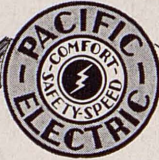


# PACIFIC ELECTRIC



# MAGAZINE

Vol. 16

LOS ANGELES, CAL., JUNE 10, 1931

No. 1



Play-time at Southern California Beaches



## Magazine on Alternate Month Plan

**I**N LINE with economies being practiced in all other directions, effective with this, the June issue, the Pacific Electric Magazine will become a bi-monthly publication until further notice. Under this arrangement the next issue will appear on August 10th, followed by another dated October 10th, and so on.

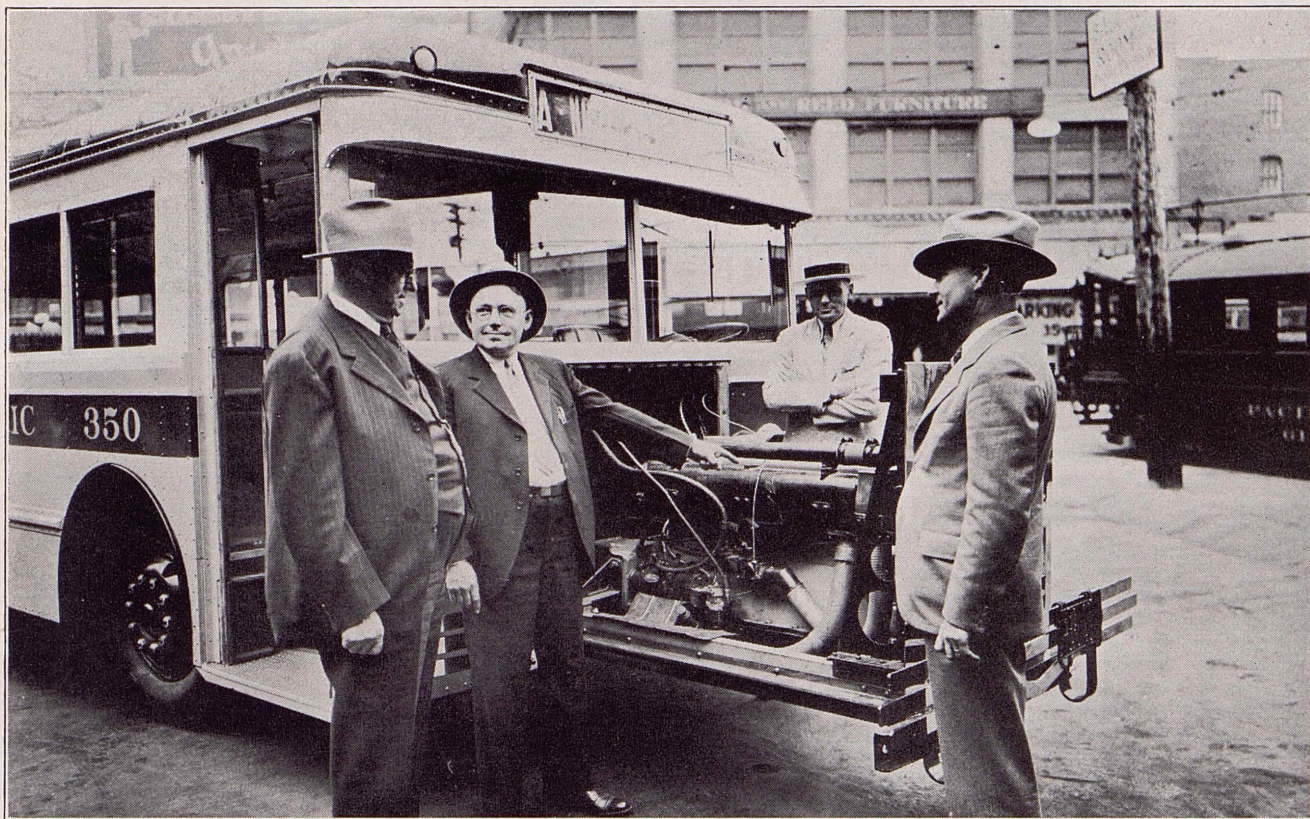
In order to keep a continuous recording of events, historical and otherwise, of the Company's and employees' activities, the duties of contributors will of necessity be carried on between issues. Correspondents are requested to send in news notes and articles of interest in the same manner they have previously done and the Editor will put the material in proper shape for publication bi-monthly.

For the past 15 years the Magazine has not missed an issue, and while it is regretted that a change is to be made, it is done only after careful thought, the management feeling it is for the best interests of all concerned. We know employees will accept the decision cheerfully with hopes that changed conditions may soon restore it to the monthly basis.

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"Travel out" motor feature of new Pasadena motor coaches permits the projection of entire motor 60 inches in front of coach, greatly aiding emergency repairs. In just a few moments the complete motor can be replaced, avoiding costly tie-up of whole unit. Fageol officials are demonstrating this novel new feature to F. E. Rodenhouse (left), Asst. Supt., Northern Division.

**E**MPLYING several advanced features never before embodied in motor coach construction, our Company introduced to the City Fathers of Pasadena last month one of thirty-three new coach units this railway proposes to furnish in handling the local transportation service in that city. The new units replace entirely a mixed assortment of coaches previously used in the same service in Pasadena, a city of 70,000 population. Nine of them went into regular service early this month and others will be added until all are in regular service.

Twenty-three of the new units are being supplied by the Fageol Company of Oakland, California, being of 28 passenger capacity, and ten, of 24 passenger size, are from the Twin Coach Company of Kent, Ohio. The entire lot represent an outlay of about \$282,000.

In introducing the 28 passenger Fageol 500 series coach our Company laid stress upon several innovations and improvements which are utilized for the first time in motor coach construction, being the "travel out motor," a 28 passenger coach with a 162 inch wheel base, a three step entrance and exit, and a level floor throughout entire coach length. A double roof and plate glass windshield carried across the entire front end of coach are other notable adjuncts.

## New Motor Coaches Make Bow To Our Pasadena Patrons

Probably the most advanced mechanical feature of these new coaches is the arrangement which provides for the projection of the 120 horsepower Hall-Scott engine out in front of the coach. It is done by means of a separate electric motor and may be accomplished within 30 seconds. This novel feature greatly aids and speeds emergency repairs and does not discommode passengers during the making of such repairs. The entire engine may be removed in two minutes, speeding shop repairs, and making possible the substitution of a new motor, saving space in shops and avoiding the complete tie-up of the coach during overhaul or other lengthy shop work. The engine is projected 60 inches in front of coach and after repair is completed the engine may be started and tried out without return to the normal position.

### Speeds Repairs

Also facilitating repairs and preventing tie-up of coach are the quickly removable and replaced front and rear axles. It is only necessary to remove caps on spring hanger and use shackle bar from spring to spring and either axle is freed and another unit substituted, the entire operation being performed in five minutes.

Among the outstanding contributions to comfort of passengers are the following:

They are the first passenger coach ever constructed equipped with a three step front and rear entrance. The short height of step will particularly appeal to women, children and elderly persons; also speed service and avoid many step mishaps.

The aisles are the widest yet provided in coach construction, being 27 inches, whereas the average width ranges from 19 to 21 inches. This feature insures comfort for standees, ease in leaving coach, and speeds up service.

Each coach is equipped with 14 plate glass windows of the closed automobile type, and are operated with the ease and by the same method of windows in the private car. The windows drop into body of coach, rather than raise, thus insuring both better ventilation for all and overcoming drafts on those seated adjacent to windows.

In addition to improved ventilation, coolness of interior of coach is further assured through the motor being equipped with heat eliminating devices, also for the first time introduced in this type of vehicle. A further heat elimination will come through the double roofing, an inch and a half of insulating felt being placed between the two roofs.

The floor is level throughout the entire coach length, which is 25 feet over-



all, being 6 feet shorter than the usual coach of the same capacity. The short length will contribute to saving street area.

#### Many Safety Features

The safety factors in the new coach units have also several innovations not heretofore employed. Among them is the plate glass windshield, which is carried entirely across the front end of coach, permitting the driver a full and unobstructed view in all directions. All posts and curved glass, heretofore used, and which have contributed to faulty vision, are eliminated.

The exit of the coach is from the rear and the automatic door opening device has been improved to such an extent that it is positively impossible for doors to close until passengers are entirely free from coach.

All seats have air cushioned backs, are low and exceptionally wide and trimmed with a high grade Spanish hand-buffed leather.

From a sanitation standpoint the entire coach lends itself to thorough cleansing. With the exception of leather seats, everything is either of metal or glass construction. The only wood used in the entire coach is the floor and it is covered with battleship linoleum set with waterproof glue.

Each coach is equipped with 4-wheel Westinghouse air brakes of unusually large area and are operated by a compressor of double the previous capacity used, insuring large measure of safety.

City officials and patrons in Pasadena have been loud in their praise of the new equipment.

#### Force of Habit

The traffic cop had just undergone an operation, and, after coming out from under the anesthetic he asked the nurse that same old question we all ask:

"Did I say anything while I was under the ether?"

"I'll say you did!" the nurse chuckled. "Just as everything was ready for the incision you tried to whistle at the surgeon and then you yelled: 'Hey you! What's your hurry? Let's see your operator's license.'"

## Greatly Reduced Fares Will Apply to Beach Cities

CONTINUING on a somewhat smaller scale the special reduced travel bargains over Pacific Electric lines that were effective in May, our management announced early this month a resumption of certain of these fares from Los Angeles to all beach cities served by rail lines and a special week-end rate from several interior points to all beach cities.

During May, owing to one unexpected rain and dark cloudy days during the other Sundays, our special rates did not develop the volume of traffic which it had been hoped for. With better weather prevailing in June and with numerous schools having closed for the summer, it is reasonable to expect that in view of the large reduction in rates made the public will respond very materially to the appeal of these fares.

Representing a reduction of about 50% over the regular round-trip fares in effect, during each Sunday in June the round-trip from Los Angeles to Venice, Ocean Park and Santa Monica will be 30c for adults and 15c for children.

To Redondo Beach, Hermosa Beach and Manhattan Beach a 40c adult and 20c children's fare will apply.

To Long Beach, Seal Beach, and San Pedro from Los Angeles a 45c adult and 25c children's fare is effective.

From Los Angeles to Huntington Beach, Newport and Balboa, 85c and 45c fares are named.

These tickets will be sold both on cars and at ticket agencies. Attention is called to the fact that these fares apply from Los Angeles to the beach cities only.

Somewhat in the nature of an experiment, interior point week-end tickets are to be sold from Upland, Pomona and Claremont each Saturday and good for transportation until 2:00 A.M. the following Monday during June. It is thought that many residents from these cities who visit Los Angeles will be encouraged to buy the reduced rate

ticket to the various beaches served by our rail lines.

The following fares from Upland, Pomona and Claremont, sold at ticket offices only, will apply during June:

To Los Angeles—\$1.00 for adults; children 50c.

Santa Monica, Ocean Park and Venice—\$1.25, and 65c for children.

Manhattan, Redondo, Hermosa, San Pedro and Long Beach—\$1.50 for adults and 75c for children.

It was also decided to continue the \$1.50 fare to Mt. Lowe each day during the month of June, details of which are recorded elsewhere in the Magazine.

Employees can aid very materially in disseminating this information concerning these reduced rates whenever the opportunity affords.

### MT. LOWE EMPLOYEES GIVE AID TO DISABLED HIKER

Employees of Mt. Lowe Tavern responded last month whole-heartedly to a call for aid from a hiker whose leg had been broken, quickly got him aboard a special train and to the hospital for medical attention.

For their splendid and effective action in rendering aid, Mrs. W. R. Hubbard, in behalf of her son, whose leg was broken, wrote Tavern Manager Clark glowingly praising those who so readily and effectively responded.

Enroute down Eaton Canyon young Hubbard fell while he was engaged in recovering his mother's hat which had blown over a ledge. He was entirely helpless, in great pain and his speedy delivery to the Tavern where special service and rapid delivery to the hospital were strongly praised by the injured lad and his mother.

The employees of Mt. Lowe Tavern who made up the rescue party were as follows: George Desilets, Pantryman; George Albright, Chief Engineer; Lee Baldwin, Kitchenman; Joe Burns, Night Watchman; Louis Hoffman, Yardman; Claude Brady, Kitchenman; Jack Johnson, Guide; Marie Roberts, Waitress; Le Roy Steele, Janitor, and Bill Hostettler, O. M. and M. Ry.



Officials at the inspection of the first of 33 new motor coaches for the Pasadena local service. \$282,000 was expended to improve service and equipment used in the Crown City.



# P. E. Camp Vacation Cost Small

## Accommodations Virtually the Only Cost While Vacationing at Camp. There are no Extras

By Reed Christiansen,  
Asst. Manager, P. E. Club

**Y**OURS for the best, and yet the least expensive mountain vacation a person ever took—Pacific Electric Camp!

There will be those who question the above statement, and granted, it is rather broad in scope, but investigation will reveal it to be substantially true. If consideration will be given to transportation costs of the average vacation and the myriad incidental charges that are never listed in descriptive literature, but which are as much a vacation cost as that for housing accommodations, then the truth of the above statement will stand out in bold relief.

At the Pacific Electric Camp there is but one cost. That outlay, a very reasonable one, is for housing accommodations. After making your reservation you can be assured that there will be no other necessary expense, other than for what you eat. Since food is something that you have to have wherever you are, and because camp food prices are as low as those of the city, this expense is hardly chargeable against a vacation.

### Example Cited

Let us take an example so as to secure a clearer conception of the comparative costs of spending a vacation at Pacific Electric Camp and at other similar resorts in the San Bernardino Mountains.

At one well known camp located near Pacific Electric Camp the cost of a housekeeping bungalow for two persons is \$18 to \$20 per week. Each additional person in same accommodation is charged \$5 per week extra.

Hence, for a family of four a bungalow would cost at least \$28 per week at the resort referred to above as compared with \$12.50 for similar accommodations at the Pacific Electric Camp.

Keep in mind, also, that there are no incidental charges at our camp, while at other mountain resorts extra charges are made for such privileges as dancing, launch rides, use of row boats, sight-seeing trips, weiner bakes and various other forms of entertainment—all free to Pacific Electric Camp vacationists.

Just what these various extras would amount to depends entirely upon the individual desires of the vacationists, but it is safe to say that during a week it would take considerable conservatism to keep the cost under \$10 or \$12 for a family of four at the average mountain resort. Contrast this cost, together with that for housing accommodations, totalling approximately \$40, with the \$12.50 cost of similar accommodations and entertainment at our camp.

The above example will hold comparatively true for other types of hous-

ing facilities. Tents, for example, at other mountain camps, cost \$13 to \$20 per week for two persons, with an extra charge of \$5 per week for each additional person. At the Pacific Electric Camp the same facilities can be secured for \$7.50 per week per family.

Think of it, fellow employees, you get free transportation for your entire family to the camp and return, along with free entertainment all the time you are there. No extras to worry about. As a matter of fact, the cost of spending a vacation at Pacific Electric Camp is so small that it is a prudent and wise investment, as well as an outing all members of the family can enjoy. There is certainly no other place where all the features of a modern mountain resort are so delightfully combined at such a low cost to vacationists as at Pacific Electric Camp.

### Check Cost Elsewhere

It doesn't take a mathematician to figure that vacation costs at Pacific Electric Camp are from 50 per cent to 100 per cent less than at other mountain resorts, which in most cases are far inferior in facilities to those found at our camp. Just to see for yourself what other mountain resorts offer, secure some of the various pamphlets and compare the facilities and the costs with those at Pacific Electric Camp. These other resorts, it must be remembered, are operated on a commercial basis, while our camp is run solely for the benefit of employees and their families with no idea of financial gain.

From the large number of reserva-

## Entered Flower Show Yet? Better Hurry

**T**HE second Annual Flower Show is about here, so hurry if you have not yet made your entry application. Friday and Saturday, June 12th and 13th, are the exhibition dates.

Promising to exceed last year's show, when 47 entries and 210 exhibits graced the ball room in the P. E. Club, where it will again be held this year, Manager Earl Moyer and his corps have about concluded all arrangements for the exhibition.

Five leading authorities have consented to act as judges. Five loving cups, two bronze medals and many ribbons will be awarded to the winners.

Do not assume that you cannot win a prize; make your entry now. You have only until Thursday midnight, June 11th to do so.

tions made during the last few days and the still greater number of inquiries about the camp, together with a capacity crowd over the Memorial Day week-end, indications are that the coming season will be one of the best on record. The camp is more attractive than ever this season. Due to this fact and because it has been open all year so that a larger number of people have become acquainted with its delightful recreational facilities, it will be advisable to make your reservations as soon as possible to insure getting the type of accommodations desired.

## RADIO PROGRAMS BROADCAST SIX TIMES EACH WEEK

Radio advertising of Pacific Electric and Motor Transit service last month concluded a year of intensified effort to sell transportation by means of this new sales medium. Seymour Hastings, broadcaster of wide experience, continues in charge of the programs rendered twice weekly over three of the local leading stations.

In recent months these programs have become increasingly interesting with the introduction of a plan of having speakers from various districts talk upon subjects of general interest to the local and tourist population. Well known personages and authorities from many cities throughout Southern California have spoken upon many subjects dealing with landmarks and general history of their districts. Many letters received indicate a widespread interest in the programs.

To stimulate interest and also check the public response to these programs free travel tickets and admissions to pageants, shows, rodeos have been offered as prizes. Incidentally employees of this railway and the Motor Transit and their families are not barred from obtaining these passes and tickets.

Mr. Hastings is constantly endeavoring to make these broadcasts more interesting and will appreciate both criticisms and suggestions to the end that they be made more entertaining.

These programs, which are known as "Seeing Southern California," are broadcast each Tuesday and Friday over KGER (Long Beach) 11:30 a. m. to noon; KFI, 3:00 to 3:30 p. m.; KHJ, 4:45 to 5:15 p. m.

## Auto Insurance Co. Changes Name

Previously known as Archer & Knight a prominent local insurance company, and with whom many employees carry automobile insurance, changes its firm name as of June 1st.

With the retirement of Louis F. Knight, the firm will hereafter be known under the name of the Allen T. Archer Company, Ltd., and all matters relating to business transaction will be handled as heretofore at the general offices of the company, 215 W. 6th Street.

Mrs. Chat: "It says here in the paper that a certain man has not spoken to his wife for twelve years."

Mr. Chat: "Give him time. He may get a chance yet."



## Analysis of Grade Mishaps Reveals Queer Findings

**T**OO MUCH confidence in themselves and their autos, failure to think, and the old story "trying to beat the train to the crossing are the outstanding causes of grade crossing accidents in California.

This is the opinion of the public safety department of the Automobile Club of Southern California following study of a statistical analysis recently issued by the California Railroad Commission of its grade crossing accidents records for the last three years. The investigation was made to attempt to solve the ever-vital problem of highway-railroad grade crossing protection.

The most obvious fact revealed is that grade crossing accidents have steadily increased despite an investment of \$3,000,000 in crossing protection, maintained at an annual cost of \$800,000.

That the motorist victim has been frequently at fault is indicated by the fact that 70 per cent of the grade crossing accidents occurred during daylight hours, that nearly one-third of all crashes were collisions of automobiles with the side of moving or stationary trains, and that the number of casualties were only 56 per cent as great at crossings where the view was obstructed as at unobstructed crossings, indicating a greater traffic speed on highways where the view of the crossing is unobstructed.

The number of accidents at unobstructed crossings, however, nearly approached the number at obstructed crossings. The accident hazard was also shown to be considerably greater at those crossings protected with wigwags than at crossings having only the crossing signs.

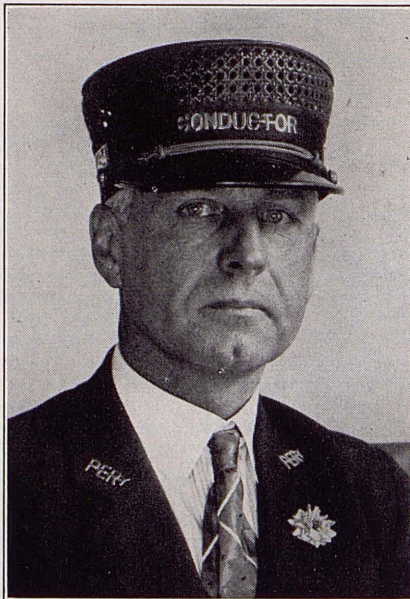
There were fewer accidents on Sundays than on any other day of the week, indicating that motorists are more vigilant when highway traffic is heaviest. From the standpoint of accident hazards, the days of the week range as follows, according to the analysis: Saturday, Friday, Thursday, Monday, Wednesday, Tuesday and Sunday.

### TAKES MONEY TO RUN BUSES

Citizens of Boise, Idaho, are learning that it requires money to make buses run just the same as it does street cars. A few years ago the trolley system of Boise was given up in favor of buses. Whereupon a great many misinformed persons declared that the local transportation problems of Senator Borah's home town were at an end. The installation of buses would cure everything. Strangely, however, the buses have not been able to break even. The management recently notified the Idaho state legislature that the line had been losing money for two years and it would have to have some kind of relief or go out of business.

"The secret of thriving is thrift."

## Only 16 Demerits in 24 Years of Service



Howard T. Bennett

**T**WENTY-FOUR years in train service and only 16 demerits!

To the lasting credit of Howard T. Bennett, Conductor, El Segundo line, goes the honor of achieving such a notable record. Also it places him in third rank for having worked the longest period with the fewest demerits. During the past eight years he has had but one demerit assessed.

Asked his recipe for avoiding the dreaded demerit, Mr. Bennett replied: "The best way to keep out of trouble is not to get into it. And the way not to get into it, is to do your work in the way you are asked to do it. In other words, obey the rules. A long time ago I learned to hold my temper and avoid arguments with passengers."

Despite his long service as a Conductor Mr. Bennett still enjoys his work. "Human nature is a most interesting study," he says, "and there is no greater opportunity to observe it than upon a street car. The habits and mannerisms of various people is a constant source of amusement.

"There are those who are habitually late and make their train only by a sprint day after day. Some people constantly lose their tickets and have to search every pocket before it is located. Nine out of ten regular riders choose the same seat each day. The scowls of some men when a couple of women passengers take a seat in the smoking compartment is particularly amusing. Then there are the gossipers, the flirts, and the fellow who is always trying to avoid paying his fare.

"And all the while you are observing the other fellow," continued Mr. Bennett, "don't forget that you too are being observed by the traveling public."

Mr. Bennett was first employed as a Conductor on July 30th, 1907, by

## Mt. Lowe Bargain Fare To Continue During June

**A**NOTHER bargain month for the traveler to Mt. Lowe.

Announcement that the \$1.50 round trip fare from Los Angeles to Mt. Lowe Tavern would continue throughout the month of June was made late last month by our Passenger Traffic Department. Continuation of this rate, which represents a reduction of 25% over the regular fare, was brought about due to the continued heavy travel attracted by the reduced rate.

While travel to Mt. Lowe during May was not as heavy as during the previous month, owing to unfavorable weather prevailing each week-end and many cloudy days, the volume was such as to indicate that there were thousands of persons who would like to avail themselves of the reduced rate.

As during the past two months the rate for children will be 75 cents round trip from Los Angeles, while from Pasadena \$1.25 for adults and 65-cents for children will apply.

With present conditions existing the public is insistent that everything it buys is a bargain and employees can aid greatly by increasing our volume to Mt. Lowe by passing information whenever possible concerning the reduced rate.

the Los Angeles and Redondo Ry., a narrow gauge line which ran to Redondo Beach. At that time there were 17 regular passenger runs and 14 extra Conductors, making him thirty-first on the list. He now is the only remaining employee originally employed by that company. During his entire service he has been assigned to either a Redondo Beach or El Segundo line run.

The Magazine has now recorded the stories of the three Trainmen who rank lowest in demerits assessed and it is particularly interesting to note that each one was employed upon a different division. This fact rather emphasizes that demerits are assessed equitably and strictly in accordance with the rules. When it was announced that Motorman Gaskin of the Western division had worked 27 years without ever being assessed a demerit, Trainmen of the Pasadena Terminal were heard to remark that such a record could not have been made upon the Northern Division, yet the following month it developed that J. B. Shuster, Conductor, working for many years in Pasadena, had compiled a record of 27 years with only three demerits. As Mr. Mercier recently remarked: "Trainmen make their own records; we merely compile it."

To Mr. Bennett our hearty congratulations are extended. His record is a most honorable one and reflects the fine qualities our management would have all Trainmen possess.

Servant Girl: "Madam, master lies unconscious in the hall, with a piece of paper in his hand and a large box alongside."

Mme. X (joyously): "Oh, my new hat has arrived."



# P. E. Pioneers are Entertained

## Large Attendance of Veterans Greet Second Meet of Newly Formed Organization. Fine Program

THE second meeting of the Pacific Electric Pioneers was held in the Club auditorium Tuesday evening, May 19th. There were present approximately 400 members and their families, and the occasion was a most enjoyable one. Through the courtesy of T. J. Day, Freight Traffic Manager, and A. E. Norrbom, his assistant, arrangements were made for the appearance of the Transportation Club orchestra, male chorus and minstrels and the meeting was begun with selections from the orchestra which were pleasingly rendered and enjoyed.

### Splendid Talk

The address of the evening was made by Mr. E. Palmer Conner, Chief Searcher of Titles of the Title Insurance & Trust Company of Los Angeles. His subject was, "Romance of the Ranchos" and in a very pleasing, instructive and entertaining manner Mr. Conner reviewed much of the romantic history of our city, dating back to its founding by Felipe De Neve. He brought to light many interesting facts even prior to that time and leading up to its establishment from that period down through the years.

Mr. Conner described the extent and boundaries of the original great ranchos, illuminating his address with many incidents of history and romance of those years. As an example, he cited that the San Fernando Rancho, now comprising our San Fernando Valley, the eastern boundary of which was the Arroyo Seco extending clear through to the Callababas Hills and to the mountains enclosing it on the northerly and southerly sides, consisted of 121,000 acres and was sold for 11c per acre.

It was also stated that at the first election in the new state of California in 1850 there were six voting precincts in Los Angeles County and that the county boundaries at that time extended from the Colorado River, which separates California from Arizona, to the ocean, and from Santa Barbara to San Diego. This vast domain can be more forcibly seen when we consider that at this time that same area now comprises eight counties and that one of these counties—San Bernardino is still much larger in area than many states of the union.

Following the address of Mr. Conner, the Los Angeles Transportation Club Minstrels, under the direction of Mr. Cy. Carter, with Frank Scott, Assistant Freight Traffic Manager Southern Pacific Company as interlocutor, put on an hour and a half of one of the best shows ever produced in our theatre. The Minstrel Show consisted of 21 members, and in their choral numbers rendered some very fine musical presentations. Several soloists also greatly pleased the audience.

Three prominent characters of radio-land, Amos, Andy and Brother Craw-

ford, were assumed by three members of the Minstrels and the audience was kept in a gale of laughter by them most of the time.

Because of the program arranged for the evening, very little of a business nature was transacted, only two matters being brought before the meeting. On the motion of Mr. Cobb, regular meetings were suspended and the next meeting will be held at the Club on the third Tuesday in October.

Report was submitted by C. K. Bowen suggesting name of the association to be "Pacific Electric Pioneers," whose slogan would be "Pep" and the motto, "Old Enough to Know Better." This report will be taken up for possible adoption at the October meeting.

The May meeting of the Pioneers was indeed an enjoyable affair and the members of the Association are looking forward to the October meeting with a great deal of anticipation.

The Entertainment Committee, headed by R. M. Cobb, will certainly have to do some strenuous work to exceed the program they presented on this occasion.

Many a guy who buys an auto is less concerned about the price than the size of the first payment.

## WHAT AUTOISTS SHOULD DO

Not that they are original, but rather because the observance of them by all would save much human suffering and needless loss of life do we reprint ten motorists rules and urge that you not only read but practice them:

1. Keep your car in sound condition.
2. Keep your car under control:—it is dangerous if you cannot stop in the assured clear distance ahead.
3. Keep your eye on the road:—one second's inattention may mean an accident.
4. Never fight for the right of way:—the only real utility of right of way rules is at inquests or damage suits.
5. Go along with the procession:—you have no more right to "drag" traffic than you have to jeopardize yourself and others by unnecessary "cutting in."
6. Be as courteous on the road as you are in your own homes:—give other drivers and especially pedestrians a fair chance.
7. Know your local traffic rules and obey them exactly:—they are the motorist's safety code and book of etiquette combined.
8. Take pride in your driving skill:—if normal people are nervous to ride with you, something is wrong with your driving.
9. Don't mix liquor, worry, or anger with gasoline.
10. Study maps and experiment for shorter and less congested routes; you may be surprised at the time you will save.

## How's This For a Travel Bargain?

ARE YOU fully aware just how much transportation our \$1.00 Sunday pass will buy? Did you know that by planning a day's outing it is possible to travel at a cost of less than ½ cent per mile?

With the arrival of the summer season there will be increased opportunity for the sale of this bargain ticket and in order to again acquaint employees with the splendid opportunity it avails for seeing a large portion of Los Angeles and surrounding cities, we present below an itinerary that is typical of others that may be arranged.

Attention is drawn to the fact that it is possible, in 11 hours time, to travel 235 miles for \$1.00 over a widespread

area and still have time for both luncheon and dinner, as well as a little rest time in many places. This day's outing provides a visit to Balboa, Long Beach, Pasadena, Pomona, Venice, Ocean Park, Castellammare and return to Los Angeles via the scenic Beverly Boulevard line to the sea. If the same trips were taken and paid for at regular one way and round trip fares the cost of negotiating this 235-mile journey would be \$4.65.

In the next issue of the Magazine we will present another routing over Southern California with the use of this \$1.00 Sunday pass.

The following are details of the itinerary above explained:

| Leave                              | Arrive                  | Miles         | Fare      |
|------------------------------------|-------------------------|---------------|-----------|
| Los Angeles                        | 7:55 am Balboa          | 9:15 am 39.6  | \$ .85    |
| Balboa                             | 9:30 am East Long Beach | 10:09 am 19.5 | .45       |
| East Long Beach                    | 10:15 am Long Beach     | 10:30 am 3.0  | .05       |
| Long Beach                         | 10:40 am Los Angeles    | 11:27 am 20.3 | .45       |
| Los Angeles                        | 11:34 am Pasadena       | 12:08 pm 11.6 | .20       |
| Pasadena via<br>Oak Knoll          | 12:36 pm Los Angeles    | 1:29 pm 13.8  | .20       |
| Los Angeles                        | 1:30 pm Pomona          | 2:40 pm 31.9  | } RT 1.20 |
| Pomona                             | 2:47 pm Los Angeles     | 4:11 pm 31.9  |           |
| Los Angeles                        | 4:20 pm Ocean Park      | 5:11 pm 15.6  | .30       |
| Ocean Park via<br>Motor Coach Line | 5:45 pm U.C.L.A.        | 6:11 pm 15.0  | .30       |
| U.C.L.A.                           | 6:16 pm Castellammare   | 6:43 pm 24.0  | .55       |
| Castellammare                      | 7:00 pm Los Angeles     | 8:13 pm —     | —         |
|                                    |                         | 235.0         | \$4.65    |





Capable of seating 35,000 persons the Hollywood Bowl, pictured above, has in store a musical treat for lovers of the classical. The Tenth Summer Season opens on Tuesday, July 7th. The Bowl is known as the peer of out-of-door theatres, the sound carrying qualities of the deep ravine in which it nestles being astounding.

## Summer Season of Hollywood Bowl Begins on July 7

TENTH anniversary of "Symphonies Under the Stars" in Hollywood Bowl will be celebrated this summer with a most elaborate program of music and ballet. In the ten years since the Symphonies first were given there has been a continuous advance each season in artistic quality, and this summer, in observance of the decennial of their establishment, a special effort is being made to give them a unique attractiveness.

Walter Damrosch, most popular of American conductors, will direct the concerts of the opening week of July 7. This will be Damrosch's first appearance in Southern California. Other guest conductors will be Sir Hamilton Harty, conductor of the famous Halle Orchestra of Manchester, England; Pierre Monteux of Paris, France; Dr. Artur Rodzinski and Alfred Hertz.

No less outstanding than the conductors are the soloists who have been engaged. These include Richard Bonelli, regarded by many critics as being the greatest American baritone; Richard Crooks, operatic tenor, acclaimed as enthusiastically in Europe as he has been in this country; Kathryn Meisle, internationally famous contralto; Queena Mario, popular soprano of the Metropolitan Opera company of New York; Albert Spalding, leading American violinist, and Josef Lhevinne, noted pianist.

Colorful ballets will be added to the Bowl programs this summer. These will be organized and directed by Adolph Bolm, noted Russian, and by Ernest Belcher, Los Angeles dance master. Bolm will offer a carnival ballet of fifty dancers in the ballet from the opera "Snow Maiden," by Rimsky-Korsakoff. Belcher's presentation will be a Ballet Celeste of seventy young women who will appear in a spectacular toe number. A special set will be built for the "Snow Maiden" ballet.

To popularize as much as possible attendance at the concerts, season ticket books are being issued, contain-

## Travel Tips Furnish Near Record Business Volume

FIFTY-THREE round trip and sixteen one way tickets.

To the forenamed extent travel tips supplied by employees during the past forty-five days resulted in travel to various points throughout the United States over the lines of our parent company, the Southern Pacific. This volume of business (competitive for the most part, which means that but for the kindly interest of the employees named below much of it would have gone to other carriers) is the largest amount yet "sold" by Pacific Electric workers in any equal previous period.

Recorded elsewhere in the Magazine is the result of two good group travel movements over P. E. lines also brought about by employee effort.

Those to whom credit is due, and appreciation already expressed by our parent company in personal letters, are as follows:

W. C. Cotton, Los Angeles, 3 one-ways Tulsa, Okla.

Johnnie Kemp, Mailing Room, Pass. Traffic Dept., 18 round trips, San Mateo.

Clyde De Long, Clerk, Claremont, 2 one-ways, Claremont to Minneapolis.

L. J. Keith, Conductor, Los Angeles, 1 one-way Ogden, Utah, to Battle Creek, Mich., also freight shipment to Indianapolis.

G. J. Malhoit, Conductor, Los Angeles, 1 one-way, Hutchinson, Kansas.

Hugo Dummer, Freight Clerk, Glendale, 1 one-way New York. Also 2 one-ways, Portland.

R. E. Dimon, General Pass. Dept., 1 one-way and 1 round trip Washington, D. C.

R. H. Ellison, Conductor, Pasadena, 15 round trips, Oakland.

Noble Greenstreet, Car Repairer, Macy Street, 1 round-trip, Chicago.

ing forty tickets and bringing the price of single admissions to less than twenty-five cents.

C. C. Fenimore, Storekeeper, Torrance, 1 round-trip Hagerstown, Ind.

W. C. Monroe, Asst. Trainmaster, Los Angeles, 2 one-ways, El Paso, Texas.

E. H. Uecker, Accounting Dept., 1 round-trip, Toledo.

H. D. Collins, Trainman, Northern Division, 3 round-trips, Chicago.

Mrs. Vaughn, Agent's Office, Wilmar, 1 round-trip, San Francisco.

Frank Schallen, Torrance Shops, 1 one-way, Quincy, Illinois.

C. A. Woolsey, Baggage Agent, Los Angeles, 1 round-trip Chicago.

C. R. Scott, B. & B. Dept., Western Div., 1 round-trip Chicago.

N. Smith, Motorman, Riverside Line, 1 one-way, Denver, Colo.

Henry Packer, Asst. Train Master, Los Angeles, 1 round-trip Portland, Oregon.

G. W. Hudkins, Asst. Agent, El Monte, 2 round-trips New York.

S. H. Anderson, Supt. Power and Equipment, 1 round-trip, Chicago.

J. F. Dismuke, Conductor West Hollywood, 1 round-trip, Ogden, Utah.

F. L. Miller, Motorman, West Hollywood, 1 round-trip, Kokomo.

Monte Brucker, Passenger Department, 1 round-trip, St. Louis.

Leonard Anderson, Engr. Dept., 1 round-trip Chicago to San Francisco.

C. H. English, Accounting Dept., 1 one-way Lake Tahoe.

Wm. Onslow, Motorman Western Div., 1 round-trip Montreal.

V. L. Webb, Conductor, Western Division, 1 round-trip Davenport.

### Fortune's Favorite

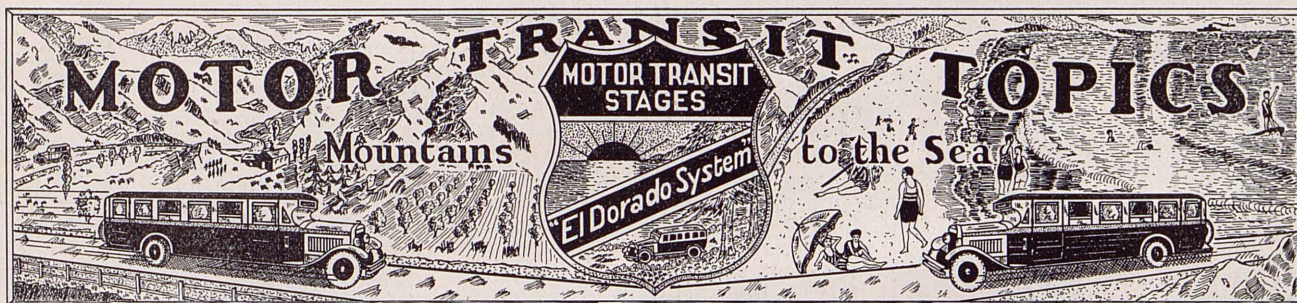
Hyde—"Were you lucky at the races yesterday?"

Wyde—"I should just think I was! I found a shilling after the last race, so I didn't have to walk home."

Fond Father-in-law: "How would you like a cow for a wedding present?"

Bride (just from the city): "Oh, a cow would give more milk than two would need. A calf would be about right."





### DEPRESSION CAUSE AND CURE

That there is both wisdom and good logic in the conclusion that the present business depression is largely a state of mind is quite generally believed. W. E. Kruckman, Asst. General Agent, Long Beach, thinks likewise and gives his version of both the cause and cure in the following novel manner:

"And it came to pass that a green salesman read in black and white that business was bad. And lo, when he beheld these tidings he became blue, for he was yellow. And he spoke, saying, 'Woe is me,' and likewise whoa—for I am stopped. Behold the wheels of industry are at a standstill. And there are none who will buy my wares. Thus let me sit upon my brief case, and don sackcloth and ashes, for evil days are upon me.' And it was even so.

"But there was in the same land another salesman who passed that way, saying, 'Brother, why sittest thou thus in sackcloth and ashes, with a countenance blue even as indigo?' And the blue salesman made answer, saying, 'Hast thou not heard? Lo, business is bad. The wheels of industry are stilled, and there are none who will buy my wares.'

"How gettest thou that way?' replied the passing salesman, 'and where dost thou procure that stuff? For behold I have this day gone forth and secured four specials, each decorated with the customer's John Henry.'

"For lo, this is a season which promiseth much prosperity for the willing worker. Be thou not discouraged by talk of depression, for it is but the croak of him who hath a calamity complex.'

"And when he had pondered these sayings, the blue salesman arose and shook off his ashes, saying, 'Now will I procure a shoe shine and shave, and fare forth to break me a few sales records, for lo, I have seen that there is business to be had.' And it was even so."

#### Credit Mr. MacIlveen

The interesting material for this month's Motor Transit page was collected and well prepared by J. L. MacIlveen, Agent.

There will not be a July issue of the Magazine, but for the August issue Mr. Green has assigned C. M. Allen, Supt. of the Mountain Division, to whom information should be imparted for publication.

The more assistance given the one assigned to edit this page each month, the more newsy and interesting it will be.

### A CHALLENGE TO AGENTS

Well boys here's another brag from Long Beach. Walter Kruckman issues a challenge to every Motor Transit Agent, when he says that Long Beach last month produced more special car business than all of the rest of the system combined.

We are glad to hear that the folks in the Iowa capitol had a good month, but, I would certainly be delighted to hear that someone had trimmed Walter's comb just once. That's a hard task all right, but it can be done. Let every man concentrate on special car business and give the old boy something to shoot at. Following is a list of special days and events scheduled at the Anaheim Orange Show for your information.

Monday—June 8—Radio Day, also Brazil, Redondo, Torrance, Manhattan, El Segundo, Hermosa and Inglewood.

Tuesday, June 9—Inland Empire Day—San Bernardino, Riverside, Redlands, Pomona, Perris, Hemet, San Jacinto, also Danish and Cuban day.

Wednesday, June 10—Long Beach, San Pedro, Wilmington, Compton, Watts, Huntington Park, Lynwood, Southgate and Pioneer Aviators Day.

Thursday, June 11—American Indian Day, Chile and Dominican Republic Day and San Fernando Valley Day.

Friday, June 12—Citrus Growers' Day, and Salvation Army Day.

Saturday, June 13—Japanese Day and German Day.

Sunday, June 14.—American Legion Day—Labor Day and Panama Republic Day.

### NEW DEAL FOR WALTER DEAL

Well, girls, the blow has fallen, and though it hurts me more than it does you I will have to tell it, for as some one has said 'I would rather be right than be president,' therefore my duty is plain.

Our smiling Dispatcher, Walter Deal, has done wrong by our little Nell, or should I speak collectively?, for after having all the dames running around in circles for the privilege of basking in his smile he hops off a few days ago and gets married. There ought to be a law of course, but it's too late now.

Say you boys know Walter pretty well, can you imagine the look on the face of that Scotchman when his wife puts her hand out for that first pay check. No, you can't; neither can I.

We are glad that Walter got some

### PICK-UPS ALONG THE ROUTE

Operator Wickman, better known as "Wick," running out of San Bernardino, is back on the job again. Glad Wick is back, and so are the patrons of the Company, from what they tell me.

Our good friend Charlie Swaney is working in the express department for a few weeks. The riders on the southern division are going to miss genial Charlie. We wish you luck in that department my boy, but, as the Hall Room Boys say, "You've got to be good in Hollywood." We say, you've got to be good in that express department. What say. F. W.?

I asked George Johl for a little news for our page this month, his answer was, "I am holding my breath for a few days." Figure that one out, some of you wise crackers.

Lem Sommerville went fishing for a few days a short time back, and had plenty of luck, to let Lem tell it. Get him to tell you of that fishing trip, and don't forget and have him show you the size of the one that got away. He keeps his face as straight as if he were alibiing to his wife. The boy is good.

I am sure I voice the sentiment of every man and woman on the entire system when I say that every heart goes out in deepest sympathy to Miss Walsh, whose father passed away just a few days ago. Miss Walsh is employed in Mr. Green's office.

Joe Hernandez of the Auditing Department is home ill. We wish for Joe a speedy recovery and his return to work in the near future.

breaks in this union though. I mean Billie and Bettie, presented to him as a dowry I suppose. No, it is not what you are thinking, but just two adorable white rats, so if you see an old rattler coming down the street and a white rat perched on the shoulder of each of the occupants, you'll know its Walter and his S and S.

Any operators visiting at the Deal Mansion are cautioned to wear their putts to prevent Bettie from nibbling their ankles.

Well Walter, old boy, we extend to you and Mrs. Deal our heartiest congratulations, and hope that all your troubles in life are little ones, and we don't mean White Rats either.



## Business Tips Bring Results. Got One?

THAT there are possibilities ever present for employees to be instrumental in the chartering of motor coaches and street cars for group movements is again impressed upon us through the successful and commendable efforts last month of John Nydam, Sub-station Operator at Watts and R. E. Withee, Motorman, Southern Division.

Mr. Nydam, an active member of a local church, conceived the idea of suggesting one of our motor coaches as the means of transporting a church group from Los Angeles to Buena Park. Those in charge thought favorably of the plan, Mr. Nydam secured a rate and the result was that some thirty odd dollars additional revenue developed which, but for the kind thoughtfulness of Mr. Nydam, would not have been forthcoming.

Mr. Withee, equally alike to a travel possibility, effected the movement of 40 members of the American Legion from Watts to Hawthorne and return.

As we have previously pointed out, very frequently not only is the initial revenue received, but other business develops from the same source thereafter. Our coaches are specially selected for the particular trip to be made and an extra effort made to render a pleasing service.

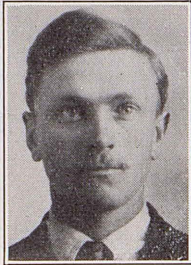
Appreciation is again expressed to Messrs. Nydam and Withee for their thoughtful and effective efforts in securing this business.

The question appearing elsewhere in the Magazine is again asked: Is your lodge, school, church, glee club, athletic team or what-else-have-you, planning a trip? If so, please remember to get in touch with our Passenger Department who will gladly quote rates and give other information, or even better, send a representative to give all necessary guidance.

### Another Travel Tip

Just as the Magazine was about to go to press the Passenger Traffic Department informed of another good revenue-producing movement developed by a tip.

A. W. Day, Terminal Foreman, Ocean Park, used his influence and supplied the tip which germinated the chartering of a special motor coach for use of members of the B. P. O. E. band from the bay district to Huntington Park and return. Always welcome, such additional business is particularly desirable at this time because it not only brings revenue, but provides wages that otherwise would not be earned during these times of slackened business.



John Nydam

## Women's Club Elect Officers

By Mrs. Lon Bishop, President

THE month of May, to fulfill its customs and traditions, must have a May Day party and a May Queen.

The Cheerio Club of Torrance, mindful of that fact, invited the Mother Club down for May Day and with an appropriate ceremony crowned our President, Mrs. Miles, "Queen of the May." Beautifully decorated tables, delicious luncheon and splendid entertainment made the party a very delightful one.

The last night card party (until fall), held May 4th, and the afternoon party May 21st, were very well attended—everybody reporting a splendid time.

On May 14th the annual election of officers was held, but an uncontested ballot made the voting a very quiet affair.

Mrs. Lon Bishop was elected President with the following official family: Mrs. A. C. Smith, First Vice President; Mrs. Frank Miller, Second Vice President; Mrs. Ruppel, Third Vice President; Mrs. George Gilks, Rec. Secretary; Mrs. J. E. Houghton, Cor. Secretary; Mrs. Curtis, Treasurer; Mrs. Tyler, Parliamentarian; Directors, Mrs. Geo. Miles, Mrs. F. E. Geibel, Mrs. E. H. Straub, Mrs. Walter White, and Mrs. Ashcroft.

The musical portion of the program was furnished by the White King Quartette and we feel safe in predicting that White King soap will wash a way into the homes of many new customers.

The last meeting of the Club year was held May 28, President Mrs. Miles at the helm, winding up a most successful and happy year. After all unfinished business had been taken care of and "Au revoir" sung, the gavel was formally presented to the new officer and with the Past President standing by, the Club started off on another chapter of its interesting career. The installation was placed in the competent hands of Mrs. Tyler and in her gracious lovely manner was made most impressive.

During the afternoon the honor of President Emeritus, was conferred on Mrs. J. B. Green, as a tribute of the deep regard in which she is held by the Women's Club. She was also appointed official Club Hostess for the coming year.

Refreshments were served and a splendid Club year came to a close, a duty superbly done by a most worthy officer and a very efficient staff.

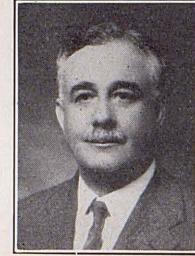
Enough praise cannot be given Mrs. Geibel for her untiring efforts to please one and all with bright, interesting, splendid programs.

The retiring President assumes the new duties of Hostess at the card parties and is urgently requesting the support of all members. The afternoon parties will be continued throughout the summer every third Thursday of the month at 1:30 P.M.

Meetings will be resumed September 10th. Adios until then.

## Named Greeters' Head

ELECTION of Frank B. Clark, our popular Manager of Mt. Lowe Tavern, as President of the Greeters of America, Charter No. 30, for the ensuing year was the outstanding feature of last month's meeting of the Greeters, comprising hotel men throughout Southern California.



Frank B. Clark

In addition to being quite an honorary recognition, selection of Mr. Clark for this post will carry

with it considerable publicity and advertising for our mountain resort.

Mr. Clark has devoted many years of his life to hotel management, and is one of the most popular and well-known men in this district. He has held previous executive posts with the Greeters and has always taken an active part in the affairs of the organization. For the past seven years he has been Manager of the Mt. Lowe Tavern and has done much to popularize this famous resort. His election was unanimous and he succeeded Russell Wagner of the Hotel Hayward, retiring President.

Installation of Mr. Clark and others elected to executive posts will take place at the regular meeting early in July at the Hotel Ambassador, Ben Frank, Manager, having extended a banquet invitation to the organization members.

A large delegation of the 800 members of the local Greeter organization have signified their intention of attending the national convention to be held at Vancouver, British Columbia from June 15th to 18th.

### SIX DEATHS DURING MAY

The Grim Reaper again visited our ranks and took from our midst during the month of May six fellow workers. To their families, we wish to extend at this time our heartfelt sympathy in the loss of their loved ones.

Those whom death called are as follows:

Alvin G. Matthews, Station Agent; Andreas B. Dahlstrom, Retired Cabinet Maker; George J. Glasser, Store Dept.; John W. Cusick, Retired Foreman, Mechanical Dept.; Charles H. Fox, Clerk, Transportation Dept., and William Murray, Car Repairer.

An aggregate sum of approximately \$11,000 was paid to the beneficiaries named by the deceased, three of whom carried both group and Mortuary insurance, the remaining three having group insurance only.

No new disability claims were filed during the month. Twenty-five employees are now receiving an aggregate of \$1,775.35 monthly benefits under the total and permanent disability clause.





### TAPS FOR VETERAN AGENT

A. G. Matthews, veteran of our Agency ranks, passed from this life on May 4 last at the California Lutheran Hospital following a brief illness. A very conscientious and loyal employee, Mr. Matthews' demise was deeply regretted by his many friends throughout the organization.

Serving as Relief Agent and Agent in 1906 and 1907, Mr. Matthews left the service early in 1908 to engage in the real estate business which he followed for ten years. Returning in July, 1918, he re-entered the service as Agent at West Alhambra, which location was his headquarters at the time of his demise.

Mr. Matthews served one term as Secretary of the Agents' Association and was always active in civic affairs and other pursuits which furthered his employer's and community's best interests. He rendered distinguished service as President of the West Alhambra Civic Club. He made friends because of his friendly attitude toward his fellow men.

Mr. Matthews is survived by a widow, Mrs. Lenora A. Matthews; a daughter, Miss Helen Matthews, of this city; two brothers, G. L. Matthews of Los Angeles and Joe Matthews of Mattoon, Illinois, and a sister, Mrs. Minnie Frye of Mattoon.

Funeral services were conducted at 3:30 o'clock Wednesday afternoon at the Alhambra chapel of F. A. Utter & Son. Rev. S. J. Kennedy, former pastor of the First Presbyterian Church of this city, officiated at the services. Interment was made in San Gabriel Cemetery.

The Agents' Association contributed a beautiful floral offering and sympathy is expressed to the bereaved relatives who survive.

### TIMELY TOPICS ABOUT P.M.T.

By Clarence Hottle, Traveling Agent

Pacific Motor Transport Company business increased approximately 17% in April over March, setting a new high mark for the Transport Company since the beginning of its operation. Figures are yet to be completed, but all indications point to still another substantial gain in May.

A reminder to Agents that handling of P.M.T. Co. stationery requisitions and draymen's bills will be expedited materially if they are mailed direct to Assistant Manager's office. These documents have to bear his approval before they will be honored, and time is lost by sending them direct to the Auditor or Stationery Storekeeper.

Pacific Motor Transport Company routing stickers, reading "Ship This Order via Pacific Motor Transport Co. For Pick-up Phone: TUCKER 1054, TRINITY 1431, Los Angeles," are good "business-getters," and their effectiveness should not be underestimated when soliciting, as very often consignees who will not sign standing routing instructions, preferring instead to specify routing on each individual purchase order, will use these stickers, if furnished with them.

May we respectfully suggest: If you can't get the business on rail rates and service, talk Pacific Motor Transport to your prospect. Your purpose is to secure traffic for the railroad, and every time you get a customer for P.M.T. Co. you are achieving your purpose just as completely as if you had sold him straight rail service in the first place.

### PATRON LAUDS FINE SERVICE RENDERED BY THE P.M.T.

That the public recognizes and appreciates efforts to give them a complete and dependable freight transportation service is shown by the following letter that came unsolicited from a regular patron of Pacific Motor Transport Company:

"Six months ago we commenced using your Motor Transport pick-up and delivery service. It may interest you to know that there has not been a single breakage in any of our shipments in all that time; in fact there has not been a single cause for complaint in the entire group of shipments that we have made.

"We wish to take this means of complimenting you on the very efficient manner in which you handle your freight business, and to thank you for the very excellent treatment which we have received at your hands. Your men deserve a great deal of credit for what they have done."

A service, to merit such an expression of appreciation, must be good and one of which everyone connected therewith may well be proud, since it is only through the courtesy and efficiency of each and every employee, and through the whole-hearted cooperation of all departments of both the P.M.T. and railway company that such results are obtainable.

### NEWS AMONG THE AGENCIES

Valencia Oranges are being held off on account of prices, but lemons are now moving steadily from this district.

Eighty-four cars were shipped in May from Upland and expect nearly double that number in June. One house alone in Upland has over 500 cars in storage which will be moving fast from now on if the weather keeps warm in the east so they can market them. All the Agents along the line are going over the top in Southern Pacific ticket sales, but not doing quite so well in Pacific Electric local.

Something for the Agents force to think about: Are we going to have another outing this summer? If so, when and where? Talk this over among yourselves and be prepared to settle the question at our next Agents' meeting which will be our last one for the summer.

Talk about hard times! We do not know what the word means out here. Just returned from a trip through the drought stricken area of Arkansas and jobs back there are more scarce than hens' teeth. Twenty-five cents an hour is the top price for common labor and very few receive that much, most of them are getting fifteen cents or less. Living is cheap, however. Eggs sell everywhere at ten cents a dozen and most everything else in proportion. The prospect for crops this year was very good, but passing cotton gins and yards which are filled with last year's crop, the prospect for prices is not encouraging.

All the boys on the east end were called in to Mr. Down's office in Riverside and Messrs. Monahan and Blech of the Southern Pacific Company gave us a lot of good points in securing new business and emphasized the importance of getting every ticket and piece of freight possible. They were well pleased with the results from this end.

Clyde Whiteley,  
Agent, Upland.

### BUSY DAYS AT L. A. TERMINAL

The heavy movement of perishables and the steadily increasing business of the Motor Transport combined to make of May a very busy month at the L. A. Freight Terminal, reports G. W. Orr, Asst. Agent, L. A. Freight Terminal.

The record shows a total of 1341 cars of perishables of all kinds, but mostly citrus fruits and celery, with some bananas from the Harbor moving through this junction to other lines. That is an average of 46 cars daily for 31 days with the range all the way from 13 on the 3rd to 85 on the 29th.



Out of this total number 559 were celery from non-agency points all billed at this station and ranging as high as 40 in one day. The bulk both of citrus and celery reaches this yard between 8 and 10:00 p.m. and with loads coming in and empties going out both yard and clerical forces are taxed to the utmost to avoid delays and costly errors.

This class of business is mostly Trans-Continental and during the several months that it continues should at least turn the red ink a shade or two darker.

Motor Transport again topped the previous high record by 150,000 lbs. for the month and on May 8th, gave us our biggest single day's business outbound with something over 213,000 lbs.

It is curious, isn't it, that the man with a little mind usually has a big mouth.

Owner Driver: I locked the car up before we left it, and now, confound it, I've lost the key!

Wife (helpfully): Never mind, dear! It's a fine night—we can ride home in the rumble seat.

**Not Stolen**

He: "Girlie, I have a confession to make—I'm married."

She: "Goodness, how you frightened me. I thought you were going to tell me the car didn't belong to you."

**All Explained**

"Hear about Jimson being in the hospital?"

"In the hospital? Why, I saw him last night dancing with a dizzy blonde."

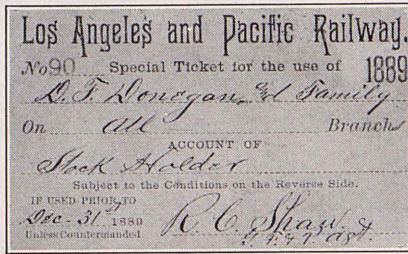
"Yeh! So did his wife."

**A Complete Analysis**

Teacher: "Parse the word kiss."

Pupil: "This word is a noun, but it is usually used as a conjunction. It is never declined and more common than proper. It is not very singular, in that it is usually used in the plural."

**Pass of 42 Years Ago Brings Memories**



PASS rules and laws were not as stringent in the early days as those which now govern their issuance by transportation companies.

Note the relic above, dated two decades ago in favor of "D. F. Donegan and family," good on all branches of the Los Angeles & Pacific Railway. In days gone by passes were issued without ado for a courtesy or favor, or you name the reason. The executive, not the law, dictated as to who, when or how many could ride upon this popular piece of pasteboard.

Times have changed, however. Today this valuable possession is issued strictly in accordance with the law as set forth by governing bodies. In addition to prescribing as to who is entitled to a pass, the law stipulates as to its size, how the pass shall read, be numbered and that it shall be filed in a certain manner.

Times, too, have changed since the issue, in 1889, of the pass shown. In that year Los Angeles boasted of a population of 30,000; "good land," where Hollywood now stands, sold for \$1.25 per acre, much of it for less, and much more was considered worthless because of alkali and swamps. The center of town was in the vicinity of Temple and North Spring Streets.

The Mr. Donegan to whom this pass was issued, now deceased, was a grading contractor for many of the pioneer railways in Southern California.

**"Wise Cracks" Made by Max**

By Max Schuring

I am standing in the vestibule in front of the elevator at 6th and Main . . . some bird with more avoidupois than good judgment makes a dead stick landing on my pet corn . . . I was "dancing with tears in my eyes" . . . I swallow my Adam's apple along with some of my choicest vocabulary . . . and he blurts out "Scuusme" so quick that I'm convinced, I'm not his first victim . . . if he'd just said that thirty seconds sooner, I could have moved my foot out of the way . . . I've no objections to him following in my footsteps . . . but like to have him wait till I get out of them . . . Russell Schaeffle, like the other noted sun-bather, Mayor Jimmy Walker, is just about the acme of sartorial perfection . . . many is the time that even Earl Haskell nearly turned green with envy after one look at "Russ" . . . but, just because I (by wifey's orders) happen to have on my best "bib and tucker," he wants to know: . . . if I'm on vacation . . . or going to a funeral . . . how I can afford it . . . and what I'm going to do for Sunday now . . . Some day I'll get mad and give him a real treat . . . I'll borrow a "soup and fish" from the boss, and then let him look me over . . . Now for a little gossip . . . You all know Watts' most popular citizen, Johnnie Hueber . . . You've seen him lots of times along the four-tracks in the vicinity of Watts Tower . . . Johnnie is quite a Radio-Fan . . . and is always trying to get distance (foreign stations preferred) . . . he did finally get in touch with a French station . . . what Johnnie fails to explain is, that he didn't get it on his own set . . . and the consequences . . . for details see "Peewee" Skelton in the Subway or conductor Lockwood (George Bauer's handsome sparring-partner) . . . The first of May was the official opening

(Continued on Page 20)

The pass was kindly loaned us by Mr. W. P. Donegan, prominent local contractor, and a son of the pioneer contractor.

**Comparison of Accidents During May 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                            | 2                 | 2    | 2                 | 3    | 5                | 6    | 9                         | 11   | 2 Dec.— 18.18%       |
| At Railroad Crossings other than Company's  | 0                 | 0    | 0                 | 0    | 0                | 0    | 0                         | 0    |                      |
| Between Cars of Company                     | 0                 | 1    | 1                 | 1    | 3                | 1    | 4                         | 3    | 1 Inc.— 33.33%       |
| With Vehicles and Animals                   | 78                | 55   | 50                | 57   | 108              | 119  | 236                       | 231  | 5 Inc.— 2.16%        |
| Derailments                                 | 0                 | 1    | 1                 | 1    | 3                | 1    | 4                         | 3    | 1 Inc.— 33.33%       |
| Equipment                                   | 2                 | 3    | 0                 | 3    | 1                | 2    | 3                         | 8    | 5 Dec.— 62.50%       |
| Boarding Cars                               | 2                 | 9    | 0                 | 1    | 5                | 8    | 7                         | 18   | 11 Dec.— 61.11%      |
| Injuries on Cars (not in collision)         | 5                 | 1    | 5                 | 3    | 10               | 6    | 20                        | 10   | 10 Inc.— 100.00%     |
| Alighting from Cars                         | 10                | 7    | 4                 | 3    | 13               | 13   | 27                        | 23   | 4 Inc.— 17.39%       |
| Falling from Cars (not purposely alighting) | 0                 | 0    | 0                 | 0    | 0                | 0    | 0                         | 0    |                      |
| Doors, Gates and Guard-Rails                | 1                 | 1    | 1                 | 3    | 6                | 9    | 8                         | 13   | 5 Dec.— 38.46%       |
| Ejectments and Disturbances                 | 1                 | 0    | 1                 | 1    | 1                | 3    | 3                         | 4    | 1 Dec.— 25.00%       |
| Miscellaneous                               | 4                 | 1    | 1                 | 5    | 5                | 5    | 10                        | 11   | 1 Dec.— 9.09%        |
| Total                                       | 105               | 81   | 66                | 81   | 160              | 173  | 331                       | 335  | 4 Dec.— 1.19%        |
| Employees                                   | 2                 | 1    | 2                 | 1    | 0                | 3    | 4                         | 5    | 1 Dec.— 20.00%       |
| Total Car Accidents                         | 107               | 82   | 68                | 82   | 160              | 176  | 335                       | 340  | 5 Dec.— 1.47%        |
| Motor Coach Accidents                       | 19                | 11   | 3                 | 2    | 16               | 29   | 38                        | 42   | 4 Dec.— 9.52%        |
| Total Passenger Accidents                   | 126               | 93   | 71                | 84   | 176              | 205  | 373                       | 382  | 9 Dec.— 2.36%        |
| Freight Accidents                           | 9                 | 6    | 13                | 12   | 9                | 6    | 31                        | 24   | 7 Inc.— 29.17%       |
| Total All Accidents                         | 135               | 99   | 84                | 96   | 185              | 211  | 404                       | 406  | 2 Dec.— .5%          |
|   | 36 Increase       |      | 12 Decrease       |      | 26 Decrease      |      | 2 Decrease                |      |                      |



## Municipal Camps Open Soon

EACH YEAR the municipal mountain camps operated by the City of Los Angeles become increasingly popular with the result that both the Pacific Electric and Motor Transit have shown gratifying increase in travel to these popular, low-priced vacation homes available to the public at large.

For the information of Agents and others coming in contact with the public, the following information is authentic for distribution to inquirers:

Camp Seeley began its regular summer outing season on June 7 and will remain open until September 13. This playground is located on the north slope of the Rim o' the World section 75 miles from Los Angeles and at an altitude of 4500 feet. A daily schedule of transportation is maintained via Pacific Electric railway to San Bernardino, and thence to Camp Seeley via Motor Transit Stages, or all the way from Los Angeles via Motor Transit Stages.

Camp Radford, another San Bernardino Mountain Playground of the City of Los Angeles, is located farther east a short distance from the Mill Creek Route between Redlands and Big Bear Lake. The camp is 95 miles from Los Angeles and at an altitude of 6000 feet. Daily transportation to Camp Radford is also available via Pacific Electric Railway to San Bernardino and from there via Motor Transit Stages, or all the way from Los Angeles via Motor Transit. This playground will open on June 14 and remain in service until September 13.

A third mountain playground, Camp High Sierra, in the High Sierras, 335 miles from Los Angeles, will also be in service during the summer from June 21 to September 13. Transportation to this camp is via Southern Pacific.

All of the Los Angeles Playground and Recreation Department mountain camps offer vacations to families at very low rates on a non-profit basis.

### WHY CALL AN ENGINE "SHE?"

The following amusing letter from a "Japanese Lady" appears in the *Shipping Register* of San Francisco:

"Sometime ago you published in your voluble paper article on female shipping steamer. I have thought to write you about female engine on train. You know why? Yes, they call she for many becauses.

"They wear jacket with yokes, pins, hangers, straps, shields and stays. They have apron, also lap. They have not only shoes, but have pumps. Also hose and drag train (passenger and freight) behind; behind all time. They attract men with puffs and mufflers and when draft too strong petticoat goes up. This also attract. Sometime they foam and refuse to work, when at such time they should be switched. They need guiding—it always require manager. They require a man to feed them. When abuse are

# THE PACIFIC ELECTRIC MAGAZINE

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

Vol. 16; No. 1 June 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  
Daniel Sanchez ..... L. A. Freight Terminal  
William Kaplan ..... Southern Division  
A. E. Dendy ..... Elec. Dept.  
Mrs. Lon Bishop ..... Women's Club  
Max Schuring ..... Trans. Dept.  
P. G. Winters ..... Trans. Dept.  
Thelma Meighan ..... Engineering Dept.  
W. P. Williams ..... O. P. Carhouse  
George Perry ..... Accounting Dept.  
Carleton B. Bell ..... Mechanical Dept.  
Clarence Hottle ..... P. M. T.

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.

*"When I have lost my temper I have lost my reason, too,*

*I'm never proud of anything which angrily I do.*

*When I have talked in anger and my cheeks are flaming red*

*I've always uttered something which I wish I hadn't said."*

"I gave him a piece of my mind."

How many times we hear that expression denoting that the speaker has been on an anger tantrum and roundly denounced someone for an offense, imagined or real. In most anger tirades

### Hold That Temper!

we do and say things which are more injurious to ourselves than to those at whom we are angry.

Granted that the recipient of a "bawling out" is at fault, how utterly foolish it is for us to lose our tempers. What's the use and what do we gain? Nothing but a fleeting moment's satisfaction, and at what a cost.

Too, there is tragedy in anger. A moment's anger may lose us a dear friend; may cost us our job; may make us an enemy whose friendship later might be the turning point in our lives. Anger has been known to break the spirit of men struggling conscientiously to do their best. It plants and germinates the seed of hatred, and be-

given, they quickly make a scrap. They are steadier when coupled up, but my cousin say they terrible expense. Is not enough reason?"

**"To help yourself to happiness, assist others to find it."**

## HOW TO PASS STREET CARS?

All of us should know, practice and pass on to others the law concerning the manner in which motorists should conduct themselves as regards the passing of a standing street car. A better general understanding of this law will protect human life.

It is unlawful to pass to the left of a moving or standing street car proceeding in the same direction, unless directed to do so by an officer.

In passing to the right of a standing street car, or one which is about to stop, where there is no established safety zone in street, motorists must stop and wait until passengers have boarded or alighted and reached a place of safety.

If safety zones have been established, or the intersection is controlled by an officer, the motorist need not bring his car to a full stop, but may proceed past the street car at a reasonable and proper speed, not to exceed ten miles an hour, with due regard to the safety of pedestrians.

### Enthusiasm

If you can't get enthusiastic about your work, it's time to get alarmed. Something is wrong. Compete with yourself; set your teeth and dive into the job of breaking your own record. No man keeps up his enthusiasm automatically. Enthusiasm must be nourished with new actions, new aspirations, new efforts, new vision. It is one's own fault if his enthusiasm is gone; he has failed to feed it. And right here is the big reason why thousands of men hit high-water marks at 35, and then recede. They can "do their work with their eyes shut," and that is the way they do it. They have lost the driving power of enthusiasm. If you want to turn hours into minutes, renew your enthusiasm.

—Exchange.

ing contagious, is passed on and on.

And after all, what is anger? It is an elemental instinct, one that dates back to the uncivilized days when mankind chose to fight, rather than to think.

"Counting to ten" when you are about to say something real angrily may be a bit of old-fashioned advice, but it is still good!

The weather man dreamed he himself was dead;  
That he stood by his monument tall,  
and read  
The message thereon—and he hung his head,  
For "Probably Warmer" was all it said.

We of today spread cheerful thought  
For optimism helps a lot,  
And in our business I can see

A lot of life's philosophy.  
The sweetest words, I think, by heck  
Are simply these: "Enclosed find check."



## Public Appreciation Expressed

### *Service and Courtesy Bring Their Reward.*

#### H. L. Miller, Santa Monica Line

"I wish to tell you of a very great kindness shown me by two of your employees, on May 28th when I was coming home from Santa Monica. When I changed cars at Fairfax I left my handbag on the car. Through Mr. Miller's kindness and advice, I went on to Los Angeles. I waited at the Subway Station and he asked Mr. Murray at the Information Desk to phone to Gardner Station for the Conductor on Run 102 at Fairfax to bring my handbag to the Subway Station, which he did.

"I appreciate very much the kindness they all gave me in recovering my purse for it contained notes and valuable papers, besides \$15.00 in money."

#### L. A. Hirtle and V. Davidson, Long Beach Line

Highly commended for splendid tact and courteous handling of situation when a woman passenger tried to turn seat and thus deprive other passengers sitting there. Motorman Hirtle's quick action prevented woman from turning seat over and striking two small children who were about to be seated. The writer, an employee of the Los Angeles Railway, further remarked:

"I was pleased to see that the Conductor came personally to the two small girls in question and took them to their mother when she was about to leave the train with another child in her arms. This Conductor also showed marked courtesy and kindness in assisting passengers to board the train, particularly those carrying heavy luggage and children."

#### R. S. Nichols, Hollywood line:

"I want to call your attention to a very courteous and accommodating favor extended to me by one of your Conductors, Mr. R. S. Nichols, No. 2746. I boarded your street car this morning at Western Avenue to come to work and found to my chagrin that I had no money with me to pay my fare. Your Conductor paid my fare, rang it up and gave me the usual identification ticket, claiming that he would be glad to advance it to me, as he realized the inconvenience I would otherwise be caused. He was doing this for you, not for himself, and I believe that men of this character should be commended for their interest in your welfare."

#### E. W. Steinmueller, Santa Monica line:

"I feel called upon to speak a word of praise for the very excellent service accorded another lady and myself on your Santa Monica train.

"I was in Santa Monica and received a long distance call to get back to San Francisco as quickly as possible. I had about an hour to catch the Lark. When I boarded your train leaving Santa

Monica at 6:49 I explained the conditions to Conductor, wearing badge No. 2014. His courteous assistance was the best I have ever been accorded on a public carrier. By his prompt action in securing a cab at 16th and Hill Streets, without delaying his train, we were able to catch the train.

"I compliment you upon having such efficient and courteous employees."

#### S. Van Wickle, So. Pasadena:

"I would like to call to your attention the remarkable conduct of Conductor 612 on car going into town Sunday morning at 10:30. A Mexican Indian on the car used very abusive language to the Conductor. The Conductor, knowing that there would be trouble if he replied, refused to talk back to the Mexican. I think he avoided what might have been serious trouble."

#### Trainmen in general, Beverly Hills:

"I have been a patron of your line for the past seven years from Beverly Hills to Los Angeles; and I have found your service uniformly good. Your Conductors are courteous, and your trains, with the exception of once or twice when they were ahead of time, are on time. I feel that I should tell you just this for the reason that when a public service corporation such as yours lives up to what it should as nearly as you do, I feel that its patrons should be at least appreciative enough to say so."

#### V. A. Carlson, Hyperion Ave. Motor Coach:

"This letter is to acquaint you with the splendid personal services rendered our community by your employee, Mr. V. A. Carlson. He has been on the Hyperion Avenue bus service for about three years, I believe, and many times I have seen him do kindly and considerate acts which merit commendation. With the little children and elderly people this is especially true.

"Such an attitude as he has always shown cannot fail to create a friendly feeling toward the Pacific Electric system."

#### C. C. Coombs, Southern Division:

"After a long term observance of one of your employees, namely No. 1114, Conductor, I cannot help but write and tell you what a very fine employee you have in him. He is courteous, kind, very conscientious, and has a sunny smile for old, as well as young.

"I should like to show my appreciation to this gentleman by sending him something, and to that end would appreciate his home address and name.

"May you have more employees like No. 1114."

#### H. A. Morin, C. B. Lewis and L. F. Hunt, Pasadena:

"I know that you like to have the patrons of your lines report on the conduct of your car crews, so it gives me great pleasure to report the following incidents with names of Conductors who were involved.

"Mr. H. A. Morin, badge 656, assisted an aged lady on his car with great courtesy, at Mary Street.

Mr. C. B. Lewis, badge No. 347, assisted an invalid lady from curb to his car at Colorado and Madison Streets.

"Mr. L. F. Hunt, badge No. 387, assisted an aged gentleman on his car with his shopping parcels at Union and Fair Oaks and helped him to alight at Villa Street and N. Fair Oaks.

"I have noticed many such acts of kindness, by not only these above mentioned, but by nearly every one of your courteous Conductors, who I have observed many times performing acts of kindness toward the patrons of their cars, and wherever they are shown the courtesy due them by the patrons, they have displayed great courtesy and politeness."

#### K. F. Burke, Santa Ana Line:

"May I express my appreciation of the unusual and kindly courtesy and thoughtfulness for the welfare and guidance of myself and other passengers by Conductor No. 1104, Santa Ana train.

"And may I also express my appreciation to the Pacific Electric for its carefully chosen and conscientious men who so earnestly care for our needs."

#### J. O. Jones, Santa Monica Boulevard

"I have always been appreciative of the fine service rendered by the Transportation Department of the Pacific Electric Railway and wish to offer a slight token of appreciation for the courteous service rendered by one of your Conductors. His number is 2562 and when I asked him, he told me his name was J. O. Jones.

"Many times I have taken the last car on Santa Monica Boulevard, leaving the Hill Street Station at 1:16 A.M. Conductor 2562 has charge of this car. I have observed this man perform many, many simple little acts of courtesy to the passengers and I have noticed his patience with two very irritable ones. He won both of these cranky passengers and he has earned the sincere esteem of all who are his regular passengers, both for his conduct and his loyalty to the Pacific Electric Railway.

"I feel both grateful and honored at having the opportunity to write this simple tribute in appreciation of the genuine service rendered to the public by this member of your department."

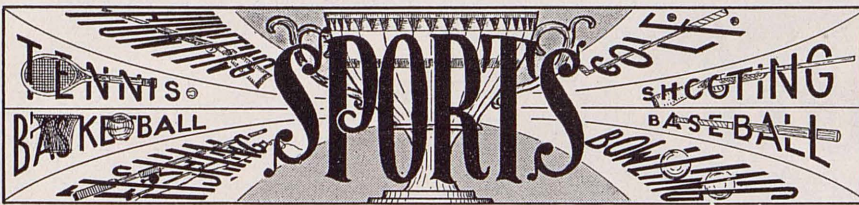
A Scot who was a bad sailor was crossing the Channel. He went to the captain and asked him what he should do to prevent seasickness.

"Have you got a sixpence?" asked the captain.

"Ay," replied Sandy.

"Well, hold it between your teeth during the trip."





**BOWLERS IN SUMMER LEAGUE**

The summer bowling league, consisting of ten three-man teams, is under way at Jensens' Recreation Center and having a "hot" race of it both literally and figuratively, informs R. M. Cobb, bowling scribe. At this writing the Giants, composed of Covell, Gonzales and Cobb are leading the race by one point over the Senators, who are Smith, Jones and Miller of Macy Street and way stations.

The alleys have all been refinished and are as fast as lightning with the result, averages are soaring weekly and everybody is shooting for bigger and better scores.

The high series to date belongs to the Yankees, consisting of Brenchly, Gilbert and Skemp. These boys have a score of 1631 and invite any three men in the league to try to beat it. They have high game of 593, also, which is far ahead of the next best game of 579, made by the Giants.

The standings as of June 1 are as follows:

|           | Won | Lost |
|-----------|-----|------|
| Giants    | 13  | 3    |
| Senators  | 12  | 4    |
| Indians   | 9   | 7    |
| Angels    | 9   | 7    |
| Robins    | 8   | 8    |
| Cubs      | 8   | 8    |
| Yankees   | 7   | 9    |
| Braves    | 6   | 10   |
| Stars     | 5   | 11   |
| Athletics | 3   | 13   |

The P. E. Club team in the city tournament will bowl its games July 13, 1931, at the Luxor Alleys, 4347 South Vermont at 7:00 P.M. The team consists of Gowanlock, Covell, Welch, Gates, Smith, and Brahm. They should draw a big crowd of rooters to help them bring additional honors to our organization. Remember the time and place and come out.

**W. HOLLYWOOD TRAINMEN TIE FOR LEAGUE CHAMPS**

Winning five games during the month of May, the West Hollywood Trainmen's baseball team finds itself tied for first place in the San Fernando Valley League, our team and the Canoga Park Club each having lost but a single game.

The outstanding game of the month was one played on May 3rd with Canoga Park. It required fourteen innings to decide the pitchers' battle between Carroll and Thomas. With one down in the 14th inning Carroll won his own game with a single. He held the Canoga Park sluggers to five hits and well deserved to register a win.

Out of the last eight games in which Carroll has pitched he has won



F. B. Patterson and the 18-inch rainbow beauty which landed him second prize in P. E. Rod & Gun Club's expedition to Lake Arrowhead early last month. Catches to date have been larger in size than for many years past. The first prize winner, J. W. May, landed one 18 1/4 inches. The catches averaged more than 11 inches.

seven of them and has not had to be relieved in any game. He is the most promising pitcher in the ranks of the San Fernando Valley League.

To the credit of the other team members it must be said that the entire club has played bang-up ball.

Details are given below of games played in May.

|   | Runs | Hits |
|---|------|------|
| Canoga Park   | 2    | 5    |
| West Hollywood  | 3    | 10   |
| Batteries—Thomas, Mirando, and Lopez; Carroll and Dewese.                 |      |      |
| San Fernando Azetc  | 4    | 4    |
| West Hollywood  | 6    | 6    |
| Batteries—Roche and Raso; Carroll and Dewese.                             |      |      |
| Pacoima   | 2    | 3    |
| West Hollywood  | 5    | 9    |
| Batteries—Salas and Castella; Carroll and Dewese.                         |      |      |
| Newhall Saugus  | 5    | 10   |
| West Hollywood  | 10   | 11   |
| Batteries—Bowman and Dornberger; Carroll, Stevenson, Dewese and Nicholls. |      |      |

**Deserves Another Chance**

Wife (angrily): "I'm going to discharge that chauffeur. He nearly killed me yesterday."

Husband (beseechingly): "Please, dear, give the poor man another chance."

**T'WAS A HARD MONTH, MATES**

Charge defeat to new uniforms. Such might be the alibi of the Pacific Electric Club baseball team in games played during May. Blossoming forth in new white uniforms, the team lost three of the four games played during the month, each of which was won by the opposing team by a lone tally. That Lady Luck had something to do with the disastrous month's play is shown by the fact that in each of the games that were lost the P. E. Club team scored more hits than did their opponents.

Another feature of the month's play was that the game with the Star Trucks was also won by a single score—10 to 9.

Following is the sad news:  
Sunday, May 10, game at Hollis Field, San Pedro.

|  | Runs | Hits |
|--|------|------|
| Pac. Elec. Club  | 5    | 10   |
| Pac. Steamship Co.   | 6    | 8    |
| Batteries—Smith, Spencer, Galloway; Murphy, Linder, Perez. |      |      |

Sunday, May 17, game at San Bernardino, 11 innings.

|  | Runs | Hits |
|--|------|------|
| Pac. Elec. Club  | 7    | 15   |
| San Bernardino   | 8    | 13   |
| Batteries—Drysdale, Spencer, E. Daly; Dewese, Shoap, Borden. |      |      |

Sunday, May 24, game at 62nd and Western, Los Angeles.

|   | Runs | Hits |
|---|------|------|
| Pac. Elec. Club                                       | 10   | 17   |
| Star Trucks   | 9    | 12   |
| Batteries—Drysdale, E. Daly; Watkins, Tomey, Drayton. |      |      |

Sunday, May 31, game at Lomita.  
Pac. Elec. Club 3 9  
Batteries—Drysdale, E. Daly; Yelovich, Springman.

**S. F. MUNICIPAL LINE LOSES**

The municipally operated and owned five cent car line in San Francisco, pointed out many times as an example of perfect public ownership, does not seem to be doing so well.

In an address recently to the Downtown Association, Adolph Uhl advocated uniting the municipal line with the privately owned and operated system.

"The 1931 loss on the Municipal Railway promises to be \$1,000,000," he said. "Several things have contributed to the growing deficit of the municipal system. One is the franchise clause under the old charter by which the city acquires free, after twenty-five years, privately owned lines. Under such conditions the company does little or nothing toward amortization. Ill-advised extensions into sparsely settled regions cause operating losses.

"Since 1925 the municipal line has been going down. The busses cause an annual loss of \$100,000, as do high wages and short hours.

"Robbing the depreciation fund is another cause of trouble.

"When I asked City Engineer M. M. O'Shaughnessy what was the trouble with the Municipal Railway he replied it had twenty-one bosses—eighteen Supervisors and three members of the Board of Works. The losses are pyramiding, and something should be done at once.





Executive Committee of the Pacific Electric Club met in regular session in Room 201 of the Club Building on Wednesday, May 6, 1931, at 2:00 p.m. The following members were absent: G. E. Stephenson, P. H. Mann, E. S. Donaldson, George W. Orr, R. Wyatt, Mike Levin, G. L. Breininger, F. E. Geibel, E. L. Young and H. D. Priest.

Club President E. L. Young being unable to attend, T. J. Day acted as chairman of the meeting.

The following financial report was submitted:

#### Relief Fund

|                      |           |
|----------------------|-----------|
| Balance 4-1-31 ..... | \$ 723.52 |
| Receipts .....       | 2,165.59  |

|                     |            |
|---------------------|------------|
| Total .....         | \$2,889.11 |
| Disbursements ..... | 1,565.00   |

|                       |            |
|-----------------------|------------|
| Balance 4-30-31 ..... | \$1,324.11 |
|-----------------------|------------|

#### Club Fund

|                      |            |
|----------------------|------------|
| Balance 3-1-31 ..... | \$2,749.82 |
| Receipts .....       | 1,417.25   |

|                     |            |
|---------------------|------------|
| Total .....         | \$4,167.07 |
| Disbursements ..... | 1,779.77   |

|                       |            |
|-----------------------|------------|
| Balance 3-31-31 ..... | \$2,387.30 |
|-----------------------|------------|

Club Manager Vickrey called attention to the matter of certain employees being reported as bringing too many guests to club activities and asked the co-operation of committeemen, as well as others, in bringing any complaints or unwarranted use of the guest privilege to his attention so that proper steps might be taken to correct any such cases.

Mr. Vickrey also reported that he had taken the matter suggested by G. R. Attridge at last committee meeting, regarding certain inequalities in the Medical Department at Riverside, up with Chief Surgeon W. L. Weber and the situation will be investigated by him.

A report on the subject of motion picture sound equipment for the Club Theatre from Club President Young was read by Mr. Day, in which past and present activities in this regard were outlined. The report stated that at present it would be impossible to secure the necessary appropriation as conditions are such that the money is not available. The report stated in part as follows:

"In addition to that feature, however, is the personal responsibility of each of us as Committeemen, representing the governing body of the Club. Every one of us knows that our people are facing living conditions that are not as easy as they were, some with shorter working time, some in other jobs at a lesser rate of pay than their former work, others on leave of absence awaiting the time they can re-

turn to the active service roll.

"I am satisfied that there is not one of us who could face these others and feel that we were doing right by them in even considering the spending of a large sum of money for a more pleasurable form of entertainment when these are, in some cases probably, down to the barest necessities of life.

"It is my opinion that when conditions better substantially, a recommendation of this kind will be given every consideration possible, but that the present time is inopportune, unjustified and cannot be considered. Knowing your fairness and appreciation of these matters when laid before you frankly I am asking that you approve of the decision to lay this matter aside indefinitely."

On motion of B. F. Manley, duly seconded, the above recommendation was unanimously approved.

R. Powell informed that the Pasadena Carnival Night held at the Club on April 18 was highly successful and expressed appreciation to the Club Management, on behalf of the Pasadena Club Members, for the splendid support received and made the success of this event possible.

H. E. DeNyse reported that one of the most successful Eastern Division Club Dances on record was held at Riverside on April 16 and that many favorable comments had been made to him regarding the splendid dance music furnished by the Club Orchestra.

T. J. Day solicited the support of all committeemen, likewise all employees, in an effort to secure additional business. Suggestions were asked for as to the best methods of accomplishing same.

Mr. DeNyse, in continuance of Mr. Day's remarks, added that a great deal more can be accomplished in this business-getting campaign if we take a little more optimistic point of view in regard to present conditions.

Several suggestions were made as to ways and means of securing additional business, all of which were referred to the respective departmental representatives for following up. G. R. Attridge informed that Riverside was making a concentrated drive to get more conventions and suggested that considerable passenger business might be developed in this connection.

B. F. Manley reported on the Rod & Gun Club's annual fishing trip to Pacific Electric Camp for the opening of the trout season on May 1. Mr. Manley stated that it was a rare treat for anyone to have the privileges of our camp and that insofar as their outing was concerned it was a most successful one with the largest attendance of any yet held.

## FORTY-SIX NEW BOOKS ADDED TO P. E. CLUB LIBRARY

There were placed at the disposal of Pacific Electric Club Library patrons forty-six additional books during the last month as a result of seven generous contributions, for all of which the Club acknowledges grateful appreciation. Heading the list was the donation of Edgar Adler, Conductor, Western Division, who brought in twenty-six volumes of fiction, all in very good condition.

Mr. Adler's contribution was as follows: Wyoming; Judith of Blue Lake Ranch; Wolf Breed; The Virginian; The Trail of the Lonesome Pine; The Adventures of Kathlyn; Touchdown; Martin Hyde of Duke's Messenger; The Black Joker; The Red Lamp; Lou Blakeley's Silver Fox Patrol; Tom Swift and His Big Tunnel; The Boy Scouts Down in Dixie; The Speedwell Boys and Their Racing Auto; The Grip of the Game; Tetherstones; The Trumpeter Swan; Caravans By Night; One Minute to Play; The Outline of Knowledge; The Stranglehold; The Bells of San Juan; Iron Heart; Boulevards All the Way—Maybe?; The Fourth Norwood and The Last Frontier.

The other contributors to the Club Library, together with the books each donated, are as follows:

Mrs. A. G. Tyler, wife of deceased Conductor, Northern Division—The Nare of Circumstance; Ralph Marlowe; Marietta, A Maid of Venice; The Strange Case of Eleanor Cuyler; Patroon Van Volkenberg; A History of the 19th Century—three volumes and A Life of Washington Irving—two volumes.

A. L. Bass, Motorman, Western Division—Power of Will; The Courts of the Morning; The Fathers Blessing and Efficient Living.

George Wells, son of Harry W. Wells, Conductor—The Monster and Flying "U" Ranch.

Glenn D. Burnett, Conductor, Western Division, and wife—The Ladder of Folly and Fugitive Love.

J. R. Groom, son of Oliver Groom, Motorman, Western Division—The Boy Allies in the Baltic.

Mrs. Ruth Shook, wife of deceased Mechanical Department employee—The Conquest of Canada.

### Ball Schedules in Bulletin

The schedule of baseball games to be participated in by the several teams sponsored by the Pacific Electric Club will be found each week in the Club Bulletin. If you have no bulletin available, call the Club Office and they will gladly give you the schedule of games for the following Sunday afternoon.

### Billiard and Pool Tournament

Are you interested in entering into a little competitive sport in the line of Snooker, Billiards or Pool? Plans are now under way for a tournament in each of the above games. If you are interested, register at the Club Office. Details as to the plan under which the tournaments will be conducted will be forthcoming in the near future.



## Graduation Program Will be Held in Club June 18th

WITH assurance that the graduation exercises to be held in the Club Theatre on Thursday, June 18, will be the largest in the history of the Pacific Electric School, the Club Management is putting forth every effort to provide a program in keeping with the importance of this event.

There having been a new policy established this year with regard to the issuance of diploma-certificates to graduating students which calls for only one commencement exercise each year to be participated in by graduates of both the fall and spring semesters, there will be the larger number of diplomas distributed at this exercise than any other in the history of our rapidly growing school.

The tentative program calls for the presentation of diplomas and an address by President D. W. Pontius. Club President E. L. Young is scheduled to give a short talk, as is also Educational Director Earl W. Hill. The Pacific Electric School Orchestra, directed by Miss C. M. Bronnenberg, and the Glee Club, directed by Mrs. Ethel L. Boothe, will furnish musical numbers. A special play will also be presented by the Dramatic Art Class under the supervision of Miss Alice McKie. The entire program is one that will be enjoyed by everybody.

Special notices have been sent to all students who have satisfactorily completed their prescribed courses of study informing them that they are to receive diplomas at this exercise and are expected to be present. Should there be any students who have not been thus notified and who believe they should have been, it will be appreciated if they will get in touch with their instructor at once so that any mistakes or omissions can be corrected.

The program is to start promptly at 8:00 P.M. and all employees, their families and friends are invited to attend.

### CAFETERIA CHANGES HOURS

Commencing with Monday, June 22, the Club Cafeteria will be operated on a summer schedule which calls for the usual opening hour of 6:30 A.M. but a closing hour of 5:00 P. M., instead of 7:00 P.M., as at present. The Cafeteria will be open as usual, daily except Sundays and holidays throughout the summer.

With the beginning of school next September the Cafeteria will remain open until 7:00 P.M. for the convenience of persons desiring to take their evening meal at the Club.

### Another Viewpoint

"Grandpa, were you in the Ark?"  
"Why, no!"  
"Then, why weren't you drowned?"

Patient: "Doctor said you would look after me like my own mother."

Nurse: "And haven't I?"

Patient: "No, mother used to kiss me good night."

## Bulletin of Club Events

June 10 to August 10, 1931

### Wednesday, June 10:

Last Dance of the P. E. Club Dancing Season—8:00 P. M.

P. E. Rod & Gun Club Meeting in Club Building—8:00 P.M.

### Friday, June 12:

Opening of Second Annual Flower Show in Club Ballroom. Everybody Welcome! After judging in forenoon, exhibit will be open for inspection all afternoon and evening.

Motion Picture Show — "THE THREE SISTERS" with Louise Dresser, June Collyer and Kenneth MacKenna. Also special one-act play — "Paris Labels"—will be presented by P. E. School Dramatic Art Class—7:30 P.M.

P. E. Club Summer League Bowling Matches at Jensen's Recreation Center, Sunset Blvd. and Logan Street—8:00 P.M.

### Saturday, June 13:

Second and last day of P. E. Club Second Annual Flower Show in Club Ballroom. Open for inspection forenoon, afternoon and evening. You can't afford to miss seeing this exhibit!

Motion Picture Show — "THE THREE SISTERS". Also special one-act play, "Paris Labels," presented by Dramatic Art Class—8:00 P.M.

### Thursday, June 18:

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

Pacific Electric School Graduation Exercises in Club Theatre—8:00 P.M.

### Friday, June 19:

Motion Picture Show—"THE SATURDAY NIGHT KID" with Clara Bow and James Hall. Also special musical numbers by P. E. Trainmen's Quartette—7:30 P.M.

P. E. Club Summer League Bowling Matches at Jensen's Recreation Center—8:00 P.M.

### Saturday, June 20:

Motion Picture Show—"THE SATURDAY NIGHT KID". Also special musical entertainment by P. E. Trainmen's Quartette—8:00 P.M.

### Friday, June 26:

Motion Picture Show—"THE RETURN OF SHERLOCK HOLMES" with Clive Brook—7:30 P. M.

Bowling matches at Jensen's Recreation Center—8:00 P.M.

### Saturday, June 27:

Motion Picture Show—"THE RETURN OF SHERLOCK HOLMES"—8:00 P.M.

### Wednesday, July 1:

P. E. Club Executive Committee Meeting at Club—2:00 P.M.

### Friday, July 3:

Motion Picture Show — "THE COHENS AND KELLYS IN PARIS" with George Sidney and J. Farrell MacDonald—7:45 P. M.

Final night of P. E. Club Summer League Bowling Schedule at Jensen's Recreation Center—8:00 P. M.

### Saturday, July 4:

Pacific Electric Club will be open

on this holiday from 10:00 A.M. to 11:00 P.M.

Motion Picture Show — "THE COHENS AND KELLYS IN PARIS"—8:00 P. M.

### Wednesday, July 8:

P. E. Rod & Gun Club Meeting at Club Building—8:00 P. M.

### Friday and Saturday, July 10 and 11:

Motion Picture Show—"SWEETIE" with Nancy Carroll, Helen Kane and Jack Oakie, Friday, 7:45 P.M., Saturday, 8:00 P.M.

### Thursday, July 16:

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

### Friday and Saturday, July 17 and 18:

Motion Picture Show—"EMBARASSING MOMENTS" with Reginald Denny and Merna Kennedy. Friday, 7:45 P.M. Saturday, 8:00 P.M.

### Friday and Saturday, July 24 and 25:

Motion Picture Show — "LONESOME" with Glenn Tryon and Barbara Kent. Friday, 7:45 P.M. Saturday, 8:00 P.M.

### Wednesday, August 5:

P. E. Club Executive Committee Meeting—2:00 P.M.

### Friday and Saturday, August 7 and 8:

Motion Picture Show—"ILLUSION" with Charles "Buddy" Rogers and Nancy Carroll. Friday, 7:45 P.M., Saturday, 8:00 P.M.

### MASONIC CLUB NOTES

Next regular meeting of the Pacific Electric Masonic Club will be held Tuesday, June 9, at 7:45 P.M. at the Pacific Electric Club.

The Pacific Electric Masonic Club and Degree Corps have been invited to visit Triangle Lodge, 1621 Washington Blvd., Venice, Tuesday, June 30, 7:30 P.M.

### Change in Show Time

During the months of July and August the Friday evening motion picture entertainments at the Pacific Electric Club Theatre will commence at 7:45 P.M. instead of 7:30 P.M. Saturday evening picture show will continue to start at 8:00 P.M.

Boob—I wonder how many women I'll disappoint when I marry.

Simp—Well, that depends on how many times you marry.

Two spinsters were discussing men. "Which would you desire most in your husband: brains, wealth or appearance?" asked one.

"Appearance," snapped the other, "and the sooner the better."

Mrs. Hatch: "This is a most sordid, unpleasant, altogether disgusting book, and they'd never ought to allow such things to be published."

Mrs. Batch: "Oh! may I look at it?"

Mrs. Hatch: "Not yet; I haven't finished it."





# N.E.S. of the P.E. FAMILY

By Our Correspondents.



## ENGINEERING DEPT.

Thelma Meighan

The Engineering Dept. was well represented at the annual opening of the fishing season at Lake Arrowhead. "Pat" Patterson, of the Drafting Room, annexed the second prize. Messrs. Gould, Perry and Boyle fished in one boat, and as usual, when these three get together, Mr. Boyle caught the fish. Some one with a very fine camera took some pictures of the fish and fishermen on their return to the landing. We hear these pictures have been confiscated by one Max Schuring and he is using them as proof he caught some fish. We have reliable information to the effect that all Max caught was a cold.

If you are planning a trip to the mountains this vacation and plan on camping out, I suggest you take Effie Maitland along to start your fires.

Ho-Hum. Earl Haskell has another boat.

Misses Emma Smith and Nancy Kelly motored to Lake Arrowhead last month. I should like to hear if any one else who made this trip during the month saw any fish standing on their hind legs in the lake.

Chas. Wheeler of the Drafting Dept. and his family are vacationing in Chicago and points east.

Miss Suzanne Durnerin of the Valuation Dept. was painfully burned about the arms and hands when the old combination of a gas filled oven and a lighted match got together the other morning.

C. S. Alexander, of the Eastern Division, has had a severe attack of the "flu." We are glad to report he has recovered sufficiently to return to work.

Al Smith (who does NOT wear a Brown Derby) recently purchased a new 1931 Ford Coupe. The Coupe could make 60 miles per hour—down grade. This was not quite fast enough for Al, so he installed one of the new Ford police heads which is guaranteed to speed the car up to at least 90 miles per hour—up grade. It is rumored he now intends equipping it with a set of wings.

Sam Florence, Signal Engineer and son-in-law, spent the Holiday at June Lake. Sam, by the way reports the "re-pression" is over. A passenger on the Sierra Vista local the other day, tendered the Conductor a hundred dollar bill in payment of a 10c fare. It took fifteen minutes to revive the Conductor.

Homer King of the Signal Department has moved to Willowbrook (but he's not bragging about it.) S'matter Homer? Getting too well known at the old address?

There is an entirely un-verified rumor abroad to the effect Leon Perry, Estimator, in the Field Dept., slipped a fur neck-piece from a lady's neck in the rear section of an Alhambra car, and tried to give it to a blond gal on the front section.

Geo. De Haan has resumed his duties as a Towerman, having been confined to the hospital for over a month. His many friends in the Engineering Dept. are glad to have him back again.

Miss Evelyn Root, who has been acting as Mr. De Nyse's assistant in San Bernardino, is

to assume the duties of Hostess at the Pacific Electric Camp this season. The male patronage will no doubt increase considerably as a result.

Burleigh Manley, the "Bird Expert," spent Decoration Day at the Pacific Electric Camp. (What do you make of this, Watson?)

Lee Cash, Signalman, has finally found his pipe. Having been lost for several days he had accused Mrs. Cash of "doing away" with it. It was found on the window sill "Singin' in the Rain."

Dick Poshman was asked what brand of tobacco he smoked. He stated he smoked Five Brothers. By the scent it is the opinion of those who ask the question that all the Brothers were dead!

April has been a hard month on the Engineering employees. "Doc" Shaw joined the "Speaking of Operations" club and had his tonsils out. Sam Medland of Washington Street has been having some difficulty with his eyes. George Raidt of the Structural Dept. was home a couple of days with indigestion—to say nothing of Charley Hunt's cold.

Mrs. Fred Spencer is away for a week, and Fred is a jolly old bachelor doncha' know. Don't crowd girls, the line forms to the right.

Haskell, Brahm and Gowanlock, the Bowling Indians, have taken eight scalps out of a possible twelve in the first three series of the summer league.



## NORTHERN DIVISION PASADENA

Edmund C. Fox

Due praise ought not be withheld from J. E. Lowry who on March 23rd frustrated a bandit who had robbed him just a week before. The bandit has confessed to the robbery in February of C. D. Harlan and may have been implicated in many others. The marrow of the thing is the fact that we have not been bothered with bandits since. Again we say, J. E. Lowry merits the warmest commendation.

Absorbingly interesting are the new Fageol Motor Coaches soon to be placed into service on our Pasadena local lines. The operators-to-be are eagerly engaged in learning the many new features of operating. The general construction of the coach embodies comfort and convenience for patrons.

A sense of a vanished something came across Florence Engle after she had left her parked machine for a few moments on May 9th. She returned to find her car gone. Three days later it was recovered in San Bernardino in the possession of two young men apparently headed for the east. They carried a reserve supply of gasoline sufficient for a thousand miles. A number of valuable articles in the machine were also recovered. Little damage was done to the car.

A sad state of affairs befell D. P. Thompson on May 30th. He was presumably on his way to work when the machine he was driving was struck by another. His machine was turned over twice pinning him under the wreckage. He suffered a broken arm and numerous lacerations.

R. B. Snedaker, formerly of San Bernardino is now working out of Pasadena on run No. 37. His family will join him in this City after the close of school.



## MECHANICAL DEPT.

Carleton B. Bell

Machine Shop Foreman Spalding has been enjoying a visit from his old friends, Mr. and Mrs. Walter Bond, of Elkhart, Indiana, for the past two months. Mr. Bond is a retired employee of the New York Central Ry., having been in their employ for 45 years. Mr. Spalding is beginning to have ideas of beating Mr. Bond's record as he has been with the P. E. Ry. for 33 years already.

That is not all hokey about Mr. Spalding passing the 45-year mark either for he has lots of young ideas yet. For instance—he and Mrs. Spalding are planning a trip to the Hawaiian Islands and says he is going to see everything. Now if that does not indicate a youthful mind and body what does?

Any of you that wonder why Supt. Ed. Straub acts kind'a stove up like on Monday mornings frequently will be interested to know how come. Well, Ed. and his boss, "Mrs. Straub," go down to their beach cottage at Alamitos Bay frequently with the kids and they get great fun out of getting Dad into a bathing suit and making him play ball with them. They play "Old Cat," the kind where you stay at bat till you are put out, and they LET Ed. knock one home run after another till he is all in. No wonder he is so sore and stiff next day and has to take hot baths every day to quiet his nerves and take some of the soreness out of his muscles.

Messrs. Furioli and Dossi are back from their flying trip, a la Ford, to Pittsburgh, Pa., so if any of you are planning a similar trip better have a talk with these travelers because they can tell you plenty about how it is done providing you are good at asking questions.

Harry Hilliar says it is never too late to shout about something really fine. We did not get anything into last month's magazine but my picture but I agree with Harry. It's another boy, born April 11, and is already a big help to the family, that is, he wakes them all up early in the morning. Harry thinks a baby show in connection with the flower show wouldn't be a bad idea. He is strong for both of them, and could make several fine entries.

"New York" Billy McCracken is on a trip to a (for him) foreign country. "Menthis" he says it is, but it is in the state of Tennessee. Before he left he was willing to bet even money with anyone that he would not be in a shipwreck before reaching his destination.

That terrible face on Jack Haughton is the result of sunburn while fishing at the Camp. No use going again, Jack, until that face heals, even catfish can be frightened.

Otto Martin and his wife were at the Camp over Memorial Day with a party of friends and Otto reports having a wonderful time. He does believe that he would have had a more interesting time if he had been bald-headed instead of possessing a shock of blond curls. He has always imagined that being kissed by a young and beautiful dancer on the top of one's bald pate would be an experience to be treasured.

Speaking of Flower Shows—The flower fans of Torrance shops have authorized me to issue a challenge to any other Department to try to equal the mass of points made by them at the P. E. Flower Show this week. One thing



sure, if any other Dept. puts in as many fine flowers as the Torrance folks do it is going to be SOME Show. We're all agreed on that anyway.



**MACY ST. TERMINAL**  
D. B. Van Fleet

May 6th, 1931, will be easily remembered by Motorman Z. P. Myers, San Gabriel Line, for at 3:00 a. m. of that date he became the justly proud father of a 7 $\frac{3}{4}$  pound baby boy. Congratulations, Mr. and Mrs. Myers!

Motorman J. I. Campbell, regular A. M. Switchman and tie-on man at El Monte, is back on the job again after a rather extensive leave of absence. Welcome home, "J. I.!"

The annual Nature Study excursion of the Los Angeles Public Schools to the mountains back of Sierra Madre was made on Thursday, May 21st, last. Between 500 and 750 children with their escorts made the trip over our Sierra Madre Line, hence reason enough for the many extra trains to be seen on the Sierra Madre Line on that date.

The Macy Street specially chartered excursion boat trip through the Long Beach Harbor District and on out into the Catalina Channel was made on Sunday, May 31st. The twenty-two making the trip were: G. S. Blaine, C. R. Diehl, R. C. Francis, J. O. Leath, R. C. McPherson, W. C. McPherson, E. L. Smith, B. S. White; L. B. Bower and A. E. Spohn, each with a friend; J. L. Karalis and J. F. Mason, with two friends each, H. C. Thornton and wife and C. H. Miller and wife. Luckily some of the passengers had fishing tackle with them, so about a dozen fish were caught which quite naturally served to whet the party's appetite to the extent that the sponsors of this pleasure boat trip announce they expect to charter another boat in the near future, but then it will be to go "fishing."

Speaking of fishing there is something radically wrong, either with fishing conditions generally this year, both on the ocean or in the mountains, or else it lies with the individuals themselves. Many a fishing party from the terminal has gone out with highest expectations only to come back either empty-handed or with a very small catch. Where are those limit catches? The only one we have a record of is Freight Conductor J. P. Coy, State Street, who never fails to get his limit in trout in his favorite retreat in the old San Gabriel River. Motorman H. W. Polzien, Pomona Line, reported fair luck also in Hodges Lake. Some seem to think their luck will change later in the season. Let's hope so anyway.

On May 20th, last, the City of Alhambra celebrated its 50th anniversary and presented the Pageant of Progress, which typified the steps of progress during the existence of the municipality. It was not only enlightening but was a truly enjoyable scene to witness as well.

We are glad to see Conductor H. L. Poor, San Gabriel Line, back on the job again after his forced confinement on the disabled list for the past two months.



**7th ST. WAREHOUSE**  
Daniel Sanchez

Our Revising Clerk, Charles Salazar, believes in killing two birds with one stone as he had his tonsils removed while on his vacation. He claims he feels years younger.

Edward A. Hume, Commercial Checker, was called to Toronto, Canada, where his mother was reported very sick. We hope that the presence of Edward will improve her health.

Cashier Noel E. Mundell made a quick round

trip to Wichita, Kansas, while on his vacation.

Patrick F. O'Neill of the Claim Department will visit the city of Chicago while on his leave.

The parable of the "Prodigal Son" applies to F. J. Leary who is back with us again at his old desk, Chief Clerk of the Claim Department. We will be good to Mr. Leary by not giving him any freight claims to work on. We are happy to have him with us.

We have with us now at Butte Street, J. N. Breese. Welcome to our ranks.

If any one wants to know what Memorial Day stands for just ask Stevedore Herman Guss, who with C. H. McCause, Harry Denison and Lewis Billeter celebrated the day by going to Tia Juana.

Checker A. Verham, Stevedore S. Henstra, Trucker John Baker are all back on the job after two weeks' vacation at home.

Trucker Julius Marschner reports Chicago a good place to be just as long as his vacation lasted.

Nothing like having a new Ford Coupe to enjoy during a two weeks' vacation. At least Checker John Donnelly thinks so.

Stevedore Wm. Minyard could not answer the "Call of the Wild" as he has for the past eight years. However, he spent his vacation putting an addition onto his house.

We hope that the illness of Stevedore Daniel Page will be a short one.

Checker Juan Martinez may be found between Los Angeles and Arizona for the rest of his vacation, while Checker Isidro Tellechea is at home.



**NORTHERN DIVISION**  
**POMONA**  
Walter R. Bloom

Conductor B. L. Brown and wife have left on their vacation. They were destined north to Portland, Oregon, over the Union Pacific Railway by way of Salt Lake City. After several days spent at Portland they will return to Pacific Grove, California, to visit their daughter. B. L. plans to go deep-sea fishing while at Pacific Grove. They expect to be gone three weeks.

Conductor Amos Fisher and wife unfortunately figured in an automobile wreck at Glendora recently. Mrs. Fisher received a broken collar bone and is in the Covina hospital, while Amos was considerably bruised.

Conductor Cliff Young, of run 73, has purchased a home at North Pomona, where he and his family now reside.

Mr. and Mrs. Billy Hennon of the Mechanical Department, spent the week-end in San Gabriel Canyon fishing.

The many friends of Conductor Ford Costner were surprised to learn of his marriage sometime ago, to Miss Janette Trendell of Los Angeles. Congratulations, Ford. They are planning a motor trip to Yosemite in the near future and on their return will reside in Pomona.

Oscar Rice who works second trick at Claremont tower, is building a home north of Claremont.

Also George Curtis of the tower has been off duty for some time on account of sickness.

Jack Gilmore of the Motor Transport Company, has returned from a vacation spent at Las Vegas, New Mexico.

Those taking vacations recently were Motorman Guy E. Stevenson and Conductors E. De Garmo, Mell Riggs and Walter Leigh.

Roy Crowe and wife of the Mechanical Department are planning a six weeks' tour of the east. They will visit principal cities and spend some time visiting relatives in Minnesota.

Mrs. W. B. Foote and family are spending

some time at their cottage at Newport Beach. W. B. joins them over the week-ends.

O. Jensen and family will leave the latter part of June on an interesting trip through the Central States and will visit for some time with relatives of Mrs. Jensen in Kansas.

Glen Hasse, Relief Agent, who has been assisting in the office here, will go to Colton for several weeks.



**HILL ST. STATION**  
W. H. Jenkinson

Conductor H. B. Vansandt of the San Fernando line has returned to work after spending two weeks' vacation in the northern part of the state.

Heartfelt sympathy is extended to Motor Coach Operator C. H. Michaels and family in the recent death of his sister Vera.

Motorman H. J. Casford made a hurried trip east on account of his mother being seriously ill. He had been contemplating making a trip later to Kansas City and Chicago. His mother resides in Kansas City.

Deepest sympathy is extended to Conductor H. J. Hamilton in his recent bereavement.

Motorman Gus Kornegay, Hollywood line, has just returned to work after spending thirty days in Dallas, Texas. Mrs. Kornegay accompanied him.

Motorman Standifer and Conductor King surely do shoot a wicked game of pool.

Genevieve Wilcox, daughter of Conductor E. E. Wilcox, is taking part in a dance given by Jules Swartz at the Glendale High School on June 12th and 13th.

Motorman "Big Bill" Jenkinson has learned the art of making pillows. You should see some of his work. He uses a punch needle.

Motorman H. J. Lee has returned to Hill Street to work, having spent the past few months at L. A. Yards. He is also playing on the Subway Trainmen's baseball team.

Conductor R. A. Buck is the proud owner of a new Hupmobile.

Buck and Hanselman went fishing last month. No one has heard how many fish they caught.

The following men took their vacation during the month of May: Conductors: S. J. Hayball, E. T. Peterson, L. A. Howell, J. C. Hawley, I. E. Black, W. Wilson and J. S. Taggart. Motormen: C. S. Dudley, A. S. Malberg, J. E. Murry, R. O. Stringfellow, H. J. Christopher, L. A. Finley, and R. L. Robinson.

The following men will enjoy their vacation during the month of June: Conductors: F. V. Haulman, W. A. Peters, M. C. Myers, L. P. Patterson, B. J. McCamy, C. H. Micheals, C. L. Harris, I. T. Aney, E. N. Denton, W. E. Smart, P. W. Reynolds, W. P. Lynch, P. E. Stiller. Motormen: C. E. Murry, J. W. Clay, E. D. Cherry, C. C. Carney, H. G. Edwards, R. Ratliff and K. W. Phillips.

The writer will appreciate news of places visited by men returning from vacations.



**SOUTHERN DIVISION**  
William Kaplan

R. E. Cooke, formerly Conductor and Motorman on the Southern Division, has returned to the old home in Iowa. After Cooke has made his fortune we will undoubtedly see him in Long Beach.

Harold J. Brinker announces that if whistles had been put on the plow, he would never have left the farm anyhow.



Yes, Mr. Leonard, this is Edendale.

Conductor G. B. Moore of Watts has constructed an enormous fence around his lot. He claims, however, that he is not "putting on the dog."

B. Anderson, Redcap in Los Angeles, was discovered in an exhausted condition recently after a lengthy search for Room 0000 where he was to get a left-handed fishing pass.

Conductor J. R. Johnson has returned to duty after his recent accident. We hope he will soon be as lively as ever.

Terminal Foreman F. L. McCulley has returned from a vacation spent on his raisin ranch in Northern California.

A. R. Aldworth is now operating a de luxe eating place in Los Angeles.

Amos R. Nack, smiling and debonair Motorman, adds to his other accomplishments the ability to sound off like Westminster Chimes at frequent intervals.

L. O. Moore is taking an extended trip to the middle western and eastern United States.

E. P. Kistler declares that in spite of what Mr. Hoover says, this depression is not over.



### FREIGHT DEPARTMENT SOUTHERN DIVISION

By P. G. Winters

Mrs. E. B. Whiteside presented her husband with a fine 8-pound baby girl recently. Earl is surely proud as may be seen from the broad smile on his face. Mother and daughter are doing nicely.

We are sorry to hear that our old friend Walter Polson was injured in an accident and is unable to work for a short time. We hope his recovery will be speedy and complete.

Our friend, "Swede" Jensen, Brakeman on Fullerton Freight, had a very nearly serious accident at Fullerton, but outside of a few cuts and bruises he feels O. K. His car, however, is wrecked.

Howard Lutes, Brakeman at El Segundo, has taken two or three lessons in aviation.

Frank Girard has recently taken up snake charming. Ask Tink Mallory.

The writer recently saw Victor Hemphill and inquired about E. Packer. Hemp stated that Earnie was feeling much better.

Well, Bob Beal is now O. K. on the trolley. Conductor Weston recently put the O. K. on Bob. Bob says the secret of holding trolley is putting it on after it comes off.



### ACCOUNTING DEPT.

George Perry

It's hard to grin and just ignore  
Old Hard Times when they're at our door  
But nevertheless let's smile and say—  
"Good Times will come—They're on their way."

Best wishes to Marie Remund, Conductors Accs. Bureau, who left the service during May. A beautiful cloisaine vase was the parting gift from her friends.

With the greatest of pleasure we extend our congratulations to Mr. and Mrs. Robert L. Meunier, our latest newly-weds. Mrs. Meunier was formerly Virginia Le Blanc of the Calculating Bureau. The wedding took place in St. Vincent's Church following which a breakfast was served at the home of the bride. In the evening a reception for their

many friends was held in the Pacific Electric Club. A novel note was added to the festivities by the taking of motion pictures of the wedding, etc., by Earl Moyer. These pictures have delighted all who have viewed them. Seen among the many beautiful gifts to the happy couple was a chest of silver presented as a token of esteem from you and me.

To Bettie Gorrel we offer our deepest regrets at the passing of her beloved father on May 25th last.

You will find elsewhere in these notes two clever jingles dashed off by Juanita Hoover at the request of "Ye Scribe." We hope that from time to time she will favor us with others. Just at present "J. Hoover" is on a vacation trip, which will include Yosemite, San Francisco, and the Grand Canyon.

Our sincere sympathy is extended to Amelia and Herman Granke, for the loss sustained through the death of their mother.

The last holiday brought a flood of week-end trips, parties, etc.—here they are:

Anna Beseman motored to P. E. Camp—50-50 (Half-way by Ford and half-way by bus) when she arrived she was greeted by C. W. Knight, Florence Sanders and Harold Huestis. Both R. E. Labbe and S. W. Howe were at Glen Ranch, but neither saw the other—strange?

Nobel Cates motored to the Petrified Forest and found that sleeping in a rumble seat is a myth. Margaret Bell attended a house party at Manhattan Beach. Albert Manhart collected a lot of sunburn at Goff Island. Of course sunburn goes with yachting and Gladys Alworth had some of both. Edward Francis did a little plain and fancy rowing at Catalina. John Thatcher didn't do much of anything at Hermosa Beach. And—Emma Murphy went to San Diego; Anna Prestel to Catalina; Andrea Nielsen to Forrest Home and J. C. Baker to Pine Crest.

We asked Earle Dickey the other day why he was wearing his hat in the office, he replied that "Irene Falconer had complained that the reflected light had hurt her eyes."

### Vacations

Grace Reed is vacationing in the east where she is visiting friends. "Alex" W. H. Alexander was fishing at June Lake. Anna Smith is visiting in Cleveland, Buffalo, Detroit, etc. Harry Thomas, fishing at Malibu Lake (Total catch, one (1) fish). Berth Bachelder—Toledo and New York. Nell Flanders at home in Pasadena. Violet Phillips at home and short trips in and about So. Calif. Opal Littlefield visited her sister in Hermosa Beach. Alma Shouse, at home, taking a good rest. Alice Elliott, at Butte City, Calif. Geraldine Dinkla, at home. Frank Screech at Portland.

### Upon Your Return From a Restful (?)

#### Vacation

You're **more** tired than you've been all year. But full of mem'ries, fun and cheer.

### OCEAN PARK CAR HOUSE

W. P. Williams

At last our delayed forecast has come true. Our baseball team has come to life, is playing real ball and is winning games. Five games have been played since last issue, our team having won four and lost one. Not only are they winning games, but the class of ball is of the very best. Come out and see the games and we're sure you will agree with us. And don't forget to bring some change with you. You will be glad to "shower it in" when the hat comes around.

Bill Coleman is just back from his vacation in Texas, and thereby hangs a tale.

A few months ago Bill sent his wife back for a holiday and when asked why she had gone ahead of him Bill said she was a little homesick. The time began to draw near when Bill was to leave. The "Boss" was quite surprised that several times Bill, who usually worries about nothing, kept asking him if he was sure he would get away on time. We now know the secret of the whole thing. Not only are Bill and Mrs. Bill back home again, but they also brought "Young Bill" the new member of the family back with them. Congratulations!

Conductor W. H. Neff is wearing a big smile these days. Mrs. Neff presented him with a fine baby son a few days ago.

Several of the boys at Ocean Park Carhouse have the "golf bug." George Dopler is our star performer. He even goes into open competition and "brings home the bacon."

Jimmy Dodge is the latest recruit to the game and we are informed that as yet he is no Bobby Jones, but shows promise.

T. A. Wilson of the Mechanical Department is spending his vacation at the Pacific Electric Camp.

Included in "Elsie Robinson's" column in the Evening Herald a few days ago was the following: "Took a ride on the Big Red Cars; Motorman 2085 is the only Motorman I ever saw who could run a street car gracefully.

For your information 2085 is Lloyd E. Pearson, and the lady surely gave a good description. He does "motor" gracefully.

### "WISE CRACKS" BY MAX

(Continued from Page 12)

of the P. E. Camp at Arrowhead . . . The fishermen last month did a little opening on their own hook, but this didn't count . . . anyone wanting to go there for a little fishing, don't hesitate . . . the Government Fish Hatchery has restocked the Lake with three trout and two catfish . . . to make up for what the sixty-odd Rod & Gun Club members took out last month . . . and if you catch any don't fail to clean 'em and let the car run over them a few times **before measuring** . . . they'll measure several inches more . . . just little tricks of the trade I picked up last month . . . and an old sportsman's custom . . . of course, honesty is the best policy, but it doesn't win any prizes in the Rod & Gun Club . . . and Conscience is just a wee small voice, that sez: Don't do it, you'll get caught if you do . . .

### 40 MILLION DAILY RIDERS

The trials and tribulations of street car companies in upper peninsula communities may lead some folks to believe that this form of transportation is becoming extinct, says the Escanaba, Michigan Press in an editorial.

It is true that electric railways in the smaller cities are faring badly due to the competition of the privately owned automobile but in the crowded centers this is not the case.

Recent statistics, the editorial says, show that street cars carry more than 40,000,000 persons daily—three out of every five riding in downtown sections of cities. The industry represents an investment of \$5,500,000,000, and pays 285,000 regular employees \$445,000,000 annually. In most urban centers electric railways are among the four largest employees of labor. More than 2,200 miles of new track have been constructed since 1920, and 37,500 miles of rail property are now being operated.

Traffic congestion and lack of free, convenient parking space discourage the use of the automobile by many owners in the business sections of large cities. Such problems, however, do not beset the automobile driver in the smaller communities, a fact that explains why the street cars there do not enjoy satisfactory patronage.



## ELECTRIC RAILWAYS NEEDED

The Washington Times, sees a continuing need for electric railways in mass transportation and a co-ordination of existing local transit facilities, including taxicabs.

"The United States Chamber of Commerce, at its recent annual convention," it says in part, "reached the positive conclusion that street cars are necessary for mass transportation and that they should be given adequate returns that they may at all times be prepared to render efficient service.

"There is nothing particularly new in this view of transportation problems, except that here and elsewhere have been and are those who think that street cars may be replaced by busses.

"The United States Chamber of Commerce was emphatic in its opposition to irresponsible flat-rate taxicab operation, one of the main causes of lessened revenues to the street cars of Washington.

"Taxicab conditions are bad from many other points than that of harming the finances of the street railways and busses belonging to the railways.

"There are now approximately 3,000 taxis operating in this city largely on a flat-rate basis. This exceeds the total one year ago by 1,300. The great majority of them are without financial responsibility of any kind. They carry no insurance covering property damages or personal injuries. They are darting here and there for business, as is their right, but contributing to constant traffic dangers.

"These common carriers are practically without control from the Public Utilities Commission, which does control street cars and bus lines.

"It is wise for the nation's business men to regard with serious view the future necessity of efficient street car lines, not only for mass transportation, but for public accommodation and to take part of the large part of a city's population that is unable to bear the cost of transportation that is costlier."

## TRANSPORTATION IS COSTLY

Every now and then something happens which develops the astounding fact that it costs money to provide public transportation.

The other day a Washington, D. C., public official suggested that it would be a fine idea to construct a subway from the White House to the Capitol and thus do away with surface car lines. That was fine, but investigation proved that such a change would cost \$12,000,000. Amateur traction experts who had widely applauded the subway suggestion were silent when the question was asked: "Where shall we get the money?"

A few days earlier an amateur traction expert had suggested that busses be substituted for street cars on Pennsylvania Avenue. This also was applauded until a public official pointed out that it would take 150 busses to do the work that 70 street cars now are doing. Instead of relieving traffic congestion, such a move would greatly increase it.



Father: "When I was a little boy your age I didn't tell lies."

Son: "When did you start?"

Barber—"Haven't I shaved you before, sir?"

Victim—"No, I got those scars in France."

There was a young girl from St. Louie  
Who submitted her case to the jury;  
Said she, "Car twenty-three  
Has injured my knee."  
And the jury said "We're from Missouri."

The sweet young thing entered the office of the fashionable dog kennels and tripped up to the handsome young man at the desk. "I want a pet," she cooed.

"I'd love to," he answered sadly, "but the boss is horribly strict."

### Cigaretically Speaking

Teacher: "If a number of cattle is called a herd and a number of sheep is called a flock, what would a number of camels be called?"

Little Johnny: "A carton."

Brown was making a visit to a girl who lived in the country. As they were walking through the field, they noticed a cow and calf rubbing noses in bovine love. He spoke up:

"The sight of that makes me want to do the same thing."

"Go ahead," she replied, "it's father's cow."

Maid (to spring-cleaning mistress): "There are half a dozen men downstairs with vacuum cleaners. They say they have appointments to give demonstrations."

Mistress: "Yes, I sent for them. Put them in different rooms and tell them to get busy."

Guest (angry at having been kept waiting at railway station): "So you had difficulty in finding me, eh? Didn't Mr. Jones describe me?"

Chauffeur: "Yes, sir; but there are so many baldheaded, bowlegged, fat gentlemen with red noses."

### Old Faithful

He had proposed. She tossed her head haughtily.

"You!" came her scornful reply. "You want to marry me?"

"Yes," murmured the lover.

"But, my dear boy," she went on, "you've only known me three days."

"Oh, much longer than that really!" he said. "I've been two years in the bank where your father has his account."

Waiter: "Would you like to drink Canada Dry, sir?"

Customer: "I'd love to, but I'm only here for a week."

The professor who sent his wife to the bank and kissed his money goodbye, wasn't so absent-minded at that.

### Reprisal

Pamela: "Isn't Roger a naughty dog, mummy? He ate my dolly's slipper."

Mother: "Yes, darling, he ought to be punished!"

Pamela: "I did punish him. I went straight to the kennel an' dwank his milk."

Little Johnny, a city boy in the country for the first time, saw the milking of a cow. "Now you know where the milk comes from, don't you?" he was asked. "Sure!" said Johnny. "You give her some breakfast food and water and then drain the crankcase."

If Sioux spells "su,"  
And eye spells "i,"  
And sighed spells "cide,"  
Why doesn't S-i-o-u-x-e-y-e-  
s-i-g-h-e-d spell "suicide"?

### Hands Up—and Down

The burglar had made a big haul when a voice behind him said, "Hands up!"

He turned to find himself facing the owner of the house, who was holding a revolver. Just as the burglar was about to surrender his loot, he heard a thin voice pipe up:

"Daddy, what are you doing with my water pistol?"

Jack: How come that beautiful black eye?

Jim: Just a misunderstanding over the weather.

Jack: Whatayamean?

Jim: Well, I was driving Mollie home last night and she took a look at the moon and says, "Oh, how I love driving in the moonlight," but evidently that wasn't exactly what she meant.

### How to Write "Sweet Nothings"

How to woo the muse of poetry? How to write sweet nothings to a sweetie?

No problem at all. Word has just been received that Edgar Guest, famous poet, insists on having candy by his bedside every night.

Most "poets" will find it works better, however, to give the candy to the sweetie and throw away the poem.



**LARGE LOSSES SUSTAINED BY DETROIT MUNICIPAL RY.**

"For nine years Detroit has had a municipally owned and controlled street car system, and it has afforded fine political jobs all that time for many persons who doubtless highly approved of the scheme," says the Los Angeles Times editorially. "But somehow it has failed to meet with the favor of the city taxpayers, and one reason for this is that it has been a financial failure.

"The Detroit street railway system of trolley lines fell short of paying its way last year by \$2,500,000, and this year it is facing a deficit of \$3,000,000, possibly more. It has been proposed that the fare be raised from 6 to 8

cents, but this is deemed impracticable because of public opposition. The managers are asking for certain privileges to help them out of the hole. They want tax concessions and they want the system to be made exempt from the cost of paving between the tracks provided for in the city ordinances.

"These concessions would mean that the taxpayers would have to contribute to keep the lines in operation and thus pay for the rides of citizens who own no taxable property. Such an arrangement naturally has the approval of those who pay no taxes, but the bare thought of it rouses the indignation of the taxpayers, and they are up in arms against the plan.

"Like most other experiments in municipal ownership, the Detroit plan

grew out of the idea held by so many radicals that private profit in such a case is always at public expense. But Detroit, like San Francisco and other cities, has found that it would have been far better to let a private corporation make a fair profit, as it generally does, in carrying on such an enterprise than for the city to sustain the inevitable losses."

**New System Time Table**

According to Mr. deBrauere of the Traffic Dept., the new system timetable will be off the press the first week in June. The Motor Transit does not publish a system folder as often as might be, so when one is published it is an event.

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

**PARTIAL LIST**

| Name               | Kind of Disability | Amt. Paid | Name                 | Kind of Disability | Amt. Paid | Name               | Kind of Disability    | Amt. Paid |
|--------------------|--------------------|-----------|----------------------|--------------------|-----------|--------------------|-----------------------|-----------|
| Blair, Claude C.   | Appendicitis       | \$ 46.00  | Fuller, Frederick A. | Sprained ankle     | 11.00     | McDonald, Chas. J. | Influenza             | 92.00     |
| Bonney, Carl F.    | Fractured Knee     | 180.00    | Goodwin, Lee O.      | La Grippe          | 8.00      | Moore, Leonard A.  | Influenza             | 12.00     |
| Boswell, Thos. E.  | Tonsils removed    | 24.00     | Gorton, Ernest G.    | Broken arm         | 700.00    | Peach, John S.     | Sprain                | 50.66     |
| Brooks, John W.    | Broken heel        | 120.00    | Greco, Merle         | Cold               | 8.00      | Peterson, Vera     | Dizziness             | 40.00     |
| Cain, David A.     | Burns              | 44.00     | Hernandez, Joe M.    | Influenza          | 10.00     | Schimmelman, Louis | Gastritis             | 46.00     |
| Cash, Arvin F.     | La Grippe          | 8.00      | Hood, Clinton I.     | Fractured back     | 120.00    | Trine, Darrell O.  | Sickness              | 3310.00   |
| Cole, Ralph C.     | Cold               | 6.00      | Huettner, Chris. S.  | Gastritis          | 22.00     | Vidano, Frank A.   | Gastritis             | 12.00     |
| Damewood, Isaac B. | Influenza          | 28.00     | Jensen, Ove          | Tonsilitis         | 32.00     | Ward, Raymond H.   | Contusion of shoulder | 12.00     |
| Elmer, Jos. A.     | Influenza          | 24.00     | Madill, Cyrus A.     | Influenza          | 10.00     | Watson, Jason      | La Grippe             | 14.00     |
| Fox, Wm. L.        | Influenza          | 5.33      | McCauley, Sopha L.   | Nervousness        | 16.66     | Williamson, Guy H. | Influenza             | 18.00     |

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

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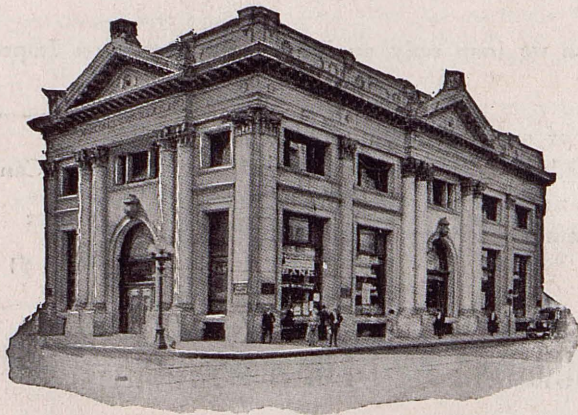
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