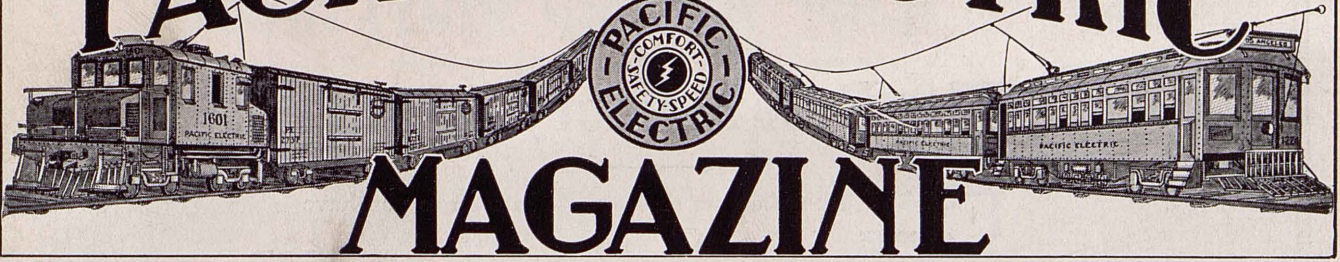


PACIFIC ELECTRIC



MAGAZINE

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No. 4 & 5



Forecast of Joys Soon to be at P. E. Camp.

The Best Memory System

FORGET each kindness that you do as soon as you have done it;

Forget the praise that falls to you the moment you have won it;

Forget the slander that you hear before you can repeat it;

Forget each slight, each spite, each sneer, wherever you may meet it.

Remember every kindness done to you whate'er its measure;

Remember praise by others won and pass it on with pleasure;

Remember every promise made and keep it to the letter;

Remember those who lend you aid and be a grateful debtor.

Remember all the happiness that comes your way in living;

Forget each worry and distress, be hopeful and forgiving;

Remember good, remember truth, remember heaven's above you,

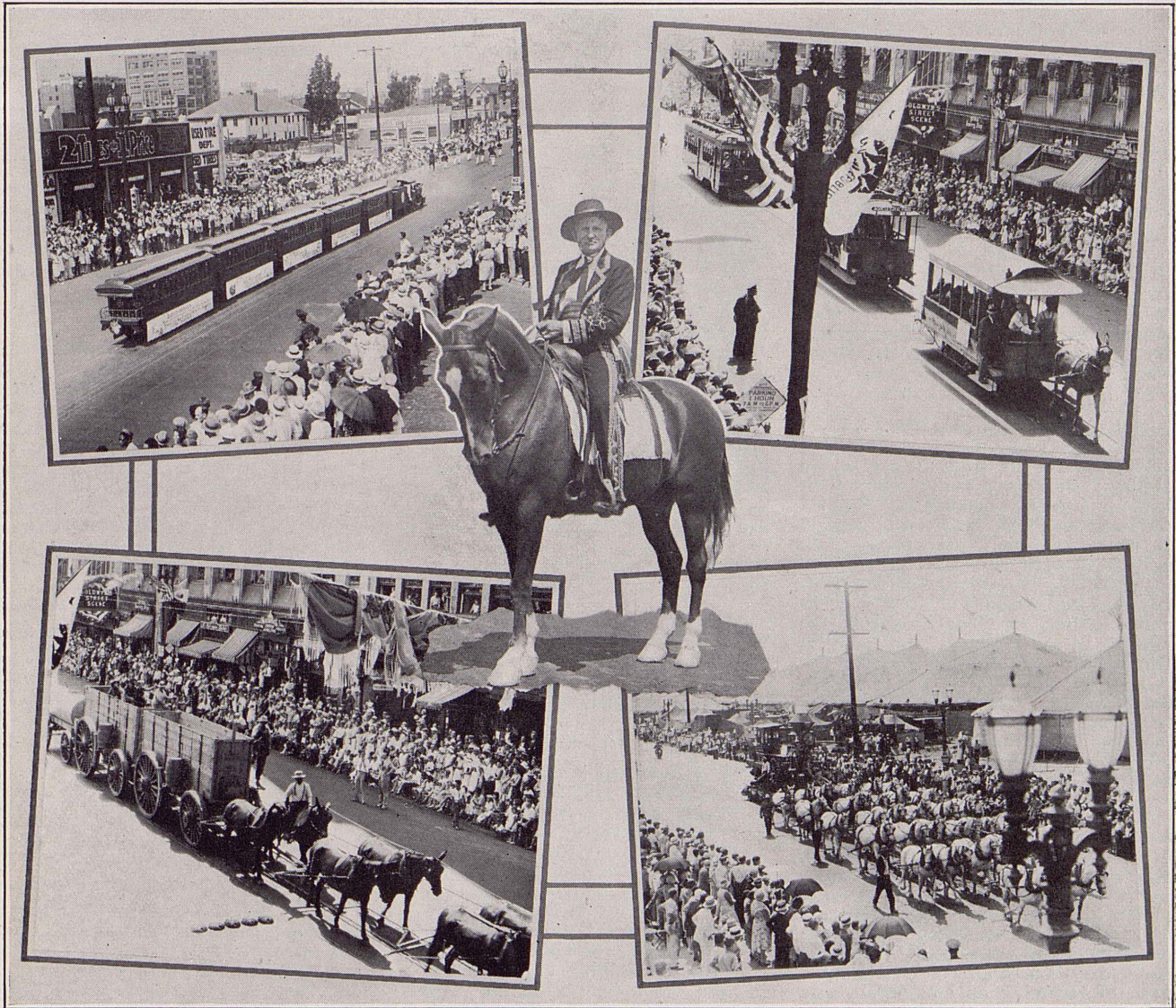
And you will find, through age and youth, that many hearts will love you.

—Union Oil Bulletin.

Table of Contents

<i>Transportation History Told in Pageant</i>	3
<i>Hollywood to Harbor Service</i>	4
<i>Officials Attend Electric Railway Convention</i>	5
<i>Low Winter Rates at P. E. Camp</i>	6
<i>Captains Appointed to Aid Community Chest Work</i>	7
<i>New Club President</i>	8
<i>Company Aids Civic Center Plans of Beverly Hills, by W. Z. Shaw</i>	9
<i>Public Appreciation Expressed</i>	10
<i>7th School Term Under Way</i>	11
<i>Agents' Page</i>	12
<i>Sports</i>	13
<i>Editorial</i>	14
<i>Motor Transit Topics</i>	15
<i>Bulletin of Club Events</i>	17
<i>News of the P. E. Family</i>	18
<i>Jokes</i>	21

TRANSPORTATION HISTORY TOLD IN PAGEANT



Scenes from Transportation Parade staged last month during La Fiesta celebration. The entire state was combed for historic relics to properly record the sequence of transportation development. Senor Pontius, Grand Marshall, is seen mounted upon a beautiful steed.

TRANSPORTATION from the days when the papoose was carried in the pouch to the present era of the airplane gives a good conception of the extremes displayed in the "Epic of Transportation Parade," staged on Saturday, September 5th during the La Fiesta celebration. Promoted under the direction of Mr. Pontius as Grand Marshall this event was hailed by press and public as one of the most colorful events and spectacular successes of the 11-day celebration in memory of Los Angeles' 150th birthday.

It is no exaggeration to state that every vehicle which has served mankind during the past century and a half and its successor in the march of progress was exhibited. While airplanes lolled overhead, Indian drags, ox drawn log wagons, pony express, covered wagon of the plains, early stage coaches, "hay-burner" locomo-

otive, horse-drawn street cars creaked and groaned as they rolled over the highway of a new civilization. The pictures painted by these old relics of the past were made all the more realistic with those in charge being dressed in the garb, color and fashion of the days they portrayed.

Making one realize that perhaps the "good old days" were not so good after all, the present day vehicles of transportation offered about the limit of extreme contrasts. The little hay-burner locomotive and the Santa Fe's replica of a present day de luxe pas-

senger train; the tally-ho of the gay nineties versus the modern motor coach; the horse-car and today's electric car; the "horseless carriage" and the modern automobile—all would scorn relationship. That life today yields much in pleasure, comfort and luxury which was denied our forefathers are facts this two mile pageant must have impressed upon all of the 500,000 persons estimated to have viewed it along its march up Broadway.

Commenting upon the parade writer Harry Carr of the Los Angeles Times thus complimented Mr. Pontius and his staff of Committeemen: "I'll bet last Saturday's parade was the best outdoor show ever given in America. It had ingenuity, charm and interest. Whoever was responsible for its promotion is a master showman."

The entire La Fiesta program proved financially successful, a surplus of

about \$25,000 resulting. Of far more importance was the fact that close to \$475,000. was expended for labor, decorations, supplies, etc. and wended its way throughout our entire fabric to the benefit, directly or indirectly, of every Southern California resident.

The complete roster of the parade committee are named below, all of whom actively and effectively aided in the promotion of the parade:

C. L. McFaul, Southern Pacific Co.; Geo. R. Bierman, Union Pacific Railroad; R. B. Robertson, Union Pacific Railroad; O. A. Smith, Pacific Electric Ry.; James B. Duffy, Santa Fe Railroad; F. M. Leake, Railway Express Agency; F. Van Vranken, L. A. Motor Coach Co.; Ed. H. Sharpe, Asst. to Grand Marshall; S. P. Trood, Los Angeles Steamship Co.; H. W. Beck, Western Air Express; Phil Harris, Los Angeles Railway; F. B. Howell, Motor Transit Co.; Burt Roberts, Motor Car Dealers' Assn.

OBEDIENT SCHOOL ZONE LAWS

So distressingly frequent are school children the victims in losing their lives and being maimed for life in traffic accidents that a word of caution is again in order, particularly with schools in session. School zone warnings should impress our minds with the need and wisdom of greatly slackening speeds, as these little folk are unable to comprehend the dangers which lurk upon the highway.

The Safety Conference of the California State Chamber of Commerce broadcast recently quoted the following laws concerning safety regulations for school children:

Restriction as to Speed

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

Overtaking and Passing School Bus

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

Versatile!

Reading over the replies to his advertisement for an organist, the clergyman came across this:

"Dear Sir: Noticing you have a vacancy for an organist and choirmaster, either lady or gentleman, having been both for several years, I beg to apply for the position."

Motorist's wife: "What lovely, fleecy clouds. I'd just love to be up there sitting on one of them."

Motorist: "All right. You drive the car."

Hollywood to Harbor Service

San Pedro - Docks - Long Beach to Hollywood Motor Coach Lines Begin Service Nov. 1st

ESTABLISHING motor coach service between Hollywood and San Pedro, Long Beach and steamer docks at the Los Angeles Harbor, the L. A. Motor Coach Company will begin service over the newly authorized lines on Sunday, November 1. A boon to Hollywood, the western and southerly section of Los Angeles, communities en route, also to the beach cities and sea-going and arriving passengers at the L. A. Harbor, the line is the most important link added to Southern California's travel facilities in several years.

Under the proposed plan of operation the line en route to Long Beach will diverge, one wing being routed via Western Avenue and serving Torrance, while the other takes the direct course via South Main Street after reaching it via a course over Western Avenue and Santa Barbara Street. Service frequency is timed and planned to be of the greatest convenience to travel needs of the two sections. The line to San Pedro is routed via Main Street.

The tentative schedule which will go into effect on November 1 calls

for six round-trips daily, between Hollywood and Long Beach, three via Torrance and three via Main Street. Five round trips will be operated to San Pedro daily and sufficient trips to handle passengers to and from steamers arriving at the docks. Wilmington, by reason of two lines routed through it, will benefit to the extent of eight round trips daily, in addition to which several steamer coaches will further be available for travelers between that city and Hollywood.

Use Twin Coaches

The L. A. Motor Coach Company will use one of its latest types of equipment in the new service, 40 passenger Twin coaches having been assigned to the runs. They are fast, comfortable and ideally fitted to meet travel and traffic requirements of the new lines. The schedules call for a running time of 1 hour and 20 minutes for the 31.9 mile route to Long Beach; 1 hour and 15 minutes for the 30.5 mile journey between Hollywood and San Pedro. To and from Wilmington the running time is 1 hour and 10 minutes.

The round trip fare between Hollywood and Long Beach will be \$1.10 and 60c one way; between San Pedro and Hollywood 55c one way and \$1 round trip. Lesser fares apply between intermediate points en route, there being about twenty fare points.

The Hollywood terminal for the new lines will be the Hollywood Union Stage Depot, located at 1629 Cahuenga Avenue, close to the heart of the hotel, business and theatrical center. The route to San Pedro will be as follows:

Commencing at the Hollywood Union Depot, south on Cahuenga Avenue to Sunset Boulevard, east to Western Avenue, south to Santa Barbara Avenue, east to Main Street, south to 120th Street, west to Broadway, thence south on Broadway, Main Street and Wilmington Road to "B" Street, west to Wilmington and San Pedro Road, thence along Wilmington and San Pedro Road to Pacific Avenue, south to Fifth Street, thence east to Front Street.

Trips connecting with steamers will operate to and from docks between Hollywood and intersection of Wilmington Road and Anaheim Street via the above route, thence east on Anaheim to Avalon, south to Water Street, thence along Water Street and Pier "A" Street to steamship docks, thence northerly on Harbor Boulevard to "B" Street, west to Wilmington and San Pedro Road, thence to San Pedro via above route. When trips operate to or from Catalina Terminal only, route between Catalina Terminal and San Pedro will be as follows: Commencing at Catalina Terminal, north on Fries Avenue to "B" Street, west to Wil-

P. E. Pioneers Program Second Meeting

THE second meeting of P. E. Pioneers will be held at the Pacific Electric Club Thursday evening, October 22nd, at 7:30 P.M. All employees, active or retired, who have had 20 or more years service with this Company are invited to attend and may be accompanied by members of their immediate family.

An interesting program has been prepared, two of the chief features of which will be an address by Mr. E. L. Lewis of the Los Angeles Railway Corporation on "The Romance of City Transportation Development in Los Angeles." Mr. Lewis' talk will be illustrated with 80 stereopticon views of early scenes and transportation equipment of early days.

"The Romance of the Reaper," a film depicting the history of harvesting machinery from the first to the last development will be presented by the International Harvester Company, and a representative of that company will contribute to the showing with an explanatory address.

Pioneers are requested to be at the Club at 7:30 P.M. for an informal visit with each other prior to the entertainment which will begin promptly at 8 o'clock.

Wilmington and San Pedro Road, thence to San Pedro via above route.

Route to Long Beach

Trips to and from Long Beach will operate between Hollywood and intersection of Wilmington Road and Anaheim Street via the above route, thence east on Anaheim Street to Pacific Avenue, south to First Street, east to Pine Avenue, south to Ocean Boulevard, west to Pacific Avenue, returning north on Pacific Avenue to Anaheim, thence over reverse of going trip.

The route via Torrance follows: above route from Hollywood Union Depot to intersection of Santa Barbara Avenue and Western Avenue, south on Western Avenue to El Prado Avenue, westerly to Cabrillo Avenue, south to Carson Street, east to Alameda Street, south to Willow Street, east to Perris Road, south to Anaheim Street, east to Pacific Avenue, south to First Street, east to Pine Avenue, south to Ocean Boulevard, west to Pacific Avenue, returning north on Pacific Avenue to Anaheim Street, thence over reverse of going trip.

Permission to operate the new lines was received from the Railroad Commission late last month. In granting the franchise the Commission stipulated that passengers be not carried between Manchester and Main Streets and 120th and Main; also between Western Avenue and Carson Street and 208th and Western Avenue owing to the fact that there are other carriers now serving these districts.

In view of the fact that practically the entire district served by the new lines is heavily populated it is expected that they will be well patronized, as the service effects both a time-saving and eliminates transfer en route between Hollywood cars and interurban trains to the Harbor and Long Beach.

Before You Invest—Investigate

Here is another message from the Better Business Bureau telling widows of the sharp practices indulged in by crooks to obtain money from them:

The coffers of stock sharpers and real estate racketeers are being filled with money virtually stolen from widows.

The well-organized plan which these human vultures are operating includes YOU as a possible victim. Probate records have been searched and YOUR INHERITANCE marked for plunder.

Soon you will be importuned to buy stock or real estate. Don't let the glamor of the beautifully engraved stock certificate, official looking quitclaim deed, grant deed, or other document lure your dollars until you get all the facts.

Fact information regarding any promoter or his promotional project may be secured from the Better Business Bureau without cost. Anything legitimate will stand investigation.

Before You Invest—Investigate!

"The weak believe in luck; the strong, in pluck."

Courageous Conductor Captures Criminal



Daniel Keeley, Conductor, Edendale Line, and the "sap" he took from a bandit whom he captured single-handed.

NOTE to gangsters, bandits and other bad men: Beware of Daniel Keeley, Conductor Edendale line!

That the foregoing is good advice was well demonstrated on the evening of Sept. 22nd when young Keeley, small, apparently meek, unassuming, gave chase to and captured single-handed one Jack S. Morgan, alias Geo. N. Nielson, alias Wes F. Glenn. The captured one had just attempted to attack Mrs. Ethel O'Brien, who a few moments before had been a passenger upon Keeley's car.

While making the switch-back at the end of the Edendale line about midnight, young Keeley thought he heard a woman's scream for help. Listening and watching he saw the figure of a man running away under cover of the shadows of the trees. Without counting his own safety and the fact that he was unarmed, Keeley started in hot pursuit.

The chase, more than two blocks, led up the Glendale tracks, with Keeley gaining upon the pursued. Seeing that he would be over-taken, after being threatened with being shot by Keeley, who held his ticket punch in his hand, hoping to make it appear as a pistol, the attacker took a final chance and struck at Keeley with a "sap." Keeley dodged the blow, and attacked and in the melee that ensued made the bad man cry "Kamerad."

By now Motorman A. W. Senior and others who had heard the woman scream, came to the rescue and Morgan was taken to jail and unquestionably will serve a long "stretch" where such of his ilk belong.

Later it was learned that Morgan had previously been arrested upon a similar charge and had served several

Officials Attend Electric Railway Convention

LEAVING this city late last month to attend the annual convention of the American Electric Railway Association to be held in Atlantic City, September 26 to October 2, Messrs. Pontius, Karr, Anderson and Thorburn represented and participated in behalf of the Pacific Electric.

This year's gathering marked the fiftieth yearly assembly of street railway officials throughout the United States, during the ceremonies of which Mr. Pontius was called upon to discuss "the attitude of Los Angeles Merchants toward 'No Parking'." Mr. Karr and Mr. Thorburn also delivered addresses on topics of their respective vocations.

One interesting feature cited to emphasize the necessity of electric railways as a mode of transportation was the findings of a national survey dealing with the riding habits of the American public. In 1881, when the population was approximately 45 per cent of what it is today, horse-cars carried a billion and a quarter passengers. Now co-ordinated electric railways carry more than twelve times that number.

In contrast to a handful of horse-car men who gathered in Boston in 1882 to organize nationally, about two thousand executives attended this year's convention, exhibits of new equipment, both electric railway, motor coach and devices of various sorts being displayed.

Among the subjects receiving major attention before the assembly this year were: parking and traffic congestion; new business-getting methods; taxation; street paving and co-ordination of electric and gas vehicles. The whole industry was keenly interested in a report of progress of a committee in whose hands the task of developing a city rail car embodying many new innovations had been placed. Last year the leading railways of the country contributed to a fund to cover the expense of a board of outstanding engineers to design an electric car of super comfort and utility and while the work is not yet completed, the progress to date was one feature which attracted many executives to this year's Atlantic City gathering.

Father: "This thrashing I'm going to give you, Clarence, will hurt me more than it does you."

Clarence: "Well, pop, don't be too rough on yourself. You ain't been feeling well lately."

"I saw a baby today that gained 10 pounds in two weeks on elephant's milk."

"Whose baby was it?"

"The elephant's."

"stretches" for burglary and other infractions of the law. For his effective and fearless action Keeley received hearty praise, so well deserved, from officials of this Company.

Low Winter Rates at P. E. Camp

SKATING and skiing; sleighing and tobogganing; snow-balling and all the revelry that gave us thrills "back home" will be available to employees this winter following the decision last month to again keep the Pacific Electric Camp open throughout the year.

With weather prophets and nature's indications pointing to a "hard winter," George Huntington, Camp Superintendent, is making plans for a fine program of snow games and winter sports, a toboggan and skating "rink" within the grounds being among preparation for the large week-end crowds expected.

As an urge for employees to visit the Camp during the winter months special reduced week-end rates for large groups have been arranged. Where twenty or more employees desire to go en masse a special rate of \$2.50 per person will be given covering one night's lodging and three meals in dining room. For parties of from 12 to 19 a rate of \$2.75 will apply, and for groups of 8 to 11 the charge will be \$3 per person. When guests accompany a slightly higher rate will apply for them, although the former guest rate has been reduced.

A special rate will also apply for employees who desire to use the Motor Transit between San Bernardino and the Camp. The Camp's motor coach will not be in service during the fall and winter months.

While snow abounds in the San Bernardino mountains practically throughout the winter months it should be remembered that the highway is a state project and as such is well maintained and kept constantly open and no difficulty is encountered in reaching the Camp. Be prepared with skid chains, however, is a precaution to be taken.

Club Manager Vickrey will be pleased to supply all details concerning a winter visit to the Camp and when winter begins it will be wise to make reservations well in advance; capacity week-end crowds last year disappointed many who made applications for lodgings.

HUNTINGTON LIBRARY AGAIN OPEN TO THE PUBLIC

While previous announcements have appeared in the Magazine concerning the procedure of obtaining admittance cards to the Huntington Library and Art Collection, repetition is again made owing to the fact full knowledge among employees will be helpful publicizing information which in turn will stimulate travel over our lines.

Capacity throngs have visited this collection of famous treasures throughout the past year and the exhibition is again open to the public after the usual summer closing period.

The following is official information for visitors:

The Art Collections, the Library Exhibition, and the Gardens are made available to the public through the Exhibitions Office. Because of the limited capacity of the galleries and other considerations, visitors are admitted by cards which are available on application. Exhibition hours are from 1:30 to 4:30 p.m. The present schedule, subject to modification, is Tuesdays, Wednesdays, Thursdays, Fridays, and Saturdays, and the first and third Sundays of each month. Closed Mondays. The Exhibitions are closed during the month of September.

Cards of admission are sent in response to applications enclosing a stamped, addressed envelope. Those who can come on other exhibition days are urged not to request tickets for Saturdays or Sundays. Requests for specific dates will be filled when possible but applications requesting tick-

ets for the earliest available date are filled most readily. Not more than five tickets for a week day or four tickets for a Sunday will be issued to one applicant. At present the number of admissions is limited to approximately 500 each day. Children under ten years of age are not admitted to the buildings. Groups wishing to visit the Exhibitions should apply through an official of their organization.

Routes to the Huntington Library: Pacific Electric Railway, Sierra Madre cars, leaving Los Angeles at 12:05 and 1:05 p.m., to Huntington Library stop; north on San Marino Avenue to Stratford Road. Enter through the main gates. Motoring from Los Angeles proceed along Huntington Drive to the San Marino station of the Pacific Electric Railway, then north on San Marino Avenue to Stratford Road. Motoring from Pasadena, proceed east on California Street to San Marino Avenue, then south on San Marino Avenue to Stratford Road.

The Tea Room in the Rose Garden is open from one o'clock on exhibition days for the accommodation of visitors.

Address: Exhibitions Office, Henry E. Huntington Library and Art Gallery, San Marino, California.

"Phone" Pas

Jones (calling Smith over telephone): "Can't you come over to-night?"

Smith (answering Jones): "Oh, I can't, I'm washing my B.V.D.'s."

And just here the operator accommodatingly remarked: "I'm ringing them."

Unemployment Suffering if Aid is Not Forthcoming

UNEMPLOYMENT and its consequent suffering among the unfortunates is today one of the major problems in the economic life of the nation, and Los Angeles and all other cities of metropolitan proportions will be called upon this winter to cope with the most serious civic and humanitarian problem that ever confronted welfare and relief organizations.

The foregoing is the voiced opinion of A. T. Mercier, who has been appointed Major of one of the important Community Chest's fund-raising divisions in the down-town districts which will swing into action in a few weeks.

Abundant and supporting evidence, revealed by recent Chest unemployment surveys back this statement, Mr. Mercier declares, and adds:

"These studies, conducted in 1500 of the city's major business establishments employing 15 or more persons, disclose that 33 of every 100 workers employed in the fall of 1929 are today idle through no fault of their own, and that a large percentage of the remaining 67 either have been forced to accept drastic wage cuts or part-time employment.

"Every one of the Chest's 110 agencies is literally swamped with ever-mounting loads which they are carrying as best they can with borrowed funds.

"During the year 45 family relief agencies gave food, clothing, and shelter to 90,164 men, women and children, and 697,000 free beds and meals to single, homeless men. In addition they performed 80,250 other services, including the finding of employment and vocational training for handicapped indigents.

Aid To Children

"Forty-eight of the 110 agencies devoted their entire Chest allotment to the welfare of children and administered the feeding, clothing, sheltering and protecting of 137,393 little ones who either were orphans, the children of destitute parents, or came from broken homes.

"Sixteen hospitals, clinics and health agencies gave treatments to 48,597 patients, 17 preventive agencies performed 1,953,267 separate services for indigent applicants, and 11 settlement houses and community centers had an attendance totaling 388,614 at community recreational and instructive activities, a total of service of various kinds rendered to more than 450,000 persons—more than 26% of the city's population."

With this critical unemployment condition prevailing, Mr. Mercier urges that those of the city's million-and-a-quarter residents fortunate enough to have employment or an assured income wholeheartedly support the Chest's "Campaign for Understanding."

He—I shall be miserable all the while I'm away from you.

She—Oh, if I could only be sure of that it would make me so happy!

Captains Appointed to Aid Community Chest Work

LATE this month solicitation among employees in behalf of the Community Chest will be begun in the various departments. Our management again whole-heartedly endorses this method of administering to charity and calls upon employees to respond as liberally as their ability will permit. All contributions are to be free will offering.

While the quota assigned to this railway had not been determined as this is written, it is certain to be more than in previous years, owing to the well known fact that a far greater need will exist during months to come. To meet a larger quota it will be necessary for subscriptions to be increased over previous years. Elsewhere in the Magazine is a statement by Mr. Mercier outlining the splendid work done by the Community Chest during the past year and some of the tremendous relief it will undertake in the coming twelve months.

In handling the subscription work Captains have been appointed in the various departments as in years past. The following are those who have been named Captains in charge of the work, they to appoint Lieutenants in cases where forces are large and widely distributed:

C. E. Morlan Passenger Traffic
 E. J. A. Hasenyager Electrical
 G. P. Billhardt Freight Traffic
 Willis M. Brooks Mechanical
 A. J. Guercio Engineering
 F. E. Loucks Accounting
 C. S. Swartz Purchasing
 H. Vander Zee Stores
 Norma Comer Law
 Frank Converse
 Real Estate, Tax & Resort
 Frank Clark Mt. Lowe Resort
 J. L. Smale Treasury
 Harriet Worsley Medical
 W. J. Scott Transportation
 D. B. Van Fleet and E. B. Griffin...
 Northern Division
 L. Antista and G. W. Orr
 Southern Division
 Ben Porter Western Division
 F. D. Turner Claim Dept.
 Grey Oliver Executive
 J. M. McQuigg San Pedro

On Masonic Club Program

The next regular meeting of the P. E. Masonic Club will be held in the club Tuesday, October 13, at 7:45 p.m. The principal speaker for the occasion will be David Kaufman, distinguished Masonic lecturer and prominent local attorney. Mr. Kaufman is the brother of Samuel Kaufman, Dental Surgeon of our Medical Department.

The Masonic Club team will visit Rialto Lodge, Saturday evening, October 24.

Boarding House Lady: So you came to me on the recommendation of a friend?

Newcomer: Yes. You see, my doctor has ordered me to reduce my weight.

A Trip to P. E. Camp

By Max Schuring

PREPARATIONS for the journey . . . packing and trying to remember what not to forget . . . filling up at the service station . . . scheming to avoid heavy traffic . . . rolling along nicely . . . spoke too soon . . . left front tire blew out on the other side of Pomona . . . wrestling with the spare . . . jacking up the car . . . and changing . . . what a blessing to be able to cuss in several different languages . . . the wife don't know what y're saying . . . thinks you're just talking to yourself . . . on our way again . . . stopping in San Berdoo to dicker for a new tire . . . to replace the holy one . . . as a "dickerer" I'm a fizzle . . . a Hebrew blood transfusion might help . . . off again . . . locating Arrowhead Avenue . . . looking for the Arrowhead it was named for . . . going through Waterman Canyon . . . stopping for water . . . watching a fellow tourist draining his radiator . . . burning his fingers . . . and taking water . . . all done to an accompaniment and with the aid of the A.A.A. (advice, admonitions and abuse) from a trio of unlicensed backseat drivers . . .

hitting the high gear road . . . sure beats those old switchbacks . . . arriving at the camp . . . Mrs. Huntington's hearty welcome smile . . . her healthy looks are the best advertisement for the Camp I've seen yet . . . renewing old acquaintances and making new ones . . . just in time for a little nourishment . . . at the next table a wandering substantation operator eating a nice juicy beefsteak . . . pestering the chef for a little warm milk and raw hamburger for our baby . . . hold on, this was one of the wife's baby pekingese . . . you know what they are . . . those little mutts with an ingrowing face . . . look like a cross between an airedale and an O' Cedar mop . . . the crowd around the fire-place as per usual . . . an exciting game of "Michigan Rummy" in one of the corners . . . drafting of volunteers with strong leg muscles for the player piano . . . then . . . the highlight of the evening . . . "Shades of Maurice, St. Vitus and Vernon Castle, stand aside and watch your master" . . . George Huntington in his inimitable eccentric dancing act . . . his wife said "he was like a monkey on a string" . . . which beats anything I possibly could say . . . you have to see him in action to appreciate . . . Verily, the end of a perfect day . . . then to the cabin and after building one of those nice smell-



"Individually, not so good, but collectively we harmonize," is the modest claim of a recently organized employees' quartet. And reports coming from where the boys have publicly appeared seem to indicate that they harmonize handsomely.

Organized only about three months ago this musical foursome have already appeared at several state picnics, Masonic lodges, Leighton's Cafeteria and churches, and, having suffered no casualties, and also having been invited back for return engagements the natural assumption is that they have provided real entertainment. Ethel L. Boothe, Glee Club Instructor, has been very helpful, the members of the quartet asked that it be stated, while Mrs. B. A. Hankins, wife of one of the members, plays piano accompaniment just as it should be done.

At an early date the Pacific Electric Railway Quartet, as the boys insist upon being announced, will appear at the Club's theater and also at the P. E. Masonic Club meeting.

The roll call as they appear, left to right, is: R. C. Vanderpool, 1st Tenor; O. C. Abgle, 2nd Tenor; B. A. Hankins, Baritone, and F. S. Cooke, Bass.

ing wood fires and smoking a pill, to bed . . . "Came the dawn" as they say in Hollywood . . . a flirtatious blue-jay disturbing the early morning quiet and incidentally my slumbers . . . a hasty catwash in the icy mountain water . . . the beautiful sight of the morning sun over the surrounding hills . . . the bracing quality of the air, free from city smells . . . and the clearcut silhouettes of the trees standing out against the blue sky . . . my daily dozen (hot cakes) . . . a run over to the Lake . . . taking in the sights . . . meeting more old friends and "remember-when" people . . . back to the camp for a rest and more calories . . . Oh, what's the use . . . if you've never been there, by all means: Go . . . if you have been there before, it will keep drawing you like a magnet . . . no matter what you are looking for; peace and quiet or exercise and excitement . . . you'll find it . . . and with George and Mrs. Huntington and their accommodaiting assistants there to make you feel at home . . . well, it just can't be beat . . .

MANY FAILURES AMONG AUTO INSURANCE COMPANIES

"It is always important to select carefully the insurance company to whom you will look for payment of claims resulting from automobile accidents, but it is vitally essential that extreme care be exercised these days."

Pointing out the fact that during the past two years of economic stress there have been many failures among automobile insurance companies, Allen T. Archer, President of the Allen T. Archer Company, and who for the past several years have given reduced rates to P. E. employees, issues the above words of caution to those who would purchase auto insurance haphazardly. "There are any number of financially reliable automobile insurance companies who have proven their stability over a long period of years," continues Mr. Archer, "just as there is also a record of failure among weaker companies of failure among weaker companies that is appalling, many of whom have done extensive business in this state."

"Suits resulting from damages often linger in the courts for years, and unless a company is selected that will be on the ground and willing to pay a large judgment several years hence, the auto owner may have to shoulder the burden."

Naughty Grandpa

Grandfather: "I never see a blush on a girl's cheek now. It was different in my day."

Flapper: "Oh, grandad, what did you say to them?"

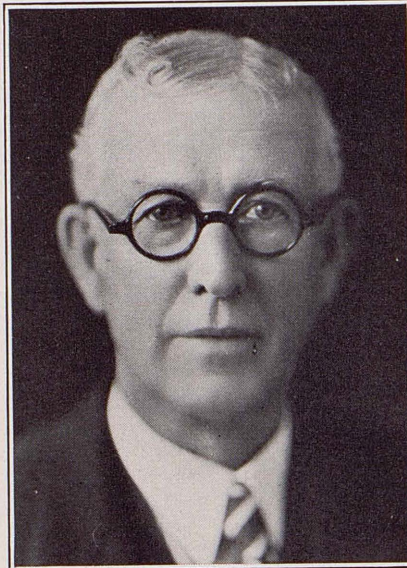
Mrs. Newlywed: "We hadn't been married a week when he hit me with a piece of sponge cake."

Judge: "Disorderly conduct. Five dollars and costs."

Mrs. Newlywed (sobbing): "And I'd made the cake with my own hands."

Judge: "Assault with a deadly weapon—one year."

New Club President



WITH the election last month of T. J. Day as President of the Pacific Electric Club comes assurance that our club's destinies are in hands of a capable and earnest leader. Mr. Day succeeds E. L. Young, whose two-year term expired in August.

The election of our Freight Traffic Manager to this high post was as quick as it was decisive. Nominated by H. O. Marler and immediately seconded, his unanimous choice by all Committeemen present was loudly voiced.

And rightly so. Mr. Day with his broad experience is ideally fitted to perform the many duties which will fall to his lot as chief executive of the club. Whatever the task at hand, be it work or play, Mr. Day enters into it with a spirit and zest that is certain to get results. We predict, with the assurance of its fulfillment, that the Club is fortunate in having Mr. Day at the helm of our family organization.

"While most of us enjoy the Club," said Mr. Day, "I feel that there are a great many employees who do not fully appreciate the pleasure and advantages to be obtained by more closely allying themselves with club's affairs and activities. The club offers wholesome recreation; an opportunity to make friends and a chance to increase the usefulness of ourselves and family members. The Club is willing and anxious to foster anything within reason that will redound to the benefit of the employee mass and to make it a still more beneficial influence will be my sincere and constant effort."

To retiring President Young the Executive Committee voted thanks for the effective, earnest and diligent manner in which he conducted the office during his two-year term.

The re-election of Club Manager Vickrey was again well received, his broad experience and good work being

too well known to comment upon at length. M. S. Wade, Treasurer of the railway, likewise was elected to succeed himself, and also came about as a result of previous good work.

As members of the Governing Board for the ensuing year, perusal of the names below will indicate the wise choices of the Executive Committee who selected them:

W. J. Hodge, Transportation Dept., Northern Division, Macy Street Car House. F. L. McCulley, Transportation Dept., Southern Division, 6th and L. A. Terminal. R. L. Mankins, Mechanical Dept., Macy Street. E. A. Stevens, Mechanical Dept. W. D. Boyle, Engineering & Electrical Depts. L. O. Ballou, Motor Transit Company. E. L. Young. T. J. Day. H. D. Priest. E. Clark.

TRAVEL TIPS BRING BUSINESS

In the August issue of the Magazine it was recorded that 51 round trip and 27 one way tickets were sold over the Southern Pacific through the activity of employees sending in travel tips. Due to lack of space it was stated that the names of those responsible for this splendid volume of business for our parent company would be published in the next issue of the Magazine. The names and details of tickets sold appear on page 20.

Although not up to the previous two months' effort of employees, not due, undoubtedly, to any slackening of effort upon the part of employees, the record for August and September did produce much desired business. A total of 23 one-way and 12 round-trip tickets were sold to various points in the United States, the revenue from many of which tickets no doubt would have gone to competing carriers but for kindly interest manifested by Pacific Electric employees.

The names and details of tickets sold during August and September also appear on page 20 and appreciation for the good work is again expressed.

THREE DEATHS IN SEPT.

Three deaths were recorded in our Pacific Electric family during the month of September, those taken from our ranks being as follows:

George W. Dowling, retired; Clarence W. Christian, Janitor, and Elmer R. Hatfield, Yardman, Harbor Belt Line.

All of the deceased carried both group and Mortuary insurance, an aggregate total of approximately \$10,500 being paid to beneficiaries named.

Sympathy of the entire employee mass is extended to those who are left to mourn the loss of their loved ones.

Two new disability claims were granted during the month, making a total of 29 employees now receiving an aggregate of \$1,983.75 monthly under the total and permanent disability clause.

"It's not just the work I enjoy," said the taxi driver, "it's the people I run into."



Co-operating with the City of Beverly Hills in its ambitious Civic Center program, representing an outlay of close to a million dollars, our Company is now engaged in extensive track re-location near and approaching the site which is east of the Junction between the Hollywood Boulevard and W. 16th St. lines. A beautiful new station, in harmony with architecture and design of civic buildings, is now under construction.

Company Aids Civic Center Plans of Beverly Hills

By W. Z. Shaw, Cost Engineer

THE City of Beverly Hills, already known as "the City Beautiful," is now establishing in the heart of that city a civic center, which will be composed of a City Hall, Postoffice and minor structures, to serve these two main buildings. This improvement will entail an expenditure of approximately \$1,000,000 and will be located east of the junction between our Hollywood and West 16th Street Lines. Structures will be located on 4.712 acres of land recently purchased from this company, which was formerly used as station property. The type of architecture will be of Ornamental Spanish Renaissance, being in keeping with the designs of other structures established by the forefathers of that community.

A new station of beautiful design is now under construction on the west side of Canon Drive in the triangle between the Hollywood and West 16th St. Lines. The type of architecture will follow that chosen for the Civic Center structures, and will provide waiting room, combination ticket office for both the Pacific Electric and Southern Pacific, as well as office and express room for the Railway Express Arcade and open waiting room. Building will be constructed of reinforced concrete with ornamental artificial stone trim and stucco exterior.

Present freight and passenger station located on the east side of Canon Drive will be removed to make way for the Civic Center structures.

The Pacific Electric, as is our policy, will cooperate with this elaborate improvement and will make the following

improvements to our tracks and right of way, in order that the comprehensive plans may be carried out.

Lower the tracks of the Hollywood Line about 2½ feet between Alpine and Canon Drives a distance of approximately 1200 feet; relocate the Sun Lumber Co. spur a distance of about 500 feet easterly from its present location; Crescent and Rexford Drives will be opened across the track of both our Hollywood and West Sixteenth Street lines. Each crossing will be 80 feet in width and covered by easement to the City. The overhead wires will be attached to the City's poles located just outside of our right of way; oil macadam paving will be placed along the shifted team track near 3rd Street for driveway purposes.

On the West Sixteenth Street line a strip of land approximately 25 feet in width will be acquired between Canon and Rexford Drives, a distance of about 950 feet, and City will convey a like strip adjoining present right of way on the south to permit track to be relocated approximately 17 feet southerly from their present location and be lowered a maximum of one foot for a distance of about 1540 feet. Canon Drive, which is a dedicated street, will be reconstructed with grooved girder rail and asphalt concrete pavement.

On the Sawtelle Line, in order to reduce street grades approaching street over tracks, approximately 2400 lineal feet of double track will be relocated northerly a distance of 16 feet and the lowering of same a maximum of 2 ft. 6 inches. Bedford and Linden Drives will be opened 60 ft. in width across the tracks and right of way. The tracks in these crossings will be reconstructed with grooved girder rail paved with

asphalt concrete pavement. The same type of construction will be placed at Roxbury and Rodeo Drives which crossings have been used by the public for several years. Roxbury Drive, however, is only dedicated to a width of 35 feet and City will be granted an easement to widen the street to a width of 70 feet which will conform to the width of the balance of the streets. Center pole overhead construction will be removed and the overhead wires attached to poles placed on each side of the tracks.

In order to provide additional space for the civic center the City will acquire from the Pacific Electric a strip of right of way 17 feet wide and 791 feet long adjoining the south line of Santa Monica Blvd., also a strip 12 feet wide and 791 feet in length adjoining the north line of the 4.712 acres of station ground property.

The entire cost of track changes and improvements (which are more than fifty per cent completed at this time), including property sold to the City, amounts to approximately \$405,363, and inasmuch as this improvement is being done solely for the benefit of the City, the entire expense is borne by the community.

"How many sons have you, Mr. Peppelreuter?"

"Two living and one that played the saxophone."

All Together

Professor: I am about to perform a very interesting chemical experiment. Should I do anything wrong, the whole class, including myself, might be blown through the roof. Kindly step nearer, so that you can follow me better.

Public Appreciation Expressed

Service and Courtesy Bring Their Reward.

S. Van Wickle, Pasadena Short Line

"I wish to call to your attention Conductor No. 612. This morning I saw him render a great kindness to an old colored blind and deaf man.

"When employees serve your patrons with kindness and courtesy they are looking out for the company's interests as well, for it promotes good will and a kindly attitude on the part of the traveling public.

"I often ride with this Conductor and have noticed his courtesy, his attention to business and in addition he is always a gentleman."

H. L. Martin, Santa Monica

"I cannot help but praise some of the Trainmen on the 'red cars' whenever I see them doing a humane act.

"Motorman No. 2169 leaving the Hill Street Station helped an old gentleman on and off his car; and, as the car was crowded he gave the old gentleman his own chair to sit on during his trip.

"Also a lady (middle aged) was given assistance.

"It is such acts as these that make life worth while."

H. F. Wholf, Long Beach-San Pedro

"Having been a constant commuter on the Pacific Electric lines for several months I have had the opportunity to observe a number of your Conductors on different lines and my attention has been particularly drawn to Conductor No. 1226 on the run between Long Beach and San Pedro. His efficiency in handling the train and the courtesy he extends to passengers is very noticeable to all patrons."

H. B. Snead, Franklin Avenue

"I wish to commend one of your Franklin Avenue car, but I am sorry Motormen and a Conductor. The Motorman's number is 2001 on the I failed to get the number of the Conductor. Both men are worthy of a

great deal of credit. I ride the 'Big Red Cars' every morning from Portia and Sunset and this particular Motorman is very courteous and accommodating without in any way betraying his trust in his service to the Company."

G. C. Cleek, Franklin Ave.

"I want you to know what a generous and courteous act I saw your Motorman No. 2243 on the Franklin line perform today.

"He stopped his car in heavy traffic and assisted an old feeble lady off the car, and onto the walk, getting back onto the car, at his place, before the signal rang.

"He didn't only perform this service, but he seemed to enjoy being able to help someone really in need.

"I further noticed this gentleman was very efficient in managing his car in traffic. He was also clean and neat in appearance and had a very happy smile."

J. R. Walker, Western Div.,

"I am writing you to commend Trainman No. 2391.

"At Fourth and Hill Streets recently a lady with a crippled girl was waiting for the car. The Motorman stopped his car (which is a one-man car at that time of day), opened the door, picked the girl up and carried her into the car to a seat, then went on with his duties.

"This isn't the first time I have seen this Trainman go out of his way to help his passengers. He always calls each and every street so that a stranger knows what he is saying.

"I ride this car every night, which is a pleasure. This man always has a smile and a pleasant word."

J. H. Doherty, West. Div.

"I wish to advance another reason for the 'safety' of riding on the 'Big

Red Cars," and that is for the safe and sure return of all lost articles.

"Much as I dislike to admit my own carelessness, I will say that at different times I have gotten back gloves, merchandise, money and pass case."

"The last time was about two months ago and the turn-in was made by Conductor No. 2214 and since then I have observed him many times and noticed how very courteous he is to every one. He is always cheerful and polite. He answers carefully and correctly all questions and if he is not sure of his answer he gets out his book and takes the trouble to find out.

"He is surely one man to help hold the high standard of good Trainmen for which it seems to me the P. E. is noted."

R. A. Yost, Highland Park

"Sunday afternoon I was driving along Pasadena Avenue in Highland Park and I noticed the very courteous treatment by Motorman No. 512 of a very old lady in assisting her to the curb.

"It is men of this calibre that help to maintain the standard of service for the Pacific Electric Railway."

D. O. King, Vineyard

"Each day I ride the Vineyard car and I want to say that Conductor 2610 is entitled to favorable mention.

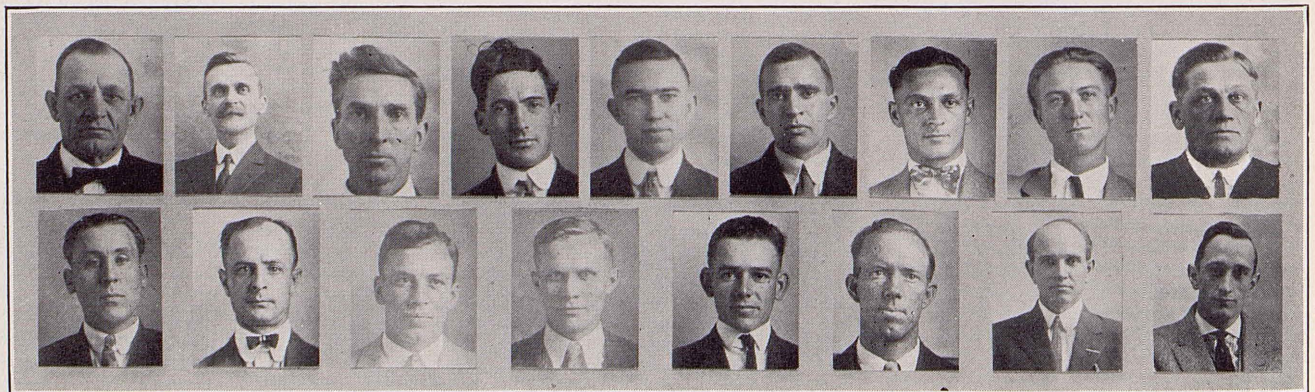
"It was certainly appreciated by me when this young man put himself out to be courteous when it was not particularly called for."

R. E. Walker, Hollywood-Venice

"I wish to commend Conductor 2142 on your car for especially courteous and kind helpfulness to me. I noticed his consistent patience and courtesy to all in need of assistance throughout the trip Sunday."

O. R. Jones, Santa Monica

"I wish to commend one of your Conductors, his number is 2832. He was very courteous and kind to a lady that got on his car at Santa Monica. She evidently had left her coin purse at home, but she had a large bill and when she explained this to him, instead of getting cross, the Conductor told



The pictures above are 17 Trainmen, whose acts of courtesy and real service, elicited written praise by passengers in letters to our management, quoted above. Top row, left to right: J. G. Cook, F. E. Cornwell, Fletcher Upp, S. B. Stowe, D. B. Simmons, Seth Van Wickle, H. L. Martin, H. F. Wholf, H. B. Snead. Bottom row, left to right: G. C. Cleek, J. R. Walker, J. H. Doherty, R. A. Yost, D. O. King, R. E. Walker, O. R. Jones, H. K. Riordan.

her that was all right and proceeded to make the change. I believe he made a friend for you that day."

H. K. Riordan, Pomona

"I am a frequent user of your cars and coming home from Los Angeles on the 5:10 p.m. I have noticed your Conductor No. 556 as being so very courteous and efficient. He has the friendship and respect of everyone and this spirit cannot help but make the public think more of your service on the 'Big Red Cars'."

J. G. Cook, Highland Ave.

"For some time I have felt that I wanted to express my appreciation for the efficient service your Company is rendering the public. The comfortable cars and the courteous Conductors and Motormen are a joy.

"I board the car at Highland and San Vicente and today I planned to take the 12:57 car. Just as I was about to leave my home I discovered that our clock was four minutes slow so that in order to catch that car it was necessary for me to run. The car was coming fast and I was there, but there were those steps to climb and the Motorman couldn't see me. I reached the top and he saw me motion and of course he couldn't stop immediately. He backed up, however, to the stopping point and let me on. I felt so grateful to him.

"Your Conductors are all kind and so ready to answer questions, and naturally it leads me to believe that they are so instructed by the Company. I don't mean that there are not a great many of those men who would be kind even though they were not instructed to be so, but as I have been riding on the red cars ever since they started to make a stop at Highland Avenue and have never met a discourteous Conductor, I came to the conclusion that perhaps the Company deserves some of the credit.

"The number on the Motorman's cap was No. 2345."

**F. Upp, Upland Motor Coach;
F. R. Cornwell, Santa Ana**

"I would like to take this opportunity to express to you our appreciation of the very courteous service given us yesterday.

"We have taken a great number of the \$1.00 trips, but never have we had such courteous service. We would like to mention especially the driver of the bus on the Upland trip to San Antonio Heights; he was very courteous and thoughtful of all passengers.

"On the trip to Santa Ana I would also like to mention No. 1004 on the 1:55 out of L. A. Of all Conductors we have had this gentleman is the most courteous and whenever his time permitted he pointed out several points of interest.

"These two gentlemen are surely deserving of a great deal of praise, as it is very wonderful to meet employees giving such service; also these trips are made more enjoyable by such courteous treatment."

7th School Term Under Way

Employees and Family Members Have Choice of Twenty-Four Classes. Enrollment Large.

A GAIN offering to employees and their family members a wide range of school studies our educational classes conducted under the auspices of the P. E. Club assembled for the fall term on Monday, Sept. 14. Registration indications pointed to another successful school term, the present, incidentally, being the seventh school year since inauguration of study classes.

Our curriculum this year offers a variety of 19 studies, representing 24 classes, and varies in its scope sufficiently to appeal and fit the needs of all employees, there being subjects both kindred and unrelated to transportation. With such a large choice it is possible for both the husband and wife to choose a study course with hours arranged to suit the leisure of both.

We are pleased to announce that the entire corps of teachers who directed the various classes last year will again be with us, all of whom we welcome back; their names: Helen I. Hyde, Alice McKie, A. C. Latimer, L. H. Appel, Ethel L. Boothe, C. M. Bronnberg, Helen L. Ogg, Dr. V. M. Egas, Evelyn M. Parker, Earl W. Hill and Ruth A. Probst. The two new members of the faculty are: Bernice Dickinson in charge of Sewing and Eugene Hahn, Public Speaking, to both of whom we extend welcome.

There is yet time to enroll and obtain the full benefit of the present semester's classes, but to do so new members should not delay. The tabulation below gives full details of classes, time held, where, and instructors, for those who may not be enrolled:

Class	Day	Time	Room No.	Instructor
Dancing (Ballroom)	Thursday	7:00- 8:00	B. R.	Helen I. Hyde
Dancing (Tap)	Tuesday	5:45- 6:45	B. R.	Helen I. Hyde
Dramatic Art	Tues.-Thur.	6:30-8:30	Theatre	Alice McKie
English Grammar	Thursday	10:45-12:45	202	A. C. Latimer
Engineering Electricity	Tues.-Thur.	6:45- 8:45	201	L. H. Appel
Engineering Mathematics	Tues.-Thur.	4:45- 6:45	201	L. H. Appel
Glee Club Chorus	Monday	6:30- 8:30	Theatre	Ethel L. Boothe
Letter Writing	Mon.-Fri.	4:45- 5:45	202	A. C. Latimer
Orchestra (Junior)	Saturday	9:00-11:00*	B. R. C. M. Bronnberg	
Orchestra (Senior)	Tues.-Fri.	7:00- 9:00	B. R. C. M. Bronnberg	
Personal—Social Charm	Thursday	4:30- 6:30	200	Helen L. Ogg
Physical Culture (Girls)	Tues.-Thur.	4:45- 5:45	B. R.	Helen I. Hyde
Psychology	Thursday	6:30- 8:30	715	Dr. Roy Morgan
Public Speaking	Wednesday	6:30- 8:30	200	Eugene Hahn
Sewing	Thursday	9:30-11:30*	201	Bernice Dickinson
Slide Rule	Monday	5:00- 6:00	201	L. H. Appel
Spanish I	Tuesday	6:30- 8:30	200	Dr. V. M. Egas
Spanish II & III	Thursday	6:30- 8:30	200	Dr. V. M. Egas
Stenography I	Mon.-Wed.	6:00- 8:00	202	Evelyn M. Parker
Stenography II	Tues.-Thur.	6:00- 8:00	202	Evelyn M. Parker
Steno. III (Dictation)	Tues.-Thur.	5:00- 6:00	202	Evelyn M. Parker
Traffic Management	Wednesday	7:00- 9:00	201	Earl W. Hill
Typewriting I	Tues.-Thur.	6:00- 8:00	715	Ruth A. Probst
Typewriting II	Mon.-Wed.	6:00- 8:00	715	Ruth A. Probst

*—A.M.

S. B. Stowe, Redondo:

"In the past few years I have not had occasion to ride the 'red cars' to any extent until the first of July when I moved to the beach and I want to say that it was indeed a surprise to have the Conductor say 'Thank you,' when presenting my pass in the mornings. This seemed unusually courteous to me.

"However, the limit was reached the other evening. I boarded the 5:15 Redondo train in front of our store and being unable to find my newsboy had to get on the car without my paper. There was but one seat vacant, which was in the middle of the car.

"I was, of course, somewhat upset about not getting my paper, but I didn't want to lose the seat. The Conductor (his number is No. 2842) noticed my predicament and came over

and offered to get a paper for me. I gave him the money and in a couple more stops I had both a seat and a paper and was able to ride comfortably all the way to the beach.

"This little incident is my idea of the height of courtesy.

D. B. Simmons, Edendale Line

"It is far better to praise your men than find fault with them. Among those I have met frequently and still meet is No. 2134, whom I met again this morning on the Edendale car. He is always friendly and makes you feel at home in his car.

He greets you with a smile, is courteous, polite, considerate, gives any kind of information without a grouch. Besides having personality, he is all in all a perfect gentleman and seems to be efficient."



Say 'Thank You' in Words and Action, Agent Urges

W. B. FOOTE, Agent, Pomona, practices what he preaches—salesmanship. Believing that all of us have opportunity daily, in our contact with the shipping and traveling public, to further increase this company's business, Mr. Foote gives some of his views upon this important subject in the following paragraphs:

"The diminishing revenue of our company, caused principally by highway competition, has brought about a condition that is alarming. The time has come when we have got to fight hard and with our backs to the wall. We must use every resource to hold the business we have and convert the highway business back to the railway.

"We can do it by getting the confidence and good will of the traveling and shipping public and the best way to do that important thing is by showing that we are wide awake, active, courteous and accommodating at all times. In no other way can it be accomplished. Business that is lost through discourtesy is gone and won't come back—people do not forget.

"There are shippers within the reach of every Pacific Electric employee who would be glad to give preference to this railway if their interest is properly stimulated. One thing we must remember—we are doing business in 1931—by-gone years won't go. We must be up-to-date salesmen—ready, willing and anxious to give real service at all times.

"Did you ever stop to think of the time and effort put into sales methods by big business concerns? If not, just take notice of the Agents for life insurance, refrigerators, automobiles, or what not. Their salesmen come to you with a smile, with human interest and an apparent desire to be of real service to you. And he thanks you when you buy.

"Why can't we be willing to say 'thank you' with a smile when we make a transportation sale? We can, and will feel better for having done it and it also will gain for our railway the enviable reputation of having the most courteous employees of any transportation company in the country."

Not So Familiar

"Who discovered America?"

"Ohio, sir."

"You're wrong, it was Columbus."

"I know, but I didn't think it necessary to mention his first name."

PICK-UP DISTRICT EXTENDED IN NORTHERN CALIFORNIA

By **CLARENCE HOTTLE**
Traveling Agent, P. M. T.

In response to the urgent need and requests of shippers and receivers of freight, the Pacific Motor Transport Company, on September 21, established pick-up and delivery service at Oakland, Alameda, Berkeley, Emeryville, Richmond and Albany in connection with service covered by its Local Express Tariff No. 6, which names rates between San Francisco Bay District points and Los Angeles and other towns in Southern California.

Concurrently with the inauguration of this new service, the Company published l.c.l. commodity rates on numerous items which heretofore have been moving under class rates and made reductions on several of the rates originally published. Also, for the convenience of shippers, the Company is now handling straight C.O.D. shipments in lieu of the Shipper's Order service previously rendered.

The Bay District-Southern California service has been in effect since June 24. However, originally, San Francisco was the only point in the northern territory at which pick-up and delivery service was provided. It is expected that the extension of this service to include the other Bay District points will materially assist Agents and employees in securing traffic from merchants and industries which heretofore has been denied them on account of our inability to pick-up and deliver at these stations.

Pacific Motor Transport Company is now providing tri-weekly service for the transportation of perishables from San Francisco to Los Angeles. This additional service is provided at no extra cost to the shipping public, and was put into effect for their convenience in marketing their products.

The refrigerator car from San Francisco to Los Angeles leaves San Francisco Tuesdays, Thursdays and Saturdays, arriving in Los Angeles early the second morning after departure from the Bay City.

30 Routing Orders Secured

A standing routing order in favor of Pacific Motor Transport Company from consignee to shipper is one of the most effective means we have of securing traffic and is of lasting benefit.

In answer to the urge constantly be-

ing made that Agents and others interest themselves in securing routing orders, 9 employees last month secured 30 signatures on the well-known line. The number procured by each and names of those securing them are as follows, appreciation being duly expressed:

H. W. Barnum, Agent, Pomona . . .	5
J. M. Kinsey, Agent, Monrovia . . .	6
Sherman Locke, Truck Driver, Lone Pine	2
H. P. Clark, Agent, Long Beach . .	6
E. T. McNeill, Agent, Colton	3
G. W. Caldwell, Agent, Venice-Ocean Park	1
J. M. Gilmore, Warehouseman, Pomona	5
C. H. Jones, General Agent, San Bernardino	1
G. A. Gould, Agent, Riverside . . .	1

TEN YEARS OF MOTOR COACH SERVICE IN GLENDALE

By **J. A. Birmingham**,
Asst. Trainmaster

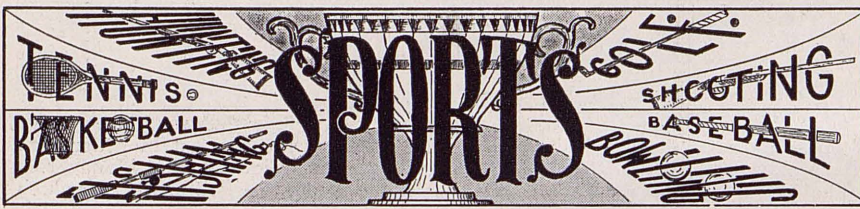
ALMOST ten years ago, Dec. 7, 1921, to be exact, motor coach service was begun by our Company in the city of Glendale.

In the ten year interim between 1920 to 1930 Glendale's population increased from 13,500 to 62,600—a matter of 362.5 per cent. Hence it will be seen that to keep pace with travel requirements in the face of growth in all directions has been quite a problem, yet our management has done so and today may point with pride to the quality and completeness with which it supplies local motor coach service in this rapidly growing community. To completely record the history of motor coach service in Glendale would require details that would consume space not available in the Magazine, hence that which follows necessarily is limited to the more important changes which have taken place from time to time.

Two Reo speedwagon type buses, of crude design, were the first placed in this service, which consisted of but one line, known as Line No. 1, extending from East Broadway and Adams Street on the east to Pacific Avenue and Doran Street on the west side of the city, a distance of 4.1 miles. This service was inaugurated to provide transportation to these rapidly developing sections, and to afford direct connections, at Cypress and Brand Boulevard, with our rail line to and from Los Angeles.

Approximately 13,000 passengers were handled after a few months, and the monthly mileage then operated was

(Continued on Page 21)



MANY EVENTS ARE PLANNED BY ROD & GUN CLUB

On October 17 and 18 the Rod and Gun Club will stage a trout fishing outing to Arrowhead Lake, with P. E. Camp as headquarters. Details will be worked out at our next meeting, October 14. In the meantime, however, plan to attend and make this one of our old-time record fishing parties. Prizes will be awarded and the results should be most interesting.

At our next meeting, October 14, Mr. Jack Boaz, Deputy Game Warden, will give us a short talk on the new Federal and California game laws. He also will have a three reel film, "From Hatchery to Creel," which will be shown after our business meeting. Mr. Boaz should be able to iron out some of the kinks in our new laws that have been troubling us. Be prepared to bring up such questions on which you are in doubt.

Events past, but not forgotten:

Earl Haskei and Bill Baxter took to the deep water in quest of Swordfish. Earl was lucky in his attempt, hooking a fish about 40 minutes after leaving port. It would be unjust to our friend to give in detail his experience in landing this 115 pound Swordfish. In fact, Earl has been very reluctant in giving out any information as he wishes to give in full his story to the boys at our next meeting. You will miss a real treat if you are not present to hear his tale of woe.

Bill Baxter had 15 minutes of real sport with his hook when Mr. Swordfish took a tailspin on old Bill and kissed him good-bye. At least Bill thinks that is what he said.

Talking of fishing, we will say that the Rod and Gun Club boys in conjunction with some of the Southern California Rod and Reel Club members, had a very nice surf fishing party at Los Patos September 26 and 27. The surf was excellent, but fishing was not so good, no doubt being due to the full moon or "Harvest Moon." There certainly was no chance for anyone to hide out from a Moon Shine such as we had Saturday night. Jack May won the cash pot by 4 ounces on a Croaker caught by him. Mr. May will give the boys more details on this trip at our next meeting.

Manley, Smith and company are back from their deer hunt in the High Sierras; useless to ask them if they got any game. They always get it if it is there, and we are told it is. B. F. Manley, spokesman for the company, no doubt will be glad to give the boys his story of some of the most important happenings of the trip. We will wager that B. F., Hal and Dad lead the rest of the company a merry chase.

We are all wondering how H. E. Pierce and his gang fared on their deer hunt? As yet nothing has been heard from them, but leave it to Harry when he takes the floor to relate his hardships. K. L. Oefinger, "Cooney", trailed the same route only a few days later. The little we got from Cooney, his outfit nearly went on the rocks, but we expect also to get all the facts before long.

The Winchester Repeating Arms Company will send us a five-reel film, "Fishing Across Canada," for our November 11 meeting. This film is being shipped direct to us and there will be little doubt but that it will be here for our November meeting.

This meeting, November 11, will be a ladies' night event, so bring all of the women folk and do some advertising among your fellow employees to make this a big turn-out.

Fellow members—let's do all we can to boost our monthly meetings. Set aside the second Wednesday of each month for the Rod and Gun Club meeting. Tell the lady it must be done, and give her the Club telephone number if necessary. In the language of our worthy Secretary, Mr. Gonzales, will say, "refreshments sure."

—G. P. Geopfert.

BOWLERS BEGIN NEW SEASON

Pacific Electric Bowlers are at it again.

Following an organization meeting last month, the P. E. Bowling League again came into existence and another season of play is now under way. As has been the custom since the league was first organized, games will be played each Friday evening at the Jensen Recreation Center alleys, Sunset and Logan Streets, commencing at 8 p.m.

The first night's play of the new season was scheduled for October 9.

The following teams make up the competing units: Engineers; Macy St.; Southern Division; L. A. Street Terminal; P. E. Club; Telephone; Electrical and Claim Department.

Election of officers last month seated the following to executive posts: R. M. Cobb, President; J. D. Henry, First Vice President; A. Brahm, 2nd Vice President; C. G. Gonzales and L. H. Covell, Manager.

While a roll call would bring forth most of the old-timers in the bowling ranks, quite a few new faces have been added this year. Spectators are welcome to view the spirited contests each Friday evening at the time and place noted above.

SAVING SERVICE BY P. E. CLUB

At the last meeting of the Club's Executive Committee there was brought up for discussion the saving which one of the local public utilities effected for workers through handling funeral arrangements.

In the discussion which followed it developed that Club Manager Vickrey had carried out such a plan for some number of years, with a saving to employees reaching into thousands of dollars. Owing to the fact that it is a delicate matter to discuss, neither the Magazine nor Mr. Vickrey have previously felt inclined to publish details concerning such a saving to employees, but inasmuch as the Executive Committee requested that employees be informed, opportunity to do so is here taken.

In the hours of grief which follow the passing of a loved one, Mr. Vickrey frequently had been called upon to handle funeral arrangements, and through the frequency of funerals originating from him special reduced prices have been granted from leading undertakers. This applies either to the death of an employee or one of his family members.

The Club acts only in this capacity when it is requested to do so, and Mr. Vickrey wishes the word passed that he is willing and anxious to serve either day or night.



Hail the Gaels—St. Mary's football team who gave all of Southern California a headache when they trimmed our own Trojans. The picture shows them about to board one of our Motor Transit coaches enroute to their hotel the morning of the contest.

THE PACIFIC ELECTRIC MAGAZINE

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

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

Vol. 16; No. 4 and 5 Sept.-Oct., 1931

CONTRIBUTORS TO THIS ISSUE

- N. B. Vickrey P. E. Club
- D. B. Van Fleet Terminal Foreman
- L. H. Appel Electrical Dept.
- R. M. Cobb Elec. Dept.
- Edmund C. Fox Trans. Dept.
- Reed Christiansen P. E. Club
- Daniel Sanchez L. A. Freight Terminal
- A. E. Dendy Elec. Dept.
- Mrs. Lon Bishop Women's Club
- Max Schuring Trans. Dept.
- P. G. Winters Trans. Dept.
- Thelma Meighan Engineering Dept.
- George Perry Accounting Dept.
- Clarence Hottle P. M. T.
- J. L. McIlveen M. T. Co.
- Ruth Thompson Northern Division
- Walter R. Bloom Trans. Dept.
- R. C. Vanderpool Trans. Dept.
- W. Z. Shaw Cost Engineer
- J. A. Birmingham Asst. Trainmaster
- G. P. Geopfert Elec. Dept.
- Carleton B. Bell Mech. Dept.

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

Fill Out the Card Below

FOR the convenience of employees who may have knowledge of prospective passenger or freight business the form below was prepared in order that details may be forwarded to either the Passenger or Freight Traffic Manager.

The lodge, school, church, musical, social, or athletic organization to which you or some member of your family belong may be planning an outing or visit to some city served either by the Pacific Electric or Motor Transit Company.

Maybe you know of a freight shipment. Or better, many of us know or often meet people who have charge of handling freight shipments for firms in this district. In such instances, the card below filled out will serve as an introduction and greatly aid one of our freight solicitors to explain Pacific Electric and Pacific Motor Transport Company's service throughout Southern California.

More business is urgently needed and we can insure our jobs if all of us will be alert to aid our Company.

	Date.....193...
Freight Traffic Manager Passenger Traffic Manager Below is information which may lead to business for the Pacific Electric:	
Name of Prospective Customer	
Address	City.....
Details	
.....	
.....	
Submitted.....	Dept.....

IN A STORE the other day, upon paying for a small article, the writer was accorded a "thank you" in a parrot-like, mechanical manner that meant anything else than the words were intended to convey. It was clear

Take the "Curt" out of Courtesy

from the attitude, the manner, the tone and all other elements surrounding or entering into the

transaction that the clerk did not really mean "thank you." There was as much sincerity in it as there is real meaning to the word "mamma" when one squeezes a mechanical doll.

It is not so much what we say and do, as it is HOW we say and do it—which is another way of saying that real courtesy cannot be imitated.

Unless our demeanor and words convey to patrons that there is a sincere, earnest wish to serve them courteously and well, our efforts to please patrons will fall far short of their intended purpose, and may as well be left undone.

The fact that a person says "thank you" at the proper moment does not mean a thing in the mind of the recipient unless it is backed with real, honest, sincerity. The complete answer to a question from a patron may be given in a tone and with a demeanor

that is positively insulting, though couched in precise, proper words. We have all seen insincere, "built-up" smiles that literally grated upon us. The man who really smiles (in the right way and at the right time) possesses a virtue that will be an asset to him throughout life.

There is no sleight-of-hand or magic in rendering true courtesy; but to do it one must possess or acquire the right frame of mind, and be sincere. First, we must realize that courtesy comes from the heart. It is a debt we owe to our fellow men. Equally important, it is one we owe to ourselves for the satisfaction that it will bring into our lines.

Once having acquired these viewpoints all that you need to do it "be yourself."

GLEE CLUB AGAIN ORGANIZES

The Pacific Electric Glee Club opened on September 14 with an enrollment of 24 members under the direction of Mrs. Ethel Boothe. On September 21 the Club met and elected officers for the coming year, Mr. Winterberg being chosen as President, Roy C. Vanderpool, Vice President, and Mrs. Elanor Winters, Secretary. Rosemary Koltz and Christine Paulsen were named as Social

Secretaries, with Mrs. Tindall handling Publicity.

The Club desires to enlarge and would like very much to have a few more tenors, baritones, bassos, sopranos, altos and contraltos.

Everybody is welcome to come and join any Monday evening from 6:30 to 8:30 p.m. A number of social affairs are planned and the first party is to be held on the night of October 30.

The Club hopes to make public appearances several times during the year.

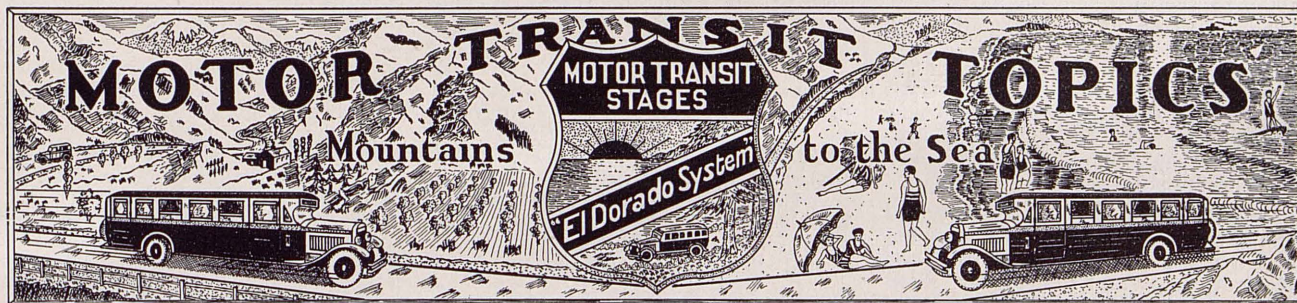
—Gertrude A. Tindall.

ORCHESTRA GIVES RECITAL

Appearing in public for the first time this fall, the Pacific Electric Club Concert Orchestra took part in the Club's Theatre program on the evenings of September 25 and 26. Ably directed by Miss C. M. Bronnenberg, the Orchestra gave an excellent program considering that school has only been in session a very short time.

Miss Bronnenberg informs that there are openings for additional instruments in the Orchestra and that she is especially anxious for musicians who play the cello, string bass and drums. These instruments are needed in both the Junior and Senior Orchestras. Those interested in joining the orchestra class should attend the next regular session. The Senior Orchestra meets on Tuesdays and Fridays at 6:30 p.m., while the Junior Orchestra convenes each Saturday at 9 a.m. in the Club Ballroom.

"He is fit to command who learns to obey"



MAKING YOURSELF VALUABLE

When does a man become valuable to the organization by whom he is employed?

When he comes to the point where he realizes that he is working, not merely as a means of livelihood, nor just trying to get by, but that he is an integral part of the great machinery of the company with whom he is affiliated.

A short time ago an employee said to another, speaking of a certain Agent, "You'd think that guy owned the Motor Transit Co. the way he looks after things; he must have stock in the company."

It was meant for a criticism, but to my mind it was a rare compliment to the Agent. He is one of those fellows who says, "My company;" "our equipment;" "our service." In other words, he takes upon himself the task of running his end of the business as though it were his own. This is the spirit that wins, and we have, I am proud to say, a lot of men in our organization who are imbued with that spirit.

Let me give you an example of what I mean. Last month Mr. Green said to me, "It's gratifying to see the nice increase in long distance business this month, South Alhambra sold two to Knoxville yesterday; Whittier and El Monte each sold a hundred dollars worth one day last week, and up in Montrose they sold two to Boston, Mass. Pasadena sales were almost 100 per cent better than the previous month." Mr. Green was enthusiastic about this increase, but bless your heart, he didn't have to tell me about it because the men who sold the transportation were telling it to anyone who would listen.

Does that mean anything? I'll tell the world it does. It means that the men have their business at heart, and that makes valuable men. And by the way, with the late reduction in fares we have an opportunity for a big month. Let's get it, fellows.

Giving and Getting Information

We have a man at our information desk in the Los Angeles Station, a man who hands out information of any kind. He is known to his associates as the man who "sees all, knows all."

But he not only gives information, but is seeking always to be informed on matters of various kinds, and what

have you, as you would have discovered had you accompanied him to the Los Angeles County Fair at Pomona.

Slim went to the fair three times, and each time the boys asked him about the various exhibits. He couldn't tell them a thing about them, and the boys began to doubt whether he had been to the fair or not.

Then the truth came out, yes, he had been to the fair, parked in one spot all the time. It seems there was a very beautiful girl (at least the part Slim saw was beautiful) demonstrating hose supporters. Her clothing was trivial, and, transparent, and to quote Slim, "She had a form like a Greek goddess." But she was masked, and the gentleman in question spent three perfectly good days trying to see the face under the mask. Do you suppose he saw something familiar about her?

Why the "Pansy"?

This is not to be an article on Floriculture, nor a dissertation on why the pansy is known as heart's ease. It is written in answer to numerous requests from Motor Transit employees and the general public as to why the sobriquet "Pansy" given to one of our Agents on the Eastern Division. I cannot divulge the name here, but if you will send a self addressed and stamped envelope to the Editor of the Advice to the Lovelorn Page, same will be sent to you.

It happened not so long ago, last Christmas Eve to be exact, that two gifts came from afar off, one for the Agent and one for a lady employed in the same building. Both gifts arrived at the same time and no doubt caused the self-same heart beats in the breasts of each. Then the lady said, "Open yours first," and the young man, being a good sport, said "all right."

He did, and girls, what do you think it was? You'd never guess. No! not them that you're thinking. It was a beautiful nightie of peach batiste with a yoke of point lace, and blue ribbon for a tie string. And it had appliqued purple pansies on each side, and girls, it certainly was ducky.

No one seems to know who sent the gift to our friend, but the supposition is that her name is Pansy. And so my children from this time on he shall be known as Pansy.

That's my story and I'll stick to it.

Billswiggle: Are there any divorces in heaven?

Dinklespool: Of course not, you can't get a divorce without a lawyer.

PICK-UPS ALONG THE ROUTE

Every employee of the Motor Transit Co. will be pleased to hear of the steady improvement of Roy Harrington, Agent at Anaheim. Mr. Harrington is in the private home of Mrs. Moyers at 532 Highland Ave., Sierra Madre, where he is receiving fine care. Mrs. Moyer has made arrangements for his wife to remain there with Mr. Harrington, this being possible through the Hospitalization plan of the Pacific Electric.

The last report we had as to the condition of Mr. Rorick of our San Bernardino office was that there was a slight improvement. We are all hopeful that he will win back his health.

There has been much favorable comment on the very fine and efficient care taken of Mr. Rorick by the Hospitalization plan. When Mr. Rorick was taken to the Lutheran Hospital, the Pacific Electric put on a special car equipped with a specially arranged bed for his comfort, and placed him under the care of Dr. Weber.

Ann Prestal is back at her desk after a holiday at Long Beach and Catalina Island. She reports two things in abundance—fish and sheiks.

Al Hanna spent his vacation at Lake Arrowhead, and C. T. Williams took time out at the P. E. Camp. The boys report a good time.

Howard Jones, Secretary to Mr. Howell, made a trip to San Francisco recently. He says he likes the idea of straw hats and overcoats.

Mr. and Mrs. Max H. Green spent a very pleasant week at Point Fermin. Max is back on the job again, digging in as usual.

W. E. Kruckman (Walter), General Agent at Long Beach, is on a two weeks' flying trip to Washington, D. C. Mr. Kruckman's first stop will be St. Louis and from there he will fly to the White House for a conference with the President and the Wickersham Committee. Much news when Walter returns.

Pat Patterson of El Monte has returned to his duties after a trip to Oklahoma.

Mr. Howell has suggested to Mr. Green the making of an inspection tour of the stations with the thought in

mind of seeing what can be done to brighten them up and make them as homey as possible.

It appears to be a good plan for the Agents to check up a little, and let Mr. Green have your suggestions when he drops in. You are the fellow who lives there all the time and should know what is needed.

Tuned in the Metropolitan Water District program the other evening and heard our Mr. Howell speak on that very important subject. Mr. Howell's presentation was very lucid, and as usual, hit the nail right on the head.
—J. L. MacIlveen.

Explains Railroads' Duty to Those Who Own Them

By Mrs. Lon Bishop,
President, P. E. Woman's Club

THE month of August was a lively one for our organization. The Club went over the top with a founder membership in La Fiesta de Los Angeles, not only doing our bit, but having the satisfaction of knowing our name will be inscribed on the honor scroll which will be kept at Exposition Park. The gratitude and appreciation of the members is extended to Mrs. Weimer, who found the way to put this over.

Mrs. Frank Miller, Second Vice President, Chairman of Ways and Means, gave a most successful luncheon and card party at the Evening Express rooms, netting a nice sum for the treasury.

The regular monthly card parties

held at the Club on August 20 and Sept. 17 were well attended and everybody happy.

We find that for a new President to be her own Press Chairman is a delicate and trying situation. Anyway, the new officer, Mrs. Lon Bishop, sat in the big chair on September 10, the first meeting of the new year, and enjoyed it immensely. A lovely luncheon was served at 1:30 p.m. in the cafeteria. Toastmistress Mrs. Miles presented the different Presidents from the out of town auxiliaries, each one responding with best wishes for the new year. A ten minute talk was given by Mr. Baird of the Metropolitan Water and Power Company.

The awarding of the silver cup to Torrance for attendance, the Club having won it for the second year, and a word of welcome from the new President, were next on the program.

Adjourning to the ballroom, the festive fiesta spirit was in evidence everywhere. The new officer in a Spanish costume, with a background of Spanish and Mexican serapes, rugs, Indian baskets and surrounded by ladies made over into 1880 and 1890 models, made a very festive picture. Mrs. King and her guitar (What-a-man) gave the Spanish President quite a thrill with her love serenade.

Another delightful surprise was the presentation of flowers from the Mechanical Department in true Mexican style. Mr. Geibel, in "broken English", introduced Senor Ernia Steviano, who did the honors for the Department. Senor, wearing the costume of his

country and speaking in his native tongue, made a very gracious speech, as only these suave, courteous, hombres of the Southern Republic know how to do. The flowers that he presented were gorgeous and we rather think the speech had something to do with the flowers, and yet it is possible that he was trying to get a loan. We presently will see.

Mrs. Womersley's trio, always a welcome addition to the programs, favored with several selections. It was a happy friendly day and the friendly Club is bound to be a successful one.

The new officer is deeply grateful for her lovely flowers and the sincere expressions of Friendship on the cards presented to her.

September 24 the first real business meeting of the Club was held, splendid reports given, plans outlined for coming year and then a delightful program. The speaker, Mr. Weigle from the Domestic Trade Department of the Chamber of Commerce, gave an interesting half hour talk on "Setting the Pace."

Mrs. Schier's lovely soprano voice was heard in several delightful numbers. (Come again, Mrs. Schier). And with more flowers presented and a replica of the first horsecar, (a work of art by Mr. Holmes) given to the new Chairman, another very worthwhile afternoon was completed.

A class in Parliamentary Law will be conducted by Mrs. Tyler at one o'clock on the second and fourth Thursday. See Bulletin board for other announcements.



Welcomed by city and civic officials as another valuable addition to transportation facilities serving the Hollywood and western district of the city, 14 new motor coaches were placed in service on the Vine-La Brea-Crenshaw Boulevard line of the Los Angeles Motor Coach Company on September 17.

The last word in modern coach construction the 14 new vehicles represent an expenditure of \$88,000, which was jointly shared in by the Los Angeles Railway and the Pacific Electric—co-owners and operators of the motor coach company.

The new units seat 25 passengers and are known as the Model U Yellow Coach, manufactured by the General Motors Company. A motor of 100 horsepower, worm driven; deeply upholstered Spanish leather seats, all facing forward, wide aisles, and 74 inch head room, are among the outstanding features. City officials and the public have been liberal in praise of the new units.

Election of Club Executive Committee Hotly Waged

WITH more than 2000 votes cast among members of the P. E. Club, a new Executive Committee was named during the election in August. To serve for a period of one year 21 new members were elected, and 10 were re-elected. Three new members were chosen to represent the Motor Transit Company and Harbor Belt Line R. R.

It is the duty of Executive Committeemen to represent their respective group employees and bring up for discussion at the monthly meetings all matters relative to employee's welfare or that of the Club's activities. Meetings are held the first Wednesday of each month and regular attendance is insisted upon.

The new committee met early this month and judging by the various discussions brought up for action at the initial meeting the monthly gatherings will teem with interesting discussions.

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

General Offices: H. G. McDonald and H. O. Marler.

Superintendents' Offices: Chas. P. Hill.

Transportation Department

Northern Division:

Macy Street—W. J. Hodge.

Pasadena—E. Fox.

San Bernardino—D. W. Brown.

Pomona—C. F. Kinney.

Southern Division:

6th & Main—F. L. McCulley.

8th St. Yards—F. T. Hoag.

Long Beach—M. Greco.

Western Division:

6th & Main—W. Staudigall.

Subway Terminal—C. E. Murray.

West Hollywood—L. C. Luebbe.

Ocean Park—Geo. E. Rice.

Station Agents:

E. A. Riley.

L. A. Freight Station: Geo. W. Orr.

Mechanical Department

Torrance Shops:

Paint Shop—Earl Brucker.

Erecting Shop—M. C. Munson.

Machine Shop—Wm. J. Brown.

Offices—E. A. Stevens.

Northern Div. Car Repair Shops: R. L. Mankins.

Southern Div. Car Repair Shops: J. R. Foster.

Western Div. Car Repair Shops: H. E. Mattox.

Eastern Div. Car Repair Shops: Fred I. Tingleaf.

Motor Transit

Operating Department: L. L. McDonald and L. E. Netzley (account seniority).

Executive, Traf. & Mech.: L. O. Ballou.

Accounting Department: F. E. Loucks.

Harbor Belt Line Railroad: Paul H. Mann.

Purchasing & Stores Dept.: Ward McCall.

Real Estate, Tax & Resort Dept.: G. L. Breining.

Electrical Department: H. R. Bullock and R. M. Cobb.

Bulletin of Club Events

Saturday, October 10: Motion Picture Show—FLIGHT—with Jack Holt and Lila Lee—8 p.m.

Tuesday, October 13: Masonic Club Meeting in Club Building—7:45 p.m.

Wednesday, October 14: Rod & Gun Club Meeting in Club Theatre—8 p.m.

Thursday, October 15: P. E. Women's Club Afternoon Card Party at Club Building—1:30 p.m.

Friday, October 16: Motion Picture Show—BROADWAY SCANDALS—with Sally O'Neil and Jack Egan—7:30 p.m.

P. E. Club Bowling League Matches at Jensen's Recreation Center—8 p.m.

Saturday, October 17: Motion Picture Show—BROADWAY SCANDALS—8 p.m.

Thursday, October 22: Pacific Electric Club Dance in Club Ballroom—8 p.m.

Twenty 'n' Over Club Meeting in Club Theatre—7:30 p.m.

Friday, October 23: Motion Picture Show—MISSISSIPPI GAMBLER—with Joseph Schildkraut and Joan Bennett—7:30 p.m.

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

Saturday, October 24: Motion Picture Show—MISSISSIPPI GAMBLER—8 p.m.

Friday, October 30: Motion Picture Show—SONG OF LOVE—with Belle Baker and Ralph Graves—7:30 p.m.

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

Saturday, October 31: Motion Picture Show—SONG OF LOVE—8 p.m.

Monday, November 2: P. E. Women's Club Night Card Party in Club Ballroom—8 p.m.

Wednesday, November 4: P. E. Club Executive Committee Meeting at Club Building—2 p.m.

Friday, November 6: Motion Picture Show—WALL STREET—with Ralph Ince and Aileen Pringle—7:30 p.m.

P. E. Club Bowling matches at Jensen's Recreation Center—8 p.m.

Saturday, November 7: Motion Picture Show—WALL STREET—8 p.m.

Tuesday, November 10: Masonic Club Meeting at Club Building—7:45 p.m.

Wednesday, November 11: Rod & Gun Club Meeting in Club Theatre. Special motion picture—Fishing Across Canada—8 p.m.

Thursday, November 12: Pacific Electric Women's Club Afternoon Meeting in Club Ballroom—1:30 p.m.

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

Friday, November 13: Motion Picture Show—MURDER ON THE ROOF—with Dorothy Revier and Raymond Hatton—7:30 p.m.

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

Saturday, November 14: Motion Picture Show—MURDER ON THE ROOF—8 p.m.

Thursday, November 19: Pacific Electric Women's Club Afternoon Card Party at Club Building—1:30 p.m.

Friday, November 20: Motion Picture Show—LUCKY LARKIN—with Ken Maynard—7:30 p.m.

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

Saturday, November 21: Motion Picture Show—LUCKY LARKIN—8 p.m.

Wednesday, November 25: Pacific Electric Club Thanksgiving Dance in Club Ballroom—8 p.m.

Thursday, November 26: Thanksgiving Day—Club open from 10 a.m. to 6 p.m.

Friday, November 27: Motion Picture Show—LADIES OF LEISURE—with Ralph Graves and Barbara Stanwyck—7:30 p.m.

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

Saturday, November 28: Motion Picture Show—LADIES OF LEISURE—8 p.m.

Wednesday, December 2: Executive Committee Meeting in Club Building—2 p.m.

Friday, December 4: Motion Picture Show—THE CLIMAX—with Kathryn Crawford and Jean Hersholt—7:30 p.m.

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

Saturday, December 5: Motion Picture Show—THE CLIMAX—8 p.m.

Monday, December 7: Pacific Electric Women's Club Night Card Party in Club Ballroom—8 p.m.

Tuesday, December 8: P. E. Masonic Club Meeting in Club Building—7:45 p.m.

Wednesday, December 9: Rod & Gun Club Meeting at Club Building—8 p.m.

Engineering Dept.: H. E. DeNyse, W. D. Boyle and W. Stratman.

Cafeteria Changes Hours

Departing temporarily from its usual practice, the Pacific Electric Club Cafeteria will close its doors each week day, except Thursdays and on special occasion, at 4 p.m. The Cafeteria will continue to open at 6:30 a.m. so as to accommodate those persons desiring to take their morning meal at the Club.

PLAN HALLOWE'EN DANCE

Thursday, October 29th, will be a night of festivity at the P. E. Club Ballroom, where a special Hallowe'en "hop" is scheduled. All employees and family members are invited to come and make merry with the witches and goblins.

Hallowe'en costumes will be numerous, so those wishing to wear them will be assured of "companv." It is, however, entirely optional whether or not you come in Hallowe'en attire.



NORTHERN DIVISION
Eastern Lines
Ruth Thompson



F. E. Dixon, our much-traveled member of the ticket office force, has just returned from a trip starting at Juarez, Mexico, and ending, very fittingly, at Havana, Cuba, before the long, dry trip West and home. He also included Montreal, Canada, as the center stopping point, which shows that he knows how to plan a real trip. We believe that travel would pick up with a great deal of speed and the depression would lessen, if such itineraries were advertised to the tired business men of the country. The ticket office force gave him a very cheery send-off, escorting him to the train and showering him with rice, hoping to cause him some embarrassment at least in explaining to all the interested old ladies as to where the "bride" was, thereby keeping him from being too bored. We also wrote him a letter, suggesting that he let us know when he would arrive home as we had some rice left and would be glad to meet him at the train and even bring flowers but he didn't take us up on it.

Motorman K. Thompson has just returned from a hunting trip in the North. We haven't any proof that he found anything.

Asst. Trainmaster W. C. Monroe and family made their annual trip to their old home in Kentucky last month. This was young Bill's second trip and he showed remarkable signs of developing into quite a farmer.

Motorman D. E. Downs and wife are just starting on a trip which will include Michigan, Iowa, South Dakota and Vancouver. Mr. Downs is making his first trip in thirty years to his old home and is as excited as a kid on his way to the circus.

Motorman F. Pettegrew, wife and three grandchildren have just returned from a motor trip to the north.

Brakeman F. Sauerwein spent part of his vacation at San Diego and part at the P. E. Camp. The Camp is an excellent place in which to rest up after sight-seeing tours in San Diego and vicinity, we have heard.

Motorman C. B. McClure and wife have just returned from a trip down New Orleans way and all points south and report that they had a grand time.

Conductor E. F. Cunningham and wife made a trip to Portland.

Motorman D. W. Brown and family spent a couple of weeks at Mammoth Lakes.

Motorman M. Frasure and wife and Mrs. Frasure's sister are making a trip to their old home in Mazomania, Wisconsin.

FREIGHT DEPARTMENT
SOUTHERN DIVISION

By P. G. Winters



We wish to extend our sympathy to the loved ones left by sudden death of two of our pals recently:

C. W. Christain, who passed away very sud-

denly after a short illness, had been employed by this company for 17 years and will be missed by everyone who had the pleasure of his friendship.

Elmer Hatfield, Brakeman, expired after having an accident while switching at Pier A. Elmer was held in high esteem and will be sadly missed by a legion of friends. This company had employed Elmer for the past 9 years.

Howard Swett, Brakeman at Pier A, was injured recently while at work. We hope he has a speedy recovery.

Trainmaster James Blake, better known as Jim, ordealed an operation recently and is doing nicely and will be back soon we hope.

George Preese will be on the high seas as this Magazine goes to press. He stated on leaving that he would try and be back in time to see his wife's favorite Hollywood ball team lose the series and championship of the Coast League.

Bob Locke is not only a Motorman, but as good a night-owl hunter as I have ever had the pleasure of meeting. Bob recently brought down a very fine white-faced sable owl with little or no exertion on his part. Now the owl decorates the mantle over the fireplace in Bob's home.

"Shorty" Wamsley and Walter Polson are sure some ballet dancers, and if reports are true we will all have the pleasure of seeing both of the boys at the Burbank Theatre in the near future. So kindly hold everything on Number 13 Butte Street, by order of the G.Y.M.



NORTHERN DIVISION
POMONA

Walter R. Bloom

Terminal Foreman W. B. Foote left on Monday evening for a two weeks' visit with his brother in Tennessee.

Motorman J. W. MacMillen and wife have returned from their vacation, spent at Wrightwood and Cambria Pines.

Arthur Kirk and wife enjoyed a trip to Washington and Oregon, spending some time with relatives near Marshfield, Washington.

Fred Neimeyer of Riverside is the new Ticket Clerk at Pomona, taking the place of Jeff Shiff who was transferred to San Bernardino.

Everett Park, Substation Operator, and wife, and Motorman Walter R. Bloom and Mrs. Bloom, are planning a trip to Old Mexico in the near future.

George Curtiss is back at the Claremont tower after a twelve-day vacation.

Mrs. H. K. Riordan, wife of Conductor H. K. Riordan, and daughter Madeline, returned recently from a four months' visit in Paris, France.

Maxine, daughter of Conductor and Mrs. O. Jensen, had the misfortune to break her arm recently.

Motorman Harry York and family spent their vacation at the beaches enjoying swimming and fishing.

NORTHERN DIVISION
PASADENA

Edmund C. Fox



A wedding of much interest to Pasadena folk took place on September 9 when W. J. Richards, Motorman, was married to Ruth Louise Kerschner of Pasadena. Mr. Richards has many friends here who are wishing him and his bride many years of happiness.

Also for congratulations. H. R. Goller, Conductor and author, was married August 17 at Adams City, Colo., to Ethel D. Lonbeck. The happy couple left the home of the bride immediately for Pasadena where they will make their home. Mr. Goller met with ill fortune, as well as good fortune, on his matrimonial voyage. He was taken suddenly ill at Denver on July 24, where he underwent an operation for appendicitis.

M. L. Anderson and H. E. French have returned from their annual hunt with a deer apiece. This year their objective was Cotton Wood Springs in Modoc County.

R. N. Hosford and family are back from a wonderful vacation of thirty days. They journeyed by rail to his old home in North Carolina where his parents reside. Happy days.

Mr. and Mrs. W. M. Cantrel are the proud parents of a baby daughter, born September 25. The little lady tipped the scales at 8½ lbs. Both mother and baby are doing fine.

We extend our congratulations to Mr. and Mrs. J. J. Lockshaw, who on September 12 became the proud parents of their sixth child. It's a girl.

Mrs. M. Baldwin, wife of Motorman Baldwin, experienced a most unfortunate happening when she fell from a box while cleaning house. Both wrists were broken.

R. F. Bird, R. W. Damon, G. D. Stewart and G. F. Tate together with their wives have recently returned from a real fishing trip. (Follow this) by motor to Mt. Shasta to Grants Pass to Rogue River through Redwood to Crescent City, then up coast to Gold Beach, up Rogue River twelve miles where machine was parked, then taking to motor boats to a point 22 miles up the river. We have no pictures to show you but it was the nicest salmon I ever ate.

J. C. Engle, J. G. Rovai and C. J. McAtee have returned from a trip to Reno, Nev., motoring via the Redwood Highway to Crater Lake, Klamath Falls and Oregon. They relate witnessing a most beautiful snow fall while traveling over the mountains to Sacramento.

7th ST. WAREHOUSE

Daniel Sanchez



Dan Cupid still plays his part in our department. This time Lawrence C. Flood, night Chief Clerk, was married to Miss Virginia Dixon. We wish them much happiness.

The following employees recently spent their vacation at home: Checkers—Greg Elias, Madi-

son Finney, W. M. King, Jack L. Grimmand. Truckers—John Wilson, Riley C. Harding, Wm. B. Guthrie, William Hon. Tellers—Jake Anderson and James Brownlee. Ambrose H. Stillson, O. S. and D. Dept. Irene R. Cunha, Stenographer.

Stevodore Wm. Minyard had to be off duty long enough to get his annual deer. Thanks for the venison, Bill.

Foster Wilhead, our Routing Clerk, visited Oakland and San Francisco while on his vacation.

Flagman William O'dell can be found at his old home town in Pennsylvania.

John H. Goung enjoyed his vacation up north, while Stevodore Nico Romo spent his vacation trying to rebuild his home after it burned down.

Mrs. Dorothy H. Collins, Stenographer, will not tell us where she was while on her vacation. There are rumors and speculations.

Chas. Holt, Checker, had to see that everything was O.K. over the system as he made an examination of every town while on his vacation, also Catalina Island.

At present Stevodore Dan Page is confined to his bed at home on account of sickness. We wish Dan a speedy recovery.

If you want to know just how much a crow-bar weighs, just ask Stevodore Harry Denison. He weighed one on his toe. The result was—one week off duty.

Will someone convince Stevodore Raymond Anderson that free-wheeling in a car is not an extra wheel?

Checker Russell L. Linsley reports San Diego, where he spent his vacation, a very warm place. He claims he did not cross the border.

One of our daily patrons wanted to know why all was so silent. The answer was that Stevodore Herbert Hontekamer was away on his vacation.



ACCOUNTING DEPT.

George Perry

Due the the peculiarity of an accountant's calling and the fact that they are humped over a desk day in and day out making black and red scratches on white paper, there is bound to be reflected in the social lives of these individuals a "something" that brands them "different" from others; whether better or worse is hard to say.

Whenever one of these persons sees a column of figures he automatically adds them, whether it's any of his affair or not, and promptly calls any errors to the attention of whoever made them. This trait does not always make friends. If he plays a friendly game of cards he always is given the honor of keeping score "because he's used to figures" and when a mistake of a 100 or so on his score would help a lot, he can't do it as this would be "fudging the book". Many games are lost this way.

Last, but not least if you see one of these people with pencil and paper, hold on to your pay check as he can figure it so that you owe the Company money.

The movement afoot for a small contribution monthly by employees of this and other departments towards a fund to help our less fortunate brothers met with instant response. It is felt that this is a practical and worthwhile undertaking and that the originator of this idea is to be congratulated.

September being inventory month—6 stalwart lads from the Accounting Department fared forth in all directions on the 30th to count track material. J. P. Hoaglund arose to the occasion with a bit of poetry which has a familiar ring—"Rails to the right of them, spikes to the left of them, oh, what a jumble,

there's not to reason why, there's but to count each tie", etc. etc. Well it's over for another year anyway.

An echo from P. E. Camp has it that our friend and bridge player—"No trump Weeks" made quite a hit with his staging of a bedroom scene at one of the camp parties; he took the part of an old maid who finds a burglar under the bed. This act was so clever that a repeat performance was made to the delight of everyone.

At the opening dance of the season in the Pacific Electric Club ballroom there were many from the Accounting Department accompanied by their friends who were pleased and agreeably surprised at the excellent quality of the music and dance floor. Judging by the crowd of merrymakers on the floor with each dance it can easily be seen why these dances are one of the club's most popular features.

The season for exaggerated fish stories having passed the long distance radio gag is with us again. A. L. Marsh has installed a new set of tubes in his "Grebe" and Al Eurich has erected a gold plated aerial. What results these preparations will bring only the future can tell, and how it will be told can only be left to the imagination.



MACY ST. TERMINAL

D. B. Van Fleet

It is with pleasure that we announce the marriage, in Santa Ana, of Motorman R. E. Sanders, San Gabriel Line, to Pearl Murphy of Tulsa, Oklahoma, on September 16, last. Congratulations and best wishes!

The fine co-operative spirit that is so evident in so many of our employees was forcibly brought to the attention of many representative outsiders recently, by Conductor B. J. MacElhenny, Macy Street, who, though off duty but still in uniform, very actively assisted in the rescue of a very badly injured man from beneath the wheels of a car of another railway. Not only were officials of the railway, as well as many outsiders, free in their praise of his noble act, but we, his fellow employees, likewise are proud to commend him.

With the champion Macy Street ocean fisherman (and reputed Jinx of many) vacationing in the East, several of the other enthusiasts are taking advantage of his absence by trying their luck in the briny deep. Thus far Motorman E. L. Smith holds the record for size with two eighteen pound yellowtail to his credit.

Though Conductor E. R. Smith and Motorman J. L. "Joe" Karalis, Monrovia Line, didn't "bring home the venison" from their six days' hunting trip into the back country of the San Bernardino Mountains, they did bring back a somewhat mysterious story, each of them, however, having his own version of the tale. They are agreed that Conductor Smith shot at a good sized buck and followed it down the canyon. "Joe" remained on the side of the ridge and was looking in the direction Smith had taken, when suddenly behind him he heard quite a commotion accompanied by a sound of rather exhausted breathing. "Joe" whirled around, but the only thing visible was the violent movement of the bushes immediately above him. Smith insists that the unknown visitor was his deer but "Joe" is just as positive that it was a mountain lion. So sure was "Joe" that he made a hurried trip the next weekend to this same canyon and was greeted by the chilling scream of what was unmistakably a mountain lion.

With definite knowledge at hand "Joe" is now making plans to go out and get himself a lion.

A new name for the Sunday Pass! Passenger boards Sierra Vista Local car early one Sunday morning, hurriedly hands Conductor A. R. Picking a one dollar bill and says: "One of those Ride Everywhere Tickets, please."

Not all lapses of memory can be charged to the "Absent-minded Professor" as the fol-

lowing personal experience of Conductor J. E. "Joe" Bush will prove. One day during La Fiesta "Joe" was in uniform and walking along Broadway, when a very flustered man rushed up to him and exclaimed: "Conductor, I parked my car with my wife and baby in it, but now I don't know where it is!" After a little questioning and cool headed reasoning "Joe" advised that the best plan to find the lost ones was by the process of systematic elimination of those blocks where they might be, until he finally located them. Good work, "Joe"!



MECHANICAL DEPT.

Carleton B. Bell

The reason why I break my silence of the last six months on this page is the REAL news that our good friend, Carl Bonney, is back on the job after an absence of seven months following injuries sustained last February when he was run down by an automobile while on his way to work. Some of us thought Carl might never be back and believe me, his never-failing good nature was missed, but here he is this morning (Oct. 1) almost as good as new and all of the old twinkle in his eye. Everybody is happier to see you, Carl, than we know how to say it, and I am sure your friends throughout the "Family" are as glad as we here at Torrance.

Another of the "Old Guard" has left us and all who knew him feel a sense of loss. William T. "Bill" Daniels passed away on Sunday evening, August 23, at the California Lutheran Hospital after a few weeks' illness. "Bill" had known for some time that he must go but he stuck to his job as long as he could keep on his feet and you had to look close or ask him to find out that he was ill. His niece, who kept house for him, told me that she "did not know there were so many men worked in the P. E. Shops as came to see Uncle Will. There were from five to fifteen fellow workmen to see him every morning, and it did please him so." Those words tell much. I could want no finer thing said of me when it comes my turn.

Mr. and Mrs. Frank Thompson were pleasantly surprised on the evening of September 25, that being the 15th anniversary of their wedding, by the Torrance employees' Cheerio Club. Frank was "kinda" handicapped when it came to the refreshments because he had stayed too long in the dentist's chair a few days previously but that seemed to please the guests even though it did embarrass Frank some. Frank enjoyed the drinks (they were very soft). Everybody had a fine time till about 2 a.m., when Joe Tindall wanted to finish off the evening with a pinocle game. Joe is like Edison in that he is old and needs very little sleep.

At another family party recently Frederick Wurm got in bad, and HOW. His wife gave him a box to carry down the bank to the beach where was to be held a wiener bake. Fred did not understand the wife and thought he had the box of wood for the fire so when he got to the top of the banks he rolled the box down and instead of sticks of wood he found he had the eats for out rolled wieners, mustard, coffee, pie, buns, etc., etc.; in fact, everything that you have to have when you have a wiener bake. Fred has looked all broken up ever since.

Dale Merritt has repeatedly instructed his mother to tell EVERYBODY "hello" for him and she just now passed the job on to me so this HELLO is meant for all those who read it and those who miss it. Dale is over in the Hawaiian Islands at Wheeler Fields learning all about Uncle Sam's big Army planes. He'll be flying them soon. This tip he passes on to the younger men who like wonderful scenery—you can see just as good and lots more at Venice, Redondo, or Long Beach as can be seen at Waikiki Beach. Dale is setting an example to many of us who are at a distance from our mothers. His mother gets a letter from him every week.

Clyde McNew reports a wonderful new 8 lb. boy at his home. Congratulations to you and the wife.

Jake Groskopf had a wreck with his Ford recently. We all blame it on the fact that Jake is in love and he is not used to that. Maybe more about that later.



ENGINEERING DEPT.

Thelma Meighan

It's still vacation time! Harry Culp of the Paving Dept. spent his in San Diego and "points south." Doc Shaw and family spent a part of theirs at the P. E. Camp. (Doc had to try out the new Willys-Knight). Effie Maitland spent hers at Santa Monica Canyon trying to keep from getting sunburned. Leonard Biehler and wife included Carlsbad Caverns and the Grand Canyon in their itinerary. Ruth Sterling enjoyed a "good rest" (we wonder). Mr. Hubon in the Drafting Room also spent his in San Diego. The Messrs. Miller De Phyffer and Gorman went to the P. E. Camp.

There ain't no justice! and Roy (Swede) Swanson, our "Fleehider Extraordinary," knows it. Being an old Boy Scout, Roy was in the act of performing his daily good deed by helping some blonde gal in a rumble seat, when he had his hand badly mangled by Leon Perry of the Field Dept., who misinterpreting the act, stepped on it, when he thought Roy was trying to beat him to the seat.

And that ain't all! The Swede took his best suit to a Palestine Pressing Parlor a week or so ago and left it with another blonde gal, who not being good on nationalities gave it to a Scotchman. Roy says it was a dirty Irish trick! But—being a gentleman, he still prefers blondes.

"Billiam" Baxter, the Elmwood Slicker, has a new kind of fish story. When he catches 'em he cans 'em and puts 'em among his souvenirs.

Dave Boyle and Fred Spencer of the Field Dept. went fishing at Mammoth Lakes. There seems to be a slight difference of opinion as to the size of the (two) fish caught. Fred, who caught them, describes them as being well above average. Boyle, who watched him catch them, says he tried to get them for bait—Oh, well?

Mr. Gould, who is recuperating at Banning, says he will appreciate a couple of yards of letter any time any of his friends feel like it! Those who have called on him report him as sassy as ever to his visitors and still as interested in football.

Jack Farmer, Field Department, is an aviation enthusiast and carries a pilot's license in his jeans. He says it's hard to keep a good man down!

Skipper Plaisted is organizing the Van Nuys Yachting Club and is hunting for a canyon to build a dam.

Burleigh Manley, Hal Smith and "Pop" Manley of the B & B Dept. have gone on their annual deer (or is it dear) hunt.

Lester Knight of Wash. St. is taking his vacation aboard the H. F. Alexander en route to Seattle and way points (mebbe Vancouver, eh?)

Sam Florence, Signal Engineer, staged his own Transportation Parade the other night when attending or attempting to attend a football game. The only vehicle he didn't call into service was an ox cart. Sam says if he could have located any of the masculine bovine they would have been placed in service—and gratefully.

Alas! and a couple of alacks! Towerman Fred Linne spent the first day of his vacation digging a trench in his back yard. He worked hard and faithfully. When he had made it nice and deep and wide he promptly stepped in it and sprained his ankle so badly the balance of his vacation was spent nursing it.

Homer King, Signalman, bought a new Chevrolet for his vacation. If a streak of greased lightning passes you on the highway, just remember it's Homer and think nothing of it.

SOUTHERN DIVISION

R. C. Vanderpool

Sympathy is just another word to be found in the dictionary and some people don't know where to look for it then. So thought E. E. Bell, just recently married, when he caught a "hold down" on run 7, and had to sleep in the car at Whittier for several nights. Someone should sell him a good cheap Ford to use in like emergencies. At that, Bell wasn't alone in his misery, for R. E. Withee and J. Navatal kept him company for about a week.

W. R. Fielder has gone back to his old sweetheart again. In one of the recent bids he got run 40, and now he can get all the T-bone steaks he wants in San Pedro.

The boys are glad to see Conductor P. L. Watts back on the job again after a long illness. Paul suffered from a disablement contracted while doing his bit in France.

Joe Zwissler says that hereafter if people want to throw lighted cigars away, to see that they go out the window and not in his face.

Southern Division Trainmen are real deep-sea fishermen and among the leaders is R. R. Patzer, who thinks that he caught the granddaddy of all halibut. This particular fish weighed around 43 pounds. Get Bob to show you the picture of Fred Hale holding it. It makes Bob a possible winner of the P. E. Rod and Gun Club's first prize.

Joe Mallory is beginning to pick up weight again since his wife has returned from her visit in Idaho. Joe had to do his own cooking for a spell and he sure was a miserable man. He got so bad that he would get up at 4 a.m. to cut the neighbor's lawn for breakfast. At least that was what he told Foreman McCulley the morning he missed out.

When M. R. Yeager went to Long Beach we heard loud protestation that he was glad to get away from Whittier and that he never wanted to go back. Boy! he nearly broke a pencil bidding on Run 1. Just like going home to the "Old Folks." It will take a team of oxen to get him away.

When G. W. Nesbit bid in Run 90, he stated that he had his heart's desire. W. B. Nesbit figured it a good thing, too, and when it became open on the back end, he bid it in, making a combination hard to beat. Father and son. It didn't last long for some mysterious reason, as G. W. took over a Pedro run about two weeks afterwards. We had hopes that W. B. Nesbit would line dad up to vote a straight Republican ticket at the next election.

The American Legion Convention, recently held in Long Beach, wasn't complete until seven of the Southern Division boys attended in person. In the big parade the first day, A. R. Nack carried colors in the Massed Colors and did his stuff right in the front row, while Joe Furst carried the Post Banner. The two named, with T. A. Lyons, Jake Osterhoudt, and R. E. Withee represented Watts Post. J. A. Zumwalt was wearing a Sunset Post badge, and J. Navatal was standing on the side lines throwing bouquets.

The Watts Post is almost a Southern Division Post as T. A. Lyons is the newly elected Post Commander, with J. C. Furst as First Vice-Commander and J. H. Osterhoudt as Second Vice-Commander.

JUNE-JULY TRAVEL TIPS

G. L. Redd, Bridge and Building Dept., 2 round-trips, Fort Worth.

Lee Pullion, Passenger Dept., one-way, Big Springs, Texas.

C. N. Van Ordstrand, Asst. Trainmaster, 2 round-trips, Chicago.

C. H. English, Accounting Dept., round-trip, Cedar Rapids, Iowa.

Hugo Dummer, Freight Agent, Glendale, 3 one-ways, Sioux Falls.

S. E. Burt, Sub-Foreman, Los Angeles, round-trip, Birmingham, Ala.

R. H. Horn, Conductor, Pasadena, one-way, Springfield, Mo.

Helen Sparks, Clerk, Auditing, 2 round-trips,

Yosemite; round-trip and one-way, Portland to Los Angeles.

J. T. Hale, Motorman, Western Division, one-way, Kansas City.

W. Tonjes, Conductor, Los Angeles, one-way, Glendale to Dunsmuir.

A. J. Polack, Conductor, round-trip, Chicago.

Louis Wabritz, W. Hollywood, round-trip, Kansas City.

N. B. Vickrey, Manager, P. E. Club, 2 round-trips, Terre Haute; round-trip Portland, one-way Detroit.

Harry E. Long, Trans., Los Angeles, round-trip, San Francisco.

O. R. Scott, B. & B. Dept. Western Division, 2 round-trips, Minneapolis.

Frank W. Hardesty, Timekeeper, round-trip, Newton, Kans.

W. W. Montrose, Motorman, one-way, Claremont to Calais, Me.

M. E. Shay, Conductor, Glendale, round-trip, San Antonio, Texas.

Frank Hite, Conductor, Pomona, one-way, Pomona to Tulsa, Okla.

A. Silverman, Conductor, L. A., one-way, Amarillo, Texas.

W. D. Yarger, Trainman, So. Div., round-trip, Detroit.

Harvey E. Wilmot, Trainman, L. A., round-trip, Akron, Ohio.

R. E. Dimon, Passenger Dept., round-trip and one-way, Washington.

O. O. Collins, Attorney, one-way, New York.

B. J. McCamy, Conductor, Glendale, one-way, Morristown, Tenn.

H. R. Knoff, Foreman Garage, Glen., round-trip, Kansas City.

S. C. Perry, Motorman, Glen., one-way, Nashville, Tenn.

C. W. Brady, Motorman, L. A., round-trip, Houston.

C. B. Reynolds, Arm. Winder, Shops, 2 round-trips, Montreal.

A. H. Fidel, T.P.A., one-way, Denver.

J. B. Shuster, Conductor, Pasadena, 2 one-ways, New York.

Jesse Hanselman, Terminal Foreman, L. A., round-trip, Minneapolis.

Frank W. Hardesty, Timekeeper, one-way, Philadelphia; 1 round-trip, San Francisco; one-way, Minneapolis.

Floyd Knecht, Conductor, West Div., 2 round-trips, Winnipeg.

Fred Lepore, Shops, 2 round-trips, Buffalo.

G. A. King, Acct. Dept., one-way, Del Rio, Texas; round-trip, Miami, Florida; round-trip, Chicago.

TICKETS SOLD PAST TWO MONTHS

George Weaver, P. E. Shops, one-way, Kansas City.

Ed. Bradv. Accounting, round-trip, Tacoma.

Walter C. Monroe, Asst. Trainmaster, 2 one-ways, Topeka.

Frank W. Hardesty, Timekeeper, round-trip, Toledo.

W. A. Woods, Sec. Foreman, one-way, St. Louis.

G. L. Redd, Engr. Dept., round-trip, Chicago.

Lloyd Covell, Dispatcher, round-trip, Kansas City.

Hugo Dummer, Freight Agent, one-way, Houston.

W. J. Keith, Conductor, 2 round-trips, Eureka, Calif.

Herbert Vaughn, Motorman, round trip, New Orleans.

Chas. Gaskin, Motorman, round-trip, N. Y.

Cecil Kirby, Towerman, 2 one-ways, Chicago.

H. F. Wholfe, Conductor, round-trip, Atlanta.

C. R. Young, West. Div., one-way, Dallas.

N. Ralls, West. Div., one-way, Springfield, Mo.

J. C. Lortie, Auditing, one-way, Portland.

L. J. Keith, Conductor, one-way, Wheaton, Ill.

C. Curle, Storekeeper, one-way, Morristown, N. J.

R. H. McLaughlin, Stores Dept., 2 one-ways, Mexico City.

W. S. Cotton, Motorman, round-trip, Hot Springs.

George Towner, Asst. Trainmaster, 2 one-ways, Baltimore; one-way, Birmingham; one-way, Houston.

Lee A. Cole, Motorman, one-way, Akron.

A. W. Day, Terminal Foreman, 2 round-trips, S. F.

T. J. Morgan, Conductor, one-way, Philadelphia.

Howard Talkington, Engineering, one-way, Parkersburg, W. V.

S. C. Pittenger, El Segundo, round-trip, Atlantic City.

O. E. Senay, Conductor, one-way, White Rock, B. C.

(Continued from Page 12)

about 8,500 miles. This line was later extended on the west side to Pacific Avenue and Kenneth Road, and on the east side to Broadway and Verdugo Road, returning via Verdugo and Maple Street to Adams Street.

Two More Lines

Surprising development in practically all sections of the city caused, on November 6, 1923, two new lines to be established. Five new Moreland buses were placed in service and all three lines routed to and from Broadway and Brand Boulevard, affording patrons direct transportation into the business section, and providing additional connection with rail service at that point.

Line No. 1 operated from Broadway and Brand to East Broadway and Chevy Chase, via Los Feliz and Brand.

Line No. 2 to Kenneth Road and Grand View, on the west and Broadway and Verdugo on the east. Line No. 3 operated between Broadway and Brand and San Fernando and Doran Street. Total route miles of all three lines was then 10.5 miles.

Line No. 2 was later extended west to Tenth Street and Alameda Avenue and on the east side, to Sycamore Canon Road and Hill Drive.

On September 9, 1928, service was extended into the Rossmoyne district, which section was building up very rapidly; service was also extended at the same time into what is known as the Lake Street district, serving also the New Grand Central Airport.

Minor, as well as some important changes and extensions were made from time to time. The new Hoover High School erected in the northwest section made it necessary to re-route Line No. 2 to serve pupils attending this school.

On June 1, 1930, a complete revision was made in practically all routes and schedules and various extensions were made, prominent among which were the extensions of Line No. 1 into the Atwater or East Hollywood district, as well as providing more direct service between the east side and the downtown business district, a privilege not previously enjoyed.

These changes increased considerably the route mileage, required additional equipment, as well as more operators to man the coaches.

Finest Equipment

In October, 1930, this Company purchased an entire new fleet of 14 latest type, twin coaches, and placed them in service on all motor coach lines in Glendale.

These coaches have six cylinder motors, air cushion seats, treadle-step, rear door exits, also many other modern improvements and represent an investment of approximately \$105,000.

The continued growth made it necessary for the Pacific Electric to own and maintain a completely equipped garage, located at East Broadway and Chevy Chase Drive, where coaches are stored and serviced by expert mechanics, as well as attending to minor repairs, overhauling of motors, painting,



Irate wife (discovering inebriate husband on front steps fiddling with the door knob): "What are you doing there, Webster?"

Husband (continuing to turn knob): "Shhrr. I'm trying to get Pittsburgh."

Coachman—"We are now passing the oldest saloon in the Dominion of Canada."

Tourist—"Why?"

"Don't be so noisy," said Mother to Jessie. "Why can't you be quiet like Jimmie?"

"Oh, he's got to be quiet," replied Jessie, "You see, we're playing he's Daddy coming home from the Club—and I'm you."

Lawyer—"But, madam, you can not marry again. If you do, your husband has clearly specified that his fortune will go to his cousin."

Fair Client—"I know that. It's his cousin I'm marrying."

Ardent Lover: "Speak, oh speak, just those few words that will mean heaven to me."

Flapper: "Ah, go out and shoot yourself!"

Nothing But the Truth

Defendant (in loud voice): "Justice! Justice! I demand justice."

Judge (rapping for order): "The defendant will please remember he is in a courtroom."

Janet: "I think I will take up horseback riding; it will increase my social standing."

Georgia: "I don't know about that, but it sure will increase your standing."

From the Back Seat

Husband (in car): "Great Heavens! The engine is terribly overheated."

Wife (calmly): "Then why don't you turn off the radiator?"

etc., being handled at the Company's main shops at Torrance.

At the present time the regular service now requires 13 coaches, and 26 operators to fill the runs, covering 26.35 one-way route miles. A total of 59,566 miles are operated monthly and approximately 134,000 passengers handled per month.

In addition to the regular service, tripper service requiring four coaches is also operated during morning and afternoon rush hour periods, as well as during heavy class periods to handle pupils to or from the Broadway and Hoover High Schools, as well as various grade schools located along the motor coach lines.

Prehistoric Crime

Visitor (looking over fraternity house)—"Don't you know roller towels are against the law?"

Brother—"Oh, yes, but that one was put up before the law was passed."

"I know a place where women don't wear anything—except a string of beads once in a while."

"Holy gee, where?"

"Around their necks, stupid."

The husband was seeing his wife away on a holiday. "Ellen, dear," he said, "hadn't you better take some fiction with you to while away the time?"

"Oh, no, William," she replied; "you'll be sending me some letters!"

Father (spanking Tommy): "Tommy, this hurts me more than it does you."

Tommy (silently): "I thought that board in my trousers wouldn't do you any good!"

Modern Youngster: "What are prayers, Mother?"

Mother: "Prayers, darling, are little messages to God."

Youngster: "Oh, and we send them at night to get the cheap rate?"

Limited Control

Lawyer: "Did you have complete control of yourself at the time?"

Witness: "No, my wife was with me."

"Tommy," said the teacher, "what is one-fifth of three-sevenths?" "I don't know exactly," replied Tommy, "but it isn't enough to worry about."

Artist (pleased with his latest picture): "I shall never do anything better than that."

Critic: "Come, don't lose courage."

Salesman: "Can I interest you in an attachment for your typewriter?"

The Boss: "Nothing doing! I'm still paying alimony on the strength of the attachment I had for my last one."

Blacksmith: "Now, Pat, I'm going to bring this horse shoe out of the fire and lay it on the anvil. When I nod my head, hit it hard with a hammer." Pat did . . . and was fired when the blacksmith recovered.

The restaurant advertised sudden service, but didn't give it. A patron gave an order, waited patiently and fell asleep. He awoke to hear the waitress' voice asking: "Did you order this sundae?"

"Good heavens!" exclaimed the customer in dismay, "what day's this?"

ISSUE NEW P. E. CLUB CARDS

Attractive new Club Cards are now in the course of distribution to all club members. The new cards are yellow in color and printed with a well blended shade of red. Indicative of a new regime of officers, the cards bear the signatures of T. J. Day, President, and N. B. Vickrey, Manager.

Distribution of these membership cards is being handled through departmental channels, in the hope that they will all reach the proper member and that same will be kept out of possession of non-members.

With each membership card is being distributed an application blank for dependents' club card, which is to be filled out and returned to the club

office, 299 P. E. Building, in order that the new dependents' cards, brown in color, may be properly issued.

There is no charge made in connection with the issuance of either type of club cards and all club members and their dependents are urged to lend their co-operation in an effort to see that all those entitled to club cards receive them and that the cards are kept from those not entitled to their use.

When new club cards are received, or when application is made for dependents' cards, the old cards should be returned to the Club Office or Department Head. The old cards can be of no legitimate use to anyone, but are often the cause of misunderstandings and confusion. If you are entitled to

a new club card, be sure that you get it!

It will be a great assistance to all concerned if everyone upon entering the Club will show their cards, informs Club Manager N. B. Vickrey.

Patient: Oh, Doctor, I'm so sick—if I could only die.

Doctor: I'll do the very best I can for you.

Explanations Will Follow

Lady Caller: "Is the manager in?"
Office Boy: "No, he just went out to lunch with his wife."

Lady Caller: "I see. When he gets back with the stenographer, tell him his wife called."

Partial List of September Claims Paid to Pacific Electric Railway Employees 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
Batten, Marshall S.,	Sprained ankle.....	\$30.00	Damewood, Isaac B.,	Contused arm.....	18.00	Rohde, Martin C.,	Bruise	10.00
Beard, Frederick K.,	Appendicitis	98.00	Dawson, Mose W.,	Indigestion	18.00	Shay, Mabry E.,	Boil	14.00
Blume, Gordon H.,	Indigestion	14.00	Goller, H. Ralph,	Appendicitis	80.00	Snyder, Harley,	Influenza	14.00
Bonney, Carl F.,	Broken knee	420.00	Griffin, Frank J.,	Infection	10.00	Snyder, Wm. H.,	Growth on lip	42.00
Brooks, John W.,	Broken heel.....	300.00	Hamilton, Willis S.,	Cold	10.00	Leadebrand, Russell L.,	Gastric	34.00
Byers, Wm. W.,	Influenza	14.00	Hendricks, Merald P.,	Billiousness	10.66	Walker, Jos. R.,	Burns	8.00
Calmes, Deane D.,	Influenza	28.00	Holt, Edw. O.,	La Grippe	26.66	Walmsley, Wm.,	Boils	10.00
Cooper, Needham P.,	Cold	14.00	Johnson, Kenneth,	Tonsilitis	8.00	Watson, Harry,	Lumbago	16.00
Cole, Lee A.,	Neuralgia	23.33	Trowbridge, Tyler O.,	Enteritis	12.00	White, Clarence A.,	Cut finger	16.00
			McGilvray, Jack,	Infected teeth	18.00			

SEE OUR AGENTS ABOUT THIS INSURANCE: J. J. Hull—J. R. Dougher — or — Wm. L. Thomas, 520-21 Pacific Mutual Bldg. Phone: TRinity 3526 or TRinity 3527

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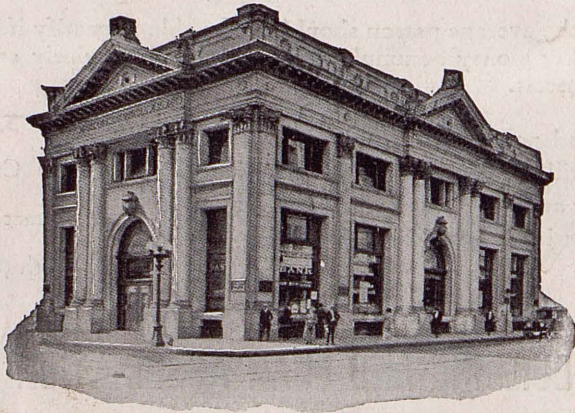
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