent several days—going down the coast and home by the inland route. They report a fine trip.

W. W. Montrose has been off duty looking after his orange grove during the recent cold spell.

Conductor Ford Coster has purchased a new Chrysler Coupe.

Motorman A. Roy Butler has been off duty for some time on account of illness. We hope he will be back with us soon.

Motorman F. O. Evans is back on the job after a 16-day vacation spent at home and at the various beaches.

Pomona was well represented at the Rose Tournament at Pasadena on New Year's Day.

Conductor Chas. Kinne and family have returned from a visit with relatives near Phoenix, Arizona. They made the trip in their automobile and report a fine time.

Conductor Frautz of Macy Street has been flagman on the Line car for several days.

Conductor Cecil Hall is back on his run after working on the motor coaches for some time.

Motormen R. B. Hedrick and R. A. Shaw of San Bernardino have been helping out on the Pomona board for some time. Quite a number of the Pomona men have been on vacation.

Motor Coach Operator "Bill" Robitson of San Dimas has been on vacation.



STORES DEPARTMENT

H. Vander Zee

Robert H. McLaughlin, Section Storekeeper, has been confined to the hospital for the past two weeks where he has undergone an operation for ulcers of the stomach. Latest reports are that he is getting along fine and will be back to work in a week or so.

George Hudson, Statement Clerk, has resigned from the service with the intention of returning to Canada, his former home. Orville Strosnider is filling vacancy created by his resignation.

Due to the courtesy of the Dept. Heads, a Xmas party was held by the employees of this department the day before Xmas. A real tree, with plenty of trimmings, and gifts brought by the different members of the Store for each other, made the event a very pleasant one.

Charles Wakefield, Stationer, was confined to his home several days last month with a light attack of the flu. Jim Livermore substituted for Charlie.

Any one doubting this item may verify the fact by investigating census returns:

Pittsburg, Kansas, with a population of 18,052 in 1920 showed a decrease of one person or 18,051 in 1930. This condition is no doubt caused by the migration of Orville Strosnider to Los Angeles during this period, Pittsburg being his former home.

Mr. Fenimore's letter of Dec. 20th requesting the District Storekeepers to send in any items of news they may have was very much appreciated. Still up to date the results are very ungratifying as I haven't heard from any one of you so far. However, the time between when the letter was written and the time news is due in the editor's office uptown was very short, so will look for better results next month. Let's hear from each of one when you have something.

The following persons made out of town trips over the holidays. Mr. Jackson, Big Creek; Edward Rand, San Luis Obispo; J. H. Phillips, San Diego.

James Shafer, Asst. Stationer, is still among the sick and absent. The infection of his hand was more serious than first thought and it was necessary for Mr. Shafer to spend several days in the hospital where it could be more closely watched. Cannot say when he will return for duty, but hope it will be soon.

George Quesenbery, Section Storekeeper, spent his vacation visiting relatives in Reno, Nevada. This was quite an important event in George's life as it was the most distant point he has ever visited away from Los Angeles.



MACY ST. TERMINAL

D. B. Van Fleet

Conductor R. H. Frantz, Macy Street, has been helping out at the Pomona Terminal during a temporary shortage of men.

We are glad to welcome former May Conductor L. E. Segar back to the Terminal again.

he having bumped from the Pasadena Terminal to run 144, South Pasadena "owl."

As usual during the Christmas season the heavy holiday mail called for extra service being authorized. This past season two extra mail crews were furnished by Macy Street, one being Conductor H. F. Tieman and Motorman Clyde Moore, while the other was Conductor E. O. Holt and Motorman C. E. Young. If you wish information from either concerning this season's mail and expect a civil answer, by no means approach them with "Was the mail light this year?"

With the very prominent indicator that hovered overhead mornings in late December, in the form of a heavy and black pall, it is not necessary to mention that there was considerable smudging being done in the citrus belt. Crews operating through the district reported it was nearly impossible to see through the smoke except for short distances. One motorman stated that he could barely see the rear step of the head car of his train when stopped. Others reported that headlights penetrated for only a very few feet, being much worse than fog. However, during the cold spell considerable smudge oil was handled by our freight crews which in a way compensated for the disagreeable condition faced by others.

The putting in effect of the new Sierra Madre time table on the first of the year marked the passing of the early paper train on that line as well as the establishment of another foreign run out of Sierra Madre.

The regular monthly Northern Division Trainmen's meeting was held in the Macy Club Rooms on the evening of December 30th. A fair sized crowd, considering the time of the year, was present. After the interesting business session a light lunch was served to the group.

We have heard of the exploits of many crack game crashers, but Conductor O. C. Dorsey, Macy Street, gained entrance to the recent Southern California-Notre Dame football game in such a clever manner that even the well known "One-eye" Connelly would be envious if he knew of it.

Mr. Dorsey, who was numbered among the great army of unfortunates who failed to obtain tickets to "the" game, undauntedly proceeded to the Coliseum. Curiously, he joined a group of young men just outside and soon discovered that they were prospective peanut vendors preparing to advance on the inner patronage with their wares. Boldly Mr. Dorsey applied for a job and mysteriously was accepted. After purchasing a white coat and a stock of peanuts and obtaining a special badge he was permitted to enter the huge bowl. During the afternoon, according to Mr. Dorsey, he saw some poor football on exhibition but also many thrilling demonstrations of keen football ability. However, he didn't let his enthusiasm carry him too far for on checking up on his afternoon's work (?) he found that he was out only 25 cents for his day's experience. He still has his white coat but refuses to divulge where he got the "pull."



**NORTHERN DIVISION
Eastern Lines
Ruth Thompson**

Motorman Miller has been going around looking awfully blue lately and we just found out that the reason is that somebody told him there isn't any Santa Claus. Why don't people mind their own business? They've little to do, ruining such beautiful trust.

We understand that Conductor B. G. Jones received a note from Santa the other day, asking him to please hang up a sock this year that wouldn't take so long to fill. He complained that he had to go back and get another load last year after visiting the Jones house and barely had enough time left to make his rounds.

Conductor Myers' son got some games for Xmas but hasn't had much chance at them yet. He is hoping his father will get tired of them pretty soon before they are worn out.

Ticket Agent Knight of Riverside is vaca-

tioning at the present time and Relief Agent Al. Hough is on duty in his place.

Motorman W. W. Cooper and Brakeman S. W. Riddell are also on vacation at present.

Conductor L. B. Lord has been ill for several days but is on the road to recovery.

Conductor Livingston, who has been living in Beaumont for the past two years on account of his health, has been in a sanitarium at Beaumont for four months. As he didn't seem to make the hoped-for improvement, has returned to his home. Will be glad to see any of his friends.



**ACCOUNTING DEPT.
George Perry**

Well, here we are in 1931, a brand new year full of opportunity, etc., etc., but the thing at hand in this Department is to bring to a close the 1930 business and the rendition of the annual reports, towards which goal we are all bending our every effort. Of course this occurs at the close of each year, but we will have a happy sigh when it is all over.

Looking back over the month of December we find it replete with news (which is more than can be said of some other months we recall).

T. W. Fleshner, Asst. to the Auditor, returned from a vacation in Florida. Another employee vacationing in Florida is Godfrey King, who was accompanied on the trip by his brother. R. T. Knowlton, Head Clerk, Frt. & Passgr. Accts. Bureau, remained at home for a quiet and restful vacation, as did "Ben" Butler, "Mike" Levin, "Phil" Still, Grace Reed, Ethel Chandler, Jean Ashby, Dorothy McCoy, Odessa Baker and Miss Templeton. Head Clerk Conductors Accts. Bureau, Mildred Edwards visited relatives in Baldwin Park. When Carol Bone left for his vacation he carried with him a handful of passes and rate orders covering the points of interest in Southern Calif. Marjorie Stringfellow is traveling up the coast, stopping in Seattle and Vancouver. She has written often, describing her trip and the enjoyable time she is having. With this last entry we close the vacations for 1930.

It is rumored that George Watson started the new year right by stepping on the starter of a new Ford coupe, which he just purchased. He'll be stepping on the gas from now on.

An unfortunate accident happened to File Clerk Edward Brady, who was taken sick while attending church Xmas Eve. Thanking he would feel better out in the air, he left the church and when he descended the stone steps he collapsed, striking his head on the steps. He was taken to the Pasadena Hospital and later removed to the California Lutheran Hospital, where under the care of Dr. Weber, he is progressing nicely.

To our friend, Edward Uecker, we extend our heartfelt sympathy for the loss sustained by the death of his father.

Also to the family of E. L. Williamson, Record Room Clerk, who passed away on Christmas morning, we express our deepest regrets in their sorrow.

The Christmas season was filled with much excitement, there being no less than three parties; one in the Stenographic Bureau, one in Conductors Accts. Bureau and one in the Freight and Passenger Accts. Bureau. In the Stenographic Bureau (which combined with the Calculating Bureau for the occasion) the usual tree and grab-bag presents were in evidence, but the joy of Christmas was in the heart of each of these girls for they all brought groceries and money, which supplied two needy families with a Christmas dinner. The real spirit, say we!

In the Conductors Accts. Bureau, Daddy Briggs officiated at the annual party, distributing gifts and his cheery philosophy to all present. Carols were sung and everyone had a good time.

The Freight and Passenger Accts. Bureau

had a lovely tree and presents for all. Santa Claus must have known everyone's wish for each received a gift in the miniature, especially suitable.

A choir was organized by George Chrystal, which surpassed anything we have had at any previous Christmas and we wish to congratulate them on their excellent singing. The following clerks were in the groups—Florence Sanders, Anna Smith, Charles English, William Reed, Joe Lortie and Clayton Scholl.

We have seen this coming for quite a while and we have heard so much about "Forrest" that it seems we know him personally. Anyway, Erdie Lemon does, for she announces her engagement to Forrest Farmer of Whittier and do you know she brought his picture down to work just to make the other girls jealous. We all join in wishing Erdie much happiness.

Our advice to Martha Brucher is that the next time she goes bicycle riding she should wear a headgear and walk.

Playing Santa Claus to Santa Claus was the role of the clerks in this Dept. when they presented Daddy Briggs with a Christmas present of cash and a merchandise order. P.S.—Christmas day is Daddy's birthday.

Nina Jordan, Nelda Coy and Lucia Wagoner, they are three very happy young ladies, for each wears a beautiful engagement ring and it looks as though Dan Cupid will have a big year in 1931.

We list here a few choice hand-picked, especially selected "Remarks" which may be heard any time you happen to be strolling through the Conductors Accts. Bureau:

Oh, m' Lord!
It's a good job I did this, etc.
That's keen!
Are you up to date? Can you spare a checker?

Great expectations were had upon election of representative to the Club executive committee for the present year—to date these have not been fulfilled and we are wondering what has happened.

Evidently present club representative has not fully appreciated the signal hour that has been thrust upon him—where is the action that was promised us in campaign speeches? No dances! No parties! No nothing—How about it?



**MECHANICAL DEPT.
Carleton B. Bell**

The Grim Reaper has stayed a bit closer to us during the last month than usual. On the early morning of Dec. 13 Harold H. Webb passed away suddenly at his home in Lawndale and was buried on the following Tuesday. He had been an employee of this Company since 1922 and was well known to many for his work in the interest of good boxing bouts at the Annual Picnic and similar events.

On the morning of Dec. 16 Mrs. Leonard, wife of John P. Leonard, Machinist in the Plating Room, died after a long illness.

The many, many friends on the P. E. of Dave Gribben were shocked when they heard of his death Dec. 4. Dave's illness was of very short duration. The ball players with whom Dave had played so long all laid off and went to the funeral in a body. Our friends in San Bernardino will remember Dave as the boy who pitched for the Torrance team in that not-to-be-forgotten game two years ago at that point.

The sympathies of the many friends of these folks are extended to their loved ones who were left behind.

Severe colds seem to have been more than commonly prevalent during the past month. Shop Supt. Ed. Straub was kept away from work quite a time by an exceptionally bad case. Al Penwell, Genl. Foreman, also had a bad cold so that his usual melodious voice was unrecognizable. Bill Husbands and Yours Truly were among the "also rans". Probably a lot of other noses should be mentioned but I was too busy with mine to notice them.

You just cannot keep this Pacific Electric family back with hard times or any other

ordinary obstacle. The latest additions are a 7½-lb. baby boy born to the wife of Theodore Richter on December 15 and an 8¼-lb. baby boy born to the wife of Konrad "Anaheim" Offinger. (Macy St. and Rod & Gun Club please bulletin item re Anaheim.)

Howard R. Clark brings to the P. E. family his brand new wife, formerly Miss Marjorie Sloan of Los Angeles. They were married December 12 in Los Angeles and are now living in the new Villa Sondora Court in Torrance. The boys in the shops presented the new couple with a beautiful silver electric coffee percolator set.

All these additions to the Family are most appropriate and most welcome and such news will be given a glad welcome by the writer at any time. Please tell us about such fine things.

By the time this is in your hands the Torrance Shops' first Safety Committee will have passed into history, and that is no idle remark either. That Committee, composed of Chairman Floyd Shultz, Phillip H. Osborne, Wm. Blackmur, Don Towler, Charles Hall, Eldon E. Gilliam, and G. A. Stevens, worked hard and the steadily decreasing number of personal injuries indicates the efficiency of their work. A new Committee, composed of Floyd Shultz, re-appointed chairman, and Roy Brucker, Edward P. Albachten, Roy J. Colburn, Charles A. Bragunier, James O'Connor, Ed. J. Badgley and Wm. J. Brown, is now on the job. Give them your support, their work is for your benefit and protection.

Wm. Henry Payne is on his annual vacation trip to Chicago and its great book stores. Due to his financial depression he says he is planning to eat at the Rescue Missions while in Chicago and if possible to get one meal at Al Capone's and send me a wish bone from that place for a souvenir.

There were two broken hearts in the office the last month—Arreen's immediately after U.S.C.'s beating at the hands of Notre Dame, and Johnson's right after the same kind of a beating meted out to Redondo Hi by the Long Beach team. Don't try to comfort them for they will only think you are trying to kid them.

The first of the new cars for service in San Bernardino have arrived and Harry Clark and his Wiremen and Pipemen are busy getting them ready for service.



7th ST. WAREHOUSE

Daniel Sanchez

Carroll C. Brown, Chief Night Clerk, is back on the job after a very nice vacation well spent in Denver, Colorado.

Ralph Malone, Night Bill Clerk, is the proud father of a baby girl. That makes it both girls. Congratulations, Ralph!

Charles F. Coulam, who was with us in the Cashier's department, and Mrs. Odette Coulam, who was the Demurrage Clerk, are the parents of a baby girl. Although they are not with us now we wish to extend congratulations. We would also appreciate a visit from both the parents and the little lady.

We were under the impression that old Santa Claus would surely bring us the much needed clock, but he passed us by again. We'll live in hopes.

Isidro Tellechea, Checker, John Hamilton, Car Sealer, and our old friend Andy Moreno, now acting as Car Clerk at State Street, spent their vacations at home.

Thad Phelps, one of our retired men from this department, paid us a visit last month and we want him to know that we were very happy to see him. We would also appreciate a visit from John Zimmer, John Stanton, Ed Walker, Sam Bradford and Ed Elmore, and any other of our friends who can find time to call upon us. To all of our friends we wish to extend wishes for a Very Happy and Prosperous New Year.

Margaret Lloyd, our Telephone Operator, is

all smiles since the New Year's football game at Pasadena. Needless to say, Miss Lloyd is from Alabama.



ENGINEERING DEPT.

Margaret Maitland

We are sorry to learn that John Nixon has been absent for some time on account of illness.

Looks like old times to see Bob Humphreys back at the old desk.

The automobile agencies are kept busy these days trying to sell Fred Spencer a new car, although some people are willing to bet on what make it will be.

Fred Bixenstein, his mother, and friends spent the Christmas holiday at his cabin at Valyermo. The thermometer was about 8 above zero, but no snow.

Harold Smith has just returned from a vacation, part of which was spent at Yuma, El Centro and the mines at Tomco.

Our sincere sympathy is extended to S. R. McNeil in the loss of his mother.

Al Smith returned from a vacation in Nogales; had to come home to get warm.

Lee Cash has just returned from a week's vacation spent traveling hither and yon, the most distant point reached, I believe, was Watts.

Well, since the New Year's game the U.S.C. fans around the office feel a little better, vengeance is sweet. But wouldn't it have been wonderful if only it had been Notre Dame instead of Washington?

FREIGHT DEPARTMENT SOUTHERN DIVISION

By P. G. Winters

To start the New Year out right the writer wishes all the boys on the Southern Division Freight a Happy and Prosperous New Year.

It has come to our attention that we not only have some good men in their line of work, but some of these men also have a side issue or hobby. One man in particular, "Doc" Chambers, Engineer at El Segundo, has a hobby and that's about medicine. He can recommend a sure cure for most anything. If you don't believe this, ask Bill Allee.

Amos Tang, Yardmaster, is the proud parent of a nice 8-lb. baby girl. Tang says the mother and daughter are doing fine.

The restaurant across from 8th Street Yard office was held up recently and to top it all off our old friend, Tom Haymond, was talking to one of the robbers in an auto at the time the job was being pulled. Well, it was lucky for this man he didn't know Haymond's ability as a marksman. Now the writer happens to know about Tom's shooting ability, which isn't to be sneezed at. After the hold-up, Tom went into the yard office to call his crew and found all but one and after some looking around found "Smoky" Johnson, the missing one, hiding behind the lockers. After some persuasion and assuring "Smoky" that the robbers had left, he came out.

A. D. Tolle, or "Daddy" Tolle as he was called by the boys, passed away recently. He will surely be missed by every one who knew him. He was the oldest Motorman in service, having entered 5-1-94.

Two trucks had a near collision recently at a cross road; the drivers had some words, but after finding no damage had been done, called it off and shook hands. One driver said to the other, "Where are you bound for?" to which the other driver replied: "San Pedro with a load of P. E. Switchmen. (Brands) Joe Stevens, Ray Rothrock, Bill Spann, "Bogus" Joe Bush and Sam Rigby. The first driver then said he also had a load of the same brand headed for Fullerton. (Brands) Conductor Weston, Harvey Land,

"Swede" Jensen and Mr. Crawford, and Freeman.

George Terry laid off work recently on account of aching feet, at least that is what he reported. But on returning to work we found out he had had his tonsils removed.

"Ham Gravey" Brown is sure some performer when it comes to tumbling stunts, while riding the 1955 caboose with the assistance of "Fat" Combs and "Sheik" Grider.

After the shooting up of the Graham Yard office it has been noticed that our Trainmaster, Jim Blake, will not be left alone in the Yard office. It has been said that Jim surely was glad to take his vacation when it was offered to him. It has been suggested to the Safety Committee that they recommend the Company appoint "Fat" McCarty and Geo. Copp as Jim's bodyguards. Total poundage—600 pounds.



OCEAN PARK CAR- HOUSE

E. M. Daniels

The ball club is holding second place in the valley league. Tom Boswell hopes to replace Hill Street Terminal ball club for first place. The game is always a good one.

A. W. Day, Terminal Foreman, is enjoying a month's vacation. Other vacationists are: J. A. Danaid, H. Ryssen, and G. A. Stewart.

Christmas Day was enjoyed by the Trainmen's families. Everyone is happy now.

L. E. Pearson and wife are sporting a nifty '31 Chevrolet sport coupe. Some Christmas present!

T. J. Caldwell, Motorman, has made an invention which all Motormen around the car-house are glad to have. It is a plier to take out fuses. This is quite a safety device and all Motormen should have one.

Sid Torgan and wife entertained friends from Salt Lake City over the holiday. Mr. and Mrs. Taylor were present at the dance.

The Ocean Park Trainmen's ball club benefit dance turned out to be a great success, financially as well as socially. A good time was had by everyone there. This should be a regular affair. Another dance will be held in February, so watch closely for the date.



NORTHERN DIVISION PASADENA

Edmond C. Fox

The last assignment of runs brings forth innumerable changes on our Oak Knoll and Short Lines. J. Borger surrenders a daylight and bids in No. 29. R. N. Hosford also changes from a daylight to a night run. J. G. Sprowl and G. E. Whitehurst have bid in runs No. 25 and No. 26 after many years in local service. L. Keppy also leaves a local run and bids in No. 28 on the Oak Knoll. Motorman J. A. Johnson, who has held the Altadena Motor Coach run for several months, bids in a night run on the Oak Knoll.

It is worth recalling that the Dinner Dance given at the P. E. Club for our Pasadena members and friends proved a huge success. Very creditable were the efforts of Raymond Powell, our Club representative. Our appreciation no doubt was apparent by a banner attendance.

A daughter weighing nine and a half pounds arrived at the home of Mr. and Mrs. J. McCracken, December 21. Mother and babe are doing fine. Congratulations to the happy couple.

A right to be proud. John Stoddard, known as Scotty, is rejoicing over the arrival of a grandchild presented by his daughter, Mrs. Robert Douglas Cole.

Congratulations are due Mr. and Mrs. H. H. Slocum upon the arrival of a fine bouncing boy December 30. Donald is his name and he tipped the scales at five and a half pounds.

**MECHANICAL DEPT.
SAN PEDRO**

By W. H. Lowry

T. R. Trujillo is spending his vacation in Sonora, Mexico.

F. L. Ornelos has just returned from a pleasant visit spent in El Paso, Texas, and Juarez, Mexico.

Ray Jones has returned from a visit with his parents in Evansville, Indiana. We know it was cold there, but we also know the state just across the river and it seems as if a fellow could have kept warm if he'd wanted to.

A few of the boys are already planning gardens for the new year. It is reported that Jim Boswell has it doped out to raise local chewing tobacco for Jimmie Mullins. It's cheaper than transporting it from Kentucky in a suit case and getting it mixed up with a jar of blackberry jam.

Fred Allen has gone to Grand Rapids, Michigan, to visit his children. All the men who know Fred and work with him hope that his visit will be pleasant and that he will return improved in health.

WITH AGENTS IN DECEMBER

By W. C. Hall

The Agents' Association meeting was held December 13 at 7:45 p.m. in the Pacific Electric Club Ballroom. Ernie Donaldson, President, was in charge; John Winterburg of Bellflower, Secretary.

The following gentlemen made speeches concerning their various stations and classes of work: F. B. Speelman, Agent, Artesia; J. B. Black, Agent, Orange; W. R. Osborne, Agent, Huntington Beach; H. K. Moss, Agent, Redondo Beach; A. G. Matthews, Agent, West Alhambra; D. W. Layne, General Agent, Long Beach Harbor; J. M. McQuigg, General Agent, San Pedro and Los Angeles Harbor; H. H. Williams, General Agent, Santa Monica Bay District.

C. O. Stephens, Freight Agent, P. E., at San Bernardino, brought up Agents' annual outing. Suggested going to P. E. Camp in winter time.

Election of officers for next year took place. Clyde Whiteley of Upland is the new President; H. K. Moss, Agent, Redondo Beach, was elected Vice President, and Agent Jenkins of Glendora was made Secretary and Treasurer.

Meeting adjourned to club cafeteria for refreshments at 9:15 p.m.

Relief Agent Stockberger relieved Mr. Gilmore of the P.M.T. Co. at Pomona for six days the latter part of last month. Gilmore and family spent the time visiting in Southern California. Gilmore states that the P.M.T. Co. business is looking up in Pomona.

Some Agents can do many things, but here's one you'll have to equal, said Agent of Bellflower, John Winterburg. Besides being Secretary of our Agents' Association last year and runner-up for President this year, has seen fit to become a Director of the Chamber of Commerce at Bellflower in less than six months' time since taking up station work. Besides that, John sings basso in the P. E. Club chorus directed by Miss Booth.

Henry Packard, Assistant Trainmaster, Southern Division, sent Dave Cowan, former Agent at Gardena, \$5 through the Agents' Association fund. By the way, boys, Dave Cowan's address at Tucson, Arizona, is 1002 Mile Street. Might drop him a card of New Year greetings.

Such lucky Agents! Mr. "Andy" Dorrell, Freight Agent at Santa Monica, and Mrs. Dorrell spent their vacation literally flying. Took the S. P. to Brownsville, Texas, from there on the Pan American Air Lines' big tri-motored plane to Mexico City—a four-hour trip by air, via Tampico, Mexico. "Andy's" son is Chief Pilot on one of the big air liners operating between Vera Cruz, Mexico, and San Salvador, Central America, and has been for several years. Dorrell and wife visited at



A friend in need is one who has been playing the stock market.—Ohio State Journal.

To him that talks, and talks and talks,
This motto should appeal:
The steam that toots the whistle
Has never turned a wheel.

She: "And why is my sweetest and dearest one wearing his darling plus fours so low?"

He: "The dear little buttons are all off, my own little pet."

"No, I can't give you an appointment this afternoon; I have eighteen cavities to fill," said the dentist as he turned from the telephone and picked up his golf clubs.

A Samsonette

Boss: "Rufus, did you go to your lodge meeting last night?"

Rufus: "No, suh. We dun have to postpone it."

Boss: "How was that?"

Rufus: "De Grand - All Powerful - Invincible - Most - Supreme - Unconquerable Potentate dun got beat up by his wife."

Polite Little Person—"I'm afraid you're in the wrong seat, sir."

Burly Individual (reassuringly)—
"You've got nothing to be afraid of, mister, so long as you don't try to move me."

various points in Mexico, including a trip to Vera Cruz by Mexico National Railway.

Agent M. E. Gilbert of El Monte reports having 186 carloads of perishable freight out of his station in November this year, an increase of nearly three times over last year's business for same month.

A. E. Stemple, Agent at Fontana, is on vacation visiting his mother and sister in Ontario. George Winslow is acting as Relief Agent.

Don't overlook P. E. winter camp for your vacation or week-ends.

If you have any news about your station and town, let us have it.

See everyone at the next Agents' Association meeting in January to be held on the 10th, at 7:45 p.m. in the P. E. Club Ballroom.

Sorry, gentlemen, but when figures were compiled after last meeting, 'tis said that Southern Division will be guests of honor at the banquet usually given to the Northern. Congratulations, South, you have worked long and earnestly for it and you deserve it. Only one thing further—they say figures don't lie; but do you know the rest? John Winterburg was Secretary last year—a Southern Division man. Now North ought to win next year, we have Agent Jenkins of Monrovia as Secretary.

L. M. Duke, Relief Agent, is now serving at Artesia, relieving F. B. Speelman, who is vacationing in Florida.

Obeying Orders

"Daughter, did I not see you sitting on a 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."

At any rate, it cannot be denied that Prohibition is as great a success as the Ten Commandments.

She: "I wonder if you remember me? Years ago you asked me to marry you."

Absent-minded Professor: "Ah, yes; and did you?"

Nothing Like Care

"Keep away from that there loud-speaker thing, Alfie," said grandma, sternly, "that fellow what's speaking has got a nasty cough."

Mrs. Wallace: "Nora, was the butcher impudent again when you telephoned your order this morning?"

Nora: "Sure, but Oi fixed him this toime. Oi says, 'Who the hell do yes t'ink yer talking to? This is Mrs. Wallace.'"

Beneficial Result

"How long have they been married?" "About four years." "Did she make him a good wife?" "No, but she made him an awfully good husband!"

"Why don't you fight against your longing for drink? When you are tempted, think of your wife at home."

"Madam, when the thirst is upon me I am absolutely devoid of fear."

The very small car is in our midst so read this one:

Prospective Buyer of a Very Small Motor Car—"Er—how does one get in?"

Salesman—"You don't get into it, sir, you put it on."

Clara—"You may not believe it, but I said 'No' to seven different men during the summer."

Maude—"Oh, I don't doubt it. What were they selling?"

Agreeable

A fat woman elbowed her way through the crowd, jabbing first one person and then another. Finally she gave one nearby man an unusually hard thump and asked, "I say, does it make any difference which car I take to Greenwood Cemetery?"

"Not to me, madam," he replied.

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

A Boarder's Revenge

"Oh, Mr. Jones," cried the landlady, in a flutter. "I've seen a large rat in the pantry—what shall I do?"
 The boarder looked up from his paper. "Shut the door," he returned, "and let it starve to death!"

Clerk: "I can't help being sleepy in the office. My baby is teething and cries every five minutes of the night and wakes me up."
 Boss: "If that's so, you had better bring him to the office."

Jimmy: "My mother has an electric washing machine."
 Johnny: "Gee! Will she use it on you?"

Mrs. Bindler—"Is there any difference, Thomas, do you know, between a fort and a fortress?"

Mr. Bindler—"I should imagine a fortress, my dear, would be more difficult to silence."

"Lady, if you will give us a nickel my little brother'll imitate a hen."

"What will he do?" asked the lady, "cackle like a hen?"

"Naw," replied the boy in disgust. "He wouldn't do a cheap imitation like that—he'll eat a worm."

Sympathy is what one woman offers another in exchange for the details.

"Was it much of a necking party?"
 "Was it? Well, before the dance the hostess announced, 'Everyone chews his pardner.'"

"Columbus was some prophet."
 "Why?"

"When he discovered America he shouted, 'I see dry land.'"

Or, Yes Indeed!

Housewife—Would you like some cake?

Tramp—Yes.

Housewife—Yes, what?

Tramp—Yes, dear.

Partial List of Claims Paid to Pacific Electric Ry. Employees During December, 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
Andrus, Wm. W.,	Sore throat	\$ 42.00	Frye, Walter B.,	Sprain	68.00	Michaels, Claude H.,	Broken arm	120.00
Ball, Bert R.,	Appendicitis	92.00	Du Pray, Leland S.,	Fracture	240.00	Mill, Richard C.,	Cough	10.00
Betterworth, Roy H.,	Cold	13.33	Gilliland, Homer E.,	Cuts	56.00	Mills, Carrie W.,	Fractured foot	134.00
Brinkmann, Clyde,	Sprained foot	22.00	Hale, Fred W.,	Influenza	18.00	Monroe, Walter C.,	Colitis	133.33
Burt, Jas. H.,	Lumbago	30.00	Hardesty, Ralph B.,	Sprained knee	181.33	Ogden, Carl B.,	La Grippe	16.00
Batten, Marshall S.,	Cold	20.00	Hendricks, Merald P.,	Cold	40.00	Ortiz, Henry, La	Grippe	30.00
Brown, Harold L.,	Influenza	18.00	Holyoke, Thomas C.,	Stomach ulcer	176.00	Smith, Wm. F.,	Cholecystitis	86.66
Churchill, John,	Cold	24.00	Kress, Wm. R.,	Influenza	53.33	Snyder, Harry F.,	Boil	16.00
Clark, Herbert,	Colitis	64.00	Le Gette, E. R.,	Cold	10.00	Speir, Wm. J.,	Influenza	250.00
Darnell, Lawrence,	Cold	16.00	Mashburn, Luie F.,	Gastric ulcer	60.00	Straub, Edw. O.,	La Grippe	76.66
Dispennett, Steward,	La Grippe	14.00	McGilvery, Jas. A.,	La Grippe	20.00	Tindall, Geo. M.,	Carbuncle	26.00
Erickson, Edw. G.,	Sprained back	46.00	Meyers, Arnold J.,	Biliousness	10.00	Weimer, Frank S.,	Influenza	80.00

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

Pacific Electric Employees

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



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

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 WEstmore 2233

1244 E. EIGHTH STREET
 TRinity 6565

1930 NO. BROADWAY
 CAPitol 5854

Long Beach Hollywood Santa Monica Huntington Park Inglewood Alhambra
 220 East Anaheim St. 6523 Sta. Monica Blvd. 1529 Wilshire Blvd. 7140 Pacific Blvd. 664 S. Market St. 3rd and Main Sts.

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

Great Resources Behind Us

The following facts reveal the Safety and High Yield of our Investment Certificates:

\$2,258,425.00 has been loaned, principally on Homes secured by First Deeds of Trust, upon which loan is reduced monthly.

\$126,571.85 paid in Guarantee Capital Stock Surplus and Reserve as an additional safeguard which cannot be impaired or withdrawn, is a further protection to our Investment Certificates.

Approximately \$371,000.00 in interest and dividends has been paid to our members and investors during our fifty months of operation.

Funds placed in any of our five (5) plans during the first ten days of January will receive interest from January First.

Come in and let's get acquainted.

Resources November 30, 1930, \$2,516,365.11.

THE RAILWAY MUTUAL BUILDING AND LOAN ASSOCIATION

Suite 217, Pacific Electric Bldg., Los Angeles
Phone TRinity 8075

Happy New Year and Thank You!

In extending our sincere good wishes for a Happy New Year to Pacific Electric employees we would be ungrateful indeed if we did not also say "Thank You" for the liberal patronage during the year just ended.

Despite a slowing up of business generally our books show that with Pacific Electric employees we actually enjoyed an increase. We sold more watches to employees and their families than during any of the many previous years we have served you.

We believe this evident confidence in us may be traced to honest values and prices plus service.

We repeat—Happy New Year and Thank You!

V. A. Corrigan Company

Official P. E. Watch Inspector for Nine Years

J. E. Adams, President

631 South Main Street

VAndike 9387

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