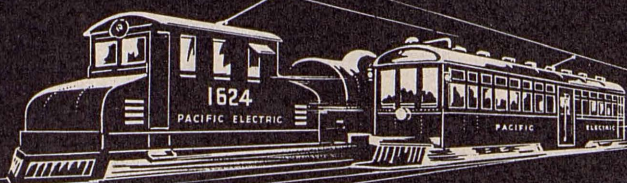


PACIFIC ELECTRIC *Magazine*

Vol 17—No. 4



October 10, 1936.





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Address all communications care of Editor at 299 Pacific Electric Bldg., Los Angeles, Calif.

N. B. VickreyManager, P.E. Club

Paul T. PorterEditor

BETTER days are coming, and with them renewed courage!

This is not a boastful prediction inspired by hopefulness, but rather the mature and sincere judgment of both economists and business leaders. Indeed there are numerous indications that the lay mind need only observe, to sight a brighter horizon.

Better Days Ahead

New buildings and factories are being erected on a large scale; bank loans for plant expansion increase each week; the market continues to advance. Elsewhere in the Magazine is Mr. Pontius' statement that railroads' freight business has increased 30%. And our own Company has experienced a very gratifying increase in both freight and passenger traffic during the past several months.

All of which means what?

It means more employment—jobs for thousands and thousands of unfortunates who have experienced the biters of a long, spirit crushing depression. It means a return of hope and self-respect for those who were the victims of an unwanted charity. We would be warped indeed if the good news of business revival and the attendant betterment to come to our long-distressed fellow man did not cheer us warmly.

Affecting our personal interests, Southern California is destined to grow—and grow. Already there are many visual evidences of it. And if you doubt that Los Angeles and its immediate environs are not attracting industries, our need to greatness, you should take a trip through the southeastern industrial district. It will be a revelation to

you. With ample cheap power and water assured, our future industrial growth will come with added impetus.

With growth of Southern California will come an increasing need for public transportation. Sure, the private automobile will be with us always, but as population density expands, it will become a less potent factor of competition.

Already a trip downtown has become anything but a joyride. Rather, it is a constant series of annoying stops and trying traffic delays. Where to park is becoming increasingly vexatious and difficult. With increased property values, parking fees will mount to almost unbearable levels. As Southern California grows a much larger proportion of the population will regularly use and depend upon our travel facilities.

And again—all of which means what?

It means security and hope—life's greatest boons. For with growth and increased travel will come more service, more employees, better jobs and opportunities for those who have served well.

THE SET OF THE SOUL

One ship goes east, another west
By the selfsame winds that blow;
'Tis the set of the sail, and not the gale
That determines the way they go.

Like the winds of the sea are the ways
of Fate

As we voyage along through life;
'Tis the set of the soul that decides
the goal.

And not the calm or strife.

Cover Picture

IT JUST don't seem that Mt. Lowe Tavern is no more!

Only a man-made Swiss chalet structure, this old inn had become a loved landmark. Not the most beautiful hostelry in the world, it seemed somehow just to fit and blend into the picture in its setting among the towering trees and majestic mountains.

The monetary loss involved, while quite considerable, is far overshadowed by the sentimental regard with which many, both employees and the public, have come to hold dear this rambling, romantic, tree-nestled old tavern.

Who didn't thrill at the hominess, the comfort and peace, and even the welcome that it seemed to smilingly greet you with at the journey's end.

It is saddening to know that Mt. Lowe Tavern is no more!

TRAVEL TIPS GET BUSINESS

Interest of employees in supplying travel tips to Southern Pacific passenger department in recent weeks resulted in the sale of 13 round trip tickets and 3 one-way tickets to various parts of the United States and Canada.

Needless to say this action on their part resulted in a considerable volume of revenue that easily might have gone to competing carriers except for the timely information and action supplied.

Indicating the appreciation of our parent company's management each of the traffic-getting employees were reported to their department head in a letter expressing thanks for the interest and co-operation exhibited.

Those so commended were:

L. Foegle, Conductor, So; Geo. Lan-kin, Conductor, North; Geo. Richardson; Freight Agent, Burbank; Mrs. B. Dale, Accounting Department; Geo. A. Schmidt, Ticket Agent, Pasadena; Walter J. Scott, retired superintendent of Employment; C. E. Robitson, Conductor, North and W. J. Schroll, Accounting Department.

BETTER BE SAFE THAN SORRY

Sometimes driving seems to bring out the worst in human nature. Selfishly, a driver will hug the center of the road, refuse to let others pass, weave in and out of the traffic, or cut across a line of cars when he wants to make a turn.

The courteous driver is the better driver and usually gets places just as fast. He invariably shows his driving ability by adopting good road habits.

He always gets into position before turning. If he plans to make a right turn, he pulls over into the lane nearest the right curb or roadside and signals well in advance. He approaches the turn slowly and makes it sharply.

When approaching a left turn, he pulls into the lane nearest the center of the road and gives the proper signal before he reaches the corner. He never cuts a left-hand turn short, as this is not only a dangerous thing to do but is also discourteous to other drivers as well as to pedestrians.

He respects rights of other motorists, keeping away over on the right-hand side of the road and always leaving plenty of room for oncoming and passing traffic.

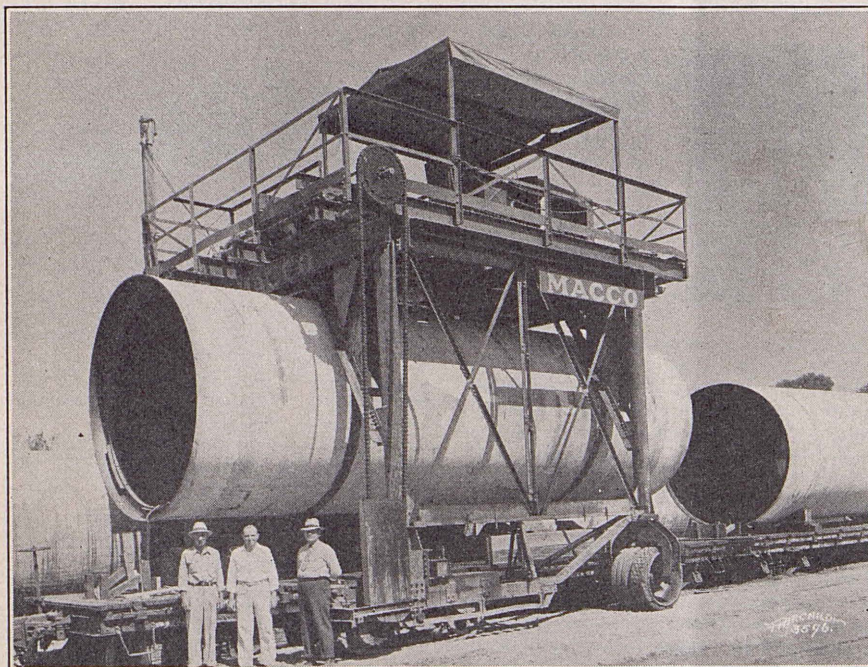
Before overtaking a car he makes sure that he has plenty of room to pull out of line and to get back again with ease and safety. He never crowds other cars into the ditch. He gives warning signals with his horn but never uses it unnecessarily.

"Suppressing a moment's anger may save a day of sorrow."

Wisdom is in knowing what to do. Skill is knowing how to do it. Virtue is doing it.

Our Part In "Largest Man-Made River"

More than Hundred Carloads Monthly Shipped Via Our Lines
In Great \$220,000,000 Metropolitan Water Project



More than a thousand carloads of these huge pipes, each requiring a separate car and weighing in excess of 18 tons, are being shipped over our lines to Chemawa Siding, near Riverside. They are laid as a part of the distributing system of the great water and power project nearing completion. They are handled by huge Gantry electrically operated cranes which straddle car and take them to desired location.

Seen in picture (left to right) are Harry Holland, Supt. of the Macco Company, W. A. Huntington and G. A. Gould of our Arlington Agency.

THROUGH freight transportation service being rendered our railway is contributing considerably in the construction of the "largest man-made river in the world." As would be surmised, the project is a part of the distributing system of the Metropolitan Water District.

Since last May, at the rate of about 100 cars per month, ten and one-half foot steel pipe has been moved via Pacific Electric from Los Angeles steel plants to Chemawa Siding, near Riverside, where it is being laid as a part of the distributing system of the great water and power project. In all 30,000 tons of this huge pipe is to be transported, the bulk of which will move over our lines.

When completed the ten miles of steel line will be a part of a long siphon from Cajalco Reservoir, the terminal reservoir of the giant Colorado River Aqueduct, to a summit in the Jurupa Hills, south of Fontana. Water flowing through this siphon will have come over this epochal man-made river. From the intake works on the Colorado River, near Parker Dam, the main channel of this concrete and steel river bed travels west over the desert and through mountains for 242 miles to the Cajalco Reservoir.

The distribution system, another 150

miles in length, will then carry the water to thirteen Southern California cities in the Metropolitan Water District, assuring them of an everlasting protection against drought.

Each of the huge pipe sections in the line near Chemawa, part of the high line feeder of the distributing system, is 33 feet long and weigh eighteen and a half tons. Each requires a separate car that has been specially dunnaged and assigned permanently to these particular movements.

The steel plates from which the pipe is made are received at the harbor, forwarded to steel plants where it is shaped and annealed. The inside is coated with a coal tar enamel, about 3/32 inch thick. Every square inch is inspected at the plant by a tell-tale electric device to assure even and complete coverage.

As a protection against soil erosion before being placed in the trench the pipe is given a two inch outside coating of "gunite." Once in the trench the sections are welded together and the trench is back-filled. Due to the fact that the average depth of the trench in this locality is 15 feet the pipe is completely buried and the ground surface returned to its original condition.

This conduit is one of the largest

welded steel pipe lines to have ever been built.

The Western Pipe & Steel obtained the contract for fabricating and installing the line, which includes the construction of a 940 foot bridge across the Santa Ana River, near Pedley. The contractor in turn sub-contracted part of the steel fabrication to the Consolidated Steel Corporation and installation work to the Macco Construction Company.

Some conception of the enormity of the entire project may be gleaned from the fact that its entire cost will approximate \$220,000,000. It is estimated that the aqueduct is giving indirect employment to 25,000 workers, in addition to the eight to ten thousands directly employed. During the current year it will require the use of 22,000 carloads of materials, originating all parts of the States.

The cities which are now members of the Water District and practically assured forever against a water shortage are: Anaheim, Beverly Hills, Burbank, Compton, Fullerton, Glendale, Long Beach, Los Angeles, Pasadena, San Marino, Santa Monica. Santa Ana and Torrance.

NEW PASSES TO BE ISSUED

Preparation of Service and Duty card passes for the two-year period beginning January 1st, 1937, are now underway by the Pass Bureau and will be issued to employees well in advance of their effective date.

The same rules that heretofore governed the issuance of Service Passes will apply; that is, employees "who have given five years of continuous service are entitled to such annual pass over our rail system." After eight years of service the same courtesy is extended to dependent members of the employees' family.

The "dependent" members of the family interpretation of the pass rules is that such family member must be ENTIRELY DEPENDENT upon the employee for support and live under the same roof.

The "dependent" members of the family are defined as wife, children under 21 years of age, father, mother and dependent MINOR brothers and sisters.

Separate passes will be issued to employees residing adjacent to the Highland Park-So. Pasadena Motor Coach line and the Glendale-Burbank Motor Coach line. Only those employees who resided in the districts served by these lines prior to curtailment of rail service will be entitled to passes good on these lines.

In addition to issuance of passes to active and retired employees rules also permit use by dependents of deceased employees, this privilege being extended for the number of years that employee had actual service with the Company.

The greater the obstacle the more glory in overcoming it."—Moliere.

Mt. Lowe Tavern Destroyed

Mt. Lowe Tavern is no more!

Our world-famed hostelry, together with 13 cottages and the dormitory, lays stark and grim in a twisted mass of blackened debris. Only the mute, bare chimney remains of the famed friendship fireplace where humble and notables have gathered around the cheery, blazing open hearth to relax in comfort and peace.

It was about 2:00 a.m., Tuesday, Sept. 15th, when Nightwatchman Stein from the dining room noticed a flickering glare on the windows reflecting the flame. He immediately sounded the fire warning siren when his investigation revealed huge flames arising from the kitchen. Everyone, including seven guests, were rushed from the building and within ten minutes there remained no hope of saving any part of the hotel, despite the valiant efforts of Manager McKee and his staff of employees who fought a losing battle against a raging, relentless foe.

Only through the brave efforts of Forest Service workers, together with a hastily assembled group of employees from Pasadena, and further reinforcements of about fifty CCC boys from Angeles Crest who came quickly, together with the good fortune that the night was perfectly still, were twenty-nine cottages and the bungalow unharmed. Had there been a wind there would have been no hope for these structures and further spreading of the fire to the thickly wooded canyons and slopes.

The origin of the fire is still unknown and the total loss was about \$150,000., a good portion of which was covered by insurance.

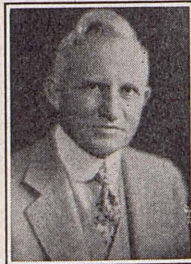
There has been much speculation as to the probable action of our management regarding the re-building of the tavern. There are many issues involved and all than can be said at this time is that no definite plan has been made, nor will it be until several weeks after Mr. Pontius' return from the east early this month. Rumors that a new resort would be located at Inspiration Point are without foundation.

SAYS OUTLOOK IS BRIGHTER

Operators of surface transportation lines have contended that the large losses they have experienced in recent years in passenger revenues were to be attributed not so much to increased use of motor cars as to the business depression. They have not agreed with the contention that the surface street car was outmoded. Their view has been rather that the automobile has practically reached the saturation point in many of our cities and that, with a return to normal conditions, street railways would share in the general gains of business. The improvement in traffic of the local company seems to bear out this argument.—Baltimore Sun.

Executives See Tomorrow's Electric Street Car

REPORTING a splendid convention, greatly improved business conditions throughout the east, and selection of Los Angeles and San Francisco jointly as site of the 1938



American Transit Association, Mr. Pontius returned early this month from a 7,500-mile journey prompted by attendance at the annual convention of the A.T.A. at White Sulphur Springs, West Virginia.

Other executives attending this year's convention were: O. A. Smith, Vice President & General Manager; H. O. Marler, Passenger Traffic Manager and S. H. Anderson, Supt. of Equipment.

While east our officials were able to view at first hand the new P. C. C. electric car, some of which are in service in Washington, D. C. This car, semi-streamlined, rubber-cushioned throughout, with acceleration and braking equivalent to the modern automobile, is the development of many minds of the electric railway industry, who strove for several years to embody in it the maximum of comfort, speed and facility to modern day traffic needs. Its superlative performance challenges the ill-advised statement sometimes heard that the street car has become outmoded.

That the nation is rapidly emerging from its long period of business recession was Mr. Pontius' firm conviction after viewing business conditions in a large number of metropolitan cities.

"Business everywhere in the east is improving and advancing, if slowly, on a sound basis. Many industries are actually booming, including the heavy industries. When supplanting of obsolete machinery and equipment gets fully under way in thousands of factories our recovery will take on boom proportions. Particularly significant is the fact that confidence has replaced the gloom of industrial leaders," he added.

"Railroads are doing splendidly," continued Mr. Pontius. "Their freight traffic volume is about 30 per cent above the same period in 1935, and passenger traffic continues to improve. Railroads are today rendering the best service in their history. Freight movements have been speeded about 40 per cent. Passenger service through air-conditioning, faster schedules and lowered fares, together with reduced dining car charges is attracting travelers everywhere. Most of the carriers are planning on heavy orders for rail and equipment for 1937."

Mr. Pontius stated that our Metropolitan Water District undertaking has attracted nationwide attention and that people were amazed at so gigantic a project being voted and constructed during the depression.

In Magazine 10 Years Ago

COVER picture of the Magazine of ten years ago showed a "peak hour" crowd entering the portals of the Subway Terminal Building. This raises the question, "how long has the subway been in operation?" Service to the public through the subway began Nov. 30th, 1925.

Automatic substations on the P. E. system was the feature article in October, 1926, by S. H. Anderson. The initial automatic substation was installed on our lines in 1918 and seven years later 28 to 30% of the total system load was automatically carried, the article states.

A picture shows Mr. Pontius congratulating and thanking Mr. Clarence H. Lee, who by reason of his commuting daily between Pomona and Los Angeles for fourteen years was termed the "champion commuter."

The death of Clifford H. Elliott, well-known member of Engineering Department, was recorded.

Envious eyes of fishermen were cast upon Chas. E. Elliott, Motorman on the Balboa line, who was seen exhibiting a 200-pound Jew fish catch. Mr. Elliott also had the distinction of catching the season's largest yellow-tail, registering 43-pounds.

Also with the sports was an account of the P. E. shooter's duel with the U. P. team quintet, our boys winning with a neat 219x250. W. J. Hodge, B. F. Manley, K. L. Oefinger, L. R. Spafford and K. Thompson made up the P. E. team.

The re-location of the Amoca tower from a point on the east side of the four tracks to its present overhead location was detailed. The feat was a difficult and exacting one inasmuch as it was accomplished without interference to service.

Conductor P. A. Lackas, Pasadena terminal, was seen enjoying a novel ride in a wheelbarrow, the same being propelled by Conductor R. N. Hosford. It seems Hosford bet on Dempsey to win the Tunney fight, the penalty being that the loser must taxi the winner through the business section of Pasadena. A large sign proclaiming "I bet on Dempsey" is seen on the disconsolate, but good loser.

The ever-active P. E. Masonic Club was functioning as of today, they having conferred Masters' Degrees upon Joseph Reiber, Eng. Dept.; Walter Bloomfield, Trans. Dept., and John D. Keeney, Trans. Dept. during the preceding month.

A gentleman from Chicago was complaining to the telephone operator in a Los Angeles hotel about the cost of a long distance call he had just completed. "It's outrageous," he said. "Why, in Chicago you can talk to hell and back for ten cents."

"Well," snapped the operator, "that's inside the city limits."

The old fashioned girl who darned her hubby's socks now has a daughter who socks her darned husband.

**LUCIUS S. STORRS IS NAMED
PRESIDENT L. A. RAILWAY**

Selection of Lucius S. Storrs as President of the Los Angeles Railway by Board of Directors was made public last month. In Los Angeles since last July in an advisory capacity, Mr. Storrs assumed immediate charge of the railway's operations and properties.

Mr. Storrs is best known in the electric railway field as Managing Director of the American Electric Railway Association, now the American Transit Association, from 1925 to 1929. His guiding influence aided many electric railway properties and the Association was made a helpful and influential factor in obtaining fare adjustments and meeting other perplexing problems of the day. In 1929 Mr. Storrs was made chief executive of the United Railways & Electric Company of Baltimore. Before assuming charge of the A. E. R. A. he was executive head of the Connecticut Company, New Haven.

An executive of wide experience and recognized as one of America's leading authorities in local transportation, Mr. Storrs can be depended upon to carry out efficiently the improvement program planned and solve intelligently the traffic problems confronting our contemporary local carrier.

A number of years ago Mr. Storrs was commissioned to make a survey of Pacific Electric properties and operations and won the admiration of our management by the thorough and workmanship manner in which he completed his task.

Mr. Storrs succeeds Samuel M. Haskins, who has been President since the death of G. J. Kuhrt in 1932, resigned to devote his entire time to his law practice.

Scotchman: "Doctor, what can I do to prevent seasickness?"

Doctor: "Have you a dime?"

Scotchman: "Yes, sir."

Doctor: "Well, hold it between your teeth."

**New Motor Transit Coaches
Reveal Latest and Best**

FIFTEEN ultra-super new motor coaches for Motor Transit lines arrived in the past thirty days and are providing comfort, speed safety and all of the sundry other travel desires heretofore hoped for, but lacking in modern motor coach construction and operation to a large degree.

Imagine a motor coach with riding ease of a 1937 private auto; practically equal in acceleration; absolute freedom from obnoxious gases and fumes; perfect ventilation and even heat distribution—these and more are embodied in the 15 new Mack coaches now serving patrons on the Los Angeles-Redlands and Los Angeles-Santa Ana through lines of the Motor Transit Company.

Seating 29 passengers each, the new coaches employ a multitude of innovations in modern coach construction. Many of them are minor in nature and others are of outstanding appeal, but combined they are certain to woo many a private motorist commuter to the wiser, less costly means of public transportation.

Enumerating some of the novel improvements over previous coaches, the new units have a new riding level; that is, seats are built over the top level of wheels, which means that at least eight passengers are not required to assume the posture of a jack-knife owing to wheel housing booming above floor level of coach. Conversely, the aisle level is lowered, giving comfort to standees not heretofore enjoyed. There are racks for small parcels, a boon to shoppers and for suitcases and larger parcels there are compartments on the side of coaches. Indirect lighting, improved seat and body spring resiliency, cushioned brake action, improved automatic door controls are other features that combine to win public appeal.

The new units' bodies are painted the P. E. symbolic and proverbial red,

BOOKS DONATED TO LIBRARY

The P. E. Club gratefully acknowledges receipt of the following books as a gift to the Club Library.

From Mrs. Edna B. Abell, Accounting Department: In the Shadow of the Lord by Mrs. Hugh Fraser; The Grey Cloak, by Harold MacGrath; Doctor Tom, by John William Streeter; Lady Rose's Daughter, by Mrs. Humphry Ward; The End of the Game, by Arthur Hornblow; and The Red Lamp, by Mary Roberts Rinehart.

From Mrs. Matilda Johnson, Accounting Department: Three Guardsmen, by Alexander Dumas; Adam Bede, by George Eliot; Show Boat, by Edna Ferber; The Garden of Allah, by Robert Hichens; and The Shepherd of the Hills, by Harold Bell Wright.

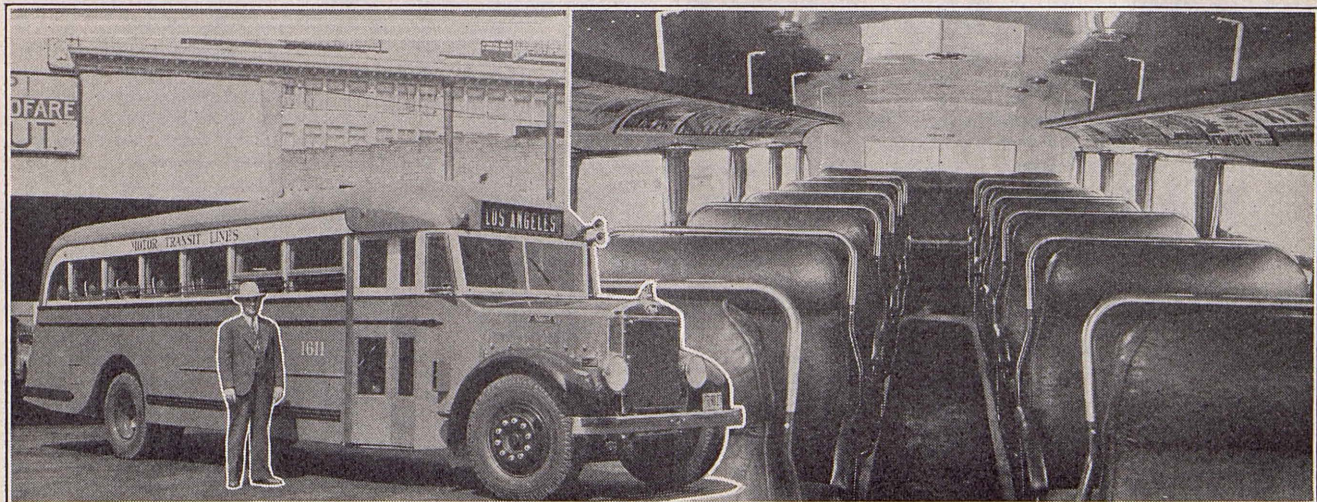
Employees are reminded that the Club Library has some 5,000 books of fiction and educational variety that may be loaned upon presentation of Club card. We will be happy to receive and put into circulation any gift of books from employees.

Talkative Lady: "A big man like you might be better occupied than in cruelly catching little fish."

Angler: "Perhaps you're right. But if this fish had kept his mouth shut, he wouldn't be here."

with durable brown tops and a pleasing cream interior. The chassis were produced at the Mack factories in Allentown, Pa., while the bodies were the achievement of one of our fast growing local industries, the Crown Body Corporation.

Of historical interest is the fact that the Pacific Electric acquired the Motor Transit lines by purchase as of Jan. 1st, 1930. Under R. R. Wilson, Superintendent, five major lines are operated, namely: Los Angeles-Sunland; Los Angeles-Redlands; Los Angeles-Santa Ana; Long Beach-Riverside, and Long Beach-Pasadena. Total route mileage operated is 605 miles.



A profile and interior of the new Mack motor coaches, 15 of which went into service on Motor Transit lines last month. The new units seat 29 passengers and provide comfort and riding ease not heretofore reached in coach construction. R. R. Wilson, Superintendent, is in foreground.

SCHOOL CLASSES UNDER WAY WITH LARGE ENROLLMENT

With about 300 employee-students enrolled, the P. E. Club educational classes are now being held five nights a week in the class rooms of the Club. Seven widely varied subjects are being taught and both enrollment and attendance at the classes thus far have exceeded either of the last year's two school terms.

There having been some slight changes in both day and time of classes, the following information shows the day of week and time schedules for the benefit of those who may yet wish to join:

Operating Automotive Engineering, Monday, 7:30 to 9:30 p.m. and Wednesday from 11:00 a.m. to 1:00 p.m.

Electrical Engineering, Thursday from 7:00 to 9:00 p.m.

Commercial English, Friday from 7:00 to 9:00 p.m.

Orchestra, Friday from 7:00 to 9:30 p.m.

Piano, Tuesdays and Thursdays from 6:30 to 9:30 p.m.

Glee Club, Tuesday from 7:30 to 9:30 p.m.

Sewing - Millinery, Tuesday and Thursday, 10:00 a.m. to 12 Noon.

The only class which lacks ample enrollment is the Orchestra. The Club is especially interested in this and urges those who wish to further their musical education not to fail to join. The instructor, Mr. Stephen Steddon, has long been engaged in Orchestra and Choral direction and there is no doubt that he could both weld a splendid organization and improve all students who will accept the opportunity offered.

Other classes are now just beginning to get into stride so that those who still desire to join can do so.

Courtesy Letters Again Reflect Service

Simple Acts of Kindness Draw Many Letters From Observing Patrons

THAT Pacific Electric Trainmen are doing their share of gaining and holding good-will of patrons is clearly demonstrated in both the personal and group commendatory letters received in recent weeks by our management.

Geo. F. Squires, General Superintendent, aptly summed up the management's viewpoint regarding courtesy when he said a few days ago: "There is hardly any feature of our operations which gives me more satisfaction than the receiving of letters specifically commending Trainmen. For a patron to go to the extreme of writing a letter to commend an employee is evidence that those employees concerned are outstanding. They gain and create business, so badly needed.

"It would be splendid if all our Trainmen could look upon and treat their passengers as they would their guests, which they really are to a large extent.

"Courtesy returns kindness, holds and wins patronage, and is one of the mostly highly essential factors in any successful business."

As in the last report made on commendations of Trainmen, they again exceeded complaints by a considerable margin, which is another good barometer of the quality of the mass service being rendered.

How far-reaching the splendid impression made by courtesy and consideration of patrons may be judged by the following communications, necessarily briefed:

I. Iverson, Conductor, West, patron says he never saw a public service

employee "more considerate and courteous. Another patron "courtesy in handling patrons during parade."

J. H. Doherty, Conductor, West, for greeting passengers with "Good morning" and "Thank you."

C. F. Schultz, Conductor, West, for being "so kind, courteous and obliging to everyone."

E. P. Verrett, Conductor, West: for his extra effort in locating a street for an elderly passenger.

D. Keeley, Conductor, West: commended for announcing streets clearly.

G. M. Levisse, Conductor, West: "kind and courteous when asked for information."

H. A. Bates, Conductor, North: "delivering a message when patron was unable to telephone or telegraph; also delivering my luggage for which he refused gratuity.

R. A. Shaw, Motorman, North: for quick stop and avoiding hitting a cow on track.

J. W. VanSickle, Coach Operator, North: for "always being courteous to passengers."

C. A. Parr, Conductor, North: for being courteous under stress."

A. G. Thomas, Operator, South commended for courtesy in retrieving ball under car for children.

H. R. White, Conductor, South for "helping lady with baby on car and arranging for cab late at night."

H. F. Wholf, Conductor, South for assistance in aiding a passenger to cash a Treveler's check.

STATE LEADS IN LIBRARIES

Only half of the adult population is able to read with ease, Miss Miriam Tompkins of the Columbia University School of Library Service declared yesterday. She reported the results of a nation-wide survey of literacy and the reading habits of the American public, conducted by Columbia, the University of Chicago and the American Library Association.

It was found that 95 per cent of the adult population reads newspapers and 75 percent read magazines, mostly of the pulp type. The survey disclosed that only 30 per cent read books, most of which are "cheap" fiction, only a third representing the best in research, scholarship and creative ability.

California leads the nation in the use of the public library with a per capita circulation of 9.14, the survey showed. Massachusetts, New Hampshire and Wyoming rank next. New York is nineteenth, with each person reading on the average 4.33 books a year.

She: "I'm afraid to go into that dark room."

Sailor—"But darling, I'm with you."

She—"That's the trouble!"

How About Hallowe'en Party at P. E. Camp?

A HALLOWEEN party, featured with a dance in the P. E. Camp's recreation hall, will be an event of the month at our mountain resort during October. It will be held Saturday evening, the 31st.

October, as many are beginning to learn, is one of the most delightful months in the mountains of Southern California. Days are warm and balmy, with nights so chilly as to make a roaring fire a real comfort and delight. Howling winds forecast the winter to come. Nature has taken on its autumn garb and dogwood leaves their colorful hues. The first snowfall of the season may come, as it frequently does in October.

Many employees hesitate to visit the Camp during the winter months owing to doubt as to the condition of the highway enroute to our resort. For their information be it said that the highway to Lake Arrowhead is one of the most heavily traveled mountain roads in the state, and the best maintained. Immediately when a snow falls giant scrapers begin their task of clearing this highway, each of five crews having a given section to maintain. They do it so thoroughly as to practically eliminate the hazard of accident to the reasonably careful driver.

Only about half of the Camp's accommodations are available in winter—those equipped with heating stoves. Many were disappointed last fall and winter season, so plan ahead and make reservations early for your week-end visit. The low summer rates of \$1.50 per night per family for a Bungalow will prevail throughout the coming months.

Attention is called again that other than employees can now visit the Camp at rates lower than elsewhere available to the public.

CLUB EVENTS FOR OCTOBER

Thursday, Oct. 1st:

Card party, P. E. Woman's Club at 1:30 p.m. Worthwhile prizes to the winners. 15c playing fee. All are welcome

Friday, Oct. 2nd:

P. E. Bowling League at Jensen's Recreation Center, 1706 Sunset Blvd. Games begin at 8 p.m. Spectators welcome.

Thursday, Oct. 8th:

Afternoon meeting, P. E. Women's Club; 1:30 p.m. Special entertainment program.

Friday, Oct. 9th:

P. E. Bowling League games at Jensen's Recreation Center. Games begin at 8:00 p.m. Spectators welcome.

Saturday, Oct. 10th:

First meeting of new season Agent's Association—8 p.m.

Wednesday, Oct. 14th:

Regular monthly meeting P. E. Rod & Gun Club—8 p.m.

Thursday, Oct. 15th:

Card Party, P. E. Women's Club at 1:30 p.m. Worthwhile prizes to the winners. 15c playing fee. All are welcome.

P. E. Club Dance in Ballroom starting at 8:30 p.m. Join the large throngs that attend these dances. You will enjoy the new orchestra.

Friday, Oct. 16th:

P. E. Bowling League games at Jensen's Recreation Center. Games begin at 8:00 p.m. Spectators welcome.

Wednesday, Oct. 21st:

Regular monthly meeting of P. E. Masonic Club. See special bulletin for details of program.

Thursday, Oct. 22nd:

Afternoon meetin, P. E. Women's Club; 1:30 p.m. Special entertainment.

Friday, Oct. 23rd:

P. E. Bowling League games at Jensen's Recreation Center. Games begin at 8:00 p.m. Spectators welcome.

Friday, Oct. 30th:

P. E. Bowling League games at Jensen's Recreation Center. Games begin at 8:00 p.m. Spectators welcome.

WHAT MORTUARY INSURANCE PLANS ARE NOW PAYING

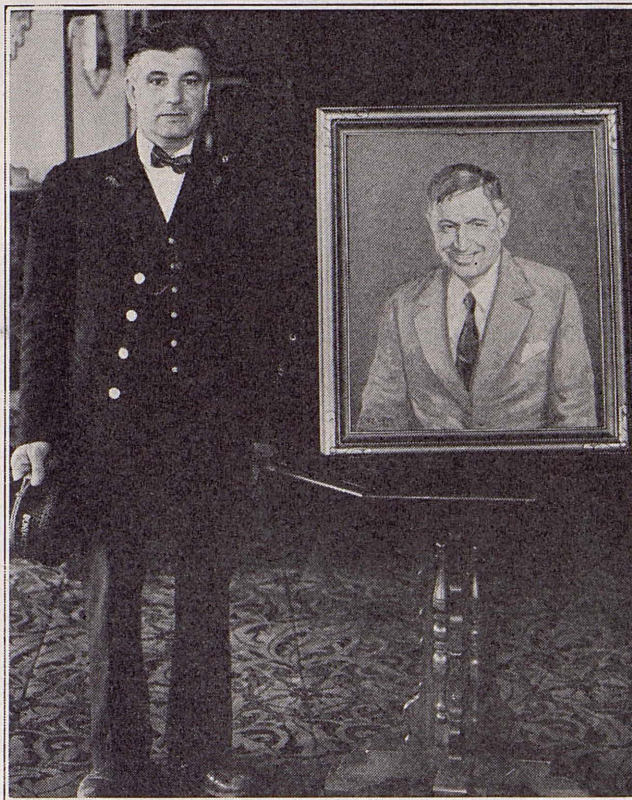
That all may be currently informed the Magazine reports as follows regarding sums being paid by both Mortuary plans:

For deaths occurring during October to employees the amount was \$695.70. In the case of the Wives' Mortuary \$158 was paid to beneficiary.

These insurance plans are available to employees at less cost than from commercial insurance companies and the sums due are frequently paid to the beneficiary named in less than twenty-four hours.

**MEET
Our
Artist
Conductor**

The first oil painting effort, a splendid likeness of the beloved Will Rogers, by a very versatile person—F. J. Oriva, Conductor, Southern District.



A MAN of weird and varied accomplishments is F. J. Oriva, Conductor on the Southern District.

For instance, he does charcoal drawings, splendidly. And imagine this, "because it is easier done that way," he actually draws them up-side-down.

He mimics birds and animals and beasts, and does it so well that we might almost say he sounds "more like them than they do."

And now he has discovered another talent. He's an oil painter!

In proof of which we offer Exhibit A in the form of an oil portrait of the beloved Will Rogers reproduced above.

And mind you, this evidence of his artistry is not the result of long and arduous toil under the painstaking direction and tutorage of a trained artist. Rather, it is his initial effort, begun on a moment's whim "to learn if I could do an oil painting." It required less than fifty hours of his spare time.

The reproduction does not, of course, do the painting justice and one must view the original to fully appreciate the degree of skill and artistry of its master.

Although a far less appreciated art, the free-hand charcoal drawings of Mr. Oriva are quite astounding, as is the queer quirk in his make-up that causes him to do them up-side-down. Equally surprising is the speed with which he produces his subjects. By actual timing he has drawn excellent likenesses of Geo. Washington, Abraham Lincoln, Charles Chaplin and an Indian chief in slightly more than three minutes.

Oriva's mimicing of animal life is

not a myth. He has demonstrated this faculty several times at amateur shows in the P. E. Club and he appears before lodges and similar functions quite often. "The kick the kids get out of it" compensates him, he says, in giving of his time to put on these theatricals.

seriously, merely following it as a pastime. His initial oil painting has been acclaimed by persons who recognize ability and he is being urged to enter his work in forthcoming exhibitions.

ANY FOOL CAN DRIVE FAST

It doesn't take brains to push the throttle of your car to the floorboard.

It doesn't take cleverness to weave in and out of traffic at sixty miles an hour to the consternation of the slower moving highway-users.

It doesn't take any intellectual capacity to hang onto the steering wheel, give her the gun, and see if you can make the speedometer touch ninety-odd.

In other words, you don't have to know anything to drive fast.

Drivers who regard streets and high-highways as the Indianapolis bowl, might be divided into two classes: First, those who are weary of living and don't mind if they take innocent parties along with them into eternity. Second, those who are so stupid as to not realize that several thousand pounds of metal moving at terrific speeds is as lethal a weapon as a machine-gun—both for the occupant and for anyone else who happens to be in the locality.

LADIES CLUB BEGINS NINTH YEAR WITH LARGE FETE

The Pacific Electric Women's Club went into the ninth year of organization on September 10th. A splendid attendance, ninety to be exact, sat down to a delicious luncheon served by Mrs. Frank Miller, chairman.

"Coming together is a beginning, Working together is improvement, Keeping together is success."

We think the attendance speaks for itself. Designated as President's Day, the spot-light, of course, was directed to our charming new leader, who carried off the honors of the day in a splendid manner. Responding to an ovation tendered her, she gave a very modest little message, ringing with the absolute sincerity that characterizes her. The members hope her year, like the horn of plenty that graced her table, will be filled to overflowing with good things.

Mr. Giebel, the Club's "Pater," without whom it would not be a party, gave one of his friendly encouraging talks, voicing as always his pride and interest in the organization and as a result of his nice talk, every member unites in a more determined effort to always keep the faith and trust he has in the organization.

Mr. Vickrey, a pal if there ever was one, renewed the lease of cooperation and brotherly love, in fact boldly announced he was mighty fond of the ladies and we thank him for "them kind words."

Mr. Anderson, of Pomona, contributed two splendid solos to the program, and with messages of congratulation from Past Presidents a very pleasant afternoon came to a close.

Mrs. Smart asks us to remind you of the Card Parties. She has had requests for contract if enough players are interested, and will be glad to schedule it regularly in addition to Auction and 500 with attractive prizes. Contact her through the Club office.

—Mrs. Lon Bishop.
Official Scribe.

CROSSING MISHAPS ARE LESS

Grade crossing mishaps have shown a very material decrease since 1929, as against all other automotive accidents reflecting a tremendous increase, according to J. G. Hunter, Transportation Engineer of the California Railroad Commission.

Crossing accidents, points out this authority in 1929 killed 200 and injured 954 California motorists, as against 123 killed in 1935 and injury to 690 persons using the California highways. Owing to the co-operation of the railroads of the State, crossing accidents have really shown a tremendous reduction since 1913, in which year there were 37.6 casualties to every 10,000 vehicles. This compares to 3.6 casualties per 10,000 vehicles in 1936.

Customer: "Give me four pork sandwiches to take out."

Waiter (calling to cook): "Dress up four grunts to go walking"

Sunday Pass Gives Visitor Splendid Travel Bargain

If you were asked, would you know whether or not this railway sells a reduced rate Sunday Pass? So that you will know the correct answer, and some details too, here is the latest information on the subject we asked R. O. Christianesen, Passenger Traffic Department, to supply:

TRANSPORTATION values unsurpassed are offered to patrons of our railway through the use of our unique One Dollar Sunday Pass, which is still unchallenged in the field of low cost passenger transportation.

The Sunday Pass is honored for transportation of bearer on all Pacific Electric rail and motor coach lines as far east as Upland and to Rubio Canon on the Mt. Lowe Line. The key to this wide Southern California area extending from Los Angeles some 35 miles to Upland eastward; northwest to San Fernando and Canoga Park in San Fernando Valley; westward to the entire West Coast Beach district from Castellammare to Redondo Beach; south to San Pedro, Wilmington, Long Beach and Newport-Balboa, and to the southeast to Santa Ana, is available to the purchaser of a One Dollar Sunday Pass.

It would be impossible to cover the Southern California area above outlined in one day, but the liberal time limit of from 2:00 a.m. Sunday to 2:00 a.m. Monday, 24 consecutive hours, provides ample opportunity to view a goodly portion of our scenic wonders for a most nominal sum.

Another feature of this novel form of transportation is that one child under 12 years of age may accompany the holder of a Sunday Pass by payment of an additional 25c at time of purchase. Likewise, two children may be taken on the Sunday tour for an additional 50c.

Innumerable itineraries may be mapped for Sunday tours, but let one example suffice to show the possibil-

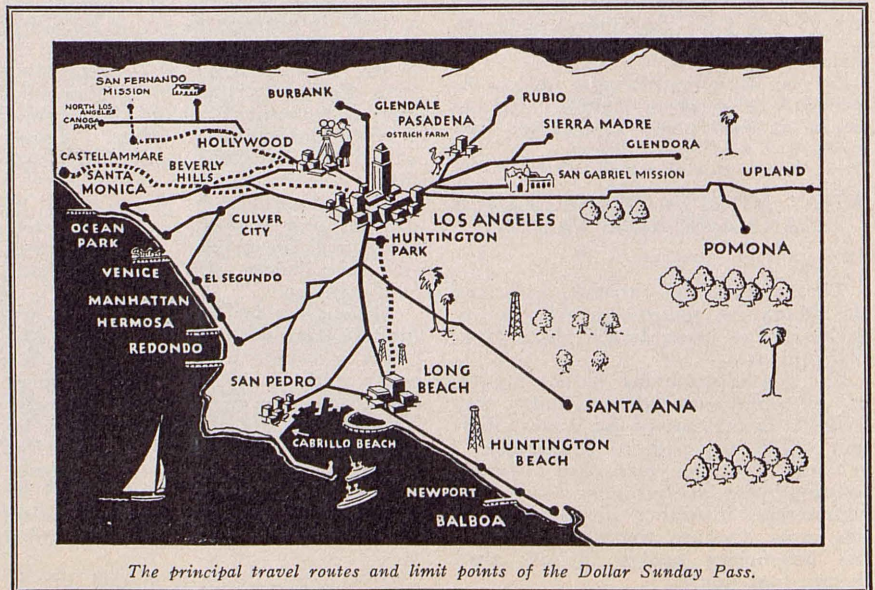
ities of Sunday Pass use. Start any Sunday with a trip to Santa Ana, the heart of the Valencia Orange Empire. Enroute the train passes through Lynwood, Bellflower, Artesia, and Garden Grove to the Orange County seat where an hour or so may be enjoyed seeing this prosperous Southland city. Returning to Lynwood, an interesting ride by motor coach down Long Beach Blvd. through Compton and the Signal Hill oil district brings the Sunday Pass excursionist to the seaside resort city of Long Beach in time for lunch. After an hour or so enjoyably spent, journey southward along the ocean front to Seal Beach, where connection is made for trip through Anaheim Landing, Sunset Beach, Huntington Beach and Newport Beach to Balboa Beach. After dinner a little more than an hour's ride brings our Sunday Pass holder back to Los Angeles. However, the Sunday Pass is still good until 2:00 a.m. and may be used for side trips to Hollywood, Beverly Hills or west coast beach points.

Our One Dollar Sunday Pass is the biggest travel bargain of the season and all employees who would be transportation salesmen will find ready listeners and likely customers of our service among their friends, particularly visitors to Southern California, by informing them of this most economical form of transportation.

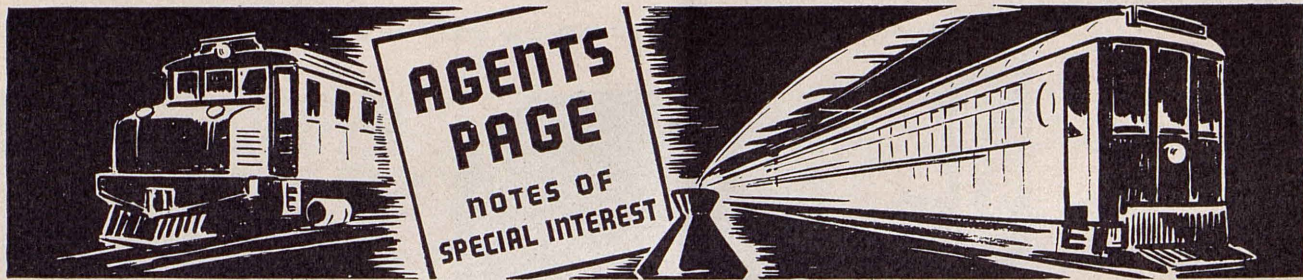
Yes, the Sunday Passes may be secured from Conductors on cars or from Ticket Agents.

USE YOUR HEAD!

A woodpecker pecks out a great many pecks
Of sawdust when building a hut;
He works like a nigger to make the hole bigger—
He's sore if his cutter won't cut.
He don't bother with plans of cheap artisans,
But there's one thing can rightly be said:
The hole excavation has this inspiration:
He builds it by using his head.



The principal travel routes and limit points of the Dollar Sunday Pass.



HERE-THERE WITH AGENTS

After more than a year spent at Long Beach selling tickets for the Southern Pacific, John Neal has returned and is working the extra board.

Eddie Burke, who up until two months ago was with the Southern Pacific in the Pullman Chart room, says it is nice to get away from that "Can you tell me so and so . . . far into the night" and return to earth as a P. E. Relief Agent. Last heard of Eddie was from Sierra Madre.

George Mesecar, Agent Sierra Madre, is expected to return soon after having spent 30 days in and about Wenatchee, Wash., and Vancouver, B. C.

Ausie Downs, of San Bernardino, is reported hunting in the High Sierras. Good luck Ausie, and my kingdom for a steak.

W. B. Foote (better known as Daddy Foote) District Agent at Pomona, is on the job at the Los Angeles County Fair grounds handling the traffic from the "Big Red Cars." M. J. Davidson, of Los Angeles, is in charge of the office while Mr. Foote is away.

Samuel Hartshorn has gone back to "rest" on the handles of a truck at the Terminal Freight Office. Sammy has been swinging trunks at Claremont for ten days.

GRAPE SHIPMENTS LESS THAN PREVIOUS SUMMER SEASONS

"In the good old days of prohibition, (?), grape juices were shipped from many points on the Pacific Electric," writes Herbert C. Hall, Agent, Etiwanda, "to the eastern markets, but now most of the grapes are crushed locally, because the growers have gone into wine making."

This season, Mr. Hall informs, grapes have ripened too soon to ship to the eastern markets as eastern consumers are not ready for our grapes until October. There will be about 50 carloads of table grapes shipped from the Etiwanda district this year. While the crop is very short the quality is excellent.

Since prohibition, when growers received as high as \$130 per ton, as compared to \$20 at present, much grape acreage has been converted into citrus lands. While the aggregate revenue will be less, there will be considerable tonnage in the form of wine, which shipments will increase as American consumers become convinced that California produces wines of as good a quality as that for which they pay a premium from foreign countries.

The Real Requirements of a Good Agent

Knowledge Acquired Largely by Study and Character

Development Essential to be Outstanding

THE young man in the ranks of station and yard service today who aspires to be the good Agent of the future must acquire primarily certain general knowledge applicable to both freight and passenger.

In the previous articles points of essential knowledge and character were mentioned briefly. I shall, in the following, point out the avenues through which they may be obtained.

Night schools and college extension courses offer conveniently and economically to everyone an opportunity for improvement. Our own Education-Director, L. H. Appel, arranges for classes in the club class rooms, and lends assistance in placements outside our own school departments.

The station employee of today, ambitious to be the Agent of tomorrow, should apply himself to classes in:

Typing; Business English; Business Letter Writing; Bookkeeping; Public

Speaking; Salesmanship; Business Law.

Be not content to merely follow the class work of these courses. Read good books on the subject and find out how to best apply the knowledge gained to the tasks an Agent is required to perform.

When you have mastered those essentially basic to the Agent's job, go further afield in the realm of business economics. Nothing has ever been lost by knowing more than the job requires, but much, even to the job itself, is lost by lack of knowledge.

Study alone without development of the right kind personality will not suffice.

Personality and character are synonymous. A man of character and personality is one of exceptional qualities.

The good Agent has those exceptional qualities. He stands out from his fellows. That is what you must resolve to do. To do this you must give consideration to:

Personal Hygiene; Personal Appearance; Good Manners; Being well informed; Willing to work; Willing to serve.

Keep in mind that although humans rarely attain perfection that is the goal to aim for by progression. You may not be perfect, but you can and must be progressive.

Study the successful Agent ahead of you. Note how he does the things he excels in.

Next month on how to "Progress" in passenger field will be presented to you.

Applying to all and everything—remember that hard work is the keystone of the good Agent's arch; supported by knowledge on one side—Personality and Character on the other.

—T. L. Wagenbach,
Asst. Superintendent

'Twould Get Your Goat Too'

WE HAVE often heard of Agents being asked to feed baby chicks; of being told to pet "Fido," and even to "talk sweet" to Pol Parrot, but just to prove that there is something new under the sun, we quote this news dispatch originating from Gardena under date of Sept. 11th:

Ben Sutton, local Agent of the Pacific Electric Railway Company, is anxious to give the best of service for his Company, even if it comes to milking goats being shipped over his line.

Sutton demonstrated his devotion to duty when three fine goats labeled "Please milk us and feed us at 6 p. m. and at 6 a. m., we are nice and gentle," arrived at his station.

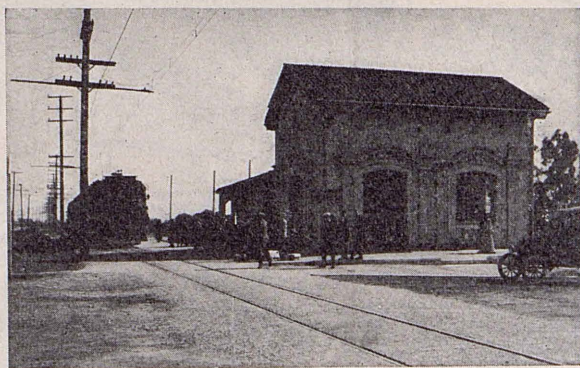
Sutton, who had never milked a goat, did his best, after a lengthy search to locate the milking department.

Milking time: one hour and forty-five minutes.

"Yassah," said the little colored boy, "I'se named for my parents. Daddy's name was Ferdinand and mammy's name was Liza."
"What's your name, then?"
"Ferdiliza."

MY CITY -- Claremont!

By Carl J. Hileman,
Agent



Pacific Electric Station in Claremont

CITRUS industry and higher education, both solid bases, are foundation upon which Claremont is built, over which flourishes economic, social and cultural activity. Pomona College, parent institution of both the town and other schools, accommodates 775 high-rating students, with Scripps College enrolling over 200 girls, and Claremont Colleges, 100 graduate students. Within the realm of the city are also the secondary schools.—Webb School for Boys with 100 students; Norton School for Boys with 35 students, and Girls' Collegiate School with 30 students.

Unique feature of the population of Claremont is the high percentage of retired ministers and college professors. Pilgrim Place is a tract of land set aside as a haven for missionaries and ministers, where they quietly spend their twilight years after a life of work in India, China, or other far-off places.

Padua Theatre in the nearby hills depicts the carefree country life of Mexico, with delightfully spontaneous plays enacted by talented young Mexicans. During the winter months Claremonters don their "tuxes" and evening gowns for the Claremont Colleges artist course, which annually brings outstanding American and European concert artists.

Another record which Claremont might claim is the number of clubs per capita, if someone had the temerity to try to count them. Leading groups, however, are Chamber of Commerce,

Kiwanis and Rotary service clubs, Business Men's Association and the Woman's Club.

To accommodate the huge citrus yield are three large packing houses, two members of the California Fruit Growers Exchange and one American Fruit Growers, Inc., and the Union Ice precooler plant. During the busy season the later provides ice for 15 to 20 refrigerator cars daily to satisfy the needs of the thirsty Easterners. Valencia Oranges from Orange County and grapes from the district to the east are stored and shipped from this precooler during their respective seasons.

Vortex Manufacturing Company furnishes Claremont with its only factory. Owned and operated by the inventor of Vortex Cleaners, H. H. Garner, the factory furnishes cleaners for internal combustion engines all over the world. Another business penetrating the world market is Griswold's famous plant, which furnishes candied fruits and other delicacies to the "upper crust" and even royalty of foreign nations. Claremont Courier, the town's newspaper, has won many honors as a model weekly paper, including nationwide recognition.

A college town, yet not just a "college town" because of its wider interest: a little town of charm, of friendliness, that is attractive, distinctive. A little town surrounded by orange and lemon groves at the foot of snow-capped Old Baldy: a little town for young and old.

CHILDREN'S MENU ON DINERS

There's a big surprise in store for boys and girls the next time they travel on a Southern Pacific train and hear the welcome call to the dining car. For instead of sitting idly at table while their elders order full course meals, from which certain easily assimilated foods will be parceled out to the youngsters, the little folk will be presented with menus all their own, listing specially prepared children's meals. And the prices will be as appealing as the good things to eat.

The "Children's Menu" is profusely illustrated in the manner of Mother Goose books. It not only lists for youngsters a choice of hearty meals for breakfast, luncheon and dinner, but also contains a series of clever nursery

rhymes about members of the train crew and items on the menu—spinach, for instance.

The low-priced children's meal service now is in effect on all Southern Pacific dining cars, along with the popular "Meals Select" for adults.

Two drunks were blabbing about cradle days as they leaned heavily against the bar.

"You know," said one, "when I was born I only weighed a pound and a half and that's a fact."

"You don't shay," said the other. "Did you live?"

"Did I live!" exclaimed the first. "Shay, man, you ought to shee me now!"

October in the Garden

By Earle Moyer

BULB planting is the main garden attraction for this month and those of you who like to have real spring beauty in your yard should above everything else have a bulb bed somewhere in your set up.

It is not too late to prepare your bed in advance of planting, so start now and plant the latter part of this month.

Re-pot your house plants this month. If you have any slips of Begonia that have rooted they should be put in pots.

Re-set such perennials as Shasta Daisy, Phlox, Columbine. Plant more Calendulas and Nasturtiums for January bloom. Sow hardy annuals: Poppies, Larkspur, Scabiosa, Sweet Alyssum, Godetia and Clarkia, Nemophila.

If you want a real color spot this spring plant a bed of Dimorphothecos (African Golden Daisy) and you will be delighted with the golden spot they will make in your spring garden.

If you planted Sweet Peas last month they should be up and growing by now. Seedlings should be protected with chicken wire or mosquito netting against birds and also watch for snails and other bugs. DO NOT water too close to the young plants, trench your water on each side so that the ground will be damp but the young plants will not have the water around the roots.

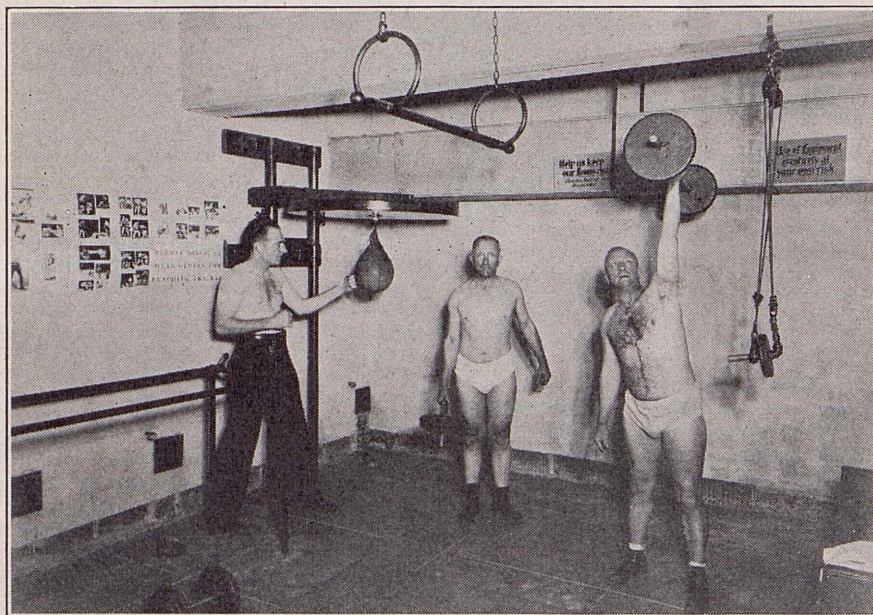
Water your roses this month, but do not feed too much, as to do so will force blooms which will not be up to standard if forced.

If you want a real treat in the early spring to have in the house, simply place from three to ten bulbs of Daffodils, depending on size of bowl available, on a bed of coarse gravel or bulb fiber placed in bottom of bowl. Pack the same material around bulbs so that the "noses" or tips are just exposed. Keep the water level in the bowl up to the middle of the bulbs, adding fresh water when necessary. The bowl should be kept in a cool dark place until the sprouts are about eight inches high, then transfer to the light of a window, but not in direct sunshine. Early in the spring large golden flowers will bloom making a delightful centerpiece for your table.

When working around your garden be very careful about plants where the foliage is thick, as the Black Widow spider has become quite a dangerous lady to contend with. You should at all times wear gloves when working around plants and if any sign of spider web the utmost care should be taken to see that no spider is close at hand before attempting to handle the plant or work on it.

There are several well-recommended sprays to be used when ever it is apparent that the Widow is around and especially where children play it should be given careful consideration. Should the misfortune happen to you or one of your family be sure to get them to a doctor as quickly as possible as the Black Widow bite is far worse than the bite of a rattlesnake. If immediate attention of a doctor is secured the results will no doubt not be fatal.

And Now Club Offers a Fine Gymnasium



A splendidly equipped gymnasium and shower facilities available to employees at the Subway Terminal Trainmen's quarters. It is open daily to all employees.

BECAUSE you are pale is no sign you need pink pills. No doubt exercise would be a better prescription.

Which reminds that if you are willing to view broadly the needs of your physical welfare and future health well-being there are facilities available to members of the P. E. Club. We refer to a modest gymnasium quartered adjacent to the Terminal Foreman's office at the Hill St. Subway, where your Club has participated in supplying bar-weights, kettle-weights, parallel bars, trapeze, rings, pulley weights, Roman chair and a shower.

The foregoing, so located because of lack of room and facilities at the P. E. Club, are available, at no cost to Club members. If there is sufficient interest created by the presence of this effective, if modest equipment and quarters, perhaps more extensive and pretentious headquarters may be arranged.

In addition to the facilities offered,

NOVEL DANCE ORCHESTRA TO PLAY AT CLUB DANCES

With the next dance scheduled at the P. E. Club for Thursday, October 15th, Club Manager Vickrey again announces the plan to engage outside orchestras for the once. monthly dances.

For the forthcoming dance event, Harold Fortner's Hawaiian string orchestra of seven pieces, gaily garbed in native costumes, will supply their reams of rhythmic rapture. Mr. Fortner is an employee of the Western Division and in rehearsals at the Club the orchestra has demonstrated that

"Bill" Gillespie, an employee and advanced pupil of the Milo system of physical development, will be available to lend advice as to routine and exercise requirements.

Many men, both "old" and young, hesitate to join an athletic Club, owing to the difference and comparison of their development. False pride should not deter anyone from making the start and they should remember that the finest specimen of physical giants frequently had to start with a modest physical "chassis."

One of the local athletic organizations enjoy a membership in excess of 4500, for use of which facilities represents a considerable annual outlay. Members obtain no greater benefit, nor more intensive instruction than is available to employees at no cost.

The quarters are open to Club members afternoon and evening and those desiring further information should inquire at the Club offices.

dancers will be highly pleased at their offerings.

Different orchestras will be engaged for each Club dance, return engagements being promised only by their success as demonstrated by the dancers.

"I asked her if I could see her home."

"And what did she say?"

"Said she would send me a picture of it."

The best thing about a popular song is that it is not popular very long.

LOW RATE OFFERED FRIENDS FOR VISIT TO P. E. CAMP

For the benefit of employees who may be asked regarding rates at the P. E. Camp for friends and acquaintances the following information is supplied:

The Camp has been open to the public for the past year under the condition that those desiring to go secure a card of introduction to the Camp management from an employee. These cards are available at shops, terminals, departmental headquarters and the P. E. Club and may be secured for the asking.

The rates quoted below apply for outsiders, and while justly higher than rates charged employees, are still considerably lower than regular commercial resorts in the surrounding district for accommodations not as complete and comfortable.

Guests Occupying Separate Quarters:

Single Bungalow	\$2.50	\$11.00
Cottages	2.50	11.00
Cabins	2.25	10.00
Tent	1.25	6.25
Double Bunaglow	3.75	16.00
Dormitory, 1 person	1.75	5.50
Dormitory, 2 persons (per person)	1.25	3.75

While there is an increasing number of employees who visit the Camp during the winter months, there are times when considerably more business is essential and employees are urged to keep the Camp in mind when their friends mention a trip into the mountains. The Camp enjoys only about two and half months of near capacity business, which is far from being sufficient to pay the all-year operating cost. While not intended as a money making project, additional revenue, particularly during the off season months, is much to be desired.

Ode to Garden Truck

The wheat was shocked,
The beets turned red;
The corn pricked up its ears.
The squash was squashed,
The mint was crushed,
The onions moved to tears.
The taters' eyes ope'd in s'prise.
The tickle-grass was tickled;
The cause of all you may surmise—
The cucumber was pickled.

The Lady—"I gave you a piece of pie last week, and you've been sending your friends here ever since."

The Tramp — "You're mistaken, lady. Them was my enemies!"

Burke—"Are you learning to play bridge?"

Roth—"No; my wife is teaching me!"

CONTRACT BRIDGE

This month our contract bridge contributor, Milton R. Skemp, points to some excellent strategy that may be followed quite frequently with excellent results.

WHEN we open the bidding, we usually know that the eventual play of the hand may be (1) at our best suit, (2) our partner's best, (3) a secondary suit in which we are both strong, or (4) no-trumps. Therefore, we must endeavor to place the hand which is the more dangerous to expose as declarer of this contract.

If we hold a hand such as this: Clubs K-10-9; Diamonds A-8; Hearts A-Q-8-6-3; Spades 10-9-2—we know that play may be, and probably will be, at (1) Hearts, (2) no Trump, or possibly (3) one of the other suits. Our hand will not be harmed to any extent through exposure; our partner may re-open with one heart.

Let us assume that we hold this hand: Clubs K-9-4; Diamonds K-J-8; Hearts A-K-8-6-3; Spades K-8. This hand should not be exposed, as there are too many openings to be led through. Bearing in mind that the probabilities are (1) Hearts and (2) No-Trump, we open the bidding with our No-Trump, reserving the Heart bid for the second round.

Some authorities believe that this no-trump bid should not be made on a four honor trick minimum, except on a 4-3-3-3 distribution, but an open type hand, such as this, will usually yield an extra trick if not exposed, and frequently mean the difference between a game and a set.

Therefore, before opening the bidding, determine whether or not your hand is safe to expose, and always assume that your partner's may not be. Then endeavor to forecast the eventual contract and bid accordingly.

LOW WINTER RATES VIA S. P.

As an urge to winter travel, special rates were put into effect on Oct. 1st, good both eastward and westward and will continue until May 14th of next year, the Southern Pacific announced last month.

The new winter fares will be slightly higher than the summer reduced rates, but will be much lower than previous winter fares. The return limit is 30 days.

Coach and tourist class round trip fares, slightly higher than the summer rates but with six months limit, will also be available during the same period. It was announced that the local 10-day limit coach and tourist round trip fares on the Pacific Lines of Southern Pacific will, after Oct. 1, have a 30-day limit.

P. E. BOWLERS ON THEIR WAY

Friday evening, October 2nd, marked the beginning of another P. E. Bowling League season and for the next twenty-seven weeks these sportsmen, next to fishermen in enthusiasm, will vie for team honors, high scores, and particularly for cash in the form of weekly and season awards.

The present season, the third round of which will continue until April 16th next, will be contested on the alleys of the Jensen Recreation Center, 1706 Sunset Blvd. Ten teams are entered, namely: the Claims Dept., Macy St., L. A. Yards, L. A. Freight, Motor Transit Nos. 1 and 2, So. District, P. E. Club, West Hollywood and Engineers.

Lacking none of the enthusiasm of previous league teams, rivalry this year will be spurred by weekly and season prizes aggregating \$622.50. Bowling balls for the high individual series and high individual game are further incentives to supremacy.

Games this season will begin at 8:00 p.m. and will be contested each Friday evening until the tournament ends, when a fitting banquet will climax the season's end.

Passenger—"Have I time to say good-bye to my wife?"

Porter—"I don't know, sir; how long have you been married?"

The Correct Way to Address Our Feminine Passengers

A few days ago we overheard a courteous Conductor improperly address a feminine passenger, which, by the way, is a frequent error of speech.

Recalling that some years ago we carried an item in the Magazine on this very subject, we reproduce it again for the benefit of the many who also are improperly informed on the subject.

"Madam" is correct.

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

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

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

P. E. BRIDGE TEAM RANKS HIGH IN TOURNAMENT

Finishing only six match points behind the leaders, a hastily organized P. E. Trainmen bridge team, did themselves proud in the first evening's play of the Southern California Commercial Bridge Tournament early this month. The second and final night of the tournament will be played soon at the Royal Palms Hotel and our quartet are hopeful of finishing even higher among the leaders.

The first night's play found the defending champions, Dept. of Water & Power, leaders among the twenty-nine teams, made up of public utilities and industrial organizations. Except for a misplay or two, which would not have occurred had our team had an opportunity to play a few games in advance, they would have finished first, and certainly no worse than second among the leaders.

The P. E. team was made up of M. R. Skemp, our Bridge contributor; M. D. Martin, Conductor, George Wise, Conductor and M. Hoover, Conductor, all of the Western Division.

POINTER-SETTER CLUB MEET

Dog lovers, and there are many within our ranks, will be interested in the Setter & Pointer Club meet and field trials to be held Sunday, Oct. 18th on grounds located one mile south of Norwalk.

Trials start promptly at 8:00 a.m. Four classes will be run. Puppy Class Derby, all age, and a special class open to all dogs. Trophies will be awarded for first, second and third in Puppy Derby and all-age classes. Special class the entrance fee will be Ten Dollars, money to be divided, first second and third.

Entry blanks will be furnished on request to secretary. All sportsmen should enter their dogs. But whether you enter your dogs or not, come early and spend the day.

G. P. Barkhurst, agent at Wingfoot, is Secretary-Treasurer of the State organization and anyone desiring further information should contact him.

FIVE DEATHS IN SEPTEMBER

The passing of four employees and the wife of another is the summary of the Accounting Department's vital statistics for the month ending September 30th.

Those whom death called were Peter G. Umbach, Machinist; Lawrence M. Woodruff, Conductor; Nicolas Ayala, Laborer; Claude N. Heard, Conductor and Mrs. Nina McLeod, wife of John McLeod, Engineering Department.

In behalf of the employee mass we extend the sincere sympathy to the bereaved families of our comrades.

There is an old saying, "Be sure or you will be sorry." Suppose we change that and say—be sure and you will be sorry. It is only when you are too sure of anything that disappointment and disaster comes.

GOLF TENNIS FISHING HUNTING **SPORTS** **BASKETBALL BASEBALL BOWLING**

ROD AND GUN CLUB NOTES

"With the fall season approaching a great many members have decided to put away their rods and haul out the guns," says Dave Porter, the Sportsman Scribe.

"However, those of more experience fully realize that this time of the year is one of opportunity for making record catches. Big fish seem to be more active account of less natural food and cooler weather. Local waters off shore are now producing exceedingly large ones that will test the ability of anyone.

"Our fishing captain, L. E. Murphy, reports there will be prizes left over unless more registrations come in, so register your catch regardless of what you think your chances are. General reports on deer hunting and dove shooting show it to be better than normal, and many limits taken. The outlook for quail and pheasant shooting is exceedingly good. This has been attributed to the closed season on quail that our club sponsored and put across for Southern California. The Biological Survey has decided on a one month season for ducks and has added several more species on the protected list.

"All members planning duck hunting trips should check the new game laws, as well as purchase a duck stamp, as it will save you embarrassment and trouble when checked by a game warden.

A. V. Miller, our President, says, "That since vacations are generally over as well as summer trips, attendance at our regular monthly meetings should perk up." Don't forget your club is what you yourself make it, and it's not up to the other guy. The following dates should be on your calendar to see what's going on: October 14th, November 11th, December 9th, 1936."

—Dave Porter.

TAKIN' A CRACK 'ER TWO

Genial Sam Florence, who has been considered among the local fraternity as state fishing champion, decided to seek additional laurels. Sam migrated to Colorado, then proceeded to show the natives how it should be done. One of the things Sam has accomplished is an ability to dive off beaver dams to release trout. If you're interested contact Sam as he came home with a full set of maps and, of course, the necessary pictures.

Among other experts to leave the State for Colorado were Bill Knocke and Leon Perry. It's really fortunate for we ordinary fishermen that none of these whales could be registered, as our rules say they must be taken in our state waters.

Fred Spencer is on his vacation in the High Sierras, but did not divulge whether it was to be a frog hunt or a fishing trip.

Donald Batman does not agree with the gentleman who said, "what this country needs is a good five cent cigar." Donald says, "what we need is a larger sized jar of salmon eggs." Returning from covering the northern end of the state he swears he only used one "case" on his vacation.

E. C. Johnson, Ray Buford, and Hal Smith returned from the Klamath River with fish and the usual lot of "don'ts" and "I wish I had's". Anyway next year should still see opportunities for these optimists.

H. P. Bancroft, our distinguished State Game Protector, is just back from the June Lake District and is somewhat "Oh, woe is me". Bandy says the fish were not very fat. We should expect that from a Signal Foreman, as they are expert in pulling wires.

Art Pabst returns from a pack trip into California's Alps with a number of fish stories "among his souvenirs". Art's different than most claim agents, he makes no claims about the Big One getting away. He gets them pan size and likes them.

Why is it Jack Stadon always talks about fish and fishing trips with big ones and has not turned in a registration in ten years?

One of our most distinguished bar-risters spent Labor Day at Oceanside surf fishing. He reports a marvelous catch of China Croakers, as usual, and a record breaking Surf Perch. His modesty forbade registering this catch. By doing this it gives Mr. Scott Braley a fine opportunity to have his name in the club annual as first prize winner in the coveted Surf Perch Class he's been so fond of. Most members concede that Mr. Braley's is a natural in this class and has "just what it takes". He's never been known to throw one back.

Well, this month we won't be bored by having to read a report about our Los Patos Camps Sea Shore Sillies and their Pollyana Pranks.

A telegraphic news service in referring to last year's National Champion Trapshooter said, "he was an unknown railway conductor". He should report that to his local Union.

See L. A. Lovell on where to go and how to hunt doves. We hope in the future that the Accounting Department may be able to account for more prize winners. "They're always making statements".

The deer hunters who scored so far this season are: Bring 'Em Back Dead Eye Manley, Harry Pierce, George

Lallich and Pile Driver Smith. This is certainly a sure fire group as club records indicate.

Other nitro experts when questioned, "Won't talk".

If ever this column
Appears quite blank
I'm wondering if

The rest of the members you'd thank.
—Dave Porter.

The mistress of the house was going out of her way to find extra work for her maid to do. In the end the poor girl began to get fed up.

Just then the mistress entered the kitchen.

"Mary," she said, sharply, "have you finished polishing the brass ornaments yet?"

"Yes, madam," she replied, "all except your rings and bracelets."

A fisherman got such a reputation for stretching the truth that he bought a pair of scales and insisted on weighing every fish he caught in the presence of a witness. One day a doctor borrowed the fisherman's scales to weigh a newborn baby. The baby weighed forty-seven pounds!

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THREE STORES

HERE THERE EVERYWHERE



Rastus: "Say, Sambo, what time in your life does yo' think yo' was scared de wust?"

Sambo: "Once when ah wuz callin' on a hen-house an' de farmer come in an' caught me. Boy, wuz ah scared."

Rastus—"How are you' shuah dat wuz de worstest yo' evah been scared?"

Sambo: "Cause de farmer grab me by de shoulder an' say: "White boy, whu yo' doin' heah?"

When a person can recite the following without difficulty, his speech is normal:

Are our oars here?

Many a wit is not a whit wittier than Whittier.

The menu is not less important than the menu you will meet.

His suit showed spots of suet and soot.

The one-ring circus was visiting a town in the hills. The folks there recognized all the instruments of the band except the slide trombone.

One old settler watched the player for quite some time, then, turning to his son, said:

"Don't let on that you're watching him. There's a trick to it; he ain't really swallerin' it."

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

"Vel, I vish I vas in heaven!"

"I vish I vas in the beer garden," groaned her husband.

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

A woman, well on in years, asked a druggist: "Have you any creams for restoring the complexion?"

"Restoring, miss? You mean preserving," said the druggist, heartily.

And then sold the woman \$17 worth of complexion creams.

Why (trying on hats): "Do you like this turned down dear?"

Husband: "How much is it?"

"Eleven dollars."

"Yes, turn it down."

"Did you know that I had taken up storywriting as a career?"

"No. Sold anything yet?"

"Yes; my watch, my saxophone and my overcoat."

Mother (reading inscription on tombstone): "Here lies a lawyer and an honest man."

Child: "But, mummy, why did they bury two men in the same grave?"

The Wurst of It

A hungry dog went walking,
Into a butcher store,
The butcher tossed a piece of
Summer sausage on the floor.
He said, "Now, doggie, eat it."
The dog said, "I decline,
For in that summer sausage
Is an old sweetheart of mine."

Toot! Toot!

If a Hottentot taught a Hottentot tot to talk e're the tot could totter, ought the Hottentot tot be taught to say aught, or naught or what ought to be taught her?

If to hoot and to toot a Hottentot be taught by a Hottentot tutor, should the tutor get hot if the Hottentot tot hoot and toot at the Hottentot tutor?

Music Critic (to Sweet Young Thing)—"How did you like the barcarolle at the musicale last night?"

Sweet Young Thing—"I didn't stay for the refreshments, Mr. Cleff."

An uncomfortable place to live is just beyond your income.

SUBWAY TERMINAL NOTES By W. F. Servranckx

Jack Church made a trip to San Francisco, visiting friends, and as he said visiting the new bridges. But he was seen looking in a jewelry store on Market Street with a blushing girl on his arm. When the cigars, Jack?

John Eastwood, "Mayor of Compton," just returned from a two weeks' vacation spent at Kansas City, just having a good time. Like all of us he was glad to get back home.

Conductor R. C. Milnes, has returned from a trip to Missouri, Kansas, North and South Dakota and Minnesota. He said while visiting the drought region the heat was terrific. All he was able to find out was that he had to work with Axel on his return.

Motorman A. A. Malmberg returned from a three weeks' visit to Salt Lake City, visiting his wife and relatives. He says Mrs. Malmberg is getting along slowly. Here is hoping for a speed recovery, Axel.

Andy Grentz wishes to announce that he will make guaranteed chairs for \$10.00. He says, that is news.

Conductor A. C. Tanner claims he has found the corners which have been hiding prosperity. They all are on the Hollywood line where increased travel is very heavy.

Mystery! Jack C. Cody left for San Francisco. What is it going to be, Jack, a double wedding?

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CORRESPONDENTS

OF THE
PACIFIC ELECTRIC
AND MOTOR TRANSIT
FAMILY



MOTOR TRANSIT COMPANY
By I. W. Erhardt

Vacations seem to be of greatest importance in most news items, but of more importance since our last edition is the delivery of 15 new stream-lined 29-passenger Mack motorcoaches, all of which have been placed into service much to the pleasure of the operators, mechanical department, and our patrons.

The new units bear the color scheme of motor coaches of our parent company, red predominating. Lines to date assigned the new equipment are the Los Angeles-Riverside-San Bernardino-Redlands and the Los Angeles-Santa Ana routes. We need more of them.

Here's another one which brought forth the cigars—Operator Albert S. Murray of Los Angeles has a new 8½ pound son. May all your troubles be little ones, Al, and some day he'll be a motor coach operator? Congratulations!

Vacations: Fred D'Arcy, the gold-voiced Dispatcher of Fifth Street, who has the ability to reach out and find another coach when there are "none available," ten days staying at home, due to illness of Mrs. D'Arcy, whom we understand is now recovered.

Dispatcher Butler, the Owl Dispatcher, and Mrs., to Portland; ten days.

Dispatcher Deal (commonly called the Lion, just why we've never learned), slipped out somewhere without announcing where he would recuperate from the grind of fitting schedules through the "shed."

Operator Richard Butler of Santa Ana, to Vancouver by auto as did Operator Eugene Wickham, the No. 1 man on the seniority list who pulls the "Oriental Limited" between San Bernardino and Long Beach.

Less fortunate is Operator R. E. Wheeler, off two weeks with a severe case of Impetigo (had to ask the Medical Department how to spell that one).

The writer enjoyed a ten-day vacation remodeling the "homestead" and moving into it.

We regret to learn of the death of Mrs. Albert Kraft, of Orange, sister of our Assistant Agent Ernest Schultz of El Monte. We extend the sympathy of all employees.

Operators Adams and Doig have returned to the Los Angeles board after summer seasoning in the mountain territory out of San Bernardino.

Glad to report that Mrs. Gardner, wife of Operator O. L. Gardner, is re-

covering nicely from a recent operation.

A number of the Operators are at this time "shuttling" to and fro between the Pomona Fairgrounds and Pomona Depots.

Agent Harry Dostal, of Riverside, leaves October first for a trip back to his old home in Minnesota, and Mrs. Dostal will accompany him to see that Harry spends a lot of his time fishing for wall-eyed pike. Bill Kennedy will relieve.

Express Agent, Einer Swanson, to Murietta Hot Springs recently for a rest.

Apparently no one even got within sight of a deer; last year we had venison steak. What's wrong?

ACCOUNTING DEPARTMENT
Geo. Perry

Harley Clark, Amelia Grenke, John Hubbard, James Goldsworthy, Gladys Howell, Phillip Still and William Keelin, at home.

John Thatcher, P. E. Camp. Jack Waite, P. E. Camp—won camp ping-pong championship medal.

R. E. Labbe, Monterey. Took a good many snap shots, which are all unusually fine. P. S.—Photography is Bob's hobby.

T. W. Fleshner spent some time fishing in the vicinity off Coronado Island. (In Mexican waters about 25 miles from San Diego).

Maude Bell—San Diego. Herman Grenke—P. E. Camp. He and Victoria won 2nd prize in a fox-trot contest, the judges being Mr. Pontius and Mr. Priest.

William Brett—Portland, by train. Charles Sein and Ida Reis—at their homes.

Meta Hoogendyke—Motor trip to San Francisco.

Esther Quast—Dude ranch in Arizona.

Grace Shreeves—at home and visiting County Fair at Pomona.

September always brings inventory time and the following were assigned to cover the northern electric lines at points shown for 1936:

R. E. Labbe, Stockton; H. R. Grenke, San Jose; S. W. Howe, Exeter, and E. H. Uecker, Fresno.

Others in the office covering local points were:

L. Tighe, J. P. Hoaglund, J. H. Goldsworthy, U. G. Perry, H. Thomas, P. M. Still, W. S. H. Weeks, A. F. Manhart, A. D. Hyde, W. L. Brown, and E. Moyer.

The Rollerdrome at Culver City was the scene of a gay skating party Wednesday evening, Sept. 23rd, eight girls, i.e., Lois Brown, Dorothy Littlefield, Dorothy Gilliam, Helen Quigley, Florence Haldeman, Betty Enscoe, Nell Flanders, Katherine Mautz and one boy—Jack Wait, made up the party. Jack was the only one who fell during the evening, and if you will permit the pun, we don't see how he could avoid "falling" for such a group of lovely ladies.

Best wishes to Alice Hillstrom and heartiest congratulations to Alfred Pearson upon their marriage at Santa Ana, Monday, Sept. 21st. Before leaving the service Alice observed the custom set down by other brides of the Conductors Accts. Bureau and had candy passed to all in the Bureau, which was appreciated even by those on a reducing diet.

A regrettable note in our report for the month is the death of the mother of Fanny Jones, who was killed in an automobile accident in the East. Fanny has taken a 2-months' leave of absence and has gone East to attend the funeral.

One of the loveliest brides of the month—Ethel May Merwin—was married to Harry Showman in Covina Sept. 22nd. The wedding was an elaborate church affair with a veil, bridesmaids and all those things which are dear to feminine hearts. They are spending their honeymoon at Lake Arrowhead. May good luck follow them always.

One of the highlights of the month, was the return of Jimmy Gould from his trip abroad with the Canadian Legion. His report of conditions in Belgium, France, England and Scotland were very interesting and entertaining and gifts of scarfs, handkerchiefs, dolls, tobaccos and leather novelties were greatly appreciated by the recipients. Taking all in all, Jimmy says his trip was wonderful, but he is glad to be home again.

Shorts

We extend a hearty welcome to our friends of the Car Service Bureau who were made a part of our Department this month.

No. 1 Horticulturist of this Dept., Earle Moyer, had a large bouquet of dahlias on his desk the other morning. From the size and beauty of the flowers it can be said that Earle certainly deserves his title.

Upon recovery from an operation recently, Grace Shreeves sprung this one on her friends: "Knock, knock! Who's there? Diver! Diver who? 'd I ever tell-you-about my operation?"

PURCHASING DEPARTMENT

By Ray Cragin

Clarence S. Swartz, the "Big Man about the Office" has returned to work after spending his vacation about town and we understand he went North, but no one seems to know how far.

James E. Livermore has returned from his trip to the "old camping grounds" at Toronto, where he renewed his acquaintance with old friends and kept out of the way of old enemies. Jimmy says Toronto is a nice town to visit once in a while, but he will take the big industrial City of Torrance where there are lots of Irish.

Another vacationer who has returned to work is George W. Quesenbery. George had the misfortune of getting stuck in the eye with a branch of a bush and spent most of his vacation calling on the doctors.

Miss Ruth Batsch, "the girl behind the Underwood," says that any one who wishes to join the P. E. Spinners Club should get in touch with her. The only requirements are that the one wishing to join must be thirty-five years old and attend all meetings accompanied by their mother.

Dave Porter has returned from the High Sierra and reports that the limit of fish and dove was an every day event. He states that he had one experience that was unusual. One day while hiking in the "Hard-to-Get-to Lakes" it started to snow. After go-

ing a short way he came across a fellow whose name, as I recall it, was Billie Hill, or was it a Hill Billie. Any way he was from the Engineering Department. Said Hill Billie was taken to safety by Dave and sent on his way home.

Roy Ewing, the man who is always picking up but still stays slim, says that the pride of the Ewing family, Mr. Gary by name, has his first tooth and is already "hollering" for T-bone steaks.

One of the rare sights at the Annual Picnic was that well-known Scotchman dressed up in his kilts. Said Scotchman being Mr. Archibald Sharp. If you did not get to the picnic early you may have missed him as he had to go home early as he was afraid his legs would get sunburnt.

—Ray Cragin.

PASADENA TERMINAL

By Edmond C. Fox

H. E. Rodenhouse, Asst. Supt., is on a business and pleasure trip to the East. He will visit in Pennsylvania and New York.

The regular crews on the Mt. Lowe Line, having lost their runs, due to the discontinuation of service brought about by the recent conflagration are H. F. Tieman, Frank Breen, J. M. Wilson, G. W. Lankin and H. E. Draper.

H. F. Tieman is taking his turn on the extra board at Macy St.; Frank Breen has taken a run on the Pasadena Short Line; J. M. Wilson happened to be on a vacation at the time, touring through Mexico; G. W. Lankin will be stationed at Echo Mountain during the absence of H. E. Draper, who will also take an extended vacation.

R. Zieber and wife left recently for Sandusky, Ohio, where they will spend several weeks visiting with friends and relatives.

J. H. Baxter and family have recently returned from Jackson, Mich., having spent a very delightful vacation.

We take pleasure in introducing the following new members who have qualified and are now working out of this terminal: P. J. Bever, J. L. Gilmore, J. W. Kipp and G. V. Thompson.

A good reason for congratulations! A bouncing baby boy arrived at the home of O. C. Angle, September 1st. Carl Stanley is the little fellow's name, and his weight was six pounds and fourteen ounces. Both mother and baby are doing fine, thank you.

Delighted at the news! Congratulations and best wishes go out to Mr. and Mrs. A. J. Moser upon the arrival of a fine nine-pound boy during the early hours of September 12th. They have christened him Richard Edward. Mother and baby doing fine and even daddy has returned to work.

W. R. Lummis is back to work after an absence of three months due to a foot injury.

If you are at a loss as to how to spend a vacation just take the matter up with J. K. Kennedy. He can furnish you with some good ideas.

SAN BERNARDINO DISTRICT

B. G. Jones and R. G. Perry

F. E. Peachey, Asst. Superintendent, Mrs. Peachey, and Mr. and Mrs. C. H. A. Palmer are spending a week at Balboa and report fine weather and a good time being enjoyed by all. After leaving Balboa they plan motoring to San Francisco and visiting points of interest throughout Northern California. C. H. Jones has taken over the duties of Asst. Superintendent during Mr. Peachey's absence.

Ray Wilson has returned to his duties at the San Bernardino Ticket Office after an extended stay in the East. Much of his time was spent at Long Island and Washington, D. C., visiting places of interest; a few of which were the Library of Congress, Federal Bureau of Investigation, Bureau of Printing and Engraving, Smithsonian Institute and Mt. Vernon, home of George Washington.

Conductor D. E. Downs and family are spending a week at Yosemite seeing the sights as guests of their son.

San Bernardino Valley's prize poultry producer, "Pop" Broman, is taking a week off to look after his flock, which are under the weather. The other day "Pop" remarked, "Just when the price of eggs, go up, the gal-darned chickens come down with the pox," which to be appreciated would have had to been heard.

A. D. Downs, Clerk at the San Bernardino freight house, has returned from a week's hunting in Tulare County. "Auzie" reports a fine trip with good shooting.

Brakeman R. M. "Red" Jones has just returned from a deer hunting trip and from what yours truly has heard it must have been some trip. The story is going around that "Red" had been wandering in the wilderness for hours without a sign of a deer. Suddenly on a mountain side some distance away appeared something with four legs and "Red" instantly leveled his musket on it. When just about to squeeze the trigger his partner, yelling at the top of his voice, seized the gun and pointed out that it wasn't a deer, but a man leading a "Jackass." Anyway "Red" has an alibi; it might have been a mule-deer. The story of how "Red" and his partner wound up with a cow a piece is a long, long story.

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**LONG BEACH TERMINAL
C. L. Cottingham**

Motorman E. D. Whitesides and family just returned from Indianapolis where they spent 45 days visiting relatives and friends. Earl reports a swell trip.

Motorman Bradford has been off sick for a few days, but we are glad to report him back on the job again.

Motorman Withee had the misfortune to be in an automobile accident, but very luckily he nor his family were injured. We understand his car was pretty badly wrecked.

Conductor R. J. Singleton and mother are back East and we learn Bob is going to drive a new car home.

Conductor Wilkinson is on the sick list. A speedy recovery we hope.

Motorman E. E. Bell is on leave for a few days.

Conductor D. W. Smith, on a ten-day leave, has gone to Denver, Colo., to attend a V. F. W. Convention, he being a delegate from Long Beach.

Motorman C. L. Pear has left the service after being here only a short time. He accepted a clerical position in the hospital at Sawtelle.

Our annual choose up is over and the boys seem to be pretty well satisfied. Many new faces appear on the different runs, but we believe, with the exception of H. L. Brown, all the boys that had runs were still able to get runs which did not change our extra board to speak of.

Motorman F. Rausch and family are on an extended trip in the East. He expects to purchase a new car in Michigan then drive through to Newark, N. J., then back to Long Beach.

Vern L. Bowers, Ticket Clerk, late of San Bernardino, bumped R. Haynes off the day job and Bob bumped the relief job. Welcome to our city, Bowers.

Motorman S. E. Matheny and family have returned from a 30-day leave in the East visiting points in Nebraska, Minnesota, Washington, D. C., and West Virginia.

Terminal Foreman, Geo. Towner and wife left this week for an extended auto tour through the central part of

the U. S. More about his trip when he returns.

We are having some changes on the Walker Line that are not proving so good for our Long Beach Terminal. Understand some of our boys with long whiskers are going to be on the receiving end of a bump which will throw some of the younger boys back on the board.

Frank Groftholdt is acting as Terminal Foreman in the absence of George Towner. Frank has been with us before.

**6th & MAIN TERMINAL
Lee Goodman**

C. A. Rost and wife had a wonderful fishing trip to Pritchard, Idaho. He claims to have caught the largest trout in the district this season. It measured 23 inches long. A photo of his prize clearly indicates the proportion of his unusual catch.

The little chap, whose sunny smile adorns the cover page of the Eastern Outfitting Company's circular, is none other than Tupie Staes, son of Conductor C. E. Staes.

C. A. Reid and wife are on a 30-day leave to visit folks in Missouri.

A. A. Bish and family made a tour of the National Parks in the Northwest.

Dispatcher C. A. Newman and wife visited Fresno, Sequoia National Park and San Diego during their annual leave.

J. L. Smith just returned to work after a two-weeks' tour to Vancouver and the Northwest. His wife accompanied him.

L. O. Moore, wife and mother are on a trip to Texas combining business and pleasure.

Depot Master Sam Mason had a serious mishap last Saturday, Sept. 19. He slipped and fell breaking a bone in his left hand.

H. J. Brinker and wife just returned from a three months' trip visiting the National Parks in the Northwest. Says it is hard to settle down after being away all that time.

K. E. Leonard was married on Sept. 13th. He and his bride spent a few days at Catalina Island. Congratulations and best wishes for a long happy married life, Mrs. and Mr. Leonard.

Depot Master Ray Harmon is at home during his vacation improving.

After shutting off three alarm clocks and going back to sleep, thereby missing out, H. P. Erlenmeyer wants an alarm clock that will dump you out of bed when it proclaims the sad news.

G. A. Wolfe enjoyed a two weeks' pleasure trip to San Francisco; Geo. T. Grimes and wife spent 20 days touring the Middlewest States, and C. D. Rulison and family made a trip to Stockton visiting friends, which concludes accounts of vacations last month.

**SOUTHERN DISTRICT FREIGHT
By J. E. Neville**

The heavy loss of J. G. Blake, Trainmaster, in the hold-up at 8th Street Yards on Saturday, Sept. 19, was very unfortunate. We hope that such things shall not occur again and that protection will be placed on the property.

P. O. Morse, Motorman, will leave September 26th with his family for deer hunting; we understand "Mt. Lassen." Okeh, P. O., we will take our publicity bill out in deer meat.

W. A. Nelson and family have recently returned from a trip to Western Canada, visiting relatives, and from accounts they had a memorable trip.

L. A. Christy, Brakeman, has done pretty well this year with different bids. Cheer up, boys, he will soon have completed the round of the board.

J. Edward Neville will start Oct. 10th on a 30-day leave-of-absence for Lowell, Mass., and Montreal and Quebec visiting relatives.

Charles Hooper, Brakeman, has given some surprise by bidding on the beet job. So what, Charles?

The Third Annual Trainmen's Picnic was held at West Alhambra Park Sunday, September 20th, with great success and a very good attendance of 900. A very pleasant and enjoyable day for all, especially with the entertainments which lasted over three hours with the Al Cherrier voice studio, Vance Hollywood School and Pacific Electric amateur talent. The soft-

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ball contest between the South Freight Trainmen and the North and West Trainmen was won by the South Trainmen, 9 to 3 and 17 to 7. Batteries: South Freight, Clyde Coutts and Chas. Coutts; North and West, Leete and Barber. Umpire—J. E. Neville.

W. HOLLYWOOD TERMINAL

By A. B. Marshall

Messrs. and Mesdames W. Morris and R. Ickes have returned from a motor trip through Sequoia and General Grant National Parks.

The Harry and Jason Watsons returned from a two weeks' motor trip to Dallas, Texas, visiting relatives and viewing the Centennial.

H. L. Miller and wife traveled about 10,000 miles during his recent motor trip through the north-west and Canada.

R. B. Hooper is enjoying a deer hunting trip.

P. Davis and wife are vacationing in the east.

L. J. Dewitt has gone to Detroit to purchase a new automobile.

E. R. Banta is making an extensive trip by train, stopping in Dallas, New Orleans, St. Louis, Kansas City, Chicago, New York. Last report was from Topeka, Kansas. We have not heard whether he is just taking in the sights there or making a call on Governor Landon.

Visitors to the Pomona Fair from here were J. Conly and L. L. Chapman and family. The Chapmans stopped at Covina to see Mr. and Mrs. W. A. Gibbons at their chicken ranch.

Your contributor and family recently returned from a trip to Houston, Memphis and Piggott, Arkansas. And if you haven't been to Piggott "you haven't been anywhere yet."

Supervisor Wade Rogers of the Memphis Street Railway was very much surprised to learn that Motorman Charley Neighbors was still kicking around. According to his story he and several of Charley's old cronies chipped in \$1.00 apiece to help bury Charley twenty years ago. Charley says the report of his death was a gross exaggeration.

Conductors W. Goldman, L. C. Hardin, M. H. Conklin, R. F. Hintz and J. C. Grisham have transferred to Ocean Park Terminal.

C. Berg is vacationing in San Francisco.

We are glad to see J. Walden and F. J. Douglass back to work after be-

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ing on the sick list several weeks and equally sorry to learn that A. R. Nack and R. F. Gummere are on the sick list.

Jack Lanning, son of Motorman J. W. Lanning, is very ill with pneumonia.

T. C. Anderson is on leave of absence.

Those attending the Trainmen's Picnic at Alhambra Park reported a large attendance and a day of good sport and fellowship.

MACY STREET TERMINAL

Arthur Kraft

Conductor G. G. (Goodness Gracious) Ganes and his wife, motored to Huntington Lake in Northern California for their vacation. They enjoyed fishing and hunting to the tune of several fish and a forked buck. Several of the boys at Macy can verify this, as they were favored with cuts of the venison.

Conductor W. H. Owens spent his vacation in the beautiful country surrounding Idyllwild, where he followed his hobby in photographing the picturesque scenery.

Conductor R. T. Forsythe took an extended trip to the east, making his final destination New York City.

Night Terminal Foreman, E. B. Griffin, has quite a reputation for getting out of tight spots. It seems that most every night something occurs that either leaves him short of men or someone requests a crew at an impossible hour. Griff, as he is most commonly addressed, seems to pull men out of the air and literally get them from nowhere. Regardless of the demand he usually delivers the "goods."

Conductor H. F. Tiemann after several years has returned from Pasadena Terminal, to his first love, Macy Street. Welcome home H. F.

The Los Angeles County Fair held annually at Pomona, has this year been an outstanding success. The travel over our lines has been very materially increased over previous years. Our Pomona line which is most conveniently located, goes directly to the Fair Grounds, and thus attracting many thousands of Fair visitors. A combination round trip ticket, including with it an admission to the Fair grounds, sold at a very reasonable rate, was another outstanding attraction.

It seems that for the pleasures some people enjoy others are equally burdened with sorrow. This past month has done just that, as the final roll was called for Conductors L. M. Woodruff of Pomona and C. N. Heard of Macy. To their loved ones, may we Trainmen from Macy Street express our heartfelt sympathy. We also extend condolence to Motorman R. W. Ger-gen, whose father passed on after a lingering illness.

—Art.

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ENGINEERING DEPARTMENT

By V. P. Labbe

Our Chief, E. C. Johnson and son, who also is an ardent fisherman, spent two weeks in the Klamath River district. Both landed some unusually large steel-heads.

L. W. Perry, we learn from latest reports from the Field Department, will be an ardent booster for U. S. C. this year.

R. E. Humphrey and family spent a happy vacation in Balboa and are now back in their new home recently acquired in Glendale

The far-distant gaze of Chas. S. Thompson has been solved. He left early this month for Omaha, Nebraska, where he is to take unto himself a bride. The honeymoon will be spent visiting in Grinnell, Iowa and Fairway Nebraska, thence to Thompson's home is Bisbee, Arizona and back to work and life's stern realities. Our heartiest congratulations.

F. W. Spencer and a group of boy friends spent a vacation we all dream about, but seldom experience. They packed into the High Sierras back of Bridgeport and spent nine glorious days.

S. R. Florence and wife also packed their rod and reel along in a journey to Almont, Colorado. Sam's account of the large ones he caught were backed by photos and they were beauties.

Chester Davis of the Field Department suffered a misfortune during his vacation in the form of a collision with another while crossing a bridge near Breckenridge, Texas. His aunt riding with him suffered severe injuries, but Chester luckily escaped.

OCEAN PARK CAR HOUSE

W. P. Williams

Bob Maris was operated on a few days ago for appendicitis. He is coming along nicely and would appreciate a visit from any of his friends.

Frank Wood, Conductor, Short Line, now has his "Shingle" out at 209 Wilshire Building, 4th and Wilshire, Santa Monica. Frank is a chiropractor, and a good one. By consulting him you are sure of three things, honest diagnosis, helpful treatments and reasonable fees.

The Trainmen at Ocean Park Car House are lucky to have among their membership, Motorman G. E. Rice, the "Expert Dopster." He gives information on baseball, football, the horses and even "affairs of the heart." All the statistics are at his fingers' ends. Consult him; he never fails.

Had the pleasure of working a run with Motorman Comstock, better known to his friends as "Wimpy." He is a Motorman that really knows his stuff.

We are just rounding out the eighth year of all-year baseball at Espee Field, Santa Monica. We are proud of this

record, and it has been made possible through the hard work of Tom Boswell, and his committee and the generosity of the P. E. in allowing us the use of this ground and we are very grateful to them for this privilege. May we continue for many more years.

Tennis is going very strong at Ocean Park Car House with quite a number of the boys playing regularly. From all reports, some of the players are getting really good. We understand that Duke Boardman is the "Vines," with E. S. Frasee emulating "Bill Tilden."

If you get up some morning feeling blue and cranky just get out on Trolleyway and wait for "Smiling" Sam Cloud," to come by. If that cheery face and pleasant smile doesn't cure you, nothing will. There's a fellow who is always happy.

Understand that Motorman Tooker has purchased some acreage near Tarzana. Asked Mrs. Tooker what they were going to do with it. "Why," says Mrs. Tooker, "I have a friend who made \$500.00 raising turkeys out there last year, and if she can do it, so can I." And I'll bet she will, too.

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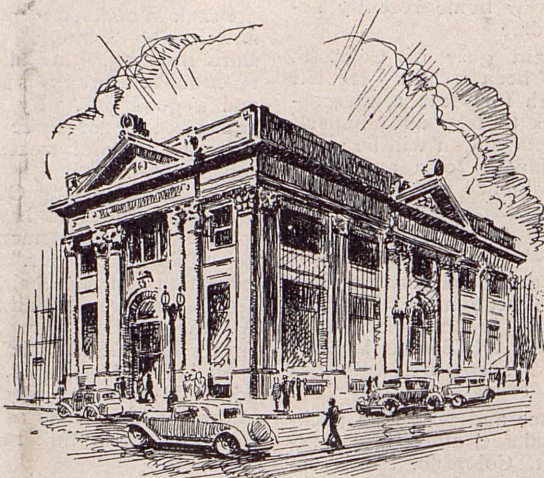
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