

PACIFIC ELECTRIC

MAGAZINE

Vol. 16

LOS ANGELES, CAL., NOVEMBER-DECEMBER, 1931

No. 6 & 7



'Tis Christmas

And glad tidings ring—
Of Peace and Joy on every hand,
And may the Christ-tide spirit bring
Good-Will to all, in every land.
The cheer you give will bring you cheer,
A source of bounty, well begun,
And as we greet the glad New Year
We pray, "God Bless Us, Every One."

Grace Ruberg Ballard



Thank You, and a Very Merry Christmas



IT IS my privilege and pleasure at the approach of the Yuletide Season to convey, by means of the Magazine, a message of good-will and appreciation of the management for duty well done; and, sincerely to express the hope that this Christmas be most merry.

The year 1931 was a trying one. Business was far below normal, resulting in much unemployment throughout the country and the suffering of hardships in many quarters. Our Company's revenues were tremendously affected making it imperative, much as it was deplored, that we somewhat reduce working time and forces.

But for the loyalty, the faithful and splendid performance of duties by our employees, conditions with us would have been infinitely worse. I want to sincerely thank you all, and also to commend the fine spirit shown by officers and employees in assisting in working out our problem.

As years pass on, we more cheerfully and gracefully "take the bitter with the sweet." We learn to count our blessings, rather than stress and complain of our difficulties. Viewed in this light we really have much for which to be thankful.

I believe we are at the bottom of depression. We must continue to pull together, and I feel it is reasonable to believe that better times are now ahead.

That you be of good cheer, and that the New Year will bring to you and yours every desire that will contribute to happiness and prosperity, is my sincere wish.

Sincerely and gratefully,

President.



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All of Us Must Sell Our Railway's Service

Executive's Frank Discussion of Issue Confronting Applies With Equal Force to All Employees. How to do it.

Excerpts from recent address to Trainmen by A. T. Mercier, Vice President & General Manager.

"IT has been my pleasure during the last few weeks to attend Division meetings of Trainmen. I have taken it upon myself to get around to a number of these meetings for the purpose of telling you more about the Pacific Electric. If you have a better understanding of the problems of this railway, which is your railway as well as mine, we will get some good suggestions for improving our situation and by so doing the officers can continue its present force, and ultimately put more men on the payroll.

I can best point out to you the vital importance of more revenue by giving you some figures regarding the situation. The earnings for the first nine months of 1931 were \$1,600,576 below the earnings for the corresponding period of last year. In other words, for the nine months period the earnings of freight, passenger, miscellaneous, which includes mail, express, etc., including the earnings from the Los Angeles Motor Coach Company, were 13.4% less than for the same period in 1930 and the 1930 earnings were 15% less than 1929, so the gross earnings from all sources have shrunk 28% or one-fourth in the two-year period.

During the past year, in all departments of the Pacific Electric, we have been forced to reduce our force of men by 658. Moreover, our shop men and maintenance-of-way men, signal men, and many in office positions are working on a five-day-a-week basis. The men at Torrance, as some of you know, are on a five-day a week basis and have been for over a year. Normally we employ on the Pacific Electric, in round figures, 6,000 men. To-day we are employing 4400 men, so we have been forced, because of this large falling off of business to reduce our payroll some 1600 men in two years.

You gentlemen know as well as I do that laying off men at this time is a most serious matter. I do not know where a man can turn to seek employment under the present conditions. I can give you a rather definite, up-to-date example; during the last 48 hours the City of Los Angeles has been forced to

lay off 9,000 men with families. These men have been working under the recent \$5,000,000 bond issue, which has been depleted and they have thus been forced to lay these men off.

We appreciate when a railroad man is forced out of service for one reason or another he is up against the almost impossible task of securing employment. My remarks to follow not only apply to the Pacific Electric, but they apply to all the railroads throughout the country.

All Must Sell

We have, in the past, all talked about every man in the employ of the railroads being a potential business getter. However, most of this talking has been more or less of a gesture. It seems to me the time has now come when all of us must work, and work mightily, to see what we can do to retain the business we have and to develop new business. It certainly must be evident to all of us, if we

are to continue maintaining the payrolls of the transportation companies of this country we must develop more business. While conditions on the Pacific Electric are bad, conditions on the steam railroads are worse. At this time there is not a man working on the locomotives of the steam roads who is not an Engineer. In other words, they have cut the board to the point where no Firemen are working on the railroads today.

I think to a large extent some of this responsibility for the loss of this business, rests with some of the employees because of lack of interest in the business they have chosen to follow.

I have a letter from a patron of the Pacific Electric whose business was secured by virtue of the courteous manner in which the Conductor of a Western Division train furnished information as to schedules, etc. This resulted in the passenger purchasing a monthly commutation pass on the Pacific Electric and secured his business in the face of competition from another carrier.

Now that is definite, conclusive evidence that courteous, efficient and intelligent attention on the part of our employees will result in bringing business to our Company. We have a man in the room tonight, Conductor Bashore, who, because of his friendship with people in Monrovia has secured business for the Pacific Electric. He not only did that, but on learning of a prospective packing house going in there, although it developed we did not get this packing house on our line, he showed his real interest in the business of this company by the manner in which he endeavored to secure this business.

There are other men working for this company who are doing the same thing every day. We can get the business if our employees, all of us, will take an intelligent interest in the patrons we now have and in all prospective patrons. I had a neighbor driving his own machine in to town and when they changed the limit on the 60-ride books I told him about it and explained it to him and asked him how he could afford to drive his big car to town daily. In addition to the cost of the

A Fine Example of Salesmanship

As Mr. Mercier insists in the accompanying address delivered to Trainmen recently, it is possible for employees to create more business and win new patrons through individual effort. The letter below from O. W. Snoddy, District Superintendent of the Pullman Company, commanding Conductor G. E. Rice, Western Division, is a fine example of what can be accomplished through Conductors, and other employees too, taking advantage of the opportunities which come daily:

"IT IS fair to assume you are always glad to get favorable reports on your employees' conduct and services, the same as we are. I am therefore taking the liberty of writing you of my recent experience in the use of your line.

"I recently acquired a residence on South Ogden Drive about half way between Pico and Venice Boulevard, and it was optional with me as to which means of transportation I would use to and from our office at Seventh and Central, as I very much object to driving my car through the traffic night and morning. In my effort to decide between the Pico Bus and the street car line, or your Venice and Redondo Lines, I tried out both of them which resulted in my buying your monthly \$6.00 pass on the first of this month and I am now enjoying your service, which I consider very good, indeed.

However, the main point I want to bring out to you is the fact that your Conductor No. 2173, operating on the Redondo Line, was a real factor in my decision to ride the Pacific Electric. I do not know his name, but as a result of my asking him a few questions regarding the service I could expect, he immediately saw that I was a prospective patron of your Company and went out of his way to furnish me with all possible information and secured schedules for me and went into detail regarding your service in a commendable manner; after which, I was convinced that there were several reasons why it was to my advantage to use Pacific Electric service.



G. E. Rice

gasoline he was using he was compelled to pay a charge for storage of his car. By his using the Pacific Electric, his wife would be enabled to have the use of the automobile during the day.

Business Sources

We have many agencies from which we can get business. First we have the Pacific Electric, then the subsidiary company, the Pacific Motor Transport, and if you men don't know much about the Pacific Motor Transport Company I want to tell you something about it because from the way it is growing and the service it renders to the people encourages us to think it has a great future.

We organized, about a year or 18 months ago, the Pacific Motor Transport Company for the purpose, primarily, of competing with the trucks. We found the trucks had a big advantage because they could go to the stores in Los Angeles and pick up freight and deliver it in Pomona or Monrovia or any of those other places where we have this service. This service is becoming very popular and if all of us will tell our friends, our grocery man, etc., that when shipping he can use this Pacific Motor Transport service at approximately the same rates he can use the trucks, and this service gets known generally, I think it is going to recover a lot of business.

That means this to you Trainmen: between here and San Pedro we recently secured the business of one chain store. Saturday a week ago we handled 100,000 lbs. of freight or approximately 5 to 6 carloads. That possibly meant running an extra train giving employment to five men. It possibly meant employing another car inspector. If business grows that way it will mean the employment of more Trainmen, more mechanics, more trackmen, etc., and we will ultimately get back to where we were employing 6,000 men instead of our present payroll of but 4400.

We also have the American Railway Express Company. If the service performed by the Pacific Electric or the Pacific Transport is not what the prospective customer wants, let's try to sell him on the American Railway Express. The Express Company is nothing but an Agent of the carrier. After it deducts its commissions, expenses, etc., for the carrying on of its business the balance is pro-rated to the carrier. That means more work for our men. If we secure more express business it means more express cars, more trainmen, etc.

You men should know first what form of transportation the Pacific Electric is selling and then make inquiries among the various shippers in your community, letting them know what you have to sell. [Mr. Mercier made mention of a community in which our business had dropped to such a degree it was thought best to close the station, due to the lack of business.]

However, when the people of the community realized that they were going to be hurt by the abolishment

Folder Tells Various Fares on System

HAVENT you, fellow employee, after giving a sales talk to a prospective patron, been asked what it will cost to ride to a certain city and were unable to answer? Perhaps the failure to let the prospect know then and there cost our railway a permanent commuter.

That we may all be able to answer such questions immediately and correctly, our Passenger Traffic Department recently issued a new pamphlet entitled "Money Saving Transportation." This little folder, of convenient pocket size, tells at a glance the charge for a monthly pass; 60-ride individual commutation ticket; 30-ride family ticket, as well as one-way and round trip fares between Los Angeles and various interurban stations.

The various fares on each line of our system are included in this folder and all employees should at least carry a few for the line on which they ride so as to be able to give one to your neighbor, fellow passenger or whoever may be interested in knowing just what it will cost to ride regularly or infrequently over P. E. lines.

Agents, Conductors and Operators are already making splendid use of these folders, but solicitation of business is a duty that falls to each of us alike and all should aid if for selfish reasons only. Get your supply from the Passenger Traffic Department and don't fail to take every advantage of soliciting business whenever opportunity affords.

ing of the station, with the resultant taking away of our Agent, two sub-station operators, etc., they investigated and found that a lot of the shipments coming into the community were being handled by "wildcat" trucks. They commenced to realize that we had a large investment in that community and that our employees were representative citizens of the town with a real interest in the district. These people were neglecting us, either through carelessness, thoughtlessness or shortsightedness. However, I do not believe our employees in this instance had been doing all they could to secure business for this company.

I think that the railroad men of this country, and California where we are particularly concerned, are obligated to see that in some real, definite way the interest they represent is fully appreciated by the political bodies and by the merchants, and by everyone else, in the communities of which we are a part.

Conductor's Opportunities

If I were a Conductor and had a man riding with me, say out of El Monte, once or twice a week, about the sec-

ond time that man was a passenger on my car I would ask him if he went into town every day. I would ask him if he had considered the saving it is possible to make by the purchase of a monthly pass or a 60-ride book. If he was not familiar with that form of transportation I would tell him something about it. In other words, you would be soliciting that man's business.

When you men have something to suggest that will make it more pleasant and convenient for our customers don't have any hesitancy in taking it up with your superior officer and keep after him until he convinces you he cannot do anything more. We have got to make our service attractive and when a man leaves our car make him feel he should come back.

Another detriment to our service is a "crabby" Conductor. A man who seems to have a perpetual grouch got on the same car I was on the other morning and sat down beside me. He remarked, "How could a man be mad at that Conductor?" When I asked him what he meant he explained to me that the Conductor said "Good Morning" as if he meant it. Now I have observed that Conductor many times and he says "Good morning" in a manner to make his passengers like it. You men can do some little thing, whether it is saying, "Good Morning", or anything of that character on the road to indicate to your passengers that you have an interest in them. But some of you men say it in such a mechanical manner it doesn't mean a thing. Also in this regard some men can assist our cause better by remaining silent. You men have to sense these things. There is no definite set formula in regard to the different ways of making friends with our customers. What will work in the case of one man is a failure with another.

I think if we officers will take more time and explain to you some of the problems of your railroad, because it is your railroad, as much as my railroad, and will gradually sell to men some of these ideas, I know we are going to get the hearty cooperation of you men."

A Vivid Reminder

"The storm burst upon us so suddenly and violently that we had no warning of its approach," said the tornado victim, relating his experiences to a friend. "In an instant the house was demolished and scattered to the four winds. How I escaped being torn to pieces I do not know. We—"

"G-good heavens!" exclaimed Mr. Meeke, jumping to his feet. "That reminds me! I almost forgot to mail a letter for my wife!"

On his way home he entered a fish market and said to the dealer, "Harry, stand over there and throw me five of the biggest of those trout."

"Throw 'em? What for?" asked the dealer in amazement.

"I want to tell the family I caught 'em. I may be a poor fisherman but I'm no liar."

ABOUT OUR RELATIVE, THE RAILWAY EXPRESS



Daily scene at the Southern Pacific-Pacific Electric terminal of the Railway Express Agency, from which all express originating at Los Angeles and received in transfer is dispatched.

FEW of us realize the tremendous scope of the operation of the Railway Express Agency throughout the United States, and inasmuch as our railway is an integral part and profits directly through the handling of a large tonnage of express shipments handled over our lines, it is of general interest to the employee mass to be informed concerning this service.

To gain a comprehensive idea of the nation-wide extent of the Railway Express service we can best visualize it by taking a map of the United States and consider that this agency is owned and directed by all the principal railroads which operate 225,000 miles of the nation's mileage. Over this network of rails more than one hundred million shipments are made annually, moved via 12,000 passenger trains daily with a regularly employed force of 70,000 men in various branches of the service. In conducting this widespread operation the express company uses more than 10,000 motor trucks, said to be the largest fleet of its kind under a single management.

P. E. Facts and Figures

Coming close to home, we learn that there are 62 Railway Express Agencies located on Pacific Electric lines and that the annual business handled by them approximates \$240,000, requiring the operation of more than 350,000 car miles. Engaged exclusively in this service are 22 Trainmen for the operation of six box motors and four combination passenger and express cars. From the foregoing it is

readily apparent that our railway is in a position to render a widespread service over our system and that from this service an appreciable amount of revenue is produced. Both outbound express traffic which originates on our

How Are You Shipping Christmas Gifts?

ARE YOU laboring under the impression that in all cases it costs more to ship via Railway Express than by parcel post?

That is not necessarily true; thousands of items can be shipped cheaper by express. In addition, in many cities pick-up and delivery service is given. Express service is quick, certain and dependable.

With Christmas packages soon to be on their way "back home," now is a good time to remember that your railway and parent company share in revenues earned by the Railway Express Agency. Before sending Christmas gifts, call up or talk to your local express Agent about what it will cost. You will be agreeably surprised and pleased with the substantial saving you can make in many instances. Also, you will create additional revenue, sorely needed, for your Company.

lines and incoming business handled by our forces represents additional revenue for our Company.

The accompanying daylight scene taken at the Southern Pacific-Pacific Electric terminal of the Railway Express Agency in Los Angeles, and from which all express traffic originating at Los Angeles and received in transfer is dispatched, is typical of other scenes throughout the night when express cars are loaded with all classes of express and dispatched to the 62 stations on our lines. These cars all return to the Los Angeles terminal loaded with local and through traffic picked up over our system. They are again dispatched from Los Angeles shortly after noon loaded, not only with traffic originating at Los Angeles, but carrying business received via steam rail lines, getting back to Los Angeles in time to make connection with all outbound evening trains.

As has been the case since the days of Wells Fargo, the Express Agency takes up where the railroad leaves off. The business is picked up by express vehicles at points of origin, sorted, waybilled and shipped on trains and at destination handled through the local express office and delivered by express vehicles to the consignee.

Pick-up Service

This so-called pick-up and delivery service is given in all the larger cities and towns among the 25,000 points reached by Railway Express service. The movement of these vehicles is synchronized with railroad service so

that close connections are made in the dispatch and delivery of business. Thus an expedited service of unusual character and comprehensiveness is provided which serves well the requirements of industry and individual. It is mighty convenient to have shipments picked up right at a store, plant or home simply by summoning a driver by telephone, knowing that its delivery will be certain and rapid.

The express traffic is, to a large extent, seasonal in character and includes, as the average Expressman is wont to put it, "everything from a pin to an elephant." While animals, wild and domestic, of every conceivable kind, are handled by this system, the bulk of the traffic is largely merchandise and perishables.

Women's apparel—her frocks, coats, boots, millinery and other fineries—are a substantial traffic. Manufactured articles of all kinds are constantly moving through the same channels. The perishable include everything from individual crates of fruits and flowers, vegetables and dairy products, to complete refrigerator carloads of early and late crops. Nor should seafood—fish in ice, fish fillets, oysters, crawfish, shrimp and the like—be overlooked.

Cost About Equal

Some people seem to have gained the erroneous impression that it usually costs more to ship by express, but that is not the case. Much depends upon the size and kind of shipment, as well as its ultimate destination.

In fact, it is surprising in how many cases it is actually cheaper to ship by express than any other method for individual packages, including Uncle Sam's well known and underpriced parcel post. It will often pay to look further into this subject, for money can actually be saved by patronizing the Railway Express in preference to other shipping mediums for that reason—and a lot of valuable service not apparent to the public is rendered on each shipment.

That is something for Pacific Electric employees to consider at a time they are sending their own Christmas packages. Not only will they often find it economical, but in using this service they will be indirectly helping their own Company, and, in these days, it is obvious that all of us must do all that we can in that direction.

The various phases of the Railway Express Agency in this district are in charge and ably directed by Mark Thompson, Superintendent, Southern California Division; F. M. Leake, General Agent, and L. P. Bermman, Superintendent, Los Angeles Division.

Aunt Hetty: "Sakes alive! I don't believe no woman could ever been so fat."

Uncle Hiram: "What y' readin' now, Hetty?"

Aunt Hetty: "Why, this paper tells about an Englishwoman that lost two thousand pounds."

Not Hard

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

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

Revise Group Insurance Plan

New Set-up Becomes Effective Jan. 1st Next. Tremendous Sum Paid Since Inaugurated

EFFECTIVE January 1, 1932, the Group Insurance Plan is revised so that the amount of insurance carried by each employee will approximate one year's pay, with certain exceptions. Amounts employees are entitled to carry, commensurate with their annual rate of pay, are listed in a booklet which has been provided for each employee. If you have not received a copy you should apply to your department head or at 273 Pacific Electric Building.

Read Booklet Carefully

This booklet along with announcement dated November 1, 1931 issued by D. W. Pontius, President, should be carefully read so that full value of this insurance at such a low cost is understood by each employee, made so because our Company pays about half the premium in all cases.

Although the \$500.00 Free Insurance has been discontinued, employees should not lose sight of the fact that the cost of insurance carried under the new plan is reduced from seventy cents to sixty cents per \$1000.00 which brings rate to employees to a very low level, in fact, lower than it would be possible to secure elsewhere.

A campaign is now going on to have all employees avail themselves of this opportunity to secure protection at this inexpensive monthly premium. We are endeavoring to reach the 100% mark and you are all requested to consider the matter most carefully before declining the acceptance of the

EARLY P. E. BUILDER PASSES

By C. K. Bowen, Engineering Dept.

When death summoned Simpson McClure on Nov. 13, one of the pioneers who took a large part in the early development of the street and interurban railway systems of Los Angeles and Southern California passed into the Great Beyond.

When Henry Huntington consolidated various independent electric railways in and about Los Angeles, and from them founded the nucleus of the present great system that is the Pacific Electric Railway Company, he chose Simpson McClure, then with the cable lines, as Superintendent of Construction and as such, McClure constructed many of the early lines of railroads which were pushing out in all directions from Los Angeles as a hub.

From 1902 to 1904 he had active charge of the construction of the line to Long Beach, to Monrovia, to Alhambra and San Gabriel, to Whittier, and the Pasadena Short Line.

He was regrettably released in 1904 in order to form a partnership in the general construction field with Hugh McGuire, now President of the Board of Public Works of Los Angeles.

Mr. McClure retired from the con-

new policy. However, it should be fully realized that this insurance is optional and the Group Insurance Plan has been provided looking to the best interests of our employees and their families.

It is unnecessary to go further into detail regarding the various phases of this insurance plan, such as Total and Permanent Disability, Medical Examination, Nursing Services, etc., as these matters are fully and clearly covered in the booklet furnished you.

To appreciate the tremendous value of our Group Insurance Plan and the great measure of comfort it has brought to saddened homes and to disabled employees through the disability provisions of the policy, it is most pleasing to know that since it was inaugurated January 1st, 1924 and up to and including November 30th last death claims paid to beneficiaries of our deceased employees totals \$640,624.46. In addition, disability benefits have amounted to \$224,553, making a total sum disbursed under the plan of \$865,177.46.

You are required to indicate your wishes on blank forms which should have already been presented to you. If form has not already been handed you, application should be made immediately to your department head.

December 31, 1931 is the closing date for subscription, without medical examination, but we have to set up certain records prior to December 15, 1931 and wish to show a high percentage, so please hurry.

tracting business in 1916 since which time he devoted himself to civic and lodge duties, he being a prominent member of the Knights of Pythias, under whose auspices the largely attended funeral services were conducted.

Mr. McClure left, besides his widow, a daughter and two sons, one of the latter being George McClure, who went to work as a water-boy for his father back in 1903—and who, with the same faithful devotion to duty that characterized the work of the elder McClure, has progressed upwards to his present position as Engineer in Charge of all Track and Roadway Maintenance.

First Aid

Mr. Justwed: "What did you do to this meat. It has such a peculiar taste."

Mrs. Justwed: "Oh, nothing. It did get a little burnt but I fixed that—I applied Unguentine right away."

"You cannot get eggs without hens," said the speaker stressing the point.

"My dad can," piped a small voice from the rear.

"Please explain yourself, little boy," said the speaker.

"He keeps ducks," yelled the boyish voice from the rear.

SIXTY RIDE BOOK TO U.C.L.A. REPLACES FORMER 46-RIDE

Discontinuing the former 46-ride book and at the same base rate fare previously governing it, the Los Angeles Motor Coach Company now offers to U. C. L. A. students a 60-ride book, good for 60-days. From downtown Los Angeles this book sells at \$10.50, and from La Brea and Wilshire Boulevard at \$7.50.

In addition to permitting 60 days' usage of this book, which requires only 3½ round trips weekly to insure use of all tickets, the age limit previously governing the sale of these ticket books to students under 21 years of age has been removed, and effective November 1st they were made available to all students of the University regardless of age.

Inasmuch as the fare per ride with the 60 ride ticket is identical to that charged for the 46 ride, and the further fact that the age limit has been abandoned, the Los Angeles Motor Coach Company points out that the abandonment of the 46 ride ticket is a benefit to the student mass.

"WESTWARD HO" VIA 16TH ST.

It was not R. E. Walker, Conductor, Western Division, who originated the famous admonition "Go west, young man," but he did prepare the following street brainstorm which carries one west via Venice Boulevard:

Boarding a car in LOS ANGELES on MAIN street, you will SPRING across BROADWAY up the HILL of OLIVE trees, filled with a GRAND HOPE of FLOWERING adventures along FIGUEROA among the GEORGIA CHERRY and OAK groves that old man TOBERMAN, the UNION man, planted on his BURLINGTON place near the HOOVER farm of lofty MAGNOLIAS and—whoa! we've passed the 5c fare limit of Zone 1; let us pause and collect the Zone 2 checks; and friend, when you can recite the above elongated sentence without a period you are eligible to "break in" as a Conductor on Venice Blvd.

Traffic is Safely Speeded by Synchronized Signals

By W. Z. Shaw, Cost Engineer

RESULTING in a considerable saving of time, both for vehicular traffic and Pacific Electric trains, also removing an accident hazard, traffic signals at the intersection of Wilshire and Santa Monica Boulevards on the Sawtelle line, and Beverly Boulevard at Santa Monica Boulevard on the Hollywood line, have just been synchronized under the supervision of our Engineering Department.

Heretofore confusing to motorists and Motormen alike, owing to the fact that railway and vehicular traffic signals previously operated independently of each other, they now act as a single unit. Operating separately, it frequently resulted that traffic signals indicated "Go" while the automatic flagman was busily giving a warning to stop. This condition, of course, slowed traffic and caused many motorists to disregard the automatic flagman entirely, with consequent danger of accident. Also our trains frequently were unnecessarily stopped by traffic signals being against them.

Since the signals at these locations have been synchronized when a train approaches the crossing and the traffic signals are set for the "Go" position along Santa Monica Boulevard parallel to the tracks the signals are held in that position until the train passes over the crossing. Signals are held from the time the train operates the relay controlling the wig-wag when approaching the crossing.

Should the signals be lined up for traffic across the tracks they continue that way until the cycle changes and will then be held lined parallel to the tracks until the train has passed the crossing.

In case the traffic signals are set up for traffic across the tracks when the wig-wag relay is cut in, the wig-wag

LARGEST SUM YET SUSCRIBED TO COMMUNITY CHEST

Exceeding any previous Community Chest contribution, employees of the Company had pledged a total of \$5465 early this month, with the prospect of a small additional amount before Keymen of the various departments make their final report.

The sum of \$5465 represents an increase of \$2213 above the total sum pledged last year, an increase of more than 68%. In face of a considerable reduction in forces and also many employees on shorter time we "made a remarkable showing," quoting Sam Hafer, Chairman of the Utility Division of the Community Chest in commenting upon our contribution. Incidentally, our quota was set at \$4500, which was materially exceeded.

Workers assigned the task of collecting funds in the various departments report that never before have employees responded so liberally and with less coercion.

will not operate until the signals change.

If the train takes longer than the determined time to reach the crossing the holding feature will be cut out by a time relay. Then automatic feature of the traffic signals will be in operation again and the train will be governed by the traffic signals.

Synchronizing of the traffic signals eliminates most of the stopping of the trains, and it stops them only when the signals have just turned for traffic in the opposite direction before the train has reached the wig-wag control.

The conditions previously prevailing at these locations has been subject of study by State Railroad Commission, Southern California Automobile Club and Pacific Electric engineers, together with officials of the City of Beverly Hills, resulting in a synchronization with Pacific Electric automatic flagmen at these intersections.



For many months past the lack of co-ordination of street traffic and our own signals has been a source of hazard and resulted in slowing down traffic at Wilshire and Santa Monica Boulevard, pictured above. Signals have just been synchronized at this location and also at Beverly and Santa Monica Blvds.

Public Appreciation Expressed Service and Courtesy Bring Their Reward.

**J. O. Jones, A. L. Bass,
Venice-Hollywood:**

"I wish to express my gratitude for the service received from the men on the car on which I made the trip to Hollywood every evening for two weeks. The Conductor, whose name I believe is J. O. Jones, was very careful to remember the street where I wanted to get off each evening. The Motorman was very alert and watchful, and stopped and started his car without any jerking."

"It was owing to this crew that I made the trip by car instead of driving my own auto. I enjoyed the rides very much and wish to express my appreciation, hoping it will encourage more crews to be kindly towards those who ride as every one appreciates kindly and thoughtful treatment."

**H. A. Miller, I. R. Williams,
Echo Park Ave.:**

"I am a constant rider of the Echo Park Avenue line and wish to commend the good work of two of your men who work on this line. They are Motorman No. 2259 and Conductor No. 2762. These two men are always courteous and obliging and very careful of the lives of those who ride their car. It is a pleasure to commend them."

**H. Falls, San Pedro;
E. C. Fox, Pasadena:**

"I would like to commend, for unusual courtesy in an emergency, Trainman No. 1295 on the San Pedro line and No. 124 on the Pasadena line."

**C. L. Webb, E. DeGarmo,
Northern Div.:**

"I want to say a word of merited praise in favor of Conductor No. 784 and Motorman on same car who, when they saw me running, delayed car a few seconds and assisted me in catching it. I appreciate this courtesy."

M. E. Shay, Glendale:

"I wish to commend Conductor 2006 for his extreme kindness and consideration to an old lady patronizing your lines, and to congratulate you in having such employees."

O. B. Glandon, Edendale:

"While riding on Edendale car recently an incident occurred which I think deserves mention and credit.

"As the car stopped a small child started to alight, and, without looking for passing autos, would have stepped directly in front of a car passing by at a high rate of speed, had it not been for the quick thinking and action of Conductor No. 2460, who just in time grabbed the youngster out of harm.

"Such a demonstration of alertness and efficiency is deserving of credit to the man who can be of such service to your passengers and friends."

**R. W. Baugh, University line
from Hollywood Blvd.:**

"I wish to commend Motor Coach Operator No. 2565 for his unusual courtesy and assistance to all the passengers on the 'University Line' from Hollywood Blvd. to Santa Monica."

Sid Torgan, Western Division:

"Yesterday there was a man who, judging from his service cap, must have been an ex-soldier. While waiting for the car to stop, it was apparent from the way he felt about with his cane, that his eyesight was impaired.

"The Conductor noticed this and upon opening the door, he not only assisted the man to the street, but to the sidewalk also.

"This occurred on Hill Street, opposite the Subway Terminal Building, and upon inquiring of the guard at the street entrance, it was learned that the Conductor's name is Sid Torgan."

A. G. Cochran, Western Division:

"No doubt you know it, but in case you don't, your Conductor No. 2576 is a credit to your organization. He has a pleasing manner and he is thoughtful of the passengers' comfort."

George H. Keep, Van Nuys:

"Quite often I ride the 'Big Red Cars' between your city and mine and have noticed the courteous treatment of everyone shown by Conductor No. 2930. He is especially kindly to aged passengers."

"It surely is edifying to find such gentlemen among your employees."

J. Phelan, Edendale:

"I want to commend one of your Conductors on the Edendale line. His number is 2412.

"I lost my pocketbook, with many articles which would have been hard to replace, and also \$11 in cash. The car was crowded and only through this man's careful observance and honesty was I able to get back my purse when I met his car on return trip."

"You can well be proud of a man of Mr. Phelan's type. He is always courteous and efficient."

C. T. Nolan, Pasadena Short Line:

"May I make a favorable comment on the action of one of your Conductors?

"On South Main Street this Conductor noticed a crippled man leaving the car and he left his car and held up automobile traffic while he assisted the old gentleman safely to the sidewalk.

"Several passengers besides myself noticed this kindly act and it was appreciated by all."

L. W. Darnell, Hollywood:

"On November 1 I lost a wallet containing about \$23 on a Hollywood car. I did not expect to ever find it, but made a trip to the lost and found department and learned that it had been turned in by Conductor L. W. Darnell.

"I was indeed very thankful, and will never be able to thank Mr. Darnell enough for his honesty."

E. T. Barrett, Balboa-Newport:

"I wish to make favorable comment on the service and conduct of your Conductor No. 1200 of the Balboa-Newport Line.

"It is my daily privilege to commute from Naples on his car in morning and evening.

"At all times he appears to have the interest of his passengers in mind by his attitude toward them and his courteous behavior. It is the custom on these cars for several passengers to play 'bridge' and I have noticed him quite often secure other passengers, who apparently wish to play but are rather timid about intruding, to complete these tables of cards."

E. H. Trieshman, Alhambra:

"It is with great pleasure I wish to report the kindness, courtesy and



Another group of patronage producers; reading left to right: E. H. Trieshman; R. M. Hightower; J. D. Mobley; W. A. Wintrow; H. Cox; F. Hite; J. O. Jones; A. L. Bass; H. A. Miller; I. R. Williams; H. Falls; E. C. Fox and C. L. Webb. Lower group: E. De Garmo; M. E. Shay; O. B. Glandon, R. W. Baugh; Sid Torgan, A. G. Cochran; George H. Keep; J. Phelan; C. T. Nolan; L. W. Darnell; E. T. Barrett and W. Toenjes.

helpfulness of Trainman No. 397.

"He assists all aged people, giving them the same consideration he would show his own parents. He helps all passengers in every way possible and performs his duties very conscientiously."

R. M. Hightower, West Los Angeles:

"Conductor 2356 is to be commended on his splendid manner in calling out stops and his efficiency in performance of his duties."

J. D. Mobley, Echo Park:

"It gives me great pleasure to express my thanks to your Conductors on the Echo Park Line for their kind and courteous manners.

"I am especially gratified with Conductor No. 2130. In all the years I have been riding your cars I have not seen a more courteous and helpful man than he is. Always kind and cheerful to his passengers, especially to the elderly people."

W. A. Wintrow, Santa Monica:

"Having ridden 'The Big Red Cars' considerably during the past seven years, I feel almost a personal interest in the success of the Company and its employees.

"Observation of the various Trainmen has led me to believe that courtesy and a high regard for the safety, comfort and convenience of the passengers seem to be the general creed. In particular I wish to commend Motorman 2375 whose courtesy prompted me to write you."

H. Cox, Vineyard:

"You will be interested in an extraordinary act of courtesy which I witnessed on the Vineyard car recently.

"I noticed a passenger, on leaving the car, drop his purse. The Motorman noticed it after the car had started and at the next corner, where there was a stop signal, he got off the car and delivered the wallet to the owner who was walking in the same direction as the car.

"I was so pleased at this act of honesty that I took the Motorman's number—2277—and am glad to command him for this kindness which I am sure was appreciated by the owner and all who witnessed it."

F. Hite, Pomona:

"I have been riding the Pomona line for the past two and one-half years and have never seen a more courteous man than Trainman 143. Every morning as I take the train at Garfield, there he stands ready to assist every one and a kindly greeting for all."

"It is pleasure to see a smiling face the first thing in the morning and I believe that Trainman 143 deserves to be highly commended."

W. Toenjes, Glendale:

"I have ridden on the car of Conductor 2170 a number of times and on every occasion he has stood at the steps to assist every passenger who is alighting.

"Today I rode out North Brand Blvd. and when we reached Arden

Macy Mechanics Make Music



Macy shops and store musicians give impromptu daily recitals which are splendidly rendered and with an audience of overalled workers the gathering is a most novel one.

where I wished to get off the car stopped at an unusually rough part of the road. This Conductor gave the signal to reverse and when we reached smoother ground he helped me from the car.

"As I am lame this assistance was particularly acceptable."

WILY DRIVER FOILS THIEVES

This is a story of a man who takes a personal interest in protecting his employer's interests to the fullest extent possible.

Late Saturday afternoon, October 26th, Roy Edward Gilland, driver for Pacific Motor Transport Company, climbed into his seat and pulled away from a Los Angeles warehouse, with a valuable load of merchandise on his truck. As the truck rumbled away, two men in a fast roadster scooted out from an alley and drew up alongside. One of the men jumped on the truck, deftly transferred two cases of cigarettes from the truck to the roadster, and off they went on their merry way—"just like taking candy from a baby!"

But wait, Gilland had not been sleeping. He had seen the theft and even then was pulling into a filling station where he could safely leave his truck while he gave chase. Commandeering a passing automobile, he pursued the thieves so hotly that they threw off the cigarettes to avoid capture, and escaped, but not before Gilland had taken their license number. So he got the cigarettes and they, no doubt, will eventually get "a ride."

That was fast thinking and quick action, Mr. Gilland.

CLOTHES don't make the man, and neither do they make musicians, are two axioms that are well demonstrated during the daily noon hour recitals of the Macy Street "bill-hillies," as one of the boys chose to name the newly organized shops and stores orchestra.

Several weeks ago a few of the boys at Macy Street conceived the idea of forming a string orchestra and inquiry developed that there was sufficient talent available to form a well-balanced sextet. A few noon hour practice sessions followed without casualties and soon the group were rendering strains that had all the earmarks of music. With a little more team-work the boys will be able to do themselves real proud. Listening to their early practice sessions one could easily detect that there is some real talent among the players of the silver guitar, tenor banjo, violin, mandolin, Spanish guitar and harp which make up the orchestra.

The musicians, clad in overalls, sitting on car trucks or what have you, with a large audience of typically dirty-faced mechanics perched here and there on benches, trucks and car wheels listening to old and new popular hits, offer quite as novel a picture as one can find in a day's travel.

The members of the orchestra are: back row, Charles Bath, James Shafer and Loe Ross. Seated are: Elmer Freeman, L. C. Bolen and Frank Sirchie.

Unfair Advantage

"Mummy, Tom has taken the largest piece of cake, and it is unfair, because he was eating cake three years before I was born."



Teams Closely Grouped as Bowling Season Advances

THE 1931-32 season got under way October 9th with eight five-man teams competing for the honors. While this is the smallest number of teams we have had for some time the discrepancy is more than offset by enthusiasm displayed by all members.

On the opening night, against brand new pins, the P. E. Club went into the lead by bowling a series of 2553 pins. They were aided and abetted mainly by George Winslow's marvelous game of 254, in a series of 604 pins. This gives George the first P.C.B.C. "250" button of the season in our league and we all congratulate him.

The P. E. Club team sat proudly on top during most of the first round, but on the last night the Electrical Department rolled a 2487 series and dropped them into fourth place. Gonzalez with a 600 series and Hasenberger's 226 game at the start were largely responsible for this debacle. The round ended with the Claim and Electrical teams tied for first place and the last year's champs, Southern Division, following.

Noteworthy performances to date include high games of the Engineering Department with 895 and Electrical Department with 876; Macy Street close behind with 874. Among the individuals, Winslow, Welch, Baxter, McLeod, Jones, Haskell and Hasenberger have rolled the high games necessary to get the weekly merchandise order.

Standings for week ending November 20, 1931:

	Won	Lost
Electrical Dept.	18	10
Claim Dept.	18	10
Southern Division	16	12
P. E. Club	15	13
Macy Street	15	13
Engineers	12	16
L. A. Street	11	17
Telephone Dept.	7	21

The Los Angeles Street Terminal team, composed largely of bowlers new to our league, is going places. Yeager, Nock, Tommy Lyons, Spencer and Walton are as tough a proposition to beat as you will want to meet. The members are pulling together and raising their averages weekly to the consternation of all.

Our newest "daddy," Nelson, has taken Clyde Henry's place on the Southern Division team and the change has not affected the fine work of this team, which won the championship last season.

The Telephone Department has had more than their share of hard luck and we are all pulling for them to get going like they did last year.

Not many are aware of the Pacific

Electric Club Ladies team in the 725 traveling league. This team, composed of Mrs. James, Mrs. Whaples, Mrs. Anderson, Mrs. Cobb and Miss Wells, have been leading the league and shooting scores that make some of ours look bad. Under the captaincy of Mrs. Cobb a team spirit has been developed which bids fair to carry them into the city championship. Their home alleys are the Angelus Alleys, 924 So. Olive, and they bowl on alternate Wednesday nights.

Flash! A match game between the Pacific Electric Ladies and Pacific Electric Club team of the men's league resulted in such a close decision that a return match will be played during the holiday season. Watch the Club bulletins for particulars and come out to see your "favorite star" in action.

BALL TEAM CONTINUES WINS IN SEMI-PRO RANKS

With a record of four games won and three in the loss column, Pacific Electric Trainmen have continued to make a good showing in the semi-pro ranks since last issue of the Magazine. Two of the games lost were by a one score margin in which Lady Luck played an important role. The following are details of the games played to and including Sunday, November 29:

	H.	R.
Pasadena Merchants	8	6
Pac. Elec. Club	7	5
Batteries: Crosby, McDonald, Rohrer; Green, Hidelbaugh, Garrison.		
Arcadia Merchants	9	6
Pac. Elec. Club	13	7
Batteries: Ahlendra, Davis, Wilkerson; Green, Drysdale, Daley.		
Santa Ana Merchants	15	9
Pac. Elec. Club	6	1
Batteries: Stoner, Hershberger; Hidelbaugh, Drysdale, Daley.		
Lomita Merchants	11	7
Pac. Elec. Club	12	9
Batteries: Yelovich, Venerable; Drysdale, Hidelbaugh, Daley.		
St. Mary's Athletic Club	4	0
Pac. Elec. Club	8	4
Batteries: Campisi, Salzman; Drysdale, Daley.		
National Military Home	8	4
Pac. Elec. Club	10	5
Batteries: Phyle, Rennie; Hidelbaugh, Drysdale, Daley.		
Arcadia Merchants	10	6
Pac. Elec. Club	10	5
Batteries: Ahlendra, Wilkerson; Drysdale, Daley.		

"Rastus, why do you call that mule of yours Circumstance? That's a queer name for a mule."

"Well, sah, ah done hearn so much about dis circumstances oveh which you hab no control, ah thought dat wuh a good name for dis huh mule."

Women's Club in Campaign To Relieve the Needy

THE last two months have held very interesting meetings and happy card parties.

Feeling that calls for help will be greater than ever, our Big Sisters' Organization have rolled up their sleeves and raked their brains for ways and means of raising funds for food and clothing for our less fortunate ones. One room on the third floor begins to look as if someone had that thought in mind and we see a chance in these columns to add to our supplies.

You men who come into the Club every day, just remind the wife that one or more cans off her emergency shelf will not be missed and then drop them at the Club, marked "Women's Organization." We are not doing this for our own organization, but the help is to be given to any needy one in the P. E. family.

October 8, regular meeting day, we were honored with a visit from Sam Bishop of the Claim Department. The members greatly appreciated his informal talk and hope he will make good his "threat." Come again.

Mrs. Crumpet and Mrs. Leaton favored us with beautiful soprano solos and Mrs. Evans gave two delightful humorous readings. Miss Martha Meek, with her piano accordion, always proves a real treat.

October 22, the second meeting, found the members assembled in the theater. After a spirited community sing, directed by Mrs. King, and routine of business cared for, we were shown on the screen "The Romance of the Reaper," through the courtesy of the International Harvester Co.

The musical part of the program was furnished by the Louise Spaulding Studio of Dancing of Alhambra. Trio members with violin, guitar and piano and beautiful dancing numbers by Miss Spaulding won hearty applause.

At the single November meeting we enjoyed a one-act play, music, readings and pumpkin pie with whipped cream and coffee served—tell us, Pacific Electric and Motor Transit women, could you plan a more pleasant afternoon? Why don't you join us?

Miss McKie, Instructor of Dramatic Art, put on a very clever one-act play. The cast included Mrs. Smart, Miss Pat Hill and Miss De Joey. It was a hit and we hope for a return engagement soon. Mrs. Booth, accompanied by Mrs. Hill, gave two selections in her usual charm of voice and manner. Our beloved "Mother" Spencer (everyone remembers "Dad") gave a Thanksgiving reading and the "Best Memory System" printed in the last issue of the Magazine and read by Mrs. Frank Miller, concluded the program.

Attention is called to change of dates for December: December 10—regular afternoon cards. December 17—regular meeting. No more night card parties.

Beginning January 7 two afternoon card parties will be held each month—namely, first and third Thursdays.

We extend to every member and friend of the organization the heartiest and happiest of holiday greetings.

—By Mrs. Lon Bishop,



NEW RATES ON BAGGAGE VIA RAILWAY EXPRESS SOON

A bulletin advising that effective on December 12th the Railway Express Agency would make a fixed charge, lower than the rate heretofore prevailing, for the transportation of baggage and related commodities between all P. E. agency points was issued last month by F. M. Leake, General Agent.

Under the new tariff, including free pick-up and delivery within published limits where such service is maintained, the rates and details governing as covered by bulletin, are as follows:

Grips and Suitcases, 50 lbs. or under—50c each.

Grips and Suitcases, 51 lbs. and over—Apply first class charge, but not to exceed the charge for trunks of the same weight.

Trunks, 125 lbs. or less—\$1.00.

Trunks, 126 lbs. to 175 lbs.—\$1.25.

Trunks, 176 lbs. to 225 lbs.—\$1.50.

Trunks, weighing over 225 lbs.—Apply classification basis.

When the regular classification charge provides a charge lower than rates shown above, such lower charge will apply.

The rates quoted above on grips and suitcases will also apply on handbags, dress suitcases, valises, steamer rugs, gun cases, folded go-carts, baseball, cricket or golf bags, shawl straps, satchels, telescopes, telescope baskets and leather hat boxes.

The rates quoted above on trunks will cover all baggage other than hand baggage or articles defined under the term grips and suitcases, and, in addition to trunks, are to be applied to hampers, portmanteaus, and personal baggage and bundles when properly wrapped in canvas or other strong material and securely roped, and also tool chests.

The foregoing rates are as low, and lower in most instances, than any other means of transportation for such articles, and should materially stimulate the volume movement throughout the system.

LATER CLOSING HOUR GIVEN FOR P.M.T. SHIPMENTS

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

For the convenience of its patrons, a marked improvement in service offered has just been effected by the Pacific Motor Transport Company.

Arrangements have been made whereby its Los Angeles depot at 130 East 7th Street is now maintaining a uniform closing hour of 6:00 P.M. for receipt of traffic from shippers, regardless of whether station to

which it is destined is located on the lines of the Pacific Electric or Southern Pacific. If pick-up service is desired, calls will be received until 3:00 P.M. and merchandise will be picked up at shippers' doors in time for movement the same day.

This improved service should aid shippers materially in getting out shipments to their customers, especially on orders received late in the day, and will eliminate inconvenience experienced under the old arrangement of two different closing hours which sometimes resulted in holding over shipments in Los Angeles on account of their being received too late to make connection with that day's service.

The new uniform closing hour in no way affects arrival time of shipments at destination.

GETTING YOUR SHARE? WHAT? STANDING ROUTING ORDERS

Agents and other employees, did you ever stop to consider the value to Pacific Motor Transport Company of a standing routing order signed by a receiver of freight on a firm from whom he receives shipments? Remember that the revenue derived from one such routing request might, in the course of a year, amount to enough to pay all expenses of your station. Let's go after 'em—they're valuable!

And while we're on the subject, let's congratulate the following men who have been successful in securing signa-

tures on the dotted line since the last issue of the Magazine:

E. A. Riley, Agent Hollywood.....	5
G. A. Gould, Agent Riverside.....	27
M. D. Keller, Traveling Agent Santa Barbara	6
B. L. Livingston, Agent Inglewood.....	23
J. B. Black, Agent Orange.....	3
J. R. Downs, D F A Riverside.....	7
E. T. McNeill, Agent Colton.....	8
Hugo Dummer, Agent Glendale.....	5
C. P. Lamkin, Warehouseman Riverside	8
C. Anderson, Agent East Long Beach	6
C. J. Hileman, Agent Claremont.....	35
E. J. Ritter, Agent Ontario.....	11
H. W. Barnum, Agent Pomona.....	3
T. W. Roach, Agent Redlands.....	1
J. M. Kinsey, Agent Monrovia.....	2
C. O. Stephens, Agent San Bernardino	3
J. K. Sandman, Agent West Los Angeles	6
E. T. Battey, Agent Santa Ana.....	4
G. W. Caldwell, Agent Venice-Ocean Park	2
H. P. Clark, Agent Long Beach.....	32
M. E. Gilbert, Agent El Monte.....	2
Sherman Locke, Truck Driver Lone Pine	9
E. A. Chaffee, Agent Carpenteria..	1
F. P. Spielman, Agent Artesia.....	1
Ben H. Sutton, Agent Brea	14

Since the last issue of the Magazine a total of 224 routing orders have been received.



Typical of the trucks operated by the Pacific Motor Transport Company, this one renders service in the Owens Valley, where patronage has rapidly increased in recent months. Due to the interest drivers have shown in building up business through solicitation and courteous treatment, also pride of drivers in appearance of their equipment, the Transport Company has adopted the practice of placing the driver's name on the door of the truck. As shown in the picture. The driver is Sherman Locke.

P.M.T. NOW SERVING CITIES IN SAN JOAQUIN VALLEY

In response to the urgent and increasing need for such service, the Pacific Motor Transport Company inaugurated pick-up and delivery for freight shipments between Los Angeles and San Joaquin Valley and other territory, effective December 7th.

Both class and commodity rates have been published in the Transport Company's Local Express Tariff No. 1-C and new stations to which they apply are as follows: Armona, Atascadero, Atwater, Berenda, Brea, Ceres, Chowchilla, Coachella, Coalinga, Delano, Delhi, Dinuba, Ducor, Earlimart, Exeter, Famoso, Dowler, Goshen Jct., Hanford, Huron, Indio, Ivanhoe, Keyes, Kingsbury, Lemoore, Lindsay, Livingston, Madera, McFarland, Mecca, Merced, Modesto, Ojai, Pasadena, Paso Robles, Pixley, Porterville, Reedley, Salinas, Sanger, San Miguel, Santa Margarita, Selma, Stratford, Strathmore, Templeton, Terra Bella, Thermal, Tipton, Tulare, Turlock, Visalia, Watts, Watsonville.

Rates named cover the complete movement of traffic from store-door to store-door within defined pick-up and delivery districts and compare favorably with those of other carriers, being only slightly higher than rail depot to depot rates under which, of course, no pick-up or delivery service is provided.

This new service is expected to aid the Transport Company materially in its fight to recover for the rails a fair share of tonnage that has been lost to the highway truck carriers. It started with 24 stations in Southern California. It now serves approximately 400 in California and Oregon. This expansion program has been made possible by the way in which Agents and employees have co-operated to make each individual extension successful from the outset.

PRE-COOLING PLANT IS BEING INSTALLED AT UPLAND

Upland now has under construction and will complete on March 1st, 1932, a new \$60,000 cold storage plant in the basement of the Upland Citrus Association packing plant. This new cold storage plant will have a capacity of 80 carloads and can, under pressure, pre-cool 12 carloads per day.

In the pre-cooling plant temperature of the fruit will be brought down to 34 degrees and with only one icing fruit can be shipped to the Atlantic seaboard without damage.

This is the first pre-cooling plant in the Upland district and everyone will be watching it with a great deal of interest. There had been a plan for one central pre-cooling plant for all packing houses, but when this project came up all other plans were dropped, at least for the time being. When the Upland Citrus Association plant was built six years ago the building was made ready so that at any time it was desired the pre-cooling plant could be installed, which is now rapidly being rushed to completion.



For the benefit of those who may hesitate to make the trip to P. E. Camp during the winter months due to fear of snow conditions encountered, the picture, taken near our Camp tells better than words how splendidly county road crews, with plows and scrapers, maintain mountain highways. The journey is perfectly safe, and the only precaution needed is to equip the car with skid chains. (Picture supplied by Seymour Hastings).

A gala Christmas week-end party is planned at the Camp, a feature of which will be a turkey dinner at the reasonable price of \$1.00 for employees and \$1.25 to guests. Special winter rates are in effect, but if you wish to insure reservation—make arrangements now. More than two feet of snow was registered at the Camp immediately following Thanksgiving.

WITH AGENTS AND AGENCIES

L. B. Young, Pacific Motor Transport Company, stated that for the last fourteen months the Motor Transport business had shown a steady increase.

T. J. Day predicted a good perishable fruit shipment for the coming season.

H. O. Marler told of a \$2.00 three day pass to be sold by Southern Pacific Company Agents to patrons of their \$1.00 day fares, using Pacific Electric Railway service anywhere west of Upland for three days by purchasing a \$2.00 pass.

Chili and beans with the trimmings wound up the evening's program with all hands on the receiving end.

The Western Division, under the spur of Harry Williams, General Agent, loom as winners of free tickets to the Agents Association banquet. Harry was much in evidence at the last meeting counting Western Division noses.

Several changes have been made in Agency forces within the last few months. Here are some of them:

Lyle Brown bumped Clyde De Long, Asst. Agent Claremont; Clyde De Long bumped Leonard Bessett, night; T. C. of Riverside; Leonard Bessett; Clyde Lamkin, day T. C. Riverside; Clyde Lamkin-Fred Meumyer, Asst. Agent Freight, Riverside; Fred Meumyer in Pomona ticket office. Relief Agent Stockburger then bumped Fred Meumyer out of Pomona ticket office and Fred took leave of absence. Chas. Bruce, former Agent, Colton, took agency at West Alhambra vacated by death of Mr. Matthews; Relief Agent George Winslow bumped Jack Neal, Whittier Assistant Agent; Jack Neal bumped George Henley as Assistant Agent at Watts; George Henley took Burl Palmer's job at Torrance; Burl Palmer on leave of absence with oil company at Long Beach; Relief Agent

Glen Hasse now at Claremont and Brown on vacation, but will bump in somewhere else for a while.

Writer and Mrs. Hall spent vacation in Iowa visiting relatives. Farmers were more optimistic on outcome of farming conditions than on any previous visit.

L. M. Duke, Relief Agent, and Mrs. Duke hit the trail to the Carlsbad Caverns.

An epidemic of visiting the Carlsbad Caverns has hit our ranks. First we hear from Agent John Winterberg of Bellflower that he and his family were en route. Next in an El Paso paper we read that Cleo Moser, City Ticket Agent, Glendale, Southern Pacific Company, and Mrs. Moser had been at the Caverns.

—H. C. Hall

MR. DAY AGAIN IS HONORED

Following closely his election to the Presidency of the Pacific Electric Club, T. J. Day, Freight Traffic Manager, was elected to preside in the same executive post of the Los Angeles Transportation Club for the ensuing year.

Well known and beloved by transportation men throughout the Southland, Mr. Day's broad experience in railroad work makes him ideally fit to carry on the comprehensive program planned by the Transportation Club during the coming twelve months. Mr. Day succeeded Mr. S. J. Carter of the Pennzoil Company, assuming his new laurels on the evening of November 13th on the occasion of the club's annual inaugural dinner-dance. Mr. Pontius presided as master of ceremonies.

Having become President of two organizations within a month, it would seem that T. J. is following in the foot-steps of ward politicians in running for every office, only T. J. has them beat. He gets elected.



NEW LONG BEACH STATION IS OFFICIALLY DEDICATED

On Tuesday, December 1st, Long Beach celebrated with a gala opening of the new Motor Transit station. All the officials of the Motor Transit Company were present and were busily engaged meeting the many guests and answering questions about the new home. Our genial Agent, Al Kopsha, was an excellent host, and swelled with pride as he showed the folks about.

The new station is one of the most modern in California, and no expense has been spared in equipping it for service. The working arrangements were planned with great care to assure the maximum of efficiency and comfort for both the agents and the traveling public. There are two ticket windows, one for local tickets, and one for long distance tickets and information. The baggage and express room is well lighted and adequately equipped to take care of all types of express and baggage.

A well equipped operators' room is located upstairs where the men may rest and read between schedules. The rest rooms are the last thing in modern equipment. Red cap service is also an added feature, and porters will be in attendance at all times.

The restaurant under the management of Al Stuesher is one of the finest in Long Beach, with all the latest equipment and meals will be served at all hours. The color scheme is beautifully carried out, the furniture and woodwork of golden oak harmonizing perfectly with the tinted walls, making it good to look upon and very restful.

In addition to the Motor Transit schedules, the depot will also serve as the terminal for Pacific Greyhound Lines, L. A. Motor Coach Co., Huntington Park lines of the Pacific Electric, and the Motor Coach Co. Mr. Black, formerly of Montebello, will be the new dispatcher assuming his duties on opening day. You are cordially invited to visit at Long Beach.

WITH AGENTS OVER SYSTEM

The regular monthly agents' meeting will be held at the new depot in Long Beach on Wednesday, December 16th. Every agent is urgently requested to attend as matters of vital importance will be discussed.

At 12:10 P.M. the agents will be the guests of the Long Beach Advertising Club at their weekly luncheon meeting at the Breakers Hotel. Max H. Green will be the speaker of the

day and will have as his subject, "Stage Advertising." Plan to attend this meeting.

E. H. (Polly) Parrott, agent at Whittier, tells me he is seriously considering enlisting in the army of storm and strife. A pretty Texas lassie is the recruiting officer and it looks as though Polly will be wearing the ball and chain before long.

Operator Herman Henderson was married about eight months ago and promised A. M. Thomas of Santa Ana a cigar in celebration of the event. The cigar was delivered a few days ago. When asked where he got it, he said a fellow gave it to him. Did you ever hear of a Scotchman by the name of Herman?

Mr. Deal: Why did you buy that lemon-colored dress.

Mrs. Deal: Because I had such a hard time squeezing it out of you.

Friends of W. B. Rorick, Freight Agent at San Bernardino, will be interested to know that he will report back to work on December 1, 1931.

Operator Gene Wickham who underwent an operation at the California Lutheran Hospital several weeks ago, is much improved, and expects to return to work soon.

Wm. T. Kennedy, Freight Agent, San Bernardino, left for a week's vacation at San Diego, on November 24th.

J. N. Johnson, Asst. Agent, San Bernardino, returned from a two weeks vacation, part of which was spent at the Grand Canyon.

Winter has arrived. Lake Arrowhead reports 18 inches of snow on the level November 28, and Big Bear comes in with 2 feet on the level, with 75 acres of good ice for skating.

Have heard several of the valley boys complaining about the cold mornings of late. Wonder how they would like to exchange runs with the mountain division boys for a while. It was only three below zero at Lake Arrowhead the other day, at 3 P.M.

The San Bernardino items in this issue were contributed by C. E. Williams, correspondent at San Bernardino.

Mr. Kahl, Agent at Whittier, is on his vacation at time of writing. He spent a few days visiting in Ventura.

Operator Couch was complaining to Hank Faulkner that his wife was always asking him for money. Hank asked him what she did with it. Couch said, "I don't know; I haven't given her any yet."

Lyle Farquhar, Operator on the Eastern Division, on October the 25th took unto himself a life partner. The lady was Miss Mary Lois Robertson

of Costa Mesa. The ceremony was read at a pretty house wedding at the home of the bride's parents in Costa Mesa. Charlie Rhinard of San Ana was the best man, and B. C. Lamb and Eddie Hamm were ushers. We extend to the happy couple our heartiest congratulations.

Another of our operators plunged into the sea of matrimony a few days after Lyle. The bride was Miss Elsie E. Kruger, daughter of Mrs. Anna Kruger of Los Angeles. The ceremony was performed at a simple church wedding at the German Lutheran Church in Los Angeles, the pastor, Rev. Wismar, officiating.

Al Morey, formerly with the Motor Transit Co., was best man. Best wishes to the newlyweds.

FORM WINTER SPORT LEAGUE

As a part of the State movement sponsored by the California State Chamber of Commerce to stimulate and foster winter sport activities throughout the mountain area of the State, the Southern California Winter Sports League was organized last month. The President of this organization is Max H. Green, Traffic Manager of the Motor Transit Company. The directorate of 25 members is made up of representatives of all organizations in Southern California who in any way could be allied with the subject; representatives of the various mountain resorts, Junior Chambers of Commerce, transportion companies, Automobile Club, and sports writers being among the director members.

Membership in the league will be both individual and group, the primary purpose being to popularize and promote winter sports during the season of the year when snow is available in the mountains.

Winter sports have developed wonderfully in the last three years and in our own southern area carnivals of winter are held at Big Pines Park, various Los Angeles mountain playgrounds, Big Bear Lake, Rim of the World, Crestline and at several other points. Popularity is attested by the fact that the attendance at sport festivals last year numbered in excess of 100,000 persons.

With snow so early this year available the prospect is that a continuance of sports at frequent intervals will be held throughout this winter, and will result in much traffic to the mountain areas via Pacific Electric and Motor Transit lines.

THE PACIFIC ELECTRIC MAGAZINE



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

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

Vol. 16; No. 6 and 7 Nov.-Dec., 1931

CONTRIBUTORS TO THIS ISSUE

N. B. Vickrey	P. E. Club
D. B. Van Fleet	Terminal Foreman
L. H. Appel	Electrical Dept.
R. M. Cobb	Elec. Dept.
Edmund C. Fox	Trans. Dept.
Reed Christiansen	P. E. Club
Daniel Sanchez	L. A. Freight Terminal
A. E. Dendy	Elec. Dept.
Mrs. Lon Bishop	Women's Club
Max Schuring	Trans. Dept.
P. G. Winters	Trans. Dept.
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George Perry	Accounting Dept.
Clarence Hottle	P. M. T.
J. L. McIlveen	M. T. Co.
Ruth Thompson	Northern Division
R. C. Vanderpool	Trans. Dept.
W. Z. Shaw	Cost Engineer
C. K. Bowen	Engr. Dept.
C. E. Murray	Trans. Dept.
H. C. Hall	Agent

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

T IS Christmas Time!

The period looked forward to by the youth and aged more than any other occasion during the calendar year.

It is a day set apart for the manifestation of the affection and good-will we have toward others, and,

Give—

But Give

Wisely!

intrinsic value of which may vary from the value of the widow's mite to that bestowed valued in dollars by the thousands, the gift matters little unless it is actuated by true affection.

The effort to please at Christmas by the giving of gifts beyond the real ability of the donor to so bestow, has been the curse of many and too often entails privation following Christmas time. Wiser indeed is he who gives with the spirit of remembrance within his means, but with which goes a sincere wish of good cheer and happiness to the recipient.

This Christmas, more than many which have passed in bygone years, is indeed a time to reflect upon this thought. To give gifts is joyous and of good purpose, but when unreasonably depriving ourselves or others to favor someone especially is decidedly unwise. Bear in mind that those who receive our offerings usually know our

Trainmen Prove to be "Brother's Keeper"

FACED with the alternative of reducing the extra list quite considerably or waiving their guarantee, Trainmen of the Western Division last month joined hands in an act that meant sacrifice to themselves and their families and chose to waive their guarantee in order that their fellow workers with less service could be retained upon the payroll.

The situation was explained to the men by the Terminal Foremen at Ocean Park, West Hollywood and Hill Street Station, and realizing the plight that some of their friends would find themselves in, being out of employment in these distressing times, the extra board, without the least hesitancy or a dissenting voice, chose to make the personal sacrifice.

"In all my years of railroading I don't recall anything that gave me as much personal gratification, or made me more proud of men under my direction, than this act of kindness," said O. P. Davis, Superintendent. "We hear a great deal of being 'our brother's keeper,' but when it comes to carrying out such a program at a personal sacrifice response too often is lacking. My men毫不犹豫地 responded, one hundred per cent, and I repeat, I am proud of them."

ability to give and that those who receive in the proper spirit appreciate more the sincerity of the greeting than the value of the gift.

Would it not be well at this Christmas likewise to look about our circle of close friends whom we would remember and very definitely reverse the usual process of giving? Is it not essential to give to the least fortunate of these the greater of our help, rather than to him or her who is less needful? Bear in mind the condition of the times as they are, not as we would have them, and give gifts of real comfort and usefulness rather than of non-utility. To some a material gift would be useless, but a cheery word, a hearty clasp of hand, a sincere fellow sympathy and a word of encouragement would be priceless.

All hail to Christmas! May we use it rightly in its true spirit, thereby revering the Man in whose honor it came to be established and who went about the world not one day each year, but daily, doing good to all mankind.

There is a difference between being on the job and on the payroll.

Fine Program Given "Vets" at Second Get-Together

WITH business tabooed and the evening devoted to an entertainment program, some 300 members of the P. E. Pioneers and their families held their second get-together on the evening of October 22nd.

Recalling days that used to be, the outstanding event of the evening was an address by Mr. E. L. Lewis of the Los Angeles Railway Company on the "Romance of City Transportation Development in Los Angeles." Stereopticon views served to illustrate his splendid talk and brought back vivid memories of many present, although no one present was hereabouts when many of the fine early day pictures in the collection were taken. One was the first known picture of the city, taken in 1853, and many others during the early sixties.

Mr. Lewis stated that according to the census of 1860 Los Angeles' population was 3700, in 1870 it was 5700, and in 1880—11,000.

The first four-wheel vehicle was brought to Los Angeles by Mr. Temple in 1849. The first stage line was established in 1852 by Mr. Alexander Banning between Los Angeles and Wilmington. The first railroad was begun in 1868 between Los Angeles and Wilmington. The first street car was started in July, 1874, and ran from the Temple Block to 6th and Figueroa, a distance of 1.33 miles. Its equipment consisted of 1 horse and 1 car. It ran from 7 o'clock in the morning until 7 in the evening. Sundays and holidays it did not operate. The equipment at that time cost \$1100, including the horse. The street cars of the Los Angeles Railway now cost \$15,500 each. In 1874 16-pound rail was used as compared to 116-pound today. The cost to build the track was \$7,654, and today the approximate cost is \$107,000 a mile.

Mr. Lewis also compared the operating conditions of the first road with the present—the city lines of the L. A. Railway increasing from 1.33 miles to 177 miles. The carfare in 1874 was 10 cents. At one time there were 9 separate railways running in Los Angeles and with no transfer privileges. They were gradually bought up and consolidated, and finally organized into one big system by Mr. Huntington.

Mr. Robertson of the International Harvester Company presented a motion picture of the invention by Cyrus McCormick which was called "The Romance of the Reaper." It depicted the days 100 years ago when the invention of the mechanical reaper was conceived by Mr. McCormick, and brought us up step by step until the combined harvesters of the present day.

Both the illustrated lecture by Mr. Lewis and the "Romance of the Reaper" as presented by Mr. Robertson were well received by the members of the Pioneer Club.

Pa's Thanksgiving Dinner

By Max Schuring

Thanksgiving . . . People visiting here and there for a Turkey feed . . . The day of days for the family . . . Mother busy preparing the feast, making pies, dressing, cranberry sauce, etc. . . . Pa the official carver for the day . . . usually with more ambition than skill . . . heavily weighted with the responsibilities of his task . . . doing mental arithmetic, trying to divide an umpteen-pound turk into fourteen-eleven equal portions . . . polite laughter in acknowledgment of Pa's wit . . . company manners . . . the dark and light meat controversy . . . the customary wishing for sideboards on the plates . . . distribution of liver, gizzard and other extras . . . the argument with the younger generation about the wishbone . . . and the wisecracks of their elders to make the youngsters appreciate the neck . . . clearing the table for the mince pie that no one has any desire or room for . . . retiring to the front room for a chat and a stretch . . . that uncomfortable feeling . . . tacitly wondering if the corner drugstore is open today . . . Pa has a little "something for the stomach" for the guests and himself . . . Mother's admonishing glance, not to be too free with it . . . "Now, Pa, you know you can't stand much" . . . Pa's depreciating gestures and loud conversation . . . the children fall victims to tummy-ache and start getting noisy . . . immediately Dad raises his eyebrows and gets a mild case of "hitch-hiker's thumb" . . . Mother catches the signal and the stuffed little darlings are hustled to bed . . . the guests' preparations to leave . . . promises to get together for Christmas dinner . . . with mental reservations . . . the stack of dirty dishes waiting in the kitchen . . . Pa demoted and drafted into service . . . his excuses and alibis about his Sunday suit, etc., do gain him something . . . before he realizes it, he has an apron around his neck and a dish towel in his hands . . . the discovery of the broken dish that can't be matched . . . loud lamentations from Ma . . . ruins her set . . . the comments on the looks of the table, before and after . . . the leftovers . . . The annual decision to "eat out" next year . . . saves all that fuss and work . . . Pa's good nights proves a disappointment . . . He is just dozing off when a giant twelve-foot high turkey breaks into the room and starts doing the original turkey-trot on his tummy . . . tries to fight back, but the ornery old bird has Pa's own carving-set and chops off his arms and legs . . . a red-hot fork is jabbed in his abdomen and the Turk starts digging at poor Pa's giblets . . . the cruel bird succeeds in tearing Pa's stomach, (filled with table silver) loose from its socket and pounds him on the head with it . . . the jingling sound of the silverware, that accompanies the pounding continues, until . . . Ma digs him in the ribs and sez: "For the land sakes, Pa, don't you hear that alarm clock?"

. . . "Huh . . . what? . . . Oh, . . . Yes . . . Ooooh . . . Gosh . . ."

Next Morning

Time: About 10:30 a.m.

Place: Medical Dept. Offices, 4th floor, 6th and Main Sts.

Cast: M.D. setting at his desk, toyng with a paper knife; Pa, enveloped in an invisible shroud of self-pity, twisting his hat, and shuffling his feet.

Doctor: "Hm . . . Let's see your tongue . . . Hm . . . Yes . . . How long did you say you had been suffering from these symptoms?"

Pa: "Well, Doctor, I . . . I . . . you know, last night . . . I was . . . Well, you see . . . I . . . I never . . ."

Doctor: "Yes, . . . I see . . . Hm . . . Here (he hands Pa a small envelope from a stack that had been prepared for days in advance by a thoughtful Med. Dept.) . . . You take two of these every three hours until they're gone . . . and if you don't feel any relief by day after tomorrow, drop in again . . ."

Pa: "Yes, Doctor . . . Thank you."

And barring accidents, it's a cinch bet the Medical Department will not see his face again . . . that is, until the last week in November next year.

(Now Mr. Editor, this is just observation. All I had was a couple of sandwiches and an apple.

Merry Christmas and Happy New Year, everybody.

TENTH ANNIVERSARY HAILED BY CORRIGAN COMPANY

Genial "Jean" Adams of the Corrigan Jewelry Company, watch inspectors, calls our attention to the fact that last month his company completed ten years of service in the capacity of official watch inspectors.

According to his records Mr. Adams states that his company has made major and minor repairs to more than 185,000 watches, most of which were for railroaders. In addition to being official watch inspectors for this railway, the Corrigan Company acts in the same capacity for the Los Angeles Railway, Los Angeles Motor Coach Company and Pickwick Stage System.

In passing it is noteworthy that the Corrigan Company has been one of the Magazine's most persistent advertisers, practically every issue since 1922 having carried a substantial sized ad. Inasmuch as all funds derived from advertising in the Magazine are turned over to the Emergency Fund for relief of employees in distress through unavoidable circumstances, it may be said that the Corrigan Company has contributed to the extent of several thousand dollars to this fund.

"Jean," as most of us know him, has been a consistent supporter of various athletic events sponsored by employees and has never failed to contribute cheerfully and liberally to any cause upon which he has been approached. We congratulate Jean and the Corrigan Company and express the hope that the next decade will still find them going strong prosperously and happily.

Timely Aid of Trainmen to Destitute Family

TAKING in to their own hands relief of a family in about as dire and distressing circumstances as ever befalls human beings, a group of Southern and Western Division Trainmen recently did themselves proud and brought a full measure of joy and comfort to a family of six.

It came to the attention of G. L. Sanders, Freight Conductor, that a family was actually living within and under a large concrete mixer stationed near the Sentous stop on the Santa Monica Air Line. Inquiry developed that they had been there several days and were in a pitiful physical state through lack of food and exposure.

After telling members of his freight crew about the sad plight of the group, it was only an hour or so until a full larder of groceries had been supplied from the donations spontaneously made. Other Trainmen were equally willing and glad to share in maintaining the family and for more than a week they were well fed and made as comfortable as circumstances would permit.

It later developed that the mother and baby in arms could be cared for by relatives if they could obtain transportation to Grant's Pass, Oregon. Again a collection found quite a tidy sum liberally given and our Passenger Department was asked to see what could be done in the way of obtaining reduced rate transportation. C. E. Morlan, Chief Clerk, quickly obtained from the Southern Pacific Company a half rate order and mother and babe were on their way with a tidy surplus to buy food enroute. Mr. Morlan also appealed to the County Charities with the result that the two young boys of the family were placed in a home.

The following are the Trainmen and others through whose generosity and kindness this family was fed and cared for and but for whose quick response sickness and death undoubtedly would have resulted: C. R. Johnson; L. C. Boals; S. J. Burdge; B. B. Starr; G. L. Sanders; J. Brown; D. W. Abbey; G. L. Leete; B. H. Gage; V. H. Morgan; H. E. Sanders, D. G. Garlock; W. C. Wetley; I. Brearley; V. Webb; J. Fitzpatrick; T. Haermer; B. Beal; E. Vatcher; N. Hemphill; R. Downs; Mary Walker and Cy Framer.

Not Contagious

Kitty: "Come in and see our new baby."

Teacher: "Thank you, but I will wait until your mother is better."

Kitty: "You needn't be afraid; it's not catching."

Such Is Life!

Visitor in county jail: "What terrible crime has this man committed?"

Warden: "He didn't commit any crime at all. He was going down the street a few days ago and saw one man shoot another, and he is held as a material witness."

Visitor: "And where is the man who committed the murder?"

Warden: "Oh, he's out on bail."

PACIFIC CLUB TRIC AFFAIRS.

Education Recreation
Entertainment Fellowship
N.B. Vickrey Associate Editor

Executive Committee of the Pacific Electric Club met in regular session in Room 200 of the Club Building on Wednesday, October 7, 1931, at 2:00 P. M., President T. J. Day presiding.

The following financial report was submitted:

Relief Fund

Balance 9-1-31	\$1,408.12
Receipts	1,691.29

Total	\$3,099.41
Disbursements	1,880.00

Balance 9-30-31	\$1,219.41
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Club Fund

Balance 8-1-31	\$1,507.86
Receipts	1,324.85

Total	\$2,832.71
Disbursements	1,480.18

Balance 8-31-31	\$1,352.53
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To fill the unexpired term of office of Ward McCall, who resigned, T. J. Wilkes, elected alternate at the last election, was named Committeeman from the Purchasing and Stores Department.

C. F. Kinney was named committeeman from Transportation Dept., Pomona, to fill the unexpired term of F. M. Costner, who is no longer in the service.

C. E. Murray was named Committeeman from the Transportation Dept., Subway Terminal, to fill the unexpired term of W. H. Jenkinson, no longer employed.

C. E. Murray was also unanimously chosen to represent the Western Division on the Governing Board, vice W. H. Jenkinson.

Manager Vickrey read a letter received from Supt. E. Clark relative to the drinking water situation at the Long Beach Trainmen's Room which stated there were very few men using the room for any length of time and that the men going to or from the Trainmen's quarters pass through the waiting station where drinking water is available. A short discussion followed, after which Mr. Clark informed he would investigate the situation further and report at the next committee meeting.

Mr. Vickrey appealed to all Committeemen to put forth every effort toward the maintaining of club membership, also the building of an increased mortuary fund membership.

C. E. Murray stated that it had been brought to his attention in some instances employees had resigned from the club due to an indifferent attitude on the part of club employees. Mr. Vickrey stated that he felt there was no such indifferent atmosphere in the club, it being the desire of all club members to make all members feel at

home. There are certain rules that must be observed, however, and no person should take offense at being requested to comply with them. Mr. Day expressed the opinion that if those persons who made this complaint would come to the club and really give it a fair trial, they would find it surrounded with a pleasing atmosphere.

H. O. Marler inquired as to the present status of the Public Speaking class. Mr. Vickrey informed that the Board of Education required at least an average attendance of 15 students in order to furnish instructors for any class. In view of the fact that somewhat less than that number are enrolled, there is a possibility of its being discontinued. Suggestion was made that the matter of securing additional students for the Public Speaking class be brought to attention of the Agents' Association.

R. M. Cobb informed that the P. E. Club Bowling League matches would commence on Friday, October 9, at Jensen's Recreation Center, Sunset Blvd. and Logan Street. Also, that the P. E. Club Ladies' Bowling Team would commence its schedule in the city league on Wednesday evening, October 7. All interested in bowling were invited to attend these matches.

W. D. Boyle informed that complaint had been made to him regarding the quality of club motion pictures. Mr. Vickrey stated that while some of the pictures were not of the best being made, they were the best available in silent versions. There are only a limited number of silent pictures available, Mr. Vickrey informed, and we are endeavoring to get the best possible.

November 4th Meeting

Executive Committee of the Pacific Electric Club met in regular session in Room 200 of the Club Building on Wednesday, November 4, E. L. Young and President T. J. Day presiding.

The following financial report was submitted:

Club Fund

Balance 9-1-31	\$1,352.53
Receipts	1,350.11

Total	\$2,702.64
Disbursements	1,634.10

Balance 9-30-31	\$1,068.54
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Due to the fact that Club Bookkeeper was off duty due to sickness, monthly Relief Fund report will be submitted at next meeting.

E. Clark reported that drinking water situation at Long Beach Trainmen's Room was under investigation and that report would be ready at next meeting.

Club Manager N. B. Vickrey read

a letter from E. C. Johnson recommending that a Puro Filter be installed in the Trainmen's room at Macy Street. Action now pends approval of Transportation Department.

Mr. Vickrey read a few letters received from and written to employees who had requested their club membership be canceled. In most of the cases the parties concerned had been convinced that they should retain their membership. All committeemen were urged to lend their support to the building of our club membership.

A general discussion was participated in by members of the committee relative to plan for the Club Christmas Party. E. L. Young suggested that consideration be given to the holding of a children's party in the afternoon and the grown-ups having a dancing party in the evening. H. O. Marler suggested that tickets be given to such persons eligible for gifts at time they entered the club and that no gifts be distributed without such tickets. The problem of handling the large crowd that always attends the Club Christmas Party also received consideration.

On motion of E. L. Young, which motion was duly seconded, Club President T. J. Day appointed a committee consisting of a representative from each of the Passenger Traffic Department, Transportation Department and Mechanical Department to treat with Mr. Vickrey in making arrangements for and handling the Annual Club Christmas Party.

F. L. McCulley requested that an explanation of the new insurance plan be given. H. G. McDonald informed that the new arrangement was being made in order to place the Pacific Electric plan on the standard group insurance basis. A general explanation as to the basic principles of the new plan were outlined.

H. O. Marler called attention to new commutation ticket arrangement that is being placed in effect. New booklets are being published showing new low commutation rates available to patrons of the Pacific Electric. G. E. Rice suggested that the new commutation tickets be placed on sale in the May Company and possibly other department stores. Mr. Marler will take this under consideration.

H. E. DeNyse suggested that Motor Transit operators be instructed to bear in mind as much as possible the co-ordinating of their service with that of the Pacific Electric.

GLEE CLUB NOTES

The Pacific Electric Glee Club, Dramatic Class and Orchestra all joined in giving a very interesting Hallowe'en party on the evening of October 30 in the ballroom of the Club. The evening was spent in playing games. Prizes were awarded for the best costumes and refreshments were served.

A card party was given on the evening of November 30 in the club rooms to raise funds to purchase the music for an operetta which we wish to present to the public in the spring. We wish to thank Mrs. George Miles, Mrs. Lon Bishop and Mrs. Ruth Green and

the Women's Club for so kindly assisting us; Mr. Vickrey for furnishing the prizes and Mr. Holmes for his efficient help.

We expect to make our first public appearance on the evening of December 12 at our own theater and we will also sing for the Teachers Institute on December 16. On December 23 we will furnish some music for the Christmas Party to be held at the Club.

We would still like to have a few more tenors, baritones, bassos, contraltos and altos. We meet every Monday evening from 6:30 to 8:30 in the theater of our club.

Miss Gertrude A. Tindall.

XMAS PARTY FOR CHILDREN

Let's give a hearty cheer for "Jolly Ol' Saint Nick"—he's promised to visit all Pacific Electric Kiddies at the Club Building on the evening of Wednesday, December 23—and what a party it's going to be!

Every member of the Pacific Electric Family will want to be present, for, although the entertainment will be primarily for children, this will be an evening of pleasure to both young and old.

The program will begin promptly at 7:15 P.M. with an appropriate Christmas entertainment in the Club Theatre presented under the auspices of the Pacific Electric School. Among those taking part will be the Dramatic Art Class, Tap Dancing Class, Glee Club and Concert Orchestra.

After the Theatre program, or about 8:15 P.M., the feature event of the evening—the Kiddies Hour with Santa Claus presiding—will hold forth in the Ballroom. With a huge Christmas tree and other appropriate decorations lending to the holiday atmosphere—and to the supreme delight of hundreds of awe-stricken children—Santa will personally present to each youngster a token by which he will be remembered. This will be a children's party and the "kiddies will be kings."

With the youngsters happy and well taken care of, the balance of the evening will be devoted to dancing to the mystic music of our popular Dance Orchestra.

A special Christmas Plate Dinner will be served on this date in the Club Cafeteria from 4 to 7:30 P.M. for only 35c per plate! Bring the family and have dinner at the Club!

Remember that this is the Annual Club Christmas Party and that it will be held on Wednesday, December 23, at the Club Building!

Be sure to bring the Kiddies!

SWIMMING LESSONS FREE TO KIDS AT REDONDO PLUNGE

With more than one hundred children of all ages attending the first free swimming lesson given in the Redondo Beach plunge each Saturday morning during the winter season, the present season bids fair to prove as popular as any in the past.

The task of teaching the young folk to swim is very interesting, as well as productive of best results, by dividing them into groups who cannot swim at

Bulletin of Club Events

December 10 1931, to February 10 1932

Thursday, December 10: P. E. Women's Club Afternoon Card Party in Club Ballroom—1:30 P.M.

Pacific Electric Club Dance in Club Ballroom—8 P.M.

Friday, December 11: Motion Picture Show—AROUND THE CORNER—with George Sidney and Charlie Murray—7:30 P.M.

Bowling matches at Jensen's Recreation Center—8 P.M.

Saturday, December 12: Motion Picture Show—AROUND THE CORNER—8 P.M.

Agents' Association Meeting at Club Building—7:45 P.M.

Wednesday, December 16: Ninth Annual Masonic Dinner and Reunion at Club Building. Dinner in Club Cafeteria 6 to 8 P.M. Program in Theatre—8 P.M.

Thursday, December 17: Pacific Electric Women's Club Annual Christmas Party at Club Building—1:30 P.M.

Friday, December 18: Motion Picture Show—MEXICALI ROSE—with Barbara Stanwyck and Sam Hardy—7:30 P.M.

Saturday, December 19: Motion Picture Show—MEXICALI ROSE—8 P.M.

Wednesday, December 23: Pacific Electric Club Christmas Party in Club Theatre and Ballroom—7:15 P.M. Be sure to bring the children.

Friday, December 25: Christmas Day—Club will be open from 10 A.M. to 6 P.M. There will be no motion picture program on this date—Theatre will be closed.

League bowling matches at Jensen's Recreation Center—8 P.M.

Saturday, December 26: Motion Picture Show—THE SHAKEDOWN—with James Murray and Barbara Kent—8 P.M.

Friday, January 1: New Year's Day—Club will be open from 10 A.M. to 6 P.M. No motion picture will be shown on this date—Club Theatre will be closed.

Saturday, January 2: Motion Picture Show—PERSONALITY—with Sally Starr and Johnny Arthur—8 P.M.

Wednesday, January 6: P. E. Club

all, those who know a few rudiments, average swimmers, and advanced students. All are in charge of an instructor who schools the young swimmers according to their needs.

Classes are held each Saturday morning from 9 to 10 A.M. and there is no charge made except a nominal one for use of plunge, suit and locker. The age limit is 16 years and no child under 5 is accepted.

Experienced life guards are on duty at all times for the protection and safety of the children.

School Opens

Our eight-year-old son gave his school teacher the following definition of a hypocrite: "A boy that comes to school with a smile on his face."

Executive Committee Meeting in Room 200 of Club Building—2 P.M.

Thursday, January 7: Special Afternoon Card Party under sponsorship of P. E. Women's Club—1:30 P.M.

Friday, January 8: Motion Picture Show—THE MELODY MAN—with William Collier Jr. and Alice Day—7:30 P.M.

League Bowling matches at Jensen's Recreation Center—8 P.M.

Saturday, January 9: Motion Picture Show—THE MELODY MAN—8 P.M.

Agents Association Meeting at Club Building—7:45 P.M.

Tuesday, January 12: P. E. Masonic Club Meeting at Club Building—7:45 P.M.

Wednesday, January 13: P. E. Rod & Gun Club Meeting in Club Building—8 P.M.

Thursday, January 14: Regular meeting of Pacific Electric Women's Club in Ballroom of Club Building—1:30 P.M.

Pacific Electric Club Dance in Club Ballroom—8 P.M.

Friday, January 15: Motion Picture Show—VENGEANCE—with Jack Holt and Dorothy Revier—7:30 P.M.

League bowling matches at Jensen's Recreation Center—8 P.M.

Saturday, January 16: Motion Picture Show—VENGEANCE—8 P.M.

Thursday, January 21: P. E. Women's Club Afternoon Card Party in Club Ballroom—1:30 P.M.

Friday, January 22: Motion Picture Show—THE KID'S CLEVER—with Glenn Tryon and Kathryn Crawford—7:30 P.M.

League bowling matches at Jensen's Recreation Center—8 P.M.

Saturday, January 23: Motion Picture Show—THE KID'S CLEVER—8 P.M.

Thursday, January 28: P. E. Women's Club Meeting in Club Ballroom—1:30 P.M.

Pacific Electric Club Dance in Club Ballroom—8 P.M.

Friday, January 29: Motion Picture Show—GUILTY?—with Virginia Vali and John Holland—7:30 P.M.

League bowling matches at Jensen's Recreation Center—8 P.M.

Saturday, January 30: Motion Picture Show—GUILTY?—8 P.M.

Wednesday, February 3: Pacific Electric Club Executive Committee Meeting in Room 200 of Club Building—2 P.M.

Thursday, February 4: Special Afternoon Card Party under sponsorship of P. E. Women's Club—1:30 P.M.

Friday, February 5: Motion Picture Show—SCANDAL—with Laura La Plante and John Boles—7:30 P.M.

Bowling matches at Jensen's Recreation Center—8 P.M.

Saturday, February 6: Motion Picture Show—SCANDAL—8 P.M.

Tuesday, February 9: P. E. Masonic Club Meeting at Club Building—7:45 P.M.

Wednesday, February 10: P. E. Rod & Gun Club Meeting at Club Building—8 P.M.



ACCOUNTING DEPT.

George Perry

4 BONGS (CHIMES)

"Good afternoon, ladies and gentlemen of the Pacific Electric audience, station G-A-B broadcasting, this outburst is coming by direct wire from the good old Accounting Dept.—the noise is terrific, folks, as soon as it quiets down a little we'll let you know what is going on—Ah! that's better . . . Well, here we are again with your little old reporter who sees all and knows all the scandal, tittle tattle and what not hereabouts . . . There goes Dale Hyde up the aisle with a bunch of papers in his hand and a puzzled expression on his face and we'll bet he looked more puzzled the evening after the Notre Dame game when he went to the garage to get his car and found that he had been so excited about the game earlier in the afternoon that he left his automobile parked in town and rode home on the street car . . . And speaking of autos, Charles English (who is now in the Misc. Accts. Bureau) had his stolen and returned undamaged within 12 hours . . . Now one more about machines, it seems that Ferdinand Ogden who we can see from where we are standing, salled forth to the garage one morning recently and started the family chariot, which sounded much noisier than usual, imagine his embarrassment when he found someone had drained the oil from the crank during the night . . .

Here's a little item of interest especially to the ladies, there were two weddings in November and both brides were from the Calculating Bureau (maybe that name has something to do with it). Andrea Nielsen became Mrs. W. A. Reshaw, Nov. 11 and Myrtle Gilbert became Mrs. Alfred Hackenberg, Nov. 21. Each bride received a lovely gift from her co-workers together with heartiest best wishes . . . You all remember Bill Rhoten, who used to work in the Freight Accts. Bureau, well we just found out that he was married last January at Hayden, Ariz. "Alas, poor Bill we knew him well", and here's another about an old friend—Bill Mathieson, who is now with the Harbor Belt Line, is a very proud father these days because of the honors his daughter, Jessie, is winning through her dancing ability. While at the Highland gathering at Banff, Canada, she danced the Highland Fling for the King and Queen of Siam and later won a gold medal and silver cup in competition with dancers from Western Canada, perhaps you saw her picture in the Express the other evening—some girl . . . Well, good friends it had to happen some day, he couldn't go hunting so often and never shoot anything. Noble Cates finally bagged a deer, which is a relief to everyone, we're sure; congrats, Noble! . . . That mythical bird, the stork, has been pretty busy lately visiting the homes of George Watson, Russell Hollinger and J. R. McDonald, leaving at each a baby girl and much happiness . . . Let's see, now, what's next . . . Oh, yes, there's rumor of a very heated discussion of a football game over the telephone, which resulted in a temporary discontinuance of telephone service, tsk, tsk, such harsh words were used, too . . . The following good news comes from the Santa Monica Hospital: Helen Kehne, who has been very ill with pneumonia, is now getting along nicely . . . A very unfortunate automobile accident occurred Thanksgiving Eve, which took the life of Dean Watson and severely injured Eugene Lince; we understand that "Gene" is responding nicely to treatment although recovery will, of course, be very slow. To the Watson family we extend our deepest sympathy in their bereavement. Although unable to get any particulars, your announcer must believe

his own eyes when he sees a sparkling diamond ring on the ring finger of Opal Littlefield; what's his name, Opal?

Please stand by for the time signal . . .

When you hear the sound of the gong it will be about 2:30 o'clock by Anna Beseman's Ingersoll (which has been repeatedly repaired by Bill Keelin—ask for rates and appointment . . . And say—

Can You Imagine?

E. J. Beihler—With a smile that won't come off.

"Pop" Knight—Wearing knickers.

Margaret Taylor—Saying "I'm not hungry."

Harley Clark—Driving a Packard.

Earle Moyer—Not saying a word.

Chas. English—Roller skating.

"Eddie" Uecker—Pushing a baby buggy.

S. W. Howe—Demonstrating hair tonic.

A. L. Marsh—Not a reactionary.

"Tom" Hinkle—Not making a wise crack.

"Sy" Saunders—As a Republican.

L. B. McNelly—Without a mustache.

"Al" Hanna—Without red hair . . .

Well, we'll be signing off now as our time is drawing to a close. Don't forget, folks, this comes to you bi-monthly through the courtesy of "Ed" and "Joe," Distributors. Station G-A-B signing off.



7th ST. WAREHOUSE

Daniel Sanchez

Now that the turkey has been put away and we feel that we have done our bit toward the Community Chest, we use this means to wish a very happy Christmas and New Year to all.

We regret to announce the death of co-worker Daniel Page. Daniel entered service in September, 1917 and has made many friends here. Our deepest sympathy goes to his wife and family.

Among those who returned from their vacation recently are: O. C. Black, General Foreman, who took an automobile trip up north; Louis Davila, Stevedore, took a trip to Guadalajara, Mexico; John H. Hamilton, Sealer; Jim Browning, Night Foreman; Paul Umberger, Checker and John Wilson and Roy Weaver, Truckers, all spent their vacations at home; Robert McElhenny, Stevedore, would give no report on his whereabouts; Mary Fair, Stenographer made a trip to Carmel by the Sea.

If you don't think that prosperity is here again just ask Checkers Oral T. Flood and Arnold Winquist about it. Each has a new automobile.

Some of the boys who have visited Thad Phelps, our co-worker and friend, and who at present is confined to his bed, know what it means to be able to make some sick person happy. To Mr. Phelps we wish to say that we are thinking about you and hoping that you will be well again soon.

To our retired friends, John Zimmer, Pat Keyes, John Stanton, H. L. Perry, Ed. Walker and Ed. Almore, we wish to extend a Merry Christmas and a Happy New Year.

Mrs. H. M. Boehme, widow of Timekeeper, Transportation and mother of J. W. Boehme, Messenger, is very ill in Martin's Hospital at Santa Monica. We wish her a speedy recovery.

The visit paid us by H. L. Perry was enjoyed by all the boys. You are looking fine,

Mr. Perry, and we hope to see you more frequently.

Checker Russell L. "Dad" Linsley wishes to thank the boys for the turkey.

Our Flagman, William Odel, is confined to his home on account of sickness. We wish him an early recovery.



ENGINEERING DEPT.

Thelma Meighan

Wurra! Wurra! Whata' lota' football headaches! "All things come to him who waits" and the faithful cashed in this year.

Old Bad Luck sure moved in on the Engineering Dept. this period. Emma Smith of the Stenographic Bureau was home two weeks with a cold—Suzanne Durnerin of the Valuation Bureau was home several days with an injured ankle—Mr. Wagenbach has been ill for some time but we are glad to learn he is on the road to recovery and C. K. Bowen slipped in the tub a couple of Sundays ago and sprained his shoulder. (Who ever heard of bathing on Sunday anyway?)

Roadmaster Bush and family have just returned from a trip to Kansas. Leo by the way, has been appointed Engineering Dept. representative of the Accident Prevention Committee, so if a black cat crosses your path, you drop a mirror or anything like that, just get in touch with him.

Our deepest sympathy is extended to Geo. McClure in the loss of his father.

Earl Haskell went on a "wild goose chase" down to the Salton Sea, about a week ago, and we understand he has been distributing the old goose grease down Washington St. way ever since.

You'll find Roadmaster Shearn at the Commissary most any time now. Xmas cigars you know.)

Nancy Kelly took the Chevvy up to Las Vegas last month and took in Boulder Dam. I understand that as she stood on "Ma's" platform she was moved to exclaim "What a dam!"

The Messrs. Perry, Boyle, Plaisted and Swanson had a very spirited game of billiards the other night. During the course of the game it developed "Skipper" Plaisted had acquired a lot of new movements in "body english." Leon Perry narrowly escaped injury several times during the course of the game. (Incidentally, Perry is still wondering if Boyle was "fer or ag'in" him.)

We have a couple of big game hunters in this department. "Swede" Swanson and Leonard Biehler bagged a handsome trophy the other day under Miss Shipman's desk. (One of the jealous on-lookers made the crack that the rat was full of biscuits and half dead any way.) Such is fame!

The structural department report there is no "repression" there. When I tried to glean a little news from them Geo. Raidt informed me they were too busy to "commit" news.

The same condition must exist in the Drafting Room since Draftsman Roberts keeps his pen in a glass of water, when not in use, to cool it down!

Geo. Prell of the Signal Dept. was struck by an auto while sitting in the parkway eating his lunch, and severely injured. He is now confined to the California Hospital and his many friends in the Signal Dept. join in wishing him a speedy recovery.

Jesse Grogan, Wesley Scranton, Walter Blight, S. E. McFarland, Jos. McKay and Pratt Rana, all former Signal Dept. employees, are back with the Company again and may be found in the Paving Dept.

Talk about bad luck! Sam Newland of the Signal Dept. went on a little pleasure trip to Bristol, Tenn., broke his leg and came down with appendicitis. He can now be reached at the Bristol Memorial Hospital, Bristol, Tenn.

Henry De Nyse attended an Old Timers' Get Together at Crestline Village, and from what I hear the thing was very realistically done—especially the old—er Dance Halls.

We are glad to hear John Nickson of the Field Dept. has recovered sufficiently to return from the hospital. We are looking forward to the day when he will be back with us again.

Have you seen Burleigh Manley's new "Hunting Jacket"? Burleigh is the "dear" hunter you know.

And in conclusion: If any one else brings me another one of those "nut" test puzzles, some one in a pretty uniform with brass buttons is going to take me away in a butterfly net!



NORTHERN DIVISION
Eastern Lines

Ruth Thompson

It is hard to keep track of people out here long enough to write news items about them any more, they change around so. Several Trainmen have gone to other terminals in the last two months—Conductor B. J. Jones, Pasadena; Motorman Frasure, Pasadena; Conductor Woodburn, Macy Street; Conductor Gardner, Pasadena; Motorman McClure, Pasadena.

Several more are taking late vacations. Conductor Hunsley and wife are going to have a taste of real winter, in their old home in Canada. Better dig out the old ear muffs.

Conductor Dennison made a trip to Illinois to visit relatives, but couldn't stand the blizzards and didn't stay but a day or so.

Conductor Bowles and family took in the scenery in the northern part of the western states.

Motorman Pettegrew, Motorman McCumsey, Conductor Margason—home.

Al. Hough is working in the freight office here, having bumped Ben Allen.

Ticket Agent L. M. Sinotte and family have just returned from a trip to San Francisco, going up by train and making the trip home on the S.S. California.

Ticket Clerk Wilson left on Nov. 28th for Franklin, Pa., for a visit with his parents.

Ticket Clerk A. M. Engel of Long Beach is acting as relief clerk during the various vacations.

Messrs. Mercier and Bradley gave a talk to the employees on the Eastern Lines last Wednesday evening, explaining matters which have taken place in the last two or three years, and asking for the cooperation of all the employees to help obtain business, which would be beneficial to them as well as to the Pacific Electric. These talks were greatly appreciated by the men. After the meeting, sandwiches and coffee were served.

W. B. Foote of Pomona is working in San Bernardino while Asst. Trainmaster Monroe relieves Dispatcher Bodkin for his vacation.

The Club is giving a dance for employees on the evening of Dec. 4th at the American Legion Hall. Music will be furnished by the Pacific Electric Club orchestra. A very good time is anticipated.

Recently, 600-class cars were put on the Riverside-Arlington Line and we have received many commendations on them. Expect to place this class of car in service on the Riverside-San Bernardino Line in the near future.

Motorman Downs, who operates the one car on the Highland Line, is very much pleased with the 499-class car which has been put in service and has received many very favorable comments from the passengers. Heretofore, 200-class cars filled the schedule.

Ticket Clerk R. L. Bessett, of Riverside, is the proud father of a baby girl. Congratulations.



MACY ST. TERMINAL

D. B. Van Fleet

It is with pleasure that we announce the marriage of Conductor T. V. Hoyle, Macy Street to Miss Martha Stewart on the evening of November 14th, last.

The newlyweds' honeymoon was spent at the P. E. Camp at Lake Arrowhead. On the going trip as they neared the summit of the range they were greeted by a snowfall which continued until a very substantial blanket of it clothed the mountainsides. This unforeseen mood of the elements didn't discourage them for winter sports were enjoyed to the limit by the happy couple, both of whom are enthusiastic boosters for the delightful possibilities of our camp in winter.

Congratulations and best wishes!

On a recent automobile tour into the Northwest, Conductor R. J. Ballinger and wife had a strange and really startling accident happen to them. While speeding along a rather stony road a small pebble (probably thrown by the tire of another automobile) struck their windshield with such terrific force that it passed clear through the glass without breaking it any more than to leave a hole about the size of a bullet. In fact if it wasn't for the finding of the pebble in the car afterward they would have believed they had been shot at. Fortunately neither was seriously hurt by the small particles of glass that flew back into the car.

Though this news item arrived too late for the last issue of our magazine, we are glad, nevertheless, to announce the arrival on October 14th, last, of an 8 pound baby boy at the home of Motorman A. A. Johnston, Macy Street.

Congratulations, Mr. and Mrs. Johnston!

Congratulations are also in order for Motorman W. J. Anderson and Mrs. Anderson, for about 3:00 A.M. on November 18th, Alberta May Anderson, 8 pound baby daughter, arrived at their home.

In an effort to retain a higher maximum number of men on the board a systematic laying-off plan was put into effect last month. The number of days off a man must take is based on the average hours worked per day. By such an arrangement the burden is more evenly distributed over a greater number of men and hopes are high that the plan will permit the retention of the present total of men on the board.

The Grim Reaper twice in the past few weeks has made his dreaded presence felt by visiting two of our members' families. Heartfelt condolence is extended to Motorman W. H. Potter and Brakeman H. J. Beck, both of whom had their fathers taken from them last month.

Macy Street Trainmen extend their sincerest sympathy to Dispatcher H. L. Young, whose mother passed away late last month.

A major change of schedules usually results in more or less changing of terminals by some Trainmen, but the more recent changes put into effect started what appeared to be somewhat like a division shakeup. We are pleased to welcome to Macy Street, Conductors C. Bennett, G. D. Jeremiah, F. J. Miller and Motormen F. W. Goldberry and W. C. McPherson, from Pasadena; Conductors E. De Garmo and C. G. Young and Motormen W. W. Montrose and G. E. Stephenson, from Pomona; while Conductors F. P. Ream and F. C.

Woodburn hail from the San Bernardino board.

The following Macy Trainmen transferred to the Pasadena Terminal: Conductors P. W. Hays, A. Jensen, T. J. Keohane, E. Neprash and A. E. Wood; Motormen G. S. Blaine, H. E. Draper, O. W. French and J. W. Merrill. Best wishes to all!

The writer wishes to again thank collectively, those who so kindly cooperated toward swelling the fund turned over to the Los Angeles Community Chest. It is gratifying indeed to know that despite the "hard times," we were able to surpass our past efforts by a considerable margin.

The widespread publicity given the marriage of Conductor F. W. McKenna, Macy Street, to Clara Pauline Des Rochers, of Los Angeles, on the evening of October 19, 1931, is readily apparent when it is acknowledged to be the first of its kind ever attempted in this country.

This particular ceremony was known as a Moose Military Wedding. It was performed in the local Moose Hall under a canopy of swords, and was honored with presence of the local Moose drill team. Over five hundred guests were present. The bride is the daughter of a Past Dictator of the Los Angeles Lodge.

After the beautiful ceremony the happy couple departed to a two weeks' auto trip to the P. E. Camp at Lake Arrowhead. Both Mr. and Mrs. McKenna are generous in their praise of our camp and enjoyed a delightful honeymoon.

Congratulations and best wishes!



NORTHERN DIVISION PASADENA

Edmund C. Fox

The population of the Pasadena Terminal has increased in leaps and bounds due to the influx of Trainmen from other terminals on this division. To avoid any anxiety on the part of friends or relatives who may report them as missing, we publish herewith a list of those who have chosen runs and are now working the Crown City. G. S. Blaine, H. E. Draper, M. Frasure, O. W. French, C. O. Gardner, P. W. Hays, O. Jensen, B. J. Jones, T. J. Keohane, C. B. McClure, J. W. Merrill, N. Neprash, C. T. Nolan, L. E. Segar, H. C. Thornton and A. E. Woods.

Here is a bit of news that slipped our attention for last issue of the Magazine. It is rare indeed and deserves honorable mention. A celebration was held at the home of Mr. and Mrs. Geo. A. Whitney on August 19 in honor of their 50th wedding anniversary. Mr. and Mrs. Whitney, we congratulate you. Mr. Whitney has been in the employ of our company for almost 30 years. He was formerly a Motorman and at present is Flagman at the Santa Fe crossing on Colorado Street.

J. G. Ravai, with two companions, recently returned from a hunting trip by motor to a point 80 miles north of St. George, Utah. They report an abundance of deer in this vicinity. To substantiate this statement they brought back three beautiful bucks.

Conductor C. W. Nyswander is the happy daddy of a new son, born November 18. Both mother and baby are doing fine. Mr. and Mrs. Nyswander now have a family of four boys. Congratulations and best wishes.

Conductor B. R. Hobbs is home convalescing from an operation for appendicitis. We are glad to report that he is steadily regaining his normal strength.

OCEAN PARK CAR HOUSE

W. P. Williams

Co-operation between the regular men and the Terminal Foreman is making things work out in good shape for the extra men under the present conditions.

We always were a happy family at the O. P. C. H. no matter what the conditions, and when it is necessary for a man to make a little sacrifice to help out the other fellow, he is only too anxious to do it. One of the

big reasons for this is that we have always been set a good example.

Our baseball team is still playing regularly every Sunday with varying success. The recent cold weather at the beach made it rather hard on both the players and the spectators.

Motorman W. F. Servanck and wife enjoyed a trip recently to New York, Chicago and Cheyenne, visiting relatives and friends. They report a pleasant trip, but are glad to be back home again.

Conductor G. F. Usher, "Bismarck" with wife and daughter made a trip to Sacramento. Usher gained ten pounds while away.

Conductor F. M. Wood and family are enjoying a trip to San Francisco by boat.

Conductor Jimmy Dodge says he doesn't care how hard it rains, just so it is not on New Year's Day.

Big Bill Jenkins has been bumped around quite a bit lately, but he is determined not to leave O. P. C. H. I was surprised to see what looked like Big Bill running down the middle of the track, but taking a little closer look I saw that he had a Bernie with him.

We're all hoping that Tom Boswell has at last settled down. At the time of writing us he was working a "Hollywood." With his good looks that's where he naturally belongs.



FREIGHT DEPARTMENT SOUTHERN DIVISION

By P. G. Winters

Trainmaster Blake, or Jim as he is best known, wants to thank the boys of the Southern Division Freight for their 100 percent response to the Community Chest Fund, which made Jim proud to represent this year.

We wish to thank the boys of 8th Street and Butte Street Yards for the beautiful flowers sent to our dear mother's funeral. (Mr. and Mrs. P. G. Winter.)

We of the Southern Division Freight want to extend our sympathy to the loved ones left by the death of one of our dearest friends, T. McCormick, Motorman on the Southern Division. Mack, as he was best known, was loved by all that knew him and he will surely be missed.

Now if you care to go fishing just get in touch with Engineer McCreary of El Segundo and he will have his able assistant Tom Skillington go with you. But Mack says the only thing he has against Tom is that he gets all the fish, even if he has to steal them from other lines that are not watched very closely.

Clyde Couts, Frank Girard and Tom Haymond are now at the beach for their annual midwinter workout. That is, unloading rock, not making little ones out of big ones.

HILL STREET STATION C. E. Murray

Clarence Snodgrass, our esteemed Terminal Foreman, had a delightful vacation, but he would not disclose his whereabouts while away.

Motorman A. Hornbuckle has returned to his post as switch tender at Angelus Temple, after having spent six months at home and in the hospital. We hope that no more bad luck will befall him.

P. D. White, one of our Glendale Motormen, intended to spend his vacation in New Mexico, but could not get across the river, so remained in California.

Conductor Michels went duck hunting, but as yet he has not told us how many ducks he shot or missed.

Motorman C. E. Murray, wife, daughter and son motored to Yosemite for a few days trip and found plenty of frost there, but no snow.

On the way home they visited relatives at Madera and were presented with two big turkeys to bring home with them.

Motorman C. S. Dudley spent the week-end recently at the Pacific Electric Camp. Dudley has a new Plymouth roadster and after the trip to the Camp, has great praises for it.

Mrs. Grace A. Wolfe, wife of Motorman T. H. Wolfe, Glendale, gave birth to a darling baby girl, October 3. The young lady, who has been named Patsy Ann, weighed eight pounds 11 ounces. We congratulate the proud parents.

SOUTHERN DIVISION

R. C. Vanderpool

When R. W. Large decides to miss out on a run he goes to a lot of trouble in preparation. He hires himself a nice room near the job with a good, comfortable bed, turns off the alarm clock and sleeps peacefully and blissfully on, regardless of irate Dispatchers and Terminal Foremen.

Foreman McCulley ought to take pity on a poor guy once in a while. Take the sad case of Clyde Young. Clyde had been working nights for so long that he was completely worn out and so feeble-minded that he forgot how to spell his own name. I think we all had a good look at the time card that was posted on the wall and signed "Sixth and Main."

In the last issue of the Magazine, I gave a list of names of our famous fishermen. Clarence White hadn't distinguished himself at that time so his name wasn't mentioned. He takes the prize now, and the kind of prize you can judge for yourself. On his last vacation, Clarence went fishing and came home displaying a nice, big fish to his neighbors and telling how he caught it. He forgot to mention the little four-inch minnow wrapped in paper and securely hidden in his pocket. The news leaked out that while Clarence was struggling with that monster minnow, his sister-in-law was easily landing the big boy. Not so good, Clarence.

"Curley" Bramen has turned farmer and gone in for a new homestead. He is willing to tell the boys just where it is and just how to go to get there. He is a little handicapped in the telling with a badly poisoned hand that he received while working on the place, but at that he can still make them understand.

George Booth is back on the job after a leave of absence spent in Portland. George has to make his periodical trips North, just to see if the notorious rain of Oregon hasn't washed the home town down the Willamette River and set it up on a sand bar some place.

While Joe Mallory was on his last vacation, he made a friendly visit with Clarence White on a Sunday. Clarence sent him home mumble-bling to himself that, "It's only fit for a woman." We're just wondering if his wife believed him.

We've wondered why J. S. Ramsey has never bid in a double-end run on Watts. The main reason is that he can't tell good money from bad and when anyone has some bad money, they always look him up.

Several of the boys around Sixth and Main would like to know why Charley Ross always gets off at Central Avenue so early in the morning. Maybe his run calls for that.

Bill Cole is going to get himself in serious trouble some of these days. Bill hangs out the back end of the cars between L. A. and Watts and when some of the Motormen's wives come to the door and wave to them, Bill gets his signals mixed and thinks that they are waving at him.

Passing of Chester E. Walley, late last month took from our ranks one of the most beloved of all veterans in the train service. His demise occurred on December 1st at the California Lutheran Hospital, a heart condition from which he has suffered for some time past causing his death.

Coming to the Pacific Electric in 1898, Mr. Walley had an honorable record of 32 years of

faithful service; for the past 21 years he has been Station-master at the 6th and Main St. station. He is survived by a wife, Mrs. Lucille B. Walley, a sister residing in Minnesota, and two brothers.

In Mr. Walley's passing we lose a comrade who was beloved by all who knew him and we extend the sincere condolence of the employee mass to the bereaved family.

Another veteran within our ranks whom death called was Jos. E. Botkins, Gateman at the Sixth and Main St. station, whose passing occurred at his home of heart trouble on November 29th following a week of illness.

Mr. Botkins was highly esteemed by all his fellow workers and his passing brought a pall of sadness throughout his host of friends. He was first employed as a flagman on the Northern Division in 1917 and was highly regarded as a man and worker. A wife, 8 boys and 3 girls survive Mr. Botkins, to all of whom deep sympathy is extended.

CELEBRATE GOLDEN WEDDING

Thursday, November 19, 1931, Mr. and Mrs. Almond Foster celebrated their Golden Anniversary.

Fifty years they have lived together in happy companionship; fifty years of sharing their joys and sorrows, hopes and disappointments.

That joys and fulfillments have been their portion no one can doubt for Mr. Foster shows in bearing, in his every word and gesture, his success in the great objective of life, a measure of happiness and contentment—the completion of ideals.

They were married at Silver Lake, Indiana, in 1881. One child, a boy, has been given them and through him a grandson, now married.

The Anniversary ceremony was performed by the Rev. C. V. La Fontaine, with an appropriate setting and entertainment.

Mr. Foster entered the service in October, 1906, and half his married life or a quarter of a century has been spent faithfully in the Pacific Electric service.

Our heartiest congratulations are extended to Mr. and Mrs. Foster. We are proud of their record and happy to have them in our family. Our best wish is for the future to hold many years for them—as happy and successful as those past.

W. M. Brooks.

EIGHT COMRADES CALLED

It is with much regret that we report the death of eight fellow employees taken from our ranks during the past two months, two having died in October and six in November. To the families and friends of our co-workers we extend our sincere sympathy and hope that their sorrow will be lessened as time goes on.

Names of those taken from us follow: In October: Louise V. Donohue, Clerk, Claim Dept. and Daniel J. Page, Stevedore, Los Angeles Freight Station. In November: Frank McGinnis, Clerk, Freight Traffic Dept.; William T. McCormick, Motorman, Southern Division; Percy R. Day, Substation Operator, Electrical Dept.; Homer Dean Watson, Conductor, Western Division; Chester E. Walley, Depot Master, and Joseph E. Botkins, Gateman, Sixth and Los Angeles Street Station.

Six of the above named had thoughtfully provided for their loved ones with both Group and Mortuary insurance, the remaining two carrying Group Insurance only. Approximately \$23,000 (Group and Mortuary insurance) was paid to beneficiaries named by the deceased.

One new disability claim was granted during the month of October, none having been filed in November. Twenty-one employees are now receiving an aggregate of \$1,466.25 monthly benefits under the total and permanent disability clause.

FORMER THIRTY RIDE BOOK AGAIN BEING ISSUED

Effecting a considerable saving for thousands of riders and designed particularly for use by semi-frequent travelers to and from Los Angeles, our management last month announced details of a new thirty ride family ticket book which will hereafter be sold at all stations over the entire system.

Good for use by any member of the family and having a time limit of ninety days the new thirty ride book effects a saving of about 25 per cent over the regular round trip fare which the infrequent traveler previously used. It is based upon a fare of about 1½ cents per mile and the ninety day limit is the longest provided by any ticket sold over the Pacific Electric system, and is of such duration that only one round trip every six days need be used to insure use of the entire fifteen round trips in the book.

The new book is expected particularly to appeal to shoppers in outlying cities who are attracted to visit the metropolitan center frequently, and with a reduced fare it is expected to encourage the housewife to come to the city by rail rather than use the family car.

With the issuance of this ticket there are now three forms of commutation tickets sold by the Pacific Electric—a monthly pass and sixty ride book previously being sold.

The decision to issue a thirty ride book is the third travel incentive offered by the Pacific Electric in recent weeks, our company having extended its sixty ride book from forty to sixty days and increased the age limit of school students attending public school eligible to half fare transportation from eighteen to twenty-one years.

CHANGE STUDENT AGE LIMIT

Giving a saving to thousands of public school students in Southern California our railway made effective early last month an extension of age limits of scholars entitled to half fare transportation.

Hereafter the forty ride school ticket, sold to students attending public schools, will be available up to the age of twenty-one. Heretofore, the rule governing sale of this ticket stipulated that only students under eighteen years of age were entitled to them.

In the Los Angeles city school district these tickets may be procured direct upon application to the principals of the various schools and also at regular Pacific Electric station offices. Students in schools outside of Los Angeles may obtain them by applying to their local station agent.

It is estimated that about 10,000 students will be enabled to avail themselves of half fare transportation by reason of the extension of from eighteen to twenty-one years of ago.

Wife: "How do you like the potato salad?"

Hubby: "It's delicious. Did you buy it yourself?"



"Try to dodge your obligations and you will find the detour rougher than the road."

"Worry is the interest we pay on trouble before it is done."

"Ruts are made by people who stick to the beaten path."

"What you are to be, you are now becoming."—Cameron Beck.

Him: "Last night I dreamt I was married to the most beautiful girl in the world."

Her: "Really? Were we happy?"

Compensation

"How are you getting on keeping bees?"

"Very well. We have not had much honey, but the bees have stung my mother-in-law several times."

The Modern Cook

Husband: "Goodness sake, I smell something burning!"

Wife: "Yes, it's the pie, but, according to the cook book, I can't take it out for another twelve minutes."

The teacher was testing the knowledge of the kindergarten class. Slapping a half dollar on the desk, she said sharply, "What is that?" Instantly a voice from the back row said, "Tails."

If you have faith, preach it; if you have doubts, bury them; if you have joy, share it; if you have sorrow, bear it. Find the bright side of things and help others to get sight of it also.

Snappy Sue: "The lipstick I'm using now is the last word."

Fresh Fred: "Well, let me know when you're ready to pass the good word along."

Kindergarten Logic

Teacher: "Surely, Tommy, you can write the letter 'A'. It is very simple."

Tommy: "Yes, but if I did, the next thing you'd want me to do would be the letter 'B'."

Wrong Number

"Give me Main 7620. Hello. This the wife?"

"Yes."

"Listen, dear, will it be all right if I bring a couple of fellows home for dinner tonight?"

"Why, certainly."

"What?"

"Certainly it will. I'll be glad to have them."

"Oh, pardon me, lady. I've got the wrong number."

When a man marries he goes into the hands of a receiver.

"The darkest hour in any man's life is when he sits down to plan how to get money without earning it."—Horace Greeley.

"All things come to the other fellow if you wait."

What Scotland needs is a good 5c box of cigars.

Women wouldn't marry men for their money if they could discover a way to get it otherwise.

Barber: "Would you like me to go over your face twice, sir?"

Victim: "Yes, if there's any left."

"My husband is a man who calls a spade a spade."

"So was mine until he bought a house with a garden."

"What became of that unpaid bill Dunn sent to us?" remarked the bank clerk to his wife.

"Oh, that?" she asked. "I sent it back marked 'insufficient funds'."

"You say you found a letter in a woman's hand writing in my pocket this morning. I'm sure I don't know how it got there."

"I do! I gave it to you to mail three weeks ago."

"Well, now, what do you think of advertising since you got your wife through a matrimonial magazine?"

"I can't say advertising pays, but it certainly brings results."

Distinguished Mark

Jimmy: "Oh, look at the rhinoceros."

Willie: "That ain't no rhinoceros, that's a hippopotamus. Can't you see it ain't got no radiator cap?"

Reminiscing

Miss Bugg: My, how I dread to think of my 30th birthday.

Mrs. Webb: Something terrible must have happened on that day that you remember it after all these years.

Taking No Chances

An old negro woman came to her mistress the day before she was to get married and asked her to keep her savings for her.

"But why do you want me to take care of your money?" asked her mistress. "I thought you were going to get married tomorrow."

"So I is, Missus, but do yo' s'pose I'd keep all dis money in de house wid dat strange man?"

Wife: "I wish to select a birthday present for my husband; he doesn't drink, smoke or play cards."

Clerk: "Is he fond of fancy work?"

College Grad: Blosser never completed his education, did he?

And Another: No, he died a bachelor.

The following Church notice is from an Australian paper: "Solos: Miss—will sing her farewell solo, 'Thanks Be To God'!"

"Which is the most valuable—a silver dollar or a dollar bill?"

"The bill, because when you put it in your pocket you double it, and when you take it out, you find it in creases."

Son: Dad, what does a "better-half" mean?

Dad: Just what she says.

There's No Perfect Crime

Betty—"How did mama find out you didn't really take a bath?"

Billy—"I forgot to wet the soap."

Friend: Was your uncle's mind vigorous and sane up to the very last?

Heir: I don't know—the will won't be read until tomorrow.

There is a destiny that makes us brothers,

None goes his way alone;
All that we send into the lives of others,

Comes back into our own.

—Edwin Markham.

Salesmanship

A woman, well on in years, entered a drug store and said: "Have you any creams for restoring the complexion?"

"Restoring, Miss? You mean preserving!" said the drug clerk heartily. And then he sold the woman \$19 worth of complexion creams.

Worth Repeating

He was a bit shy, and after she had thrown her arms around him and kissed him for bringing her a bouquet of flowers, he arose and started to leave.

"I am sorry I offended you," she said.

"Oh, I'm not offended," he replied, "I'm going for more flowers."

Partial List of Claims Recently Paid to Pacific Electric Railway Employees by the Wm. L. Thomas Agency of the Pacific Mutual Life Ins. Co.

PARTIAL LIST

Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid
Agee, Frank G., Influenza	\$ 13.33	Evenson, Geo., La Grippe.....	.....	22.00	Noonan, Charles E., Influenza.....	.....	23.33
Blake, James G., Influenza.....	33.33	Finley, Lloyd A., La Grippe.....	.....	6.00	Parks, Ermond H., Cold.....	.....	10.00
Bostwick, Jack F., Sprained back.....	240.00	Griffin, Emmett B., Influenza.....	.....	66.66	Perry, Paul L., Sprained ankle.....	.....	14.00
Brooks, John W., Broken ankle.....	350.00	Harris, Wm. R., Influenza.....	.....	22.00	Stag, Peter G., Cold.....	.....	10.00
Cardella, B., Influenza.....	16.00	Humphrey, Richard J., Influenza.....	.....	14.00	Stosberg, Geo. O., Sprained back.....	.....	10.00
Coleman, David E., Indigestion.....	6.00	Johnson, John R., Influenza.....	.....	8.00	Taggart, James S., Abscess on neck.....	.....	14.00
Comstock, Cass L., Cold.....	6.00	Larson, Victor, La Grippe.....	.....	20.00	Taft, Frederick A., Indigestion.....	.....	22.00
Dearborne, Harold R., Cold.....	13.33	Lowary, Edwin F., Indigestion.....	.....	8.00	Whipple, Henry T., Influenza.....	.....	5.33
De Witt, Virgil S., Tonsilitis.....	18.00	Martin, Geo. R., Hemorrhoids.....	.....	8.00	White, Charles E., Influenza.....	.....	12.00
Dinsmore, Andrew C., Lacerations.....	29.00	Miller, Horace, Cold.....	.....	60.00	Wickersham, Isaac, Bronchitis.....	.....	26.00
Dunn, Walter, Sprained leg.....	14.00	Minder, Fred, Influenza.....	28.00	Young, Thos. H., Cold.....	6.00

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"Will you need money to educate your son or daughter? Pay off the mortgage on your home? Take a trip to Europe? Buy a new car? Get married? Start a new business enterprise?

"There is not a reasonable desire that the average person should not be able to gratify if he will practice thrift. It is remarkable how quickly money accumulates when laid by regularly and systematically, and increased by compound interest.

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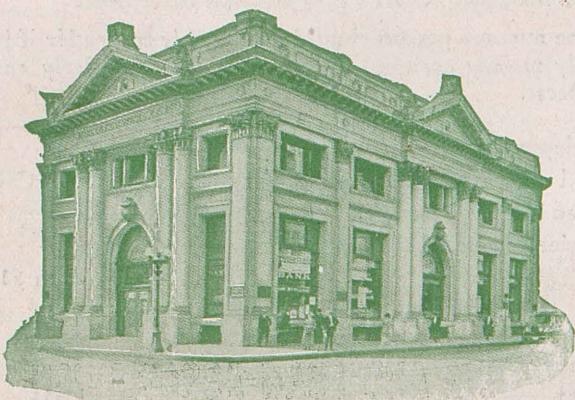
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