

PACIFIC ELECTRIC



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Growth? Los Angeles and Surrounding Cities as Seen from Inspiration Point, Mt. Lowe, in 1916 and 1931.

A Preachment

BE KIND; it makes your life like a June day, attracts friends and confounds enemies.

Be just; you never can tell how soon the fellow to whom you are unjust will have the screws on you.

Be joyous; there is but one life to live, and to miss having had any gratification out of it is a calamity, indeed.

Be true; then you may expect others to be true to you.

Be sincere; others noting your sincerity will give their confidences and be likewise sincere with you.

Be thoughtful; the iron enters the soul in after-life when we have been neglectful of those who loved us.

—Byron Williams.

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Trainmen Compile Splendid Safety Record

What 156 Trainmen Can Accomplish May be Achieved by Practically All. Observance of Rules and Eternal Vigilance is Solution

By E. CLARK,
Superintendent, Southern Division

IN CHECKING up our 1930 accidents on the Southern Division, we found a surprisingly large number of Trainmen who had not been implicated in a single accident, avoidable or otherwise. When we give consideration to the many factors involved, we must realize that such performance constitutes real achievement.

The number of men who thus distinguished themselves totaled 156, comprised of 84 Conductors, 15 Motormen and 57 Freight Trainmen.

Going somewhat into detail, the Conductors handled upwards of eight million passengers, men, women, and children, safely, without a mishap of any kind.

The Motormen, by their effective operation, also contributed in no small measure to the safety of these passengers, and in addition, each of them operated along congested city streets and across thousands of heavily traveled streets and highways, without striking or even contacting, an automobile or pedestrian. Quite an achievement when we consider that there are daily more than 500,000 automobiles and trucks operating in Los Angeles alone.

And then the freight men, 57 of them, making up and picking up cars, switching in yards, literally thousands of car movements over switches, in coupling up, throughout a whole year, without a split switch or derailment, nor a single case of damaged equipment.

This shows very plainly what can be accomplished through proper effort and an intelligent observance of the operating rules, which, after all is said, are solely for the safe and orderly handling of our business.

Conditions have changed very much during the last twenty years, and the operating practices of 1930, while fundamentally the same as in 1910, have been more or less speeded up to meet new conditions.

In 1910 the population of Los Angeles was less than 320,000, as against 1,231,000 in 1930; and automobile registration for the city in 1910 was only about 30,000, whereas the 1930 registrations totaled almost 550,000.

Our Responsibility

The heavy increases in these two items alone, have imposed greatly increased operating responsibilities on all of us and as the saying goes, we must "be on our toes" if we are to avoid trouble. Southern Division lines in particular, have been involved in changes almost beyond belief, and it may be in order to briefly touch on what has taken place during the past 20 years.

In general, a small empire has been built up between Los Angeles and the ocean.

San Pedro Harbor has developed from a very small beginning to one of the world's leading ports.

Extensive oil fields have been developed at Santa Fe Springs, Signal Hill and Huntington Beach.

These are possibly the two leading factors primarily responsible for the great industrial development in the south coast territory served by the Southern Division Lines.

And in step with the commercial progress of this section, Pacific Electric freight business has steadily grown; and if I remember rightly, at the close of the year 1913, we were "all puffed up wi' windy pride" when we learned our freight business for the year had totaled over 900 cars. If anyone had prophesied that less than 10 years later, our freight tonnage would total over 160,000 cars, their sanity would have been questioned.

We reached that mark, however, in 1922, and in spite of truck competition during the past six or eight years, we are handling about 200,000 cars of freight annually. These figures refer to the entire system.

Out of the Harbor district alone, in 1923, we moved daily from 175 to 200 car loads of freight, requiring eight round trips per day between Los Angeles and the port. The oil development at Santa Fe Springs, Signal Hill and Huntington Beach, in the earlier days, added an additional heavy car load movement.

There was inaugurated during this period a very comprehensive program of paved streets and highways, this work requiring many carloads of

crushed rock, cement and oil. This was accompanied by great building activity in all sections. In Los Angeles alone, during 1926 and 1927, there were fourteen Class A, limit height buildings under construction at one time.

The Hollywood section grew in less than ten years from a thinly populated suburb to a city of 140,000 people.

Glendale, which in 1904 was scarcely more than a village, attained a population of 50,000 by 1924.

Much of the structural iron, lumber, and mill products used in this development moved from San Pedro and Torrance. Indeed, building construction during a continuous period of ten years, was so

A Moral Obligation

“**F**OR humanity's sake alone it is well worth a conscientious effort.” In the foregoing words Mr. Clark concludes his appeal to Trainmen of his division for all to endeavor to duplicate the record of 156 men under his supervision who performed their duties last year without a single mishap.

Last year in California 2,384 persons lost their lives in automobile accidents. That many homes were sorrowed; fathers, mothers, little children, young girls and young men just blossoming into womanhood and manhood were needlessly, in most instances, taken from this life.

While it is true that many incompetents drive automobiles, many are heedless and others criminally careless, Trainmen have a moral obligation to protect, so far as it is possible, these people from their folly. This for the reason that Trainmen have had the advantage of training and experience that does not come to the average motorist, and as a result can more quickly sense danger and apply preventive caution.

The Trainman who lives up to the rules of the railway and is ever alert and using good judgment, not only prevents accidents for which he and his company would otherwise be at fault, but he prevents many for which he or his company would not be in any way at fault.

We are all interested in the welfare of our fellows. To prevent death, pain and suffering is one's chance and duty to contribute to the good and happiness of all.

active that some 80 freight trains daily were operated to handle the vast movement of building materials and including our usual or normal service.

At the present time there is much less activity, particularly in road building material and oil tonnage handled.

However, we have plenty to do when we visualize our field of operation: and it should be here explained that we are operating in a comparatively restricted space, triangular in shape between Los Angeles on the north, Huntington Beach and Balboa at the southeast, Long Beach and San Pedro on the south and Redondo Beach on the southwest, comprising an area of perhaps 250 square miles.

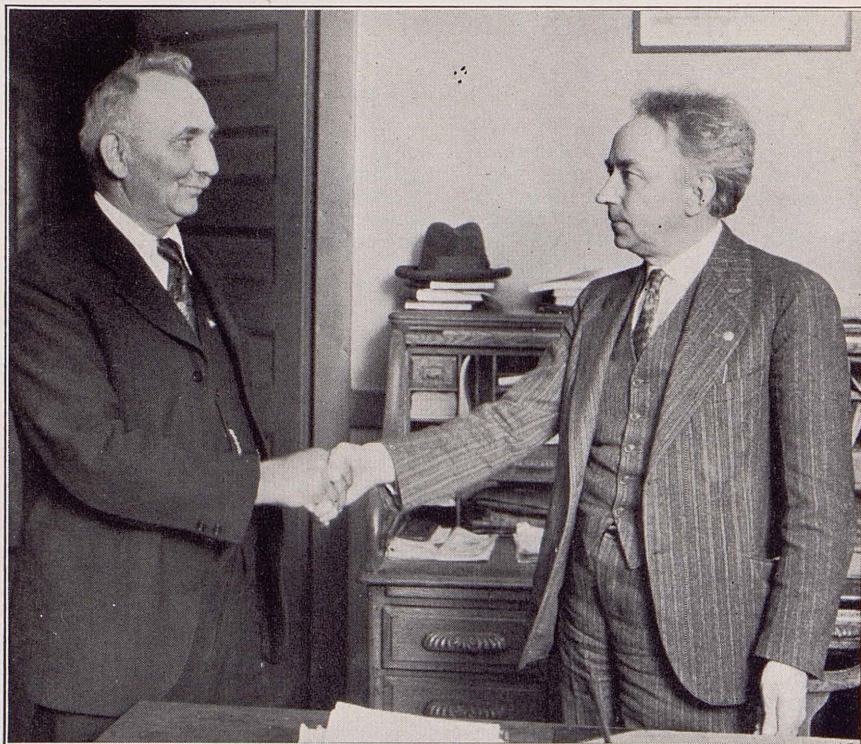
The greater part of this territory, particularly that adjacent to our various lines, is well built up; it is criss-crossed north and south and east and west with many well paved highways, most of them heavily traveled. Not a few are major thoroughfares between Los Angeles and the Harbor district, and to the beaches, and these carry extremely heavy traffic. On the whole, the entire district is quite metropolitan in its traffic features.

Serving this territory, the Southern Division operates more than 550 interurban passenger trains daily, carrying over 30,000 passengers; in addition, local street car service is operated to Watts, and in Long Beach and San Pedro, with a daily total of several hundred cars carrying 25,500 passengers. Sharing the tracks with the passenger trains are many freight trains, which must so control their movements as to not delay passenger service.

And to complicate our operating difficulties, a large proportion of the 800,000 motor vehicles registered in Los Angeles County are out on all of the hundreds of streets and highways that intersect our tracks, all in a mad hurry to get somewhere. Many of the drivers are inexperienced, not a few are criminally careless and a very large percentage are heedless and prone to accident through their own indifference. It is therefore the Motorman's problem to save these people from the results of their own carelessness and recklessness. It is necessary to anticipate what the other fellow may or may not do, to judge his speed, and in general to be prepared to stop before an interference rather than after.

May we not, therefore, feel highly gratified that in the midst of all the moving cars, passengers, automobiles and trucks, not to mention trespassers and absent-minded pedestrians, 156 Trainmen of the Southern Division, conscientious and consistent in the literal and technical observance of operating rules, and constantly alert in the discharge of their duties, have carried on for a whole year without having a single accident. The 156 Trainmen who achieved this record are not and do not claim to be super-men, hence what they accomplished can be duplicated through perseverance, vigilance and constant alertness by a far greater number of those in charge of our trains. For humanity's sake alone it is well worth a conscientious effort.

Applies The "Golden Rule"



Only Three demerits in 27 years! Hence J. B. Shuster, (left) Conductor, Pasadena Terminal, receives felicitations from Superintendent A. C. Bradley for this splendid and outstanding service record.

“TREAT people right, and they will treat you right.”

“Obey the rules.”

The foregoing simple statements are the constant principles of J. B. Shuster, Conductor on the North Lake Avenue line in Pasadena. They are repeated for the good reason that during 27 years of employment with this railway Mr. Shuster has had only three demerits (for one offense) registered against him.

This outstanding record entitles Mr. Shuster to second place standing in the management's search of service records to locate the most perfect ones, the fine record being excelled only by Charles Gaskin, Motorman of the Western Division, whose feat of 26 years and 3 months without a single demerit was recorded in last month's issue of the Magazine.

We rather presumed Mr. Shuster, having handled some million or more passengers during his long employment as a Conductor, would have some well defined rules of conduct toward them. “No, I have no set rules,” says Mr. Shuster, “but anyone whose business it is to deal with people might as well make up his mind that he must get along with them. By just a little tact you can avoid arguments

with the few who are inclined that way. All that the great majority want is to be treated fairly. Treat people right, and they will treat you right.”

Questioned how he had avoided demerits from the hundred or more rules that govern, Mr. Shuster's simple reply was: “I obeyed the rules.” Pressed to explain a bit, he added: “Rules simply are instructions, and you can't long work for someone unless you follow instructions. And, too, I have always found out, sooner or later, that there is a good reason for every rule.”

Mr. Shuster is to be congratulated upon his excellent record and it is one to which he may well point with pride.

HEED THESE FIRE WARNINGS

A few simple rules observed by motorists and campers would go a long way toward reducing the toll of forest fires in California, it is pointed out by the Stop Forest Fires Committee. These precautions may be summed up as follows:

“Be sure camp fires are absolutely out before leaving them.

“Do not throw lighted cigarette or cigar stubs from vehicles; this is prohibited by State law.

Be sure your match is extinguished; break it in two as an extra precaution.

“Remember a spark may kindle a flame and consume a forest.”

Boulder Project Near Mythical

World's Greatest Engineering Feat Involves Proportions Almost Inconceivable to Layman

By L. H. APPEL,
Asst. Superintendent of Power

WATER!!! H₂O!!! Because of its need the Boulder Canyon project, ranking the largest, greatest and most difficult engineering undertaking of all time, is under way.

Water is the key to prosperity in the Pacific Southwest; without it in sufficient quantities no progress would be possible in this fertile, although originally semi-arid empire.

The Hoover Dam, together with the 265-mile aqueduct which is to be constructed, a fitting counterpart to the master project, makes it possible to bring greatly needed water to the South Coastal Plain or Basin in which all of the principal cities of Southern California are located.

Water is stressed as the principal product to be obtained from a project, even though it encompasses the construction of the world's greatest dam, provides flood protection to California and Arizona lands, permits the reclamation of desert lands and provides a source in excess of 1,000,000 horsepower of electrical energy. The development of the project would not be justifiable strictly from a power standpoint, as electrical energy can be generated by steam locally at a lower expense than it can be generated at the dam and transmitted to points of utilization. The power really is by-product by which the cost of the project will be returned eventually to the Government.

Leaving the discussion of the economic factors and benefits to be derived to another time, let us briefly examine the plans and specifications and try to visualize, if possible, the colossal dimensions characterizing the project.

Huge Measurements

According to available data and information published by the U.S. Bureau of Reclamation the Hoover Dam will be of the massive concrete arch gravity type, 730 feet in height above the lowest point of foundation below, or nearly twice the height of any dam yet built. It will be 650 feet thick at the base and about 1180 feet long over the crest. The radius of curvature of the axis will be about 500 feet.

Approximately 3,400,000 cubic yards of concrete will be placed in the dam, making it the world's largest wedge. Approximately 1,257,000 cubic yards of common and rock excavation must be taken out for foundations of the dam, power house and cofferdams.

Diversion of the water of the Colorado River during construction of the dam presents one of the most difficult and expensive phases of the work.

Four tunnels, two on each side of the river, each 50 feet in diameter and nearly a mile in length, must be provided to divert the water from the

main channel before the dam can be started.

These tunnels, whose diameters are equivalent to the width of an average street, must be driven through solid rock, requiring approximately 1,563,000 cubic yards of excavation. The estimated cost to drill each tunnel is somewhere between \$4,000,000 and \$5,000,000, each quite a sizable contract in itself.

Some idea of the volume of water that the tunnels are expected to divert can be visualized when it is stated that a single conduit approximately 16 feet in diameter is sufficient to carry water to supply a city the size of Los Angeles or Detroit.

Upon completion of the tunnels two cofferdams will be constructed to act as barriers or cut-off walls in the river bed.

The Hoover dam will create a lake 115 miles in length, 582 feet deep and hold 30,500,000 acre-feet of water, making it the largest artificial reservoir in the world.

Horsepower Developed

The power plant will generate a

Get-together Planned for Veteran P. E. Employees

THE happy thought has been presented that the older employees of the Pacific Electric—those who have been in the service 20 or more years—could find much social pleasure and interests in common in the organization of an auxiliary to our Club work, to be known by some distinguishing title, later to be decided.

Scattered over the system are many who have been identified since the beginning of the railway with its activity—old friends who seldom get together because of duty and for the reason that no meeting place has been created.

The proposal is now made for a meeting of employees who have been in the service 20 or more years. Of course, those who have been retired, but whose service measured a score or more years, are eligible and welcome indeed. It is hoped that all employees who are eligible will be present. A pleasant evening's program, details by bulletin later, is assured.

Remember the time and place: Tuesday evening, April 21st, 8:00 p.m., Pacific Electric Club.

maximum of 1,200,000 horsepower with an average output of 660,000 firm horsepower; the difference between the maximum and firm horsepower outputs represents the seasonal variation in the available water.

Following is a short summary of the amount of materials and excavations required and other important items entering into the construction of the project:

Open-cut excavation, 1,800,000 cu. yds.; tunnel and shaft excavation, 1,900,000 cu. yds.; earth and rock fill in cofferdams and river channel protection, 1,200,000 cu. yds.; concrete, 4,400,000 cu. yds.; grout, 228,000 cu. ft. drilling grout and drainage holes, 290,000 linear ft.; installing reinforcement bars, 5,500,000 pounds; installing small metal pipe and fittings, 1,900,000 pounds; installing large metal conduits, 32,500,000 pounds; installing structural steel, 10,600,000 pounds; installing gates, hoists, and other metal work, 20,000,000 pounds.

It may be ten years before a single drop of water reaches Los Angeles and its environs, but relatively this is a very short span of time—soon the whole Southland will feel the stimulus of the gigantic undertaking and the effect of this important stabilizing agency or force.

ARE YOU A RECKLESS OR A WRECK-LESS DRIVER?

Calling attention to the fact that 2384 persons were killed in California, and 41,327 injured on our streets and highways during 1930, the California State Chamber of Commerce in its safety message to motorists this month quotes the law concerning its definition of "reckless driving" and some of the infractions which come under that category.

The California state law thusly defines "reckless driving": "Any person who drives any vehicles upon a highway in so negligent a manner as to indicate either a wilful or a wanton disregard of the safety of persons or property shall be guilty of reckless driving and upon conviction shall be punished by imprisonment in the county jail for a period of not less than 5 days nor more than 90 days or by fine of not less than 25 dollars nor more than two hundred fifty dollars, or by both such fine and imprisonment."

Reckless driving includes:
Driving on the wrong side of the road.

Disregarding traffic signals.
Incorrect arm signals.
Cutting corners.
Excessive speed.
Cutting in.

"My dear," called a wife to her husband in the next room, "what are you opening that can with?"

"Why," he said, "with a can-opener. What did you think I was doing with it?"

"Well," replied his wife, "I thought from your remarks that you were opening it with a prayer."

Perfect Street Car Sought In Intensive Survey

LEADING electric railway companies of the United States have begun the expenditure here of a half million dollar research fund in an endeavor to develop the best possible types of street cars for service in cities.

Engineers working under the direction of C. F. Hirshfeld, internationally prominent research engineer, last month began collection of analytical data and the assembly of apparatus required as the first step in starting this work. Outstanding advantages of each new car will be noted with the object of developing further improvements in the way of smooth riding, facilities for passenger comfort and safety, attractive appearance, quietness and light weight. The results of the tests and design improvements that are made will be available to operating companies in various cities and to manufacturers of street cars and equipment.

Operating companies representing about 60 per cent of the electric railway industry of the country, together with practically all of the larger manufacturers of street cars and equipment, are represented in this movement and are participating in its cost. The work is being carried out under a committee called the Electric Railway Presidents' Conference Committee. Thomas Conway, Jr., of Philadelphia, is Chairman; Charles Gordon, Managing Director of the American Electric Railway Association, Secretary; and Barron Collier, New York, Treasurer. The Brooklyn-Manhattan Transit Company is one of the cooperating properties. The work will continue for at least two years, it is predicted.

Organization of this committee for the purpose of bringing street car research under one head follows individual efforts conducted by car builders and operating companies for the past several years. Although these individual efforts produced some improvements in the way of weight and noise reduction, better lighting, more comfortable seats and smoother stopping and starting, prominent street railway executives came to the conclusion that more rapid progress and a substantial saving in cost could be made by uniting their efforts.

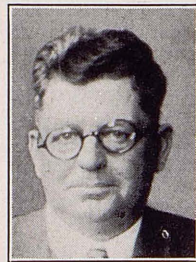
Brooklyn was selected as the headquarters for this work for several reasons. First, it was desired to take full advantage of the engineering and other technical resources available in the metropolis for an undertaking of this character. Brooklyn, because it is now the largest borough of the City in population and because its street railway system is the largest in the City, offered the best field of the various boroughs for this particular research work. It is planned to conduct such tests as may become necessary on selected sections of track in outlying areas where there will be no interference with other traffic or with regular operation.

"What counts is not so much the thing we do, as it is the way we do it."

Assigned Higher Post

INTRODUCING A. C. Moll, Assistant Trainmaster, Western Division.

Succeeding Edward A. Cole, whose passing is elsewhere recorded in this issue of the Magazine, Mr. Moll was selected to fill the post vacated by this genial character.



A. C. Moll

Beginning his career with this railroad as Motorman in November, 1918, Mr. Moll by dint of ability and energy soon displayed his worthiness and was rewarded with a promotion as Terminal Foreman in April, 1920, and the following year became Supervisor, in which capacity he served until his recent appointment as Asst. Trainmaster.

In addition to his work with this railway Mr. Moll had previous valuable railroad experience before becoming connected with the Pacific Electric, having served for 16 years with the Buffalo and Lake Erie Traction Company at Buffalo, New York, in the capacity of Motorman, Supervisor and Division Superintendent.

Many friends within our organization were pleased to know of the advancement of Mr. Moll and are hoping that this step forward is but the forerunner of others to follow.

LIFE AS LIVED IN 1846

"Going to California" as far back as 1846 was the reason for natives of distant climes to sell all their holdings at novel auctions, or "public outcry," as a hand bill advertising such a sale stated, the same having just come to light. The crudity of life and living only 85 years ago is interestingly portrayed by the contents of the advertisement, which read:

"State of Missouri, County of Pike. To whom it may concern: The undersigned will, on Tuesday, Sept. 29, 1846, sell at public outcry, on my premises, where Old Coon creek crosses Mission road, the following chattels, to wit: Six yoke of oxen, with yoke and chains, three bedsteads with beds, three nigger wenches, four negro bucks, three nigger boys, four nigger girls, two prairie plows, one barrel of pickled cabbage, one lot of nigger hose, one hoghead of tobacco, one spinning wheel, one loom, twenty-three fox hounds, all well trained, a lot of coon, mink and skunk hides and a lot of other articles. Terms of sale will be made on day of sale. Am going to California. John Montgomery. Jim Lone, Crier.

Free head cheese, apples and hard cider. All come and have a good time."

Travel Tips Again Result in Valuable Business

THROUGH travel tips supplied by employees in recent weeks our parent company profited by the sale of 21½ single trip and 5½ round trip tickets to various parts of the United States. This business easily could have been diverted to competing lines but for the kind interest of our workers, who advised the Passenger Department of our owning company concerning persons contemplating travel.

With summer excursion rates soon again in effect possibilities of learning of travel tips will be greatly increased and employees will confer a lasting appreciation for quickly advising the names and address of prospective travelers.

In addition to business diverted to Southern Pacific lines, Miss Sybil Mather, head of our Information Bureau, was instrumental in causing 34 passengers to make the journey to our Mt. Lowe resort.

Those to whom acknowledgment is due and appreciation expressed for business gained by traffic tips, are as follows:

C. C. Holcomb, Motorman Southern Division, 1 round-trip, Kansas City, Mo.

L. E. Smith, Main Street Ticket Office, 1 one-way, Dallas, Texas.

M. R. Malcolm, Freight Dept., 2 one-ways, Sherman, Texas.

Geo. W. Demerast, Conductor, San Fernando, 3-½ round-trips, Chicago.

Alex Florence, Freight Car Repairer, Los Angeles, 1 one-way, New York.

Henry Packer, Assistant Trainmaster, Southern Division, 1 one-way Chicago to Los Angeles.

Arthur Bailey, Los Angeles Freight House, 1 round-trip Davenport.

R. E. Mead, Towerman, Signal Dept., 1 one-way, Modesto.

Otto Shackleford, Cashier, Los Angeles, 1 one-way, Chicago.

M. R. Malcolm, Freight Traffic Dept., 1 one-way, San Francisco.

Charles Martin, Conductor, 1 one-way, Indianapolis.

Hugo Dummer, Freight Clerk, Glendale, 1-½ one-ways, New York.

C. N. Van Syckle, Motorman, Pasadena, 1 one-way, Louisville, Ky.

Frank Hite, Conductor, Pomona, 1 one-way, from Jenks, Okla. to Pomona.

Sybil Mather, Information Bureau, 34 round-trips, Mt. Lowe.

R. Riley, Freight Office, Hollywood, 1 one-way, Shreveport.

Richard Bedding, Clerk, Freight Office, West Los Angeles, 1 one-way, Chicago.

Carl Magill, Substation Operator, 2 one-ways, Lockwood, Mo.

Chas. H. English, Auditing Dept., 3 one-ways, Cincinnati.

E. E. Gencho, Mechanic, Glendale, 1 one-way, Denver.

W. A. Woods, Track Foreman, 1 one-way, Princeton, Indiana.

Public Appreciation Expressed Service and Courtesy Bring Their Reward.

J. F. Gorby—Alhambra Line:

"The purpose of this note is to comment on the exemplary conduct of a man in your department. He wears Motorman's cap No. 69, although working as Conductor on the trailer of the Alhambra train leaving Los Angeles at 12:17 p.m., Saturday, Feb. 14.

"His car was full, many of his passengers apparently being tourists bound for the Mission Play at San Gabriel. He treated them as guests of the road and his kindness and consideration for their welfare seemed to reach no limit. My seat mate, a young woman, of a group of tourists, lighted a cigarette inside the car, but this rather delicate situation was handled in a manner which could not possibly have left the slightest sting in the thought of the offender.

"Probably you have many men of this caliber in your employ. They are important assets to the Pacific Electric Railway, and you are to be congratulated."

Ralph C. Cole and L. E. Kuck—West Hollywood Line:

"I want to express my thanks and appreciation for the wonderful cooperation shown me by your employees Sunday, when I lost my bill-fold on a West Hollywood car. The bill-fold contained twenty-four dollars, not such an enormous sum, of course, but every cent I had; and through the efforts of your employees every cent of the money was recovered within two hours after I had discovered my loss.

"I did not get to see the Conductor who found the bill-fold, and do not know how I could get in touch with him, but in behalf of my lady companion, who was with me at the time, and myself, I want to express my deepest gratitude for his noble effort. I am especially obligated to Motorman 2147, who so generously and consider-

ately loaned me a dollar, and then magnanimously told me "to pass it on." I want to return this dollar to him, and would appreciate some information as to his address. He does not know I took his number. And I sincerely want to thank Conductor 2120 on the same car with Motorman 2147, as it was through his efforts and information that the money was so quickly recovered.

"With greatest respect and appreciation to your employees."

T. Slack, Hollywood Line:

"For some five or six months I rode daily into Hollywood until about one month ago. Since that time, the efficiency and courtesy of the above Conductor has come so often to mind that I am impelled to commend him.

"Conductor No. 2734 has all the efficiency of another one whose number I do not remember, but he has none of that disagreeable air of being conscious of it. His chief attraction is his tact. Since he is naturally friendly by nature, one is very grateful that he never in any way tries to overstep the limits of an enforced daily friendship."

H. Clark—Venice Short Line:

"I have been using the Venice

Short Line for eight years and have noticed many acts of courtesy on the part of both Motormen and Conductors on that line.

"Last Wednesday morning while sitting in the front seat of the car my attention was particularly attracted by the many persons who spoke to the Motorman. I do not know his name, but his number is 2021. There must have been at least twenty persons who spoke to him. It is certainly a pleasure to use your service when the Motormen and Conductors so frequently observe the niceties of courtesy."

R. E. Withee—Motorman Whittier Car:

"While on the above car this morning, I was greatly impressed with the act of Motorman Withee. A large shepherd dog was crossing the track two blocks south of Washington Street, when the car approached and he did not have sufficient time to get over the tracks before the car would have hit him. The Motorman came to a stop as quickly as possible, but evidently the dog had his front foot caught in the fender of the car, which saved his life, and kept him from rolling under the car. I got off the car and helped him extract his paw from the fender—and after examining him helped him across the rest of the tracks and he ran on towards his home.

"This man is a credit to your company and we hope he may receive recognition for his merciful act and expert handling of a condition which brought satisfaction and comfort to many."

condition which brought satisfaction and comfort to many."

J. H. Fish—Vineyard:

"I wish to report favorably on a Conductor on the Vineyard car—his number is 2114. This afternoon I saw him do two kindly acts for some elderly people without being asked to do so and his replies were most courteous to all questions asked."

P. D. Wheeler—Pasadena Motor Coach:

"Monday morning, February 23, one of our party of three left her hand bag in the "H" bus (Calif. St. of Pasadena). After missing it we waited on Raymond and Colorado for the bus to come back and inquired of

Combines Courtesy and Salesmanship

WHEN someone attempts to sell you something and does it so courteously and effectively that the prospective buyer writes to the employer and commends the salesman concerned, it truly is quite a tribute. Such was the compliment paid to Conductor F. M. Willard, Southern Division, last month, by a Mr. Winfield Scott, who thus wrote concerning the incident:

"At about 4:45 p.m. yesterday, (February 26) I boarded a northbound train at Compton; Car No. 1021, Conductor No. 1316



R. M. Willard

"The car being lightly loaded, I asked the Conductor about 'monthly passes'. When his duties permitted he came to me and apparently sized me up as a stranger who had used a one-way ticket from Compton. Asking how frequently I rode over the 'Southern Division,' he explained the scope of that Division, telling me briefly and well about the 'monthly pass'.

"I told him I was in Southern California on a lecturing trip and that before I returned north I would ride the P. E. from Santa Ana to San Fernando and from Santa Monica to Redlands. We went over your \$12.00 'pass' and nothing he had would

fit into my plans. We went over my speaking schedule and we both agreed.

"To tell you this, however, is not the object of this letter. For several years prior to 1927 I was Promotion Agent of the Western Pacific Railroad Company, handling Public Relations and some other activities. I think I know a little something about personnel.

"May I say that it was a genuine pleasure to meet Conductor 1316? He was courteous and fine in every way—not urgent or flamboyant. He went into my needs to see if they fitted in with what the P. E. had to offer; and as carefully as I did.

"I have met platform men on city and interurban cars all over the United States, and this man stands out as an example of how an intelligent and decent man can and should meet the public. The experience was so gratifying that you should know about it."

the driver, Mr. Wheeler, whether it had been found. He most courteously, after identification, returned the bag. We wish to say he is one of the most kindly and honest men we have met."

C. Gordon Jones—

"The writer was at the Norconian Club for a considerable time and left there on Sunday, February 22. They shipped my trunk down to Corona, as it was a holiday the office was closed and no one there to receive the trunk to check it to Seattle on a round trip ticket by Southern Pacific and Pacific Electric Railway.

"A car pulled in there and I spoke to the operator, explaining the situation to him, and I am writing you this letter to tell you how well he handled this situation. To show you he has a good head on him, he put this trunk on his car, shipped it to Arlington, trans-shipped it to Riverside. The expressman there was not able to connect up with anyone but he evidently talked to the Conductor from Arlington, as they cut in from the regular depot to the main depot in Riverside.

"The name of the man is C. Gordon Jones and he operates Car No. 312.

"On arrival at Riverside I found Mr. Jones had driven from Arlington over to Riverside to help out and make sure that the trunk would go forward. This courtesy was so unusual and I found the man so intent in looking after the best interests of your Company that I am taking the liberty of writing you in appreciation of the way he helped me in getting through."

W. E. Thompson and W. R. Woodard, Sierra Vista Line:

An unusual commendation was paid last month to the two Trainmen above named when a frequent passenger of the Sierra Vista Line made a personal call to advise our management of the splendid services being rendered by these two men.

Mrs. Austin, a resident of Sierra Vista, commended Mr. Thompson most glowingly for his effective and quick action in saving the life of a small dog which ran under his car.

Conductor Woodard was equally commended for his courtesy to all passengers and particularly for his assistance to elderly people boarding his car.

Error Correction

In last month's issue of the Magazine an error, entirely our own, was made in the advertising section in stating the address of our good friends, the W. L. Thomas Agency of the Pacific Mutual Life Insurance Company.

This agency recently moved to larger and more pretentious quarters in suite 520-21, Pacific Mutual Building, Sixth Street and Grand Avenue, where they are prepared, as in the past, to issue to railway employees an exceptionally low cost, as well as highly protective accident insurance policy.

Bridge on Cars is Liable to Prove Embarrassing?

By Max Schuring

... saw in the last Magazine that on the Santa Ana Line the passengers are "bridging" their way back and forth . . . that's nothing new in the way of transportation . . . Didn't General Pershing say fourteen years ago, when our boys were commuting to "Over There": "Let 'em play bridge on the ship"? . . . and didn't forty million Frenchmen answer: "Amen, brother, they shall not pass"? . . . Anyway, more cars will have to be placed in service . . . the sale of monthly passes will increase enormously . . . for passengers will just stay on the car . . . and ride back and forth all day long . . . that's a darn sight cheaper than renting a hotel room as we had to do in days gone by for a quiet little penny-ante game . . . Wouldn't be bad if some of us deserving employees could deal a little Black Jack in one of the corners . . . The name of Santa Ana is to be changed to "Grand Slam Junction" . . . and Watts will be known as "Watts trumps" after this . . . Anyone caught renegeing or trumping a partner's ace, will have to get off at Lynwood for punishment. . . . Conductors will be compelled to carry "Mister Hoyle's famous Pocket Edition" . . . in case of argument the Motorman will be the arbiter . . . with or without the controller-handle as the situation requires . . . Timetables will be equipped with score-cards . . . First prize will be a pass to the Club Show . . . and booby prize a round trip on the Freight Elevator at 6th and Main . . . Never knew there was any Bridge talent out towards Santa Ana. . . . I wasted several evenings trying to teach "five hundred" to some people out that way . . . they never did seem to get wise to it . . . Now the other lines should adopt some game, that's appropriate for their particular brand of customers . . . for instance: Long Beach Line: Horse-shoe pitching . . . other Beach lines: Casino . . . San Berdoo: 3-card (El) Monte . . . Glendale: Cribbage . . . Pasadena: Pitch. . . Hollywood: its favorite poker . . . etc. . . . And say . . . wouldn't a good Crap game (you know, African golf) do a land office business on the Watts Line? . . . Hope by the time my vacation comes some Trainmaster will be dealing stud poker on one of the lines . . . I never did like to get too many cards all at once . . . rather get them one at a time, so I won't get too excited . . . I never learned the game . . . but had lots of fun trying. . . . When I quit playing some years ago, several former playmates had to hunt a job and go to work . . . served 'em right . . . the crooks . . . One of them bought three new trucks and a motorboat at my expense . . . he hasn't bought a thing since . . . except a baby buggy . . . darn him . . .

Take advantage of the little opportunities and you won't need to wait for a big one.

TRAINMEN CHOSEN TO WORK ON SAFETY COMMITTEE

Having been selected to represent their respective divisions, the following Trainmen will serve on the Safety Committee during the months of April, May and June, 1931:

Northern Division

W. F. Brown, Conductor, Macy; J. A. Johnson, Motorman, Pasadena; E. G. Smith, Conductor, San Bernardino; J. A. Martin, Brakeman, State Street; and M. C. Hooper, Motorman, State Street.

Southern Division

R. W. Cooper, Conductor, Long Beach; D. Barnett, Motorman, Long Beach; H. E. Henderson, Conductor, Los Angeles; L. MacDonald, Motorman, Los Angeles; T. R. Cryer, Conductor, 8th and Hemlock; and P. O. Morse, Motorman, 8th and Hemlock.

Western Division

E. P. Verret, Interurban Conductor, Ocean Park; M. W. Dawson, Local Conductor, West Hollywood; W. J. Stewart, Local Motorman, West Hollywood; T. E. Boswell, Interurban Motorman, Ocean Park; T. G. Cooney, Motor Coach Operator, Glendale; and D. W. Abbey, Freight Conductor, West Hollywood.

The degree of service which the Safety Committee can render depends in no small measure upon the support given by Trainmen and other employees.

The Safety Committee will appreciate the co-operation of all employees to the extent of calling to its attention operating practices or conditions which may appear to be unsafe or detrimental to the service.

33 NEW COACHES PURCHASED FOR PASADENA LINES

In fulfillment of its promise to the city of Pasadena, our Company last month placed two orders for a total of 33 new motor coaches to be used in the local service in Pasadena and its environs.

Within 45 days from date of placing order 23 Fageol Safety Coaches, seating 28 passengers, and 10 Twin Coaches, of 23 passenger capacity, will be serving our Pasadena local patrons. The Fageol coaches are being built in Oakland, while the Twin coaches are under construction in Kent, Ohio. The 33 units represent an investment of about \$273,000.

With the delivery of the 33 coaches practically the entire city of Pasadena will be served with new equipment; only a few of the present fleet (which will be overhauled and placed in splendid condition) will be needed to serve in emergencies.

Tell Your Friends

The fare from Los Angeles to Mt. Lowe during April has been reduced to \$1.50 for adults and 75 cents for children between 5 and 12 years of age.

"Have you given your order?"

"Yes, but I should like to change it to an entreaty."

Eagle Error—Eagle Exit!



Rocky Mountain eagle with a wing spread of nearly seven feet, which last month said adieu when it was electrocuted on one of our transmission lines near Sierra Vista. L. A. Campbell, left, and C. D. Grames of the Pasadena Terminal, are exhibiting the unusual visitor to these parts.

"... and while this beautiful bird was still 1161 feet in the air, I grabbed my trusty rifle. I aimed. I fired. Imagine my great joy as I saw his body hurtling through the air. He lit at my feet. Breathlessly I examined the still warm body. My shot had pierced the very center of his brutal heart!"

That our readers may be spared having to listen to some such thrilling tale by members of the P. E. Rod & Gun Club upon viewing a mounted eagle which now adorns the headquarters of that organization, the Magazine here and now will forestall the anguish of enduring such a tale by telling the true facts concerning why the spirit of said eagle left this planet for parts unknown.

Flying low is unhealthy for birds of the feather as well as the kind man makes. This fact was well demonstrated last month when a giant Rocky Mountain eagle alighted upon a 3-phase 1500-volt transmission line near Sierra Vista. Not satisfied with being perched upon one of the wires, Mr. Eagle reached for another. Short circuit—curtain.

Shortly afterward a line crew, seeking to locate the cause of a fluttering upon a switchboard register, found the still warm body of the misguided eagle. Death, of course, had been instantaneous, but the queer feature of the electrocution was the splendid state of the body. Instead of being frightfully burned and seared, only the right foot of the bird showed a slight wound.

Probably a stray, or perhaps a member in bad standing, this eagle had wandered far from its native haunts in the Rocky Mountain regions. Seldom is one of this specie seen in these parts. Weight of the bird was 15 pounds, while it had a wing-spread of 6 feet 9 inches.

Those who wish to view it may do so by visiting the P. E. Rod & Gun Club headquarters in the Club.

P.S.—While members of the P. E. Rod & Gun Club quickly came to the conclusion that the victim was a bird of some sort, discussions and arguments waxed warm as to whether it was a buzzard or an eagle. Burleigh Manley was called upon to decide the many wagers that had been made. After several days of consideration, this authority concluded that it was an eagle.

PARKERS AND SHOPPERS?

"The idea that parkers are shoppers is getting some sharp cracks these days," says a prominent railway magazine. "Whenever an actual survey of automobile parkers is made in any city it is often found that the champion long-distance parkers are not shoppers at all. Many of them turn out to be neighborhood business men and employees of business firms.

"A recent survey in Baltimore gives a good idea of the extent to which this business man-employee parking has gone. There, out of 1,301 illegally

ESTEEMED VETERAN CALLED

The passing of Edward A. Cole, Assistant Trainmaster of the Western Division, was a loss that will be keenly felt, both because of the high regard in which he was held by all his fellow-men and the ability he possessed as a railroader.

While not in the best of health in recent months, Mr. Cole was only in his 64th year, and it was hoped and believed that the throat disorder which caused his passing would be of short duration. But fate had other plans, and news of the passing of this splendid character came with piercing sorrow to all who had the good fortune of knowing him.

Possibly few employees have had as versatile railroad career as Mr. Cole. In the early nineties he worked for the Los Angeles-Pasadena Railroad in such capacities as Storekeeper, Timekeeper and Foreman of Construction. Following this he did considerable surveying of early electric lines in this district for Sherman and Clark. In 1903 he became Superintendent of an electric line in Santa Cruz, where he remained until 1907.

Returning to Southern California Mr. Cole became City Engineer for the city of Redlands where he planned and supervised the construction of a sewer system. In October, 1909, he succumbed to the urge of the railroad, becoming an Inspector at Venice, later serving as Dispatcher. In August, 1913, he assumed the post of Asst. Trainmaster in which capacity he served until death ended his stay. Keen and capable at whatever task he assumed, Mr. Cole was a diligent worker, always loyal to and mindful of the interests of those for whom he toiled.

A widow, residing in Venice, and two sons survive this genial character to whom the kind sympathy of the entire employee mass is extended.

Kind, generous, soft-spoken, amiable—the story-book kind of a dad and husband! That's the picture that will long remain in the memories of Ed Cole's friends.

parked vehicles in the downtown section, 541 belonged to business men and business employees. Thirty-seven per cent of them were parked within a block of the owner's place of business; twenty-seven between one and two blocks away and the rest from two blocks upward.

"Danville, Ill., a city of 40,000 persons, had a similar experience. City commissioners ordered parking in the center of streets ceased. Immediately business men screamed loudly in behalf of the "farmer parker." A survey showed that out of 219 cars parked in the business district, about half of them belonged to business men.

"A good old-fashioned survey of parked cars usually proves that the people who park are not, in the main, the people who buy goods. Many are just space-moochers, who scream for the rights of the motorist in the hope that they may put off the evil day when they must pay for parking in a garage."



WITH AGENTS OVER SYSTEM

How much citrus fruit would you guess originates per year from cities located on the San Bernardino and Corona lines? About 3,600 cars. Upland and San Bernardino lead all other stations by more than 100%. Claremont, Alta Loma, Etiwanda and Highland follow in the order named.

Agent Winterburg of Bellflower was successful last month in working up a special car movement of 48 passengers to the Mission Play. Since the success of that effort he is now working on plans for an outing to Mt. Lowe among Bellflower residents. He is hoping to obtain a party of 150 passengers.

Glenn Haase, Relief Agent, is now located at the Pomona Ticket Office, where he will be for some time to come.

Supervisor Frank Farnham gave a very interesting talk to the class in Traffic Management last month, outlining the problems of handling mail, baggage and express over our widespread system. In addition to learning that these three items represent a very considerable revenue, Mr. Farnham's talk acquainted all present with many details they had not previously known.

The offices at West Alhambra and Alhambra late last month were subjected to a thorough standardizing. They now present as neat, cleanly and orderly appearance as any station on the entire system.

The passing of Henry R. Blake, Clerk, El Monte, late last month was received with sorrow and deep regret by his many friends within the ranks. His death was caused by heart failure, induced by the passing of his father only a few days previous. Previously employed for many years in the train service, Mr. Blake had served as Billing Clerk at rock plants for a number of years past. Kindest sympathy is extended to bereaved relatives.

P.M.T. ISSUES NEW TARIFF

The Pacific Motor Transport calls Agents' attention to new tariff No. 1-C, effective April 11th, and especially to the classification on page 6, making radios first-class, instead of 1½ times first-class. This is in accordance with the recommendation of several Agents. Another new exception, which

Freight Claims Are Reduced

Further Savings Still Possible and Constant Effort Needed to Continue Improvement Being Made

By E. T. Albert,
Freight Claim Agent

THE subject, "Freight Claims," is one of larger magnitude than is generally supposed by the average person, particularly by some of our own representatives, and it certainly gives me pleasure to offer some information which we trust may be of interest and perhaps benefit to our various fellow employees, especially to station Agents, to whom we continually appeal in our efforts to reduce this heavy, unnecessary expense.

Freight claims may be classified under two general headings, i.e., "Overcharge Claims" and "Loss and Damage Claims"; but it should be definitely understood that these do not include claims for personal injury, the latter coming under the jurisdiction of the General Claim Agent.

"Overcharge claims" consist of those presented against a carrier for refund of freight charges which were apparently collected in error or, in other words, charges collected in excess of the rates legally in effect as shown in printed tariffs on file with State and Interstate Railroad Commissions. The payment of such claims, however, is not considered an actual expense, as it merely represents revenue that does not and never did rightfully belong to the carriers, but which has been collected through some error, possibly on the part of some employee, through a

should attract considerable business, is the making of glassware second class, instead of first class, as heretofore.

Of particular interest, also, in this new tariff, is the routing circular on page 31, permitting intermediate application of the Los Angeles rates.

It is of interest to note that there are now 89 Pacific Electric and Southern Pacific stations listed as shipping and receiving points for Pacific Motor Transport in Southern California.

Another feature which should prove attractive to shippers and receivers of freight who have truck equipment is the provision made in Rule 5 on Page 7, an allowance of 2½¢ per 100 pounds to be made in both class and commodity rates when shipments are delivered, or received or delivered and received at Pacific Motor Transport Company's depot.

careless, or insufficient perusal of tariffs covering the commodity shipped, or perhaps a wrong interpretation of the classification.

Too Many Errors

Errors of this kind are becoming quite numerous, and at the present time approximately one-third of our claims represent overcharges.

Agents and bill clerks should study and familiarize themselves with tariffs and classifications and especially supplements and exception sheets which follow the original documents. If this is done we can reduce the number of overcharge claims materially, and thereby reduce the work of handling such correspondence through this department.

Right here it should be understood that not all of our mistakes in connection with the P. E. Overcharge Claims are chargeable to our own employees, as a large portion is the work of foreign line representatives handling through interline billing, and over whom we have no immediate control.

"Loss and Damage" claims represent those covering loss of goods or damage thereto while in transit over the various roads via which they travel. This is the one big expense of the Freight Claim Department, and a large portion of them can and should be eliminated.

Various causes contribute to this expense; particularly heavy during the past few years has been that of pilferage; cars broken open, seals broken and goods stolen from cars. Also goods stolen from platforms, and station warehouses while such houses are left unprotected by Agents during their absence. Agents should see to it at all times that their freight warehouses are kept locked unless they are personally present to see that no one enters or removes goods therefrom without proper checking and delivery receipt given therefor.

Improper handling or equipment by switch crews and train crews is another item that is burdensome. Rough handling of freight at stations while being unloaded and loaded is another disturbing element, and a large reduction may be made in this item if prop-

er care is exercised in the handling of freight.

Some idea of the work of this department may be gleaned from the fact that during the year 1930 just closed there were presented 5519 claims for loss and damage (exclusive of the Visalia Electric R.R. and Peninsular Ry. Lines) and the disbursements amounted to the huge sum of \$18,419.79, the amount having been considerably reduced by sale of salvage which is quite mentionable.

If the above amount could be added to our net income it would no doubt be appreciated by our management. But so long as there are railroads just so long there will be freight claims, and each and every employee of the Freight Department should use his best efforts to reduce these claims as much as possible.

The matter of Freight Claim Prevention has become a question of national interest, and the shippers as well as the carriers are greatly interested in a general endeavor to release the railroads from this enormous burden.

Improvement Shown

During the year 1920 the railroads (members of the American Railroad Association, which represents nearly all of the rail carriers in the United States and Canada) paid out the enormous sum of approximately \$120,000,000 for loss and damage, and to show the immediate effect of the efforts of all lines toward prevention, a comparison must be made with the year 1930, which represents an expense of approximately \$36,000,000, and which shows a gradual decrease every year since 1920, at which time the railroads were cleaning up the results of previous government administration.

Eastern lines generally have taken up the matter of prevention very thoroughly and have established separate bureaus to work in conjunction with

freight claim departments in an effort to reduce the expense all possible, and to what extent they have been successful is indicated by the comparison shown above.

It is quite true that large amounts are being expended for prevention that should be given consideration as in connection with the amounts saved on loss and damage. But it was the consensus of opinion of members of the American Railway Association at a recent meeting in Seattle that the work was extremely beneficial, and steps were taken to further the good work in various directions.

Speaking of our own local situation in connection with Pacific Electric we have much to be thankful for.

Our disbursements for several years past have averaged less than one-half of one per cent of our gross freight revenue, which is an exceedingly good showing, particularly so as compared with a majority of other roads in the Association who are averaging from three-fourths to one per cent and even higher in many instances.

Dress of Yesterday Staged at Women's Club Exhibit

By Mrs. Lon Bishop, Correspondent

ON MARCH 26th the biggest treat of the year was given the members of the P. E. Women's Club.

Mrs. Dudley of Good Will Industries, staged the "spectacular" array of dresses, wraps, petticoats and what-nots, worn by our sisters back as far as 1800. And the hats!!—some of our models were wearing the little flowered bonnets as corsages until put right by those who know their bonnets. Mrs. Geibel, in the absence of Mrs. Miles, presided in an old-fash-

ioned "sport model," any way it had a very spacious rumble seat.

We wish space permitted a description, such as is given the morning after the grand opera. Mrs. So and So wore such and such. However, the women were all gorgeously gowned.

Professor Hill seemed naturally inclined toward the "old girls" and caused quite a flutter to feminine hearts that can still flutter, and also a terrible shock to one poor soul who had shown her modesty and her — reserve so plainly.

The modern bride, Mrs. Rankin, a real bride with her own wedding gown was a charming picture followed by the old fashioned girl (Mrs. C. B. Smith) truly regal in her bridal array of days gone by. The bridal gown worn by Mrs. Smith is one of Mrs. Dudley's prized possessions. Other striking contrasts noted were the bathing girl as is (Miss Bernice Lee) and the sea nymph of the '90's (Mrs. Geibel); Miss Alice Collins, in a lovely pink satin pajama outfit, showing how the modern girl "lays me down to sleep" and this correspondent in a very modest, if voluminous muslin nightie of the '80's.

It was a wonderful privilege to see so many wonderful old gowns and to many in the audience they brought back the pleasantest of memories.

Mrs. Thelma O. Leaton pleased the ladies with her singing of several old time songs, and Miss Martha Meek's pleasant accordin music accompanied the models in their parade.

The third birthday of the Women's Club was celebrated March 12th. Mr. Pontius, our guest of honor, gave us a splendid message and when he called us "an asset to the Pacific Electric Company" every member gave an illustration of how one can strut sitting down.

Mr. Mercier visited us for the first



Women's Club members arrayed in the dress of a decade ago and various stages since. The event was staged at the Club last month.

time and his cordial greeting showed a very keen interest in our work.

Mr. Vickrey renewed the lease—of support and brotherly consideration. Professor Hill offered his congratulations and with his staff stands ready to make public speakers, dressmakers, artists, etc., out of us. Mr. Geibel's pride in us was very evident in his speech and we're happy if we have partly lived up to his ambitions for us. He lighted the candles and cut the beautiful cake, which had been presented to the Club by Mrs. Miles.

Mrs. J. E. Wagner gave two numbers with her excellent five piece orchestra, each one a real artist. Mrs. Boothe, leader of the Glee Club, assisted by Mrs. Hill, delighted her audience, and Mr. Roy Davis favored us with whistling solos, assisted by Mrs. Boothe at the piano.

Messages dominant with pride and joy were given by our first President, Mrs. Green, and our present leader, Mrs. Miles.

The card parties were very well attended during March, but the names of the prize winners will have to be omitted due to lack of space.

The Women's Club of Torrance is entertaining the Mother Club on May 1st, all members are invited.

Watch the bulletin board for further data on Club activities.

Smile

A smile that bubbles from a heart
That loves its fellow men,
Will drive away the clouds of gloom
And coax the sun again.

It's full worth and goodness, too,
With genial kindness blent,
It's worth a million dollars
And it doesn't cost a cent.
—Exchange.

Wife: "Will you love me if I grow fat?"

Husband: "No, I promised for better or worse—not through thick and thin."

YOUTH URGED TO VACATION AT U. S. MILITARY CAMPS

If you are a healthy American youth, between the ages of seventeen and twenty-eight, and can furnish proof of good character, you are eligible to attend one of the nation-wide encampments of the Citizens' Military Training Camps, says a bulletin from the U. S. Army headquarters. Uncle Sam pays all necessary expenses, including transportation, camp uniforms, good, wholesome food, medical attention if necessary, sports equipment, etc.

At these camps there is a minimum of military drill, and absolutely no obligation for further military training. But if your ambition is to win a commission as second lieutenant in the Officers' Reserve Corps, you will find attendance at the Blue Camp (fourth year) a big help. Graduates of this Blue course who successfully conclude an additional correspondence course and who have the required education, character and physical fitness may be recommended for this commission as second lieutenant, O.R.C.

Citizenship, sports, recreation, American traditions and ideals—these are the outstanding features of the Citizens' Military Training Camps. Usually, the forenoon is given over to elementary military drills—there are branches of Infantry, Cavalry, Field Artillery, Coast Artillery, Engineers and Signal Corps—and in the afternoon hikes, swimming parties, ball games, track meets are the order of the day; at night, if there is no dance, show or other big social event planned, there is usually a gathering about the roaring camp-fire and the spinning of yarns until the silvery tones of the bugle summons all hands to bed.

And how you sleep in these camps! And eat! It's no wonder the average attendant returns home so well set up, bronzed and healthy, with shoulders squared, eyes cleared and with renewed "pep" to tackle the old job again!

Your future prospects and your value to your employer will be increased

CARE URGED IN "WHOLESALE" BUYING VIA SPECIAL CARD

The Better Business Bureau who are endeavoring, and successfully too, in bringing to the true light those who would cheat the unwary public, are broadcasting the details concerning "courtesy cards" put out by many unscrupulous organizations to lure the public to believe that through possession of this card the holder will receive the benefit of purchasing at "wholesale prices." Wisely and correctly says the Better Business Bureau concerning this increasing practice by fly-by-night organizations:

Have you received a "courtesy card" apparently entitling you and your family to buy furniture or jewelry at wholesale?

"Courtesy cards" and "wholesale privileges," so called, usually make their appearance just before the Christmas holidays. "Wholesale" means selling in bulk. "Retail" means selling individual items. The Bureau knows of no method that enables a concern to do a retail business without assuming the cost of retailing.

Many of the "wholesalers" issuing "courtesy cards" are merely holiday retailers dressed up in "wholesale" garb. The hush-hush, the secrecy, the upstairs loft, and the "courtesy cards" may be merely scenery to make the story plausible. These operators are, of course, not in business for their health and the public must pay them a profit in order to make the game worth while.

If you receive a "courtesy card"—before you invest—investigate!

The Philanthropist

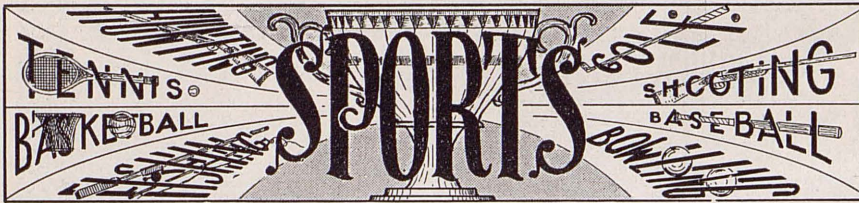
Wife—"What did you ever do that benefited any fellow man?"

Hubby—"I married you, didn't I?"

a lot by attending even one of these camps. Detailed information and illustrated literature may be obtained by addressing the C.M.T.C. officer at any U. S. Army post.

Comparison of Accidents During March 1930 and 1931

	Northern Division		Southern Division		Western Division		Grand Total All Divisions		INCREASE OR DECREASE
	1931	1930	1931	1930	1931	1930	1931	1930	
Collisions:									
With Pedestrians.....	7	3	1	4	1	5	9	12	3 Dec.— 25.00%
At Railroad Crossings other than Company's....	0	0	0	0	0	0	0	0	
Between Cars of Company.....	1	5	1	2	2	0	4	7	3 Dec.— 42.86%
With Vehicles and Animals.....	78	66	50	77	117	138	245	281	36 Dec.— 12.81%
Derailments.....	0	4	2	2	2	2	4	8	4 Dec.— 50.00%
Equipment.....	2	3	3	0	2	4	7	7	Same
Boarding Cars.....	6	4	0	0	4	13	10	17	7 Dec.— 41.18%
Injuries on Cars (not in collision).....	4	2	4	8	7	8	15	18	3 Dec.— 16.67%
Alighting from Cars.....	4	7	2	4	12	13	18	24	6 Dec.— 25.00%
Falling from Cars (not purposely alighting).....	0	0	0	1	0	0	0	1	1 Dec.—100.00%
Doors, Gates and Guard-Rails.....	1	5	2	2	2	6	5	13	8 Dec.— 61.54%
Ejectments and Disturbances.....	0	0	1	1	1	4	2	5	3 Dec.— 60.00%
Miscellaneous.....	8	5	5	3	4	5	17	13	4 Inc.— 30.77%
Total.....	111	104	71	104	154	198	336	406	70 Dec.— 17.24%
Employees.....	3	2	3	2	3	4	9	8	1 Inc.— 12.50%
Total Car Accidents.....	114	106	74	106	157	202	345	414	69 Dec.— 16.67%
Motor Coach Accidents.....	23	19	1	0	23	19	47	38	9 Inc.— 23.68%
Total Passenger Accidents.....	137	125	75	106	180	221	392	452	60 Dec.— 13.27%
Freight Accidents.....	7	13	20	27	10	19	37	59	22 Dec.— 37.29%
Total All Accidents.....	144	138	95	133	190	240	429	511	82 Dec.— 16.05%
	6 Increase		38 Decrease		50 Decrease		82 Decrease		



Trout Season Opening to be Greeted by P. E. Fishermen

By J. P. Geopfert,
Correspondent, P. E. Rod & Gun Club.

POLISH your lures, test your lines, and varnish your rods, for the "good days are coming."

To those members of the P.E. Rod & Gun Club, who are going to the P.E. Camp on May 1st, the Committee in charge have formulated some rules and regulations which we will submit herewith:

Fifty-five fishermen are all that the boats at the Camp can handle.

Reservations will be made in the order that applicants submit their names to Fishing Captain Foyle, to the extent of fifty-five names; others following will be put on the waiting list and substituted to the regular list in case any of the regular fifty-five drop out.

It is requested that all parties wishing to make this trip pay their \$3.50 either to Mr. Foyle, or at the P. E. Club on or before April 15th. After April 15th the list will be checked and those not having paid by that date will be dropped.

The Rod & Gun Club has eleven cash prizes for contestants on this trip; the first prize of \$8.00 is donated by our "Old Faithful" Gene Adams of the V. A. Corrigan Company.

Fish to be eligible for prizes must be in Camp not later than 2:00 P.M. Friday and Committee in charge will make all measurements.

It is requested that each member procure registration cards from Mr. Foyle at the Camp as the Club wants every fish registered.

Registrations of fish caught at this outing will be eligible for our yearly prizes.

Breakfast will be served at 3:00 A.M. Friday and none of the boats will leave the landing before 4:00 A.M.

Lunch will be served at Camp about 2:45 P.M. after which prizes will be awarded to lucky contestants.

Bowlers Make High Scores

By R. M. Cobb

THE month of March saw a great amount of fine bowling in our league, both by the teams and individuals. The first week witnessed a nice 601 series by Covell and a big 199 game by Mrs. S. W. Swartz. Splendid for both and the forerunner of bigger and better things for them.

During the second week's play several features were in evidence. The famous "Black Shirts," representing the P. E. Club, rolled a series of 2573, just a few short of high series, with a high game of 920, also a little short of the record for the season. C. Cobb,

of the Telephone Department team, working on a 116 average, rolled a game of 216 to go into the lead for the Corrigan prize with a count of 100 pins over his average. Mrs. Cobb rolled a nice series of 513 with a high game of 190.

The third week Earl Haskell came out after receiving some mysterious treatment and rolled a series of 587, or an average of 135. Just to show he was "hot," he rolled a game of 240 to replace Cody in the race for the Corrigan prize, by five pins. Just to keep the ladies in evidence, Mrs. Cobb shot a series of 576 with a high game of 219. These performances would look good in any league and we congratulate all the bowlers who are doing so well.

The fourth week saw the "Terrible Turks" from the South set a new high game record of 933 in rolling a series of 2567, Gates leading his brethren with a nice 578 series. The aforementioned E. Haskell had high game for the night with 223.

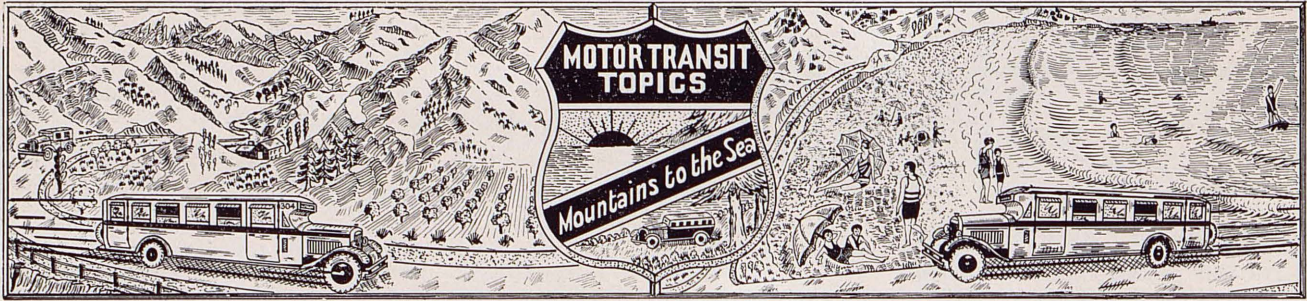
Merchandise orders were won by Mrs. S. W. Swartz, C. Cody, E. Haskell and John Brenchley. Our season ends April 10th and the meeting for the distribution of prizes will be held in the P. E. Club, Friday, April 17th at 8:00 P.M. Everybody come!

Standings as of March 27, 1931:

Team	Won	Lost
Telephone Department ...	19	9
Roadway Equipment	19	9
Southern Division	16	12
Claim Department	16	12
Signal Department	15	13
Macy Street	15	13
Electrical Department	11	17
P. E. Club	11	17
Engineers	11	17
P. E. Club Ladies	7	21



Here we have the Ocean Park Trainmen's baseball team decked out in their brand new uniforms. Following a successful season last year in semi-pro ranks, the team has recently joined the Valley League, where they are giving a good account of themselves, both by team play and sportsmanship on the field. In addition to being creditable representatives of this Company, the boys showed a good spirit toward their Company by placing the words "Ride the Big Red Cars" on the back of the shirt portion of their uniforms. From left to right, names and positions of players are: R. W. French, left-field; M. McKee, utility; T. E. Boswell, first-base; D. G. King, utility; E. G. Peak, utility; Tex. Corder, center-field; Bennie Blanchard, third-base; C. L. Settle, second-base; B. Morgan, catcher; John LaBarge, pitcher; Harry Light, right-field; Daton Boardman, short-stop; George Rice and N. LaBodie, utility.



KRUCKMAN'S DUTIES MERGED

In addition to his duties with the Motor Transit Co., genial Agent Walter E. Kruckman has been delegated to assist General Agent Layne of the Pacific Electric at Long Beach. His new duties will undoubtedly result in many excursions and other special movements for both companies.

Always a glutton for work, Kruckman has also been appointed Chairman of the California Fiesta Committee for Southern California by the California State Chamber of Commerce. This, alone, is some job on account of the large number of Fiesta events which are scheduled for Southern California this year. Each event will require individual attention and to publicize these many events entails a great amount of time and effort.

PLACES TO GO IN APRIL

April is always a very beautiful time for highway travel, the hills are greenest, the mountains most colorful and the atmosphere fresh and balmy. Right now is a delightful time to travel and here are a number of places to go and things to see, so let it be known to the traveling public.

RAMONA PAGEANT—at Hemet on April 18 and 19, April 25 and 26, May 2 and 3. The pageant starts at 3:00 p.m. on these dates. This is a spectacular play from Helen Hunt Jackson's famous story, "Ramona." Hemet and San Jacinto are both in the heart of Ramona Land where the characters of "Ramona" originally lived and the people of these communities take part in the play, a direct descendant of Ramona being in the cast of this year's performance.

STATE PICNICS—April 11th, both Washington and Oregon folks will hold reunions at Sycamore Grove Park in Los Angeles on this date. On April 19th, the Texans will hold their annual spring reunion also at Sycamore Grove Park in Los Angeles.

ANNUAL FIESTA OF FLOWERS at Redlands, April 17 to 18. This event is the first of its kind to be staged in Redlands, the affair being a local celebration without commercialized feature. Every hospitality will be extended visitors.

The finest gardens of the city will be opened to the public and community program is to be staged on each of the five days during the festival.

Howdy — Greetings — Welcome!

WELCOME to our family circle, Mr. Motor Transit employee!

Having become part and parcel of the Pacific Electric system our management last month rightfully decided that employees of the Motor Transit Company were entitled to the benefits and pleasures that accrue to employees of this railway. Hence an invitation was extended to workers of the Motor Transit to become affiliated with our Club and other activities.

A bulletin was issued to the employee mass outlining the functions of our Club, P. E. Camp, insurance, educational, athletic and various social activities, with an invitation extended to visit the Club before deciding to become a member. That our new fellow workers were deeply impressed with advantages offered is shown by the fact that late last month about 200 of the 285 employees of the Motor Transit had signed application blanks for joining the Club, and cards were continuing to come in. More than 75 signed up for the Mortuary insurance.

Under the plan adopted, employees of the motor coach company will share equally and on the same basis every benefit and pleasure to which Pacific Electric employees are heir.

It will be a kindly gesture on the part of employees to introduce themselves to Motor Transit workers and extend a word of welcome, for as the Kingfish of Amos 'n' Andy fame would say, "We is all brothers in dat great fraternity, de mystic knights of" railroaders.

PURCHASING AGENT NAMED

Since the discontinuance of the purchasing department formerly headed by Jack Sikking about a year ago, the company has had no general purchasing department. For the better handling of all purchases, Mr. C. Thorburn has been appointed Purchasing Agent for the Motor Transit Co. with offices at 636 Pacific Electric building and J. C. Neph is now Assistant Purchasing Agent with offices at the Pacific Greyhound Shops at 711 Decatur Street, Los Angeles.

AUDITING IS CONSOLIDATED

On April 1st the Motor Transit auditing department and personnel moved to the second floor of the building and consolidated with the Pacific Electric auditing department.

The joint arrangement will undoubtedly result in many added conveniences and economies for the benefit of both companies.

MOTOR TRANSIT NAMES MAN ON CLUB COMMITTEE GROUP

Representing the Motor Transit on the Pacific Electric Club Executive Committee, L. O. Ballou, Director of Personnel, was initiated into membership in that body at the April 1 meeting.

Mr. Ballou is very well qualified for this position in that he has taken an active part in the membership drive among employees of the Motor Transit and is conversant with the organization of the Pacific Electric Club and its numerous activities.

Tell Your Friends

The fare from Los Angeles to Mt. Lowe during April has been reduced to \$1.50 for adults and 75 cents for children between 5 and 12 years of age.

Mother: "Don't you want to be the girl that people look up to?"

Edna: "Naw, I wanna be the kind of girl that people look around at."

THE PACIFIC ELECTRIC MAGAZINE

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

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

Vol. 15; No. 11 April 10, 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.
- W. H. Jenkinson Hill St. Station
- Reed Christiansen P. E. Club
- Ruth Thompson Northern Division
- Daniel Sanchez L. A. Freight Terminal
- William Kaplan Southern Division
- George Perry Accounting Dept.
- A. E. Dendy Elec. Dept.
- Mrs. Lon Bishop Women's Club
- Max Schuring Trans. Dept.
- P. G. Winters Trans. Dept.
- J. M. Geopfert Electrical Dept.
- Thelma Meighan Engineering Dept.
- E. T. Albert Frt. Claim Agent
- W. P. Williams O. P. Carhouse
- H. Vander Zee Stores Dept.
- E. Clark Supt. So. Div.

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.

UNFORTUNATELY conditions beyond our management's control have recently made it necessary to temporarily curtail service to some extent on several lines in order that continued heavy losses on these certain lines might be eliminated. Not having analyzed the situation, some people, well intending too, are prone to condemn the railway for such curtailments.

Why Does a Railway Curtail Its Service?

Employees who hear these criticisms can render their Company a real service by courteously, and not argumentatively, telling the facts and causes which sometime bring about the necessity of reduction or abandonment of service. The following statements should convince any fair-minded person as to why curtailment is sometimes essential, both in the public and railway interest:

The railway has nothing else to sell but transportation. The more service operated, when adequately patronized, the better it is for the transportation company. When patronage is reduced to the extent of being insufficient of paying the cost of rendering the service, only then is it good business to or does a railway reduce or abandon the service previously rendered.

Were this practice not followed by

What is Courtesy?

COURTESY is a mark of culture and training. Courtesy is kindness and helpfulness intelligently applied. It is not groveling humility. It is not haughty demeanor.

The courteous man has self-respect and shows it in talk and action. He is quiet, modest, yet forceful and appealing. He meets his customer on a ground of common understanding and sympathy; he deals with him with his needs in mind.

When you forget the rules of courtesy, lose your temper, speak hastily, you are wrong even if the principle you stand for is right.—Exchange.

the railway bankruptcy would follow and the railway would cease to exist. To survive it is absolutely essential that any business or industry adjust itself to the fluctuation of demand for its products.

In reality, it is in the public interest that the railway adjust or reduce service to meet the demand, for were excessive service rendered in proportion to the business offered the cost of providing that unnecessary service would soon make it imperative to increase all rates. If this were not done the service would necessarily have to be cheapened or impaired, with the result that it would soon become unsatisfactory to the users.

In other words, wastefulness of service is detrimental to the public and railway alike.

PUPILS GIVEN OPPORTUNITY TO CONQUER STAGE FRIGHT

Practical experience was added to the theoretical study of public speaking last month when the Public Speaking Class of the Pacific Electric School undertook the assignment of two students per week to make the announcements regarding specialty acts at the regular week-end motion picture entertainments. In this way the students who participate in the special announcements are given an opportunity of securing valuable experience and of over-coming the so-called "stage-fright" that oft-times hinders those who would publicly speak.

Those members of the Public Speaking Class who have "performed" during the last few weeks have proven beyond any doubt that, under the tutelage of Miss Helen Ogg, they are well on the way to achieving their desired goal.

All persons desiring to avail themselves of our public speaking instruction are invited to attend the class each

ORCHESTRA LEADER CARRIES ON DESPITE INJURY

Despite painful injuries received last month in an automobile accident, Miss C. M. Bronnenberg, Orchestra Director of the Pacific Electric school, courageously stuck to her post and through arrangements made by herself made possible the carrying out of an orchestra recital before relinquishing the baton.

The performance referred to was that of the Junior Orchestra scheduled to appear in conjunction with the motion picture program at the Club Theater on Saturday, March 7. Much to the credit of every member of that organization, and especially so to Miss Mildred Moss, who took over the directorship for that evening, the orchestra presented its program as scheduled and to the delight of the audience.

At the present writing Miss Bronnenberg's condition is improving as well as can be expected, and although far from being back to normal, she is conducting all scheduled classes. It is sincerely hoped that her recovery will be speedy and complete.

BREEZES FROM MT. LOWE

Harry Cantonwine, chef at the Tavern, and Mary Ann Mertz, young lady in charge of the lunch counter in the rear waiting room of the Sixth and Main Station (nights), were married Saturday, February 14, at Anaheim. They spent their honeymoon in San Diego and Tia Juana.

The Social Executives Association of Southern California were guests of the Pacific Electric Ry. Company at the Tavern, on Monday, March 9. After partaking of a seven-course dinner and inspecting the Resort, they were taken down the hill on a special car, and were fortunate in having an unusually clear night to view the lights in the valley. They were very enthusiastic in their praises of the trip. There were 21 in the party.

Thirty-nine members of the Metropolitan Studios visited the Tavern on Saturday, March 21, had dinner and returned to Los Angeles via special car, leaving at 8 p.m. The party was in charge of Henry Gentry, Traveling Passenger Agent.

Sunday, March 29, Examiner newsboys, numbering about 200, spent the day at the resort, having lunch and taking in the various attractions.

Sunday, March 22, the Japanese Farmers' Association, held a picnic. The party numbered about twenty-five.

There has been only one snow storm on the mountain this year; about the first week in January. The rainfall to date has been about 17 inches.

Wednesday from 6:30 to 8:30 P. M., in the Theatre of the Club Building.

"You cannot build a reputation on the things you are going to do."



Executive Committee of the Pacific Electric Club met in regular session in Room 201 of the Club Building on Wednesday, March 4, 1931, at 2 p.m. The following members were absent: P. G. Winter, E. S. Donaldson, M. Levin, H. E. DeNyse and G. L. Breinger.

Minutes of Executive Committee meeting held February 4, 1931, and Manager's various reports were read and duly approved.

The following financial report as of January 31, 1931, was submitted:

Relief Fund	
Balance 2-1-31	\$ 692.02
Receipts	1,044.00
Total	\$1,736.02
Disbursements	1,445.00
Balance 2-28-31	\$ 291.02
Club Fund	
Balance 1-1-31	\$2,143.10
Receipts	3,261.50
Total	\$5,404.60
Disbursements	2,548.69
Balance 2-31-31	\$2,855.91

Club Manager N. B. Vickrey informed that the Emergency Relief Fund had been used to its fullest extent during February, the majority of the loans having been made on account of family sickness.

Club President E. L. Young explained to the Committee that two years ago a plan had been worked out whereby Pacific Electric employees could secure the benefit of reduced rates for automobile insurance. It was clearly pointed out that the plan was purely an accommodation to employees and that the company was not interested in it financially.

Mr. Young introduced A. T. Archer of the Archer & Knight Insurance Agency, with which company the above referred to arrangement had been effected, who made a brief talk to the committee on the subject of automobile insurance.

B. F. Manley informed that he had taken out his insurance with Archer & Knight, but before doing so had investigated other companies, and found that he secured the benefit of a material saving by so doing. He was thoroughly satisfied with his policy and anxious to have other employees take advantage of the plan so that it can be continued.

R. Powell stated that it was his opinion the best way to get employees to realize the benefit to themselves in subscribing to this insurance was to keep the plan ever before the em-

ployees by advertising in the Pacific Electric Magazine, circulars, etc.

It was explained that in cases where employees left the service during the year in which their insurance was in force, the insurance would remain in force until expiration date of the policy.

Mr. Archer pointed out that they were anxious to continue the special offer to Pacific Electric employees, but in view of the fact that the plan had been in effect for practically two years and yet less than 200 policies had been written under it, the Insurance Company felt that it would be necessary to get a larger volume if the low rate was to be continued.

Mr. Archer is to prepare circulars setting forth the details of the plan and each committeeman will distribute said circulars among the employees of their respective districts or departments.

Meeting adjourned at 3:10 p.m.

FIVE DONORS GIVE VALUABLE ADDITIONS TO LIBRARY

Continuing its rapid growth, the Club Library was last month the recipient of five contributions of books totaling 27 volumes. Included in this number were two complete sets of books, one of seven volumes by F. Hopkinson Smith, and the other of 10 volumes, entitled the Wit and Humor of America.

The above referred to contributors, together with the books each donated, are as follows:

A. C. Bradley, Superintendent, Northern Division—The Veiled Lady, Felix O'Day, The Arm-Chair at the Inn, Kennedy Square, The Under Dog, The Tides of Barnegat, and The Fortunes of Oliver Horn—all by F. Hopkinson Smith.

C. R. Dunn, Towerman, Watts—The Wit and Humor of America, by Marshall P. Wilder, composed of the following ten volumes—Poise, Perseverance, Timidity, Common Sense, Influence, Practicality, Character, Personality, Speech, and Opportunities.

Miss Alice Karayan, Mechanical Department—Joan Thursday and Mr. Grex of Monte Carlo.

Harry Thomas, Accounting Department—Her Man, Brass, and The Breath of the Gods.

Cecil C. Rice, Mechanical Department, Macy Street—The Shadow of Crime, The Deemster, The Bondman, The Bline Mother, and The Last Confession.

The Club wishes, on behalf of its entire membership, to express appreciation to all those who have so generously contributed to our Library.

DRAMATIC CLUB PLEASE TWO AUDIENCES LAST MONTH

On two occasions last month the Dramatic Art Class of the Pacific Electric School presented stage productions to the satisfaction and entertainment of the large crowd attending the week-end motion picture programs.

The first of the two plays presented on March 13-14, was entitled "The Dear Departed," with the following persons included in the cast: Ruth Batch, Elizabeth Green, Anna Springer, Edward Kevorken, Reginald Lyons and T. R. Bartlett.

Two weeks later, March 27-28, the one-act comedy, "Poor Old Jim", was presented with a cast composed of Jack Moorhead, Gertrude Tyson and Frank Gryder.

The creditable performances presented on these two occasions is a tribute to the instructorship of Miss Alice McKie, who is in charge of the Dramatic Art Class of the Pacific Electric School. This class has in the course of preparation two short plays that will be presented in conjunction with regular motion picture programs in the near future.

FIVE DEATHS IN MARCH

Fellow employees taken by death numbered five during the month of March. We extend our sympathy to those who are left to mourn the loss of their loved ones and hope that time will lighten their burden of grief.

Those who were taken by death are as follows: Leah C. Smith, Attendant, Redondo; James S. Doone, Flagman, Northern Division; Albert D. Pollock, Brakeman, Southern Division; Lee Fitzgerald, Laborer, Engineering Dept., and Henry R. Blake, Clerk, El Monte.

It is pleasing to note that all five of the deceased had seen the wisdom of carrying both group and mortality protection, and beneficiaries named by them received an aggregate sum of approximately \$15,500.

No new disability claims were granted during the month. Twenty-five employees are now receiving an aggregate of \$1,773.95 monthly benefits under the total and permanent disability clause.

SPECIAL FEATURES AT CLUB

Two specialty entertainments are to be presented at the Club Theater in connection with motion picture programs during the present month. These added attractions will be presented on Friday and Saturday, April 10-11 and 24-25, with the Senior Orchestra of the Pacific Electric School performing on the first date and the Eagle Valarie Dancing Kiddies on the latter dates.

The Senior Orchestra, directed by Miss C. M. Bronnenberg, has developed into a high type of musical organization and their program is one that is guaranteed to please.

In presenting their dancing act on the 24th and 25th, the Eagle Valarie Dancing Kiddies will feature little Gloria Wolner, a five-year-old dancing marvel, doing a Grecian number.

Bulletin of Club Events

April 10 to May 10, 1931

Friday, April 10:

Motion Picture Show — "The Mighty"—featuring George Bancroft and Esther Ralston. Special Musical Concert by Senior Orchestra of P. E. School—7:30 p.m.

Final matches of Pacific Electric Club Bowling League scheduled at Jensen's Recreation Center—8 p.m.

Saturday, April 11:

Motion Picture Show — "The Mighty"—Senior Orchestra—8 p.m.
Agents' Association Meeting at Club Building—7:45 p.m.

Sunday, April 12:

Baseball games—see weekly bulletins for schedules.

Tuesday, April 14:

Masonic Club Meeting at Club Building—7:45 p.m.

Thursday, April 16:

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

Friday, April 17:

Motion Picture Show — "Men Without Women"—with Kenneth MacKenna, Frank Albertson and Paul Page—7:30 p.m.

Saturday, April 18:

Motion Picture Show — "Men Without Women"—8 p.m.
Pasadena Carnival Night at Pacific Electric Club.

Sunday, April 19:

Baseball Games — watch weekly bulletins for schedules.

Thursday, April 23:

P. E. Women's Club, San Bernardino and Riverside Afternoon at Club Building—1:30 p.m.

P. E. Club Dance in Club Ballroom—8 p.m.

Friday, April 24:

Motion Picture Show—"The Sky Hawk"—with John Garrick, Helen Chandler and Gilbert Emery—7:30 p.m.

Saturday, April 25:

Motion Picture Show—"The Sky Hawk"—8 p.m.

Sunday, April 26:

Baseball Games—watch weekly bulletins.

Friday, May 1:

Motion Picture Show—"Burning Up"—with Richard Arlen and Mary Brian—7:30 p.m.

Saturday, May 2:

Motion Picture Show—"Burning Up"—8 p.m.

Sunday, May 3:

Baseball Games — watch weekly bulletins.

Monday, May 4:

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

Wednesday, May 6:

Pacific Electric Club Executive Committee Meeting—2 p.m.

Friday, May 8:

Motion Picture Show—"The Lone Star Ranger"—with George O'Brien and Sue Carol—7:30 p.m.

Saturday, May 9:

Motion Picture Show—"The Lone Star Ranger"—8 p.m.

P. E. Agents' Association Meeting at Club Building—7:45 p.m.

Sunday, May 10:

Baseball Games — watch weekly bulletins for schedules.

Schedule Flower Show For Early Part of June

IN RECOGNITION of his successful handling of the many details incident to the Pacific Electric Club's Flower Show last year, Earle Moyer, Accounting Department, was selected by the various exhibitors as Manager of the Second Annual Flower Show.

Although this is but the second year the Flower Show has been included among Club activities, much is expected of this year's exhibit, both from the standpoint of number of entries and quality of displays. The experience many of the younger exhibitors gained last year will be of considerable assistance to them in arranging their entries.

The dates of the Flower Show this year will be Friday and Saturday, June 12 and 13. With the time definitely settled, plans may now be proceeded with by the prospective exhibitors so that their flowers will be ready for exhibition as near this date as possible.

As was the case last year, the Show will be staged in the Ballroom of the Club Building, where there is ample room for all types and classes of displays.

The Show will be open to all Pacific Electric and Motor Transit employees and their families. Prepare now for your entry in the Pacific Electric Club's Second Annual Flower Show, blanks for which are being prepared and will be distributed throughout the entire system in the near future.

Next P. E. Masonic Club Meeting

The next regular monthly meeting will be held Tuesday, April 14th, at 7:30 p.m. at the Pacific Electric Club.



Have you heard the recently organized Glee Club in recital? From the many complimentary reports their renditions preceding picture shows at the P. E. Club last month must have been exceedingly well received. The Club is fortunate in having secured the leadership of Mrs. Ethel Boothe, well and favorably known in local musical circles. While the personnel of the Club is now about complete, two or three more good tenor voices could be used to advantage. In addition to the voice training received, members hold a social gathering each month. Mrs. Boothe is planning to have the Club appear again at the Club Theatre at an early date.



SOUTHERN DIVISION

William Kaplan

We heard with pleasure that the majority of the men who were laid off on February 20 have been placed on the Western Division. Conductor Doherty is now the pride of Ocean Park, while the rest of the boys work out of Sherman.

When Conductor Gunnels was married recently, he left a tripper run to work the board. When Conductor Ruse was married, he left the board for a tripper run.

Rivaling the races at Agua Caliente in interest, a great event—the double handicap—was staged in Whittier not long ago. Despite the great secrecy enshrouding the entire affair, your reporter has ferreted out the details. Conductor Shropshire on being bantered by Conductor Yeager because of his early morning run to work, answered with a challenge. The race was soon arranged and the contestants at their posts. Yeager had someone wave a mail sack up and down to spur him to greater speed, while Shropshire depended on his Motorman to blow one long and three short blasts on an improvised whistle. The sign of the U. S. mail was enough to scare Yeager to victory. "My feet couldn't keep up with my body," Shropshire is alleged to have declared.

Contention runs rife at Watts to this day over the reason for Conductor L. Webb being late to work one morning last month. Webb was in a brown study over some difficult proposition, according to local savants.

Gil Waters announces that a bouncing baby girl has come to the Waters home. She weighs nine pounds and two ounces. Congratulations!

Signs of business improvement:—
Bill Otto: "Where is that Santa Ana train?"
Lockwood: "Oh, it just left about ten minutes ago."
Bill Otto: "Taxi! Taxi!"

Some ignorant bandit held up O. R. Spencer the day before pay day.

William D. Everhart, formerly a Motorman on the Southern Division and now a school teacher in Tulare, sent a card to one of the boys announcing that a ten-pound baby boy had arrived at the Everhart home via air express, and that a green signal is being displayed. Many of his friends will be glad to know of this good fortune for Mr. and Mrs. Everhart, to whom congratulations are extended.



FREIGHT DEPARTMENT SOUTHERN DIVISION

By P. G. Winters

We all deeply regret the sudden death of A. D. Pollock, better known to us as "Al." He will be greatly missed, as he was a man among men and also one of the oldest employees. Al started work for this company September 8, 1917 as Brakeman, and later was promoted to Freight Conductor. We extend our sincere sympathy to the bereaved family in their loss.

Well, I almost passed one of the most important issues of the day. We now have Royalty among us, Sir George Terry and Sir Dan Terry, both fine fellows. I was told on the "Q.T." by Harvey Land and "Ding Dong" Anders that these two men of Royal blood are at the point of having a duel to decide which will be called "Duke" and which "Count."

There is only one "Skippy" Freeman, the Official Trolleyman on the Fullerton Freight. It is said that Skippy is in need of a woman's care, that is, in regards to mending of his clothes. Our advice to you Skippy is, you'd better return the safety pins you borrowed recently.

Brooks Allen has moved to Fullerton and is delighted with the place. Had the pleasure of meeting Mrs. Allen on my visit to that city and was sorry that I couldn't accept Brooks invitation to stay to dinner.

Tommy Cryer recently of Watts, Calif., but now a resident of Fullerton, says if business gets much heavier he will need an assistant to do his clerical work.

"Dinty" Moore is surely looking much brighter and that long face of gloom has departed. The reason is, Dave Martin has arrived on the Santa Ana Freight and everything is O. K. now.



NORTHERN DIVISION PASADENA

Edmond C. Fox

H. E. Rodenhouse, Asst. Supt., and Mrs. Rodenhouse departed from Pasadena on March 17th, over the Southern Pacific for points in Old Mexico. Back soon.

Elated over the fact that his lost watch was found, an appreciative patron has rewarded the finder, R. N. Hosford with a letter of thanks containing a cash reward.

Congratulations are due Mr. and Mrs. I. C. Arko upon the arrival of a nine pound girl on March 11th. Mother and babe are doing fine, thank you.

News of the passing of the beloved wife of W. F. Watkins on March 19th was received with deep regret by all. Our expressions of sympathy are extended to the bereaved members of the family.

Worthy aspirations for better things have won for Lonnie A. Campbell a place in our Chief Clerk's office at Los Angeles. Mr. Campbell, your former associates all join me in wishing you continued success.

With pleasure we introduce to our Pasadena employees, Burt Parry, who succeeds L. A. Campbell.

Fishing was a very popular pastime last month. The sport attracted many from Pasadena to the ocean. Some fishing off piers, some taking to the barges, and others chartering boats. Among those reporting good catches are W. Crawford, E. A. Paul, C. E. Tompkinson, F. B. Newton, W. J. Richards, H. R. Goller, J. C. Engle, S. Van Wickle, B. R. Hobbis and A. S. VanNest.

And last, but not least, Pasadent Nite at the P. E. Club April 18th!



MACY ST. TERMINAL

D. B. Van Fleet

A sure and unfailing indication of the approach of spring is the departure of the Al G. Barnes' Circus from its winter headquarters near Baldwin Park, on its annual spring and summer tour of the country.

Early on the morning of March 23rd, last, two of our freight crews and a helper crew were used in moving the heavy circus train from Barnes' City, on the San Bernardino Line, to State Street Yard, where a Southern Pacific crew took it in charge. Several new cars were to be seen in the brightly-painted train and reports were that the animals were in unusually fine condition, also.

That happy smile of Motorman E. L. Smith's lately, is certainly justified, for on March 12th, last, he became the proud father of an 8-pound baby boy. Congratulations, Mr. and Mrs. Smith!

Conductor J. E. Bush, Macy Street, though having carried on radio conversations with operators in distant lands decided he would like to do a little expanding personally, so is now driving a new Ford Sport Coupe. We venture to say that it won't be long until he has his car fully equipped with a portable wireless unit. Such an outfit might prove of value some time, Joe, especially on those long desert trips of yours.

We that enjoy good health often fail to remember those that are less fortunate than ourselves. Motorman C. W. Staff, who has been ill for some time, is now in the General Hospital and would certainly appreciate a visit from any of his many friends.

Recent newcomers to Macy Terminal are Motorman C. F. Hanover, from San Bernardino; Conductor B. Perry, from Riverside; and Conductor J. W. Crouch, from the Pasadena Terminal. Welcome to Macy, boys!

Conductors H. C. Thornton and I. W. Holm, and Motorman R. C. McPherson, all formerly from Macy Street, have bumped on runs working out of Pasadena Terminal. Best wishes, boys!

Heartfelt condolence is extended to Motorman G. S. Blaine and Conductor G. D. Jeremiah, Macy Street, each of whom lost his father last month.

It was with true regret that Macy Trainmen received the sad word of the passing away of Jas. F. "Scotty" Doone, genial switch-tender at Sierra Vista for several years. Sincerest sympathy is extended to the bereaved family.



ACCOUNTING DEPT.

George Perry

Heartiest welcome to our Department, employees of the Motor Transit. It is indeed a pleasure to have for our associates in business such a fine group of people. We hope you will enjoy working with us now that you are part of our "Big P. E. Family."

We have just learned that "Ben" F. Butler recently became the proud grand-daddy of a 10-lb. baby girl, born to his daughter, Mrs. W. R. White, Feb. 17th, at the Santa Monica Hospital. This baby is certainly one of our P. E. family, as her father is also in the employ of the Company as Night Foreman at Ocean Park Carhouse. Best wishes to Baby Betty.

We hope that Fannie Jones, Conductors' Accounts Bureau, who has been ill for the past two months, will be back with us again soon. We want her to know that our thoughts are often of her and we know that her pluck and courage will soon make her present illness a memory.

We join in extending to our friend, Mrs. Reed, our sincerest sympathy for the loss sustained through the death of her aunt, Miss Katherine Alexander.

"Week-enders!"

George Watson and wife motored to Beaumont where the Cherry Festival was in progress. They say the trees in their spring array of blossoms are beautiful.

William Keelin and party journeyed to Palm Springs for a week-end trip. A lot of snapshots were taken and a sand storm was encountered, which nearly wrecked the windshield of Bill's car. While in Palm Springs, who should Bill meet but our old friend and Check Watcher, Dale Hyde.

Godfrey King and John Thatcher spent a week-end at Balboa Beach swimming, dancing, eating hot dogs, etc.

Harold Kuck and a party of friends drove to Santa Barbara for a week-end jaunt. That the trip was highly successful is due in part no doubt to the Sunday luncheon prepared by Mrs. Kuck. (P. S.—Send in a "week-end" for the next issue of the Magazine.)

Lorena Robinson must feel proud and happy for she has just experienced one of those thrills which comes in a lifetime—the buying and furnishing of a brand new home of her own. Although we know there is a lot of work connected with such an undertaking, it will always be a source of great satisfaction to her, and we hope it brings much happiness.

Have you ever tried eating your breakfast at the Club Restaurant; if not, you'd better come over; you'll be surprised to see the number from the Accounting and other Departments, who take their mush, bran, cornflakes, wheaties, shredded wheat (underline the cereal you prefer) and milk there. Always plenty of kidding and joking going the rounds, so come over and join the breakfast club, whose only requirement is that you **buy your own**.

The vacations are starting in a small way, just a forerunner of that avalanche of the coming summer months:

Gladys Howell spent a restful vacation at home.

Helen Bettis found the ocean air bracing and invigorating at Catalina and the beaches.

Esther Craig divided her time between Balboa Beach and that delightful spot—P. E. Camp.

Maybelle Wirz visited San Diego and Laguna Beach.

Marie Remund, Vera List and Irene Hurlbert remained at home during their leave.



7th ST. WAREHOUSE
Daniel Sanchez

Charles Markle, Trucker, is on the job again after two weeks vacation at home. Checker Paul Hamberger can be found most any place for the next two weeks while out on his vacation.

Some people are just naturally born lucky, and members of the Mortuary Fund will all be happy to learn that A. J. Horspol, Stevedore, is still alive and with us after a very close call. The cast iron rail which Horspol was loading was either too long or the trolley too low, but anyway they met. Horspol thanks the gloves he was wearing at the time.

Stevedore Russell Stone and Trucker Julius E. Marschner are members of the sick list. Along with them is Victor Thiel, Trucker, who is doctoring a bad foot.

Last month a lady called on the telephone and she and Checker A. Winquist carried on the following conversation:

Lady: "Do you go to Oxnard?"
A. W.: "Yes, madam."
Lady: "What time?"
A. W.: "At night."
Lady: "Can you tell me who goes there in the day time?"
A. W.: "The Express Company."
Lady: "But I don't want to go by express."
A. W.: "Oh, excuse me, but we only take freight."

Mrs. Henry M. Boehme, mother of Messenger J. W. Boehme, Term. Frt. House, is very ill. She is the widow of H. M. Boehme of General Timekeeper's office.

Among early vacationists the last month we had Switching Settlement Clerk, Victor Lynn; Clerk J. D. Masters; O. S. & D. Clerk, Mary Fair, and Car Clerk, W. M. Green, all visiting in Los Angeles and vicinity.

O. S. & D. Clerk F. F. Tomblin spent his vacation visiting his mother in Chicago. Fred says the old red flannels and ear muffs were very comfortable.

Transfer Clerk Glen Day visited in Portland and Vancouver.

The Freight Terminal office force was surprised the other day by a visit from Odette Coulam, formerly Balance Clerk in the Accounting Department. Mrs. Coulam had the new baby with her. Mrs. C. C. Brown, former PBX Operator, paid us a visit to show her new baby. All seem to be getting along nicely.



STORES DEPARTMENT
H. Vander Zee

E. W. Lock, Store Inspector, is at present confined to the California Luthern Hospital, where he is slowly recovering from an attack of pneumonia.

Mr. Lock has been sick since the first day of March. Our latest reports are that he will be at home soon and we hope to have him back to work with us shortly after that.

Elaine Farrell, formerly of this department, in capacity of stenographer, was a visitor with us several days ago. She now makes her home in Fresno.

Wm. S. Clark, helper W. Hollywood, has resigned from the service to accept employment in other fields. The department wishes him success in his new venture, which we understand is insurance.

George Guesenbery, Section Storekeeper, who underwent an operation for the removal of his tonsils, is back at work and none the worse for the unpleasant experience, unless its a few extra pounds in weight.

Through the resignation of Wm. Clark, Grant Ursenbach has been transferred to West Hollywood to fill vacancy. Dwight Knowles succeeds Grant as helper to Roy Ewing.

Scratching the pupil of his eye on a branch of a tree while working around his home caused General Storekeeper Fenimore several days of extreme pain and also the inconvenience of having the injured member bandaged up so that all observations were forced on the remaining optic. No serious results have developed up to date and Mr. Fenimore was able to remain on the job every day.

J. H. Phillips, Price Clerk, was also on the sick list during March, with an attack of influenza, which was quite severe in this locality again this year. Mr. Phillips was back on the job after being absent about a week, fully recovered.

Max White, helper Washington Street, re

ports that married life can't be beat, after having been married about six or seven months his only regret is that he did not get married much sooner. A very unusual state of affairs, Max, in this day.



ENGINEERING DEPT.
Thelma Meighan

Fay Compton, Draftsman in the Structural Department, has a rose bush that bore 80 blossoms "at one sitting"—says Faye. He brought us some samples anyway, and while there may be a question in some minds as to the quantity, there is none as to the quality.

John Nixon, Estimator in the Field Department, has returned to work, having recovered from his operation, and is again his old congenial self. Since this is his second operation he now becomes eligible for an office in that society originated by Will Rogers known as the "Scar-er-Abdomens".

With reference to the article appearing recently in one of our morning papers wherein Burleigh Manley of Rod and Gun Club fame was referred to as a "Bird Expert." Burleigh admits he's expert, but says "Birds" are not the type of fowl in which he specializes. Publication of this article, by the way, has brought several inquiries as to proper treatment of all kinds of canaries.

George (sometimes called Red) Davies, who helps hide our files, took a trip to Palm Springs the other day. He called on Jimmy Walker, but it seems Jimmy was "taking a sun-bath and couldn't come down."

As Contract Clerk Leonard Biehler is conversant with contract matters—and as Sam Florence considers a "bond" a form of contract—don't be surprised to see Leonard out inspecting all the rail joints. We are told Leonard had a good bit of experience in inspecting some joints, before prohibition.

Did you notice Roy Swanson's dark glasses. He is just recovering from an attack of Eye-strainitis. To the layman this is known as "Key-hole Eye."

A tip to Theatregoers—If in doubt as to the best show in town, get in touch with Roadmaster Shearn, he censures them all. Mr. Shearn reports a spicy Hula Hula entertainment somewhere in Hollywood, which he has seen several times. Incidentally seats in the baldheaded row are at a premium.

"Doc" Fulton of the Valuation Bureau just escaped being quarantined when young Seldon came down with typhoid fever. We are glad to report that the illness passed with no serious effect on either.

Vine Cahoon, one of our "Draftswomen," wishes to announce she is in the egg business pending recovery of Miss Sarah Shipman, who has been ill for several weeks.

Harold Smith of the Drafting Room and Harold Searing of the Field Department, have been chosen to represent the Engineering Department at the annual Younger Railroad Men's Conference, in San Francisco.

From past experience Miss Hoch has learned to watch the gasoline float and keep the choke shut off on the Company's Ford; but just why a governor should be installed the day she goes to San Bernardino is a problem. As a result of the 20-mile-per hour limit, dinner was cold and Miss Hoch was "burned up" when she returned home.

Our deepest sympathy is extended to the family of Lee Fitzgerald, who was struck and instantly killed by a reckless motorist while watching a crossing at Magnolia Avenue, Riverside, on March 24th. Mr. Fitzgerald had been with the Company for eighteen years.

The bowling team known as "Roadway Equipment" are coming down the home stretch like a house afire, with Commander Skellern (not an Indian) setting the pace like nobody's busi-

ness. Of course the rest of the team are helping out occasionally if not sensationally.

Jerry Rons has nobly refused Fred Linne's request to drive him over to California's "Sodom and Gomorrah." A much-married man and one that is getting along in years like Freddie should steer clear of those places. Good for you, Jerry, for not taking the old reprobate.

Dave Price, who operates the Pelican, sometimes known as the "dirt loader", is having his molars removed. Now if Dave would only get that one lens in his glasses fixed up, he would be good for another fifty years.



NORTHERN DIVISION Eastern Lines

Ruth Thompson

This terminal is utterly devoid of news this month. It is just between vacations and every one seems to have stayed home and led a very peaceful life.

Another member was added to the Pacific Electric family on March 6th, weight 8½ lbs., name, Thomas White, Jr. Congratulations!

Motorman R. R. Crunk is still on the sick list.

Motorman G. F. Parkins was unfortunate enough to turn his ankle, resulting in a bad sprain.

Motorman Woodbury has been laid up with lumbago and we understand he hasn't felt like going in for anything very strenuous lately.

Sounds bad for the Motorman so we will report on a Conductor next. Conductor R. J. DuSan has been having a fine siege of influenza and pleurisy, but is up and around again.

Motorman Westphal hasn't been sick but just taking a vacation so he can help move his family. Probably very much the same thing, though.

The carload movement of freight in and out of San Bernardino has increased very materially during the past month.



HILL ST. STATION

W. H. Jenkinson

Motorman C. I. Hood of the Glendale line was sent to the hospital last month as a result of being hit by a yellow street car. His injuries were not serious.

Motorman E. Wolfe of the Glendale line is the owner of a Hudson automobile. It has been rumored that we would see it in action at the Ascot Speedway.

Spring has arrived and everyone feels happy—even Dan Cupid has a romantic feeling, but then there's no telling when he hasn't that, but anyhow he's started the arrows a-flying and two of them hit their mark. Cashiers J. A. Smith was married on March 28 and E. L. Smith intends to sail upon the sea of matrimony April 12. We congratulate both.

Master L. Harrison Newport, son of Lewis Newport, Motorman on the San Fernando line, received honorable mention in the Hollywood News last month for writing an essay about George Washington.

Conductor I. R. Williams of the extra list reports as having a very enjoyable trip to Agua Caliente for three days.

O. L. McKee, Supervisor, who at one time was the proud owner of a full grown mus-

tache, was talked into having it cut off. His son was the one that did it, who, by the way, works in the Electrical Dept. For a few days it was hard to get a smile from our Supervisor and he looked as though he had lost his best friend. A week or so later he was seen with a broad smile on his face and when a person neared him they could see a young mustache in all its beauty.

Mr. Hanselman, Night Terminal Foreman, who is Manager of the baseball club, has secured permission from this company to use what acreage he needs for a baseball diamond in the city of Van Nuys. April 5 was the opening date and they will play ball there every Sunday. So, boys, if you want to take your wives and sweethearts for a ride on Sunday, journey to Van Nuys and see his team in action.

The Glendale yards have been changed more or less to East Broadway, where additional tracks have been put in to provide room for storing cars.

"It is indeed a pleasure to know I have such good men under my supervision and I want to thank them from the bottom of my heart for the way they responded and cooperated with me during the month of February in laying off to give the extra men a chance to work and which at the same time helped to keep the overhead expenses down." These are the words spoken by our Terminal Foreman, Mr. C. O. Snodgrass.

The following men took their annual vacation last month: Conductors—N. B. O'Grady, C. Andrews, P. S. Moulten, T. H. Coffman and S. W. Moore; Motormen—E. F. Dietz, R. G. Miller, G. C. Johnston and R. A. Fields.

OCEAN PARK CAR HOUSE

W. P. Williams

The following news items from Ocean Park Car House are submitted by W. P. Williams, who has been appointed correspondent in place of E. M. Daniels, resigned. Mr. Williams has been with the company a long time, is well-known and will prove an able representative. —Editor.

It has been quite a long time since O. P. C. H. has been represented in the Magazine, but we hope from now on to be there in every issue.

Interest at Ocean Park at the present time centers in our baseball team and its prospects in the Valley League.

Up to this time we have played three games, having lost two and won one. This, of course, is not a very good showing, but we are confident that by the time the next Magazine comes out we shall have a better report to make.

We have plenty of good ball players, but what we need now is more support "in the bleachers." We have a good crowd at the games every Sunday, but looking them over we always find the same faithful few of our own boys, the majority of our spectators being from the "outside." There's nothing that helps a ball team more than support from its own gang, so get out there and give them a boost.

In the game against Reseda, Tom Boswell was the outstanding star. We always knew Tom was a good ball player, but in this game he excelled himself.

Harry Light takes his baseball very seriously and is in strict training. At the time of going to press he is "down" to 226. When you watch him chasing balls in the outfield he reminds you very forcibly of Maud Allen dancing the "Spring Song."

Duke Boardman is still getting everything that comes his way at shortstop and is batting the ball when he comes to bat; it is rumored he is between the sheets every night at 9:30.

Next to baseball, bridge is the big attraction at the Barns, and we are developing some pretty good players. We are open to take challenges from any other Terminal and will give a good account of ourselves, we are quite sure.

DANCE AT RIVERSIDE

Eastern Division Club Members, their families and friends, are to enjoy a dancing party on the evening of Thursday, April 16, at the Aurea Vista Ballroom, 8th and Lemon Streets, Riverside, Calif. This will be the first Eastern Division Pacific Electric Club Dance of the 1931 season and will give an indication as to whether or not there is a general desire for such entertainments.

The Pacific Electric Club Dance Orchestra will be on hand, which fact gives assurance that the music will be of the best. This orchestra has been steadily improving and at present is second to none. You'll enjoy the harmonious waltzes and peppy fox trots!

Arrangements for this dance are in charge of H. E. DeNyse, G. R. Attridge, G. E. Stephenson and Venn Botts, in conjunction with N. B. Vickrey, Manager Pacific Electric Club.

Please note that this special dance is being held in Riverside at the Aurea Vista Ballroom and that the date is Thursday, April 16, dancing to start promptly at 8:00 P. M.

Tell Your Friends

The fare from Los Angeles to Mt. Lowe during April has been reduced to \$1.50 for adults and 75 cents for children between 5 and 12 years of age.

RAILWAYS STRIVE TO OBTAIN PAVING COST ADJUSTMENT

Seven states and 134 communities in the United States have granted complete or partial relief to electric railway companies from the paving tax charges, according to the American Electric Railway Association.

State-wide relief has been granted in Connecticut, Indiana, Iowa, Massachusetts, Montana, New Jersey, and Utah. Local relief has been effected in communities of Alabama, Arizona, Arkansas, California, Georgia, Illinois, Kentucky, Louisiana, Maine, Maryland, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New York, Ohio, Oregon, Vermont, Virginia, Washington, West Virginia, and Wisconsin. More than a score of companies in Canada and one in Hawaii also have been relieved of paving charges.

The paving tax is a relic of horse-car days. It was first assessed when horses wore out the wooden paving blocks between the rails. When electric cars came along, the tax was retained by most communities. The argument set forth by electric railway companies is that they do comparatively little damage to tracks and that motor cars are the chief users of paving between the rails.

A general drive is being made in electric railway circles against paving and similar practices. The total tax as now paid by companies is approximately 10% of the gross receipts, or slightly less than \$100,000,000 per year. In many communities the total taxes are in excess of company net earnings.



I call my girl Mortician, because she'll undertake anything.

Then there's the Scotchman who got married when he found it was a woman who paid.

"Thankful? What have I got to be thankful for? I can't even pay my bills."

"Why, man, be thankful that you are not one of your creditors."

Service

She—"If you men would just stop looking at us girls in short skirts, we'd soon stop wearing them."

He—"Yes, I suppose you'd have to do something drastic."

Which?

Prof.—"Cleopatra is one of the most remarkable figures in all history."

Stude—"Is, or had?"

"Quick, doctor, do something! I was playing a mouth organ an' swallowed it!"

"Keep calm, sir, and be thankful you were not playing the piano."

"I've no sympathy for the man who beats his wife," said a passenger in the smoker.

"Well," said another, a timid, undersized fellow, "a man who can beat his wife doesn't need sympathy."

Reperte

It is reported of Will Rogers that while tending a crop in Texas a neighbor said: "Will, your corn look yellow."

"Yes," said Will, "I planted the yellow kind."

This made the neighbor angry and he said: "You are not far from a fool, are you?"

"No," said Will, "jest the fence between us."

Temperance Lecturer: "My husband was addicted to the bottle but I persuaded him to sign the pledge. When he did so my joy was so great I flung my arms around his neck and kissed him."

Voice from the audience: "And served him right, too!"

The tailor's sign in a little inland town was an apple—simply an apple. The people were amazed. They came in crowds to the tailor, asking him what on earth the meaning of the sign was. The tailor with a complacent smile replied: "If it hadn't been for an apple where would the clothing business be today?"

Know the Scotch football yell? "Get that quarter-back!"

In keeping with the current rage, there comes the miniature cocktail. One drink and in a miniature out.

A wanderer drifted into the side door of the gymnasium just in time to see an acrobat do a cart wheel, a flip-flop and full twisting back somersault.

"Brother, I know how you feel," he said, "I drank some of that same stuff yesterday."

"Thanks very much," said the vicar, as little Tommy handed up his offering for the festival; "I must call round this afternoon and thank your mother for these eight beautiful apples."

"P-please, sir," stammered Tommy, "would you m-mind thanking her for t-twelve apples?"

Returning a Favor

Wife (reading newspaper)—"Here's an account of a bachelor who left all his money to the woman who rejected him."

Hubby—"And yet we are told there's no gratitude in the world."

Tommy was saying his prayers. "And please, God," he asked, "Make Boston the capital of Vermont."

"Why, Tommy," said his mother, "what in the world made you say that?"

Tommy settled himself in bed. "'Cause," he answered, "I made it that way in my zamination paper today, and I want it to be right."

A schoolmaster was lecturing to a class upon the circulation of the blood. "If I stand upon my head," said he, "the blood will run down to my head, will it not?"

"Yes, sir," assented the boys. "Then," said the master, "why does the blood not run into my feet when I stand on my feet?"

There was a pause for a few minutes, when a bright youth replied, "Please, sir, it's because your feet ain't empty."

Dash of Tabasco

The suburban husband was about to leave his home for the station when his wife detained him.

"John," she said, "I wish you'd go out to the kitchen and give Bridget a good talking to before you go to business."

"How's that?" he asked. "I thought you were very satisfied with her."

"So I am, my dear," replied his wife; "but she's beating some carpets for me this morning, and she does it better when she's angry."

Soph: "Say, Tom, I hear you failed in English Comp. Is that true?"

Frosh: "Yea, the prof. asked us to write an essay on the 'Results of Laziness,' and I sent up a blank sheet of paper."

Sure, Let's

There was a shy young man who wanted to propose to his lady love, but never dared. Finally he took her to his family lot in the cemetery and said: "Wouldn't you like to be buried here some day?"

Lawyer—"Mr. Peck, your wife has been arrested and is being held incommunicado. But the police chief is easy and a little money—"

Henry Peck—"Fine, fine, and tell him that there's ten dollars for him for every day he can keep her that way."

Unlucky Dog

"With whom was your wife quarreling last night?"

"Oh—er—she was scolding the dog."

"Poor beast! I heard her threaten to take the front door key away from him."

"Fore!" yelled the golfer, ready to play. But the woman on the course paid no attention.

"Fore!" he shouted again, with no effect.

"Aw," suggested his opponent in disgust, "try her once with 'three-ninety-eight!'"

Jones: "How do you spend your income?"

Smith: "About 30 per cent for shelter, 30 per cent for clothing, 40 per cent for food and 20 per cent for amusement."

Jones: "But that adds up to 120 per cent."

Smith: "That's right."

And Another

"You are charged with being intoxicated," said a judge to a man brought before him. "What is your name?"

"My name is Angus MacPherson MacNabb," said the prisoner.

"And who bought you the whiskey?" asked the judge.

Rufus was proudly sporting a new shirt when a friend asked, "How many yards do it take to make a shirt like dat one, Rufus?"

"Well, suh," replied Rufus, "Ah got two shirts like this out'n one yard last night."

He sent his precious poem to the editor: "Let me know at once whether you can use it," he wrote, "as I have other irons in the fire."

In a few days the answer came back from the editor: "Remove irons, insert poem."

Love Message

Sister—"What does your card say?"

Brother—"This is the mountain from which the ancients used to throw their defective children. Wish you were both here. Dad."

HINTS FOR OCEAN SWIMMERS

Indicating that 92 per cent of lifeguard rescues at municipal beaches are made necessary by lack of knowledge of a few simple rules on the part of surf bathers, a list of don'ts for early season swimmers was issued yesterday by C. P. L. Nicholls, supervisor of aquatics in the City Playground and Recreation Department, in preparation for a large attendance at beaches.

Don't swim near rip tides; if in doubt about the safety of the water ask the nearest lifeguard.

Don't overestimate your swimming ability, especially at the beginning of the season when the swimmer is not in training; don't make a long distance

swim unaccompanied by a stronger swimmer or a boat.

Don't bathe in remote places but always stay near where a lifeguard is stationed for your protection.

Don't bathe immediately after eating; cramps frequently result.

Don't swim near piers or pilings, as they cause strong currents and they have sharp cutting surfaces.

Don't dive into unknown water or run into the surf before exploring thoroughly to find out its depth; when in doubt ask the lifeguard.

Don't use inflated rubber play apparatus, such as tires, tubes or water wings in the surf; you may be carried out to sea and be unable to return.

Don't call for help unless actually in trouble, as you may call sometime

when you do need a lifeguard and not be noticed; if you actually need help, don't be timid about asking for assistance.

Don't take "dares" in the ocean.

Don't go to the assistance of a lifeguard until he calls for help.

Jim—"Did the honor system work well in your college?"

Joe—"Yes—until some darn sneak went and squealed on us."

Needed

Lady of House—No! We don't want no books, nor we don't want no calendars. We don't want no nothing.

Hawker—What about a cheap grammar?

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
Bettersworth, Roy H.	Cold	6.66	Garner, John R.	Gastritis	8.00	McCulley, Flo R.	Influenza	12.00
Bonham, Virgil B.	Bronchitis	10.00	Goodman, Jim F.	Burned Finger	28.00	Neal, Louis E.	La Grippe	114.00
Brown, Edward H.	Cold	8.00	Grotholdt, Arthur P.	La Grippe	26.66	Nelson, Cecil H.	Bruise	14.00
Britt, Geo. M.	Cold	20.00	Grotholdt, Matz, La	Grippe	33.33	Ophus, Emmett T.	Influenza	26.00
Brown, Kenneth M.	Cold	10.00	Hale, Owen W.	Cold	10.00	Patten, Wm. O.	Inf. Teeth	34.00
Burke, Jack R.	Sprained Ankle	44.00	Hansen, Marion W.	Boils	19.00	Powell, Raymond H.	Cold	32.00
Burkhard, Geo. P.	La Grippe	12.00	Harris, Wm. R.	Influenza	14.00	Singleton, Robert J.	Cold	18.00
Calmes, La Rue B.	La Grippe	16.00	Kirwin, Richard G.	La Grippe	13.33	Stevens, Orville F.	Varicocele	34.00
Combest, Herbert M.	Cold	14.00	Lewis, Raymond J.	Arthritis	24.00	Vaughan, Herbert W.	Sciatica	24.00
Dunot, Sidney P. L.	Hernia	33.33	Livingston, Jos. M.	Tuberculosis	1590.00	Wallace, Howard H.	Appendicitis	46.00
Edwards, Oliver P.	Pleurisy	40.00	Massingale, Wm. E.	Fracture	2050.00	Washford, Leonard G.	Torn Tissues	48.00
Finley, Lloyd A.	La Grippe	10.00	Maxwell, Bernard S.	La Grippe	34.00	Worsham, Clyde B.	Tuberculosis	556.00

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

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We do not take issue with the time payment plan for the purchase of necessities, or even luxuries, when the income will permit. Eventually they are paid for, and bring pride and joy of possession. But, may we add—

If it is sound to buy luxuries on the installment plan, isn't it equally as

*Security. That's
what we sell.*

sound, or more so, to buy Security against the day of want, the day when your present income has ceased, the day of need that comes to all?

*It is what you
save that counts.*

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Phone TRinity 8075

LET'S QUIT HARPING!

Business is better. And it is going to get better right along!

It always has before when things went wrong, so why shouldn't it again?

Last month the V. A. Corrigan Company sold 21% more watches than the preceding month. And April has started with a still better improvement.

Let's think better times. Talk better times, and soon we'll have better times!

Sure, your credit is good for the asking.

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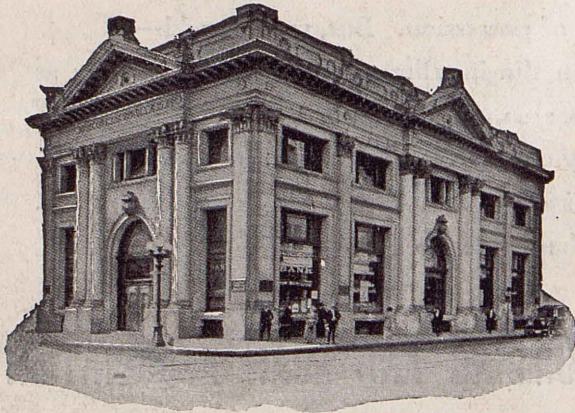
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