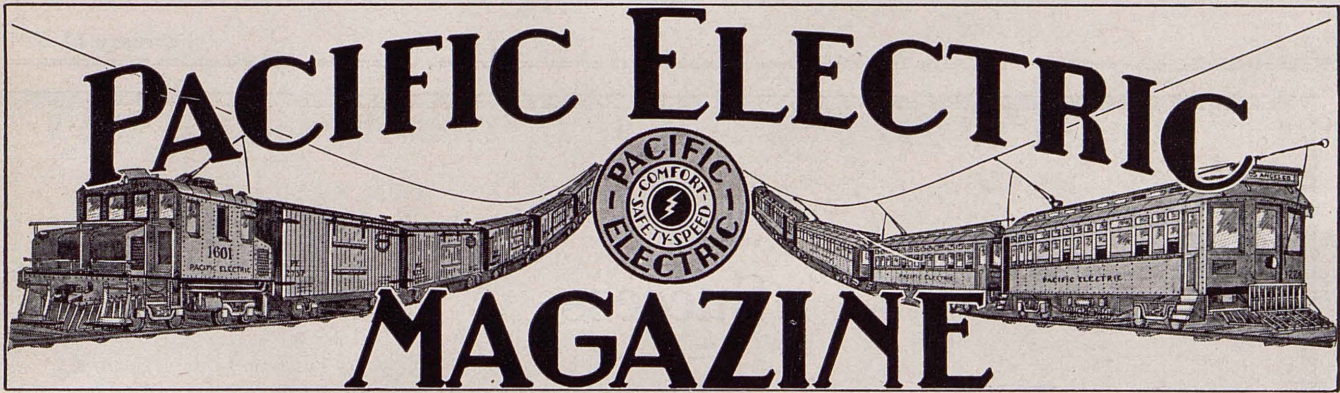


# PACIFIC ELECTRIC



# MAGAZINE

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Point Firmin and Catalina Island at Sunset.



## Success

**E**VERY boy and girl must have certain assets to achieve success—not material assets alone, but assets of character, and among the most important of these are ambition, industry, personality, and thrift.

Ambition is the will to attain something. The desired object may be knowledge, or honor, or power, but whatever it is, the ambition to reach it must be backed up by the willingness to work for it. Mere wishes accomplish little without the aid of earnest application and industry.

The asset of personality is more elusive and seems to be born in some people without any effort on their part, but on the other hand it may be acquired by everyone who will concentrate on his career and not let it be marred by carelessness and indifference.

To save part of what one earns is another vital element in a successful life. Savings are not only insurance against the turns of fortune, but also a means of seizing golden opportunities, which are so often lost, through the lack of a small amount of capital.

This brief sketch of some of the necessary qualities should be enough to show that there is no easy road or short cut to success. It means constant hard work and saving, and many sacrifices, but it is really worth them all through the ultimate feeling of accomplishment and the lasting happiness which it brings to its possessor.

A. W. MELLON,  
Secretary of the Treasury.

## Table of Contents

<i>The Causes and Cures of Slid Flat Wheels, by F. E. Geibel</i> .....	3
<i>Parking Lot Being Erected Over Hill Street Station</i> .....	4
<i>Water, Greatest Need, Assured</i> .....	5
<i>Motor Transit Moves Into P. E. Building Quarters</i> .....	6
<i>Olympic Games to Attract Million Visitors</i> .....	7
<i>Trainmen Commended for Outstanding Results in Reducing Accidents</i> .....	8
<i>Agents' Page</i> .....	9
<i>Don't Shoot</i> .....	10
<i>New School Term Begins</i> .....	11
<i>Eli Clark, Great Pioneer, Answers the Final Call</i> .....	12
<i>Editorial</i> .....	13
<i>Sports</i> .....	14
<i>Insurance Again Proves Boon</i> .....	15
<i>Pacific Electric Club Affairs</i> .....	16
<i>Pacific Electric Club Bulletin</i> .....	17
<i>News of the P. E. Family</i> .....	18
<i>Jokes</i> .....	21



# The Causes and Cures of Slid Flat Wheels

## General Understanding of Factors Which Cause Needless Abuse of Wheels Essential to Overcome This Unnecessary Loss

By F. E. Geibel,

Asst. Superintendent of Equipment

**T**HE rolling stone gathers no moss, but a smooth rolling car is conducive of good service and will gather in the shekels. So let's not flatten the wheels. It's our old subject of slid flat wheels.

Nature decrees that a body at rest tends to remain at rest and a body in motion tends to remain in motion unless acted upon by some force. And so our cars remain at rest when standing on level track, brakes released, until the power or some force is applied to move them. By the same law of nature when once rolling the cars would continue to roll except for the retarding force of friction until the brakes are applied, or what we might term a "controlled" force of retardation is brought into action.

The first force of friction above mentioned is that of the friction of the moving parts within the car and the friction between the car and the atmosphere. This force is beyond the control of the operator and is more dependent on the types of bearings and lubrication used, and in the case of wind friction the shape of the body. This wind friction increases very rapidly with the speed for which reason in racing automobiles and airplanes the shape of the body plays a very important part. At the speeds our cars run we are principally interested in reducing the friction of the moving parts. While this force of retardation is a friendly force—in that it assists in slowing down and stopping without flattening wheels, it is the force that cuts down the coasting and pushes up the power bill.

### "Controlled" Force

The "controlled" force of retardation is the braking system which consists of a frictional force applied to the wheels by forcing brake shoes against the wheels at varying pressures. We have termed this a "controlled" force because it is under the control of the operator. This force depends for its effectiveness upon the co-efficient of friction, or the "tendency to hold" be-

tween first the wheels and rail, and secondly between the brake shoes and the wheels. The former is more or less fixed with given track conditions, but is greater with the wheel rolling than when it is sliding. This is due to the nature of this "tendency to hold," in that it takes a greater force to start an object sliding than it does to keep it moving after once being started. In moving heavy objects on skids we have often heard the expression "if we can just get it started". Slick or oily rail decreases the tendency to hold between

rail is proportional to the weight of the car.

We still have a variable, however, which must be reckoned with when making a brake application. It is this same co-efficient of friction or tendency to hold, but now to be considered as between the wheel and the brake shoe. As with wheel and rail the same characteristic exists in that the tendency to hold is less when the shoe is sliding against the wheel than when the wheel is not turning or the car is at rest. Further, this tendency to hold decreases with the speed and at sixty miles per hour is one-third of what it is at ten miles per hour. It is thus seen that it takes a greater frictional force, or a heavier brake application to stop a car than it does to hold it at rest, and a heavier application to begin to stop it at higher speeds than it does at the lower speeds. It is further seen that if we make a brake application up to the slipping point of the wheels at the higher speeds and hold it there, as the car slows down, the frictional force between the wheels and brake shoe increases and will greatly exceed the slipping point of the wheels on the rail at the reduced speeds resulting the wheels sliding. It is also true that we may have the proper brake application for a given speed, being well within the slipping

## The Keynote of Good Braking

**T**HE resulting cost of flattened wheels causes a tremendous loss to this and other electric railways each year. What "hurts" most is the fact that it is an unrecoverable loss, money entirely wasted.

As indicating what can be accomplished by co-operative effort, during 1930 quite an extensive campaign was waged to reduce the number of flattened wheels. Results for the year show that 406 cars sustained 2,104 flat wheels, as against 772 cars and 4,184 flattened wheels in 1929.

The repair or replacement of a flat wheel is only a part of the resulting expense. The car involved ceases to earn revenue; it costs money in power and labor taking it to the shops. Moreover, a flattened wheel is of intense annoyance to patrons while the car is in service before being relieved.

With the concluding admonishment "don't slide them, and they will not flatten," Mr. Geibel in the accompanying article gives some angles to slid flat wheels that you may not have before understood. He tells whys and wherefores, the substance of which again substantiates the fact that "good braking is an initial maximum brake application, consistent with rail and speed conditions, graduating off as the car comes to a rest."

the wheel and rail and sand, increases this co-efficient of friction or decreases the tendency to slip. The sand, however, to be effective must be applied before the wheel starts to slip.

It is quite evident by now that to brake effectively, the frictional force applied to the wheels cannot exceed the frictional force between the wheels and rail, or we cannot brake beyond the slipping point of the wheels. This is governed somewhat by the proportion of the brake levers as regard the size of the brake cylinder and air pressure used. The braking is expressed in terms of the weight of the car, as 90 per cent of the light weight. The frictional force between the wheel and

point of the wheels. And if the wheels hit a grease spot on the rails momentarily reducing the frictional force between wheel and rail below that between wheel and brake shoe the wheels will lock and slide. Good braking, therefore, is an initial maximum brake application consistent with speed and rail conditions, graduating off as the car comes to rest.

### Grade Effect

Curve and grade conditions have not been considered in the above. Curve resistance, of course, is always a retarding force tending to slow down. Up-grade is a retarding force in starting and running, but helps in slowing down and stopping. Down-grade helps



to get started and running but must be overcome when stopping. These conditions must also be considered in judging stopping distance.

This article was to be a discussion on slid flat wheels. Well, if you don't slide them, they will not flatten!

#### FAST FUEL DELIVERY HELPED IN SAVING CITRUS CROPS

Orange growers of Southern California last month were again given a good example of the kind of service the Pacific Electric is willing, capable and glad to render in times of stress.

The unwelcome and prolonged stay of "Jack Frost" caused SOS calls for orchard fuels from all the widespread areas of citrus orchards in this district. When the battle ended 392 carloads of heating oil and 46 carloads of coke had done their bit to stay the hand of destruction.

Practically the whole movement was performed under emergency conditions, which means that the bulk of it moved in trainload units with rights over all other freight shipments. Most of the fuel oil originated from Watson and L. A. Harbor, while the coke was rushed from Dominguez, the bulk of the latter going to the Lindsay district.

While about 10 per cent of the Southern California crop was damaged to a greater or less extent, mostly in areas poorly or unequipped to combat severe cold weather, unquestionably the toll would have been tremendous had not exceptionally good service been rendered. The growers were almost unanimous in expressing their appreciation for the dispatch with which our company served them.

#### Parking Lot Being Erected Over Hill Street Station

IT has been said that so efficient are our large meat packing concerns that they utilize "everything except the pig's squeal." That industry now has a rival, for literally this railway has made an asset of the air.

Reference in the foregoing paragraph has to do with the leasing of the air-rights over the surface tracks adjoining the Hill Street Subway Station, over a portion of which a modern automobile parking station is being erected. The work is now well under way and early next month the lessee will be serving the public.

Providing access from Olive Street, the new parking "lot" measures 100 by 183 feet, sufficient to park 150 automobiles. The structure is of steel and concrete and has a loading specification of 125 pounds per square foot, or a concentrated load of 24,000 pounds, an ample measure of safety. A pedestrian exit along the north side of the property is provided for entrance onto Hill Street.

Erected at a cost of approximately \$37,000, the new improvement not only produces revenue, but provides a shelter for equipment and other facilities. Also operations into and from the surface station will not be handicapped.

#### Bang, Bang!

Little Mary had just been to a military funeral and she was all excited. In telling her grandmother about it she said: "And Granny, the man wasn't dead so the mens all took another shot at him."

#### Reduced Auto Insurance For Employees Again Offered

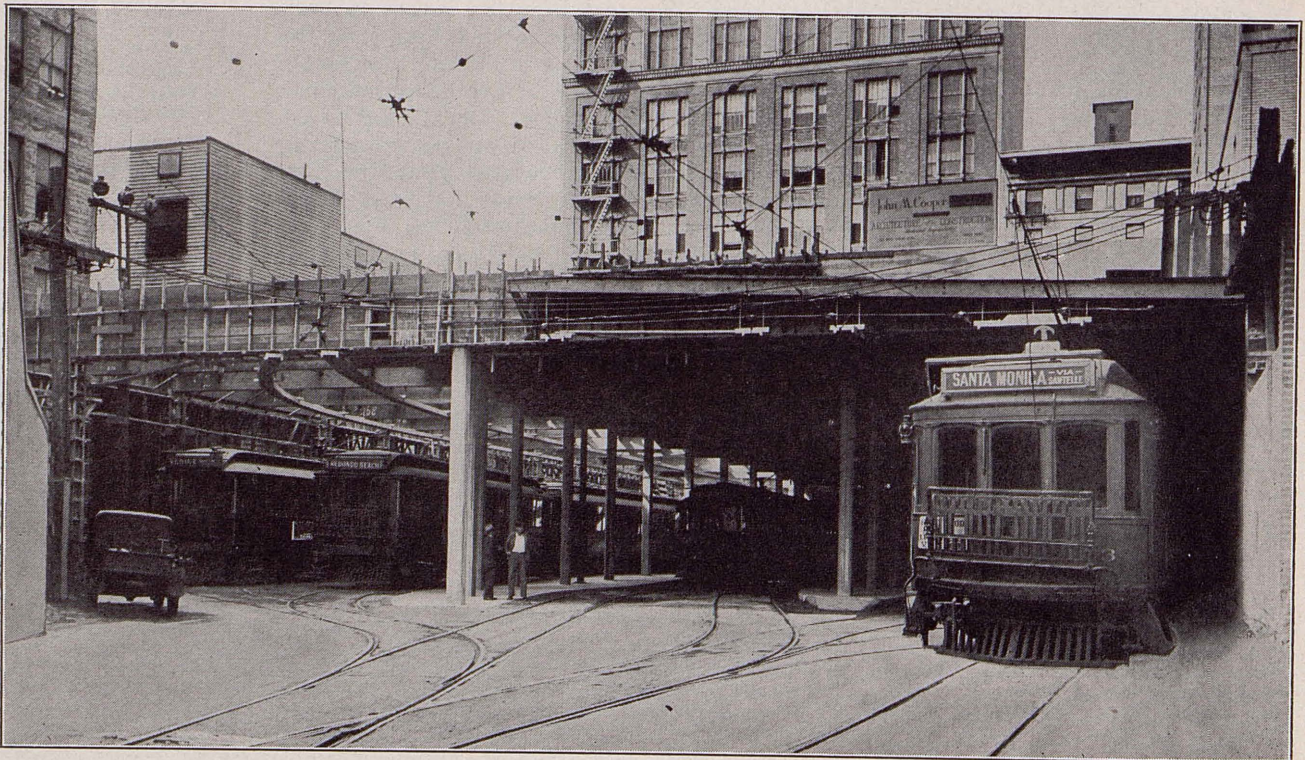
INSURING for another year reduced rates for automobile insurance, our management last month renewed for the third year the automobile insurance plan for employees with the Archer and Knight Company, insurance brokers.

This plan, involving a saving of about 30 per cent for various types of automobile insurance, has worked out very satisfactorily, the company having proved entirely responsible and having shown a willingness and desire to promptly meet the provisions of its policy.

The continuance of this plan is particularly advantageous due to the fact that there has been an advance in the basic rates of all insurance companies on public liability and property damage. Also the fact that employees are privileged to secure the savings with a proven, responsible organization is worthwhile.

Several of the cut-rate automobile insurance companies who have been doing extensive business in California during the past few years have become bankrupt and there remains in the field several companies yet whose low rates may prove an unhappy boomerang to purchasers of policies whose protective provisions are not broad or clearly defined.

Inasmuch as the continuance of the saving to employees through purchase of insurance with the Archer and Knight Company is dependent to a very large degree upon the volume purchased by employees, it is hoped that



Parking lot, now nearing completion, being erected over our Hill Street surface station. In addition to producing revenue, it will also serve as a protective shelter for equipment at this location.



all will give due consideration to this plan when in the market for automobile insurance. Archer and Knight Company advise that they will be pleased to quote rates on any policy in which employees may be interested whether or not automobile insurance is carried at this time. The company is located at 215 West Sixth Street, Los Angeles.

### GRAND OPERA SEASON BEGINS AT SHRINE AUDITORIUM

Bringing to Los Angeles the full cast of the Chicago Grand Opera Company, music lovers will be afforded the opportunity during the week of February 23rd of hearing at the Shrine Auditorium the finest musical entertainment offered in any city of the world. Only by public spirited citizens guaranteeing large sums would it be possible for the local public to enjoy the artistry of the world famed singers of this cast. While prices reach comparatively high levels, both the \$1.00 and \$1.50 seats afford good vision and reception.

The opening night, Monday, Feb. 23rd, brings La Traviata with the glorious voices of Claudia Muzio, Tito Schipa and John Charles Thomas in principal roles.

Die Walkuere, with Frida Leider, internationally famous German soprano, Maria Olszewska, Alexander Kipnis, and Theodore Strack will be offered Tuesday night.

Wednesday the popular double bill of Cavalleria Rusticana with Claudia Muzio, Antonio Cortis and Jenny Tourel, and I. Pagliacci, with Hilda Burke, Charles Marshall, and John Charles Thomas is presented.

Margherita Salvi, lovely Spanish coloratura, makes her Los Angeles debut Thursday night in Lucia Di Lammermoor. Tito Schipa and Richard Bonelli will sing the roles of Edgar and Lord Henry Ashton, respectively. The special ballet follows.

Aida on Friday night brings Claudia Muzio for the last time during the season. Sonia Sharnova, Hilda Burke, Charles Marshall, Alexander Kipnis, Cesare Formichi, and Chase Baromeo are others of the brilliant cast.

Clark A. Shaw, general manager of the company's tour, announces the premier showing in Los Angeles of Der Rosenkavalier (The Knight of the Rose) for the Saturday matinee. Frida Leider, Maria Olszewska, Alexander Kipnis, Robert Ringling, and Thelma Votipka head the lengthy cast.

The final presentation of the week will be Rigoletto on Saturday night. Margherita Salvi will appear as a lovely Gilda, Coe Glade as Maddalena, and Antonio Cortis will be the Duke of Mantua. The title role is sung by John Charles Thomas.

An uplift worker, visiting a prison, was much impressed by the melancholy attitude of one man she found.

"My poor man," she sympathized. "What is the length of your term?"

"Depends on politics, lady," replied the melancholy one. "I'm the warden."

# Water, Greatest Need, Assured

## Executive Tells Radio Audience How Supply Will Come From Colorado River Project

*How extremely vital to the future welfare of Southern California is the Colorado River Aqueduct was well told by D. W. Pontius, President, in a radio address over K N X on the evening of January 23rd. The full text of our executive's speech follows:*

**M**R. WHITSETT, the Chairman of the Metropolitan Water Board, has asked me to come here this evening to tell you what I think about the Colorado River Aqueduct project.

Perhaps I can best express to you my intense interest in the vitally important work being carried forward by the Metropolitan Water District, by pointing out how I came to accept the office of Controller of the District.



When it was suggested that I assume the duties and the responsibilities of the office of Controller I felt that it would be entirely out of the question due to other responsibilities. Most of us have a feeling that our regular business or professional duties require all of our time and I am no exception to that rule. As the resident custodian of the Pacific Electric Railway property I had a feeling that I had my hands full.

And then—just about the time I had made up my mind that it would be impossible for me to take over the duties of Controller I began to see, and to realize the overshadowing importance of this water problem now confronting Southern California.

### A Vital Issue

I began to understand—more fully perhaps, than ever before—that every dollar invested in Southern California, every business institution operating in this region, the value of every home, and the place filled by every man and woman—depends **absolutely** upon the providing of an adequate water supply. It occurred to me that it would be little use for any of us to worry about our work, or our business enterprises, unless we took the trouble, first of all, to make provision for the development of a water supply to meet our ever-increasing needs.

Seeing the necessity in this true light, it became very plain that I could have no higher duty to myself, my business associates, or to my home community, than to give whatever I am able to give to help carry forward this great Colorado River Aqueduct project.

I am happy to say that the Board of Directors of the company I represent saw the matter in the same light. They realized that the biggest problem be-

fore us in Southern California is the problem of developing our water supplies. And as one individual, I shall try to help the best way I know how.

Mr. Whitsett, in introducing me a moment ago said some very kind and flattering things. In return, let me say to the citizens of the Metropolitan Water District that we are all extremely fortunate in having such a man as Mr. Whitsett at the head of the governing Board of the District. This is a big task we are facing; the financing, and the building and operation of an aqueduct from the Colorado River. It will require civic enthusiasm, courage and vigor of a high order, to carry this project forward to success. And I know of no man who can give more enthusiasm; no man who possesses a clearer vision of the problem, and no man who can act with greater endeavor and more true courage than the Chairman of the Metropolitan Water Board, Mr. Whitsett.

All other members of the Board of Directors are exceptionally high class men and competent so we have nothing to worry about.

It may be somewhat difficult for those who, only recently, have come from the Middle West or the East, fully to realize the importance of our water problem. Where water is plentiful, as it usually is east of the Rocky Mountains, we soon get in the habit of taking it for granted.

### Present Source Limited

But here we are living in a semi-arid country. The ideal climatic and soil conditions of this beautiful region already has drawn to Southern California far more people than can possibly be supplied by the water that comes to us year by year in the form of rain, or snow in the near-by mountains. Temporarily we are making up this deficit by drawing upon our underground water reserves.

Before the white man came to this country there was no one to use any of the rainfall that came this way. As a result, some of it soaked into the ground and began to accumulate in underground basins. Slowly through the passing ages this water continued to filter into the underground reservoirs. But when the white man came and began to develop this region, he immediately started drawing off this underground water. Each passing year, our need for water has increased, and we have continued to draw off more and more of this underground supply.

Now we face the absolute necessity of developing a large new supply of water from an outside source. Otherwise we soon will exhaust our underground supplies, and then we will find ourselves here "high and dry."

Those who are familiar with California know that the only source capable of providing us with the water we



need is the Colorado River. The Metropolitan Water District, as Mr. Whitsett has stated, is organized to build the aqueduct—or water supply line—by which we will bring the Colorado River water across the mountain and deserts that stand between the river and the cities in the District.

After years of study, the Metropolitan Water Board has selected the best and the most economical route for the water line. In this selection, the Board was assisted by the able advice of our Chief Engineer, Frank E. Weymouth, and by the three distinguished engineers, who were retained to act as an Engineering Board of Review. It is most gratifying to know that these engineers all came to the same conclusion as to the best and the most economical route. They were unanimous in their selection of the Parker route, and this is the line the Board of Directors has designated as the official line.

I would like to leave this message with you, if I may, before closing:

#### Problem of All

There is no problem in Southern California so vitally important as the water problem. There is no private or public task as important at this time as the task of building the Colorado River Aqueduct and bringing in a new supply of water from the river. There is no man or woman living in Southern California who truthfully can say that he or she is too busy to lend assistance to the great Colorado River Aqueduct project. It is your business and it is my business.

The same enthusiasm, courage and ability that has brought Southern California to its present high state of development must be employed in the successful consummation of the Colorado Aqueduct. Every hand and every head is needed.

#### ADD MORNING TRAIN TO BAY DISTRICT TIME SCHEDULE

The addition of another Pacific Electric morning peak hour train from the Santa Monica Bay District to Los Angeles became effective Friday, February 9.

The new train operates every day except Sundays and leaves Santa Monica Broadway Station at 6:51 A.M., Venice at 7:01 A. M. It is operated via the Shortline route, arriving at the Subway Terminal in Los Angeles at 8:01 A.M. All regular stops are made to pick up passengers.

The new train follows one minute after the Limited which leaves Santa Monica at 6:50 A.M., and is preceded by another local leaving at 6:37 A.M. and followed by the 7:05 A.M., both of which latter trains also make all stops enroute to Los Angeles.

With the addition of this train the Shortline schedule of our Company will call for eleven early morning trains for commuter travel from 6:07 A.M. to 8:05 A.M., three of which are Limiteds operating with a minimum of stops at only the heaviest loading points.

Every woman thinks she could make her favorite actor happy.

## Motor Transit Move Into P. E. Building Quarters

OUR new "relatives", the Motor Transit Company, moved bag and baggage into the Pacific Electric Building late last month, and contrary to the wish we sometime inwardly hold when relatives "move in", we hope they prolong their stay.

The entire General Office organization, numbering 35, were included in the forces which hereafter will occupy a suite of rooms adjacent to the northwest corner on the eighth floor. A total area of 5,000 square feet was necessary to house them.

The executive officers who will henceforth be close at hand are: F. D. Howell, Vice President & General Manager; Max Green, Traffic Manager; R. W. Evans, Auditor, and J. C. Baker, Treasurer. For the past seven years the company's general offices have been located at 220 E. Market Street.

Since our acquirement of an interest in the Motor Transit it will prove most advantageous to have their general offices closely located. Also the more central location, together with cheerier offices than at the former location will make the change worthwhile.

We repeat, "Welcome Motor Transit; make yourselves right t'home."

## WIT WIELDS "WICKED" PEN

A Long Beach listener-in to our radio program, "Seeing Southern California," ably directed by Seymour Hastings, last month waxed eloquent in a letter penned to the announcer.

Mr. Hastings told his audience that each listener who wrote him a letter, which was letter-perfect in every detail, would receive as a reward a first-class ticket to the Mission Play. Among the flood-tide of letters received was the following gem:

"It would indeed warm the heart of this most insignificant and humble personage if you deign to reward his punitive typographical efforts by conferring upon him the distinctive honor of being made the recipient of a meager portion of your magnanimous beneficence and unmitigated generosity.

"Indeed, I assure you that the perpendicularity of this inauspicious plebeian would be horizontalized with ecstasy should you condescend to bestow upon him two, rather than the singular number of certificates of admission to the magnificent and stupendous historical dramatization of 'The Mission Play.'

"I have discovered to my extreme sorrow that although my shipmate and me, when embarking on the seas of matrimony, were joined 'as one,' I have as yet been unable to find an usher whom I could convince of that fact."

## Mission Play Starts Its 20th Season of History Drama

JOHN Steven McGroarty's famed "Mission Play," a pageant drama of the mission era in early Spanish California, begins its twentieth consecutive season of production at San Gabriel on February 1.

Told with a colorful and romantic background of the Spanish period woven into the production is a true historic tale of the missions' founding. The leading character is Fray Junipero Serra, known to every native Californian as the heroic Franciscan who founded the mission chain and established the Spanish flag in California more firmly than the explorers who had preceded him.

Staged in a beautiful mission style playhouse, built for the play by public subscription, which stands in the shadow of old Mission San Gabriel, founded by Father Serra in 1771, the Mission Play is operated in the same manner as the Pilgrimage Play and the Hollywood Bowl. A group of public-spirited business men comprise the Board of Governors conducting the play on a non-profit basis, all surplus at the end of the season being invested to insure the perpetuation of the production.

R. D. MacLean, noted Shakespearean actor, is playing his eighth season as Fray Junipero Serra. MacLean asserts that he has read every available history and source book on Father Serra so that he can depict the true character and make the role the crowning one of his long career. Irmalee Campbell is cast in the feminine lead as Senora Josepha Yorba, whose direct descendants still live in San Gabriel.

Many Mexicans and Indians in the case have been born in San Gabriel, tutored in the old Mission school and now play roles in the play. Some have entered as children, notably Juanita Vigare, one of the leading dancers. She has appeared in every performance of the play except one.

The season of the Mission Play is a short one, with matinees daily except Monday and evening performances on Wednesday and Saturday.

This company will operate special trains to each performance, leaving the 6th and Main Street Station at 1:15 p.m. and 7:15 p.m. The Motor Transit will operate a special coach from Long Beach direct to the playhouse. Tickets to the play may be secured from a ticket booth in the Main Street Station.

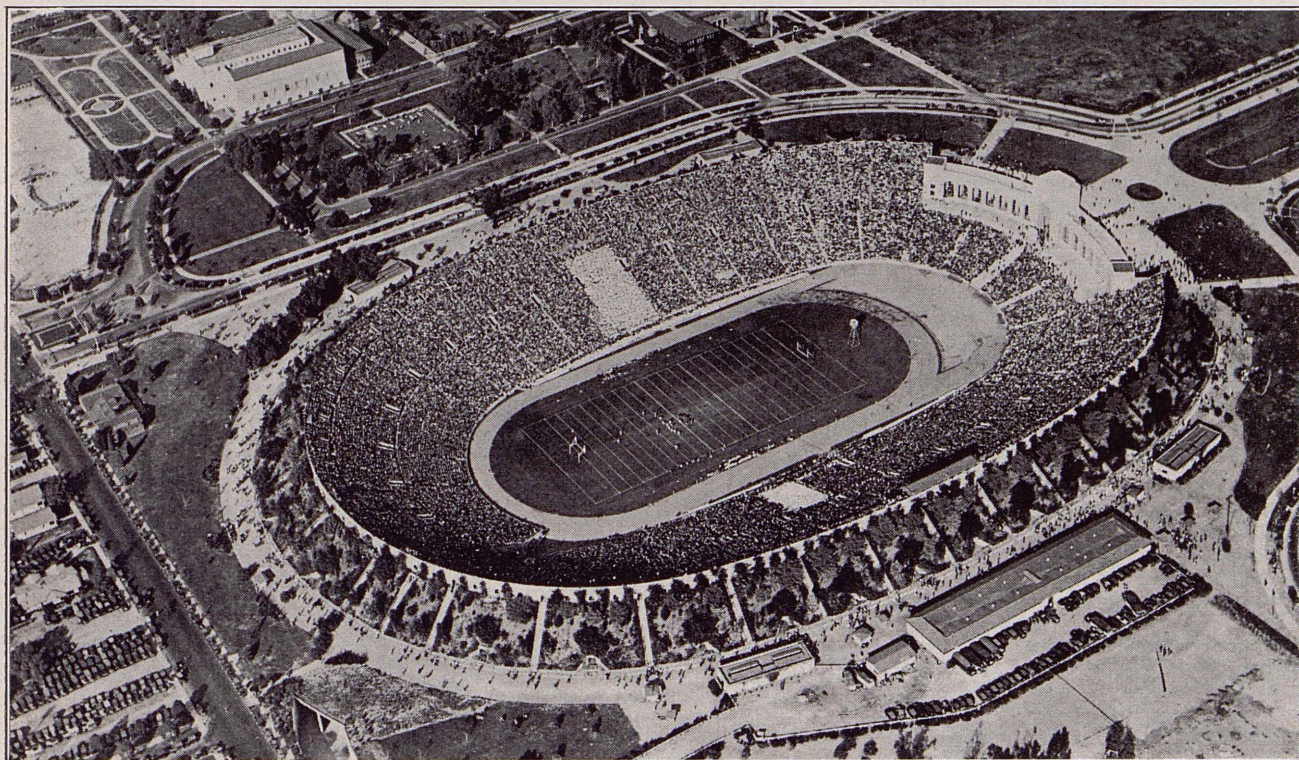
## P. E. MASONIC CLUB NOTES

The next regular monthly meeting will be held Tuesday, February 10 at 7:45 p.m. at the Pacific Electric Club.

It is expected that the meeting will be one of the most eventful of the year, so reserve the date. Come early and have your dinner at the P. E. Club and enjoy a social period before the meeting.



## OLYMPIC GAMES TO ATTRACT MILLION VISITORS



▼ Aerial view of Olympic Stadium, now being enlarged to seat 105,000 persons. Here most of the Olympic games and events will be staged beginning July 30th next year. ▼

**L**OS ANGELES, here I come! Not so many months away California, and Los Angeles particularly, will experience the greatest influx of visitors and greatest worldwide publicity of any single event that ever transpired within our gates. We refer to the Olympic games scheduled to be begun July 30 next year.

From the far corners of the earth visitors will come. They will come both because some 4000 vigorous athletes will compete in true sportsmanship for the glory of their native lands and because of an inborn desire to "see California."

Based upon the gatherings and attendances at the Olympic games in European cities it is estimated that fully a million persons will have to be housed and cared for within Los Angeles and nearby cities during the period of these games. Our "how much" complex caused us to look up the daily outlay of the average visitor, whereupon we find that the Chamber of Commerce is authority for the statement that \$11.25 is what Mr. Average Citizen spends.

To that public-spirited citizen, William May Garland, goes the credit for bringing the Games to this city. While attending the event at Antwerp, Belgium, in 1920, he presented the International Olympic Committee with a folio of invitations from the State of California, the City and County of Los Angeles and civic and athletic organizations of the State seeking to obtain the 1924 Games. Upon learning that the 1924 and 1928 events had previous-

ly been awarded to Paris and Amsterdam, respectively, he entered his plea for the 1932 Games. Two years later the 1932 Games were awarded first to United States, then to California and later to Los Angeles.

With Mr. Garland heading the Xth (Tenth) Olympiade Committee, careful preparations have been under way for months looking to a perfection of arrangements and facilities for the various sports and handling the program to a successful conclusion.

The Coliseum, which will hereafter be known as the Olympic Stadium, is rapidly nearing enlargement so as to accommodate 105,000 people in reserved seats and 125,000 by general admission. In this stadium will be held the athletic (track and field), gymnastic, jumping events, the opening and closing ceremonies, the field games, and the start and finish of the marathon.

In the Armory near the stadium, will be held the fencing competitions and in the Museum will be held the Fine Arts exhibitions which are part of the Games. The Swim Stadium will be built either in or near Exposition Park, which will be known as Olympic Park during the games. Olympic Auditorium at 18th and Grand Avenue will be the scene of boxing, wrestling and weight lifting events.

The rowing events will be held in a special rowing stadium on a channel of Alamitos Bay at Long Beach, and the yachting races will be held over a course to be selected later, somewhere between the Harbor and Santa Monica.

The various equestrian events, including polo and the Modern Pentathlon, will be held on polo fields at Santa Monica and at Midwick Country Club, while the Rose Bowl in Pasadena will be utilized also for some of the events on the Olympic program.

The courses for the bicycle race, the cross-country equestrian run and the marathon have all been selected. A complete report of the facilities in existence and contemplated, was made by representatives of the local organizing committee at the Olympic Congress in Berlin in May, 1930, and Los Angeles was highly complimented upon the completeness of its preparations to date.

There will be between three and four thousand athletes here during the Games, the dates for which are from July 30 to August 14. These athletes and their attendants such as coaches and trainers, will be housed in an Olympic Village to be built near Exposition Park.

Los Angeles began to reap benefits from the Games in the form of publicity, over ten years ago when Mr. Garland made California's first bid for the Games. This city has been mentioned prominently in world news ever since, particularly during the 1924 and 1928 Games. Through an intensive for-



eign publicity campaign now being conducted by the local organizing committee, Southern California is receiving thousands of column inches of publicity through the foreign press. As a result of this, thousands of people, aside from the athletes themselves, will visit Southern California to witness the Games in 1932, and will stay to visit other parts of the state following the close of this great international sports event.

The Olympic Games are a revival of the ancient Grecian festival, celebrated every four years from about 700 B. C. until about 394 A. D. when they were discontinued with the subjugation of the Greeks by the Romans.

The modern Games were revived through the energy of Baron Pierre de Coubertin, who forsook a political career in his youth in order to encourage the injection of athletic training into the education of the youth of his native country, France. Feeling that international good-will could only be made an actuality through clean athletic competition between countries, he called a meeting at Sorbonne in 1894 which resulted in the revival of the Olympic Games, the first of these being celebrated at Athens, Greece, in 1896.

They have been held quadriennially since then with the exception of 1916, when they could not be celebrated, due to the World War.

## Comic Play is Prize Event Staged by Woman's Club

By Mrs. Lon Bishop, Correspondent

**D**UE to lack of co-operation on the part of the weather man, our monthly evening card party, January 5th, was not very well attended.

Prizes in bridge were won by Mrs. W. G. Bruley and Mr. H. E. Long. Low scores to Mrs. Compton and Mr. Bruley. Mr. and Mrs. Geibel were high in 500, with consolations given to Mrs. George Miles and Mr. Lon Bishop.

January 8th was the regular meeting and after business was cared for the program was turned over to the Cheerio Women's Club of Torrance.

It isn't often that an auxiliary has the audacity to say, "Mind Your Own Business," and instead of a reprimand, win the approval of the mother club, but you see, that was the name of the skit they put on. Old maids, widows, "tidies" and—gossip. We'll slip you a few choice tid-bits.

"Mr. Fred Geibel and a widow with seven children." (God forbid)—"Distressed hearts exposed as a result of Mr. Jess Green marrying the old maid he did."—the cattiest things about Mr. Vickrey; even Mr. Walter White had some rather significant remarks connected with his name and yet just to show you how keen folks are for "recitals" of this sort, they are going to repeat it on February 27th and 28th in the Theatre, along with the movie. Come early for the seats are not all down in front.

Miss Mary Scallen sang the "How do you do" song and even though her

## Trainmen Commended for Outstanding Results in Reducing Accidents

By A. T. Mercier, Vice President and General Manager

**J**ANUARY accident record revealed a splendid decrease under that for the same month of last year, with a reduction of 102 mishaps, or 18.78%.

Considering that in January, 1930, there was a reduction of 76 accidents, this means that since January, 1929 (when we had 619) there has been a reduction of 178, bringing the total for January, 1931, down to 441, a decrease of 29% in the two years.

In reviewing last year's record it is also gratifying to know that each month showed an improvement over the same month of the preceding year to the extent indicated in the tabulation below:

Month	Decrease
January .....	76
February .....	12
March .....	84
April .....	130
May .....	143
June .....	115
July .....	122
August .....	115
September .....	145
October .....	165
November .....	40
December .....	58

1,205—18.2%

In 1929 a total of 6618 accidents occurred on our system, while in 1930 they numbered 5413. This means there were 1205 fewer accidents; that many chances for injuries were eliminated; that many fewer possibilities of being involved in costly court proceedings; many less causes for damages to equipment.

January, 1931, has started out with an excellent reduction of 102 accidents. This is a very gratifying beginning for the new year, and offers further positive proof that the men operating our trains are making constant effort to avoid accidents. Moreover, it shows that you are accomplishing outstanding results. I am looking confidently forward to a record this year that will be hard to beat.

Accidents do not happen—there is a cause—let's eliminate the cause.

dress threatened, she gamely sang every verse. Mrs. King's soprano efforts with "Roll on Silver Moon" were—awah—awah—but she got her "breaks." Mrs. Harry Pierce made her debut as a radio announcer, assisted by Mr. Holmes and N.B.C.—hasn't a thing in the world on P. E. W. C. Dorothy Colburn added her Daffodilly number to a mighty good show.

On January 15th was held the regular afternoon card party. Bridge prizes were won by Mrs. C. W. Kenner and Mrs. Wilkinson. Prizes in 500 went to Mrs. Amy Wilson and Mrs. Larson. Bunko prizes were awarded to Mrs. Leatherman and Mrs. Evans.

On January 22nd the women were given a real treat and you members who missed it have only yourselves to blame. Mr. Bruce Findlay, Manager Promotion Department, Los Angeles Chamber of Commerce, was the speaker, and now we all know who helped sell California to the world. We heard the wittiest, most entertaining talk on "This Thing, Culture," and all the women agreed with Mr. Thomas' complimentary remarks in presenting Mr. Findlay.

Mrs. De Young, violinist, accompanied by Miss Jessie Kirk (both members of the P. E. Senior Orchestra) gave a delightful number. Miss Sarah Black, assisted at the piano by Mr. Heinecker,

## DO YOU BELIEVE IN SIGNS?

The February safety message of the Safety Conference of the California State Chamber of Commerce recites the law concerning obligation of motorists observing "Boulevard Stops", the text of which is:

"All vehicles shall stop before entering or crossing through highway when there shall be in place upon each and every public highway intersecting such through highway at or near the boundary line of such through highway appropriate stop signs so placed by or under the authority of the department of public works, and so located as to be plainly visible at all times to the operator of an approaching vehicle."

instructor at Sentous Evening High School, was another musical offering greatly enjoyed.

Watch the bulletin board for February.

## Cover Picture

The scene on the cover this month depicts the magic picture which the setting sun casts upon Point Firmin, with Catalina Island for a background.

We are indebted to the All Year Club of Southern California for the courtesy of using this picture.





## El Monte Agent Tells The Merits of His City

By M. E. Gilbert, Agent, El Monte

**E**L MONTE, from the variance of its industries, soil products and attractions, could well be named "the versatile city."

If you would doubt this statement consider the following facts: We have the largest flower seed farm in California; the largest walnut ranch in the world; the only lion farm in existence, and the fertility of our soil produces vegetables of almost as many varieties as Mr. Heinz' products. Our industries range from the production of rocks to the recovery of raw rubber from discarded automobile tires.

Located just 13.36 miles east of Los Angeles, El Monte offers to the resident all the virtues boasted by any Southland city. Its population numbers 3,454, but there is a contiguous trade territory of 12,500 and that our neighbors shop in El Monte is quickly evident by the large number of prosperous business houses within our gates. A climate, drier and milder; a million dollar high school; churches of all denominations; rapid transportation—El Monte is indeed a city of opportunity and one of which to be proud.

### Freight Tonnage Large

From the Pacific Electric's point of view the freight traffic volume is particularly noteworthy. El Monte is the only freight agency between Los Angeles and Covina, handling the following non-agency stations: Ethel Ave., Wilmar, Rosemead, Gravel Pit and Crushton.

The greatest tonnage of freight shipments consists of rock products from Gravel Pit and Crushton. Inasmuch as the four crushers are located about five miles away the billing of this product is done at the crushers, Henry R. Blake, Clerk, with his faithful Lizzie spending the day checking yards and billing cars at the different plants.

The next leading commodities shipped from this station are: Cauliflower, celery, mixed vegetables, sugar beets and reclaimed rubber. Our regular shippers at this agency are the Randolph Marketing Company, American Fruit Growers and the Pacific R. & H. Chemical Corp., who are large users of all forms of chemicals, most of them being received by boat and we enjoy a very good business in transporting them from the Harbor to El Monte. This chemical company has also installed the latest equipment in manufacturing reclaimed rubber.

Another good shipper from this office is the Bodger Seeds, Ltd., who ship flower seeds to all parts of the country, both by freight and express, and we have received very good freight revenue from the trans-continental shipments. These seeds are shipped mostly during the winter months, for spring planting.

### Home of Lion Farm

El Monte is the home of "Gay's Lion Farm," an internationally famous institution, and the only one of its kind in the world. There may be found nearly 200 lions in all stages of growth, from the cubs with eyes not yet open to the valuable trained lions which are seen in moving pictures.

The writer, has been Agent at El Monte a little over six years, and prior to coming to El Monte was Agent at Burbank for six years. There has been considerable change in El Monte during this six years, and also in the station work. Truck operations have had their serious effect on our freight revenue, as is the case in general throughout the country.

Gale W. Hudkins is Asst. Agent in El Monte, having been located here for the past four years. He is always energetic, capable, reliable and alert for new business.

While the principal duties have to do with handling of freight, we of course, also sell local tickets, and represent the Pacific Motor Transport and Railway Express.

## Here and There With Agents

By Frank Farnham

**T**HE busy signal has sounded at all our stations throughout the orange and lemon districts and a substantial gain over 1930 is being shown.

In some localities, due to the ripening of the oranges before a large size has been gained, the percentage of small sizes is very noticeable.

The name of Cauliflower Junction, originally given to Compton, might now be given to El Monte since that district has gone in so heavily for vegetable shipments.

Assistant Agent Melvin Armstrong of Upland is in the far east. He last reported from New York where he is taking in the Auto Show. Having also attended the Boat Show at Chicago, he should be able to give us the latest in rapid transportation, upon his return.

Relief Agent G. C. Haase has been pinch-hitting for Mr. Armstrong during his absence. Having recently pur-

chased a new home in that city, Mr. Haase is nearly as enthusiastic in his praise of Pomona as is Mr. W. B. Foote.

Agent Ben H. Sutton of Brea was on the sick list for a week or more during the past month, but is again back on the job. In his absence, Relief Agent L. M. Duke took over the station.

Relief Agent John C. Stockberger is temporarily in charge of the station at Gardena, made vacant by the death of Agent D. C. Cowan.

Conditions along the La Habra-Fullerton Line appear very promising. A heavy crop of oranges and lemons seems assured, there being practically no frost damage in this district.

With the addition of the Motor Transit and associated bus lines to the Fullerton Station that agency has become a very busy place. Agent E. H. King and his two assistants are on the go from 6:00 A.M. until 10:00 P.M.

On February 14th the annual banquet of the Agents' Association, tendered to the members from the Division showing the best attendance record for the year by the Agents from the other two Divisions and the Company, will be held at the Los Angeles City Club, 833 South Spring Street. This is a big night for the Agents and their assistants and we will tell you all about it next month.

## MOTOR TRANSPORT TONNAGE SHOWS INCREASE IN JAN.

Motor Transport business pushed the ceiling up for a new high record at Los Angeles January 9th with over 193,000 pounds outbound, advises G. W. Orr, Asst. Agent, L. A. Freight Terminal. The month as a whole is expected to show a good increase over the closing of 1930.

Motor Transport Agents and others in sending mail to the Agent at Los Angeles will avoid delay by using the Freight Office address, 1390 East 7th Street.

Agents are requested to report to the Agent at Los Angeles at once, by telephone when possible, any merchandise checking over for other stations. Much time and effort was spent recently in locating a shipment that was over at one of the smaller stations for two days before it was reported.

No one can be mean and happy any more than an orange can be sour and sweet.



**BREEZES FROM THE HARBOR**

By Walter Gillett, Ticket Clerk

As you may know, the Los Angeles Steamship and the Matson Steamship companies were merged recently. They will, however, still operate under their former names. Under the new schedule the two companies will each have a boat leaving our harbor for Honolulu and one arriving from there every week. Happily this new arrangement will increase our business to a pleasing extent.

J. M. McQuigg, General Agent of the Los Angeles Harbor district, and his son, Horace McQuigg, left San Pedro on January 23 for Las Cruces, New Mexico, where the son will enter college in February. Mr. McQuigg returned to San Pedro January 26, after having a nice trip as far as El Paso, Texas and return. His report on the business in that territory seems to show indications of improvement.

Charley Rutledge, Pacific Electric Agent at Wilmington, who some time ago crippled his foot in an accident, is intending to undergo an operation during his vacation which will be during the first part of February. We all hope for a rapid and thorough recovery.

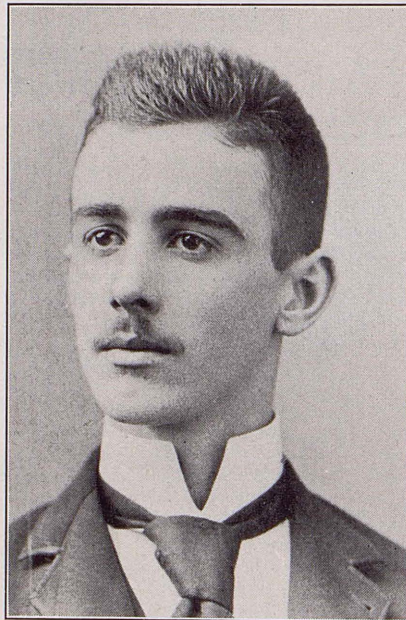
**MUST STOP AT RAIL TRACKS**

Chief of Police Steckel last month was directed by the Police Commission to enforce in Los Angeles the State law requiring that all vehicles must come to a full stop at railroad crossings, the same as at boulevard stops, before proceeding.

The action followed receipt of a communication from the Board of Public Utilities and Transportation urging the enforcement in the interest of public safety and because of numerous grade crossing accidents in Southern California during the last year. The California Railroad Commission is urging the enforcement in all cities and communities throughout the State.

It takes more courage to admit that you are wrong than to insist that you are right.

**Don't Shoot!**



*Years have passed since the camera man Took this blamed shot at me. But what hurts more—if he took it now A darn sight worse 'twould be!*

**F**ORTY years ago a young man, now prominent in our organization, looked like this.

He was a checker in the old Parker House in Boston, which may, or may not, account for the fact that he has had a checkered career ever since. Cheerful, jovial, with never a care, he has wandered through life taking with a smile both the bitter and sweet.

During his eventful wanderings he has been a newspaper-man hotel man and railroader and before he accumulated the knowledge he now possesses, "what have you."

But back to the picture. What a

**PLANT WILDFLOWERS ON WAY TO MT. LOWE TAVERN**

Intended as an added touch of beauty, wildflower seeds were sown en route from Echo Mountain to Mt. Lowe Tavern last month. The resultant blooms are awaited with interest to determine the success of this novel plan of further beautifying our right-of-way on this scenic journey.

Due to the elevation at which the seeds were sown, 3200 to 4400 feet, also the varying weather and sun exposures, and further complicated by the presence of other heavy mountain growths, it cannot be predicted just how successful this initial effort will be. Seven different varieties of blooms were sown in altitudes and areas that seemed best fitted to their known qualities.

It is hoped that in the spring we will have quite a floral display to offer the public and should it be successful will add considerably to the attractiveness of the journey.

If this year's effort yields well it is planned to plant in much larger quantities in the future.

study compared to the subject today! Instead of the 145-pound trim figure of yesteryear, an even hundred pounds more now perplexes the tailor, most of which has accumulated in a place that indicates a certain hotel feeds well.

The well-trained pompadour no longer exists; in place of that standing brush an almost arid flat exists. And that high-standing collar. With the triple chin our hero now has he almost chokes to death just to look at the picture.

Guessed who it is by now? Wrong. It's Frank Clark, Manager of Mt. Lowe Tavern.

Next month we will continue this reel of feminine fancies.

**So Would We**

I'd like to be a could be  
If I could not be an are,  
For a could-be is a may-be  
With some chance of touching par.

**Comparison of Accidents During January 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.....	0	3	2	3	7	7	9	13	4 Dec.— 30.77%
At Railroad Crossings other than Company's.....	0	0	0	0	0	0	0	0	
Between Cars of Company.....	1	1	0	0	1	5	2	6	4 Dec.— 66.67%
With Vehicles and Animals.....	80	92	58	65	116	155	254	312	58 Dec.— 18.59%
Derailments.....	0	0	0	1	3	1	3	2	1 Inc.— 50.00%
Equipment.....	1	0	0	2	5	6	6	8	2 Dec.— 25.00%
Boarding Cars.....	0	6	3	3	3	15	6	24	18 Dec.— 75.00%
Injuries on Cars (not in collision).....	6	6	4	3	7	5	17	14	3 Inc.— 21.43%
Alighting from Cars.....	8	13	5	4	14	12	27	29	2 Dec.— 6.90%
Falling from Cars (not purposely alighting).....	0	0	0	0	0	0	0	0	
Doors, Gates and Guard-Rails.....	2	7	2	1	5	13	9	21	12 Dec.— 57.14%
Ejectments and Disturbances.....	0	1	3	1	2	2	5	4	1 Inc.— 25.00%
Miscellaneous.....	5	3	8	2	8	5	21	10	11 Inc.— 110.00%
<b>Total.....</b>	<b>103</b>	<b>132</b>	<b>85</b>	<b>85</b>	<b>171</b>	<b>226</b>	<b>359</b>	<b>443</b>	<b>84 Dec.— 18.96%</b>
Employees.....	3	3	3	5	2	2	8	10	2 Dec.— 20.00%
<b>Total Car Accidents.....</b>	<b>106</b>	<b>135</b>	<b>88</b>	<b>90</b>	<b>173</b>	<b>228</b>	<b>367</b>	<b>453</b>	<b>86 Dec.— 18.98%</b>
Motor Coach Accidents.....	16	22	4	2	26	28	46	52	6 Dec.— 11.54%
Total Passenger Accidents.....	122	157	92	92	199	256	413	505	92 Dec.— 18.22%
Freight Accidents.....	7	7	14	26	7	5	28	38	10 Dec.— 26.32%
<b>Total All Accidents.....</b>	<b>129</b>	<b>164</b>	<b>106</b>	<b>118</b>	<b>206</b>	<b>261</b>	<b>441</b>	<b>543</b>	<b>102 Dec.— 18.78%</b>
	35 Decrease		12 Decrease		55 Decrease		102 Decrease		



# New School Term Under Way

## Still Time to Enroll in Any of the 24 Classes Being Offered to Employees and Families

**A** GAIN giving to employees the opportunity of broadening their knowledge in many study subjects, the second period of the present school term of our Educational Department began late last month. A total of 24 classes, teaching 19 subjects, are offered to those who would improve or broaden their knowledge during their spare time.

In offering these study subjects our management has gone to considerable expense, running into several thousands of dollars annually, principally that employees who were denied the privilege earlier in life may obtain their full desire in the way of education. In these days of competition and advance-

ment it is unnecessary to dwell upon the value of broadening one's knowledge.

Remember that attendance of these classes is not confined to employees only. Your wife, sister, brother, son or mother—members of your family—are not only eligible, but welcomed to become a class member.

The first few classes of the new school period were largely confined to organization of classes, so it is not too late for you now to register and obtain the full value of the course chosen.

The tabulated information below gives full information regarding all you may need to know concerning the classes at your disposal:

### SCHEDULE OF COURSES OFFERED For Term Which Started, January 29, 1931

CLASS	DAY	TIME	ROOM	INSTRUCTOR
Aircraft	Monday	9:00- 3:00	200	Frances Wood
Automotive Theory	Wednesday	6:30- 8:30	201	D. E. Futhey
Dancing (Ballroom)	Thursday	7:00- 8:00	B.R.	Helen M. Hyde
Dancing (Tap)	Tuesday	5:45- 6:45	B.R.	Helen M. Hyde
Dramatic Art	Thursday	6:30- 8:30	Theatre	Helen Ogg
English Grammar	Thursday	10:45-12:45	201	A. C. Latimer
Engineering Electricity	Tues-Thur	6:45- 8:45	201	L. H. Appel
Engineering Mathematics	Tues-Thur	4:45- 6:45	201	L. H. Appel
Glee Club	Tuesday	6:30- 8:30	B.R.	Ethel L. Boothe
Letter Writing	Mon-Fri	4:45- 5:45	200	A. C. Latimer
Orchestra (Junior)	Saturday	10:00-12:00	B.R.	C. M. Bronnenberg
Orchestra (Senior)	Mon-Fri	6:30- 8:30	B.R.	C. M. Bronnenberg
Personal & Social Charm	Thursday	4:30- 6:30	200	Helen Ogg
Physical Culture (Girls)	Tues-Thur	4:45- 5:45	B.R.	Helen M. Hyde
Psychology	Thursday	6:30- 8:30	714	Dr. Roy Morgan
Personality in Business	Wednesday	6:30- 8:30	Theatre	Helen Ogg
Slide Rule	Monday	5:00- 6:00	201	L. H. Appel
Spanish I	Tuesday	6:30- 8:30	200	V. M. Egas
Spanish II	Thursday	6:30- 8:30	200	V. M. Egas
Stenography I	Mon-Wed	6:00- 8:00	202	Evelyn Parker
Stenography II	Tues-Thur	5:00- 7:00	202	Evelyn Parker
Sewing	Thursday	9:30-11:30	200	Emma Ueland
Traffic Management	Thursday	7:00- 9:00	202	Earl W. Hill
Typewriting I	Tues-Thur	6:00- 8:00	715	R. A. Probst
Typewriting II	Mon-Wed	6:00- 8:00	715	R. A. Probst

### EXECUTIVE TELLS NEED OF CAUTION ON HIGHWAYS

Contributing another interesting chapter on "Street and Highway Traffic Safety," A. T. Mercier, Vice President and General Manager, last month again gave an enlightening radio address over KHJ. This is the second time within recent months that Mr. Mercier has been called upon to address a radio audience on this timely subject.

Mr. Mercier's remarks ran the gauntlet of all human shortcomings which are contributing to the terrific toll we needlessly pay in deaths and injuries for the follies we all are more or less addicted to in using our highways.

One of our executive's particularly impressive remarks dealt with the increased hazard of accidents we invite when traveling at speeds greater than 40 miles per hour. Upon this subject he said:

"The Division of Motor Vehicles at Sacramento report that outside of the cities and out in the county, where the rate of speed is generally higher, we have a greater percentage of fatal accidents than within the cities. Without having a clear, unobstructed view of the road for at least one-eighth of a mile (660 feet), speeds in excess of 40 miles per hour are not safe for any one. The weight of the automobile, multiplied by its speed, operating at 40 miles per hour, produces a terrific force and is difficult for many people to control. They tell us that an accident at 40 miles per hour or more, results in death practically every time for one or all of the occupants of the car."

"I was sorry for your wife in church this morning when she had a terrific attack of coughing and every one turned to look at her."

"You needn't worry about that. She was wearing a new hat."

### Veteran Employee Passes

**T**HE victim of a stomach disorder of long years standing, Alexander C. Vignes, Assistant Trainmaster Southern Division, passed from this life on January 19. Employed by this Company since 1902 Mr. Vignes was a well-known and highly esteemed veteran whose passing caused deep regret.



A. C. Vignes

Mr. Vignes spent the major portion of his adult life in railroad service. In 1892 he entered the employ of the Los Angeles Railway as Motorman, where he remained until 1898, following which he spent two

years with the San Mateo Railway Company. He returned to Southern California as Motorman for the Los Angeles Pacific Company, where he remained until employed by the Pacific Electric as Motorman in 1902. Later he served as Depot Master and Conductors' Instructor, and in 1913 was appointed Assistant Trainmaster, which position he filled until his death.

Mr. Vignes belonged to a pioneer family of Los Angeles going back to the very early days of this city, his forebearers being settlers of the early fifties. One of the streets of this city bears the name of the Vignes family.

Under Mr. Vignes' seemingly gruff exterior beat a very warm and kindly heart. He had to be understood to really be appreciated. While a strict disciplinarian he was always diligent in assisting others in difficulty and much of his spare time was given to aiding those who came to him with their troubles. Especially did he appeal to children and children to him.

The funeral was conducted at the Holy Cross Church, 48th and Main Streets, January 21. Interment was at the Calvary Cemetery. The large attendance of officials and employees present bespoke the high esteem in which Mr. Vignes was held. He is survived by a wife and one married daughter, to whom the sincere sympathy of the employee mass is extended.

### Was It You?

Someone started the whole day wrong,

Was it you?

Someone robbed the day of its song,

Was it you?

Early this morning someone frowned;  
Someone sulked until others scowled;  
And soon harsh words were passed  
around—

Was it you?

Someone started the day aright,

Was it you?

Someone made it happy and bright,

Was it you?

Early this morning, we are told,  
Someone smiled, and all through the  
day

This smile encouraged young and old,

Was it you?

—Exchange.



## Eli P. Clark, Great Pioneer Answers the Final Call

LEAVING behind achievements that will forever live and reflect to his memory, Eli P. Clark, esteemed pioneer educator, developer, and co-builder of electric railways in this section, passed to his reward on January 16th.

While 83 years of age, Mr. Clark was exceptionally robust for a man of his years, still taking an active part in his business affairs. Heart failure, not a suspected weakness, was the cause of his demise.

Reviewing the widespread interests and life work of Mr. Clark it is not surprising that his passing cast a spell of sadness throughout Southern California. By reason of his vision and courage he not only took an active part in developing Southern California, but inspired confidence of others in undertakings that brought growth and population.

Together with General Sherman, Mr. Clark formed the Los Angeles Consolidated Railway, the earliest local street railway. In 1895 they rebuilt and electrified the old steam line to Santa Monica. Mr. Clark continued as general manager of several early electric lines until 1909, following which his oil, mining and real estate activities demanded more of his time and caused his retirement from the railway field. He organized the Clark & Sherman Land Company of which he was the first president.

Rightfully Mr. Clark's vision was amply rewarded and his holding mounted to tremendous value. As one writer put it, "Mr. Clark bought many acres, along where Hollywood Boulevard now is, at \$1.25 per acre and lived to see that land sell at \$1.25 a square foot.

Otheman Stevens in the Los Angeles Examiner concluded a well conceived eulogy of Mr. Clark in the following words:

"Every resident of this city is under a great debt of gratitude to this man, for probably more than any other individual, Mr. Clark aided in making Los Angeles what it is.

"His life story is that of the rugged, straight American type of man, beginning life with nothing but two hands eager to work, and a brain homing a tremendous intellect.

"In land companies and banks, steamship companies, all manner of undertakings, as well as in the amenities of kindly social activities, in cherishing friendships, and all undertakings for human welfare he was constant and effective.

"To him was given that royal reward for having lived—a full life.

"Many, very many, will mourn as they learn of his passing, but with the sorrow is the sense that this community was blessed in having such a man; and in the knowing that of such is this whole country built."

So. Division Trainmen stage brisk battle for bridge championship.

## Roamin' and Moanin'

By Max Schuring

SOMEbody must have entered the Engineering Department in some kind of a bathing beauty or better baby contest . . . Here I was nicely sewed in for the winter and all of a sudden get a notice to come up to Room 203 for a physical examination. . . just plain cruelty to make a fellow take a bath at this time of the year . . . I knew I wouldn't stand a show for a prize, considering the competition I'd have to buck . . . Bravely I went up before the judges and said: "My only regret is that I have only one bath to take for my company" . . . I had to hang my clothes in a little voting booth . . . the doctor looked at my bare chassis like a Rolls-Royce dealer would look at a 1910 flivver, that had disputed the right of way with a freight train . . . By request I took a deep breath, picked cotton, called telephone numbers and read letters on a signboard: B.V.D., A.W.O.L., P.D.Q., and managed to stumble through that part O. K. . . Then armed with a set of earphones he tried to tune in on my heart, lungs and other accessories . . . The static was terrible . . . Anyway, after looking me over from fallen arches to dandruff, the doctor thought I might last a while yet . . . Yes, if I'd just continue to breathe I might even live long enough to see the dedication of a Los Angeles Union Station . . . So that made me feel pretty good . . . in fact it made me feel so good, that I was in high spirits, when I met the wife downstairs . . . immediately she took advantage of my good nature and made me walk about fourteen blocks . . . She'd found a store where she gets a coupon with every purchase . . . when she gets a million coupons, she gets a certificate . . . and when she gets a million certificates, she gets a genuine "fivanten-silver" teaspoon . . . never

## Trainmen Engage in Wordy Prize Bridge Tournament

"SAY, if you're a bridge player, I'm an aviator, and I never even flew a kite."

"Yes, and you are so dumb you think Naples, the Italian port, is something to drink."

The foregoing are just a couple of the wisecracks overheard during the bridge contest waged last month by Southern Division Trainmen in the terminal quarters at Sixth and Main Street Station. No fatalities or bloodshed occurred, thanks to the watchful eye of Terminal Foreman McCulley, but an erring player certainly learned what others thought of him and all his relatives. The tournament turned out to be quite as much a battle of words as one of wits.

There were 16 teams of players entered, rules barring brass knuckles and calling for each team to play three games of four hands against rivals, making a total of 45 games played.

When the rounds had been completed the score sheet showed that W. J. Fenwick and P. J. McCormick, with 16,076 points, were the champs, to each of them going a "pony" sized loving cup, generously donated by Adams-Goodman Co. Second and third consolation prizes went to teams of J. D. Henry and A. R. Aldworth, and A. Silverman and F. E. Epp, with scores of 14,691 and 13,902, respectively. The booby prize razz went to W. C. Scholl and J. F. Zwissler.

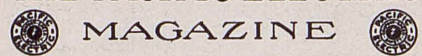
The boys added some honorary mention awards, all agreeing that H. Bra-men and M. E. Turner should apply for a "talkie" contract, so busy were their tongues. Bill Otto proved to have no peer at alibiing.

mind my corns and sole leather . . . She sez: "You don't mind, do you dear?" . . . and I sez: "No, honey, it's Wool worth it." . . . Well . . . here's my Watts Car . . . So long . . .





# THE PACIFIC ELECTRIC



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

Vol. 15; No. 9 February 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.
- H. Vander Zee ..... Stores Dept.
- Walter Bloom ..... Trans. Dept.
- Margaret Maitland ..... Engr. Dept.
- Carleton B. Bell ..... Mech. Dept.
- W. H. Lowry ..... San Pedro Mech. Dept.
- Walter Gillett ..... Ticket Clerk
- F. E. Geibel ..... Asst. Supt. of Equipment
- J. M. Geopfert ..... Electrical Dept.
- M. E. Gilbert ..... Agent, El Monte
- Frank Farnham ..... Trans. Dept.

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

**H**ERE'S a true story—without any frills or flourishes—just as a passenger, a neighbor with whom the writer frequently rides, told it:

"You've got to hand it to the P. E. They sure have some mighty fine Trainmen. I have commuted daily for the past ten years, and have ridden on practically every one of your lines, and only once have I found a discourteous Conductor.

## Patron Tells of Courteous Treatment By Trainmen

"I hadn't given much thought to it until the past few days when three succeeding incidents brought to my mind just how nicely I had been treated by Conductors of the P. E. Let me tell you of my three experiences.

"A couple of days ago I was seated alongside of a passenger whose ticket had been punched incorrectly. In just as pleasing a manner as it could possibly have been said the Conductor informed the passenger that the ticket was good inbound, but not outbound. 'I will appreciate it if you will pay me a 15-cent cash fare now and use this ticket when you come to town tomorrow,' said the Conductor. The

passenger paid his fare and remarked to me after the Conductor had gone his way: 'That Conductor was so darn nice about it I thought I just had to pay him the fare.'

"The second incident happened last night. I have a friend visiting me from the East. Fine fellow, but honestly believes in government operation of public utilities. I don't, and last night we sat up until about midnight and argued pro and con. We didn't settle the issue, but out of a clear sky he remarked: 'If I had always been treated by corporation employees the way Conductors of the Pacific Electric have treated me in the week that I have been here, I might feel differently toward corporations.' He then went on to tell me of several extreme efforts to help him, a stranger, to get to his destinations.

"The third, and climaxing incident, happened this morning. I was reading my paper, and as the Conductor came toward me in collecting tickets he said to each passenger, 'Thank you' as he rang the register.

"Only then did I get to thinking about how nicely and courteously had I always been treated."

Needless to say this recitation, quoted just as nearly as can be remembered, gave me a little thrill of pride.

Needless also is it to say how far-reaching and vital is courtesy to those who pay your wages and mine!

### "A MAN'S PRAYER"

"Teach me that sixty minutes make an hour, sixteen ounces make one pound and one hundred cents make one dollar. Help me so to live that I can lie down at night with a clear conscience, without a gun under my pillow and unhaunted by the faces of those to whom I have brought pain. Grant that I may earn my meal ticket on the square, and that in earning it I may do unto others as I would have them do unto me. Deafen me to the jingle of tainted money and to the rustle of unholy skirts. Blind me to the faults of the other fellow, but reveal to me my own. Guide me so that each night when I look across the dinner table at my wife, who has been a blessing to me, I will have nothing to conceal. Keep me young enough to laugh with little children and sympathetic enough to be considerate of old age. And when comes the day of darkened shades and the smell of flowers, the tread of footsteps and the crunching of wheels in the yard—make the ceremony short and the epitaph simple—'Here Lies a Man.'—Author Unknown.

He who only hopes is hopeless.

What you have done is history. The question is: What are you doing NOW?

### BALL TEAM STILL WINNING

With two games won and two lost, the Pacific Electric Trainmen's baseball team fell a little short last month of its record during the preceding months.

However, there may be some solace in the fact that in each instance of the games lost, the opposition won it by only a single tally, and either might have been registered in the win column if Lady Luck had cast her smile our way.

The two games won were scored over teams of supposed greater strength than those teams to which our men bowed in defeat. The Soldiers' Home and Artesian Merchants were the victims in quite conclusive scores.

The tabulation below gives the details of games during January:

#### Sunday, Jan. 4:

	Runs	Hits
Pac. Elec. Trainmen ....	7	12
Soldiers' Home, Sawtelle.	2	6

Batteries: La Rue-Garrison; Harding-Rennie.

#### Sunday, Jan. 11:

	Runs	Hits
Pac. Elec. Trainmen....	2	6
West Coast Roofs .....	3	8

Batteries: Green-Turner; Lugo-Maslin.

#### Sunday, Jan. 18:

	Runs	Hits
Pac. Elec. Trainmen.....	3	11
Pac. Steamship Cubs ....	4	11

Batteries: Green-Johnson-Garrison; Mazzere-Jones-McAuslin-Davidson.

#### Sunday, Jan. 25:

	Runs	Hits
Pac. Elec. Trainmen ....	6	8
Artesia Merchants .....	2	8

Batteries: La Rue-Garrison; Boyd-Finley.

### ADD ATTRACTIONS TO MOVIE SHOWS DURING FEBRUARY

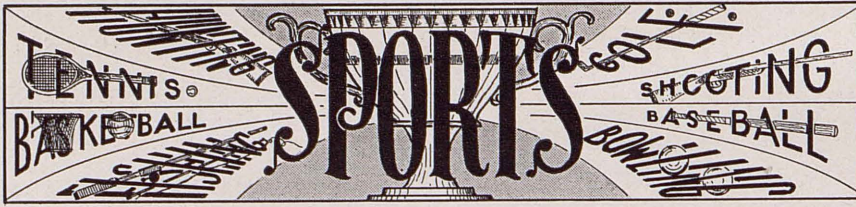
February will be a month of special entertainments at the Club Theatre, each Friday and Saturday there being an extra attraction in addition to the regular motion picture.

On Friday, February 6, the Club Concert Orchestra, directed by Miss C. M. Bronnenberg, started our shortest month off in a blaze of musical glory, with a 30-minute concert.

The next week-end, February 13-14, a dancing specialty will be presented by Lillian Staes' Dancing Girls. February 20-21 will find the Flegal & Ross Kiddies, 20 trained dancers, putting on the specialty act. The last Friday and Saturday of the month, February 27-27, the Torrance members of the P. E. Women's Club will present a novelty act that created somewhat of a sensation when given before the Women's Club.

These specialty acts are all in addition to the regular motion picture features. You'll want to see them all, so set aside one night of each of the three remaining February week-ends for attending the Pacific Electric Club Theatre.





## Sport Champs Receive Prize Awards for 1930 Events

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

AS IN "days of yore," on Wednesday, January 14, the Pacific Electric Rod and Gun Club held their annual "ladies' night" in the dance hall of the Pacific Electric Club, where the fishing and shooting prizes were on display ready for distribution to the lucky contestants of 1930, of which there were many. Some 160 members, their families and friends turned out for this event.

Our retiring President, H. E. Pierce, introduced our new President, C. F. Estes. In turn, C. F., after clearing his throat, and shaking off a little spell of nervousness, "took the bull by the horns" and addressed the assemblage as follows:

"Ladies and gentlemen and fellow citizens, it affords me great pleasure," etc., etc.

Our President then introduced A. T. Mercier, Vice-President and General Manager, who had consented to do the honor of distributing the yearly prizes. Mr. Mercier was equal to the occasion, very pleasingly playing upon the foibles of many of the winners. His ready vein of humor brought forth a number of laughs at the expense of quite a number. It was all in fun, however, and no one's feelings were hurt.

The keynote of Mr. Mercier's address was in reference to the words of our Club President when he introduced him as "One of the Boys." Mr. Mercier brought out the thought, not only

to Club members, but to the whole Pacific Electric Family, that it is his desire to be rated as "one of the boys." There is to our minds no better way to bring this about than to hand Mr. Mercier one of our Club application cards, start him as one of the Rod and Gun Club boys and leave it to the club members to broadcast his wishes.

After the 1930 prize distribution the club put up seven prizes, each present signing his name to a tag for the drawing. Miss Terry drew the names from the hat, tags 3, 9, 12, etc., being the winners. The Rod and Gun Club management wishes to thank the few ladies who gave their telephone numbers with their names.

A picture was taken of all first prize winners of the 1930 contest, and at 9:15 p.m. the floor was cleared and all enjoyed a very pleasant evening of dancing. At 10:30 p.m. all made a run for the cafeteria for a real feed, sponsored by the Rod and Gun Club.

The officers of the Rod and Gun Club wish to thank Mr. Mercier, Mr. Vickrey, the cafeteria management, the orchestra and all who so willingly and kindly made this yearly meeting one of the best yet enjoyed by the club.

Look for our monthly events in the P. E. Magazine. The club has some real outings in mind for the 1931 season. Join and be "One of the Boys."

Prize winners in the various events during 1930 are shown in the following paragraphs, first, second, third, etc., place winners being in the order named:

### Corbina

J. W. May, spring butt 6-ounce rod; K. L. Oefinger, 250-yard Ocean City F. S. reel; Vin-

cent Villenave, 24-lb. scoop scale; R. M. Lawrence, 300 yards 9 thread line.

### Croaker

K. L. Oefinger, spring butt 6-ounce rod; J. W. May, 250 yards Ocean City F. S. reel; J. R. Johnson, 24-lb. scoop scale; F. L. Manley, 300 yards 9 thread line; E. S. Smithey, two dozen M. P. treble gut hooks.

### Yellow Fin

Vincent Villenave, surf waders; D. E. Porter, Hobart tackle box; A. M. Cross, 300 yards 9 thread line.

### Surf Perch

F. L. Manley, 250 yards Ocean City F. S. reel; A. U. McFarlin, gasoline lantern; J. M. Geopfert, 300 yards 9 thread line; F. S. Smithey, two dozen M. P. treble gut hooks; H. E. Pierce, one stainless steel fish knife.

### Salt Water Bass

D. E. Porter, 300 yards Ocean City F. S. reel.

### Barracuda

Chester Scott, 9-ounce trolling rod; A. Gizzey, 300 yards Ocean City F. S. reel; R. M. Lawrence, Hobart tackle box.

**Largest Fish Caught on Line Not Exceeding 9 Thread**

C. F. Estes, 9-ounce trolling rod.  
**Largest Fish Caught on Line Not Exceeding 24 Thread**

E. F. May, heavy tackle trolling rod; C. F. Estes, 400 yards Pflueger Everlaster reel.

### Fresh Water Bass

J. W. May, bass casting rod; B. A. Collins, Level Wind anti-backlash reel; A. M. Cross, Kennedy tackle box; D. E. Porter, 100 yards black waterproof line.

### Lake Trout

R. G. Woodruff, combination trout rod; E. F. May, Level Wind anti-backlash reel; A. U. McFarlin, Kennedy tackle box; C. F. Estes, 100 yards black waterproof line; J. W. May, Davis lake trolling spinner.

### Stream Trout (Artificial Lure)

J. B. Roger, fly rod; D. T. Terry, fly line Halford double taper; B. F. Manley, automatic reel, Sheekespear, 50 yards; B. A. Collins, Leacher bound creel; H. E. Smith, one dozen assorted dry flies.

### Stream Trout (Bait)

J. S. Harris, combination trout rod; K. L. Oefinger, Pflueger Akron reel.

### Steel Head Trout (Tidewater)

George Woodrey, 1-piece casting rod; B. F. Manley, casting reel, Heddon; I. M. Cammack, 1 pair waders.

### P. E. Camp Trout

Fred Maddy, combination trout rod; S. H. Cox, casting rod; J. E. Clark, Level Wind anti-backlash reel; R. M. Lawrence, trolling reel; J. S. Harris, 100 yards black weatherproof line; J. M. Geopfert, Heddon landing net; C. D. Cowan, Davis lake trolling spinner; K. L. Oefinger, stainless steel fish knife.

### Largest Number Surf Fish Registered

K. L. Oefinger, \$5; Vincent Villenave, \$3; F. L. Manley, \$2.

**Largest Number Fresh Water Fish Registered**

B. F. Manley, \$5; Hal Smith, \$3; E. H. Pierce, \$2.

**Largest Number of Fresh and Salt Water Fish**



Winners of 1930 leading prizes offered by the P. E. Rod & Gun Club for last year's events. Awards were various sporting implements, totaling a value of about \$350. A. T. Mercier, Vice President & General Manager, awarded the prizes.



**Registered**

J. W. May, \$5; R. M. Lawrence, \$3; J. E. Clark, \$2.  
**Largest Variety of Fish Registered**  
 C. F. Estes, \$5; Andy Devine, \$3; A. U. McFarlin, \$2.

**TRAP SHOOTING**

500 Class: A. M. Cross, 89 per cent, \$30; Dan Deal, 74.6 per cent, \$25.00.  
 300 Class: A. B. McLeod, 81.67 per cent, \$14.  
 200 Class: K. L. Oefinger, 85 per cent, \$9;  
 H. L. Wiggam, 83.5 per cent, \$8; F. L. Cowley, 72.45 per cent, \$7.

**Deer Heads**

J. S. Husbands, \$20; C. A. Madill, \$15; N. B. Radcliff, \$10; D. A. Terry, \$8; K. L. Oefinger, \$6.

**Race Waxes Hot for Lead In P. E. Bowling Tournament**

By R. M. Cobb

THE month of January witnessed a lot of action in the ranks of the bowling league.

The Claim, Electrical and Macy Street teams occupied first place for a short period and then politely made way for another aggregation. The Claim and Macy Street teams still occupy first place jointly while the Electrical Department team nose-dived to the bottom of the first division, despite the fine work of Hasenyager and Covell. The Signal Department team stepped out and rolled a series of 2593 for a new seasonal record. Welch, a new addition to the team, led his mates with a nice 611 series, with Skipper Howard helping considerably. A couple of weeks later this same Howard rolled a 609 series himself with a nice 231 game to cinch a merchandise order.

That pesky Southern Division team continues to be the bane of the other teams, especially the Electrical Department. Terminal Foreman McCulley has been the recipient of many veiled threats against his person if he does not slow this bunch of pineapple toters down to a walk.

Among the individuals Gowanlock and Covell continue to lead with Gates, Cuccia, Welch, J. D. Henry, Smith and Brahm setting the pace for the rest of the plodders. Merchandise orders were won during the month by Gates, Welch, J. D. Henry, and Howard. Among the ladies, Mrs. Prettyman has shown much improvement during the month, but the team as a whole has not started to go places and make history. We are all pulling for them to start a nice winning streak.

McLeod has a new hand decorated "Leopard Ball" which is the envy of all who see it. No charge for one look, (which is usually enough) but don't ask Abie too many questions about it. Yaeger and Epp are leading in the lofting contest, with Epp maintaining a slight advantage over Yaeger who says that as soon as he gets over the "flu" he will show up this young upstart by hitting the head pin on the fly. Invitations will be issued at a later date.

The standings as of January 30th are:

	Won	Lost
Claim Department	20	12
Macy Street	20	12
Telephone Department	19	13
Southern Division	18	14
Electrical Department	18	14

**Insurance Again Proves Boon**

**Huge Sum Paid Relatives of Deceased Employees Through Group and Mortuary Insurance Funds**

IT IS an unpleasant task to record that during the year 1930 no less than 58 of our comrades—about 1 out of every 100—passed from this life!

It affords, however, a degree of satisfaction to know that the loved ones left behind had their burdens lightened a bit through the loving thoughtfulness of those who departed by participating in the Group and Mortuary Insurance provisions, liberally and kindly made possible by our management.

Reviewing the mortuary statistics for the 12 months ending December 31 we find that the 58 deaths during that period compare with the low mark of 45 in 1929 and 55 in 1928.

Death claims paid, Group Insurance, to 58 beneficiaries named by the deceased, totaled \$97,500 during 1930.

In addition, \$30,000 was paid in the form of permanent disability claims to 16 employees.

Of the 58 employees who passed away during 1930 a total of 44 were members of the Mortuary Fund, to whom was paid \$42,996.36, or an average of \$977.19 per death.

**Cost Very Small**

Incidentally, it is interesting to know that last year each member of the Mortuary Fund, despite an unusually heavy death list, paid only \$11 for practically \$1000 insurance, or the small sum of 91 cents per month. The figure of cost is far below the cost of a like amount of protection that could be procured by privately owned insurance companies.

From the foregoing it is evident that this company's plan of insurance protection for employees is continuing to prove a God-send to families who are so unfortunate as to lose the breadwinner. It is unfortunately true that seldom indeed are any of us financially prepared to pass from this life. Even though we have saved enough of this life's goods to tide over our loved ones, frequently there are mortgages or other obligations that must be met, and with the stoppage of a regular monthly income our families would have to make sacrifices except for a lump sum of insurance to fulfill current and pressing obligations.

Most often, unfortunately, too, the family estate is insufficient to tide over any great length of time and but for a lump sum of insurance, children would be forced to prematurely leave school, placing them under a severe handicap throughout life. Numerous letters have been received during the past year stating the gratefulness of those left behind and telling how acute would have been the result of the pass-

ing of the father but for the insurance he wisely provided.

Comment also has frequently been made concerning the promptness of payments of both our Group and Mortuary insurance, for which credit is due George Chrystal, who supervises the work of our Insurance Bureau in the Accounting Department. Group Insurance payments are generally made within three days to one week, while Mortuary payments most often are made within two days. In an instance or two this latter insurance has been paid in two hours after death, and when haste is requested Mr. Chrystal rushes payment with the greatest possible dispatch.

It is interesting to know that since January 1, 1924, a total of 301 deaths (to and including December 31, 1930), have occurred with Group Insurance totaling \$497,874.40. In addition, during the same seven year period, \$175,053.00 has been paid in disability claims.

**In Effect 13 Years**

The Mortuary insurance plan has now been in effect for 13 years, during which time a total of 364 deaths to members has occurred, to whose beneficiaries a total amount of \$306,797.91 has been paid.

Employees who have not taken out their full quota of insurance, and wish to do so, can by applying to their foreman or department head. It will bear repeating that our management shares more than half of the expense in connection with payment of premiums on Group Insurance, and also bears a considerable outlay in connection with the administration of the Mortuary Insurance. The Company is not only willing, but anxious, that every employee avail him or herself to the full extent of insurance under the two plans.

If you have not done so—Do It Now. Tomorrow may be too late!

**No "Muny" Ownership for K. C.**

Municipal ownership of local transit is not desired by the Kansas City Star, leading independent Middle Western newspaper. "There may be cities in which public ownership proposals would give promise of better results," it says, "but until the administrative management of other activities is more efficient and economical and less political than it now is in Kansas City there is no inducement to seek relief in public ownership of the street railways. The padding of the water department payrolls, for example, 'makes us,' to paraphrase Hamlet, 'rather bear those ills we have than fly to others that we know something of.'"

Let's pause long enough to shed a tear for the American Indian.  
 The white man copped his lands.  
 The college boy his yell, and  
 The flappers his paint!

Signal Department	16	16
Engineers	16	16
Roadway Equipment	13	19
P.E. Club	12	20
P.E. Club Ladies	8	24





Executive Committee of the Pacific Electric Club met in regular session in the Ballroom of the Club Building on Wednesday, January 7, at 2 p.m. The following members were absent: F. L. McCulley, P. G. Winter, E. S. Donaldson, R. Wyatt, I. E. Mankins and H. E. DeNyse.

Minutes of Executive Committee meeting held December 3, 1930, and Manager's various reports were read and duly approved.

The following financial report as of December 31, 1930, was submitted:

Club Fund	
Balance, 12-1-30 .....	\$2,556.56
Receipts .....	1,431.70
<b>Total .....</b>	<b>\$3,988.26</b>
Disbursements .....	1,845.16

Balance, 12-31-30 .....	\$2,143.10
Relief Fund	
Balance, 12-1-30 .....	\$ 634.25
Receipts .....	1,782.50
<b>Total .....</b>	<b>\$2,416.75</b>
Disbursements .....	2,227.00

Balance, 12-31-30 .....

Club President E. L. Young informed the committee of the new accounting system being installed to care for the club accounts. The new system is more or less a standardization of the club accounting with that of the railway company and became effective as of January 1, 1931.

George W. Orr called attention of the committeemen to the moral obligation of each to visit employees who are confined to the hospital. At practically all times there are members of our ranks in the hospital, Mr. Orr pointed out, and Club committeemen are morally bound to assist in bringing such persons back to health by cheering them up with a visit.

A general discussion on the above subject followed. Mr. Young endorsed the idea as being very good. Mr. Vickrey informed that the Club supplies DeLancy Briggs, retired employee, with a small fund each month for hospital work and that Mr. Briggs spends considerable time visiting the sick. Mr. Manley suggested the sending of cards to employees in hospital expressing a wish for their early recovery. T. J. Day stated that it was the moral obligation of employees to visit members of their respective departments who might be confined to the hospital or their home.

J. Talbert moved that each member of the Club Executive Committee shall consider it a moral obligation to make at least one visit to the hospital during the year they hold office. The motion was duly seconded by R. M. Cobb

and unanimously approved.

Mr. Vickrey gave a brief talk on the activities of the Club during December, calling special attention to the very successful Christmas party held on December 22 and at which approximately 1700 persons were present. Considerable relief work was carried on during the month. Approximately 150 "Christmas Cheer" baskets were distributed to those off duty on account of sickness and to those who have been retired from active service. A large quantity of food was contributed by members of the Women's Club and the Transportation Department Office force, which was made up into 16 boxes and distributed to families in need.

The month of December was one of the heaviest in history with reference to applications of employees for loans from the relief fund. Mr. Young explained that the loans had been made for various purposes of an emergency nature, about 98 per cent of them having been due to sickness.

It was explained that in all cases where it is necessary to ask for assistance from the Emergency Relief Fund, the first step to be taken by the employee is to secure a letter of recommendation for the loan from the head of their department or the person to whom they report. That letter should then be brought to the Club Office with an application for loan to be made out. The approval of the head of department is then secured and the application placed before a loan committee of three members. If passed upon favorably by this committee, the application is then sent to Treasurer's Office where a voucher is issued and the applicant again calls at Club Office, about 24 hours after application is filed, and check is delivered to him.

#### INDUSTRIAL PICTURE SHOWN

Inaugurating a new activity of the Pacific Electric Club Educational Department, a special industrial motion picture—Arteries of Industry—was shown at the Club Theatre on the evening of Thursday, January 29. An attendance of approximately 150 was on hand to see the screen version of the manufacture of pipe and a truly interesting story it was.

During an intermission, Educational Director Earl W. Hill, L. H. Appel and W. A. Bishop made brief talks in the interest of our educational activities.

It is planned to have similar pictures shown in conjunction with the various classes throughout the semester which started just recently. Watch for announcements of these special pictures.

#### CLUB LIBRARY NOW HOLDS TOTAL OF 2500 VOLUMES

The Club Library continued its rapid growth during the last month, there having been 28 volumes contributed by eight well-wishers of a bigger and better employees' library. There are now approximately 2500 books in our library available to Club members and their families. The books may be borrowed for home reading for periods not in excess of two weeks.

Following is a list of last month's contributors, with the books each donated:

Harry J. Palmer, Conductor, Western Division, The World's Famous Queens, The Purple Robe, Prince of the House of David, The Eternal City, Romance of Empire Canada, Fifty Years in the Church of Rome, Farthest North, The World, John Chinaman at Home, Comrades Under Canvas, The Bondman, The Life of the Prince Consort, The Collegians, Lavengro, Thomas Carlyle, and Tales of the Argonauts & Selected Verse.

Mary A. Orman, Mechanical Department, Van Nuys—Gloria, Gold Elsie, Celebrated Crimes, Twenty Years After, "K," and the Yarn of a Bucko Mate.

Mary A. Claxton, Accounting Department—The Man in Lower Ten.

Mrs. Ruby Davidson, wife of D. L. Davidson, Motorman, Western Division—A Lantern in Her Hand.

Mrs. Nettie Rice, mother of C. C. Rice, Mechanical Department—Out for Business.

Mrs. Lena Perry, Chief Telephone Operator, Transportation Department—All Kneeling.

F. B. Patterson, Engineering Department—Dracula.

V. P. Labbe, Engineering Department—Marriage for Two.

#### TO ISSUE DIPLOMAS YEARLY HEREAFTER, NEW RULING

A new policy with regard to graduation exercises of the Pacific Electric School was put into effect last fall, calling for an annual graduation and that to be held at the close of the spring semester of school.

It is because of this reason that the usual exercises and awarding of diplomas did not take place at the close of last semester the latter part of January.

All those employee-students who completed prescribed courses of study during the fall semester, as well as those who will complete courses during the present term, will be awarded the regular diploma certificates at the June graduation exercises.

#### Shine 'Em in P. E. Barber Shop

Try one of Bob Brown's new and improved shoe shines in the Club shoe shine parlor located in the Trainmen's Room of the Club Building. Your shoes will be shined while you're in the barber chair. An A-1 shine guaranteed.



# Pacific Electric Club Bulletin

February 10 to March 10, 1931

## Tuesday, February 10:

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

## Wednesday, February 11:

Rod & Gun Club meeting at Club Building—8 p.m.

## Thursday, February 12:

Pacific Electric Club "Lincoln's Birthday" Dance—8 p.m.

P. E. Women's Club afternoon meeting in ballroom of Club—1:30 p.m.

## Friday, February 13:

Motion picture show—"Seven Days' Leave" with Gary Cooper and Beryl Mercer. Special "dancing novelty" will be presented by Lillian Staes' Dancing Girls—7:30 p.m.

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

## Saturday, February 14:

Motion picture show—same as preceding evening—8 p.m.

Agents' Association Annual Banquet at L. A. City Club—7 p.m.

## Sunday, February 15:

Baseball games—watch weekly bulletins for schedules.

## Thursday, February 19:

P. E. Women's Club afternoon card party in ballroom of Club—1:30 p.m.

## Friday, February 20:

Motion picture show—"Double Cross Roads" with Robert Ames and Lila Lee. Special Flegal & Ross Kiddies Dancing Revue. 7:30 p.m.

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

## Saturday, February 21:

Motion picture show—same as preceding evening—8 p.m.

An excellent time to spend a week-end at P. E. Camp!

## Sunday, February 22:

Baseball games—watch weekly bulletins for schedules.

## Thursday, February 26:

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

## Friday, February 27:

Motion picture show—"Shanghai Lady" featuring John Schildkraut, Joan Bennett and Ottis Harlon. Special novelty feature will be presented by Torrance Ladies of the P. E. Women's Club—7:30 p.m.

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

## Saturday, February 28:

Motion picture show—same as preceding evening—8 p.m.

## Sunday, March 1:

Baseball games—see weekly bulletin for schedule.

## Monday, March 2:

Night card party of P. E. Women's Club—everybody invited—8 p.m.

## Wednesday, March 4:

Pacific Electric Club Executive Committee meeting in Ballroom of Club—2 p.m.

## Friday, March 6:

Motion picture show—"Four Feathers" with Richard Arlen, William Powell and Fay Wray—7:30 p.m.

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

## Saturday, March 7:

Motion picture show—same as preceding evening—8 p.m.

## Sunday, March 8:

Baseball games—watch weekly bulletins for schedules.

## Tuesday, March 10:

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

## COMMENDS P. E. CAMP AS FINE WINTER SPORT PLAYGROUND

That the Pacific Electric Camp facilities for winter sports are among the best in the San Bernardino mountains is the opinion being voiced by those hearty sons and daughters of our railway family who have ventured forth in search of snow-capped playgrounds.

Expressing the sentiment of one of the many week-end parties that have been visiting our mountain resort, the following excerpts are taken from a letter received from B. F. Manley, Engineering Department:

"After the wonderful week-end which I just spent at our vacation home I wish to say that words fail to express the appreciation of my entire party for the wonderful outing which was made possible through the facilities afforded in our vacation home and by your thoughtful and tireless efforts to see that everything was done to show us a good time.

"As you know, it was after dark Saturday when we arrived and to our surprise we discovered that the heaters were already laid for fire with a generous supply of wood, so that it required but the application of a match and in five minutes our bungalows were warm and cozy.

"After spending several hours tobogganing, sled riding and skiing, the strains of music finally got the best of us and we quickly changed our wet garments and in jig time we were enjoying a dance in the social hall with a roaring fire licking up the wood in the fireplace.

"Never in my life before have I been able to participate in so much enjoyment in so short a space of time and to witness the children frolic and enjoy themselves was a treat indeed."

## SEVEN DEATHS IN JANUARY

Last month the Grim Reaper again invaded our ranks and took from our midst seven of our fellow workers. Our sincere sympathy goes out to those who are left to mourn the death of their loved ones, and we trust that time will eventually lighten the burden of their sorrow.

It is pleasing to note that all of the deceased had thoughtfully protected their loved ones with group insurance; four of them also carrying mortuary protection. Approximately \$17,500 was paid in Group and Mortuary Insurance to beneficiaries named.

Those whom death called are a follows: Edwin O. Holliday, Motorman, Northern Division; Jack Page, Car Repairer, Mechanical Department; Manuel Martinez, Laborer, Engineering Department; Alexander C. Vignes, Assistant Trainmaster, Southern Division; Charles Phelan, Foreman, Engineering Department; Juan Gonzales, Laborer, Engineering Department; Fred H. Allen, Electrician, Mechanical Department.

One new disability claim was granted during the month, making a total of 28 employees now receiving an aggregate of \$1,929.20 monthly under the total and permanent disability clause.

## PROTECT CLUB'S FURNITURE

The freshness that always accompanies the addition of new furnishings was added to the already attractive lounge rooms of the Club just recently when protective doilies were placed on the backs of all upholstered furniture. The doilies are of natural unbleached linen and blend well with the decorative scheme of the Club.

These doilies have been secured as a means of protecting our furnishings and as such will serve as a reminder to all persons using the Club to put every effort forth toward the protection of all our Club furnishings.

### A Question of Luck

Julia: "Do you think its unlucky to postpone a wedding?"

Frank: "Not if you keep on doing it."

### An All Talkie

Photographer: "I will make a speaking likeness of your wife."

Mr. Henpeck: "Just a likeness, please."

## CLUB PLAYS WELL RECEIVED

Presenting their first play of the new year, the Dramatic Art Class, directed by Miss Alice McKie, offered for approval of Club Theatre patrons the one-act play "Yellow Roses" on the evenings of Friday and Saturday, January 30-31. The cast was composed of but two characters—Miss Ruth Ashcroft and William J. Turley—both of whom creditably portrayed their ability. The play was well received on both evenings.

### Glee Club to Appear Publicly

With its newly elected officers just installed in office, the Pacific Electric Glee Club announced that it is preparing several public appearances in the next few months. Under the direction of Mrs. Ethel Boothe, very satisfactory results are being obtained.

The new officers are: J. C. Winterburg, President; Roy Vanderpool, Vice President; Mrs. B. A. Hankins, Secretary-Treasurer; and Christine Paulsen and Rosemary Koltz, Social Secretaries.





### ENGINEERING DEPT.

Margaret Maitland

J. E. Nixon is out of the hospital and has been in to see us. You can't keep a good man down.

V. Labbe's mother is in the P. & S. Hospital, Glendale. We understand she is doing well.

Thursday night's moving picture show of the steel industry at the Club had the following representatives from the Field Dept. J. P. Gould, L. W. Perry, F. W. Spencer, W. D. Boyle. A spirited billiard match was entered into after the show by the above, two of whom were lucky.

Mrs. Della Talamantes has been having serious trouble with her ear, she tells us she has given up hope of being America's famous aviatrix as she cannot now pass the required test.

Fred Bixenstein is host this week-end to O. P. Davis, O. A. Smith, K. G. Ormiston, at his ranch at Valermo, where they will attempt long distance radio reception.

We are pleased to note that Geo. E. Rourke is again at his old desk.

C. E. Hunt is planning a trip to Bakersfield this week end. We hope the connecting rods don't burn out.

Rumor says Geo. Raidt is responsible for this rain by wearing that new camels hair coat.

George Davies is going to try and make the County Playgrounds in the Ford. Understand he will need luck and prayers.

Arthur Woodbridge stays right up to snuff. He turned in his 1930 Chevrolet on a 1931 model.

Elmer Henry and W. R. Grant have been on the sick list for several days.

Chester Ritz has turned up with the gout. Investigation reveals that Mr. Ritz is in the East. "Chat" just don't seem to hold up under this high life.

Fred Williamson has been limping around for the last few days. He says it is lumbago but we understand that he forgot himself and kicked his roller, taking it for one of them Tennessee Mules.

Jerry Rons has again gone and taken the "Hup" over the "Hump" to Wakana. Rumors have it that he likes his friend Heinz beans and other things.

Jay Woods has purchased a new Dodge Sedan and is doing his part to use up the over-production of gasoline.

Max Schuring, who visits the Washington St. Yards twice monthly, now sports a Buick Sedan. Some people have poor relatives, but not Max.

Ted Cuccia is sporting a new Ford Sedan. He may be driving a Ford but he is a Chrysler man at heart.

The Roadway Equipment bowling team just don't seem to get going. Come on, boys, let's see you up around the old top rung.

Geo. Prell has just returned from his annual trip to Minnesota. George reports plenty of cold but no snow.

Sympathy is extended to Mrs. Chas. Phelan in the loss of her husband. Mr. Phelan caught a cold which developed into pneumonia.

Charles Estes, B. & B. Foreman, was held up some time last month by two or more bold highway men on North Broadway near the S. P. Yards. Charlie is a graduate of the fishing section of the Rod & Gun Club (where he is known as "Kingfish", so his story of the fray is worth listening to. He was wounded in the encounter (wherever that is) receiving a nasty knife wound. However, he knocked the holdup men down, beat them up, jumped on them and put them to flight. We didn't get to see the wound, but Charles' trousers were ripped badly in the rear. George Barclay claimed, that our hero caught them on a seven-foot high fence during the battle. Well, these are the simple facts of the case,

That I thought you ought to know;  
Charlie said he got up a good scrap,  
And I'm not denying it so;  
I'm not as wise as those B. & B. guys  
But just between us two:  
The boy that made the mile in nothing flat  
Was Charlie (but nobody knew).  
—(Apologies to Dangerous Dan.)



### MECHANICAL DEPT. SAN PEDRO

By W. H. Lowry

W. M. Griffiths, Assistant Night Foreman at Long Beach, is the proud father of an unusually fine baby boy weighing thirteen and a half pounds. Congratulations!

Fred M. Allen, employed in Mechanical Department at Long Beach for a number of years, passed away unexpectedly while visiting relatives at his old home in Lansing, Michigan. We all join in extending our sincere sympathy to his family. Mr. Allen has a host of friends who will miss him very much. He was a member of Masonic Lodge No. 355, Hollywood, California. Funeral services were held in Lansing, Michigan, Monday, January 26th.

One of our fellow workmen, none other than N. Griffith's brother, left a few days ago on his vacation. He and his family have gone to Ogden, Utah. We all wish them a very enjoyable trip.

Casey Jones, better known as Gyp, made a rather uncertain investment in a raincoat. Casey has not quite decided just when it should be worn to the best advantage—rain or shine.

Jack Gaines has returned to work after a two weeks' vacation spent in and around Los Angeles with family.

Our friend Tom Bocox has returned from his vacation spent at home. Tom is a great radio fan and takes keen interest in what is being broadcast, providing it is early enough not to interfere with his usual hour of retiring.

From all indications Geo. Patton, Chief Carpenter, is going into the chicken business. George has promised the boys a fine chicken dinner with dumplings.

B. M. Gillimer, Chief Switchman at San Pedro, is back after a short vacation spent in his old home state, Virginia. Gill reports a wonderful trip.



### MECHANICAL DEPT.

Carleton B. Bell

Mrs. Penwell, wife of General Foreman Al Penwell, died the night of January 14th following an operation for appendicitis. Mr. Penwell's many friends over the system sympathize with him in his great loss.

Harry Clark and his Wiremen and Pipe-fitters are again showing their "Stuff". This time in equipping for service the fifteen new cars for Long Beach and San Bernardino in record time. These cars were required for service by the first of March and Harry states that unless unforeseen emergencies intervene the last car should be ready at least one week earlier. This accomplishment is the result of extended experience in planning the layout of the equipment on the car and real team work in setting it up.

Jim Nunn Sr. recently celebrated his 61st birthday. Jim was off ill at the time but the boys in his Department reminded him of the event and of their friendship in a very effective and pleasing manner. They all sent him birthday cards with cheery messages. Needless to say the receipt of the cards was a happy event to Jim and deeply appreciated by him. We recommend the idea to other Departments—it will be productive of much pleasure at slight cost.

Wm. H. Payne, Esq., accomplished quite a feat during his recent trip to Chicago. He broke into print in that terrible city in the same paragraphs as the gangster Al Capone. Payne had a real object in view and a clever campaign mapped out to accomplish his object and was successful in it all—result—he returned to the Angel City with Mr. Capone's personal autograph in his copy of the book "My Life" by Al Capone.

George "Steve" Stevens says he is feeling lucky again and is planning a trip to Lady Luck's headquarters just south of San Diego. Let the boys all know before you start Steve and they will all squeeze something for you while you are gone. Steve says these little trips are just an evidence of his belief in his oft-repeated saying "You are a child only twice."

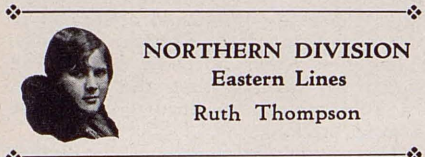
"Pop" Wheaton recently accomplished the desire of his heart by beating his grandson at pool on one of these little boy's pool tables. Pop tried many ways to beat the boy but did not get away with it until he used real strategy, or maybe it would be better described as Third Degree methods. He kept the boy up till after midnight until he was so sleepy he couldn't see and beat him then. He has refused a return game since except at about the same hour, claiming press of business. Pop ought to make a good Manager for a bum prize fighter.

Stuart D. Johnson wishes his many admirers to know that he has recovered completely from the burn he received when he placed his cigarette between his lips wrong end too. This occurred when he was so deeply absorbed trying to make a balance in his accounts that he worked five minutes overtime. The worst part about this burn was that it was on the lip that he plays his piccolo with.

LeRoy Sherman wants to compliment the new Safety Committee on the speed they showed in getting a certain light installed. It took only about two hours the way he understands it, but the rest of the boys have another understanding of it.



**EXEMPLARY CO-OPERATION** between Departments—Otto Martin of the Shop Supt.'s Office and Floyd Gill of the General Storekeeper's office co-operated to beat the champion horse shoe pitchers of the shops, Messrs. Geo. Wheaton and Al Winkler. These two have set us a fine example.



**NORTHERN DIVISION**

**Eastern Lines**

**Ruth Thompson**

We didn't know for a while whether it was the early spring weather or a desire to qualify as Fuller Brush salesmen, but a regular epidemic of various types, sizes and makes of hopeful looking young mustaches broke out among the Trainmen at this terminal. We expected a revival of the old tintype style of pictures with the mournful looking soup strainer effects. However, we are glad to report that the craze seems to be dying out.

Motorman George Miller said, when he saw his machine which had been smashed in an accident, that it looked more like an accordion than anything else, and started looking for a teacher. Nothing like being nonchalant over Life's little hand-outs.

Motorman Hanover has a rabbit foot that he claims was taken off of a rabbit that he shot just at midnight in a graveyard. These Irishmen!

Conductor R. T. Harmer was in an automobile accident and sustained a fractured shoulder. Is getting along nicely, but will be on the sick list for a few weeks longer.

Motorman A. D. Smith is also on the sick list and not able to get much enjoyment out of his vacation.

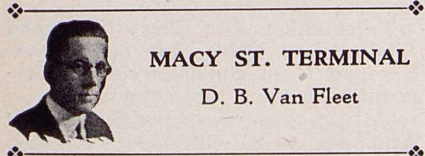
Conductor A. McLean was struck by an automobile and unable to report for work. We don't know about the automobile.

Motorman J. E. Winters has been confined to his home by illness for about six weeks.

Motorman R. R. Crunk has been ill for several days and will not be able to return until the end of the week.

Motorman George Miller is transferring to the Pomona terminal and will be missed by his many friends in San Bernardino.

We wish to extend our sympathy to Motorman L. V. Thompson and his brother, Motorman K. Thompson, in the death of their father, who passed away on January 29th.



**MACY ST. TERMINAL**

**D. B. Van Fleet**

Duck season this year enticed the usual number of sportsmen from Macy Terminal. Two of our Motormen, J. L. Karalis and F. J. Ryan, both from the South Pasadena Line, were the most successful hunters as each bagged the limit in geese. Willows, North of Sacramento, was their objective and proved beyond their fondest expectations to be a veritable hunters' paradise. Motorman Ryan substantiated "Joe's" report as to the excellent performance of the "Chevy."

The night of January 11th certainly turned out to be a truly momentous one for A. E. Spohn, Conductor and Switchtender at Macy Street, for an 8-pound baby girl arrived at his home. Both mother and baby are doing nicely. Congratulations, Mr. and Mrs. Spohn!

Conductors not knowing the quickest and yet the most polite manner in which to dispose of local passengers who thoughtlessly board the interurbans at Sixth and Main should question Conductor B. F. May, Macy Street, for the latest system.

We are glad to welcome back to Macy Street

from Pasadena Terminal Conductor L. T. McCabe who bumped onto Run 147, South Pasadena Line and Motorman F. W. Goldsberry who bid in Run 44, Sierra Madre Line.

Anyone interested in the rare "Sooner Dog," either attend the next dog show and look up the C. C. Cantrell exhibit, or if more immediate information is desired get in touch with Motorman C. C. Cantrell at 1111 Macy Street, who will gladly enlighten prospective purchasers as to the facts concerning the famous canine.

We are prone to often think that the outsider bothers himself very little with adverse conditions that may face a railway at times.

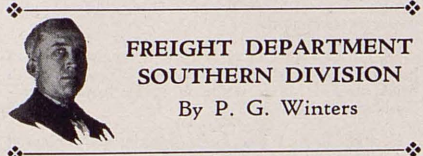
However, late one night last month one of our trolley span wires broke and the end of it, with insulator attached, hung dangerously near the pavement. To prove that a few people, at least, are ever ready with their cooperation, four separate outside reports were made concerning the hazard.

Despite its location on Pasadena Avenue at Avenue 39, one telephone call was received by the Towerman at Slauson Junction, two by the Northern Division Dispatcher while the fourth was made by a man personally to the Terminal Foreman at Macy Street. The latter informer lived near the broken wire and not having a telephone he considered the hazard grave enough to drive the few intervening miles to the terminal to make his personal report.

Such demonstrations of unselfishness should inspire us all to cooperate more fully with the outsider, for we have no way of telling when such cooperation may react in a manner similar to the above.

Keep your eyes on the Macy Street Bowling Team this year, for they are already right up in the first division and going strong toward the top.

Heartfelt condolence is extended to Motorman A. H. Logue, formerly of Macy Street, whose father passed away late last month.



**FREIGHT DEPARTMENT  
SOUTHERN DIVISION**

**By P. G. Winters**

With apologies due Joe Logan, Jim Frazer, Linsey Britt and last, but not least, Brooks Allen. I was compelled to print the one and only one in existence—the picture you have all been looking for. Now if there are any compliments to be given please say it with flowers; and girls, don't rush, for I'm married.

Trolleyman Freeman on the Fullerton job was seen going down one of the main streets in that city with a jockey cap on his head and a net or racket in his hand. We've been asked to find out just what Freeman's hobby is and have decided it must be either tennis playing, butterfly chasing, or pony riding. The boys on the Fullerton job are inclined to disagree as they think it's old age that makes him act that way.

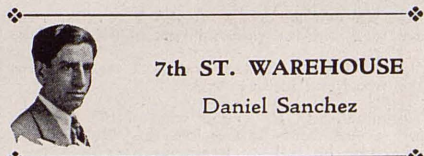
F. L. Newton, Trolleyman on 911, had a dream the other night. He thought he was back in Davenport, Iowa, sitting on a park bench, when a very rude cop came along and "hot-footed" poor Newton with his night stick. When he awakened Newton's feet were burning, and he is still looking for Smokey Johnson whom he saw running towards Seventh Street with a brake stick in his hand.

Had the pleasure of seeing Motorman Newton make three attempts to drop one lone car the other night. Ask 911 crew about it.

We were all saddened by the death of Mr. Vignes, Trainmaster, and will miss him very much. Our sincere sympathy is extended to his family.

Dave Martin has the boys on the Torrance job singing the blues. Dinny Moore is broken hearted over Dave bidding off the job.

Speaking of song writers, had the pleasure of hearing a heart-rendering ballad entitled "My Job," composed by Conductor C. W. Coutts. Bill Lutes is somewhat of a songwriter himself and not being pleased with the above title added the words, "just for a day."



**7th ST. WAREHOUSE**

**Daniel Sanchez**

Rose M. Lloyd, Switchboard Operator, one of the early vacationists, is enjoying herself at home and visiting in neighborhood of Los Angeles.

Others taking advantage of the weather and vacationing during the month are Chief Car Clerk A. L. Robertson; Car Clerk E. H. Tracy and W. S. McGraw; A. R. Morse, Terminal Market Clerk; J. M. Kearney, Check Clerk; J. H. Grimaud and Truckers R. C. Salazar and Roy G. Weaver.

Verily the old days of the old time Railroad have passed. That old landmark, the "Letter Press," has been shipped to the General Storekeeper. We, like a lot of others, would like to have seen it remain, but alas fate has decreed otherwise and its usefulness may be restored if melted up and made into more up-to-date articles. Just the same we shed a tear at parting with it.

Miss Edna Groves, daughter of Mr. and Mrs. Fred Groves, 4511 De Longpre Ave., Hollywood, became the bride of Harold Pickler, Car Clerk at this Terminal, on the evening of Jan. 20th at the home of the bride's parents. The bride was attended by her sisters, Mrs. W. C. Weed, as matron of honor and Mr. Wm. Green served as best man. After the ceremony an informal reception was attended by 40 guests. The honeymoon was spent at Mt. Lowe.

Our deepest sympathy is extended to our fellow worker, R. Chavez and family in the death of their baby girl.

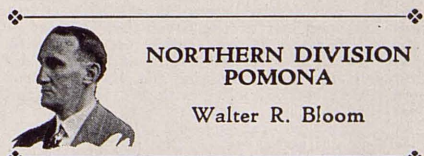
We miss the faces of Stevedore Wm. Turner and Trucker R. Salazar, who are on the sick list at present. We hope for their early recovery.

We are unable to convince Jacob LaFoya, Checker, that lightning does not hit twice in the same place. Jacob was involved in an automobile accident last month, this being the second within a year and both times he was hit in the same place—the eye.

Jack L. Grimaud, who for a good many years has been our Manifest Clerk at Shed No. 3, is now our Delivery Clerk, relieving Sam Tallechea who is now taking the long wanted exercise by checking out freight.

We are already for our jubilee when our new clock arrives.

We were very glad to see our friend John Zimmer who visited us recently. We hope to see more of him and of our other retired friends. We wish at this time to say "Hello" to Ed. Walker, Ed. Elmore, Pat Keys, John Stanton, Sam Bradford, and Phelps.



**NORTHERN DIVISION  
POMONA**

**Walter R. Bloom**

Motorman Walter R. Bloom and wife have returned from a twelve-day vacation. They visited Mt. Lowe and then motored to Newport Beach where they spent some time. From there they went to San Diego and Coronado, Tia Juana and Agua Caliente, returning home by way of Imperial Valley and Palm Springs. They also visited Palm Canyon.

We understand that Motorman George Miller of San Bernardino, with his family are moving to Pomona and will work on the Pomona board.

W. W. Montrose of Claremont line is moving back to his orange grove and will lease the home he is now occupying.

There is to be a change in the Ontario-Upland Bus Line, taking place on February 8th.



Run 902 will be discontinued. The other runs are to fill in and take up part of 902 schedule.

Jack Gilmore, Motor Transport Agent, spent the week end in Los Angeles.

Conductor C. C. Young was on the sick list for several days, having had the "flu," but at this time he is back again on Run 73.

Conductor Ford Costner with some friends spent last week end at Big Bear. Ford says there was plenty of snow and the usual winter sports were in vogue.

Conductor B. L. Brown is back on Run 507 after having been on the sick list for some time.

Conductor Frantz, who has been helping out on the Pomona Board, has returned to Macy Street.



### ACCOUNTING DEPT.

George Perry

We are very glad to welcome back "Eddy" Brady, who is looking quite well despite his unfortunate accident.

Margaret Taylor reports a wonderful trip to Chihuahua City, Mexico, where she visited relatives.

Gayle Baldwin vacationed at Lake Arrowhead where winter sports are now in progress. She found the ice skating especially good this year.

Miss Templeton, who has been ill for the past few weeks, is feeling much improved and will return to the office soon.

### ANNOUNCEMENT

Watch for the details of the Accounting Department PARTY!



### HILL ST. STATION

W. H. Jenkinson

We have missed the presence of B. R. Goodwin, Motorman, who has transferred to West Hollywood.

Big Bill Jenkins, who was bumped off the Glendale Line, sought refuge at the Ocean Park carhouse by taking run 13 on Venice Shortline.

Heartfelt sympathy is extended to I. T. Aney of Glendale in the recent death of his brother who was ill for several months.

Bus Driver J. E. Tolbert of Glendale was reading a detective story at the end of the line and was just at the psychological point of the story when he was rudely interrupted by two bandits who leveled a gun at him and demanded his case. Imagine his embarrassment when they walked away with his changer and contents.

Conductor W. C. Mass, who has been working the line car out of West Hollywood, is returning to the San Fernando line on run 371.

Motorman Lloyd V. Nelson and family of Glendale wish to thank the Trainmen of Western Division for the interest and kindness they have shown after their home was wrecked by the windstorm; and they appreciate the donations also.

The following men have finished their annual 12 days' vacation and are back at work: Conductors—C. H. Crisman, R. L. Field, B. M. Gill, G. M. Levisse, R. B. McGinty, S. Hart, R. C. Milnes, J. W. Howard, A. Charboneau. Motormen—G. W. Edmonson, W. E. Tadlock, O. Bingeos, T. W. Lee, M. C. Baker, S. C. Perry, K. R. Pedder, H. J. Casford.

O. L. Mathews started his vacation the first of February.



### NORTHERN DIVISION PASADENA

Edmond C. Fox

The following notice of intentions to wed was taken from a Pasadena newspaper: "Clifford M. Winchell and Helen Irene Flexner, both of Pasadena."

Conductor A. F. Simpson has bid in run No. 43 and is now working out of Sierra Madre.

Motorman F. W. Goldsberry returns to Macy Terminal on run No. 44.

The following comes from the home of Mr. and Mrs. C. B. Montgomery: "About the most precious possession we have is a new baby girl born Jan. 31st." A matter for congratulation.

Conductor L. D. Whitmore is in the Hospital convalescing from an operation. His condition is reported splendid.

A sad occasion was the passing of the infant son of H. H. Slocum on January 24th. A sympathetic understanding of such a loss is perceived by all.



### SOUTHERN DIVISION

William Kaplan

Mr. Vignes, Trainmaster on our Division for many years, passed away last month after an extended period of illness. Our kindest sympathy is extended.

Niel Brock thinks that forked fence posts are installed to hold up the heads of calves with weak necks. Imagine such ideas from a resident of Santa Ana!

George Besset has been unanimously elected a member of the Newspapermen's Club.

Over thirty-five contestants have entered a new bridge tournament for individual prizes.

E. Willett: "Darn it, I never have any luck." Doherty: "What's the matter?" Willett: "My wife gave me a book for my birthday." Same: "What's wrong with that?" Willett: "Oh, I've already got a book."

Motorman Reilly tries to flatter himself by filing an income tax return. The Government discovered that it owed Reilly nine dollars.

After much inquiry I have been unable to find anyone who ever saw any stars or bars on the sleeve of Ted Andrus' uniform.

H. P. Berkman to Clyde Young: "Say, old man, out of my way."

Young: "Better keep quiet or I'll tell my father on you."

### NEW DISTRICT NOW SERVED BY GLENDALE LINE NO. 3

Designed to provide motor coach service to serve the eastern district of Glendale and the Glendale Sanitarium, change in the routing of the eastside coaches on Line No. 3 were made effective on Jan. 1. The new route change came simultaneous with the abandonment of service on the Glendale - Montrose Railway, the change in routing being a fulfillment of agreement of the company to serve this district when the rail service was stopped, which became effective on Dec. 31.

Under the new route arrangement

### S. F. MUNICIPAL TROUBLES

The San Francisco News, which is owned by the Scripps-Howard syndicate, is running a series of articles questioning the generally accepted facts regarding municipal operation of the San Francisco Electric Railway. This newspaper already has found much to indicate that the property, "a gold mine," has turned out to be a gold brick.

Discussing the failure of the voters to uphold the 5c fare in a recent election, the Stockton, Cal., Independent says:

"Voters often times show a degree of intelligence away beyond anything the professional politicians give them credit for.

"The vote on the 5-cent street car fare in San Francisco was a case in point.

"Here, thought certain politicians on the Board of Supervisors, is something that the people will vote for whoopingly.

"They were disappointed. The majority was against the proposition.

"Of course the people want a 5-cent fare. It is regarded as an asset to the city. If the 5-cent fare is non-compensatory the people are perfectly willing that the deficit should be made up from the general fund.

"But they realized that an economic situation cannot be affected by a vote of the people or by a resolution. Undoubtedly the majority voted against the silly proposal just to show that they were not such simpletons as to appear to be taken in by the politicians. They had some pride in voting themselves out of the sucker class. They want the 5-cent fare, they will continue to pay it and pay for it, but they know their way around and are not buying any gold bricks."

east side motor coaches on Line No. 3 will operate alternately beyond Broadway and Verdugo Road via routes as follows:

Trips outbound to Chevy Chase and Linda Vista Drive will operate via Verdugo Road and Chevy Chase, returning over the same route.

Trips destined to East Glenoaks and Ashburton Place will operate via East Broadway to Wilson Avenue, Vallejo Drive, Brodrick Avenue, Holly Drive, Merrill Avenue to Glenoaks Boulevard, thence easterly to Ashburton Place. The return will be reverse of this route and operation over the remainder of the line will stand as at present. The leaving time from terminals will also remain as heretofore.

Operation over the new route will supply direct transportation to the business district of Glendale to this thickly populated district, a portion of which was not previously served by local transportation.

"Whaffo' you sharpenin' 'at razor?"  
"Womañ, they's a paih o' gemmun's shoes undeh you bed. If they ain't no niggah IN them shoes—Ah'm gonna shave!"





As the chick said when the egg began to crack, "That let's me out."

He: "I'm groping for words."

She: "Well, you don't expect to find them around my neck, do you?"

"Honey, I'm knee deep in love with you."

"All right, I'll put you on my wading list."

#### Why Waste the Waist?

Harold: "You certainly have a trim little waist, my dear."

The Girl: "Yes, you're correct, and there's no getting around it."

#### Where He Got It?

"Where did you get the name Teddy for your car?"

"There are no doors. You simply step in."

The battle was preceded by the following conversation:

Mike: "What were wheelbarrows invented for?"

Isaac: "To teach de Irish to walk on der hind legs."

"Oh, Mr. Policeman—a man has been following me."

"Are you sure he was following you?"

"Yes, I went back two or three times to see if he was coming."

Dentist (to patient who is opening his purse): "No, don't bother to pay me in advance."

Patient: "I'm not. I was only counting my money before you give me gas."

Ruby: "I wonder if it is true that the length of a boy's arm is equal to the circumference of a girl's waist."

Rube: "I dunno. Let's get a string and measure them."

#### Quite

"This university certainly takes an interest in a fellow, doesn't it?"

"How's that?"

"Well, I read that they will be very glad to hear of the death of any of their alumni."

#### Filleted

A man bought some sausages and asked his landlady to cook them for his breakfast.

"How'll I cook them?" she asked.

"Fry them like fish," replied the lodger.

The next morning when the landlady served them, she remarked: "I hope you'll enjoy your breakfast, sir, but there's not much in these things when they're cleaned out."

Some girls show distinction in their clothes, and some distinctly.

Then there was the Scotsman who thought the Bridge of Sighs was a toll bridge.

A minister repeats the story of the drunken man who was cured of his habit by going home one night and thinking he saw two mothers-in-law.

#### Have a Shot

"You drunken beast! If I were in your condition I'd shoot myself!"

"Lady, if you wash in my condishun, you'd mish yershef."

Police Court: "What have you to say to this charge of assault?"

Defendant: "He called me an ass."

Police Court: "And naturally you kicked."

#### Domestic Seance

"Does your bride know anything about cooking?"

"Well, I heard her telephoning her mother this morning inquiring if she had to use soft water for soft-boiled eggs."

#### Impossible

First Stranger (at the party): "Very dull, isn't it?"

Second: "Yes, very."

"Let's go home."

"I can't. I'm the host."

#### One Dollar Down

St. Peter: And here's your golden harp.

Newly Arrived American: How much is the first payment?

The Chicago doctor who predicts that we will forget how to walk in another 100 years doesn't seem to realize that the distance between the parking place and the office lengthens all the time.

#### Dreams

Billie is fond of telling his dreams at the breakfast table. One morning I said: "But, Billie, I don't believe you know what a dream is."

Billie's answer came quick and sure: "Yes, I do. It's moving pictures while you're asleep."

#### The Ruse

Arthur had his photograph taken and when the proofs came, he showed them to his wife.

"Oh, Arthur, you have only one button on your coat!" she exclaimed.

"Thank heaven!" he replied. "You've noticed it at last. That's why I had the photo taken."

One good thing about a flivver—it rattles before it strikes.

A hen is the only one that can lay around and make money.

The husband who talks in his sleep may easily ruin his wife's nerves, declares a specialist. Especially if she can't quite hear what he is saying.

Walton: "This is my favorite month. I wish it would last forever."

Dalton: "I have a note due the first of next month, too."

Customer: "I'd like to see the cheapest necktie you have."

Clerk: "Something a little better than the one you have on?"

#### An Inducement

McPherson to his son: "Now, Sandy, if you will saw me some wood, I will let you play with the sawdust."

#### Of Course

He (after long argument)—I wonder what would happen if you and I ever agreed on anything.

She—I'd be wrong.

#### A Little Persuasion

Outside the storm raged. The deafening thunder rolled and lightning flashed almost continuously. Presently a bolt struck Mr. Jones and knocked him completely out of bed. He rose, yawned, rubbed his eyes and said: "All right, dear. I'll get up."

#### Check and Double Check

"Gentlemen prefer blondes," remarked the masher insinuatingly as he dilled up to the Titian-haired beauty.

She gave him a cold stare. "Blondes prefer gentlemen," she replied as she moved away haughtily.

#### He Liked It

Pete: "Last night when I got home my wife had my easy chair all ready, my slippers at hand, my newspaper and pipe—"

Recorder: "Er—how did you like her new hat?"

"There ain't no hotel here, but you might fix it up to sleep with the station agent."

"Sir," she exclaimed indignantly, "I'm a lady."

"Oh, that's all right," drawled the old man. "So is the station agent."

"Mr. Cohen," phoned the cashier, "our accounts show that you owe us \$50.00. You have overdrawn your account to that extent."

"Is dat so?" remarked Cohen, "Vell, I vant you should do me a favor. Go into your books and see how we stood in January."

Two minutes later the cashier phoned. "Mr. Cohen your account shows that in January, the bank owed you \$2,000."

Cohen's reply came triumphantly over the wire: "Vell, did I call you up in January?"



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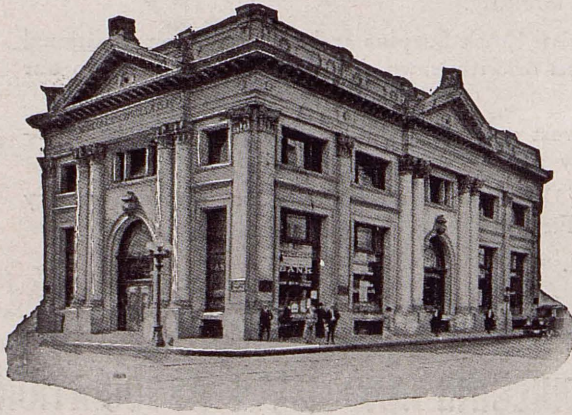
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