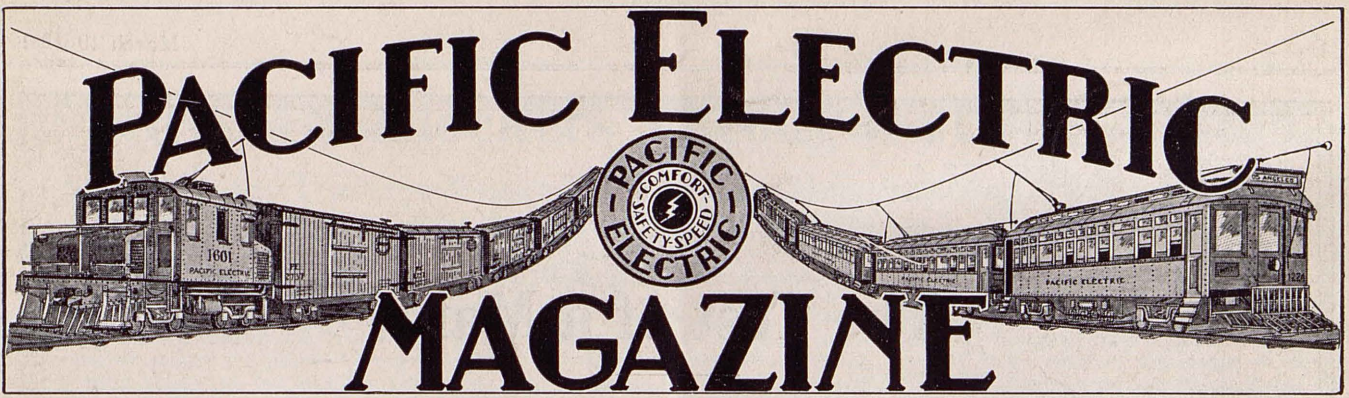


PACIFIC ELECTRIC



MAGAZINE

Vol. 15

LOS ANGELES, CAL., MARCH 10, 1931

No. 10



Hail the Motorman! He of Good Judgment; Quick Eye; Steady Nerve.

The Test of a Man

THE place to take the true measure of a man is not the forum or the field, not the market place or the Amen corner, but at his own fireside. There he lays aside his mask and you may judge whether he is imp or angel, king or cur, hero or humbug.

I care not what the world says of him; whether it crown him with bay, or pelt him with bad eggs; I care never a copper what his reputation or religion may be; if his babes dread his homecoming and his better half has to swallow her heart every time she has to ask him for a five-dollar bill, he's a fraud of the first water, even though he prays night and morn till he's black in the face, and howls hallelujah till he shakes the eternal hills.

But if his children rush to the front gate to greet him, and love's own sunshine illuminates the face of his wife when she hears his footfall, you may take it for granted that he is true gold, for his home's a Heaven, and the humbug never gets that near the great white throne of God.

I can forgive much in that fellow mortal who would rather make men swear than women weep; who would rather have the hate of the whole he-world than the contempt of his wife; who would rather call anger to the eyes of a king than fear to the face of a child.

William Cowper Brann.

Table of Contents

<i>Improve Interlockers Throughout System, by W. Z. Shaw</i>	3
<i>Bridging the Time With Bridge</i>	4
<i>Grant Zone Fare for Pasadena</i>	5
<i>No Demerits in 26 Years</i>	6
<i>Public Appreciation Expressed</i>	7
<i>Lion Farm a Fascinating Jungland</i>	8
<i>Editorial</i>	10
<i>When Heart Guides Impulse!</i>	11
<i>Solves Collection of Fares For Children on Cars? by Max Schuring</i>	12
<i>Agents' Page</i>	13
<i>Sports</i>	15
<i>Pacific Electric Club Affairs</i>	16
<i>Pacific Electric Club Bulletin</i>	17
<i>News of the P. E. Family</i>	18
<i>Our 21st Orange Show Exhibit</i>	20
<i>Jokes</i>	21

Improve Interlockers Throughout the System

Seven Plants Undergo Improvements and Modernization That Greater Safety and Better Service Will be Possible

By W. Z. Shaw, Cost Engineer

SAFETY at whatever the cost! The expenditure of a tremendous sum of money to improve seven interlocking plants on our system, the work upon which is now about finished, completes another strong link in our safety chain. More than \$96,000 was expended in order that safety of passengers and employees might be protected to even a greater and more certain margin of surety.

The improvements made at our seven major interlocking plants ranged from complete replacement and consolidation with nearby plant to comparatively minor changes. As these interlocking plants now stand they are practically new units embodying all the improvements made from time to time during the past decade. A brief review as to the work done at several of the more important locations may be of interest:

Details of Work

At the Main Street station the plant which controls train movements from and to Main Street was one of home design and installed in 1904. While improvements were incorporated into

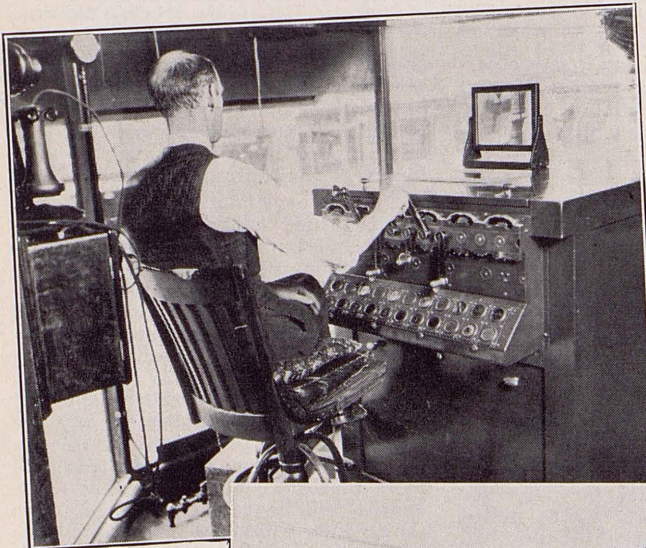
it from time to time, it was felt, in view of the fact that 760 daily trains of our railway were controlled at this location, as well as 1050 car movements of the Los Angeles Railway, mechanism here should be replaced entirely. A Union Switch & Signal Company model 14-11 lever interlocking machine with seven working levers was installed. Also three electric pneumatic switch machines replaced the three manually operated ones, which will result in faster and more effective operation. Improved switch valves and track circuits completed this plant. The expense of the improvement here was in excess of \$18,400.

Probably the outstanding improvement, and most costly in outlay, was the consolidation of the Marengo and Oneonta interlocking plants located at the junction of the Pasadena Short Line and Monrovia line. About 900 feet distant from each other, the consolidation of these plants makes possible more rapid handling of trains through control at one source; also cost of operation is reduced and a large

saving was effected through the avoidance of a costly reconstruction which would have become necessary if the Marengo tower were continued in operation.

The work of combining these two units involved on outlay of \$43,000, it being necessary to install track circuits and remove detector bars, also derrails at Oneonta plant were removed and electrically operated ones installed at the Marengo plant. A cross-over was placed from the outbound main line to the outbound local line in Oneonta plant. Other changes here included the removal of double slip switch layouts from outbound local to inbound main lines, installing searchlight type dwarf home signals on the Pasadena four tracks; also 3-color light signals for distant signals and removal of four track signal bridge near Fremont Avenue and one two-track signal bridge near Primrose, new outbound and inbound signals being placed on ground.

The Slauson Junction Tower on the Long Beach line was the scene of an-



Views of Main Street (left) and Oneonta interlocking plants, both of which are among the seven which have been modernized to the highest degree of efficiency.

About \$100,000 has recently been expended upon interlocking plants at different locations over our system. Better service and increased safety is assured.

other extensive improvement where an expenditure of \$17,500 was made to modernize this plant. This plant was originally built in 1908, its purpose being the control of movements of trains on the Long Beach and Whittier lines and the Santa Fe's line to the harbor.

Safety Assurances

Here more dependable track circuits were installed in place of former detector bars and individual polarized relays were placed to more thoroughly protect against false operation of switches and signals in case of short circuits. Another splendid improvement at this location was the placement of electric lever locks in order to lock switches by means of track circuits. Approach locking was also installed to prevent derails or switches being moved when a train is approaching on clear signals.

Bringing other plants to the same state of proficiency, extensive changes and remodeling was done at the Claremont, Raymer plant on the San Fernando line and at the San Dimas interlocking plant. At these points more than \$14,000 was expended.

The Signal Department have worked diligently upon these various improvements and are to be complimented on the rapid and efficient manner in which the work was carried out under difficulties of continued operation, no delays to traffic resulting to any of these changes. Certainly the sum expended will insure a greater measure of safety and expedite train movement to a very material extent.

SHOULD PUBLICLY OWNED UTILITY ESCAPE TAXES?

Calling attention to a long standing injustice of taxing privately owned utilities and not those publicly operated, the Canadian Chamber of Commerce of Toronto last month went on record condemning a continuance of such policy.

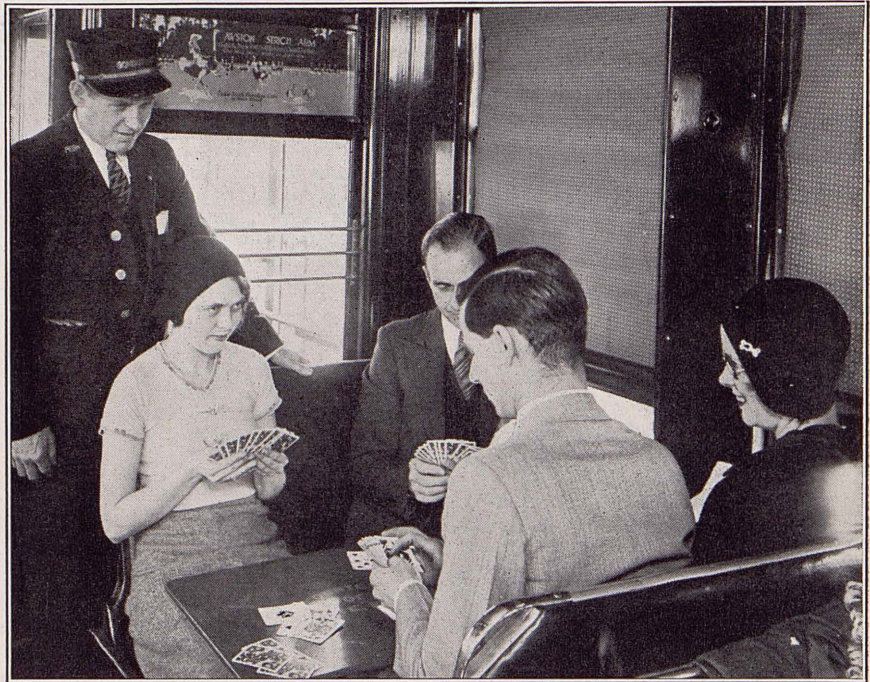
The same unfair advantage accrues to publicly owned utilities in California and many other states, and on account of its manifest unfairness, both to private utilities and the tax payers who in some parts of the state bear an unequal burden, it is hoped that legislation will come correcting the evil.

The Canadian Chamber's resolution follows:

"Whereas the application of the federal income tax to public utilities is inequitable and unjust in that only those utilities which are privately owned are subject to the tax, while those publicly owned are exempt, the effect of this discrimination being to exact from citizens, who are customers of the former, a contribution to the federal revenues, from which citizen customers of publicly-owned utilities are free;

"Therefore, resolved that the federal government be required to take such steps as will remove this discrimination against customers of privately-owned public utilities, either by applying the income tax to all utilities, whether publicly or privately owned, on the basis of gross revenue rather than on profits, or by some other means."

Bridging the Time With Bridge



Travel over our lines is destined to become even more popular with the supplying of a bridge board to those who request it. Picture shows a group of daily commuters on the Santa Ana line enjoying their morning round of bridge. Conductor T. L. Lyons, shown in picture, originated the splendid idea.

IT IS an old adage in newspaper parlance that if a dog bites a man it doesn't mean anything in the life of the editor. But if a man bites a dog—that's news.

Similarly, an ordinary bridge game is not news, yet if it is played under the novel conditions seen in the accompanying picture it involves a story of how it came about that is worth repeating.

Inspired by a desire to make the daily journeys of his passengers more pleasant, Conductor T. L. Lyons of the Santa Ana line, recently suggested to a few of his regular passengers the thought that they engage in a game of bridge during their travel to work each morning. The thought appealed to them, but what would they use for cards? Whereupon Mr. Lyons pulled a deck from his pocket. Still they had no board, and again the issue was met by Mr. Lyons, who supplied a destination sign to put upon their laps.

Thus the game of bridge was started on P. E. cars. A few days later another group of four asked Lyons for a destination sign. Mr. Lyons reported to his Superintendent the evident pleasure of his group of passengers and asked that a real board be supplied them. Two boards were gladly supplied, and it will be the pleasure of our management to equip any of our cars on the longer runs with such boards upon request. The boards so requested will be delivered to Conductor. Others are now being built for use on San Fernando Valley

and San Bernardino runs. The boards are 18x24 inches in measurement, amply large to place upon laps, are nicely finished and painted with a deep duco green. They were made by our forces at the Torrance shops.

By his splendid suggestion Mr. Lyons earned and received the compliments and appreciation of the management. One of the players immediately wrote to Mr. Pontius expressing in behalf of all their "appreciation for the interest shown and the pains taken by Conductor Lyons and your company in making us comfortable." Not only was the thought an excellent one, but of equal or greater importance was the fact that Mr. Lyons evidenced a desire to make the journey of his passengers more pleasant. Unquestionably many boards will be requested and to this thoughtful employee will come the satisfaction of having added to the daily pleasure of many passengers, as well as building valuable good will among our patrons.

"I don't mind washing the dishes for you," wailed the henpecked husband. "I don't object to sweeping, dusting, or mopping the floors, but I ain't gonna run no ribbons through my nightgown just to fool the baby."

"A burglar broke into my place last night."

"Did he get anything?"

"And how! You see, my wife thought it was me!"

Two Hundred Trees Planted On Route to Mt. Lowe

BIG trees from little acorns grow, hence not so many years in the future will see additional beauty created on present bare areas at Echo Mountain and the burnt over section at Inspiration Point. This will come about through the efforts of our Engineering Department forces, with the kind cooperation of the County Forestry Department, in planting trees suited to climate and elevations at these locations.

Not only adding greatly to the scenic beauties of the mountain sides, the planting of these trees will also improve water sheds and prevent erosion. The trees selected range from four to fifteen inches in height. They are known as the Jeffry Pines, Coulter Pines, Incense Cedars and Nob Cone Pines. The larger growing varieties at Echo Mountain were planted on the north side of the track, they being trees which grow to a great height, while the Nob Cone Pines were planted on the south side. These are smaller trees and will not obstruct the view of the valley below in years to come.

To the person unfamiliar with planting of trees in mountain districts such work would seem to involve little or no detail, but planting on steep hill-sides is entirely different from planting on the level ground. A large hole must be dug and filled in with surface soil and then a check dam made below the tree to catch the water to nurture it, otherwise the needed moisture would run past down the hillside.

Some 200 trees in all were planted and this work follows closely the distributing of large quantities of wild flower seeds in that district as a further effort to maintain and even increase the beauties of our famous Mt. Lowe journey.

NON-PARKING AIDS BUSINESS

The Worcester (Mass.) Telegram reports editorially that it is significant that police have received no complaints from Worcester merchants that the parking restrictions recently imposed in the downtown district have injured business. The merchants will find themselves the principal beneficiaries as time goes on, the newspaper states.

"This has been the experience of other communities," the editorial continues. "Merchants first claim their customers will be driven away, by parking restrictions but discover that the reverse is generally true. Customers have a chance to park for short intervals while shopping in spaces formerly occupied by all-day parkers who brought no business to the stores.

"Parking was entirely prohibited in the Chicago 'loop district' and in the downtown section of Detroit despite the organized objections of merchants. After a while it was discovered that more shoppers were coming into the districts instead of being driven to the suburban shopping centers, as it was predicted by the merchants."

Grant Zone Fare for Pasadena

Rerouting Local Service and Lower Fare Expected To Aid Financial Showing in Crown City

GIVING to Pasadena local patrons a new fare plan which results in a fare reduction to most of our patrons and also a re-adjustment of local service in that city, the California State Railroad Commission handed down its decision late last month on the application that has been pending for a number of months past. The new plan jointly worked out and approved by this railway, the city government of Pasadena, Chamber of Commerce and Pasadena Realty Board, will go into effect early in April.

Providing a five-cent and ten-cent zone fare (the ten-cent fare carrying the privilege of the purchase of eight tickets for 50c) the new plan substitutes the straight seven-cent fare previously in effect. A ten-cent fare was also previously effective to a few of the outlying districts.

While the engineers of the Commission found that based on previous riding habits the new fares applied to those previously in effect would result in a decrease of earnings equivalent to 3.9%, it is believed that the increased use of local service within the newly defined five-cent fare limits would actually produce a greater gross revenue through larger patronage.

Fare Changes

Details of the fare changes were set forth by the Commission as follows:

1. "The first 5-cent zone will embrace generally the business district of the city from Orange Grove Avenue on the west to Hill Avenue on the east and from Orange Grove Avenue on the north to California Street on the South. The second 5-cent zone will embrace the territory outside of the limits of the first zone and extending roughly to the present 7-cent fare limits.

2. "The cash fare between the first and second zones will be 10 cents. Tickets will be sold at the rate of eight for 50 cents, or 6¼ cents each, as at present, which will be good for rides between the first and second zones and also between points in zone two, involving a trip through the first zone.

3. "The Altadena local fare will be 5 cents, replacing the present 7-cent fare, while the through fare of 12 cents from Altadena and other points in the districts formerly outside of the 7-cent limits will, except for a small portion of this traffic, be reduced to 10 cents. The thirty-ride commutation ticket, selling for \$2.10, will be abolished.

4. "Transfers will be provided where necessary in connection with any rides within the proper zones. School fares will be increased in some cases and decreased in others, but these reduced fares are not included in the Commission's order because of the fact that they are assessed by the carrier at a reduced rate under the Public Utilities Act."

In addition to the changes the Commission found that in some locations

the previous service operated was not justified and the elimination of unnecessary service on Colorado Street west of Fair Oaks Avenue through the establishment of a new down-town loop, consolidation of the Mar Vista line with the North Marengo-Washington line, elimination of the El Molino Avenue and Del Mar Street coach lines, together with other co-ordinations were approved by the Commission.

School fares of \$2.00 for a 40 ride ticket, good between zones and \$1.00 for 40-ride ticket good within each zone are shortly to become effective. These changes result in an increase in some cases and decrease in others. The present rate is \$1.40. The approved plan also provides a reduction from the present Altadena School fare of \$2.80 to \$2.00 for the 40-ride ticket.

The purpose of the re-adjustment of fares and service in Pasadena was to bring about an improved financial showing from our local operations in Pasadena, the net loss for the year ending September 30th last year, being in excess of \$93,000 for both street car and motor coach service. Our investment in facilities to provide such local service was shown to be practically \$1,300,000. A total of approximately 9,540,000 passengers were carried by local rail and motor coaches in Pasadena during 1930.

Too Much Service

In its application looking to a re-adjustment of fares and service in Pasadena the Company stated and the Commission agreed that this city was oversupplied with lines of transportation in comparison with cities of similar size, the Commission adding "The proposed curtailments will in no case place an undue hardship upon any of the districts where it is proposed to remove motor coach service," the Commission adding that actually "an improved service will be rendered to 37% of the patrons of the local lines, both rail and motor coach, while approximately 10% of the patrons will face a curtailment in service."

In making its application our Company agreed and plans are under way to replace a large portion of the motor coaches now used in the Pasadena service. A fleet of coach units embodying all the modern features of construction and operating improvements, costing more than \$400,000 will shortly be available for our Pasadena patrons.

Buy An Austin

The modern genius is the man who can shift gears in an Austin without getting his face slapped.

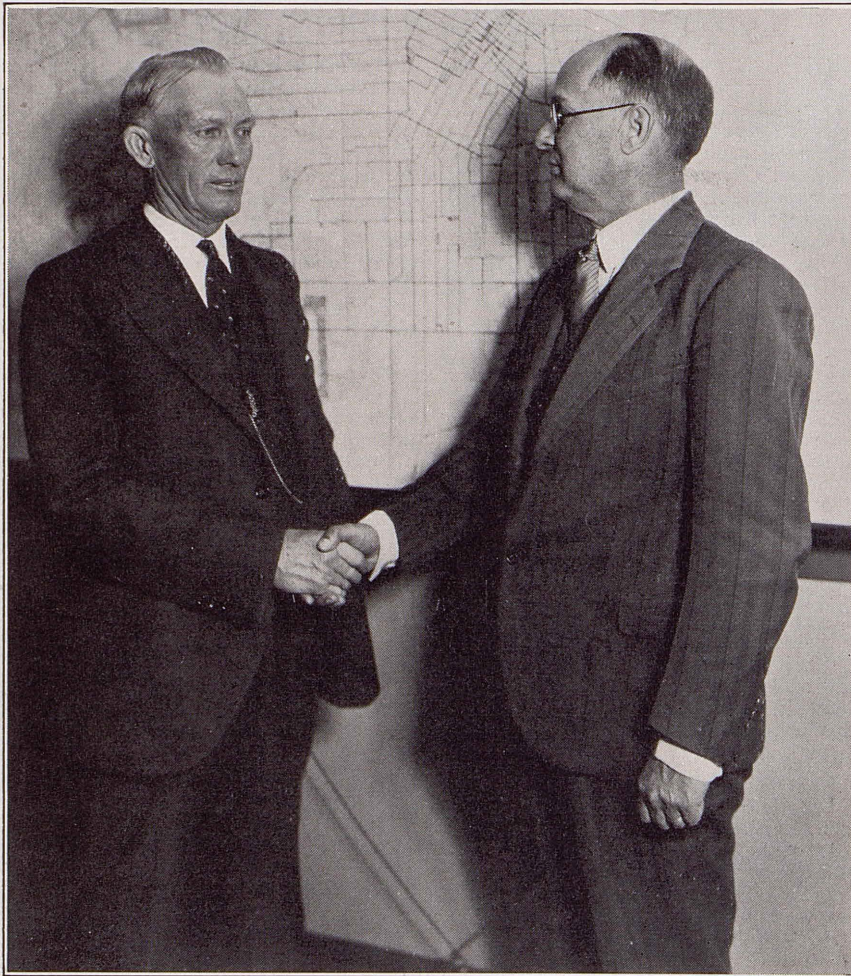
Single Gent: "What's the best month to get married in?"

Married Person: "Octembruary."

Single Gent: "Why, there's no such month."

Married Person: "Just so."

No Demerits in 26 Years!



A. T. Mercier, Vice President and General Manager, congratulating Charles Gaskin, Motorman, Western Division, upon his record of more than 26 years without a demerit.

NOT that we like to ask "rebar-rassing" questions, as Amos or Andy would put it, but how many times have you been late for work during the years you have been employed?

Yes, we can keep a secret, and besides the question is asked merely to prepare you for the comparison of your record with that of Charles Gaskin, Motorman, Western Division. Think this over:

For 26 years and 3 months the said Charles Gaskin was never late for work!

Stated just a little differently it means that for 8,925 days (based on 28 working days per month) Mr. Gaskin reported on time for duty. This feat is even more outstanding when it is considered that during most of this time his runs were those which required his alarm clock to jingle at about 4:30 A.M.—that zero hour when the bed begins to feel so good!

All of the foregoing merely is preliminary to announcing the even more startling fact that Charles Gaskin in 26 years and three months as a Motor-

man has NEVER received a demerit. "Missing out," or reporting late, is only one of about 100 offenses for which demerits are assessable.

If there is any doubt in your mind as to the quality of this record, study a bit the book of rules; look over the hundred odd "dos" and "don'ts" laid down for Motormen. Turn to our cover picture and visualize the coolness and judgment, day in and day out, required of the man at the controls, and remember that bad judgment is a demerit offense. Remember too, that little force within us that urges "take a chance," and the unfortunate human fallacy of heeding that urge. In all these years Mr. Gaskin is not charged with the responsibility for even a slight accident.

"I took no chances. Safety always came first with me, then courtesy and schedule," is the simple recipe and manner Mr. Gaskin accounts for his record. "I always tried to abide by the rules of the Company and operate trains with careful judgment," continued Mr. Gaskin, and note this: "It is as easy to go to work on time as it

is to get into the habit of being a few minutes late."

Hearing of Mr. Gaskin's record, Mr. Mercier asked that he be sent to his office that he might personally congratulate him upon his sterling record. This our Vice President and General Manager did in words that left no doubt as to his regard for and genuine appreciation of such service. Mr. Mercier autographed the picture with the words: "Well done, Mr. Gaskin. My hearty congratulations."

It is possible that there are other Trainmen in our employ who have compiled a record that rivals that of Mr. Gaskin. If so, it will be our pleasure to record their achievement in forthcoming issues of the Magazine.

RAILROADS ASK A FAIR DEAL

Recognizing the injustice of legislation aiding competitors of the railroads of the nation and the lack of encouragement given by our national government, the *Riverside Enterprise* last month editorially upheld their claim of the need of relief from factors which are contributing to their difficulties. Said this defender:

"The plight of the railroads would seem to be worthy of nation-wide attention. Railway executives throughout the land are appealing for a fair deal in legislation, but speaking at Springfield, Ill., last night, C. D. Morris, representative of the railroads, declared not a single bill has been introduced in Congress or any legislature to correct the situation.

"Competition with motor buses and automobiles has reduced the passenger traffic more than \$500,000,000 a year since 1920. The growth of freight business has almost stopped.

"Dependable railroad service is absolutely necessary for the well-being of the country—just as necessary and perhaps more so than in 1920.

"Every division of government is pouring the taxpayers' money into hard-surfaced highways over which the competitors of the railroads operate with little or no charge. The national government is spending huge sums on inland waterways on which competitors of the railroads are operating with no charge.

"The railroads, because of Federal and state regulations, are prevented from competing with their competitors. If a railroad wanted to put on a ship or barge line or a fleet of motor buses it would find many difficulties.

"The railroads are asking that many of the present regulations be removed and that some provision be made to require motor lines and barge lines to pay for use of the public property.

"Without doubt there is a large measure of justice to the position of the railroads but they are making no progress in the achievement of justice. Something very startling may have to happen before the country takes to heart the plight of the railroads."

Marriage is an institution.

Marriage is for love. Love is blind. Therefore marriage is an institution for the blind.

Public Appreciation Expressed

Service and Courtesy Bring Their Reward.

J. Ritchey—Covina Line:

"It is my pleasant duty to report to you the kindness and courtesy accorded to my sick friend and myself by your Conductor No. 706 on Car 1031 on the Covina line.

"He certainly is worthy of the position he holds and some day, I hope, of a better one."

H. L. Miller—Hollywood Line:

Conductor H. L. Miller, Western Division, was commended for his gentlemanly conduct in the face of unwarranted criticism, passenger observant stating that "the passenger's manner and his abusive action and talk was most trying and almost any Conductor would have been justified in becoming indignant, but your Conductor calmly and faithfully tried to explain and help the situation.

"In my estimation he deserves much credit."

J. H. Doherty—Long Beach Line:

The writer, a resident of Long Beach for the past two years, wishes to express his sincere appreciation (which is shared by numerous fellow passengers) for the very courteous and considerate treatment rendered by a Mr. Doherty, a Conductor attached to your railway. While Mr. Doherty's initials are not known to me, he tends the third car on the inbound 7 A. M. Long Beach train.

J. R. Garner, Motor Coach Operator—Glendale:

"It was the writer's misfortune recently to collide with another automobile at the intersection of Brunswick and Los Feliz Boulevard. Two others and myself were quite severely injured, but it was through the courtesy of one of your employees, J. R. Garner, bus driver, that we were rushed to the Glendale Hospital and thereby avoided a more disastrous injury.

"Mr. Garner used extreme intelligence and tact in doing what he did, insisting upon our not waiting for an ambulance, but assuring us that he himself would

take us to the emergency hospital, which was a short distance away, and this he did and it was not until after we were placed under a doctor's care that he started to leave.

"I offered him a token of reward in form of money. This he refused, only saying that he was happy to have been there to assist."

Ed. G. Erickson—San Bernardino-Riverside Line:

"We have noticed placard in street car inviting comments regarding service rendered. Having been patrons of the San Bernardino-Redlands-Riverside Line ever since its existence, we wish to express our appreciation of commendable service rendered by Mr. Ed. G. Erickson, Conductor on said line. Mr. Erickson is always kind and courteous to all patrons and especially so to the aged." (Signed by four regular riders).

A. W. Wise and J. B. Hays, Western-Franklin Line:

"I consider it my duty to inform you of the exceptional politeness on behalf of Conductor 2558 and Motorman 2181. If all would act likewise what a wonderful organization it would be and an asset to Los Angeles."

H. K. Riordan—San Bernardino Line:

"Wish to report the courtesy I received this morning on train arriving here from San Bernardino at 8:56 A. M. The car I wished to get on was moving as I passed through the station—some one whistled and your Conductor No. 556 stopped the car, got off, helped me on and when I thanked him he replied: 'Only to glad to do this

The following commendatory letter received from Mr. A. B. Merrihew, an official of the Los Angeles Railway, we are quite as proud to print as Conductor L. E. Neal will be pleased to read it. Mr. Merrihew is not only loud in his praise of Mr. Neal, but also speaks highly of Trainmen as a whole on the Pasadena lines. Mr. Merrihew thus kindly wrote:

"Coming down town on the Short Line—leaving Oneonta Park at 7:11 a.m.—I was delighted to welcome Conductor Neal, Badge 250. The majority of the men on the Pasadena Lines are high class gentlemen, and most expert in their work, and you are to be congratulated on having this class of men.



L. E. Neal

Conductor Neal stands out as a very efficient Conductor and always a gentleman under any and all conditions—a man with whom it is a pleasure to ride. It would have done your heart good to have heard the salutations from the passengers, and their inquiries as to where Neal had been, and their wishes that he was back on the Pasadena lines for good.

"I could not let this opportunity pass to testify as to Conductor Neal's ability and worth to your Company; he is an asset. I sincerely hope that he will be retained on the Pasadena lines if it is his wish."

for you, as we would not want to leave you.' I notice that he treats everyone on the car with the greatest respect and is not afraid to smile."

W. H. Jenkinson—Hollywood Line:

"On your car at Sunset and Bonnie Brae a mother and daughter seemed very confused as to what kind of a transfer to get, where to change cars, and so forth. Conductor No. 2180 was very patient and helpful with them and soon had them straightened out as to where they should go. A few minutes later an elderly couple needed considerable information and directing, and again the Conductor was very patient and spent quite a little time making it clear to them as to their routes. I was grateful to know that you have men in the service who are kind and considerate and willing to direct those who need help."

J. E. Tolbert—Glendale Motor Coach Lines:

"I am writing to compliment you on having such a man as Operator 2215 on your bus lines. I do not know the young man's name, but he certainly is one who is an asset to your Company. He is always cheerful and pleasant with passengers and treats every one with the utmost courtesy."

E. L. Converse, Motorman, Hollywood Boulevard Line:

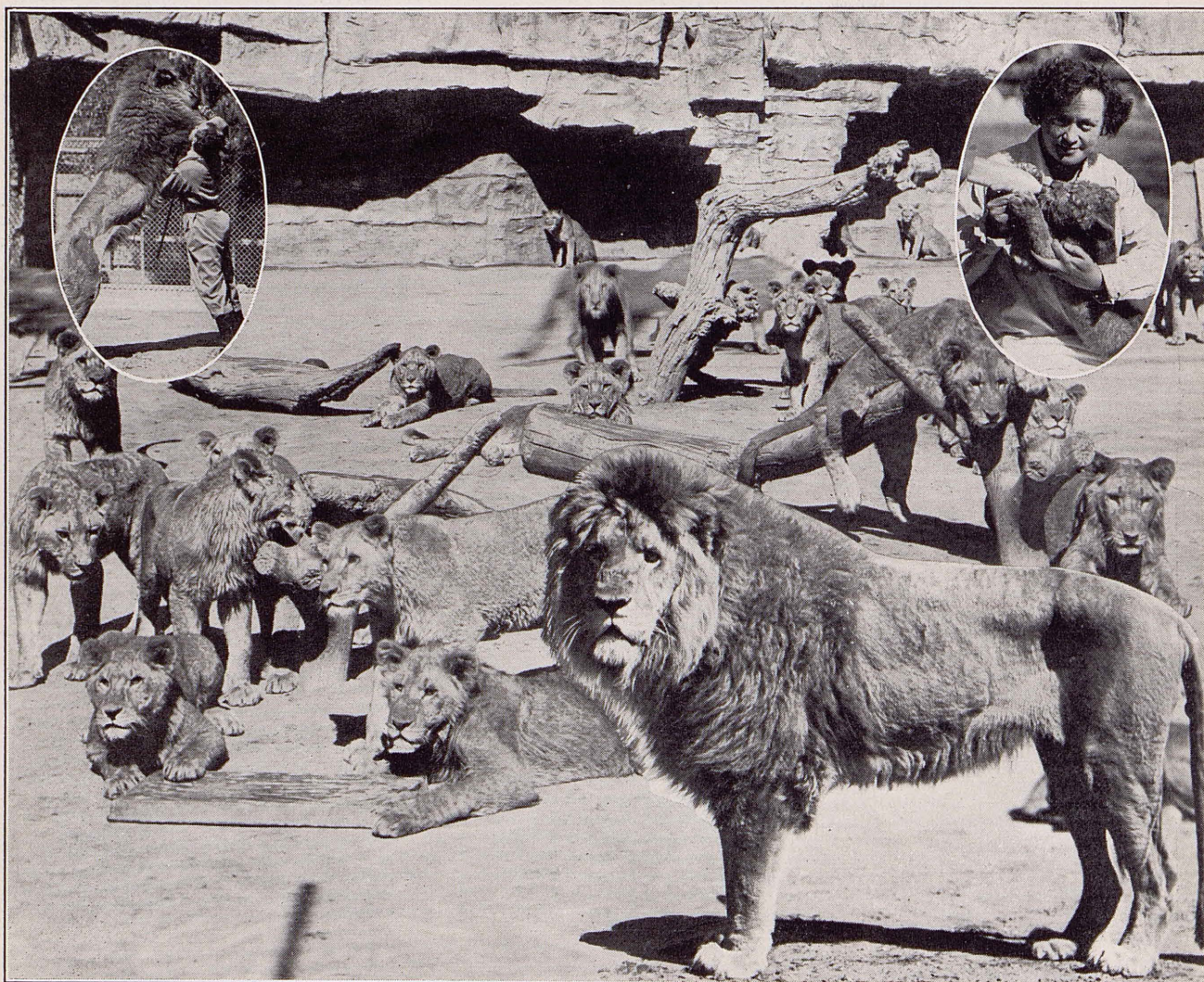
The efforts of Mr. Converse, during heavy rainfall, to stop his car in order that passengers could avoid stepping in deep pools of water, was complimented by an official of the Southern Pacific Company in a letter addressed to our management. Throughout the trip Mr. Converse was observed by the official to have used extremely good judgment in stopping the car at advantageous locations. The writer said that he heard several other passengers express very complimentary remarks concerning the good judgment used by Mr. Converse.

R. W. Baugh—Castellammare

"I have been a passenger on your Castellammare Bus line now for a matter of two years, and would like to take this opportunity of thanking you for the splendid service which you have maintained during this period.

In this connection I would especially like to mention the very courteous attention of your driver (motorman) on the 4:30 afternoon bus from the city. Since the time he has been on this run he has shown passengers every attention besides being a good and careful driver."

LION FARM A FASCINATING JUNGLELAND



LIKE many successful ventures in life, the now famous Gay Lion Farm in El Monte was the result of a dream. Not the kind the little boy told about when asked if he knew what a dream was and replied: "Yes, a movie when you go to sleep."

This farm came about as the result of a day-dream, the kind we all picture some time in our minds when looking to the future fulfillment of our hopes and wishes. Only Mrs. Charles Gay didn't stop with the hoping and wishing. Otherwise there wouldn't have been this story to tell.

Some dozen years ago Mr. Gay brought from London three huge jungle beasts which local motion picture producers planned to use in a wild animal picture. Mrs. Gay accompanied on the trip, but in no way an official capacity. Before her marriage she had engaged in newspaper work. Until now she had been the helpmate in the home; her interest in lions was only because of the pay check they caused for her husband's training of the beasts.

A glimpse of the "pets" at the Gay Lion Farm, near El Monte, where 180 of these forest monarchs of all ages may be seen. Inserts are, Mr. Gay putting one of the brutes through its daily dozen, and Mrs. Gay feeding by bottle a young one of tender age.

Good fortune smiled upon the pair when they were given the opportunity of purchasing the three lions at a price within their purse. Some three months later Rosie, one of the trio, presented her owners with three cubs, a male and two females, and six months later, as if to prove her contempt for the birth control doctrine, blossomed forth with a family of four babies. The shower turned into a down-pour of lion cubs when Rosie yet again presented the Gays with another brood to brood over. To a visitor who remarked about the Gays having a farm right in the heart of Los Angeles (they were then quartered on a large tract on Mission Road) Mrs. Gay replied, "Yes, a regular lion farm."

That chance remark started the day-dream that brought about the Gay Lion Farm. The climate had admirably agreed with Rosie's offspring; dozens of people, hearing of the young cubs, had sought to view them. Why not make a business of it? Why not combine the training of the animals for motion pictures and secure additional income by charging admission to see them?

So it happened in 1922, after purchasing Numa and two more females, that a site of five acres was chosen near El Monte as the scene of the first and only lion farm in the world. Knowing their habits, their likes and hatreds, Mr. Gay started the nucleus of the present huge enclosure, a jungle appearing stockade in a setting of palms and tropical shrubbery. He wisely provided large arenas that the animals might roam a bit and secure the exercise that their forest natures intended should be theirs. He studied their growth, diet, temperaments at different ages and sought to provide the

beasts those things which were best suited to their physical and mental welfare.

That success has crowned their courage and vision is now well known. Brood after brood have increased the population until today 180 beasts of all ages in a perfect state of health and seeming contentment, are housed within this strongly barricaded stockade. About 200,000 visitors yearly pay a reasonable toll to view the animals; sales to menageries and zoos throughout the world are made through this farm, and acts for movies bring rewards that make one well understand the high cost of producing a picture. A cool half million dollars ("cool"?—it always seemed pretty hot to me) would hardly tempt the Gays to part with their holdings.

A visit to this farm (and by all means if you have not yet visited it, plan to do so) will be a long remembered episode. It is entirely different than what you may have conceived. There is no ballyhoo. No circus atmosphere. But you are given the opportunity of viewing at close hand the most interesting of all animal life.

No Weaklings

And don't gain the impression that you will see there a lot of toothless, timid, tongue-licking tom cats. Anything but! Instead, you see snarling, vicious, ill-dispositioned, roaring brutes that make you shudder. You recall the story and the wisdom of the colored boy who was asked to go into the cage with a toothless lion: "Dat lion may be toothless, boss, but there ain't nuttin' stoppin' him from gummin' me to death!" The majority of the brutes never lose their lust and thirst for blood. Even the so-thought affectionate and trained animals are liable at any moment to turn upon those who have nursed and fed them all their lives. There are among them monarchs that never in their lives had anything but death and destruction in their eye when they viewed a human being. Their viciousness and treachery, I believe, accounts for the human fascination for the lion.

Interesting at all times, the feeding period, from 2:00 to 4:00 p. m. every day, except Monday, offers most to the visitor. Lions are fed only once daily. Raw horse flesh, ranging up to 16 pounds in weight per animal, is the piece de' resistance. In order to avoid the vicious struggle that would ensue if the animals were fed in one large arena, they are driven into individual cages. They almost caress their blood-soaked food, and woe be unto him who would even look as if they would take the morsel away.

Two horses each day, yielding about 1600 pounds of edible meat, are required to each feeding of the flock.

Bottle Babies

The bottle feeding of the babies with goat milk, is none the less interesting. Mrs. Gay supervises this feature. They go after the nipple with all the vigor that characterizes the full-grown's charge into his raw horse flesh. They finish their bottle well-winded and panting with their tummy puffed out like that of a poisoned pup. At the age of eight weeks the youngsters be-

Advances in Rank

WINNING a well-deserved promotion, Lawrence Antista, last month was elevated to the position of Assistant Trainmaster, Southern Division. Previously a Supervisor, Mr. Antista fills the post formerly occupied by and vacated through the death of A. C. Vignes.



Lawrence Antista

Coming into the employ of this Company in September, 1918, as a Conductor, Mr. Antista is well qualified by experience to effectively handle the more responsible post to which he has been assigned.

In addition to his platform experience, the new appointee successfully advanced to positions of Switch Foreman at San Pedro, Dispatcher and Supervisor, in all of which capacities he served with credit to himself and employer.

"Andy," as the boys know him best, has demonstrated his loyalty to his Company on many occasions, both by hard work and long hours when an emergency arose, and also by earnest, effective effort in campaigns in which his employer's interests were at stake. No promotion of recent years brought greater satisfaction, nor was greeted with more pleasure by fellow workers than Andy's step forward.

Congratulations and good luck!

gin a flesh diet along with their twice daily milk portion, it being graduated in quantity according to age.

The babies need have a foster-mother sometimes, because the real mother was not of the type for motherhood. While in most of the animals the paternal instinct is very strong, in others after a few days they show no uncertain distaste for their babies, and frequently they destroy the young. The antics of the mother is watched closely and at the first show of distaste for her brood they are taken from her and raised via the bottle.

During the feeding hours Mr. Gay gives a splendid exhibition of the control of man over beasts, putting several of them through their paces while their snarls and roars seem to say "some day I'll get you." In fact, some of them must have almost made good their snarled threats because Mr. Gay's body bears the evidence of several battles with them.

Be assured that you can visit the Gay Lion Farm with the greatest of safety. The cages and arenas are heavily and ingeniously constructed; rails keep you at the proper distance and armed guards are on constant watch. Cleanliness rivals that of the home.

The "farm extraordinary," to use the verbiage of the Gays, it truly is, and

ANOTHER CAT COMES BACK!

The proverbial cat-in-distress story which turns up with such regularity on every railroad, again makes its appearance, this time A. W. Bone, Signal Maintainer, on the Covina line, being cast in the role of hero. The Alhambra Post-Advocate told the story as follows a few days ago:

"Everyone knows the story about how little Johnny Stout pulled poor pussy cat out of the well where it had been thrown by naughty Tommy Green.

"This is a story of the rescue of a cat from a high tension wire pole at Hilliard and McPherrin avenues, Monterey Park, by A. W. Bone, signal man for the Pacific Electric line, who also has the title of the community's official cat rescuer.

"The poor feline had been clinging to the top of the 40-foot pole for the past two days while every child in the neighborhood tried to figure out ways and means of feeding it. One boy who is a well-known tree sitter volunteered to climb up and feed the cat but his parents forbade because the wires carried high voltage. Another lad tried to shoot an arrow with a string attached over the cross arm where the cat perched in order that a can of milk might be raised to the stranded animal.

"Today someone told the Post-Advocate of the cat's plight. The Monterey Park Fire Department was informed and Bone was sent to the scene. At noon the cat was feeling much better after a pan of warm milk. He has been named 'Kilowatt' by the fireman and wants his mistress to call for him."

WOULD SUBSIDIZE RAILWAYS

"A municipal government should provide transportation for the people in the same manner as it provides good roads," stated Councilman Ira S. Irely of the San Diego (Cal.) City Council when he suggested subsidization of the local street car system as a solution of the local transit company's difficulties which have resulted from declining revenues.

Irely believes that local transportation is a service that a city should guarantee its people. He argued that as many people depend on street cars for transportation it is the business of the municipal government to supply street car service as it is to see that motorists have good roads.

He pointed out that the state makes heavy investments in highway transportation facilities, imposing a gasoline tax to provide the money. Additional millions of dollars of highway bonds are paid out of other state and county funds, he said.

Irely's suggestion was made after A. G. Mott, chief engineer of the state railroad commission, had reported that the 1930 income of the local company indicated such a low return on the investment that something should be done to relieve the situation.

take our word for it, you will be extraordinarily entertained when you pay it a visit.

THE PACIFIC ELECTRIC MAGAZINE

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

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

Vol. 15; No. 10 March 10, 1931

CONTRIBUTORS TO THIS ISSUE

N. B. Vickrey P. E. Club
D. B. Van Fleet Terminal Foreman
L. H. Appel Electrical Dept.
R. M. Cobb Elec. Dept.
Edmund C. Fox Trans. Dept.
W. H. Jenkinson Hill St. Station
Reed Christiansen P. E. Club
Ruth Thompson Northern Division
Daniel Sanchez L. A. Freight Terminal
William Kaplan Southern Division
George Perry Accounting Dept.
A. E. Dendy Elec. Dept.
Mrs. Lon Bishop Women's Club
Max Schuring Trans. Dept.
P. G. Winters Trans. Dept.
Carleton B. Bell Mech. Dept.
J. M. Geopfert Electrical Dept.
Thelma Meighan Engineering Dept.
Carl J. Hileman Agent Claremont
W. Z. Shaw Cost Engineer

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.

YOU have noticed the quick-to-anger fellow.

He takes life entirely too seriously. Pretty soon he wears a frown and scowls; in time he becomes known as a "crab". His ill nature loses for him one of life's greatest assets—friends. And all the while he is miserable.

Being human you have had things happen that literally "burned you up."

Perhaps it was criticism. Maybe it was a letter that was either unkind or unfair. Or possibly you were rebuked or embarrassed by the ignorant or uncalled for words of the unusual person whom you contact in your business routine.

Unfortunately all of us who work for a livelihood are called upon at times to bear unpleasant experiences. We can all recall some incident that made us miserable for days. And we added to our mental distress by thoughts of "getting even," or harboring a grudge of hatred. We were not only mentally miserable ourselves—we also passed on to others our own ill natures.

As we grow older life teaches us many things, not the least of which is to hold our tempers when the impulse arises to give vent to harsh words and actions. Life's lessons reveal that it is much more pleasant to avoid tirades of anger. The "comfortable joys of peace"

Another Flower Show At an Early Date

MANY employees have been looking forward with pleasure to the staging of another Flower Show, following the success of the first one last year.

Plans for another one now are in the making. It is hoped to exceed both in number of entries and varieties the show held last spring. Also this year's exhibition date will be chosen further in advance in order that all may have the opportunity of priming and nurturing their exhibits to the highest possible degree of beauty and perfection.

There is a large amount of work and effort in staging a Flower Show and the one last year threw the great bulk of the work upon a few individuals. Several committees will be formed this year, both for the purpose of having a bigger and better show, as well as distributing the labor incident to it.

Details of all plans looking to staging of the next show will be discussed Thursday evening, March 12, at the Pacific Electric Club and all interested are asked to be present on this occasion.

TOO MUCH

Too much wheat and too much lumber,
Too much steel our mills encumber,
Too much cotton, too much corn,
Too much clothing to be worn,
Too much autos (here's what's funny),
Even too much ready money,
Too much hog and too much cow,
That's, they say, the trouble now.

Selling half and making double,
That's not it. No, here's our trouble:
Too much waiting for the low,
Standing still when signs say go,
Too much cotton, too much fearing,
Too much question, too much fearing,
Too much talking, too much hearing,
Too much people every day
Doubting this old U. S. A.

Too much waiting chicken-hearted
For the rest to get things started,
Too much saying, times are bad,
Too much talk of times we had,
When we ought to start the movement,
Too much waiting for improvement—
Too much brake instead of clutch,
That's the only much too much.

—Banta Gram.

make it well worthwhile to smile and pass unnoticed the incident that would cause us to utter harsh or bitter words.

You will be much happier if you can learn to smile and forget it!

GIVE CAUTION TO INVESTORS

The Better Business Bureau of Los Angeles again is commendably engaged in warning the public against glib sales who are long on promises that they cannot or will not put in writing. These slick artists yearly take large sums and many times the life savings from persons who "fall" for their deceitful chatter.

Here is the warning issued by the Better Business Bureau that all may well read and heed:

"It's guaranteed. The salesman promises 100 per cent profit in 90 days.' How often the Bureau hears these words.

"Far more important, however, to the complainants who daily tell us their troubles, is the answer to this question: 'What does the contract say?'"

"Unless the guarantee is in the contract, unless the salesman puts it in writing on authority from the company, and unless the company itself has the financial responsibility to fulfill the agreement, what the salesman said or promised avails nothing.

"When salesmen paint rosy pictures or give what appears to be ironclad 'guarantees,' get them to reduce these 'daydreams' to writing, and then over the corporate signature of the company.

"Carelessness is inexcusable when the remedy is simple. Here are three antidotes for too hasty action in signing on the dotted line:

- "1. Have the salesman put it in writing.
- "2. Read before you sign.
- "And most important of all—Before you invest—investigate!"

Who Am I?

I am more powerful than the combined armies of the world.

I have destroyed more men than all the wars of the nations.

I am more deadly than bullets and I have wrecked more homes than the mightiest of siege guns.

I steal, in the United States alone, over five billion dollars each year.

I spare no one, and I find my victims among the rich and poor alike, the young and old, the strong and weak. Widows and orphans know me.

I loom up to such proportions that I cast my shadow over every field of labor, from the turning of the grindstone to the moving of every railroad train.

I massacre thousands upon thousands of wage earners a year.

I lurk in unseen places, and do most of my work silently. You are warned against me, but you heed not.

I am everywhere—in the house, on the streets, in the factory, at railroad crossings, and on the sea.

I bring sickness, degradation and death, and yet few seek to avoid me.

I destroy, crush or maim. I give nothing, but take all.

I am your worst enemy.
I am CARELESSNESS.

"To improve the world begin by improving yourself."

**Events told
in MAGAZINE
of
Ten Years Ago**

TEN years ago witnessed the 11th Annual National Orange Show at San Bernardino, the final returns showing an attendance of 175,000 persons. This year (1931) the show closed with an attendance of within excess of 200,000, the last day of the show witnessing an attendance of 50,000.

A new station at Wilmington was opened ten years ago this month. The Magazine of that time pictures the station and describes it at some length.

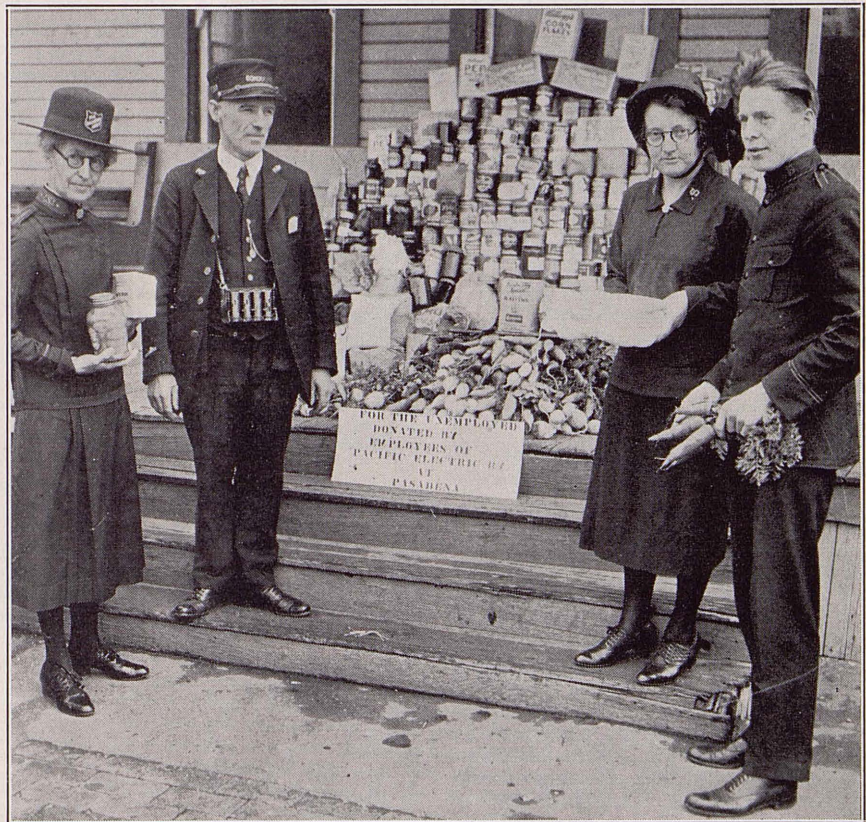
Ten years ago, old "Wharf No. 2" at Redondo Beach was demolished much to the dismay of fishermen who were wont to frequent that famous old pier which reached well out into deep water. The city of Redondo at that time was quite anxious to eliminate both Wharf No. 2 and No. 3, which was finally done. Today the County of Los Angeles, who has taken over the ocean front south of our big bath house, plans to construct a new pier practically on the site of old Pier No. 2. Ten years has worked quite a change in the city's mental attitude, as well as making very material changes at Redondo.

It was just ten years ago that the Pacific Electric Railway, Mt. Wilson authorities and the Government, were completing the trail between Mt. Lowe and Mt. Wilson at the head of Eaton Canyon. The work done there involved the blasting away of rock across the face for approximately a mile, the most expensive piece of trail work done in our local mountains in recent years. The expense was jointly assumed by the three parties mentioned and the trail has been used by hikers without number from that day to the present. Following the development of this trail the route into the interior of the range to Opid's Camp, upper Arroyo Seco and the upper reaches of the Tahunga were made much easier for those who love the hills and care to hike in them.

Ten years ago this month Captain Carl H. Belt, then as now, Assistant Superintendent Northern Division, was actively engaged in training his Company from P. E. employees to its full strength as a unit of the National Guard of California. Since that time Captain Belt has received the title of Lieutenant Colonel in the National Guard.

The Magazine of ten years ago, by picture and story, tells of the artistry of Harry S. Robinson, and a very interesting musicale he gave at LaVine Sanatorium. He was at that time also Tenor Soloist for the First Methodist Episcopal Church of Los Angeles. Then as now, he was and is connected with the Timekeeper's office of the Transportation Department.

When Heart Guides Impulse!



Conductor Raymond Powell presenting to Salvation Army of Pasadena foodstuffs for the unemployed of that city donated by Pacific Electric employees.

"COME on fellers, let's do our bit to aid the unemployed of Pasadena."

The foregoing appeal by Conductor Raymond Powell was made last month to Trainmen working out of the Pasadena Terminal. How well the plea was heeded is vividly shown in the picture above.

Every employee in the Pasadena Terminal did his share and when the drive was completed no less than \$150.00 worth of food stuffs had been collected. So filled was the room at the Terminal that one not knowing what was going on could well believe he had entered a chain store. Flour, sugar, tea, coffee, milk, eggs, vegetables of all sorts—in fact, all of the everyday purchases of the average household, were among the gifts that kindhearted workers willed to pass on to their less unfortunate brothers.

The collection was turned over to the Salvation Army in Pasadena who placed the food with families known to need it the most.

Good work, Conductor Powell, and all who aided in this kindly thought and action.

"A wise man is he who does not grieve for the thing which he has not, but rejoices for those which he has."

Historical Events Staged By Women's Club Members

By Mrs. Lon Bishop, Correspondent

AT THE regular meeting on February 12 short work was made of business. Then through the courtesy of the Women's Club of Florence, a Lincoln program in its entirety was presented.

Mrs. Blanchard, the very affable President of the Club, and her staff were introduced and Mrs. Cahill, First Vice-President, offered the program. There were selections by both choruses; community singing; patriotic readings; piano solos and the lovely, graceful minuet danced by six of their members and with their exquisite white coiffures and dainty colonial costumes, they looked as if they might have stepped from a picture to pay a very stately and dignified tribute to the Great Emancipator. It was a very worthwhile program and the members are indeed grateful to the Florence Club.

Our Past President, Mrs. Green, when called upon to inform the visitors of the educational advantages our Company offers, never accepted a call so willingly and proudly. Her remarks brought us all to a closer realization of

the golden opportunities at our very door.

February 26 our second monthly meeting was designated as History and Landmark Day with Mrs. Boehme, a native daughter, in charge. Oh, how these native daughters love their California and do they know their history! (This is Illinois speaking.) Mrs. Wilmot, President of California Landmark Study Club, was the speaker and one splendidly capable of making California's early history a very interesting subject. An interesting sidelight was the display of different flags used during those early days. Mrs. Boehme gave a brief talk on the trials of the first railroads, building up north, then south and finally we found ourselves back with the Pacific Electric, a very close relative of one of the pioneer roads of the state. The Club is to be congratulated on having such an aggressive member as Mrs. Boehme.

Miss Manners, assisted by Miss Kirk, gave several Spanish songs and delighted her audience.

At the night card party held February 2, awards in 500 went to Mrs. Sanchez and Mr. W. H. Shoup. Second to Mrs. Preece and Mr. Jackson. Consolations to Mrs. Ruppel and Mr. Bishop. Bridge prizes were awarded to Mrs. Blankenbiller, Mr. Frank Clark; second to Mrs. Compton and Mr. Compton. Consolation to Mr. and Mrs. McMichael.

At the afternoon card party February 19, bridge awards were won by Mrs. John Jackson and Mrs. Mankins; booby to Mrs. Straub. 500 honors went to Mrs. Cross and Mrs. Sisk; booby to Mrs. Rouleau. Bunko—first to Mrs. Evans, second to Mrs. Leatherman and low to Mrs. Callahan.

March 12—birthday party and capsule friends—for members only.

March 26—"Ye Olden Days" Fashion Show. This will be staged by Mrs. Dualey of the Good Will Industries. Everyone invited.

Bride: "These eggs are very small. I must ask the egg dealer to let the hens sit on them a little longer."

Solves Collection of Fares For Children on Cars

By Max Schuring

... going up town on the local car. ... a lady customer with several youngsters deliberately slices some ten or twelve years off the total ages of her offsprings to save fares ... conductor is skeptical but keeps mum. ...



(Just a suggestion to the Passenger Dept.: if you'd change the rule to read: Children under ten years free if accompanied by ladies over 35" you'd take in a lot more nickels) ... and save the poor "con" the trouble of asking for them. ... (in case this plan is adopted, please send my bonus to my home address) ... A husky six-footer, who has a seat in front of mine, is praising the service. ... sez: "It used to be a shame a few years ago occasionally women would have to stand all the way. ... many a time I had to fight like h— to get a seat myself." ... A fellow employee gets on. ... sure hates to show his pass. ... wants to bawl out the number at the Conductor. ... Conductor not satisfied with F. E.'s vocal efforts. ... wants to look at pass himself. ... don't blame him. ... wonder how fellow-employee would feel if Joe Smale did that to him with the old paycheck. ... A congenial retired clod-hopper sits down next to me. ... he's real talkative. ... tells me among other things, that he's going to the Nebraska picnic at Long Beach next Sunday. ... I try my darndest to help out the Company in these hard times. ... tell him all about the splendid service and big cars on the Long Beach line. ... Love's labor lost. ... it seems "Cuzzin" Will

who lives at Graham is going, too. ... and will call for him in his "flivver". ... I didn't like him as well after that. ... reminded me of the fellow that was telling me about a certain play that came up in a two-handed poker game. ... He said: "I had the gentleman beat, but the dirty pup drew out on me". ... just a matter of before and after. ... Well, here's Sixth and Main. ... guess I'll go upstairs before I do my shopping. ... I always miss at least one chance at elevation every time I'm in the lobby. ... that's on account of that elevator starter with his castanets. ... I stick around, hoping his round cap will turn into a tambourine and to see him break out in a Gypsy dance. ... Women's styles are changing from the "hav-a-peek" dresses of yesteryear. ... somebody said that some local preacher had preached a big sermon about them. ... no doubt he took the text for his sermon from the book of "Revelations". ... maybe I'm all wet, but these gauzy new style drapes you see dangling nowadays, remind me of those Japanese fan-tailed goldfish. ... guess I'll have to send to Chicago for a bullet-proof vest. ... the only thing that saved me last month, was that I don't carry enough insurance. ... going up. ... sixth floor please. ...

Waiting Game

Fond Mother: "How much do you charge for taking children's photographs?"

Photographer: "Five dollars a dozen."

Fond Mother: "You'll have to give me more time, I have only ten now."

An It Better Be Good

Lawyer: "Well—er—if you want my honest opinion—"

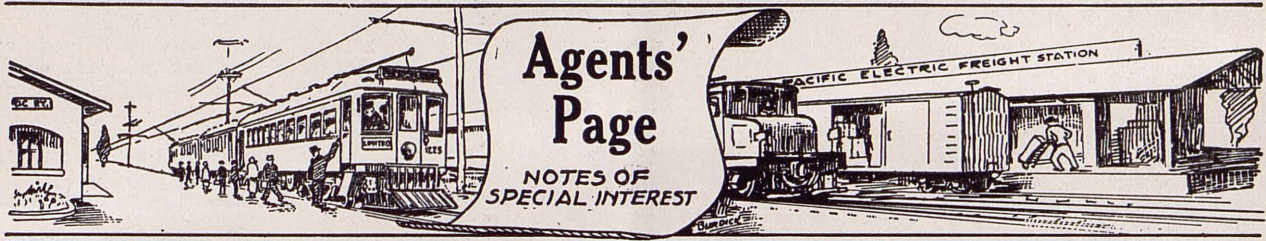
Client: "No, no—I want your professional advice!"

Judge to a boy on witness stand: "Young man, do you know what an oath is?"

Boy: "I surely do; I've been your caddy."

Comparison of Accidents During February 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	1	2	2	6	5	10	5 Dec.— 50.00%
At Railroad Crossings other than Company's	1	0	0	0	0	0	1	0	1 Inc.— 100.00%
Between Cars of Company	0	4	0	0	0	2	0	6	6 Dec.— 100.00%
With Vehicles and Animals	59	99	49	63	105	138	214	300	86 Dec.— 28.67%
Derailments	0	1	1	4	3	1	4	6	2 Dec.— 33.33%
Equipment	3	0	1	1	1	2	5	3	2 Inc.— 66.67%
Boarding Cars	1	3	2	2	9	9	12	14	2 Dec.— 14.29%
Injuries on Cars (not in collision)	0	0	1	5	5	7	6	12	6 Dec.— 50.00%
Alighting from Cars	7	5	5	5	10	8	22	18	4 Inc.— 22.22%
Falling from Cars (not purposely alighting)	0	0	0	0	0	0	0	0	
Doors, Gates and Guard-Rails	2	3	1	1	10	6	13	10	3 Inc.— 30.00%
Ejectments and Disturbances	0	1	1	2	0	0	1	3	2 Dec.— 66.67%
Miscellaneous	2	2	4	3	7	5	13	10	3 Inc.— 30.00%
Total	77	120	66	88	152	184	295	392	97 Dec.— 24.75%
Employees	1	4	1	3	6	3	8	10	2 Dec.— 20.00%
Total Car Accidents	78	124	67	91	158	187	303	402	99 Dec.— 24.63%
Motor Coach Accidents	20	14	1	2	14	25	35	41	6 Dec.— 14.63%
Total Passenger Accidents	98	138	68	93	172	212	338	443	105 Dec.— 23.70%
Freight Accidents	5	15	13	25	5	10	23	50	27 Dec.— 54.00%
Total All Accidents	103	153	81	118	177	222	361	493	132 Dec.— 25.77%
	50 Decrease		37 Decrease		45 Decrease		132 Decrease		



Virtues of Claremont Told

By C. J. Hileman, Agent, Claremont

CLAREMONT is different than most cities of its size in Southern California. You do not find here the hustle and bustle that characterizes neighboring cities.

But this is not an apology for Claremont, for we who live here know its beauties and many other virtues. Knowing them, you, too, would be glad to call it "home."

If you were to arrive in Claremont during the evening hours, especially in the vicinity of our station, you would come to the conclusion that you were getting into a traffic jam, but you would soon learn that the large number of automobiles parked close to the station were the cars belonging to the families of patrons of our company and were just waiting to carry dad, sister or brother home from the station after their day's work. This rather indicates that our service is both well patronized and that our residents are frugal in choosing their mode of transportation.

Claremont has been called the "College City," for here two leading educational institutions are located. The Pomona College, at present composed of two units, is co-educational, while the Scripps College is for girls only. The next unit, it is hoped, will be a college for boys.

The heads of our colleges have in mind a number of small schools rather than one large university, it being thought that under this plan the students will not lose the personal contact of the instructors. The Pomona College has an enrollment of about 1000, while Scripps has about 350 students. The buildings housing the colleges are of mission architecture and present a beautiful setting among citrus groves and mountainous surrounding.

Two other institutions of learning—the Webb School of California and the Norton School for boy under-graduates, together with splendid grammar and high schools, complete educational advantages not everywhere available.

There are three different industries located here—among them being three citrus packing plants, the Griswold Fruit Factory and the Vortex Manufacturing Company. Unfortunately for our company, two of the citrus plants are located on the lines of the Santa Fe, although we enjoy about 350 cars of citrus products from the third. We also handle the box shook materials. The Vortex Company manufactures air cleaners for tractors and automo-

biles and takes care of the greater part of this line of business on tractors in this country. Their goods are also shipped to many foreign lands.

The Griswold Company manufactures fancy candied fruits and jams which are conspicuous particularly during the holiday season and which are becoming more popular each year. Mr. Griswold has stores in Hollywood and Pasadena which are supplied from the Claremont plant. Both the Vortex Company and Griswold Factory favor us with a goodly portion of their freight and express business.

Claremont boasts of a splendid chapter of both Rotary and Kiwanis Clubs, and its Chamber of Commerce and Business Men's Association are second to none in point of effectiveness and support received from the population, which incidentally numbers 3900.

It has been my pleasure to be located in Claremont since 1921 and I have found it indeed both a delightful place in which to live and work. My association with the various civic bodies has been most pleasant and I have been privileged to hold office in the Chamber of Commerce, Business Men's Association and Kiwanis Club. I have endeavored through these organizations to take an active part in everything that will help our community. So doing has given me contact with our patrons and friends.

Mr. De Long, our Assistant Agent, has been in the service for the past three years and is both a capable em-

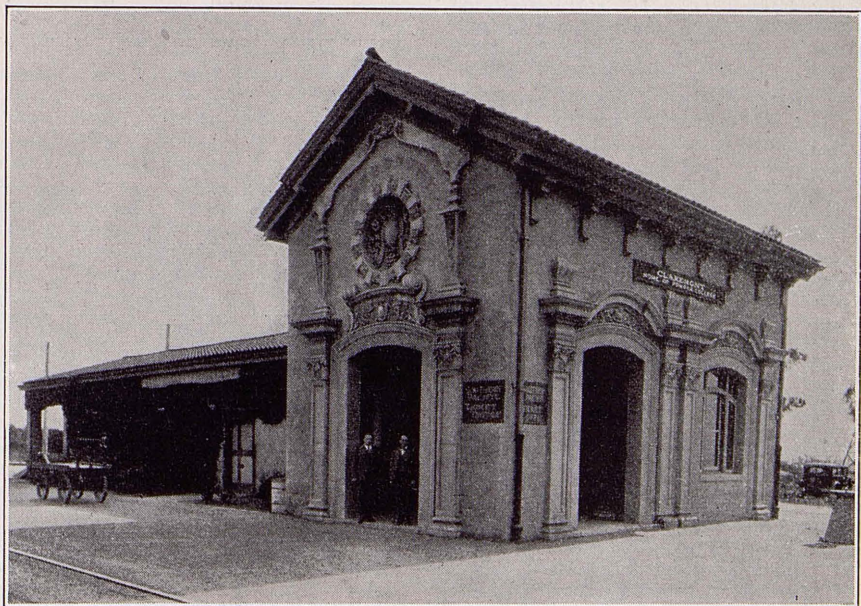
ployee and worthy representative of this Company.

In addition to serving the Pacific Electric we also represent the Southern Pacific Company, the Pacific Motor Transport Company, Pullman Company and the Railway Express Agency, Incorporated.

Agents Eat and Are Merry at 9th Annual Banquet

WE CANNOT truthfully say that the 9th Annual Banquet of the Agent's Association, held last month, was the best that organization ever had. That would take in too much territory. But we can say, without dealing loosely with the 5th Commandment, (yes, we had to call up mother to check our memory upon the Biblical reference) that it ranked with any of the eight annual feasts that preceded it.

When the march ended toward all the good things to eat that had been prepared, 198 stalwarts were seated into the beautifully decorated dining room of the City Club. It was easy to tell the Southern Divisioners, their countenances being just a bit more illuminated with smiles due to their having a "pass" this year into the eats emporium by reason of being the winner of the attendance contest. Everyone else was willing to forget that they had paid \$1.50 per, but how could you with those "Southerners" making wise-



Our handsome station in Claremont.

cracks all the while? "Why bring that up?" we asked them.

An excellent steak dinner, with all the trimmings, made the more enjoyable by the group singing under the direction of Robert Bartholomew, well known Tenor and Director, preceded the speaking and other entertainment features. Our good friends, George Grace and Ralph Kidd, prepared clever parodies to the tune of "Drill Ye Terrier, Drill" and "Around the Corner." They were splendidly done, and all joined the singing of them.

Clyde Whiteley, newly elected President, fired the opening gun for the speakers in a brief address. Toastmaster Sam Bishop then wielded the gavel, introducing the singers and speakers with the good-natured witticisms that always follow when he is master of ceremonies.

Mr. Mercier, attending for the second time an Agent's Banquet, spoke of the good work being done and co-operation he had received from Agents throughout the system. Mr. Karr followed and gave the audience a comprehensive talk upon the problems now confronting the railways of the country. Mr. Pontius spoke in an optimistic strain for a revival of business and interspersed his remarks with one of his personal experiences, when an Agent, about an amusing incident concerning a \$16.00 overage in his accounts. The principal speaker of the evening was Mr. Egbert Adams, Latin-American Representative of the Chamber of Commerce. He told of his contacting business interests in South America and of the great growth that has transpired there during the past decade. Messrs. McGinnis, McFaul, and Monahan of the Southern Pacific each also favored with brief remarks.

The musical numbers were again of a high standard, Miss Alice Lohr, Contralto, featuring with several selections that were most pleasingly done. Robert Bartholomew, who directed the Association ensemble, also sang in an excellent tenor voice, in addition to his clever handling of the audience in song. The P. E. Club Orchestra's efforts during the early evening were well received and rightfully so.

The arrangements for this banquet, as have been many in the past, were again in the hands of Chas. P. Hill of the Transportation Department, and to say that everything was handled to perfection is no exaggeration of fact.

HARBOR DAY LURES CROWDS

Both from an educational, entertainment and business attraction standpoint on our San Pedro line, Foreign Trade week last month proved a successful event, writes G. W. Gillett of the San Pedro Agency.

Saturday, February 21, was set aside as Harbor day, and the Harbor district was thrown open to the public. All the steamships were open for inspection to those who cared to do so. In the morning a parade of the small yachts and other picked boats proved

AGENT IS COMMENDED FOR GOOD SERVICE RENDERED

Showing both that patrons fully appreciate extra efforts to serve them well, and also that Agent Barkhurst of Wingfoot is alive to opportunities of winning friends for his employer, the following letter to our management from Mr. L. J. Hutter, Traffic Manager of the Weber Showcase & Fixture Company, was recently received:

"We forwarded recently a carload of store fixtures to the Leader Grocery Company at Pecos, Texas. At an early hour of that day it looked to us here in the factory that it would be impossible to get this car loaded Saturday night and possibly not until sometime the following day, which in this case was Sunday.

"When we realized the predicament which we were in, we immediately got in touch with your agent, Mr. Barkhurst, at Wingfoot, to find out what could be done toward helping us to get this car moved on Sunday so as not to delay these fixtures in transit since they were already very much over due. The writer was informed by Mr. Barkhurst that he would personally come down to the depot to see that the car actually moved, and he would make all necessary arrangements the day before for a special engine to come and pick up this car in order that a prompt transfer to the Southern Pacific would be made which would enable the car to move out of Los Angeles Sunday night.

"This special service, however, was not required since the car was completely loaded late Saturday night, at which time it was again necessary for your agent to make special arrangements.

"It may interest you to know that on that and previous occasions we have had splendid co-operation and service from your Wingfoot station and we are writing this letter in appreciation of the good work that is accorded your customers in emergency cases."

an interesting event for the out of town visitors.

In the afternoon there were exciting sailboat, and outboard motor boat races outside the breakwater. The National Guard Army Air Corps, of Long Beach, also took part in the activities of the day, and showed the visitors some of the maneuvers of the airplane in its war-time place.

There were other things of interest which brought many visitors to San Pedro on that day over the Pacific Electric lines.

Once Is Enough

Wife: "Oh, I wish I'd thought twice before marrying you!"

Hubby: "Huh, I'd be satisfied if I'd thought just once."

Flossie: "That man in the box hasn't taken his eyes off me for an hour."

Frank: "How do you know?"

AGENT AIDS UNEMPLOYED

The collection of canned foods and other food-stuffs for the needy unemployed by Pasadena employees of this Company, elsewhere recorded in the Magazine, was not the only worthy charity performed by Pacific Electric employees during the past month.

F. J. Stineman, Agent at the Broadway Station in Santa Monica, aiming to do his bit for the aid of the unfortunate, stocked his concession with a supply of some 200 loaves of bread and announced that those in need could have bread for the asking. Mr. Stineman claimed no credit for this kind act, stating that he felt it a duty to aid the poor in the time of distress.

MOTORISTS—DON'T GUESS!

"It doesn't pay to guess. Your brakes may be all right, but to insure your own safety and that of your family, on the streets and highways of California during 1931, start the New Year by having the brakes on your car tested.

"Good brakes are a guarantee of safety."

The foregoing is the January safety lesson broadcast throughout California by the State Chamber of Commerce in a campaign designed to curtail highway accidents.

The State Highway Patrol is increasing its vigilance toward locating motorists with faulty brakes. There is a specific and definite law which regulates and defines the legal mechanical performance of brakes. The full text of this law follows:

"It shall be unlawful for any person to operate on any public highway any motor vehicle unless equipped with brakes adequate to bring such motor vehicle to a complete stop when operated upon dry asphalt or concrete pavement surface where the grade does not exceed one per cent, and when operating at speeds set forth in the following table, within the distances set opposite such speeds, provided that no vehicle shall be tested for brake efficiency at a speed higher than that permitted by law for such vehicle and in no event at a speed higher than thirty miles per hour:

Miles per hour	Stopping distance
10	9.3 feet
15	20.8 feet
20	37.0 feet
25	58.0 feet
30	83.3 feet

All Together Now

At a Mormon wedding in the days of polygamy, the preacher was a bit hard of hearing and had some difficulty in getting the proper responses.

"Do you take these women to be your lawfully wedded wives?"

"I do," replied the bridegroom.

"Do you take this man to be your lawfully wedded husband?" he asked the women. There was a faint chorus of "I do." Then he glared.

"Some of you girls in the back row will have to speak louder if you want to get in on this."



Rivalry Spurred By Special Prizes in Bowling Events

By R. M. Cobb

LAST month saw many exciting events, chief among which was the contest for the two bowling balls on the last night of the second round. This had a very happy outcome, one ball being won by the highest average man bowler, our reliable Jay Gowanlock. The other ball was won by the lowest average man bowler, C. J. Cody of the Telephone Department team, who rolled 92 pins over his average to bring home the prize. Gowanlock had a high game of 242, which, with his handicap of 17 pins, gave him a high total of 259, plenty to win the prize.

Merchandise orders were won during the month by Gowanlock, Skemp, Nelson and Brahm. In order to keep up the present high state of interest two additional prizes have been offered. These consist of two \$10 orders on Corrigan Jewelry Company and are to be competed for on the following basis: One order to the person bowling the most pins over his average during the last nine weeks of the season. The other to the bowler making the highest number of pins over his average in any one game during the last nine weeks of our season.

These valuable prizes are gratefully received and our thanks is offered to Mr. Vickrey and Mr. Covell, through whom the orders were made possible. Everyone has an equal chance to win one of these prizes and no individual can win both, so let us open up and go full speed for the rest of the season.

Ed Martin, of the Engineer's team, got a good start on the above by rolling a game of 228 and a series of 97 pins over his 130 average. This is going to be hard to beat and presents a challenge to the rest of us.

The Telephone Department team is leading the league for the last round, closely followed by the Roadway and Signal Department teams. The Electrical Department team is pressing the Pacific Electric Club ladies for last position. A call has been sent out for an expert to find out what is wrong with these two teams. The rest of the teams are going about as expected and the battle for positions will continue right up to the final week of the season.

The standings as of February 28 are:

Team	Won	Lost
Telephone Department	11	1
Roadway Equipment	10	2
Signal Department	8	4
Claim Department	7	5
P. E. Club	6	6
Southern Division	6	6
Engineers	5	7
Macy Street	4	8
Electrical Department	2	10
P. E. Club Ladies	1	11

Rod & Gun Club Urges More Registrations of Fish

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

THE intent of this article is to give the Rod & Gun Club members an insight of the activities of the Club's fishing enthusiasts of the 1930 season.

As a foreword, we will state that the P. E. Rod & Gun Club had on its 1930 fishing prize list 71 distinct prizes. Of this number, 51 were awarded to contestants and 20 are still decorating the case in the Club's quarters. The thought is this, that enough fish were caught by the Club members, if same had been weighed and so registered, to take care of five times the prizes offered. The point we wish to bring out is simply this—register your fish by giving weight or length of same, as only such a registration is eligible for prizes.

Our 1930 Fishing Captain, C. F. Estes, submits the following report of the number of fish registered during the 1930 season:

Corbina	320
Croaker	166
Yellow Fin	180
Surf Perch	446
Fresh Water Bass	52
Lake Trout	94
Stream Trout	536
Steelhead Trout	2
P. E. Camp Trout	176
Total salt and fresh water fish registered during 1930—3427.	

Fifty-two members participated in these registrations and thirty-seven members registered from P. E. Camp (Lake Arrowhead).

The prize list of 1931 consists of 78 prizes; this list will be submitted by the Committee at our next monthly meeting, Wednesday, March 11th.

The officers of the Club are making every effort to increase our monthly attendance. Now boys, let's make this resolution—that the second Wednesday of each month be set aside as Rod & Gun Club day. Attend the meeting and join us for an evening's sport. Bring new ideas to the Club. If you know of any good fishing grounds, or if you hear of some good catches, let us hear about them. The Club is in a financial position to sponsor some real outings this summer and early plans are being made for such.

It is requested that all members using private scales bring them to the Club March 11th meeting for testing and inspection.

Bring a new member. Will see you March 11th.

The Meanest Man

He throws chewing gum in the streets for Austins to get stuck on.

TRAINMEN TEAM SPLITS EVEN

Securing an even break in games won and lost was again the record of the Trainmen's Baseball Team during the month of February, two wins and two losses being registered.

The feature game of the month was that with the San Bernardino-Colton Club which was won by our boys by a score of four to three after an exciting contest. The Star Truck team was the other win of the month, while the Bell Home Builders defeated our club to the tune of five to four. The other defeat was in the nature of a rout, the Soldiers' Home Club running up a score of ten to four, although strange as it may seem, the hits were practically evenly distributed.

While it will be a distinct loss to the team, we are glad to report that Cecil Green, who has done some sterling work on the mound for our Club, has joined the Los Angeles Club of the Pacific Coast League. A. Shoehart, star outfielder, also has left to join the El Paso Club in the Arizona State League.

The following shows details of games during the past month:

February 1—Sawtelle

	H	R
P. E. Trainmen	13	4
Soldiers' Home	14	10
Batteries: La Rue, Green, Garrison; Harding, Rennie.		

February 8—62nd & Western

	H	R
P. E. Trainmen	9	4
Star Truck	6	2
Batteries: Green, Garrison; Watkins, Miller, Moore.		

February 22—Bell

	H	R
P. E. Trainmen	9	4
Bell Home Builders	8	5
Batteries: Spencer, Green, Galloway; Radnits, Epps.		

March 1—Colton

	H	R
P. E. Trainmen	12	4
San Berdoo-Colton	8	3
Batteries: LaRue, Garrison; Grririzza, Castorena.		

Famous Camp Changes Ownership

Opid's Camp, a popular recreation camp to the north of Mt. Wilson, was reported sold last month after having been operated by John Opid for the past 20 years.

The new owners, it is reported, intend to improve and enlarge the property in anticipation of the new Arroyo Seco-Los Angeles County Playground road now under construction and which should reach a point near Opid's camp some time the latter part of the present year. Construction crews are now engaged in building this highly scenic route in Dark Canyon, to the west of Mt. Lowe.

Theatre Attendant: "I shall have to ask you to leave if you persist in hissing the performers, sir."

Smithers: "Hissing! I w-w-as s-s-simply s-s-saying to S-S-Sandy that the s-s-singing was s-s-simply s-s-superb."



Executive Committee of the Pacific Electric Club met in regular session in Room 201 of the Club Building on Wednesday, February 4, 1931, at 2:00 p.m. The following members were absent: P. G. Winters, P. H. Mann, E. S. Donaldson, Geo. W. Orr, B. Jurdan, M. Levin, H. E. DeNyse, G. L. Breninger and T. J. Day.

Minutes of Executive Committee meeting held January 7, 1931, and Manager's various reports were read and duly approved.

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

Relief Fund	
Balance 1-1-31	\$ 189.75
*Receipts	2,702.27
<hr/>	
Total	\$2,892.02
Disbursements	2,200.00

Balance 1-31-31.....\$ 692.02

*Includes deductions for first half of January, 1931, in amount of \$828, which ordinarily would not be taken up until February accounts.

Club Manager N. B. Vickrey informed there was no report on the Club Fund available at this time due to recent changes in method of handling club accounting. A detailed report will be submitted each month by the Auditor's Office, however, it will be a month late and this is the month for which there is no report available.

In order to vest proper authority in the Auditor and Treasurer, respectively, for the proper handling of the new club accounting system, the following resolutions were unanimously approved:

"RESOLVED, that the Auditor of the Pacific Electric Railway Company be, and he is hereby, authorized to approve for payment all vouchers when properly certified to, and he may delegate authority to one or more of his subordinates to sign such vouchers in his absence."

"RESOLVED, that the Treasurer be, and he is hereby authorized to draw vouchers against funds of the Pacific Electric Club when properly approved by the Auditor or his authorized subordinate."

F. E. Geibel inquired of the committeemen as to whether or not they saw any objection to the discontinuance of deduction slips showing detail of amounts deducted from employees' checks, explaining that a considerable saving could be made each month if it was practical to do away with such notification slips.

G. R. Attride expressed the opinion that it would be unsatisfactory, insofar as Transportation Department employees were concerned, to discontinue the deduction notification slips due to

the variance of deductions each month. A general discussion followed in which it was pointed out that in most departments, Transportation excepted, the deductions were more or less uniform each month and that special cases could be taken care of by special deduction notices. No recommendation was made by the committee.

R. B. Hooper inquired if Los Angeles Motor Coach employees were eligible for membership in the Pacific Electric Club. It was explained that under the present ruling they were not, but that the matter will be brought to attention of proper officials to determine if changed conditions will permit them becoming members.

Bert Ordway inquired if it was planned to install talking picture equipment in the Club Theatre in the near future. Mr. Young informed that a study had recently been made of the situation and that just at present it was not practical to do so, but that just as soon as it is practical the plan is to install such equipment in the Club Theatre.

R. Powell asked if it would be possible to occasionally switch the nights for holding dances and motion pictures. Mr. Vickrey informed that this could be done all right, but that from past experiences he had learned that Saturday night was a very poor evening on which to hold club dances from the standpoint of attendance. The switching of nights could be done, however, if it was deemed to be in the best interests of all concerned.

Mr. Powell also suggested that, if possible, assistance be secured for the dancing instructor, who under present conditions, due to the very large enrollment, cannot give the desired amount of time to individual instruction of new students. Mr. Vickrey will investigate.

Employees Free at Alligator Farm

Through the kindness of the Alligator Farm management, Mr. Frank Ernest, proprietor of that interesting exhibit and also of the Los Angeles Ostrich Farm, advises that employees of the Pacific Electric Railway will be admitted free to the Alligator Farm by showing their pass at the gate.

The Alligator Farm has thousands of various species on exhibition and competent guides give interesting lectures concerning the life and habits of this weird animal.

The Farm is located on Mission Road, opposite Lincoln Park. It is open every day in the week.

"Dad, what is a bigamist?"

"A bigamist, my boy, is a man who makes the same mistake twice."

VISITOR LIST LARGE AT CAMP OVER HOLIDAY WEEK-END

Combining the pleasures of a trip to the mountains with those of a double holiday, due to Washington's Birthday, the second largest crowd of the winter season enjoyed a week-end outing at the Pacific Electric Camp on February 21, 22 and 23. Under the guardianship of the Camp's renowned Host and Hostess, Mr. and Mrs. George E. Huntington, all pleasure facilities of the camp were placed in service and the large crowd was thoroughly entertained.

Although there was no snow for the Camp visitors to enjoy on this occasion, there was ample other entertainment, including ice skating. The cool, crisp nights, besides placing a covering over parts of Lake Arrowhead of sufficient thickness to skate on with safety, filled the guests with a restfulness that only nights in the mountains are capable of.

The full allotment of snow has not as yet arrived at the Camp. However, a good heavy snow storm is expected any day. As soon as there is a fair quantity on the ground, notice will be given of this fact so that all those desirous of participating in the winter sports may have full opportunity of doing so.

GLEE CLUB SEEKS TO OBTAIN FIFTEEN NEW MEMBERS

The Pacific Electric Glee Club, under the skillful training of Mrs. Ethel Booth, an instructor from the Los Angeles Board of Education, wishes to announce that a number of additional mixed contralto voices are desired for enrollment in the class.

At the present time approximately 35 members meet each Tuesday evening from 6:30 to 8:30 o'clock on the stage of the theatre where Mrs. Booth is endeavoring, and with much success, to improve the voices and group effort of the members.

Several recitals already have been given in the Club theatre previous to the presentation of motion picture on Friday and Saturday evenings. It is planned to render a number of recitals at different functions within the next few months.

In addition to the voice training the members of the Glee Club receive, it is planned to stage social events among members, one of the series having occurred on the evening of February 17th, being in the nature of a Valentine party. Entertainment by members and refreshments were features of the evening. Another social gathering is scheduled for Easter, plans for which are now being completed.

Attention is called to the fact that the Glee Club will present another program before the motion picture audience the evenings of March 20th and 21st.

Lady: "Doctor, I want to reduce. What exercises should I take?"

Doctor: "Push yourself away from the table three times a day."

Pacific Electric Club Bulletin

March 10 to April 10, 1931

Wednesday, March 11:

Rod & Gun Club meeting at Club Building, 8:00 p.m.

League Basketball Game: Pacific Electric vs. Motorists at Sentous High School, 8:00 p.m.

Thursday, March 12:

Pacific Electric Women's Club Third Annual Birthday Party at Club Building—1:30 p.m.

P. E. Club Dance in Ballroom—8:00 p.m.

Friday, March 13:

Motion Picture Show — CITY GIRL, with Charles Farrell and Mary Duncan. Also Dramatic Art Class presentation—"The Dear Departed"—7:30 p.m.

Saturday, March 14:

Motion Picture Show — CITY GIRL—also Dramatic Art Class Play—"The Dear Departed"—8:00 p.m.

Agents' Association Meeting at Pacific Electric Club Building—7:45 p.m.

Sunday, March 15:

Baseball Games—watch weekly bulletins for schedule.

Wednesday, March 18:

League Basket Ball Game—Pacific Electric vs. Union Pacific at Sentous High School—8:00 p.m.

Thursday, March 19:

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

Friday, March 20:

Motion Picture Show — MASQUERADE—with Allen Birmingham and Leila Hyams—7:30 p.m.

Saturday, March 21:

Motion Picture Show — MASQUERADE—8:00 p.m.

Pacific Electric Masonic Club Dance in Club Ballroom—7:45 p.m.

Sunday, March 22:

Baseball games—watch weekly bulletins for schedules.

Thursday, March 26:

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

en's Club in Club Building—1:30 p.m.

Pacific Electric Club Dance in Ballroom—8:00 p.m.

Friday, March 27:

Motion Picture Show — THE LOVE DOCTOR—with Richard Dix and June Collyer. Also Dramatic Art Class Play—"Two Crooks and a Lady"—7:30 p.m.

Bowling Matches at Jensen's Recreation Center—8:00 p.m.

Saturday, March 28:

Motion Picture Show — THE LOVE DOCTOR—and—Dramatic Art Class Play—"Two Crooks and a Lady"—8:00 p.m.

Sunday, March 29:

Baseball Games—watch weekly bulletins for schedule.

Wednesday, April 1:

Pacific Electric Club Executive Committee Meeting in Class Room 201 of Club Building—2:00 p.m.

Friday, April 3:

Motion Picture Show—FROZEN JUSTICE—with Louis Wolheim, Robert Frazer and Lenore Ulric—7:30 p.m.

Bowling matches at Jensen's Recreation Center—8:00 p.m.

Saturday, April 4:

Motion Picture Show—FROZEN JUSTICE—8:00 p.m.

Sunday, April 5:

Baseball Games—watch weekly bulletins for schedule.

Monday, April 6:

P. E. Women's Club Night Card Party in Club Ballroom—8:00 p.m.

Wednesday, April 8:

Rod & Gun Club Meeting at Club Building—8:00 p.m.

Thursday, April 9:

P. E. Women's Club Afternoon Meeting at Club Building—1:30 p.m.

Pacific Electric Club Dance in Club Ballroom—8:00 p.m.

Friday, April 10:

Motion Picture Show — THE MIGHTY—with George Bancroft and Esther Ralston—7:30 p.m.

EDUCATIONAL FILMS SHOWS

Not the least interesting phase of the instruction being received by students of the Electrical Engineering Class is a series of educational motion picture films shown to that group and arranged for by Instructor L. H. Appel.

Through the courtesy of Mr. J. M. Campbell of the General Electric Company, four short pictures, closely allied with electrical engineering, were shown during the class periods early this month. One of the pictures deals with progress of American navigation from its primitive practices, until the present day of electrically propelled ships of the sea. Another film showed step by step the assembly of the smallest electrical motor produced, while yet another visualizes the development

of artificial light from the candle days to the present Mazda lamp, the intricacies of manufacture of which are shown.

Acknowledgment of appreciation is expressed to the General Electric Company for their co-operation in making possible the display of these splendid films.

Masonic Club Notes

The Pacific Electric Masonic Club will hold a dance, Saturday evening, March 21, at the Pacific Electric Club. Bridge for those who do not care to dance.

All members of the Pacific Electric Masonic Club are urged to be present and help make the affair a success.

No other regular meeting will be held during March.

SIX DEATHS IN FEBRUARY

Keeping up the disheartening death rate within our ranks, it is a sad duty to report that six of our fellows answered the inevitable call during the month of February. This number is, and those for the past several months, have been larger than the death expectancy in our P. E. Family, so it is hoped that the future months will spare us from so many deaths.

Words are shallow comfort to those left to suffer the loss of their dear ones, yet the wholehearted sympathy of sincere friends must bring a measure of relief. Deep condolence is expressed in behalf of the employee mass to the relatives of those who answered the call.

Those taken by death are as follows: David C. Cowan, Station Agent; Edward A. Cole, Assistant Trainmaster; William A. Bly, Light Inspector; Bernardo Olvera, Laborer, Engineering Department; Clyde B. Worsham, Conductor, Western Division, and Harold A. Mattison, Sub-station Operator.

Four of the above named carried both group and mortuary insurance, two having group insurance only. An aggregate of approximately \$16,000 was paid to beneficiaries named by the deceased.

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

P. E. DRAMATIC ART CLASS TO PRESENT TWO PLAYS

Exhibiting the results of their training during the last few weeks, the Dramatic Art Class of the Pacific Electric School, under the direction of Miss Alice McKie, will present two short plays during this month. Both presentations will be made in conjunction with regular motion picture shows and will be presented on both Friday and Saturday evenings.

On Friday and Saturday, March 13-14, "The Dear Departed" will be presented, followed two weeks later, March 27-28, by the play entitled "Two Crooks and A Lady."

See Club About Auto Insurance

Pacific Electric Club Members, you are entitled to greatly reduced rates on automobile insurance. If your present policy has expired, or will in the near future, it will be to your advantage to investigate this proposition further. Information can be secured at Club Office.

His Pedigree

The man was in the hospital after his first serious attempt to knock a train off the tracks.

"I fear I can be of very little assistance to you," he was comfortably assured by the doctor, "I'm a veterinary surgeon."

"Ah!" exclaimed the victim, "you're just the man for my case. I was a jackass for ever attempting to cross the track ahead of that train."



FREIGHT DEPARTMENT SOUTHERN DIVISION

By P. G. Winters

Spring is here, and with it the annual changing of runs, so fellows, "watch the board" is the slogan.

We were glad to have the opportunity with other fellow workmen in bidding "Dizzy" Carlson a farewell wave of good-bye as he left for the big city of Chicago. Here's hoping Carlson finds a job on his arrival.

Frank Girard is surely a hard man to keep track of. He moves around on different jobs so much, I can't keep up with him. Guess it's not Frank's fault, however, so we'll blame it on that fancy shirt.

We are all glad to see Jim Blake back running the night board with his little old yellow sheet watching the extra men make the allotted amount.

Tom Haymond has arrived back from his vacation. We asked him how the crops looked back home, but he was unable to tell us as he says the snow was so deep he didn't get a look at mother earth. Tom visited Salt Lake City and Denver.

Our old friend "Tiny" George Copp surely looks fine in a uniform. George has left us and returned back to passenger service. Now fellows, you all know what to do when you know George's train is due. Try not to stick him too much.

Frank Bradley says that he never noticed his caboose had flat wheels, but since Frank Hang has gone on vacation the flat wheels are driving him mad. Bradley says he hopes Hang hurries back.

While working on the 12:30 market job I wondered why Conductor Meyers handled just one car at a time, but I found the secret on looking over his help. "Red" Nelson with his wicked signals and "Chicken" Miller can't read the tickets on side of cars.



7th ST. WAREHOUSE

Daniel Sanchez

The boys of the Butte Street Yard have notified us that they are proud of their basket-ball team and they are ready to go. Jack W. Walsh is the coach.

Speaking of athletic sports, rumors are going around that our department will have a football team this year. We have at present an A-1 backfield composed by G. Horcasitas, G. Elias, Wm. Minyard and John Becker, a total weight of nearly 800 pounds. John Becker is noted for his speed—if there is any doubt of this watch him running after his street car at quitting time.

Checker James Burke had no trouble remembering what happened to his foot right after he started working for the Company some ten years ago. At present he is doctoring the same foot again. We hope he will be able to be back with us soon.

Stevadore Reymon Anderson is back on the job after two weeks vacation spent at home. Checker Albert Gilbert can be found at home, also on vacation.

The boys of this department would like to express their deepest sympathy to the family of Williams Bly, our Electrician, who passed away last month. We will always remember William's pleasant smile.

Mord Millard, who at present is our Special Deputy, in other words our Day and Night Watchman, reports his work is very enjoyable as long as some of those six and one-half footed colored boys stay away from his beat.

Night Chief Bill Clerk C. C. Brown has made the announcement of the arrival of a bouncing baby girl at his home Tuesday, February 27th. Mrs. Brown and the baby are doing fine but Papa Brown is more slowly recovering.

Vacationists this month: George W. Orr, Asst. Agent, taking balance of last year's vacation, at home weeding and planting crops. Other early vacationists are: H. F. Whitley at home and visiting local resorts; W. W. Wade, Industrial Checker, at home; W. S. McGraw, at home and F. Donald Masters, clerk, can be found with his father in the Imperial Valley.



SOUTHERN DIVISION

William Kaplan

On account of reduction of forces, Conductors J. H. Doherty, R. J. Stinson, J. Hugenott, C. W. Comstock, L. H. Emmons, N. Shields, E. S. Boice, C. L. Sullivan, L. K. Annis, C. I. Green, H. P. Beckman, F. W. Hale, H. J. Shoemaker, W. E. Sames, and W. E. Dixon were laid off on February 20th. We hope that increased business will warrant the speedy return of these men.

E. Stearns, K. H. Verrill, R. E. Cooke, E. Willett, Al Silverman, R. W. Jones and an unidentified man from Long Beach, distinguished themselves by brilliant bursts of oratory at the last Southern Division Trainmen's meeting.

Conductor and Mrs. Brouwer proudly announce the birth of a six-pound baby girl—Carol Marie. This breaks the long line of male babies born in the Southern Division ranks during the last few years.

It is reported that the last time Barney Wasserman of San Pedro was off work he had a screen test for the movies. "Well," says Barney, "look at Charlie Chaplin."

One of the most important suggestions made at the last Trainmen's meeting was that the Freightmen lay off now and then to avoid a further cutting of the freight board. This would perhaps stop the promiscuous dumping of freight men into passenger service with its resulting disastrous effect upon the passenger board.

A word of appreciation is due Mr. Goodman of the Adams & Goodman Company for the donation of the two silver loving cups presented to the winners of the Southern Division Bridge Tournament.

Conductor T. A. Lyons wants to stimulate business by encouraging the playing of bridge during the morning trip from Santa Ana. The Superintendent's office has agreed to furnish an improvised bridge table.



NORTHERN DIVISION PASADENA

Edmond C. Fox

C. M. Winchell, our highest degree of admiration is extended to you upon your recent achievement. Best wishes for your success. Mr. Winchell leaves the employ of our Company on or before April the first at which time he will open his office in the Citizens Bank Bldg. C. M. Winchell, Doctor of Osteopathy, Physician and Surgeon.

Conductor R. N. Penny, student of Pasadena Junior College and News Editor of their Weekly Chronical, had the great honor of an interview with Dr. Albert Einstein, Feb. 26th. A little colloquy which took place between them appears in the above mentioned periodical.

Do you know that H. Ralph Goller has a story in the March number of the Westland Love Magazine? This is an entirely new publication. If you are interested in romantic fiction, don't miss it.

J. G. Sprowl, the traveling Conductor, is possibly back on the job by this time. However we wish to state that when last heard from he was enroute from El Paso to San Antonio. Of course he made the trip across the border. His final destination was the quaint old City of New Orleans.

T. J. Morgan is ill and confined to his home. Our best wishes for a speedy recovery.

L. E. Neal is up and doing after an illness of several weeks.

We are glad to report that L. G. Bowers left the Hospital Feb. 9th. Although able to be about, it will be some time before he is ready for the fray.

C. F. Kellogg recently enjoyed a visit from an uncle, F. B. Kellogg, former Secy. of State.

A son was born to Mr. and Mrs. C. D. Harlan, February 7th. Paul Clifton is his name. Some boy, tipping the scales at ten pounds, ten ounces. Mother and babe are doing fine, thank you.



NORTHERN DIVISION

Eastern Lines

Ruth Thompson

The 21st National Orange Show was the main event in this city during the past two weeks, bringing its usual large crowds and stimulating business in general.

The new one-man cars started operation on the Colton-San Bernardino Line this month and are praised by every one for their comfort, appearance and excellent service.

Conductor L. B. Lord and Motorman J. B. Fox are both on leave of absence.

Motorman C. F. Hanover, Motorman B. L. Bradley and Conductor G. W. Ott have transferred to the South Pasadena Line. All three have worked from this terminal for a number of years and will be greatly missed by their many friends.

The Patton State Hospital sent 480 patients

down to view the Orange Show, as is their custom. The roll was called when they returned, to be sure they didn't have any more than were sent down. Mr. Peachey checked on Trainmen.

Conductor F. C. Woodburn and wife are the proud parents of a future one-man car operator, born on Feb. 15th, and weighing 8 lbs., 10 ounces. He has been named Donald Frank. Congratulations!

Behold the modestly blushing champions of the Horse Shoe Squad of the Mechanical Department—"Tex" Beauchamp and Henry Vial. They are thinking of challenging the Iowa players of Long Beach in the near future.

J. E. Gilbert, General Foreman of the Mechanical Dept. at this terminal, sustained a very painful injury to a knee when he tore the ligaments in getting down to see what made one of the new cars tick.

A San Bernardino matron was bringing home a large and luscious birthday cake and laid it down trustingly on the step of one of the new cars and, when she was on the pavement, reached in for it and got it out beautifully as far as the folding doors which cut it thoroughly if not scientifically. Was she mad?

Sub-station operator, Harold G. Matteson, passed away on February 24th. He had been in the employ of the Company since 1920. Our sympathy is extended to Mrs. Matteson.

We were also very sorry to learn of the death of the mother of Fred Tingleas. Mr. Tingleas is employed in the Mechanical Dept. here.



MACY ST. TERMINAL

D. B. Van Fleet

When the Mission Play opened for the current season on February 1, Conductor A. R. Talbot and Motorman P. A. Bowles, Macy Street, were again placed in charge of the Mission Play Special as during last season's run.

We are indeed glad to see Conductor E. Neprasch back on his South Pasadena Line run after having undergone an extremely serious operation.

It'll take more than the proverbial ten-foot pole to now touch Conductor I. W. Holm, South Pasadena Line, after the great event of the night of February 19, last, when he became the mighty proud father of a 6 $\frac{3}{4}$ -pound baby daughter. Congratulations, Mr. and Mrs. Holm!

The following trainmen recently transferred to Macy Terminal: Conductor G. W. Ott and Motorman B. L. Bradley, from San Bernardino, and Motorman W. L. Douglas, from Pasadena. Welcome to Macy, boys!

The annual National Orange Show held at San Bernardino the latter part of February proved to be a decided boon to the men on the extra board at Macy Street, who otherwise would have had a comparatively quiet month's work.

Conductor R. H. Frantz, Macy Street, was the recent recipient of a truly extraordinary message, that informed him that a sister in Watsonville was the mother of newly born triplets, two boys and a girl. Congratulations!

The change in runs on the new San Gabriel Line timetable brought Conductors B. S. Holbrook and H. Wisner and Motormen R. E. Sanders and J. B. Thompson back to Macy Street from Alhambra. Welcome home, boys!

The regular Northern Division Trainmen's meeting was held in the Macy Club Room on Friday night, February 27. The attendance was good and the discussions lively. After the business session a light lunch was served.

Saturday, February 28, was Iowa Picnic Day for 1931, the great gathering being at Lincoln

Park on the Sierra Vista Line. Travel on all lines was noticeably greater throughout the day, especially so, on the Sierra Vista locals.



HILL ST. STATION

W. H. Jenkinson

There are two new faces at Hill Street. They are no other than Conductor H. W. Sutton, who bumped on the San Fernando Line, and Motorman L. C. Larson, who bumped on the Glendale Line.

Conductor W. J. Griffon has returned to work after being off 15 days with a sprained ankle. Watch your step, boy!

Conductor E. Adler is back on the job after spending a day and a night in the hospital, where a small bone was rmeoved from his nose.

An old prospector will tell you "There's gold in them thar hills," but Conductor H. L. Edwards will tell you there's no more tonsils in his throat. He had his removed while on vacation.

Conductor W. H. Griffith of the extra list has returned to work after spending the past two months touring the southern states, including "Jaw-ja." Mrs. Griffith accompanied him.

Assistant Superintendent Steve Wilson has returned to work after being confined to his home several weeks. He was critically ill for a week, but his vitality was strong enough to pull him through.

Conductor A. E. Stowe of the San Fernando line journeyed to the land of Zion—Salt Lake City—on his vacation.

Conductor C. D. Kidd of the Hollywood Line is the proud owner of a new Buick Six; in fact, he was so proud he drove it all night. He then had only a few minutes to sleep before going to work, but somehow he didn't wake up and missed out on his run.

Motorman W. C. Yerian of the extra list, motored to San Francisco and Yosemite National Park on his vacation.

Jesse Hanselman, Manager of the P. E. Basketball team, wishes to announce that the P. E. team may be seen in action every Wednesday night at 8 p.m. at the Sentous High School. Mr. Hanselman, who is also Manager of the Subway Trainmen's Baseball team, is being congratulated on his team winning the pennant of the San Fernando League. The game on February 8 with Ocean Park was the deciding game as both teams were tied for first place. Ocean Park Trainmen had been putting up a stubborn fight all the way through, but the Subway finally nosed them out of first place by defeating them with a shut-out score of 4 to 0. Ocean Park deserves lots of credit for the class of ball they played throughout the season.

The following men took their annual vacation beginning February 10: Motormen: H. Miller, G. C. Culver, W. H. Surtz. Conductors: O. L. Mathew, R. C. Best, H. W. Wilkins, H. L. Edwards. The following, beginning February 25: Motormen: E. L. Converse and H. M. Combest. Conductors: J. R. Dick and W. B. Smith.



ENGINEERING DEPT.

Thelma Meighan

Anyone desiring snails for their goldfish bowls should see F. M. Brown, Material Clerk.

Miss Helen Rapp, Messrs. Harold Smith and Johnny Blackburn were members of a party of young people who spent Washington's birthday at the P. E. Camp. They report some "slick" skating.

Mr. Gould spent the holiday motoring through Death Valley. He reports distinctively beautiful scenery and a superfluity of wide open spaces.

Washington's birthday being a patriotic event, Miss Nancy Kelly dusted off the "Chevy" and took it up to see the Governor.

To be married nine (consecutive) years this day and age is something to be proud of, and we have noticed a slight expansion in the chest of "Doc" Shaw, who celebrated his ninth wedding anniversary February 18.

Inspector Eaton of the Structural Department has made a minute inspection of a Glendale goat, so we hear.

Charley Sein became confused in his dates, not having come to work Monday, the 23rd, and nearly had a headache on Tuesday.

Neal Lambert, Paving Foreman at Riverside, has returned to his home after having had a serious operation. Mr. Lambert seems to be recuperating very nicely, and although it will be necessary for him to undergo another operation soon, we feel confident he will be back on the job in a short while.

William R. Grant has returned to work after an absence of several days on account of sickness.

Mr. Jerry Rons was off two days on account of sickness.

Mr. Carl Shenefield might be termed the "Miracle Man," as we understand that he overhauled his Durant with a can opener and a screw driver.

Arthur Woodbridge took a Sunday off this last month and gave the new Chevrolet a good work out. Who knows, maybe he will enter it in the Indianapolis race Memorial Day.

The Roadway Equipment Bowling Team came to life and won four points late last month. Investigation reveals that "Sandy" Williams had "one of those nights." Further investigation shows that he has been practicing rolling motor car wheels around the speeder shop.

Fred Linne spent February 22 and 23 building a grape arbor. The question now arises as to what he will do with the grapes. He don't like 'em fresh.

Chas. "Kingfish" Estes, who last month was the victim of three "Eat 'em Alive" hold-up men, wants to follow Al Capone's example and hire about six husky gunmen to follow him around for protection. This month he had his pockets picked, in spite of the fact that he, as Prexy of the Rod and Gun Club, keeps his pockets full of fish hooks. Next month we expect to hear that some "Gold Brick Artist" has sold him the new City Hall.



MECHANICAL DEPT.

Carleton B. Bell

"Spring is here," no question about that. Everywhere I go through the Shops someone wants to know the latest dope on gladiolus and other flowers, especially glads. A few virulent infections from the glad bug like that of Mary Baldrick, Louie Brown, Bob "Kunderd" Boyd and myself, soon spreads to every susceptible person near, and it is doing a wonderful job of spreading among the men in the shops. Another year like this one for spreading and the Torrance Shops could put on a gladiolus show unassisted.

Keep your ears and eyes open, fellows, for announcement of the P. E. Employees' Flower Show. As the monkey said when he backed up to the mowing machine, "It won't be long now."

Joe Vivoda is back on the job this morning (March 2) after a long absence, due to injuries. We are glad to have his smiling countenance around again. We don't know whether sunny Italy should receive the credit for his sunny disposition or if his Irish wife is the source of his perpetual smile, but anyway it is there

and the combination works fine. All Joe's fellow workmen who visited him while he was off disabled, with the intention of cheering him up, came back with the report that they got cheered up themselves instead. "Atta boy, Joe."

A story with a point—Herman Davis (colored) to J. E. Dickson, Genl. Foreman of Freight Car Repairs, as he came hurrying along with his hands all dirty: "What's the mattah, Mr. Dickson, did you all fall down?" Leave it to those boys to pull the good ones.

A last minute report from the wood mill is to the effect that Dolph Cain was married recently. This being late for Magazine news I have not had time to get Dolph's side of the story, but gladly leave that to interested parties in the shop.

Otto Martain had such a good joke on himself that he had to tell it and I pass it on as the best in its class so far.

Otto recently visited a city south of San Diego and started back via the Silver Strand and Coronado. Arrived in Coronado he looked around for a good parking place and followed the traffic into a place where many others were parking. He too late discovered that his parking place was on the Ferry and that he was on his way to San Diego with the rest of the traffic and that he had several hundred feet of ocean water between him and Coronado, which he had wanted to look over.

Otto looks parking places over since then like a good aviator looks over a strange landing place.

Al Rice has a wonderful flock of hens; if you doubt it, ask either Al himself or Mr. Crocker. One of the aforesaid hens laid an egg the other day that would have done credit to an ostrich and Al presented it to Mr. Crocker with appropriate words. If you want to know more about it, just ask "Crock," in fact, don't fail to ask him when you see him next time. (You all know "Crock." He's that genial Westinghouse Air Brake man.)

New autos noticed around the office lately are Otto's new Ford and Dave Metcalf's new Oldsmobile. Now that the soldiers' bonus money is available there will probably be more to report next month. I might even spend some that way myself. Quite a number of the boys have been making new cars out of their old ones lately by taking advantage of the opportunity to buy a good valve oiler at a bottom price. Ask Stuart Johnson about the change they make in a car (he has an old Star), and ask John Vanderzee about the oilers.



ACCOUNTING DEPT.

George Perry

Efforts of your correspondent to obtain news for this issue was almost good for naught, but here it is:

We all join in welcoming back to the fold Miss Templeton, who was away for many weeks.

Mrs. Marley, who also was away on sick leave for many weeks.

"Bill" Scholl, who had his tonsils removed, is just commencing to get his appetite and voice back.

Mr. Keller went north for a few days' vacation.

Anna Beseman spent a few days in San Francisco visiting with her sister.

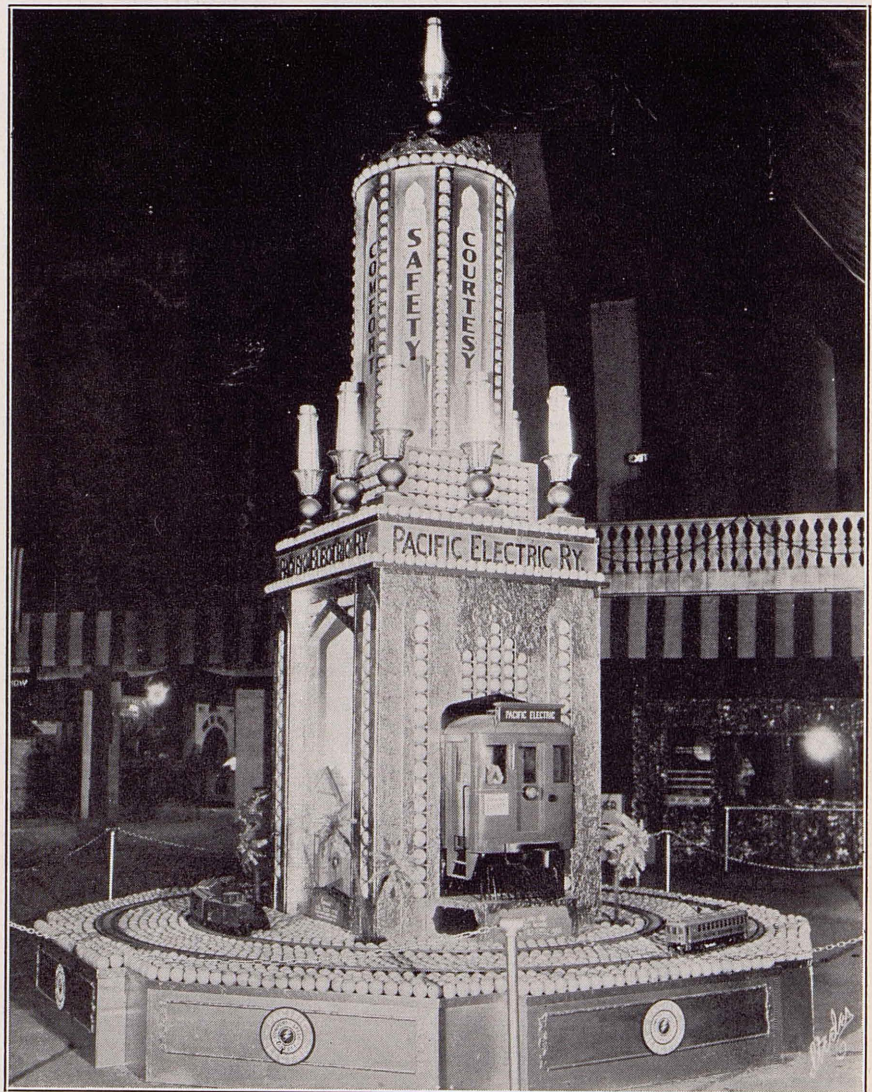
He: "Billy the Kid, the famous Arizona desperado, killed nineteen men before he was twenty-one."

She: "What kind of a car did he drive?"

Mother (to Tommy, who has come home late for dinner): "If you wanted to go swimming, why didn't you ask me?"

Tommy: "Because I wanted to go."

Our 21st Orange Show Exhibit



Pacific Electric exhibit at 21st National Orange Show last month.

CONTRIBUTING our share of beauty and at the same time telling some 200,000 persons of the various types of service rendered by this railway, the Pacific Electric's entry at the 21st National Orange Show just concluded, measured up to any of our previous exhibits both in artistry and interest to visitors. Incidentally, our management has entered a display at each of the 21 orange shows at San Bernardino, which is some sort of a record for consistency in aiding the exploitation of the orange and other virtues of Southern California.

Our huge display was in the form of a Persian mosque dome, brilliantly illuminated, into which was woven the type of passenger, freight and motor coach service rendered by this company. Decorated pillars and minarets added to the pleasing architecture. The color scheme was a deep bronze with gold and green, which, garnished by some thirty-odd boxes of oranges and

grape fruit, together with indirect lighting effects, made the exhibit as picturesque as any within the huge enclosure. Emerging from one side of the display was the front end of a big red car, while a miniature freight train and passenger car were kept in constant motion much to the pleasure of the little folks. On the sides were drawn pictures of the Palisades at Santa Monica and the Catalina Dock at the Los Angeles Harbor, while in the upper dome the words "Courtesy, Safety, Comfort, Speed and other virtues of our service were broadcast in emphatic terms to the onlooker. The exhibit was twenty feet high over all and occupied a floor space of 196 square feet.

This year's exhibit was again entered and the construction of it supervised by George H. Blyth, Advertising Manager, to whom credit is due for this and other splendid entries at preceding Orange Shows.



Small Boy: "Dad, gimme a dime."
 Father: "Not today, sonny, not today."

Small Boy: "Dad, if you'll give me a dime I'll tell you what the ice man said to mama this morning."

Father: "Here, son, quick, what did he say?"

Small Boy: "He said, 'Lady, how much ice do you want this morning?'"

Mrs. Withers had been to the talking pictures for the first time.

"Ow did yer like it, Nell?" asked her friend.

"All right enough, but to tell yer the truth, I'd rather 'ave been to one of the old unspeakable ones."

I'd rather be a has-been

Than a might-have-been by far,
 For a might-have-been has never been:
 But the has-been was an are.

A stout matron is a flapper gone to waist.

Men may have their failings, but they don't kiss when they meet on the street.

Interwoven?

Hubby: "You haven't mended these socks."

Wifey: "You didn't buy that coat you promised me."

"No, and I don't intend to."

"Well, if you don't give a wrap, I don't give a darn."

Tit for Tat

He: "Now that we are married, perhaps I might venture to point out a few of your little defects."

She: "Don't bother, dear; I am quite aware of them. It was those little defects that prevented me from getting a much better man than you are."

Things you should keep: Tempers, sunny dispositions, secrets. Things you should not keep: Grudges, ugly dogs, late hours, borrowed books.—Sunshine.

A railroad man was ready to make his usual run. His wife instructed him to get her some turkey eggs to set. In passing through a small town, a country lad approached the engineer and asked him, "Don't you want to buy some buzzard eggs?"

Seeing an opportunity to play a joke on his wife, he gave the lad a nickel for them. About a month later he asked his wife:

"How are your turkeys getting along?"

"Oh, I decided it was getting too late for turkeys, so I put them in your lunch."

Abie says: "Two pints make one cavort."

Professor: "You missed my class the other day!"

Student: "Not in the least, I assure you."

Mary Lee: "Bill is an awful pest—he never seems to know when to stop."

Mary Lou: "That's strange. I was riding with him last night and he found a dandy place."

MacTight: "I have nothing but praise for the new minister of our church."

O'Malley: "So I noticed when the plate was passed around."

Ready to Please

"Waiter, an egg, boiled not too soft and not too hard—toast, also not too hard but well browned."

Yes, sir; any special pattern on the china?"

The Man Who is Paid

There's pay for the man who can follow a plan

And carry the details through;

But the man whose pay is the most per day

Is the man who can plan and do.

When a man has to ask you to point out his task,

There's very small pay attached to it;

For the man gets the pay who is able each day

To discover his task and then do it.
 —Frank H. Phillips.

"Has you made all arrangements for your marriage, Mandy?"

"Well, not quite, Dinah. I'se got to buy a trooso, an' rent a house, an' get mah husband a job, an' buy him a good suit o' close an' get some regular wash-in' to do. An' when them's done ah kin name the happy day."

Sympathy is what one woman offers another in exchange for the details.

Golf Widow: "You think so much of your old golf game that you don't even remember when we were married."

Bug: "Of course I do, my dear; it was the day I sank that thirty-foot putt."

A slow-pay customer sent the following note to his grocer: "Please send six dozen eggs; if good, will send check."

The grocer, however, was not doing any business on such risky terms, so he wrote back: "Send check; if good, will send six dozen eggs."

Quick Thinking

Returning from a meeting he absently started to tell his wife about the speaker who had, in a lighter moment, offered a silk hat to any man present who could stand up and say he had never kissed another woman since he had been married.

"And would you believe it, Mary—not a man stood up."

"George," said his wife severely, "why didn't you stand up?"

"Well, dear," he replied, after an almost imperceptible hesitation, "I was going to but you know I look like the devil in a silk hat."

"Brethren and sistern," began the clergyman, "I will preach to you dis morning on the present style of women's wearing apparel, taking my text from the Book of Revelations."

The man who thinks he can't is usually right.

A man is something that can see a pretty ankle three blocks away while driving a motor car in a crowded street, but will fail to notice, in the wide, open countryside the approach of a locomotive the size of a school-house and accompanied by a flock of 42 box cars.

Cause for Thanksgiving

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

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

"I call her 'Shasta.'"

"Because she's a 'daisy?'"

"No; because she has to have gas, she has to have oil, she has to have air, she has to have something all the time."

The Kansas City Star reports a Lakin, Kan., druggist who sent a shipment of ice cream by parcel post with the inscription: "If not delivered in five days, never mind."

A certain salesman was proposing to his best girl.

"And, sweetheart," he finished, "I'll lay my whole fortune at your feet."

"It isn't a very big fortune," she reminded him.

"I know, dear," he replied, "but it'll look awful big beside your little feet!"
 He got the girl.

Mr. Jones had just returned from the office and was introduced to the new nurse, who was astonishingly pretty.

"She is sensible and scientific, too," said Mrs. Jones, "and she says she will allow no one to kiss the baby while she is near."

"No one would want to," replied Mr. Jones.

"Indeed!" snapped the fond mother.

"I mean, not while she is near," faltered the father, endeavoring to make things better.

The nurse did not stay long.

TRAVEL RULES 100 YEARS AGO

Railway travel may yet be improved, but conditions are certainly far better than they were a hundred years ago!

How great have been the strides of improvement during the past century one may readily glean from an item carried in the Jersey Central News, being a copy of the rules for traveler on the first railway of England, the Liverpool & Manchester, a prized document preserved among the archives. Incidentally the centenary of this railroad was observed in England this spring.

"(1) Any person desiring to travel from Liverpool to Manchester, or vice versa, or any portion of the journey thereof, must, twenty-four hours be-

forehand, make application to the station agent at the place of departure, giving his name, address, place of birth, age, occupation, and reason for desiring to travel.

"(2) The station agent, upon assuring himself that the applicant desires to travel for a just and lawful cause, shall thereupon issue a ticket to the applicant, who shall travel by the train named thereon.

"(3) Trains will start at their point of departure as near schedule time as possible, but the company does not guarantee when they will reach their destination.

"(4) Trains not reaching their destination before dark will put up at one of the several stopping places along the route for the night and passengers

must pay, and provide for, their own lodging during the night.

"(5) Luggage will be carried on the roof of the carriages. If such luggage gets wet, the company will not be responsible for any loss attached thereto."

"How is the milkmaid?" he said with a bow.

"It isn't made, sir—it comes from a cow."

A stout woman drove up to a filling station: "I want two quarts of oil," she said.

"What kind, heavy?" asked the attendant.

"Say, young man, don't get fresh with me," was the indignant response.

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
Ayres, Howell, M.,	Indigestion.....	\$ 24.00	Curtis, Thomas L.,	Fractured Finger ...	150.00	Mittermeir, Mike,	Hernia	90.00
Ballinger, Ernest E.,	Influenza	32.00	Doone, Jas. S.,	Pleurisy	100.00	Neprasch, Emil,	Cold	80.00
Bell, Ernest E.,	Bronchitis	20.00	Gresham, Elias F.,	Influenza	70.00	Richards, Wm.,	Tonsilitis	52.00
Bidwell, Merle F.,	Hernia & Appendicitis	80.00	Harmer, Ralph T.,	Fractured Ribs	70.00	Roberts, Jos. L.,	Hernia	60.00
Boardman, Robert T.,	Cold	29.33	Hood, Clinton,	Lumbago	46.00	Short, Chas. B.,	Appendicitis	106.66
Carnart, Fred'k.,	Influenza	114.00	Holm, Ivan W.,	La Grippe	32.00	Shurtz, Wm. H.,	Cold	30.00
Christian, Henry M.,	Broken Toe	33.33	Kellogg, Clifford,	Quinsey	24.00	Stinson, Ralph J.,	Cold	32.00
Clary, Roy E.,	Influenza	52.00	Lowery, Edwin F.,	Hernia	114.00	Stinson, Ben R.,	Influenza	30.00
Covell, Lloyd H.,	Cold	30.00	Lundgren, Ethel L.,	Gastro-enteritis	48.33	Taft, Fred'k A.,	Gastritis	20.00
Crunk, Robert R.,	Infection	46.00	Massingale, Wm. E.,	Fractured Skull	990.00	Vivoda, Jos. J.,	Broken Collar Bone.....	78.33
Crutcher, Carmen C.,	Cuts and Bruises ..	41.66	Martin, Geo. R.,	Gastritis	26.00	Zumwalt, Jesse A.,	Fractured Foot.....	35.00
Curran, Richard V.,	Strained Neck	40.00	Milnes, Raymond C.,	Gastritis	24.00	Trine, Darrell O.,	Illness	3250.00

SEE OUR AGENTS ABOUT THIS INSURANCE: J. J. Hull—J. R. Dougher — or — Wm. L. Thomas, Room 219, Associated Realty Bldg. Phone: TRinity 3526 or TRinity 3527

PACIFIC ELECTRIC EMPLOYEES!

You will appreciate the 62,350 square feet of building and service space . . . modern facilities and complete equipment . . . 24-Hour Service that is now available to you at our new Main Store at 1415 East Ninth Street.

GOODYEAR TIRES - EXIDE BATTERIES - GAS & OIL
ELECTRICAL, IGNITION & BATTERY SERVICE
BRAKE SERVICE - LUBRICATION - HEADLIGHT ADJUSTING

Special Courtesies to Pacific Electric Employees



MAIN STORE

1415 EAST NINTH ST.

TRinity 6565

"16 CONVENIENT STORES"

When Dealing With Advertisers Please Mention "The Pacific Electric Magazine"

NO RISK - NO LOSS!

Systematic
Savings is
What Counts

We are not satisfied with ORDINARY safety!

We loan money where, and ONLY where, ALL element of risk is gone.

In other words, we loan only on First Trust Deeds on Improved Real Estate.

Why? No investment on earth is safer. It is where great life insurance companies invest most of their funds.

Also, our loans are installment loans. The borrower starts at once to pay off both the principal and interest.

You Can
Start An
Account
With \$1

THE RAILWAY MUTUAL BUILDING AND LOAN ASSOCIATION

Suite 217, Pacific Electric Bldg., Los Angeles

Phone TRinity 8075

We MUST Be - - -

Eyes Troubling?
Our Optician
Dr. E. W. Chichester
Can Relieve Any
Difficulty You
May Suffer With
Your Eyes.

No, we can't say it. Honest, we are too modest! And not for the world would we want to be considered conceited.

But something must be said and our space is getting less with every word, and every minute we're getting more nervous!

Ain't no use. Can't think of a thing else, so just must—modesty or no modesty—say what we started, and that is:

We Must be Good

because we are Official Watch Inspectors for—

Pacific Electric Railway Company,
Los Angeles Railway Corporation,
Los Angeles Motor Coach Company, and
Pickwick Stage Lines.

V. A. Corrigan Company

Official P. E. Watch Inspector for Nine Years

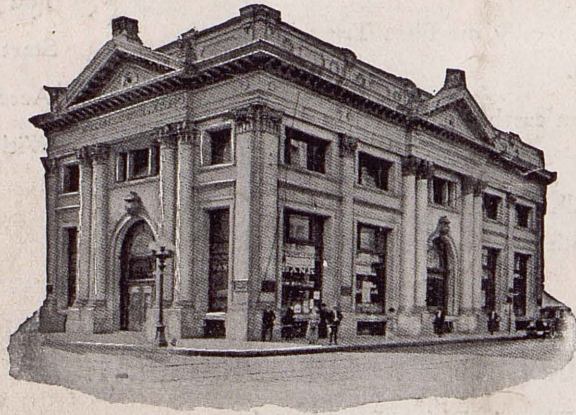
J. E. Adams, President

631 South Main Street

VAndike 9387

THE FARMERS AND MERCHANTS NATIONAL BANK

OF LOS ANGELES



Your Pay Check is Payable at

THE OLDEST BANK IN SOUTHERN
CALIFORNIA

COMMERCIAL ACCOUNTS

TERM ACCOUNTS

SAFE DEPOSIT

ESCROWS

TRUSTS

This is the oldest Bank in Southern California, and the largest Bank therein whose assets have never been increased by mergers, or consolidations with other Banks.

THE FARMERS AND MERCHANTS NATIONAL BANK
OF LOS ANGELES

P. E. Dental Surgeon

Authorized branch of your
Medical Department

Dr. Samuel Kaufman

826 P. E. Building
Sixth and Main Streets

STOWELL HOTEL

12 Stories

275 rooms all with
private baths and
circulating ice water.



Special rates to P. E. Employees
of \$25.00 and \$30.00 a month.

Operated high class in every
respect. Located in the heart of
city.

STOWELL HOTEL

418 SOUTH SPRING ST.

J. Manning Murfee, Mgr.

Phone, TRinity 3011

"Let's Get Associated"

ASSOCIATED GASOLINE

is

Equi-fractionated

for

- 1—STARTING
- 2—PICK-UP
- 3—POWER
- 4—SPEED
- 5—MILEAGE