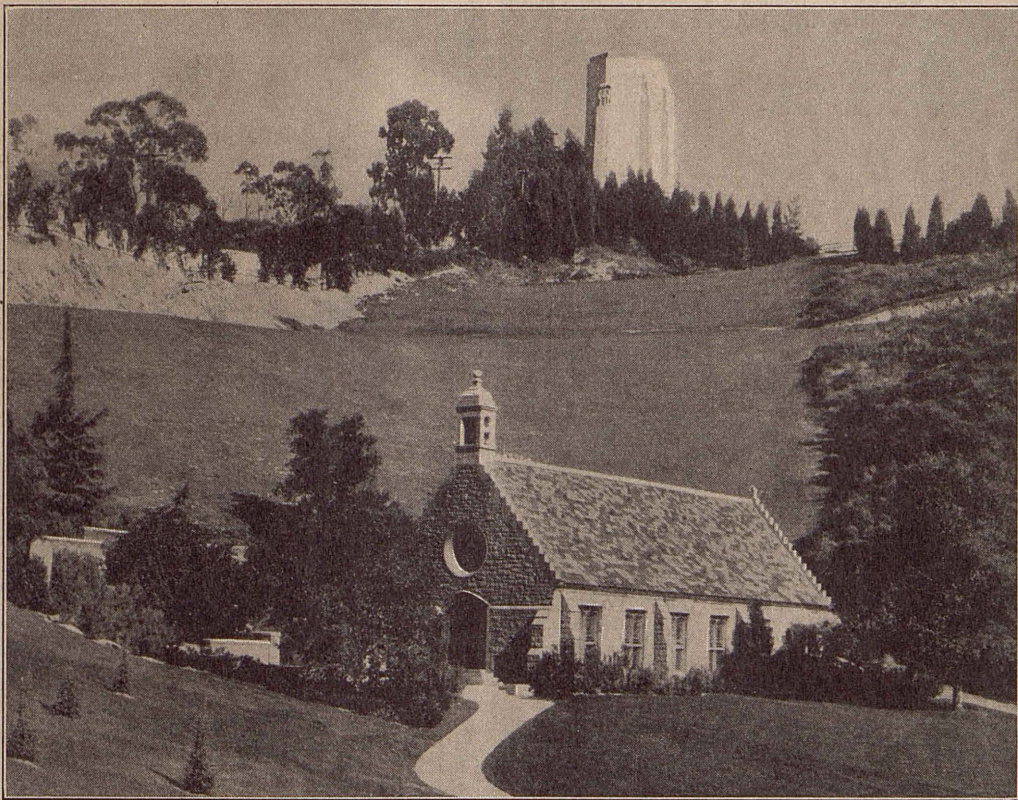


PACIFIC ELECTRIC

Magazine



"WEE KIRK 'O THE HEATHER"

A Bit of Bonnie Scotland
Reproduced in Glendale



THE PACIFIC ELECTRIC MAGAZINE

Published Monthly by the Bureau of News in the interest of Employees of the Pacific Electric Railway.

Address all communications to E. C. THOMAS, General Agent, 623 Pacific Electric Building, Los Angeles.

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Startling Railway Facts

United States Trackage is 32 Per Cent of World's Total

In its economic development the United States has built more than five times as many miles of railway lines as has any other country, and with less than 8 per cent of the world's area it has 32 per cent of the railway mileage, declares the Baltimore Sun.

In "A Yearbook of Railroad Information," recently issued, the Eastern railroads have summed up the records to the end of 1931, showing in what manner they have suffered in the past few years, as well as the improvements which have been made in various phases of the work. The records are those of all the Class 1 roads, those which have an operating income of \$1,000,000 or more each year, and which control about 95 per cent of the country's total mileage.

Since 1911 the total mileage has increased some 67,000 miles to the present total of 430,000, though virtually no increase has been registered in the past four years. On these lines some 55,000 locomotives operated in 1931, in contrast to 65,000 in 1924. Part of this decrease, however, is offset by the gain in the average power of each locomotive, an increase of 62 per cent since 1911 and of 20 per cent since 1924.

The number of freight and passenger cars in service also has decreased considerably. Last year 2,200,000 freight cars were at work, just 148,000 less than in 1924; 51,750 passenger cars, not including Pullman and privately owned cars, were operating in 1931, while in 1924 there were 55,040. The capacity of freight cars has been increased 32 per cent over 1911, however.

On the addition of new equipment the depression has had a great effect. From 1922 to 1930 at least 1000 new locomotives were put to work each year; in 1931 only 124 were added. In the same period no year saw less than 60,000 new freight cars; in 1931 there were only 12,662. For passenger cars the records show the same trend; 1900 were added in 1930, 528 in 1931.

At the same time the regular retirement of old and obsolete equipment was maintained. In 1931, 2119 locomotives, 78,671 freight cars and 1724 passenger cars were put out of service. Thus, by the end of last year a considerable reduction of this equipment has been made.

The total property investment of

Making Wild-Cat Wilder

In 15 years the cost of government by states has grown from \$494,907,084 to \$2,290,270,059 or an increase in cost of \$1,795,362,975. In percentage it is an increase of 345 per cent, or 23 per cent per year.

Our own state of California has in that time increased the cost of its government from \$34,119,473 to \$116,634,642.

Is it any wonder that John Henry Taxpayer has gone "loco" and is becoming combative?

Here is the record by states:

	1915	1930
Alabama	\$7,438,722	\$35,533,321
Arizona	2,764,594	12,067,165
Arkansas	4,161,792	47,460,224
California	34,119,473	116,634,642
Colorado	4,189,042	18,878,985
Connecticut	9,975,632	34,675,862
Delaware	848,779	11,072,081
Florida	2,998,653	25,840,056
Georgia	6,330,346	33,753,305
Idaho	2,000,691	9,522,119
Illinois	18,936,023	94,205,318
Indiana	10,458,335	51,809,047
Iowa	9,201,661	44,992,271
Kansas	5,934,394	36,142,941
Kentucky	8,670,980	34,161,321
Louisiana	9,898,580	46,863,331
Maine	6,137,716	22,567,698
Maryland	11,553,797	35,997,385
Massachusetts	26,775,152	62,201,555
Michigan	18,264,977	101,569,736
Minnesota	16,557,650	55,507,519
Mississippi	5,115,025	22,198,247
Missouri	10,204,123	67,941,801
Montana	3,173,644	13,442,400
Nebraska	4,679,442	22,617,067
Nevada	1,142,530	4,465,874
New Hampshire	2,128,204	12,173,548
New Jersey	18,381,869	98,638,993
New Mexico	1,384,824	12,185,208
New York	81,497,929	291,875,820
North Carolina	5,003,902	50,429,025
North Dakota	3,775,754	17,949,858
Ohio	18,644,017	88,045,042
Oklahoma	5,656,865	41,984,504
Oregon	4,597,670	28,507,787
Pennsylvania	33,467,942	156,578,815
Rhode Island	3,482,272	14,223,878
South Carolina	2,979,507	30,170,940
South Dakota	3,195,114	16,682,595
Tennessee	5,522,627	62,806,279
Texas	16,354,780	108,776,396
Utah	4,580,797	12,713,325
Vermont	2,780,954	11,735,734
Virginia	8,835,293	42,665,733
Washington	10,290,940	35,739,330
West Virginia	3,686,709	46,666,101
Wisconsin	15,890,525	53,255,070
Wyoming	1,226,837	8,544,807

Total cost and increase, 1915-1930 for all states \$494,907,084 \$2,290,270,059

the Class 1 roads is placed at \$26,300,000,000 for the year 1931, an increase of 76 per cent since 1911. The net capitalization of the railroads, with the exception of switching and terminal companies for which figures are not available, is placed at \$19,065,000,000, some \$7,000,000,000 less than the total investment.

Total mileage figures in first main tracks show some 250,000 miles for the United States and Alaska. The nearest approach of this total is made by Russia, with 47,000 miles, and Canada is next with 42,000. Others of the leaders are India, 38,000; Germany, 36,000; France, 33,000; Australia, 30,000, and the Netherlands, 2313 miles.

Carloadings usually are considered an important index to business conditions, and the records indicate a large decline in recent years. The 1931 total, 37,272,37, was nearly 7,000,000 cars less than of 1918 (a war year), when figures were first compiled. The 1926 total was over 53,000,000 and that of 1929 was 52,827,000. Weekly reports for 1932 indi-

cate a further large drop is being recorded.

A similar story is told by the figures relating to passengers carried. The 1931 total was 596,339,000, a loss of more than 100,000,000 from 1930, and less than half of the 1,234,000,000 recorded in 1920. Last year's total represents a 36 per cent decrease since 1911, a decrease which began in 1924.

While the report attributes a considerable part of last year's decline in freight and passenger traffic to the depression, it also notes growing competition offered by automobiles and trucks and records the increases in registration made in these fields—172 per cent since 1920 for passenger automobiles and 245 per cent for trucks.

'Twas Force of Habit

The following good one comes from Glendale, which pointedly illustrates what "force of habit" will do for a man when engaged in an occupation that in some respects becomes routine in practice. It is also a fairly good joke on the principal actor in the event. This account is taken from a recent issue of one of our Glendale papers:

"Mabry E. Shay, of Doran street, this city, is a conductor on the P. E. railway. Most of the time on the Glendale-Los Angeles run. One day last week, though, he was substituted on the local No. 3 bus line for the regular driver, and the busses, as you probably recollect carry but one operator. So Mister Shay started from Brand and Broadway for his first trip to the great northwest and all went well until he reached Concord and Glenoaks, at which point the bus line crosses the P. E. Burbank rail line.

And conductor Shay, with all the form and regularity of the tried and true railroader, unlimbered himself from his bus, walked to the track, looked carefully both ways to see that the way was clear—and then stood there in the middle of the street waving the bus to come ahead.

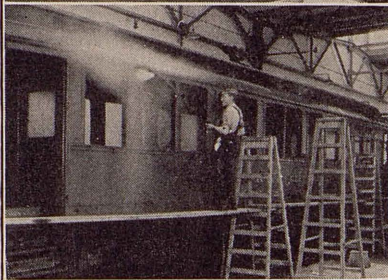
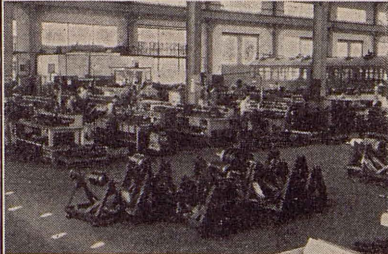
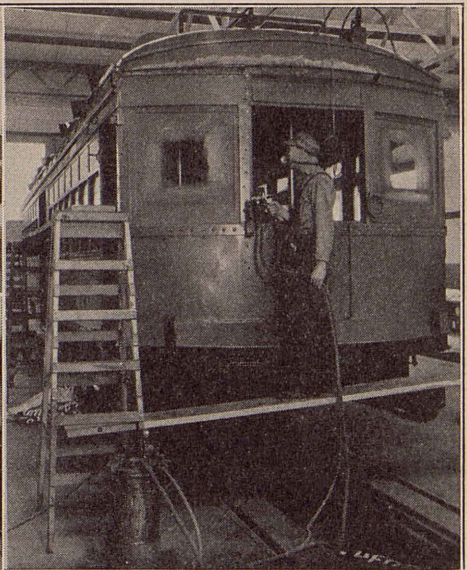
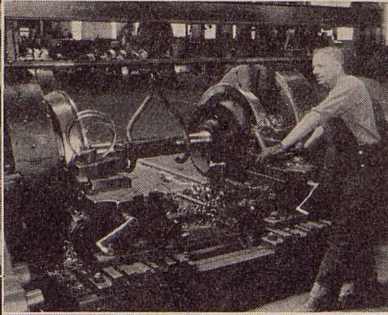
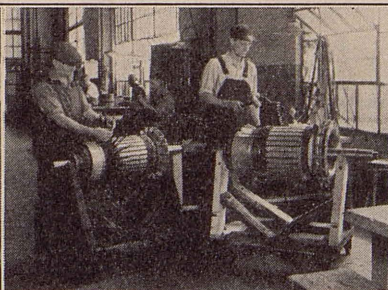
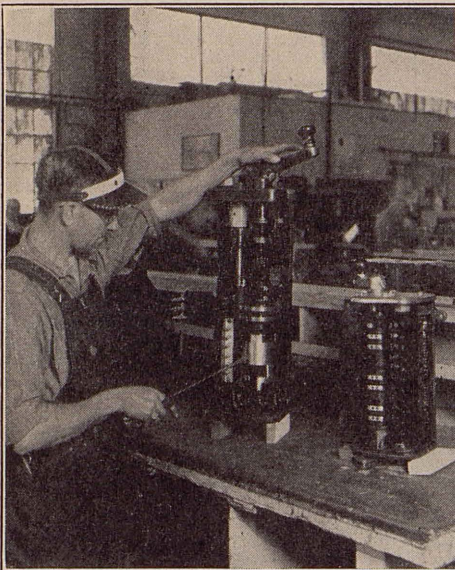
And they say it was fully five minutes before Shay awoke to the fact that his little old bus couldn't scoot without a skipper.

NELSON J. LUCIA

It is with sincere regret that we are called upon to announce the sudden death of retired Conductor Nelson J. Lucia, at his home in Pasadena, June 3. Delay in publication of Mr. Lucia's passing was occasioned by the news being received too late for last issue of the Magazine.

"Nick" Lucia, as he was best known to his friends and associates, entered our service early in 1906 as a motorman, but soon after transferred to conductor, in which capacity he served loyally and faithfully for nearly twenty-five years, until his retirement in 1930, due to failing health.

During this long period of exacting duty involving daily contact with many hundreds of passengers his courteous attitude and attention to duty were always in evidence and made him many friends, both within and outside company ranks, who will sorrow at his passing.



Our "Essential" Industry

Public Prone to Consider Railway as Purely a Service Organization

The public, as well as many employes of the Railway, seldom regard a Railway in the light of an Industry. As a matter of fact, it is seldom given thought at all except as an element of service to convey people and commodities from one point to another; and, seldom indeed, do many of us, or the public, look into the background of the cars we see so actively engaged, running to and fro throughout the country.

As a matter of fact, railways are industries. In many cases they manufacture the cars that are used to produce the commodity known as transportation; and, in every instance they assemble, repair, and maintain everything connected with the article, "Transportation."

In the case of the Pacific Electric, it is one of the largest industries of the Southland, with an invested capital of over a hundred million dollars; employing several thousands of men and women; purchasing raw materials, as well as finished materials to the extent of many hundreds of thousands of dollars annually; distributing a pay roll within 88 cities of Southern California monthly to the extent of approximately three quarters of a million dollars; maintains and operates shops, material yards, storage tracks, warehouses, electrical distributing plants, and every type of transportation vehicle save one (the airplane) now in practical use by any transportation agent.

As before stated, the revenue it derives from the sale of transportation produced by this industry is largely distributed to all the people of Southern California through wages and the purchase of supplies, to say nothing of the payment of taxes and proportionate share of improvement of every civic kind and character.

Through the operation of this industry, its more than 4000 employes

have purchased 1989 homes, all of their food, raiment and other necessities of maintenance; as well as the luxuries of life represented by automobiles to the number of 2438, radios to the number of 3036, and additional real properties above those in which they reside to the extent of 1329.

The illustrations accompanying this little article merely emphasize and are indicative of the industrial activity in one branch of our services; namely, that of the Mechanical or Shops department, and this is only one of approximately 20 other related activities which compose the railway.

This industry has also played a most prominent part in preparing the Southland for establishment of other great industries by providing main lines, sidings, industry spurs, team tracks, storage facilities: a complete transportation service throughout four of these great southern counties, in order that other industries might thrive.

Without the facilities furnished by this industry, distribution of products from other industries could not have

been made in days gone by, nor could they be handled at this time adequately by any other agency. Not, only does this apply to industries of the manufacturing type, but to those of the conservation type, such as fruit and vegetable packing houses; and, it is further beneficial to all industries because of its traffic arrangements and coordination of service with all the transcontinental lines; through them making the field of distribution nationwide in its character; and, through its interchange and traffic relations with the steamship lines, create the avenue over which a world-wide market may be developed for all industries, of every character, located upon its lines.

Many times employes have asked for salient facts concerning their railway, and for their information, these facts are given elsewhere in this issue of the Magazine.

NEW ATTRACTION ON LINE

Ground was recently broken on the old Santa Anita Rancho at Arcadia, marking the beginning of construction of the new Los Angeles Jockey Club and Race Track, and participating in the ceremony was Anita Baldwin, daughter of the famous late "Lucky" Baldwin, noted world-wide racing figure, who on this Rancho developed many noted race horses; and, years ago, operated a very famous race track near the site of the Los Angeles Jockey Club now being built.

The company constructing this new feature of Southern California sporting life is headed by Joseph Smoot, an Eastern racing man, who will have active charge of the venture, and which undoubtedly will prove a very popular sport factor in the West.

It is expected that completion of this new venture will occur early in February of the coming year, and from that time on, the Pacific Electric will have on one of its lines a feature attraction from which may be developed an increase in passenger traffic over its lines to and from Arcadia.

ATTEND A. E. R. A. MEETING

President Pontius and S. H. Anderson, Superintendent of Power and Equipment, have just returned from the annual meeting of the A. E. R. A., held in Chicago, September 27 and 28.

The meeting this year resolved itself into purely a business and report session, there being no exhibit placed nor special entertainment programs of any character.

In summing up his observations during his trip East, Mr. Pontius says that while electric railways as a whole suffered along with other lines of industry and business, the electric railways are showing some improvement, and certainly are on the way to recovery as is evidenced throughout the East by a definite improvement in many lines of business.

Due to the electric railways throughout the United States now being so heavily interested in the operations of motor coaches, the name of the American Electric Railway Association has been changed to "The American Transit Association"; and, Mr. Pontius stated: "Some several hundred mechanical engineers and operators attended the Chicago meeting to give consideration to an improved electric railway car, now being developed under the direction of a Presidents' Conference Committee of the Association, together with car builders and electrical equipment manufacturers throughout the United States.

These scientific studies and experiments have been under way for the past two years, and were undertaken at a very large expense. The laboratories were established in the East, and sufficient progress has been made and it is anticipated that within a period of probably eight months longer, definite information of the success of the undertaking will be released and of interest to the public.

Mr. Pontius, who is Controller and one of the Advisory Committee of the Metropolitan Water District, stated with reference to that project: "Practically all of the business men I came in contact with in the East knew of the building of the aqueduct, soon to be under way. Their interest in coming to California, either to see what we have or to make their homes, is greater today than I have found on other trips each year to the East, and I predict with the return of good times, at no distant future, there will be a greater influx of people to California than ever in the past. It behooves us to go ahead and obtain that which is the most essential thing of all for Southern California—water."

"People do not buy land, and money is not loaned on land in Southern California," says Mr. Pontius, "but in reality, they buy water and loan on water; for, without water the land and improvements on the land are of little value in this, a desert country but for water. Certainly, there is an adequate supply for us to come from the Colorado River projects—Hoover Dam and the aqueduct."

FORMER OFFICIAL RETURNS

A frequent visitor to our Club these days is Major J. C. McPherson, for many years employe and official of the Pacific Electric Railway, who left here a number of years ago, when General Superintendent, to take the superintendency of the East Bay Electric Lines of the Southern Pacific Company at Oakland, in which position he remained until early September, when he retired from active service of the Southern Pacific with honors; and, together with his wife, returned to Los Angeles where they will make their future home.

Mr. McPherson is one of the "old guard" of the Pacific Electric, who numbers his friends among us by the score, and all of us are delighted to have him again as an associate, and trust he will be about the "Big Building" and over our lines frequently.

ACCIDENT AND SICKNESS INSURANCE PACIFIC ELECTRIC EMPLOYEES

Policyholders have been informed through Bulletin at the different divisions that the Pacific Mutual will discontinue writing Accident and Sickness Insurance on the wholesale plan, and discontinue its Monthly Premium Division, and the Wm. L. Thomas Agency has arranged with the Massachusetts Bonding and Insurance Company, which Company has been approved by the Pacific Electric Railway, to continue with the Insurance, assuming liability under the policies as soon as new applications may be taken from each Pacific Mutual policyholder.

This will give an opportunity in the near future to secure new application for this other Company, and until it is obtained, present policy will continue in force. It is our aim and desire that our Representatives, J. . Hull and J. R. Dougher, be at the various barns and clubrooms shortly after October 10th, to take new applications for continuance of the insurance in the new carrier.

Claims will be adjusted through the Wm. L. Thomas Agency as heretofore, and we sincerely hope that our personal service will be even better than in the past from the Pacific Mutual.

The replacement of your insurance with the Massachusetts Bonding and Insurance Company will carry on just the same as it did with the Pacific Mutual. We look forward to seeing all policyholders arrange to transfer their insurance in the new Company.

The Massachusetts Bonding and Insurance Company has been conducting this class of Insurance for forty years, has assets of over \$17,000,000, and is one of the oldest, largest and best Companies specializing in this class of business.

Should you want any further information regarding your Accident and Sickness protection, you may 'phone or call at the Wm. L. Thomas Agency, TRinity 3526, or 523 West Sixth St., Los Angeles, California.

The W. L. Thomas Agency.

PACIFIC ELECTRIC RAILWAY COMPANY

Following is a brief statement of interesting facts with reference to this Company:

Mileage of system	1111.91
Incorporated cities served	56
Most distant points on system from Los Angeles:	
West—Canoga Park	29 miles
North—Mt. Lowe	23 miles
East—Redlands	67 miles
South—Balboa	40 miles
Revenue passengers (1931)	73,746,517
Free Transfers	6,888,560

Total revenue and transfer passengers	80,635,077
Number of freight carloads interchanged with other railways during 1931	47,567
Railway car equipment owned:	
Passenger cars	804
Electric locomotives	52
Freight cars	2,265
Express cars	35
Motor coaches operated	236
	3,392

Number of trains daily from various termini of system:	
Local trains	3,094
Interurban trains	2,122
Freight trains	46
Mail trains—R.P.O.	12
Express trains	28
Mail also handled in regular passenger trains	188
Total number of trains daily ..	5,302
Number of trains daily in and out of Los Angeles:	
Passenger trains	1,916
Freight trains	40

Total	1,956
Average daily passenger car mileage	62,832
Or equivalent to one car going two and one-half times around the globe each day.	

Number of motor coach trips daily in and out of various termini:	
Local	1,859
Interurban	495
Total motor coach trips daily	2,354

Daily motor coach mileage	10,883
Number of power substations	56
Kilowatt capacity	70,405
Total mileage of power transmission and feeder lines	1,725

Safety Equipment:	
Interlocking plants	28
Switch lamps	1,100
Automatic Block Signals	116.01 mi. S.T.
Light Circuits	22.75 mil. S.T.
Automatic crossing flagmen ..	630

Approximate investment in active safety appliances	\$1,687,086
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Mechanical Department:	
Main General Shops .. Torrance, Caal.	
Subsidiary Shops	4
Car Houses and Garages	14
Inspection points for minor repairs	6

Investment in shops, not including land	\$1,613,803.76
Investment in shop machinery and tools	373,001.22

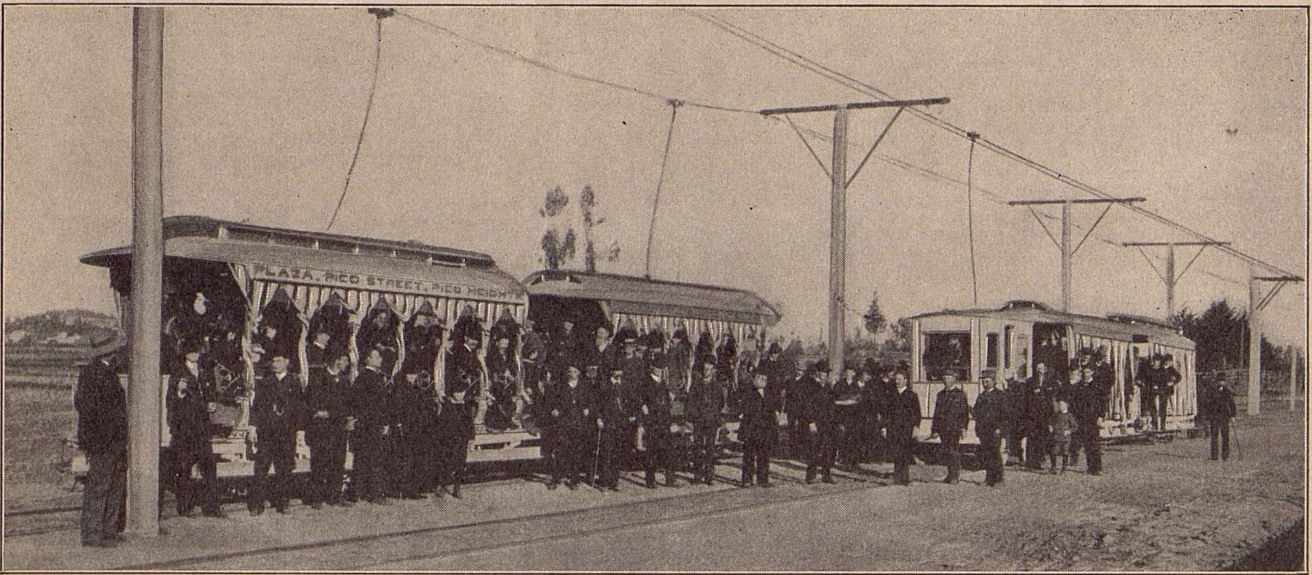
Number of employees (December 31, 1931)	4,245
Annual Payroll (1931)	\$7,454,799.23
Tax Bill (931)	938,165.08
Power Expense (1931)	1,521,102.26

Or an average power expense per month of ...	126,758.52
Trainmen's Wages (1931)	2,819,243.89

Maintenance of Way and Structures (this expense being for keeping tracks, overhead bridges, stations, etc., in proper condition (1931)	1,356,135.55
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Maintenance of Equipment, 1931	1,567,975.17
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Paving and repair work upon streets in cities (1931) (not including track repairs)	90,710.79
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Above is a rare picture of the first successfully operated electric railway in the City of Los Angeles under the organization and management of Gen. M. H. Sherman, and known as the Los Angeles Consolidated Railway. The passing of this great pioneer developer of our section is chronicled below.

Brilliant Career Closes

General M. H. Sherman, First Successful Electrical Railway Operator of the West, Passes

Gen. M. H. Sherman, for more than forty years an outstanding leader in the economic progress of Southern California, died Sept. 9 at his beach home following an illness of several months. He was 78 years of age and during recent years had resided at 601 South Rampart boulevard and at his home, 13 Bay Island, East Newport.

Funeral services were conducted Monday, Sept. 12, at the First Congregational Church, followed by interment in the Clark-Sherman mausoleum in Forest Lawn Memorial Park.

Coming to Los Angeles after he had, as a young man, made a remarkable business record in Arizona, he devoted his attention at first to development of a local railway system whose success has been one of the chief factors in that of Los Angeles itself.

In the early days in California when there was little money in the state, it was the General's genius and unflinching energy that raised vast sums of money for the financing of his first great constructive enterprises. His dream was to create a system of electric railways as the first essential in the development of the area in the future of which he had such an abiding faith. Years were required to accomplish his task, nor did he hesitate to make any and every sacrifice necessary for the fulfillment of his plans, which were dominated by a genuine desire to serve the communities of Southern California.

One of the outstanding characteristics of all the General's activities throughout his long career as a business leader and community builder, as attested by the many who have been associated with him, was the fact that above all else he prized his name and always kept his word.

After a visit to Los Angeles in 1889, during which he made a study of the tramway system in the city at that time, Gen. Sherman decided that opportunity awaited here for whoever should recognize it. He had kept in touch with modern scientific progress, following experiments in the use of electricity as a motive power, and became convinced that Los Angeles offered a promising field for electric traction.

Consequently in 1891 he enlisted the help of the late E. P. Clark, his brother-in-law, and together they obtained a franchise, raised capital, built the first tracks of the Los Angeles Consolidated Railway and put it into operation. Gen. Sherman was the president of the company and Mr. Clark the vice-president and general manager. Eventually they absorbed the cable system and extended their interests so that their lines covered practically all the territory between Los Angeles and Santa Monica Bay. In 1894 and 1895, the Los Angeles and Pasadena Electric Railway was organized and April 1, 1896, the Los Angeles Pacific Railway, with lines through what is now Hollywood to Santa Monica, was opened for operation. All this property subsequently was sold to the E. H. Harriman or Southern Pacific interests, although Gen. Sherman was a director in the company up to the time of his death.

Gen. Sherman always had an unwavering faith in the future of Los Angeles and his activities have exercised a tremendous influence over many lines of development which have become essential features of the city. His railway lines opened Los Angeles up as central market and gave added facilities for communication with the commercial world at large, as well as opening the way for the birth and development of the beach cities from Santa Monica to Redondo. He was the leading spirit in the organization of the syndicate

which bought and subdivided Hollywood in 1901-2-3.

In 1909 Gen. Sherman was one of a syndicate which bought the 47,000-acre Van Nuys ranch in the San Fernando Valley and which in the subsequent ten years built railroads and highways there, laid out the towns of Van Nuys, Owensmouth and Zelzah and sold out almost the entire area into a region of small farms and home sites.

In 1920 and 1921 he was actively interested with his associates in the formation of the Los Angeles Steamship Company, of which concern he was president at the time of his death. He was also a director of the Yosemite National Park Company.

In addition to the foregoing Gen. Sherman was an extensive property owner, being one of the original members of the Tejon Ranch syndicate and largely interested in Imperial Valley lands, with many other holdings throughout Southern California. In December, 1926, with six other property owners, he made a present to the city of land valued at \$375,000 for the right of way for Sepulveda boulevard. He was a director of the Farmers' and Merchants' National Bank and of several smaller ones and director in many corporations of California and Arizona.

Gen. Sherman was a member of the California, Los Angeles Athletic and Los Angeles Country clubs and of the Bohemian Club of San Francisco.

He leaves two daughters, Mrs. Hazeltine S. Keever of San Francisco, and Miss Lucy B. Sherman; two sisters, Mrs. E. P. Clark of this city, and Mrs. Kate Scheidecker, who lives abroad; four nieces, Miss Lucy Mason Clark, Mrs. Henry Owen Eversole and Mrs. William K. Barnard, all of whom reside here, and Martha Sherman Trumbull, who lives in the East; and three nephews, Eugene P. Clark of this city, Leo Sherman, professor in Grinnell College, Iowa, and Myron Sherman, who resides in the East.

SAVINGS FOR TRAINMEN

The attention of trainmen is called by W. J. Scott, Superintendent of Employment, to the reduction of our standard uniforms from \$25 to \$22, and allowing seven months to pay. This reduction was made possible by the manufacturer reducing his price.

Caps are also reduced from \$1.75 to \$1.60, and Alpaca coats from \$8 to \$6. The policy of the company has always been to give the trainmen the benefit of any reduction in price on the part of the manufacturer.

The Uniform Department was established solely for the convenience of our trainmen, says Mr. Scott, and no profit is expected. Unless it pays expenses, it cannot be maintained. At the present time it shows a loss, which, it is hoped, will soon be eliminated by increased patronage.

Our trainmen should consider the advantage of having a Uniform Department of their own. Every article is fully guaranteed, and, if not satisfactory as to wear or fit, correction and adjustment will be made that is fair to both purchaser and department.

Patronage by all trainmen would speedily result in all merchandise handled by the Uniform Department being sold at a still lower price, but, unfortunately, for both men and department, many are buying inferior uniforms elsewhere and it will take full volume of business to reduce the price further. It must be understood that uniforms purchased outside of the Uniform Department must meet our specifications in every respect, otherwise they will be rejected.

It is not possible to buy elsewhere a uniform of the quality handled by the Department for less money than it is asking. At the present price and the small monthly deduction, there is no excuse for shabby or worn out uniforms.

READY FOR GREATER IDEAL

Members of the Passenger Traffic Department have recently been congratulating Charles Schmitt of that Department on his successful completion of the "Blue" course anti-aircraft artillery work at Fort MacArthur, and are particularly pleased with the fact that his rating on completion of the course was very high.

Charles expects to go up for examination sometime in October for admission to the Organized Reserves, when, if successful, he will receive a rating of second lieutenant in that organization.

While a farm girl was milking a cow, a bull tore across the meadow towards her. The girl did not stir, but continued milking. Observers, who had run to safety, saw, to their amazement, that the bull stopped dead within a few yards of the girl, turned round and walked sadly away.

"Weren't you afraid?" asked everyone.

"Certainly not," said the girl. "I happened to know this cow is his mother-in-law."

Flowers of Appreciation

Editor of Van Nuys Tribune Extends Merited Tribute to Conductor F. E. Cornwell

"Went down to Santa Ana on the big Red rattler the other day and again encountered Conductor 1004, the courteous and very efficient veteran of the service about whom we wrote a little story there some months ago. He is just as attentive as ever and we were hardly clear of the yards before he brought around an armful of late papers and magazines and asked if we would care for a little reading matter to while away the time. He is a kindly soul with a million dollar smile, always on the watch to see that everybody is comfortable and that the ladies, children, and everybody else make no missteps that might endanger their safety.

Conductor 1004 is more than a trainman, he is a personal representative of the great Pacific Electric Railway and he presides more as your gracious and hospitable host rather than as just a street car man.

"Though he is very spry and active his hair is white and we imagine he has been in service many a long year, but when the time comes for him to retire from active service the company should put him at the head of a department to teach new employees how a conductor can be more than a machine. There are millions of people who just barely fill their jobs, and that is why so many of them never climb very high. They could learn a lot from Conductor 1004."

NEW SWITCHING DEVICE

By W. Z. Shaw

An electrically operated switch, known as the Cheatham Switching Device, has been installed at the north-bound switch on Hill Street leading to the Hill Street Surface Terminal. This is one of the most heavily travelled areas in the city.

It is operated by the switchman (whose other duties are lining up the switches in the terminal yard), by pushing a button in a control box. There is one button for each position of the switch, either for the curve or straight, depending on whether the train is to enter the terminal or go north on Hill Street.

The mechanism connected to the switch point is operated by a pair of large solenoid magnets which are energized by 600 volts through magnetic blow-out push buttons. Lights in the control box report the position of the switch.

In case the push buttons are held in contact too long an overload relay cuts off the power from the magnets.

As soon as the train approaches to a point near the switch and until it has passed off the switch, power is cut off from the push buttons by means of a track circuit and track relay which controls a special relay, opening the 600 volt circuit, making it impossible for the switchman to operate the switch under a train.

Formerly it required a special switchman at this place to throw the switch, which is located in the street. This switchman was in constant danger of being struck by automobiles.

The installation of this mechanical switchman not only speeds up operation, but eliminates the possibility of injury to trainmen or other transportation attendants at this point. In other words, an improvement contributing both to efficiency and safety.

MOTOR SERVICE COMMENDED

During the Olympic Games, the Pacific Electric and Los Angeles Motor Coach Company rendered special service to the various athletic teams between the Olympic Village and the various sport activities conducted during the Games, and both the motor coach operators and the companies involved have been in receipt of many letters of high commendation upon the service rendered.

Particular mention is due the mass movements performed by the companies between Olympic Village and the Olympic Stadium wherein the entire population of the Village was transported between the two points mentioned at a record speed and with a degree of comfort and excellence of service probably never before rendered for any event in the world. This can be claimed, when it is stated 1500 athletes were loaded, moved to the Stadium, and unloaded, the distance between the two points being 5.5 miles, in a period of 20 minutes, the return movement being accomplished in an approximately similar length of time.

During all of the days of the Games, there was no equipment failure that resulted in delaying the program to the slightest extent, and it has been said both of the schedule of the Games and the service rendered that it was perfect in every respect.

A very great measure of credit is due to Messrs. Billhardt and staff of the Pacific Electric; to Mr. F. C. Patton, Assistant Manager of the Los Angeles Motor Coach Company, and his assistants, and to the motor coach operators, who were as follows:

Northern Division

E. E. Frick	J. V. Ickes
F. E. Wheeler	W. J. Richards
E. C. Watkins	W. M. Cantril
R. N. Tenney	H. A. Morin
J. F. Mohon	H. D. Haverick
F. R. Cummings	K. C. Kemp
D. C. Burget	L. M. Young
M. S. Batten	F. Reid

J. G. Sprowl

Western Division

(Hill Street)	R. W. Rogers
J. F. Goodman	L. C. Luebke

Western Division

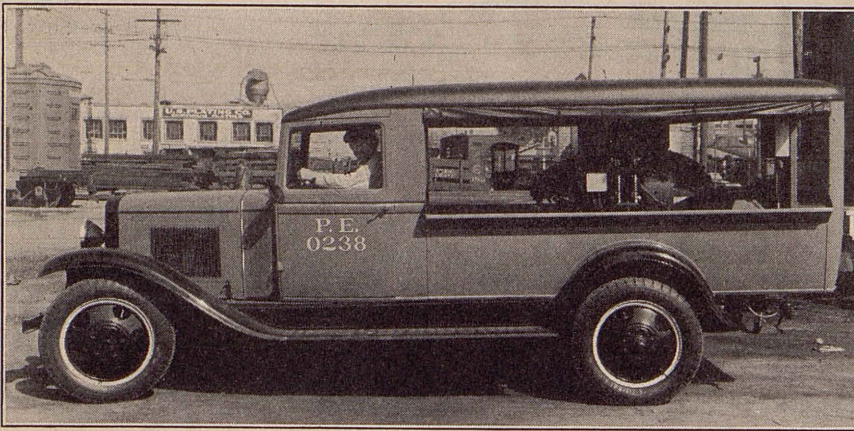
(West Hollywood)	A. W. Freas
A. B. Anderson	G. R. Martin
D. C. Bertoch	M. D. Maris
C. Berg	J. N. Stevenson
M. F. Bidwell	D. H. Sheets
R. M. Chapin	M. F. Sworthfigure
M. Hoover	F. J. Douglas
H. S. Fortiner	

MT. LOWE EXCURSION FARE EXTENDED

Official advice from the Traffic Department announces extension of the \$1.00 excursion fare now in effect between Los Angeles and Mt. Lowe until January 1, 1933.

This excursion fare, which has been in effect for some time, affords all employees an opportunity to promote more business for our Mt. Lowe Line and the Tavern. There is no more delightful season at this famous resort than fall and winter, during which period the views are seldom obstructed by fogs or haze.

Every effort should be made to promote business for this resort, as well as for other points of interest on our lines.



MOTORIZED TRACK WELDERS

The Company has recently purchased four new portable motor generator sets for use in track welding.

These welding sets are 600 volt, D.C. motor generators with both armatures mounted on the same shaft for rigidity and compactness, variable voltage design so that they may be operated at outlying points where trolley voltage is at times low, as well as at points close to sub-stations and where trolley voltage is at a maximum.

About 90 per cent of our track welding work is either in paved streets, at junction points, or at crossings easily accessible from the highway. To afford flexibility in the practical operation of these sets, each set is mounted on a truck equipped with tool boxes for welding tools and supplies, extension cables and trolley contact pole, so that each is an independent unit. However, these units are demountable and may be used without a truck if necessary so that they are available for work at any point on the system.

The fast welding operations of these units and the even flow of material when applied indicates that they are of outstanding value in building up special work, frogs and rail ends and will save the Pacific Electric Company many dollars in deferring renewals.

A BENEFIT TO PATRONS

Announcement has been made recently by the Passenger Traffic Department that effective October 1 round-trip tickets between all points on the lines of the Pacific Electric theretofore bearing return limit of 10 days will have the return limit extended to a period of 30 days from date of sale.

This will undoubtedly be of distinct advantage to patrons who desire longer time for returning upon tickets and should increase to a marked extent the sale of round-trip transportation.

Not So Loud

"And now," concluded the motor car salesman, "what kind of a horn do you like? Do you care for a good loud blast?"

Locomotive engineer: "No, I want something that just sneers."

IS YOUR NAME ON THE LIST?

Since the last issue of the magazine 348 standing routing orders have been secured by employees and joint employees of the Pacific Motor Transport Company. This certainly is fine work and the Transport Company wishes to take this means of thanking the following employees for their efforts toward helping to build up PMT business. The figure after each name indicates the number of orders secured.

Mr. H. M. Wright, Agent, Alta Loma	1
Mr. W. C. Walker, Agent, Chino	2
Mr. D. C. Gale, Agent, Imperial	2
Mr. E. S. Blake, Agent, Holtville	11
Mr. B. L. Major, Agent, El Centro	2
Mr. C. L. Smith, Agent, Azusa	2
Mr. Chas. Bruce, Agent, Arlington	1
Mr. E. Brunner, Agent, Santa Paula	9
Mr. T. F. Delaney, Agent, San Luis Obispo	9
Mr. J. Hanson, Agent, Guadalupe	5
Mr. J. E. Sloan, Agent, Santa Barbara	12
Mr. F. A. Long, TFA, SP Co., Santa Barbara	17
Mr. E. A. Chaffee, Agent, Carpinteria	8
Mr. M. F. Murphy, Agent, Ventura	2
Mr. W. B. Foote, Agent, Pomona	1
Mr. M. F. Skilling, Agent, Oxnard	30
Mr. E. C. Fuller, Agent, Fillmore	120
Mr. J. F. Jenkins, Agent, Glendora	10
Mr. B. L. Besett, Asst. Agt., Fullerton	1
Mr. H. E. Foskett, Agent, Compton	23
Mr. C. W. Runge, DFA, SP Co., Long Beach	3
Mr. W. M. Cross, Agent, Beaumont	45
Mr. J. M. Kinsey, Agent, Monrovia	8
Mr. C. Whiteley, Agent, Upland	9
Mr. L. B. Valla, DFA, SP Co., Santa Ana	4
Mr. T. W. Roach, Agent, Redlands	2
Mr. E. J. Ritter, Agent, Ontario	4
Mr. L. M. Jones, Agent, La Verne	2
Mr. M. J. Foster, Agent, Anaheim	1
Mr. G. A. Gould, Agent, Riverside	2
Total	348

Speaking of Extensions

Traffic note in London paper: "The sign should be given by holding out the left arm as far as possible, at least twenty or thirty yards, before making the turn."

A traveling salesman from Glasgow was standing in a Belfast street watching the sights when a band came around the corner playing for dear life. The day was hot. The bandsmen had their coats off. Having no one to talk to, the man from Glasgow stepped up to an Irishman and said, with a smile: "I see they have their coats off to play the band here?" "Begory, and that's nothing," said the Irishman, "when I was in Scotland I noticed that they had to take their pants off to play the bag pipes."

"BABES IN SKYLAND"

By MAX

"Guess who's coming to see us," sez my much better half some weeks ago . . . she looked so pleased, that I risked a few wild guesses . . . including the Prince of Wales, Will Rogers, Al Capone and Henry Ford . . . she shook her head and said: "Gertrude and Charles" . . . and when I looked blank: "my cousins from St. Louis" . . . then she spilled all the news at once . . . "They were on a little vacation trip . . . visiting here and there in the land of the Barbecue and the home of the Hot Dog . . . and would be over to our place at such and such a time" . . . We went into a huddle to decide what would be the best way to entertain them . . . a drive one day . . . maybe a show . . . a chicken dinner (if our neighbors hadn't locked their coop) . . . and for a special treat we'd take them up to Mount Lowe . . . This proved to be a happy thought . . . as they'd already "seen" the beaches . . . "done" Catalina . . . and "been done" at Tia Juana . . . Well . . . the cousins arrived at "Mortgage Manor" and (mark one up for Ripley) . . . they were the first Missourians I'd ever run across, who didn't claim relationship with Jesse James . . . they were both built for comfort instead of speed . . . you know, fat and jolly . . . The four of us enjoyed the trip . . . stood up and sat down . . . stretched our necks and started and goo-gawked like all others as the conductor pointed out points of interest and landmarks. The trainmen for the Mt. Lowe trip are a cross between an old-time medicine show spieler and a soapbox-orator, vaccinated with a phonograph-needle . . . and what I mean to say . . . "They're there" . . . Arriving at the Tavern we first met the late President Wilson's double, "Wally" Meader . . . editor, reporter, proofreader, typesetter, printers' devil and newsboy of the Mt. Lowe Daily News . . . then we showed the cousins the deservedly famous fireplace . . . with the double row of easy chairs leading up to it . . . a dazzling display of silk hosiery here always . . . no wonder poor Johnnie Noles wore glasses the last time I saw him . . . the eye-strain must be terrible . . . enter "Ye Host", Manager Frank Clark . . . geniality personified and a walking advertisement for the culinary department . . . I've seen people come up there with lunch-baskets . . . just take one look at him . . . deliberately throw their nose-bags down the canyon . . . and make a bee-line for the dining-room . . . We walked over to Inspiration Point . . . past the pony-stable . . . the fox farm's yells and smells . . . and cozy little arbors, where the friendly manzanita shades many a blushing senorita . . . Sorry I missed the "Man and Mule" special . . . one of them is a friend of mine . . . (he bit one of the "bosses") . . . On my return I told Towerman Miller about our trip . . . and darned if he didn't break down and confess that although he's been with the Company for over ten years, he'd never been to Mount Lowe . . . I guess somebody told him about the squirrels up there . . . so you can't blame him . . . Safety first.



AGENTS' ASSOCIATION NOTES

Herbert C. Hall

Agents Association meeting on October 8 should be a peppy affair. Election of a new secretary is one of the first things to be done, and there should be plenty to talk about in our first meeting of the fall.

Glenn Haase, relief agent, has been at Santa Ana for some time, as Agent Battey has been ill and unable to resume work as yet.

Lyle Brown is back at Claremont in the absence of Glenn Haase.

The grape shipping season is on in full swing. Looks like a very good season. Fontana is shipping some out of Muscat siding, which has not been in use for a few years. Some years ago this was a very busy spot for shipping grapes, and was known at one time as the muscat grape center.

The days have arrived when \$10.00 per box for lemons is a daily record now, although the East has not greatly suffered from the summer heat as it usually does; however, the scarcity of lemons makes the price soar.

Rambling down through my revised list of station changes, have located the name of Chas. Rutledge, former agent of Wilmington (Canal Street) bidding in Torrance. Wilmington is up for bid, and we'll probably know when the Agents Association convenes who will bid it in.

Melvin Armstrong, erstwhile assistant agent at Upland, bumped in at Riverside Freight House as assistant freight agent. This was made necessary when Upland became a two-man agency, leaving Agent C. Whiteley and ticket salesman John Tate to keep up the work. They moved the clerical work over to Second Avenue Station and keep only the freight LCL at Third Avenue.

We understand that Mr. Caldwell of Ocean Park contemplates retiring from service on October 1. Hope that he may be present at our meetings in the future, where he will always find a hearty welcome. He has spent a good many years in the service, and wish him many pleasant years in his retirement. Once a railroad man, always a railroad man, for it is difficult to keep away from the work, as there is something fascinating about railroading.

Upland has successfully put over its annual "Madonna of the Trails Pageant," having visitors from all the Southland to witness the event. This year's theme was the "Pageantry of Dress," taking one from the good old days when dresses were dress goods by the yard, up to the present day miss in her abbreviated bathing suit. What will it be if this thing continues? 'Twill be questionable anyway you

look at it. Last year the theme was "Transportation," the evolution in carrying modes up to the present day.

We understand from various sources that J. B. Burch, Agent at Corona, has been building a new home of unique design. They tell us that it is not so expensive to build, but the upkeep will last a life time.

That famous song "The Campbells are coming, Hurrah, Hurrah," can be changed to "The Students are coming, Hurrah, Hurrah," and that means trunks, trunks, and more luggage by express for our good friend Carl J. Hileman, Agent at Claremont, the home of Pomona College. I'll bet it looks like a relief from the enemy Depression to see the lads and lassies return to classes with their wardrobes.

John Winterberg, Agent at Bellflower, is still President of the Pacific Electric Glee Club, and we understand that instead of giving an operetta this year they anticipate putting on a colored minstrel show. Last school year they combined with the Orchestra and Dramatic Arts class and gave Cadman's "Bells of Capistrano" at Los Angeles Poly High.

Everything points to a mild winter, milder than the last one we had so prepare to have less fuel oil shipments and more citrus fruit shipments. All smudging districts have tried to ban the smoke habit of the various growers' pots, and have requested all growers to procure the newest smokeless pots. Figure for yourselves what an expense that would be in times like these. At least \$3.00 per pot and 50 pots per acre, and say 10 acres to cover, with lemons bringing 10 cents per box net return. Doesn't sound right to ask that much, yet the townspeople cannot be blamed when some growers burn fuel oil in open top garbage pails with regulators.

Harry Wright, Agent at Alta Loma, not only is a business hustler for the Company, but you should see his hustling around in center field pulling in the flies while playing baseball with the Alta Loma Firemen. Any other agent who thinks he has a good enough team and can go to that city will find plenty of tough competition for his team. Play always at night.

John Winterberg, Agent at Bellflower, was responsible for the movement of 96 members of the Bellflower Democratic Club to hear Gov. Roosevelt at the Hollywood Bowl Saturday, September 24. This was by far the largest organization attending the meeting via the Pacific Electric service. We must give John credit—he picks up a lot of such parties.

At the last moment we were notified that Gordon Gould, our Pacific Motor Transport Agent at Riverside, lost his

title of business go-getter to another agent. This is getting to be quite a contest in securing routing orders via Pacific Motor Transport Company. If these keep rolling in, we shall be getting back to the good old R. R. days of LCL in C/L lots.

FOOTBALL SEASON

Football fans will be glad to know that, as has been its custom for several years past, the Pacific Electric has issued a complete pocket football schedule for 1932, and that they are now ready for free distribution through Pacific Electric or Motor Transit agents at all points on the system, or at Sixth and Main Street Information Bureau, Los Angeles, and Subway Terminal on Hill Street.

During the season, many special trains will be run in connection with the scheduled Trojan games from various points in Southern California, and in several of the principal cities it will be possible to purchase reserved admission tickets to Trojan games held at Olympic Stadium at the same time railway tickets are purchased, but requests for transportation and admission tickets should be made several days in advance of game date.

Following are Olympic Stadium dates for our two principal varsities:

Trojan (S. C.)

Oct. 15—Loyola
Nov. 5—California
Nov. 12—Oregon
Dec. 10—Notre Dame

U. C. L. A.

Oct. 22—Cal. Tech.
Oct. 29—Stanford
Nov. 11—St. Mary's
Nov. 19—Montana
Nov. 24—Washington State

HONOR FATHER OF ELECTRIC TRACTION

Frank J. Sprague, father of modern electric traction, the commercial electric motor, the electric elevator and other epoch-making inventions that contributed largely to the growth of the modern electrical industry and rapid transit system, was honored quite recently on his seventy-fifth birthday with a meeting of appreciation and tribute at the Engineering Societies Building, 29 West Thirty-ninth street, New York, in the presence of several hundred internationally known engineers, educators, industrialists and inventors.

Mr. Sprague, who was born July 25, 1857, and was graduated from the United States Naval Academy at Annapolis, is now universally recognized as the father of the trolley car, being the first to construct a line in Richmond, Va., in 1887, which proved to be commercially practicable. Later he developed the multiple-unit system of electrical train control, now universally used in all subway and elevated lines. He was also the first to develop the commercial constant speed electric motor as well as the high-speed and house automatic electric elevators. One of his latest inventions is the development of a method of operating two elevators on the same rail in a common shaft.

EMPLOYEES DEVELOP BUSINESS

H. L. Legrand, Agent, San Pedro—two one-way Kansas City. One one-way New York.

C. Irwin, Operator, Los Angeles—one round-trip Syracuse, N. Y.

E. E. Barkdull, Mech., Torrance—one round-trip Lansing, Mich.

C. Button, Cond., San Pedro—one one-way Philadelphia.

C. E. Ives, Motorman, Riverside—one one-way Minneapolis.

J. E. Newman, Cond., Pasadena—one round-trip New York.

H. F. Wolf, Cond., Los Angeles—one one-way Tulsa, Okla.

H. A. Studebaker, Agent, Covina—one one-way Omaha.

L. Tezuls, Elect., Los Angeles—two round-trips St. Paul, Minn.

F. H. McAstor, Lineman, Los Angeles—two round trips Dalhart, Tex.

J. S. Cody, Motorman, Los Angeles—one one-way Rock Island.

P. H. Paulson, Motorman, Long Beach—one round trip New York.

W. Bloom, Motorman, Pomona—two round trips Eugene, Ore.; one one way New York; two round trips Cedar Rapids, Ia.

F. Upp, Conductor, Upland—one round trip Burlington, Ia.; one round trip San Francisco.

N. Laborde, Conductor, Los Angeles—one corpse ticket, Bunke, La.

Cecil Hall, Driver, Upland—one round trip Knoxville, Tenn.

J. Churchill, Mechanic, Long Beach—one round trip Phoenix, Ariz.

G. A. Schmitt, Agent, Pasadena—one one way Harlingen, Tex., to Pasadena.

Belva Dale, Accounting, Los Angeles—one round trip New York.

W. L. Hume, Electrician, Los Angeles—one round trip Chicago.

Mary Widrig, Long Beach—one round trip San Antonio, Tex.

J. H. Daly, Conductor, Los Angeles—one one way Galesburg, Ill.

E. W. Lock, Store, Torrance—two and one-half one way Montreal.

Mr. Scallen, Mechanic, Torrance—one round trip Pittsburgh, Pa.

C. A. Woosley, B. A., Los Angeles—one round trip Kansas City.

W. S. Richards, Operator, Los Angeles—one one way Leavenworth to Redlands.

F. W. Willard, Los Angeles—one round trip Muncie, Ind., one round trip Kansas City.

V. J. King, Conductor, Pasadena—one round trip New York.

Anton Pejsa, Engineer, Los Angeles—one round trip Milwaukee.

L. J. Bush, Engineer, Los Angeles—one and one-half St Omaha, Neb.

H. Drummer, Agent, Glendale—one one way King City, Mo.

J. W. Beakley, Motorman, West Hollywood—one and one-half round trips New York.

L. E. St. John, Accounting, Los Angeles—one round trip Kansas City.

E. L. Butterbaugh, Motorman, Los Angeles—three round trips Boston.

J. H. Daley, Conductor, Los Angeles—one round trip Detroit, Mich.

W. C. Scholl, Accounting, Los Angeles—one round trip Tucson, Ariz.

J. Watson, Conductor, Los Angeles—one round trip San Francisco.

H. A. Ruysers, Motorman, Los Angeles—one round trip Kansas City.

J. W. Bohme, Transportation, Los Angeles—one one way Boston; one one way Lyons, N. Y.

Mr. Hudkins, Transportation, Alhambra—one one way Baton Rouge, La.

W. Gillette, Clerk, San Pedro—two one way Springfield, Mo.; one round trip Chicago.

D. Tucker, Motorman, Los Angeles—two one way Springfield, Mo.

M. H. Boswell, Conductor, Los Angeles—one one way Louisville, Ky.

O. Jensen, Conductor, Los Angeles—one one way Boston.

B. Wasserman, Conductor, San Pedro—one one way Eugene, Ore.

J. A. Presley, Conductor, Los Angeles—one one way Springfield, Mo.

R. A. Cooper, Agent, Alhambra—two round trips New York.

Mr. Haag, Brakeman, Santa Ana—one one way Jackson, Mich.

V. Labbe, Engineer, Los Angeles—one round trip Chicago.

W. Jenkins, Motorman, Los Angeles—one one way Marion, Ohio.

C. C. Dickson, Freight, Los Angeles—one round trip Montreal.

A. W. Thyberg, Transportation, Los Angeles—one one way Riceville, Ia.

J. W. Boehme, Transportation, Los Angeles—one round trip Syracuse, N. Y.

R. F. Gummere, Motorman, Los Angeles—one round trip Davenport, Iowa.

L. J. Bush, Engineer, Los Angeles—two round trips Chicago.

A. H. Hammer, Substation, Azusa—one one way Springfield, Mo.

L. C. Patrick, Garage, Glendale—one one way Fairfield, Ia.

R. Jackson, Conductor, Long Beach—one one way New Orleans.

M. S. Grady, Mechanic, West Hollywood—one round trip Chicago to San Francisco.

W. C. Monroe, Trainmaster, San Bernardino—two round trips San Antonio, Tex.

J. C. Foster, Mechanic, Long Beach—one one way Kerrville, Tex., to Los Angeles.

H. G. McDonald, Executive, Los Angeles—one and one-half round trips Chicago.

C. J. Giesegh, Motorman, West Hollywood—one one way Kansas City.

E. L. Converse, Motorman, Los Angeles, one round trip San Francisco.

E. J. A. Hasenyager, Electrician, Los Angeles, two one way New York.

B. L. Howell, S.S. Operator, Los Angeles—one round trip New York.

C. C. Robinson, Transportation, San Dimas—one one way St. Joseph, Mo.

Henry Packer, Transportation, Los Angeles—two round trips Portland, Ore.

C. L. Ennis, Conductor, Los Angeles—one round trip Kansas City.

J. E. Kenner, Electrician, Los Angeles—one round trip Dallas.

V. J. Wing, Conductor, Pasadena—one round trip Spokane; one and two half one way St. Petersburg, Fla.

D. Tucker, Motorman, Los Angeles—one one way Shreveport, La.

V. L. Webb, Conductor, Los Angeles—two one way Wichita, Kan., to Los Angeles.

C. A. Dixon, Conductor, Whittier—two one way Memphis.

M. R. Tyler, Mechanic, Los Angeles—one one way Frankfort.

C. Stock, Store, Los Angeles—two round trip Chicago.

F. H. McAstor, Lineman, Los Angeles—one round trip New York.

How English Is Now Spoke

We will begin with box, the plural is boxes

But the plural of ox is oxen, not oxes. One fowl is a goose, but two is geese. The plural of mouse is never called meese,

One is a mouse, several is mice. The plural of house is never hicc. If the plural of man is called men. The plural of pan should be pen. A cow in the plural is called cows or kine

But a vow if repeated is never vine. One is a foot, more are called feet. Boot is the plural and never beet. Singular is this, and plural these. The plural of kiss should be keeze. One would be that, three would be those,

Plural of hat is never hose. Plural of cat is cats and not coze. We speak of brother, also brethren, But we say mother, and not methren. The masculines are he, his, and him, Why not feminine she, shis or shim?

Upon Checking Up

The teacher was interested in the announcement by a little girl pupil that she had a new baby brother.

"And what is the baby's name?" the teacher asked.

"Aaron," was the reply.

A few days later the teacher inquired after Aaron, but the little girl regarded her in perplexity.

"Aaron?" she repeated.

"Yes. Your baby brother," the teacher prompted.

Understanding dawned upon the child's face.

"Oh, Aaron," she exclaimed. "That was a mistake; it's Moses. Pa an' Ma checked up and found we had an Aaron."

Why the Ambulance

"Did you know that Reed is in the hospital?"

"No! Why I saw him only last night, dancing with a dizzy blond!"

"So did his wife."

A Matter of Choice

Old Lady (on platform): "Which platform for the London train?"

Porter: "Turn to the left and you'll be right."

Lady: "Don't be impertinent, my man."

Porter: "All right, then, turn to your right and you'll be left!"



Bulletin of Club Events

Tuesday,	Oct. 11—Masonic Club Meeting	8:00 P.M.
Wednesday,	Oct. 12—P. E. Rod & Gun Club Spe. Meet. in Theat.	8:00 P.M.
Thursday,	Oct. 13—P. E. Women's Club Afternoon Meeting...	1:30 P.M.
Thursday,	Oct. 13—Pacific Electric Club Dance.....	8:00 P.M.
Friday,	Oct. 14—P. E. Bowl. League at Jensen's Rec. Center	8:00 P.M.
Friday,	Oct. 14—Motion Picture Show, "Senor Americano".	7:45 P.M.
Saturday,	Oct. 15—Motion Picture Show, "Senor Americano".	8:00 P.M.
Sunday,	Oct. 16—Base Ball Games (See Club Bulletin).....	
Thursday,	Oct. 20—P. E. Women's Club Afternoon Card Party	1:30 P.M.
Friday,	Oct. 21—P. E. Bowl. League at Jensen's Rec. Center	8:00 P.M.
Friday,	Oct. 21—Motion Picture Show, "Straight Through".	7:45 P.M.
Saturday,	Oct. 22—Motion Picture Show, "Straight Through".	8:00 P.M.
Sunday,	Oct. 23—Base Ball Games (See Club Bulletin).....	
Thursday,	Oct. 27—P. E. Women's Club Afternoon Meeting...	1:30 P.M.
Thursday,	Oct. 27—Pacific Electric Club Dance.....	8:00 P.M.
Friday,	Oct. 28—Horticultural Club Meeting.....	7:45 P.M.
Friday,	Oct. 28—P. E. Bowl. League at Jensen's Rec. Center	8:00 P.M.
Friday,	Oct. 28—Motion Picture Show.....	7:45 P.M.
Saturday,	Oct. 29—Motion Picture Show.....	8:00 P.M.
Sunday,	Oct. 30—Base Ball Games (See Club Bulletin).....	
Wednesday,	Nov. 2—Club Executive Committee Meeting.....	2:00 P.M.
Thursday,	Nov. 3—P. E. Women's Club Afternoon Card Party	1:30 P.M.
Friday,	Nov. 4—P. E. Bowl. League at Jensen's Rec. Center	8:00 P.M.
Friday,	Nov. 4—Motion Picture Show.....	7:45 P.M.
Saturday,	Nov. 5—Motion Picture Show.....	8:00 P.M.
Sunday,	Nov. 6—Base Ball Games (See Club Bulletin).....	
Tuesday,	Nov. 8—Masonic Club Meeting	8:00 P.M.
Wednesday,	Nov. 9—P. E. Rod & Gun Club Meeting.....	8:00 P.M.
Thursday,	Nov. 10—P. E. Women's Club Afternoon Meeting...	1:30 P.M.
Thursday,	Nov. 10—Pacific Electric Club Dance.....	8:00 P.M.
Friday,	Nov. 11—P. E. Bowl. League at Jensen's Rec. Center	8:00 P.M.
Friday,	Nov. 11—Motion Picture Show.....	7:45 P.M.
Saturday,	Nov. 12—Agents' Association Monthly Meeting.....	7:45 P.M.
Saturday,	Nov. 12—Motion Picture Show.....	8:00 P.M.
Sunday,	Nov. 13—Base Ball Games (See Club Bulletin).....	
Thursday,	Nov. 17—P. E. Women's Club Afternoon Card Party	1:30 P.M.
Friday,	Nov. 18—P. E. Bowl. League at Jensen's Rec. Center	8:00 P.M.
Friday,	Nov. 18—Motion Picture Show.....	7:45 P.M.
Saturday,	Nov. 19—Motion Picture Show.....	8:00 P.M.
Sunday,	Nov. 20—Base Ball Games (See Club Bulletin).....	
Wednesday,	Nov. 23—Pacific Electric Club Dance.....	8:00 P.M.
Friday,	Nov. 25—Horticultural Club Meeting.....	7:45 P.M.
Friday,	Nov. 25—P. E. Bowl. League at Jensen's Rec. Center	8:00 P.M.
Friday,	Nov. 25—Motion Picture Show.....	7:45 P.M.
Saturday,	Nov. 26—Motion Picture Show.....	8:00 P.M.
Sunday,	Nov. 27—Base Ball Games (See Club Bulletin).....	
Thursday,	Dec. 1—P. E. Women's Club Afternoon Card Party	1:30 P.M.
Friday,	Dec. 2—P. E. Bowl. League at Jensen's Rec. Center	8:00 P.M.
Friday,	Dec. 2—Motion Picture Show.....	7:45 P.M.
Saturday,	Dec. 3—Motion Picture Show.....	8:00 P.M.
Sunday,	Dec. 4—Base Ball Games (See Club Bulletin).....	
Wednesday,	Dec. 7—Club Executive Committee Meeting.....	2:00 P.M.
Thursday,	Dec. 8—P. E. Women's Club Afternoon Meeting...	1:30 P.M.
Thursday,	Dec. 8—Pacific Electric Club Dance.....	8:00 P.M.
Friday,	Dec. 9—P. E. Bowl. League at Jensen's Rec. Center	8:00 P.M.
Friday,	Dec. 9—Motion Picture Show.....	7:45 P.M.
Saturday,	Dec. 10—Agents' Association Meeting.....	7:45 P.M.
Saturday,	Dec. 10—Motion Picture Show.....	8:00 P.M.

CLUB WINS HONORS

The Pacific Electric Horticultural Club installed an exhibit in the Third Annual Long Beach Dahlia and Flower Show held in the new Municipal

Auditorium of that city on September 5 to 9, this being the first exhibit placed by our home club in any outside show; and, because of the success attained, undoubtedly will be but the beginning of contests for honors by the

Pacific Electric Horticultural Club and its members.

In the Long Beach Show our own Club carried off one first award and two second awards for displays. The award for first prize was for the best collection of old-fashioned flowers; one second award for best collection of pom-pom type zinnias, and one second award for most artistic basket of flowers.

The exhibit was arranged and under the direction of the officers of our Club, each of whom took a great deal of interest in the arrangement of the displays.

THE CLUB DANCES

The fall and winter schedule of dances are again on the Club's calendar of social events with the popular P. E. Club Orchestra of seven pieces under the direction of Leonard Andersen.

During the past season the dances at the Club reached their most popular heights, crowds of 250 couples being the rule rather than the exception. The dance programs are nicely balanced so as to appeal both to the older folk and younger generation.

The Club received many 'phone calls regarding dates of dances and for the benefit of those who do not know the schedule it may be remembered by stating that these events occur on the second and fourth Thursdays of each month, unless a Holiday interferes.

BOWLING NEWS

The Pacific Electric Bowling League started its 1932-33 season off with a bang, or rather, a long series of bangs, Friday night, Oct. 7, at Jensen's Recreation Center, Sunset Blvd. at Logan St. When 8:00 p.m. arrived, the place was thickly populated with both players and spectators, and judging from the enthusiasm displayed, this season will be one of the most successful in our history.

Several new faces appeared and we welcome them all into the "gang". Particular pleasure is derived this year by reason of the addition to our ranks of a team from the Motor Transit. This team, captured by Mr. Bisbee, is plenty hard to beat and promises to be among the leaders at the end of the season. George Orr is with us again as well as Mr. Jolley from Torrance. We hope they enjoy themselves to the limit.

The following officers will handle the affairs of the league this season: L. H. Covell, Manager; J. D. Henry, President; E. J. Hasenyager, 1st V. P.; A. B. McLeod, 2nd V. P.; C. G. Gonzalez, Secy.-Treas.

Ten teams will compete through a schedule ending April 21, 1933, when a big "feed" and get-together will be held in the P. E. Club cafeteria with awards of prizes, etc. This is something new for our league and promises to be a most enjoyable affair. The following teams comprise the league membership: Telephone, Macy St., P. E. Club, Pasadena, Subway, South Division, Electrical Dept., L. A. Yards, Motor Transit, L. A. Freight.

Pacific Electric School

Schedule of Courses Offered

Subject	Day	Time	Room	Instructor
Industrial Electricity	Tue. & Thu.	6:30—8:30	201	L. H. Appel
Engineering Mathematics	Tue. & Thu.	4:45—6:30	201	L. H. Appel
General Gymnastics	Tue. & Thu.	5:45—8:00	B. R.	Mrs. Lust
Glee Club	Monday	7:00—9:00	Theatre	Mrs. E. L. Booth
Orchestra (Senior)	Mon. & Fri.	7:00—9:00	B. R.	Miss Bronnberg
Orchestra (Junior)	Saturday	9:00—11 A.M.	B. R.	Miss Bronnberg
Physical Culture (Girls)	Tue. & Thu.	4:45—5:45	B. R.	Mrs. Luske
Sewing	Tue. & Thu.	10:00—12 A.M.	201	Mrs. Dickinson
Spanish (1 and 2)	Wednesday	7:00—9:00	200	Dr. Egas
Stenography (Dictation)	Tue. & Thu.	5:00—6:00	714	Miss E. Parker
Stenography (1 and 2)	Tue. & Thu.	6:00—8:00	714	Miss E. Parker
Transportation Problems	Tue. & Thu.	6:30—8:30	202	E. W. Hill
Typewriting (1 and 2)	Wednesday	5:00—8:00	715	Miss E. Parker

With eleven subjects available to studious employees and their family members, the P. E. Club new school term opened simultaneously with public schools on Sept. 12. While some reduction was made in the number of classes offered owing to reduced force of employees, instruction in all of the more popular studies of previous years is being given, and attendance rivals, and in some instances exceeds, that of past years.

E. W. Hill is again in charge of the Club's school work as Educational Advisor under the direction of Club Manager Vickrey, and most of the teachers heretofore instructing classes are again on hand.

Due to economic conditions, the Board of Education decided to make a nominal enrollment fee, a charge of \$1 and up per semester being assessed to all students of night classes. All of the studies offered at the P. E. Club are limited to \$1 per semester; in fact, the \$1 entry fee to any one class will permit the student to also attend one or more others without additional cost.

"Industrial Electricity" is a new subject being given this year under the capable direction of Leslie H. Appel, Assistant Superintendent of Power. In this class Mr. Appel is giving a practical course designed to aid students in fundamental principles and a thorough understanding of modern electrical developments. Problem work will be minimized and class work supplemented by illustrated lectures.

The other ten studies have been previously given and complete details of the night and hours of classes are shown below, to all of which employees and their family members are welcome:

"What are they moving the church for?"

"Well, stranger, I'm the mayor of these diggin's and I am for law enforcement. We've got an ordinance what says no dance hall shall never be nearer than 300 foot from a church. I give 'em three days to move the church."

ORGANIZATION

is the art of getting men to respond like thoroughbreds.

When you call on a thoroughbred he gives all the speed, strength of heart and sinew in him. When you call on a jackass, he kicks.

FINE OUTLOOK FOR GOOD MUSIC

Employe musicians and their children are again advised of the musical training and pleasure available to them through the continuance of the P. E. Club Junior and Senior Orchestras. Miss Crystal M. Bronnberg, prominent in musical circles and who tutored our orchestras to a high peak of perfection last year, is again in charge and with many of the members of both organizations returning, even more proficiency may be expected this year.

In addition to both class and individual attention, members of these classes receive the benefit, pleasure and experience of public appearance experience. Last year these orchestras made about fifteen public appearances and were highly complimented upon the excellence of their programs.

Both classes can accommodate a few more members, and usual Board of Education fee is not charged in the case of the Junior Orchestra, which meets each Saturday morning at 9:00 a.m.

OUR CLUB LIBRARY

From time to time, since the establishment of the Club, employes and friends have contributed books to our Club library, until our collection today is comprised of several thousand volumes representing practically all branches of literature.

The management of the Club is very grateful for the contributions made, and solicits a continuance of such gifts. Doubtless many of the employes have books they have read and no longer desire to keep and we would all be deeply appreciative for their donation. In this manner, many others would have the pleasure in reading that they would not otherwise be privileged to enjoy.

The Club Library is of a circulating character, and there are constantly several hundred books in the hands of readers.

If our present stock can be further added to by contributions, this number may be increased and reader interest much stimulated.

We repeat: contributions will be most gratefully received.

WINTER PLANS FOR CAMP Slight Change in Charges, But Camp Will Remain Open.

Just when it appeared that a "closed" sign would gloomily frown from the entrance of the P. E. Camp during the coming winter, the horizon cleared with the announcement that our mountain retreat would again, for the third successive winter, be open to employees who would brave Old Man Weather.

Owing to the excessive cost of maintaining the resort for visitors during the winter months our management hesitated in its decision to keep it open. Extra help throughout the winter is required, in addition to heavy expense for wood, maintaining water system, extra bedding, snow handling and other items of considerable moment. Each winter has seen an increasing number of visitors to the Camp for week-ends and stays over the Holidays and rather than disappoint the many who had planned a stay the management decided to maintain the Camp for visitors.

New winter rates will become effective October 1st, an additional dollar per night per family being assessed for bungalow accommodations. The revised rates are now \$12.50 per week per family for a bungalow, \$7.00 per week for each guest. The daily rates are \$3.00 per family and \$1.50 for each guest. When it is considered that a bungalow will comfortably house a five family group the increase is quite small, and not at all in keeping with the increased cost of maintenance during the winter months. Most commercial resorts double their rates during the winter, and in addition make a charge per sack for wood used.

As during the latter part of the summer season, the dining room will not be operated, but the store will sell staple groceries of all kinds at reasonable prices. Bread, milk, butter, eggs and fresh meats will not be sold, but may be procured at nearby mountain stores.

Mr. and Mrs. Huntington will be in charge throughout the winter, which insures the pleasure and comfort of visitors. Sleds and other winter sports implements will be provided without cost. Following the huge success of winter sport carnivals in the San Bernardino mountains the past few seasons resort owners are again preparing a schedule of sports of even greater proportion.

The roads to the Camp, except during periods of excessive fall when roads are hopelessly snow blanked, will be maintained in a safe traveling condition by the State and with heavy grades eliminated there will be few if any hazards in negotiating the journey. Chains are required during most of the winter, a safe-guard that all should willingly and gladly provide.

However severe may be the weather, the wood supply will be ample and each bungalow will be supplied with a stove that will insure city comfort even in the near zero weather periods that are frequent throughout the winter.

WOMEN'S CLUB

Over one hundred old and several new members greeted the new President, Mrs. A. C. Smith, on the opening day, September 8th, of the new Club year.

Circumstances have made it necessary to recognize this thing called Depression, but never having become too friendly or familiar, the Organization starts another year, cheerfully and courageously, feeling that "just around the corner" (unless someone has moved it) is not very far away.

Refreshments were served by daughters of the members. A nautical idea prevailing in all the decorations. A large, gayly decorated ship adorned the President's table, depicting the voyage and the smooth sailing ahead. Tiny little ships were at each plate, a reminder for all good sailors to get on board and make this year's record a proud one for the "log".

The "Skipper" was presented to her officers and crew by "First Mate" Miller, an old sailor on the high seas of clubdom. Bouquets of flowers were presented to the new leader and acknowledged very graciously by her.

Mrs. Cora King, unable to be present, sent a clever bit of verse that was enjoyed by all.

Mrs. Miller, as program chairman, judging by the artists she presented and the applause each received, is a winner from the start.

Mrs. Scallen was accompanist for the afternoon vocal offerings.

Miss Wanda Stachowicz, of Torrance, whose splendid voice has been heard in Grand Opera, gave two very fine numbers.

Mrs. Frank Carr, also of Torrance, contributed two old love songs.

Miss Betty Miller, in native costume, gave a very charming interpretive "Dance of Hawaii".

Miss Ruth Ashcroft, always a favorite with piano solos and clever musical readings.

Charlotte Shoup enjoyably entertained the assemblage with two dance numbers.

We would like to recommend Mrs. Geo. A. Evans to anyone contemplating an operation!?!?! It is so very comforting to have friends so willing to make your funeral arrangements in advance. Her humorous readings were a "scream", and a hearty "come again" is extended.

According to signs of the Zodiac those born in March will accomplish any thing they start out to do. The Pacific Electric Women's Club was born in March, and the prediction of every member is, that under the guidance of the new "Skipper" the Club will sail back into port at the end of the year with a record unsurpassed.

The two card parties of the month were fairly well attended, and the special party held September 29th brought many needed supplies to the welfare department.

The September 22nd regular meeting was held in the theatre and welcomed as guest speaker of the afternoon, Mr. Bruce Findlay of the Los Angeles Chamber of Commerce. Mr.

Findlay's address was entitled "Dollars and Cents", and illustrated on the screen by a most attractive line of "samples" from the great state we all love.

Mrs. Mayer, a very delightful singer, furnished the musical part of the program.

On the 27th The Women's Club sponsored a very successful luncheon and card party at the Architects Building. Mrs. W. A. Stevens reports sixty-five women in attendance, and a nice sum received for the Ways and Means section of the organization.

PACIFIC ELECTRIC BASEBALL CLUB

By F. L. McCully, Manager

On Sunday, Sept. 25, the Pacific Electric Club Baseball Team appeared on the field at Brookside Park, Pasadena, in new white uniforms, with the Pacific Electric Emblem inscribed on the left breast of each uniform; and, proceeded to initiate the new clothes by taking a close game from the fast Sportland team of Pasadena.

The boys are proud of their new uniforms, which are a credit to the Pacific Electric Company, and the team intends to give a good account of themselves against the opposition during the coming winter season. The Pasadena score was 6-5 in our favor.

On Sunday, Sept. 18, the team shut out the fast Santa Ana team, which has a number of former Pacific Electric Club players on its roster, by a score of 9-0.

On Sunday, Sept. 11, the Club team was defeated by a score of 5-4 by the Acme Brew team, of San Bernardino.

On Sunday, Oct. 2, in a close game at South Pasadena, the Club team was defeated by another close score of 4-3 in the ninth inning, and in so doing a play was pulled that should go to Ripley's "Believe It or Not" column. In the ninth inning with a man on third base; two outs; two strikes; three balls; no ball pitched; no ball thrown; and no balk committed, the batter was given his base which put the winning run on, and the next man up tripled to score the winning two runs.

That Stopped 'Em

A small boy, leading a donkey, passed an army camp. A couple of soldiers wanted to have some fun with the lad.

"Why are you holding on to your brother so tightly, sonny?" asked one of them.

"So that he won't join the army," the youngster replied.—Buen Humor, Madrid.

"Home-Body" Stuff

Obadiah—"I think Peggy will make an ideal wife. Every time I go to her home I find her darning her father's socks."

Joshua—"That caught me too—until I noticed it was always the same sock."—Columbia Jester.

His father's death was caused by a falling spade. The ace dropped out of his sleeve in a poker game.

Departmental Gleanings

SAN BERNARDINO DISTRICT

By RUTH THOMPSON

Asst. Trainmaster, W. C. Monroe and family spent a month in Kentucky, having just returned.

Brakeman G. Osman is on a 90-day leave of absence and has returned to the wide-open spaces of Nevada, where he mines big gold nuggets when he can find any.

Motorman R. R. Crunk has been ill for several weeks, we are sorry to report.

Motorman W. H. Work, who has been with the Company since 1908, has resigned and turned farmer. We all wish him success in his new venture.

Conductor W. A. Morgan and wife motored through the South this summer and had a grand trip.

Brakeman J. J. Raker is on leave of absence and is also pursuing the elusive gold nugget or some other kind of nugget in Nevada at the old family mine. It is so cold there he had to go in the middle of the summer to be able to get in at all as it is considered a balmy day when the thermometer goes up to zero.

Conductor Jackson has been looking quite prosperous and was found to have \$1.24 left on pay-day before getting his check. Hoarding is what we call it!

PASADENA NOTES

By Edward C. Fox

Miss Vibian Crouch and her new husband, Mr. R. C. Wells are wished a happy wedded life by all. They were married at Pasadena on August 17th.

Charley Martin is back on the job after an absence of several months. A trip to their former home in Indiana was only a sojourn. Glad to see you back Charlie.

Let's go for a spin! W. E. Wilson is the proud possessor of a new Studebaker Dictator Sedan.

Mr. and Mrs. F. R. Cummings had a very delightful trip to their former home, Kansas City, Missouri. They had the pleasure of visiting our old friends C. S. Huettner and W. C. Markway.

Mr. and Mrs. H. R. Goller recently motored to Sequoia National Park where they enjoyed a two weeks' vacation.

W. M. Cantrel had a close call when he slipped while descending from the roof of a 600 class car. As it was both his wrists were sprained.

MACY STREET

By D. B. Van Fleet

Though received too late for mention in the last issue of the Magazine we now take pleasure in announcing the marriage of Motorman W. E. Thompson, Macy Street, to Eugene Phillips, of Alhambra, California, on July 29. Congratulations and best wishes!

Congratulations are also in order for Motorman B. L. Bradley, Macy Street, and Ida Blackwell, of Los Angeles, who were united in marriage on the morning of August 27. After the ceremony the newly weds departed on a week's visit at Camp Radford, in the San Bernardino Mountains.

The unceasing aim of Dan Cupid was proven once again on September 18, last, when the marriage of Conductor H. H. Taylor, Macy Street, and Gertrude D. Dunn, of Los Angeles, was solemnized at the home of the bride. Shortly after the ceremony the happy couple departed on their honeymoon trip, visiting various points of interest in Southern California. Congratulations and best wishes?

Early on the morning of August 29, two of our freight crews, assisted by a helper crew, moved Barnes' Circus train from State Street Yard to the winter headquarters at Barnes City, near Baldwin Park, on our San Bernardino Line.

Practical jokers sometimes keenly enjoy their fun but the combination joke intended for Conductor J. W. Loyal and Motorman V. A. Light, working a foreign relief run, nearly turned into a boomerang for the originators. It is true that Conductor Loyal almost drove home running "limited" before he discovered a yellow limited sign securely wired to radiator of his automobile. Motorman Light, however, found his car covered with a strange tarpaulin. He removed it, rolled it up, tossed it into his car and was ready to drive away when the jokers (?) showed up to claim their tarpaulin. You win, "J. W." and "V. A."

Just a reminder! One of our number, Freight Conductor S. J. Kernick, State Street, is in the California Lutheran Hospital and would most assuredly appreciate a visit by any of his friends.

September 10, Los Angeles' Downtown Shopping Day, certainly was a great success as judged by the size of the huge crowds that rushed down to the central business area, many of whom patronized our service.

It was also gratifying to get the increased business on our Pomona Line, provided by the Los Angeles County Fair, at Pomona, last month. Our extra men, especially, profited by the increase in extra work. We all hope the great exhibition continues to grow in popularity from year to year.

We are pleased to welcome back to Macy Street, Conductors O. C. Angle, R. H. Frantz, H. R. Metcalfe, F. E. Wood and Motorman A. H. Bartlett, who were working out of the Pasadena Terminal during the Olympic Games.

The Grim Reaper, unrelenting in his exacting demands for tribute, again decreed during the last few weeks that loved ones of three of our number should pay him in full. Macy Street Trainmen extend their sincerest sympathy to Conductor J. G. Ralston and Motorman A. A. Johnston, whose mothers were taken away and to Motorman E. Scheetz, whose father was called across the Great Divide.

SOUTHERN DIV. FREIGHT

By P. G. Winter

We wish to extend our sympathy to Mrs. W. E. Harris for the sudden death of her husband, who was familiarly known to his fellow workmen as "Whit," and loved by all who came in contact with him. W. E. Harris had worked for this Company for quite a long time and was held in high esteem by all.

Now that the rain has started and the nights are longer, I just had to bid myself a job but it won't be long until I'll be back with the gang again.

Was in Garden Grove recently and was told a bit of interesting gossip. Among us at this time are men of extraordinary ability in lines other than railroading. As we all know, Pop Hoag has a beautiful tenor voice—strong with lots of steam behind it, and his favorite tune is "I Want to be an Angel When I Die." Now Frank was rehearsing this wonderful song recently while doing some flagging at Garden Grove—time was after midnight—when suddenly a voice was heard, shouting: "Listen, old top, if that howling don't stop, you'll become an angel before you expect to." So Frank, as far as I know, didn't answer or sing an encore.

Motorman Verlick has taken up a new side line, which I would term "speed-ball," a new game in which he tried to interest me.

Earl Whiteside is now holding the fort at Eighth Street Yard office, trying to please and get along with the extra men.

ENGINEERING DEPT. NEWS

By Ernest P. Hayward

Some friends of L. W. Perry suggested motoring to San Francisco over Labor Day. Unfortunately he became so enthusiastic with the idea, and labored so industriously shining up his Hudson that he caught a severe cold and was forced to remain at home. His disappointment was quite keen, for nothing pleases him more than to drive along an open road.

Mr. and Mrs. D. Boyle spent the first week in September at Balboa. That is, Mrs. Boyle did. Most of

Dave's out of office hours were spent commuting. His schedule was as follows: (a) dinner at Los Angeles, (b) ride to Balboa, (c) half hour for early breakfast with his better 99/100, and (d) the return trip to Los Angeles, arriving just in time for work. What a break for Mrs. Boyle!

Any Scotchman wishing to appear big hearted and still remain true to his convictions can safely invite Fred Bixenstein out to a steak dinner, opportunity is for a limited time only. (ground steak not included). This For further particulars see Fred's dentist.

Fred has been invited to take "Aunt Addie's" place some night on the Franco Hi Jinks program.

Our Victor P. Labbe takes great pride in his choice of snappy jackets and sweaters. In fact, he shows such excellent taste that he has great difficulty in retaining them for any length of time. A month or so ago his favorite sweater was stolen, and now he reports the loss of his blue shirt, red tie and yellow leather jacket. This latest theft took place in the vicinity of the Barnes Circus winter quarters. Victor refuses to tell us how he managed to save his trousers.

During September E. C. Johnson and F. W. Spencer spent a week camping and fishing in the High Sierras. Most of their efforts were confined to lake fishing, where they landed several magnificent trout. (Believe it or not.) Much as they enjoyed eating the fish, they knew, from past experience, that it would be unwise to return without some evidence of their catch, for most listeners have a tendency to sort of raise their eyebrows at a fish story. Therefore, at the expense of their stomachs, the boys brought back several nice trout as proof.

During their trip the boys were as good democrats as circumstances and the law of supply and demand would permit, if you know what I mean.

While in camp, F. W. Spencer was chief dish washer and E. C. Johnson expert (?) manipulator of the dish towel. The latter would thoroughly and industriously dry the dishes and then set them away, each dish by itself. Soon there were dishes spread all over the furniture, forcing F. W. S. to go outside the tent in order to complete his task.

Thos. Brakeville, of the Paving Dept., has gone to New Mexico for a month to visit his brother.

Our old friend, J. P. Gould, has moved into his comfortable Rock Creek winter quarters, a slick little three roomed cabin. He catches more trout in a week than all the high powered P. E. fishermen catch all season. He looks and acts the picture of health.

Have you seen the news clipping going around which concerns a lovely Swedish swimmer, Miss Ingelborg Sjoquist, and a well known Los Angeles Swedish boy, Mr. Leroy Swin-

son? ("Swinson" is the name given in the clipping, a slight typographical error, but near enough to remove all doubt as to whom it refers.)

The news item depicts Mr. Leroy "Swinson" as being Miss Sjoquist's boy friend. She met him at an Elks Club luncheon. Now they meet every day and he takes her out driving in his flivver.

Anyone interested may see the clipping by calling on the Engineering department correspondent. Or Mr. Swinson can have the clipping for five dollars—cash.

Mr. and Mrs. A. de Pfyffer and daughter spent a week end at the P. E. Camp, remaining over Labor Day. While canoeing on Lake Arrowhead, a very serious accident was narrowly averted. Two youngsters in speed boats were enjoying a race and failed to see the de Pfyffer party, which was directly in the path of one of the oncoming boats. Albert cried out and Miss de Pfyffer jumped overboard. Albert pulled desperate on his paddle, propelling the canoe ahead slightly. The racing youth heard Albert's warning and veered to one side, but crashed into the front end of the canoe, damaging it badly. Albert's shins were scratched, showing how close he came to serious injury.

ACCOUNTING DEPARTMENT

By J. P. Hoaglund

The Editor is a regular fellow, you understand, but he never forgets that he is an editor. The sight of copy arouses the same predatory instincts which animate a lion stalking its prey. Being provided with large blue pencils and a generous sized waste basket he is duty-bound to use them. However, Snoops, the reporter, may find solace in the fact that "brevity is the soul of wit," to which he might contribute "if you have the wit to know it."

Doris Davis nee Lakey dropped in on the old gang in the Typing Bureau August 6th, closely followed by her four year old pride and joy, Billie.

Harley Clark suffered a severe attack of lumbago week before Labor Day. A slight relapse occurred on August 31st, when he became the daddy of a ten pound boy. He promptly named him Tandy Rahl. A Russian mother and an American father with an Indian and Irish name. The melting pot with a vengeance! A scoop on Ripley! We understand Harley will study these languages as soon as he recovers his health so that he will understand the boy when he starts talking. And by the way Harley, next time don't forget the "sweets" and "smokes".

Here's a problem for a certain four-some. If two is a company and three is a crowd, what would four be, two couples or a mob? Let the chips lay where they fall.

It isn't chills and fever or malaria. Mrs. Dale is merely enjoying a few shivers of apprehension now and then.

Friends of considerable prominence have just returned from Russia and lost nothing in the telling of it.

If Anna Beeseman or Gladys Howell accosts you with sidelong glances, cross-eyed looks or by rolling their eyes, be not alarmed! It is a perfectly natural proceeding. They are merely strengthening these interesting members, and have so far succeeded as to discard their specs.

George Perry, "Beau Brummell" and even better known for his esprit de corps, handed "Snoops" the following interesting item: A sign painter was instructed to paint the following letters: "A and B" and to leave a certain space between A and and and and and B.

Snoops found it difficult to decide whom to name in the P. E. Club Election ballot for Executive Committee member to represent Accounting Dept. for ensuing year. Each one interviewed appeared too modest to make any suggestion.

History records no more heroic struggle than is reflected in the daily accomplishment of the three Must-Get-Theirs? This invincible billiard trio eat a substantial lunch in seven minutes (new Olympic Record), play a Club championship game of billiards or pool while chewing the cud, and still have plenty-a-time to nonchalantly saunter back to their respective desks before the gong jangles again.

"Nature in the Raw is seldom Mild." However Earl Moyer's brief sojourn on the hot, bald desert has eliminated a dangerous cold and restored him to his old-time "wigor and wim" much to the relief of his many friends.

Noble Cates underwent an operation for appendicitis at California Hospital Friday, Sept. 16th. We are happy to state that he is doing very nicely and now that all danger is over and he is well on the road to recovery we may be permitted the thought that Noble will henceforth find his conversational powers multiplied as he can always fall back on his operation when a lull threatens.

'Daddy' Briggs persistent campaign of hand-shaking has won him many fast friends. Is he nursing a secret ambition to enter politics or does he hanker to converse with the wimmin?

Katherine Fox, who hails from the "Windy City," is another regular fellow, and packs a line of quaint philosophy of her own brand, opines that she is saved the expense of a new bathing suit as the moths have thoroughly modernized it (full of wide open spaces). However Snoops is of the opinion that with the first hot spell, if and when, the charming Katherine will appear in an ultra modern Sun-Tan Jensen.

The P. E. Camp filled up and flowed over Labor Day. Activities reminis-

cent of the early days of 1929 BD presaged a new era of mountain enjoyment "just around the corner." Among the participants might be mentioned: Mr. and Mrs. J. R. McDonald and child, Florence Saunders and two guests, Mr. and Mrs. S. Taylor, mother and four guests.

Harold Heustis has just blossomed out in a new suit. Well if Snoops was that lucky he could also send his old one to the cleaners.

September 30th a selected number from the Accounting Department fanned out over the system to test check the track material count; also to Torrance to cover the stock.

Scraps of scintillating conversation overheard on the eve of this historic (pronounced hysteric) event: "How come you aren't to go on the line?" "Why, they need me here!" "Yeah! well, you ought to be on the line, buddy, you're all wet now!"

THE ART OF REAL DRIVING

"The great loss of human life in street and highway accidents, and the toll of suffering among surviving victims, is a national concern of grave importance." This straightforward remark was made by no less a person than the President of the United States, in an address before the National Conference on Street and Highway Safety.

Automobile accidents and deaths are increasing annually in the United States; last year, for instance, there were more than 33,000 fatalities from accidents of this type. The majority—and note this fact carefully—were caused by poor drivers or by good drivers who momentarily failed to control their machines properly. A driver who is inexperienced or unskilful not only risks his life, but endangers pedestrians and other motorists every time he ventures on the road. That the need for real drivers is greater than ever before is evidenced by this rising toll of street and highway accidents.

If you are a motorist—regardless of whether or not you actually own a car—you should think of safe and enjoyable driving as an art, and make every effort to improve your skill as a driver. A real driver, for instance, does more than start, stop and steer his car. He controls its every action; he is at all times alert and anticipates possible blunders of pedestrians and drivers he meets or passes. He usually is able to prevent accidents to himself and those in his car through his knowledge of the causes of accidents and of the habits of other drivers.

To encourage motorists to consider the operation of motor vehicles as an art rather than a "trick" which one learns offhand.

The motorist who has learned the art of skilful driving will enjoy his mastery over an automobile. Moreover, through his actions and example, he will aid in making the streets and highways safer for both motorists and pedestrians.

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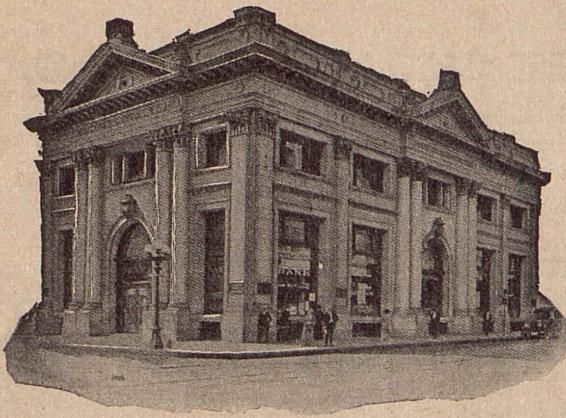
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