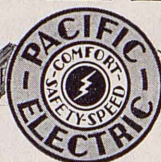


# PACIFIC ELECTRIC



# MAGAZINE

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No. 12



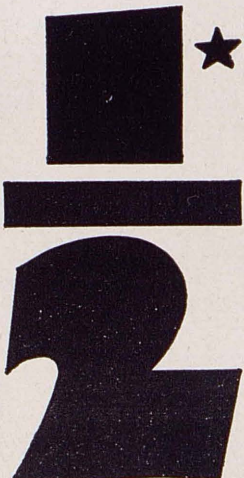
*"God gives us friends, and that means much;  
But far above all others,  
The greatest of His gifts to earth  
Was when He thought of Mothers."*

*Make Every Day Mother's Day!*



EVERY SUNDAY IN MAY..... and Memorial day

# INTERURBAN ROUND TRIP fares slashed



THESE smashing reductions good every Sunday in May (also Memorial Day) between all points on Pacific Electric Railway and Motor Transit Lines. Minimum charge for these Sunday and holiday excursion tickets is 25c for adults and 15c for children. Return limit same day.

Chance of a lifetime to get acquainted with Southern California playgrounds and beauty spots you've always intended seeing. Visit mountains, beaches, Missions and resorts in swift, safe, traffic-free comfort at lowest fares ever offered.

★...Exact rate is round trip for regular one-way fare... approximately 1/2 price.

## EXAMPLES:

BETWEEN	SPECIAL SUNDAY FARES		REGULAR FARES	
	Adult	Children	Adult	Children
<i>Los Angeles and</i>				
Venice-Ocean Park-Santa Monica*	.30	.15	.55	.30
Long Beach*	.45	.25	.80	.40
Balboa-Newport*	.85	.45	1.30	.75
Redondo Beach-Hermosa Beach*	.40	.20	.70	.35
Los Angeles Harbor*	.45	.25	.80	.40
San Gabriel Mission*	.25	.15	.40	.20
Riverside	1.35	.70	2.30	1.15
San Bernardino	1.35	.70	2.30	1.15
Pomona	.70	.35	1.20	.60
Santa Ana	.75	.40	1.30	.65
Big Bear Lake	4.25	2.15	7.25	3.65
Lake Arrowhead	3.00	1.50	5.00	2.50

\*—Pacific Electric only

Similar Reductions everywhere on either system. Tickets also sold on all cars and stages. For further information, ask any agent.

Take a trip  
THIS  
SUNDAY

Fare Cut Extended Through May . . . Every Day

**MT. LOWE \$1.50**

This special reduced fare to Mt. Lowe was so popular we have extended it for another month. GO NOW!

Roundtrip from Los Angeles  
\$1.25 FROM PASADENA

**PACIFIC ELECTRIC RAILWAY**



6th & MAIN, 4th & HILL, Telephone TU:ker 7272

**AND MOTOR TRANSIT STAGES**

FIFTH and LOS ANGELES STREETS, Telephone MAdison 2461





# Why Secure the "I Did Not See It" Witness?

Speed, Care, Weather, Time, Whistle, Bell, Wig-wag, Brake Application are Often Defense Weapons to be Secured from Hesitant Witnesses

By S. A. Bishop, General Claim Agent

**E**VERY man who operates a train or motor coach meets the witness to an accident who assures him: "I did not see the accident."

I wish to urge you to continue your efforts to secure the name of that witness. You should not feel that this is an unreasonable request, for the passengers whose names you desire to secure undoubtedly feel that way about it and I am asking you to make an unusual effort, if necessary, to get their names and address, notwithstanding.

There is a real sound reason for this request, since most passengers having had no experience as witnesses in Court, do not appreciate the value of such evidence as they may be able to give. They can testify to certain facts or circumstances leading up to the accident which will enable the railway company to establish its defense.

## Cite Example

For instance, a passenger falls in a car or motor coach. Many of his fellow passengers will say, "I did not see the accident" for the reason that they did not see him fall, having only observed him after he fell. Nevertheless the evidence of these witnesses is very material to the issue as to the responsibility of the Company for the injury or accident.

The law recognizes the fact that all cars and coaches proceeding along in a normal way will make certain stops and starts, jerks and jars, which are incidental to the operation of any vehicle. However, in the case where the passenger has been thrown down in the coach or car, the question arises whether the car or bus gave an unusual lurch or jar, or started in an unusually rough manner, or stopped in too abrupt a manner.

The Motorman or Driver of the coach must always have in mind that he should operate his car or bus with the knowledge that he is carrying passengers, some of whom may be so situated in the vehicle, particularly

where they are moving about from one part of the car to another, that any sudden swerve or sudden stop will cause an accident and injury to such passengers. Witnesses to this class of accident are of vital importance, since every one of them should be able to say whether the movement of the car or bus was unusual. The conclusion follows that if these witnesses testify that the movement of the car or coach was just of the ordinary motion the Company is not responsible for the accident.

Where your car or coach collides

may prove to be the deciding factor in the decision rendered. They frequently can testify as to the speed of the car, as to the signal sounded, and as to the action or efforts made by the Motorman to stop the car or coach.

You need never discuss the facts of the accident with such a prospective witness. Just base your request upon your desire to live up to the rules of this Company to secure witnesses. Make it plain to him that the securing of his or her name may mean much to you personally.

Competent investigators, representing the Company, will call upon such witnesses and secure their statements as to the material facts at issue.

It is conceivable that a passenger in the rear end of a coach or car, having no knowledge of any accident until it has occurred, can testify, not only as to the rate of speed at which he was riding, and as to signals given, and also as to the manner in which the car or coach stopped. He may even go further, and being more observing than other witnesses, can testify as to daylight or darkness, as to whether signal lights were burning on the vehicle or at the crossing, whether the rails were wet or dry, and as to many other facts which may be brought into the case on the trial of such a law suit.

## Passenger's Reason

Most witnesses who say "I did not see the accident" and demur about giving you their names are acting in good faith, not being particularly reluctant on any account about serving as a witness. They are, as I have endeavored to demonstrate, often just mistaken in appraising the value of their evidence.

I should like to feel that I can rely upon you to respond to my suggestion that you use greater diligence and all the diplomacy that you possess to the end that we may secure the names of this class of witnesses who feel "that they did not see the accident."

## Get Witnesses, Mr. Trainman!

**O**NE single little circumstance, absolutely trivial to all appearance, frequently decides legal arguments, upon the outcome of which hinges thousands of dollars.

Railways and other corporations are often made defendants in cases at law which develop from the most trivial accident, the damage or injury from which is magnified a hundred fold. Witnesses who were present, but who did not actually see an accident frequently are able to give testimony which has a greater effect upon the decision of the court or jury than those who saw it happen.

The person who did not see the mishap can tell many things that the eye witness, who because of his concentration or mental distraction before and upon viewing a mishap, is unqualified and unable to recall clearly. Such a person has a much better idea of speed; of distance before coming to a stop; whether a gong or whistle was sounded; he will recall better if the wig-wag was working; also as to the time, weather and any number of important incidents.

Here's a case in point: A passenger claimed she had been thrown to the ground due to car starting while she was unboarding, and that car made two stops. The crew claimed that she unboarded before car had come to a stop, and that only one stop was made. A lady friend of the injured one bore out the testimony of the complainant. The Court decided in favor of the injured person. No witnesses were secured, because, as they said, "I did not see the accident." The testimony of one single witness, bearing out that of the train crew, would have saved thousands of dollars.

This Company willingly pays for accidents for which it or its employees are at fault. Witnesses, including those who "did not see the accident" are essential, both to determine whether we should pay, or to convince the court or jury that we should not.

So, Mr. Trainman, use all your persuasive power, plus tact and diplomacy, but get witnesses!

with an automobile, many of your passengers will also assure you that they did not see the accident. They will state that their attention was only attracted by the sudden stopping of the car and the impact of the collision. Please use tact, diligence and patience to secure the names of even those who assure you they did not see the accident.

Such witnesses, not having their attention distracted by watching the movement of the vehicles as they approached the point of the collision,

Bargain? 30-cents to Venice, Ocean Park and Santa Monica! 15-cents for Children!



# Power and Transportation Have Led the Way

## Edison Company Have Unfailingly Supplied Pacific Electric and All of Southern California's Needs for Electrical Energy

THE histories, present interests and futures of the Pacific Electric Railway and the Southern California Edison Company, Ltd., for many years have been and today are closely paralleled. This community of interest has held since the days of the earliest predecessor companies of the two organizations and has enabled, to a large extent, the individual development which has been attained. Likewise, this reciprocating, inter-organization development has contributed immeasurably to the progress and prosperity of Southern California. Even the most casual study of the records of the Pacific Electric and the Edison company would reveal clearly how the scope of service of one has grown with

By Fred B. Lewis,  
Vice President & General Manager,  
Southern California Edison Co., Ltd.

requirements of the Pacific Electric Railway, and the demands of a long list of essential electric services in the homes, stores, shops, industrial plants and in agriculture in the territory of 55,000 square miles in which the company operates. This demand for power in 1930 totaled 2,448,074 horsepower, delivered through 467,098 meters.

About the time cable cars began displacing horse cars in Los Angeles, the foundation for the Edison company was laid at San Pedro with the beginning of a small electric plant representing an investment of between two

ing village. When the city trustees cancelled the street lighting contract, the young utility company was left without sufficient business to warrant the operation of so large a plant and it was shut down. Later, the eighty horsepower boiler and engine and the thirty-arc lighting dynamo were moved to a small frame building on Twenty-second street near Vermont avenue, then outside the city limits of Los Angeles, and in December, 1895, began operations as the Walter S. Wright Electric company with five commercial arc lights and three street arcs as the total connected load. The men behind this venture were E. E. Peck, Walter S. Wright, William R. Staats and George H. Barker. In June, 1896, the company was incorporated as the West Side Lighting Co., with a capitalization of \$500,000.

### Early Pioneers

While the business of this company was being developed so rapidly that its plant was soon outgrown, another group of pioneers had been at work in Redlands developing hydro-electric generation and long distance transmission. This group consisted principally of H. H. Sinclair, Henry Fisher and A. W. Decker, an electrical engineer. They organized the Redlands Light

Below: Air view of the Long Beach steam generating station. New additions will give it capacity of 690,000 horsepower.



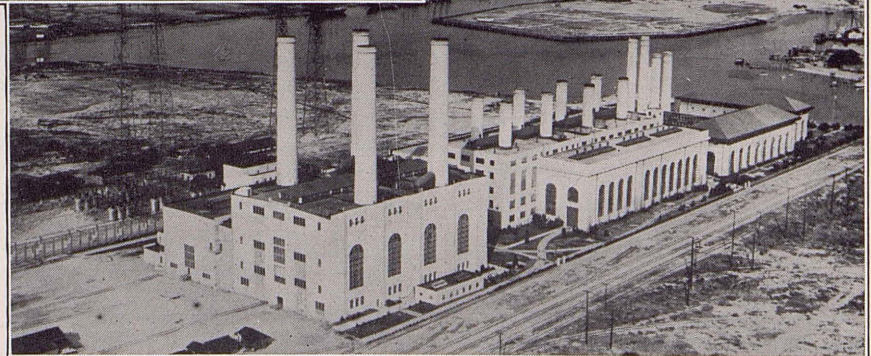
Above: Big Creek Power-house No. 1 of the Edison Company, located in the High Sierra, Fresno County.

the expansion of activity of the other. The process is continuous, and instances are too obvious to require the citing of examples.

### Closely Allied

There is today a close physical connection between the Pacific Electric Railway system and the power system of the Edison company. The latter supplies the full power requirements of the railway system with major points of power delivery at Dominguez Junction, Valley Junction, Ivanhoe, Torrance, Pasadena, Arcadia and Temple, and San Bernardino. The peak load, or maximum simultaneous demand, required to keep the railway system in operation is approximately 40,000 kilowatts, or nearly 60,000 horsepower.

There is much of interest in the steps by which the Edison company attained its ability to meet the power



and three thousand dollars. That was in 1888. The Edison company of today is an organization with combined assets of approximately three hundred and seventy-five million dollars.

San Pedro then, ten years before the rock for the outer harbor breakwater was dumped from barges off Point Fermin, was little more than a fish-

and Power company in 1892 and built a hydro-electric plant at the mouth of Mill Creek canyon eight miles from the city of Redlands, installing two 250-kilowatt three-phase generators. This was the first hydro-electric three-phase long distance plant in the world and these generators are still in daily

(Continued on Page 15)



## Flower Show Promises Fine Exhibition Next Month

“COMING EVENTS cast their shadows,” the shadows in this instance implying the Second Annual Flower Show which will be held in the ball-room of the Pacific Electric Club, Friday and Saturday, June 12th and 13th.

Following the success he achieved in the initial effort to stage such a pageant last year, Earle Moyer was again chosen as Manager for the current exhibition. With the good, if time-worn, circus slogan “bigger and better” as their goal, Mr. Moyer and his corps of assistants have already worked up sufficient interest to assure that the entries this year will not only nearly double those of last, but that the exhibits will be of greater variety. Those who recall the glamorous scene of the exhibits last year know the treat that is in store.

A bulletin issued last month covered the following details concerning rules of entry and other information bearing upon the placing of exhibits:

All employes and their families, including the Motor Transit Co., are eligible to enter exhibits in the Flower Show. No entry fee or other charge will be made. Appropriate prizes will be awarded on the basis of judging by competent florists and nurserymen.

There has been established a set of rules governing this show, the main ones being:

First—flowers must have been grown by the employe or member of immediate family of employe under whose name exhibit is entered.

Second—flowers must be exhibited in vases, bowls, baskets and various containers. Bottles and cans will not be permitted.

The important thing to be remembered is that the success of our Flower Show depends on the collective support given by each and every employe and flower lover in the ranks of our company.

Talk Flower Show to your fellow employes, invite your friends, bring your families, the show days are on motion picture days at the Club, which makes it a double entertainment. Let's fill the Ballroom on both days and evenings.

Attached to this circular is a supply of registration blanks, detach one and fill it out. It is desired that you show the kind of flowers you will exhibit as far as you possibly can. However, if you cannot so state, fill out the blank anyway and send it in to the Club. This will give the committee an idea of how much space will be required.

It is hoped that every employe who grows any kind of flowers will fill out and send in a blank, however, if you do not send in one and find you will have some flowers at that time, BRING THEM IN and the committee will endeavor to find room for you.

The complete set of rules is being prepared, together with list of classes and prizes, and copy will be sent to every employe sending in a registration blank or if you care for a copy one will be sent for the asking.

There were many employes last year who did not enter the show, but when they came in to see the exhibit, remarked that “they had flowers as good as those but did not think they were good enough.” Remember this, your flowers may be better in the opinion of the judges than yourself, so bring them in no matter what they are, you may have some prize winners—let the judges decide.

When you receive your copy of the rules and prize list, read them carefully and, as far as you can, decide which classes you are going to enter.

Additional information will be furnished from time to time and any questions will be gladly answered by writing or telephoning the Club Office.

Your committee appeals to you to do everything you can to make the SECOND FLOWER SHOW the biggest event that the Club has ever staged.

Fill out the blank NOW and send it in to the Pacific Electric Club.

## Special Reduced Fare to Mt. Lowe in May

WITH record - breaking throngs attracted to Mt. Lowe last month owing to reduction in the regular round trip fare, continuation of the special \$1.50 fare for adults and 75c for children from Los Angeles will again prevail this month.

With travel heavy throughout the month of April, the peak was reached on Sunday, April 19, when 1,035 passengers made the journey to the famous resort. Except for the throngs that are always attracted during or after a snow-fall, this was the heaviest Sunday travel to Mt. Lowe in a number of years.

Included in the announcement of the round trip fare reduction, it was also stated that the noon-day luncheon would again be reduced 20 per cent and the \$5 overnight stay, including transportation, lodging and two meals in the Tavern would be continued.

It was the gratifying increase in travel to our resort that caused our management to continue this special fare during May. It is a genuine travel bargain and employees can materially aid in stimulating this traffic by informing their friends and prospective patrons with whom they come in contact.

## Veterans Organize a Club With 238 in Attendance

“WELL, there's Bill. I haven't seen you in fourteen years!”

It would have done your heart good to have seen and heard the greetings of old friends and comrades, veterans of this railway and predecessor companies, who on the evening of Tuesday, April 21, gathered at the Pacific Electric Club for the purpose of attending and organizing an old-timers' club.

Friends and fellow-workers of many years ago, whom time and circumstances had parted, met and renewed memories of a decade ago. That all present should have seen so many friends at this gathering whom they had not come in contact for many years was difficult to understand. The bringing together of old friends at frequent intervals was the prime motive of organizing the veteran's club and that there was a desire for such an organization is reflected by the fact that 238 were in attendance.

Adjourning from the main lobby where they assembled, the veteran group retired to the Club Theatre where the business of organizing was soon under way. E. L. Young, President of the P. E. Club, welcomed and commended the organization of a veteran club and pledged the support of the P. E. Club in whatever way it could be helpful. Mr. Young appointed E. C. Thomas as temporary Chairman, who addressed the gathering, as only he knew how, told of the intent and purposes, and proceeded to carry out the organization program.

Following the selection of a committee to name prospective officers, a vote was taken to act upon their choice. Without a dissenting vote, E. C. Thomas was named President, C. Thorburn, Vice President, and Walter White, Secretary.

It was decided that a meeting each month should be held, the third Tuesday being selected. The Chairman was authorized to name a Committee for the selection of an official name. C. K. Bowen was appointed Chairman of such a group, he being empowered to name the committee. R. M. Cobb was appointed Chairman of an Entertainment Committee, he also to name those to assist him. Mr. Thomas will appoint a committee to design an official button after the name of the organization has been chosen.

During the evening the Chair called upon several of our officials to come forward and address the gathering. S. H. Anderson, O. P. Davis, T. J. Day and Ed. Clark responded with some sparkling reminiscences.

One of the interesting features of the evening was the roll call; that is, those present were asked to stand when the year in which they were first employed with the Pacific Electric or predecessor company was called. Beginning with 1911, which would give 20 years of service, the one require-

Now is the time to come to the aid of your Company. Talk half rate Sunday Fares!



ment of membership in the organization, the preceding years were called back to 1888, which proved to be the earliest year during which anyone present had been employed. A. L. Dillman, now Sub-Foreman of the Engineering Department, working out of West Hollywood, had the honor of being the oldest employee in point of service present, he having been originally employed in 1888. Pete Groftholdt, employed in 1890, was the second oldest in rank present.

The following tabulation shows the number of those present who were employed in the years prior to 1912: 1911—18; 1910—22; 1909—20; 1908—22; 1907—18; 1906—31; 1905—24; 1904—19; 1903—23; 1902—12; 1901—6; 1900—7; 1899—3; 1898—3; 1897—3; 1896—1; 1894—2; 1893—1; 1892—2; 1890—1; 1888—1. It is estimated that about 350 employees, including those retired, have a record of 20 or more years of service.

Several important matters will be discussed at the next meeting scheduled for Tuesday, May 19. Mark the calendar and plan to be present.

#### YOUNG RAILROADERS MEET

Youthful railroaders from all parts of the west last month met in San Francisco under the auspices of the Younger Railroad Men's Conference, this gathering being the fifth annual get-together of that organization. Representatives of the Pacific Electric were Harold Searing and Harold Smith of the Engineering Department.

Carrying out the motive and intent of the organization, a varied program designed to give young railroad men a broader and more comprehensive conception of railroading as a vocation was offered the hundred or more representatives of the various carriers throughout the west. "The Transportation Problems Young Men Face," and "What the Railroad Safety Movement Means to Young Men," were typical of address subjects made by well qualified speakers.

Debates, forum discussions, basketball tournaments, visits to points of interest, a banquet and installation of officers were among other features that were scheduled during the two-day convention.

Those in attendance were again given an opportunity to make a brief talk, if they so chose, upon the subject of "My Road." Commendably, both of our representatives chose to speak, and gave a vivid word picture of the expansiveness of Pacific Electric operations.

Mr. Searing, in the selection for executives of the organization for the coming year, was elected Vice President. Tacoma, Washington, will be the scene of next year's gathering.

"Yes," said the bumptious younger man, "I'm a thought-reader; I can tell exactly what a person is thinking."

"In that case," said the elderly man, "I beg your pardon."

## Education Is Key to Progress

### Success of Individual and Progress of City, State and Nation Closely Linked With Knowledge

*The increasing need and value of education was the keynote of a radio address by D. W. Pontius, President, over KFVB on April 24. The full text of our executive's speech on this occasion follows:*

NEVER in the history of our Nation has there been a greater necessity for education, and, consequently, never has there been a time when the success of our public school system was of more importance.

If our future is to be developed as it should; if our many problems which are becoming increasingly complex, are to be solved, it will be by the trained and cultural mind, that is more than anything else the product of proper education. Or, to put it differently, our national success is to a large degree dependent upon a proper realization of the importance of education.

The public school system of our Nation, of our State and particularly here in Southern California, has progressed almost unbelievably in buildings, equipment, personnel, the courses of studies offered, and in the number of students enrolled. We here may be justly proud of the progress we have made and of the high ranking attained by our educational institutions of all classes.

#### Helps Those Denied

To many of us has come a realization of the importance of dealing with the problem of the many persons, who, because of circumstances beyond their control, are not able to complete the regular school courses and must take up their work without the education they desire and to which they are entitled.

Because of the importance of this phase of our educational problems, the industry of which I have charge, and other industries throughout the country, are taking an active and an ever-increasing interest in providing ways and means for employees to continue their schooling. My Company, with the assistance of Los Angeles Board of Education, has for the past seven years, maintained school rooms and instructors on its properties, and since 1928 has graduated with school credits in special subjects, approximately 1,100 students.

At the present time 23 classes are being conducted in various subjects with an attendance of nearly 600 pupils drawn from our 6,000 employees and their immediate families.

In addition to the hundreds just mentioned made up of men and women

of all ages, enrolled in schools maintained on our properties, there are scores of others of our employees who, under the advice and guidance of the Company's Educational and Advisory Committee, are attending the various night classes which are made available at our high schools by the Board of Education.

#### Better Citizenship Results

The results are far reaching. It affords a means of gratifying the individual's desire for knowledge, which in turn means better, more efficient and loyal employees, and to the State and Nation it means better citizenship.

In conclusion, I cannot urge too strongly upon the young people of today the necessity of regular attendance at school and sincere devotion to their studies. In this lies the very foundation of their future, and as the years come on, with more keen competition between individuals for place in the scheme of business, profession and industry, it will be shown beyond question that the student of today who has been most devoted in his preparation for larger field of life, will be the winner for position and power as against the student of today who does not realize that fact, and does not apply himself industriously to his opportunities as a student.

Through the co-operation that is being given today by business, industry, and the school system, there will come more successful business and professional life; a greater patriotism and love of country; and a happier, more united and understanding people.

#### STRINGENT PROVISIONS IN NEW FOREST FIRE RULES

Forest fire rules and regulations, more stringent than ever before in the history of Los Angeles County, are incorporated in the new county fire ordinance which became effective on January 23rd.

The new law supersedes all previous ones relative to the use of open flames in county forest preserves. According to Spence D. Turner, county forester, the new measure was designed to reduce the fire hazard to a minimum. The maximum penalty for violations of the law is a fine of \$500 and 180 days in jail.

One of the features of the new measure is that any owner of a cabin or person leasing or controlling such cabin, or other building adjoining any mountainous, forest or brush area, must build a firebreak around them on each side by clearing away the inflammable material for a distance of thirty feet.

Be tolerant. If you cannot or will not change your opinions, it is possible to change the subject.





# Planning a Stay at P. E. Camp?

## Mountain Resort in Splendid Condition to Greet Big Throng of Visitors for 15th Annual Season

**V**ACATION days are here again! With employees now making plans for their annual leaves a word concerning the Pacific Electric Camp and incidental information about a stay in our scenic vacation home will not be amiss.

The present is the 15th summer season since the camp in the San Bernardino mountains has been available to employees, and to say that it now offers more for less money than any other vacation that can be enjoyed to such a full extent is no loose statement. All of the joys of former years will again greet those who choose to stay there this summer and with a 48-hour steady rain during the last heavy fall the water level in the lake is as high as it has been for the past several years.

Mr. and Mrs. George E. Huntington are still in charge, which statement is made because it is asked so frequently by those making reservations at the Camp. The faithfulness of this pair and their efforts to make everyone's stay at the Camp a pleasant one has been commented upon widely. Thanks to them the Camp is in splendid condition and they advise that varied daily programs of entertainment will add a pleasant zest to a stay there.

Transportation costs for those wishing to use Motor Transit service from San Bernardino to the Camp will be lower than heretofore, a rate of \$2.00

for adults and \$1.00 for children between 5 and 12 years of age will be in effect.

Housing accommodations of the Pacific Electric Camp consist of two dormitories of six rooms each, capable of accommodating one or two persons to each room; 18 single Bungalows with accommodations for up to five persons each; two double Bungalows, which will accommodate up to eight persons each; six Cabins, each of which will accommodate up to four persons, ten Cottages, accommodating six persons each, and three Tent Cottages accommodating up to five persons.

All bungalows, cabins and cottages are fully equipped, including bedding, cooking utensils, etc. Dormitories are not equipped for cooking and such will not be permitted therein. Coal oil for cooking, groceries, fruits and other supplies may be purchased at the store at cost to this Company. Free wood is provided for heating purposes in the Bungalows.

Vacationists may do all of their own cooking or may purchase cooked food at the store delicatessen or take meals at the dining room, as preferred.

Following is a table of charges for housing accommodations, which, we would remind can be paid for by payroll deductions over a period of three months:

### DAY AND WEEK RATES

	Per Day	Per Week
Single Bungalow .....	\$2.00	\$12.50
Cabin .....	2.00	10.00
Cottage .....	2.00	10.00
Tent .....	1.50	7.50
Double Bungalow .....	3.50	17.50
Guests (one person) .....	1.50	7.00
Guests (two persons) Per Guest .....	1.25	7.00
Dormitory (one person) .....	1.00	5.00
Dormitory (two persons) Each .....	.75	3.75
Guest in Dormitory, Each .....	1.50	5.00

### TWO-FAMILY RATES

Employees may save by two families occupying same quarters, as follows:

	Per Week
Single Bungalow (Occupied by 4 or less) .....	\$15.00
Cabin (Occupied by 4 or less) .....	12.50
Cottage (Occupied by 6 or less) .....	12.50
Tent (Occupied by 4 or less) .....	10.00
Double Bungalow (Occupied by 8 or less) .....	20.00
Guests—Add per guest .....	7.00

### MEAL RATES

	Employees	Guests
Breakfast .....	\$ .50	\$ .75
Lunch .....	.75	1.00
Dinner .....	.75	1.00

### Boys' Night at P. E. Masonic Club

The Second Annual Boys' Night meeting will be held May 12 at 7:45 p.m. Bring your own boy—or someone else's—but bring a boy. Special entertainment. Refreshments.

### Had To Be Truthful

"You seem to have plenty of intelligence for a man in your position," sneered a barrister, cross-examining a witness.

"If I wasn't on oath I'd return the compliment," replied the witness.

## Colorful Pageants Planned For La Fiesta Week

Los Angeles will celebrate!

Gay Mexican days, lived here years ago, are to be recalled when this city holds La Fiesta de Los Angeles, September 4 to 13, to fittingly mark the 150th anniversary of its founding under Spanish rule. All the world has been invited, and the local population has been asked to join in many programmed events.

La Fiesta will retell the absorbing story of the little band of 46 settlers, who led by Felipe de Neve, Governor of California, set up a lonely pueblo situated somewhere near the present Plaza site a century and a half ago.

From that point in the picturesque ceremonies, La Fiesta during its 10 days of colorful Mexican atmosphere, will narrate the city's growth and progress under the successive rule of Spanish, Mexican, Bear and United States flags. From start to finish, the Fiesta is heralded the greatest municipal celebration yet planned in this country.

Special features include a two-day aviation meet at the Municipal Airport, a historical pageant in Olympic Stadium, a night of music in Hollywood Bowl, a nocturnal motion picture industry parade of illuminated floats, a world congress of roughriders, and many other like affairs.

Just as religion furnished the background of the city's history, this same spiritual element will take a leading part in the general plan of La Fiesta. Vesper services of all denominations will be held on a Sunday afternoon in Hollywood Bowl, while an impressive morning service, with the Cardinal Archbishop of Toledo invited to officiate, is being arranged.

Native color will be imparted every day of the fiesta, and the life of Old California will be lived again, as faithfully as it is possible for one generation to adopt the habits and customs of another.

Proving that the event by no means is limited to local interest, announcements are claiming nationwide attention. Railroads are preparing to inaugurate an excursion season.

To paint the city in appropriate colors, hundreds of sombreros and serapes will be donned for the occasion, while all of Sonoratown revives the gaieties of past fiestas.

And after the merriment of La Fiesta has become another Los Angeles historic achievement, our citizens and visitors will have learned the contrast of life today to that lived by early Californians.

"Hey, isn't that your old man?"  
"Well, my name's not Callahan if it isn't."

"I'm going to the hospital tomorrow for an operation."

"Good luck to you. I hope everything comes out all right."

Maybe the person whom you tell about 1/2 Sunday Fares will ride regularly thereafter.



# For Sale, Motor Coach Service!

## Employees Asked to Aid by Boosting Service and Reporting Prospective Movements

By F. E. Billhardt,  
Gen. Agt., Pass. Traffic Dept.

THIS Company in the past has been well equipped to handle special party movements both via motor coach and rail line. Today, by reason of having at disposal a large quota of additional motor coaches of the Motor Transit Company, conditions are thereby materially enhanced to safely, comfortably, quickly and at a reasonable charge, transport groups of any size between various points in Southern California.

Like the competition all rail lines have previously suffered at the hands of private motor coach organizations, the Pacific Electric Ry. and Motor Transit Co. are now experiencing further inroads from such source of firms and individuals who have engaged in the chartering of motor coaches for special party movements, affecting business in the territory served by both lines.

### Competitors in Field

Several of these firms are responsible, owning modern equipment, rendering a satisfactory service, and being reasonably financially responsible. However, many engaged in this traffic do not come under the category of being in position to render a safe, reliable service, nor are they sufficiently entrenched financially to adequately meet their obligation for loss of life or injury to passengers should a mishap occur. They carry only the state law's required minimum amount of insurance for this purpose and beyond this they are utterly lacking in assets.

Also, many of these organizations operate ramshackle, worn-out equipment that they have acquired second-hand. Their drivers frequently are not well trained, nor familiar with the routes into and over which they travel. They are more commonly known as free lances, existing on the cream of other carriers' traffic, who do not anticipate the future and whose only hope of securing business is by offering their service at a less cost than legitimate and trustworthy carriers. Some of them now are on the verge of bankruptcy. Nevertheless, the public is not fully forearmed nor forewarned, and these fly-by-night companies therefore are unquestionably a menace and were the facts fully known, all of this business would undoubtedly go to responsible and time-proven carriers.

Contrast the service and financial responsibility of the Pacific Electric Ry. and Motor Transit Company with that of certain competitors. Our equipment is the best that money can buy. It is kept in a constant state of excellent repair. Our operators are experts, thoroughly trained, physically capable, mentally alert, and assigned to regu-

lar routes with which they are familiar. Coaches used, particularly in the mountain districts, are specially built and fitted for that service, having extra speeds, different gear ratios, which are necessary for this work, also having a more effective and dependable braking system to insure a larger measure of safety. Drivers of these coaches have been assigned to mountain resort runs for years and are familiar with every grade and curve on the road, as well as other important conditions which are unknown to operators who

## Sales Force Represents Both P. E. and M. T. in Solicitation

IN ORDER to intensify the solicitation and sale of special party business via motor coaches and rail line, General Agents, Traveling Passenger Agents and Solicitors last month were appointed in their respective capacities as representatives of both the Pacific Electric and Motor Transit Company.

This consolidation will permit of far greater activity in the solicitation of this class of business, and with the merging of the Motor Transit Company some 200 additional motor coaches are available for group movements to and from all points in Southern California.

Competition for this class of business has greatly increased during the past few years and employees are asked to keep in mind the service the Pacific Electric and Motor Transit are capable of rendering for group movements anywhere in Southern California. Motor coaches of 25, 29, 33 and 40 passenger capacity are available at reasonable rates, which will be gladly quoted upon application.

All of us, or our family members, belong to some lodge, church, society, musical organization, school, athletic team, etc., who frequently travel in a body to some point in Southern California. Let our Passenger Traffic Department, General Agents, or Station Agents know of any contemplated journey. A representative will call, quote rates and give all essential information.

Additional business is needed; all of us can help; please remember to do your part!

have not been required to qualify for such operation.

The Motor Transit Company absolutely would not carry special parties into certain mountain districts in the usual type of equipment, built for straight boulevard work. The hazard is too great. Yet some of these irresponsible carriers frequently are successful in underbidding for party movements and attempting to carry groups to resorts in the San Bernardino and other mountains with equipment not designed for such service and with drivers frequently wholly unfamiliar with the routes and conditions, therefore, being incapable of meeting emergencies that certainly will arise sooner or later.

### Constantly After Business

It is not intended to create the impression that this Company or the Motor Transit have lost or are losing in the competition for special party business. Quite the contrary, this type of business has increased to a very gratifying extent. The Passenger Department has solicitors out constantly contacting various organizations for both group travel via our rails and motor coaches. One particularly pleasing result is that once Pacific Electric-Motor Transit service is sold to those who travel en masse, generally business is repeated from the same source, indicating the fact that satisfactory service has been rendered at a fair and reasonable price. Many organizations will not entertain a thought of dealing elsewhere for the reason that they realize the assurance that our class of service and surety to the public is paramount.

The problem is, however, to sell more of this service. Each day our representatives contact, in competition with other carriers, many institutions in which employees of this Company or the Motor Transit Company are members. To have received advance information regarding prospective trips would be very helpful in securing this business. And particularly will it be effective for the solicitor to approach such organizations armed with a note of introduction, or be able to state to the person making arrangements that one of our employees is a member of their organization and requested that a personal contact be made advising him of the service and rates we are prepared to offer.

### Sources of Business

There are, as you know, many organizations making trips to various points in Southern California from time to time, such as Y.M.C.A.'s, Boy Scouts, Campfire Girls, schools, colleges, churches, glee clubs, athletic teams, business and social organizations, etc., and with the vast rail equipment of the largest interurban electric railway system in the world and approximately 200 coaches of the highest type operated by the Motor Transit to meet such transportation needs, both companies are in a position to fill most any requirement of this nature, which movements are assured to be handled in an economical and satisfying manner to patrons from



the standpoint of rates, high class service as well as such parties being transported in the hands of absolute reliable carriers.

In view of present business conditions, also of the strong competition in this field, all employees should watch closely for any traffic of this nature that possibly may be developed, sending such information to the writer in care of Passenger Department, Pacific Electric Ry.-Motor Transit Co., Room 617 Pacific Electric Building, who will assign a Traveling Passenger Agent to follow up same.

**VETERAN EMPLOYEE PASSES**

Frank C. Longstreet, retired Transportation Department employee, and probably the oldest in point of service with this and predecessor Pacific Electric companies, passed from this life on April 6th after a prolonged illness. Death came at the Torrance Hospital where he had been confined shortly before his departure.

Coming to California in the early eighties, Mr. Longstreet first entered the railway service in this district as a Motorman on one of the pioneer cable lines. On the Los Angeles Railway he served from 1891 until 1902, following which he was in the train service of the Los Angeles & Redondo Railway, subsequently joining the Pacific Electric where he remained until September 10th, 1925 when he retired. He was 75 years of age when death called. A cousin is the only surviving relative, the deceased never having married.

During his lengthy service, Mr. Longstreet compiled an enviable record by his faithful and capable performance of duties. Few employees have been more highly esteemed by patrons whom they served, judging by the numerous letters his regular riders penned to our management. Soft-spoken, amiable, kindly, this venerable veteran well deserved the legion of friends who were deeply sorrowed by his death.

**Lowest Sunday Fares Ever Quoted Now in Effect**

THE cheapest Sunday fares in the history of the Pacific Electric Railway and Motor Transit Company!

Slashing almost in half the regular cost of round trip tickets over their systems, the Pacific Electric and Motor Transit companies last month announced that on each of the five Sundays in May and on Decoration Day, May 30, travel costs over their lines will be based on the regular one-way fare being charged for the round trip.

The slashed interurban fares will apply between any and all points reached by both companies in the four counties served by their lines. These excursion tickets will be sold both on cars and motor coaches, as well as at all stations.

As indicating the extent to which Sunday round trip fares are now reduced, the following fares via the Pacific Electric from Los Angeles are illustrative examples: Santa Monica, Venice and Ocean Park—30 cents for adults; 15 cents for children; Long Beach—45 cents for adults; 25 cents for children. Reductions are proportionate to all other points.

While both the Pacific Electric and Motor Transit have had summer excursion fares on week days to a few beach points which approached in cheapness the Sunday and holiday fares announced for the month of May, this is the first time in the history of either company where the entire system has been available for Sunday travel at approximately half rates.

The deep slashing of Sunday fares is expected to result in more than doubling of Sunday travel, the rate being so designed as to attract those who would otherwise stay at home, as well as to appeal to many motorists, who because of traffic congestion and

difficulties, avoid the Sunday and holiday throngs on the highways.

The only exception made in the sale of these interurban excursion rate tickets is that the minimum adult round trip fare is 25 cents and 15 cents for children. Children between the ages of 5 and 12 years will be entitled to a rate about half of that charged for adults.

The following are a few sample fares under the new Sunday tariff from Los Angeles and return to points named via Pacific Electric and Motor Transit:

**Via Pacific Electric**

Venice-Ocean Park and Santa Monica .....	.30
Long Beach .....	.45
Newport Beach-Balboa .....	.85
Pasadena .....	.25
San Bernardino .....	1.35
Riverside .....	1.35
Redlands .....	1.55
Pomona .....	.70
Mt. Lowe .....	1.50
Glendale .....	.25
Redondo Beach .....	.40
San Pedro .....	.45

**Via Motor Transit**

Norwalk .....	.40
Whittier .....	.30
Fullerton .....	.60
Anaheim .....	.65
Laguna Beach .....	1.20
Orange .....	.75
Lake Arrowhead Village .....	3.45
Pine Crest .....	2.95
Forest Home .....	2.75
Pine Knot (Big Bear Lake) ....	5.50
Victorville .....	3.05
Gilman's Hot Springs .....	2.50

**Stenographers, Attention!**

The spelling of this sentence is said to trip up many of the best stenographers:

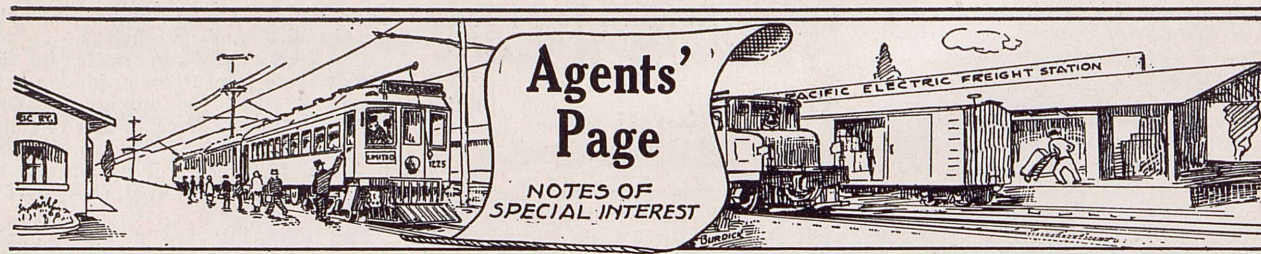
It is agreeable to view the unparalleled embarrassment of an harassed saddler or peddler serenely sitting upon a cemetery wall gauging the symmetry of a perfectly peeled potato. —The Outlook.

**Comparison of Accidents During April 1930 and 1931**

	Northern Division		Southern Division		Western Division		Grand Total All Divisions		INCREASE OR DECREASE
	1931	1930	1931	1930	1931	1930	1931	1930	
<b>Collisions:</b>									
With Pedestrians .....	2	2	2	1	4	7	8	10	2 Dec.— 20.00%
At Railroad Crossings other than Company's .....	0	0	1	0	0	0	1	0	1 Inc.— 100.00%
Between Cars of Company .....	2	3	0	0	2	1	4	4	Same
With Vehicles and Animals .....	97	85	52	71	106	103	255	259	4 Dec.— 1.54%
<b>Derailments .....</b>	1	0	0	3	2	2	3	5	2 Dec.— 40.00%
<b>Equipment .....</b>	1	2	1	1	2	0	4	3	1 Inc.— 33.33%
<b>Boarding Cars .....</b>	6	9	2	3	3	6	11	17	6 Dec.— 35.29%
<b>Injuries on Cars (not in collision) .....</b>	4	2	2	0	9	9	15	11	4 Inc.— 36.36%
<b>Alighting from Cars .....</b>	6	13	4	6	10	10	20	29	9 Dec.— 31.03%
<b>Falling from Cars (not purposely alighting) .....</b>	0	0	0	0	0	0	0	0	Same
<b>Doors, Gates and Guard-Rails .....</b>	0	0	1	3	7	3	8	6	2 Inc.— 33.33%
<b>Ejectments and Disturbances .....</b>	0	0	0	0	3	0	3	0	3 Inc.— 300.00%
<b>Miscellaneous .....</b>	6	2	4	1	9	4	19	7	12 Inc.— 171.43%
<b>Total .....</b>	125	118	69	88	157	145	351	351	Same
<b>Employees .....</b>	2	2	2	4	3	7	7	13	6 Dec.— 46.16%
<b>Total Car Accidents .....</b>	127	120	71	92	160	152	358	364	6 Dec.— 1.65%
<b>Motor Coach Accidents .....</b>	13	12	5	3	16	23	34	38	4 Dec.— 10.53%
<b>Total Passenger Accidents .....</b>	140	132	76	95	176	175	392	402	10 Dec.— 2.49%
<b>Freight Accidents .....</b>	4	8	18	26	9	3	31	37	6 Dec.— 16.22%
<b>Total All Accidents .....</b>	144	140	94	121	185	178	423	439	16 Dec.— 3.65%
	4 Increase		27 Decrease		7 Increase		16 Decrease		

Tell the world! The cheapest Sunday fares (also Memorial Day) this month in our history.





## Hidden Damage Takes Big Toll

### Lurking Dangers of Damage and How to Prevent Them are Again Explained by Claim Agent

By E. T. Albert,  
Freight Claim Agent

MUCH has been said by various traffic managers and others about the prompt handling and settlement of freight claims by carriers in general. During the past two or three years all lines have made a special effort to give that feature particular attention, and as a result we find that throughout the United States and Canada Lines—members of American Railway Association—for the calendar year 1930, paid 74 per cent of their claims for loss and damage within a period of thirty days from date of presentation.

In this connection we are pleased to note that a check of the last three months of 1930 reveals that our average on the Pacific Electric was 80 per cent paid within thirty days, which is a trifle better than the general average, and we consider this an exceedingly good showing.

Such payments are greatly appreciated by our patrons, and in this connection we certainly value the assistance of our Agents in the prompt handling of correspondence which assists us to make such a record.

There is a certain class of claims in connection with steamship lines that are occasionally somewhat dilatory where correspondence necessitates investigation across the continent, and for such delay there seems no apparent remedy. Such claims, however, represent a very small percentage of our total.

One of the items continually showing an increase in our Loss and Damage expense is classified as "Concealed Damage". By this expression is meant damage not discovered until after delivery of shipment to consignee at destination and packages have been opened and contents thoroughly examined.

Such claims have always been paid by carriers, regardless of the fact that at times it may seem that such damage could be chargeable to improper packing, or insufficient wrapping of articles within the container, which would indicate that the shipper might be at fault for such apparent contributory negligence. However, various decisions from the higher courts seem to favor the claimants, and it has been our policy at all times to give the

claimant the benefit of any doubt in final adjustment.

There are numerous causes for Concealed Damage, outstanding among which are: rough handling of equipment in trains; rough handling at stations and transfer points by railroad employees and others, and occasionally by improper storage in cars, which allows packages to fall to a lower level while train is in motion.

In view of these causes it should be to the interest of our employees generally to carefully note the handling of all shipments and endeavor to give best service possible in direction indicated, and which will have a tendency to materially reduce our claim expense.

#### WITH AGENTS OVER SYSTEM

"The movement of citrus fruit has been very heavy in the eastern district on account of good crop of navels which had to move early this year, due to warm weather," reports Clyde Whiteley, Agent at Upland. "A lull is expected soon as about all the Navels have been picked. Upland alone has shipped more than 500 cars of oranges and lemons this season and is expected that as many more will move over our line before the end of the season. This volume of business is in spite of the fact that much fruit has been put in storage and will be shipped later from Los Angeles and other points.

"The last Agents' meeting," continues Mr. Whiteley, "has been commented on favorably, which is due to the co-operation of the Agents bringing up matters of interest and talking of conditions at their respective stations. It is hoped that Agents will carry this co-operation further and furnish items of news and interest to the Magazine so that this page may become a real success."

L. M. Linotte, Ticket Agent, Southern Pacific-Pacific Electric at San Bernardino, has been very successful in landing a goodly portion of the Mexican trade moving back to their old homes in Mexico. Something like 150 tickets in one week.

Orange shipments, especially navels, are nearly over. Lemon prices are picking up, as well as the shipments.

At the last of the orange (navel) season, we observed a great scramble for storage space anywhere in Southern California to keep the oranges for a few weeks while the prices came back. The heavy shipments near the end caused a slump in prices, necessitating storing of the packed fruit. Adequate storage is becoming quite a problem.

Sweets and seedlings, as well as lemons, hold sway on Northern Division right now. Soon be Valencia time, as well as grapefruit.

Along Northern Division grape vineyards are looking better than ever before. They are well cultivated and far in advance of other years. That rain surely did wonders toward the grape production.

W. B. Foote, Agent at Pomona, says each month is getting better in Pacific Motor Transport Company. Now shipping around 400,000 pounds per month and only a little over a year ago we did not handle a pound of freight into that town. Shows what can be done.

#### P.M.T. SHOWS GOOD INCREASE

By Clarence Hottle, Traveling Agent

Pacific Motor Transport Company tonnage for March increased approximately 33 1/3 per cent over the best previous month during the Company's existence. This opportunity is taken to thank all Agents and joint employees for their unflagging efforts to induce shippers and receivers of freight to make use of the complete transportation service offered them by the Transport Company.

This increase was effected without extension of service to any additional points, or reduction of rates to points already served; and is especially gratifying just now since it seems to indicate that business conditions are beginning to brighten up and that our efforts to attract business back to the rails are being rewarded.

Let's stay right in there and see if we can't better our mark each succeeding month.

Our competitors, as we all know, are wide awake and will immediately turn any "let-down" on our part to their advantage. However, by steady and unremitting work now in soliciting, and acquainting the public with our service, we should be able, as the depression lifts and more traffic commences to move, to more than get our share.

Los Angeles pick-up and delivery district has been enlarged to about



three times its former size, as will be noted on page 13 of Tariff 1-c, and now contains two zones, numbers 1 and 2. Same pick-up service is afforded in Zone 2 as in Zone 1, the only stipulation being that call for pick-up service on shipments originating in Zone 2 be received by 12 o'clock noon in order for them to be handled same day. This enlargement will permit the handling of many shipments that formerly we had to turn down, and should be welcome news to Agents and Solicitors, who have, on occasions in the past, been denied business by local firms because of our inability to pick up at their Los Angeles jobbers' place of business.

**RAINBOWS IN THE HORIZON**

"The much-talked-of hookup between one of the coastwise steamship companies and a combination of truck lines for the purpose of making store-door pick up and delivery direct to and from the docks at the local harbor on merchandise moving between San Francisco and Los Angeles became effective last month, but so far has not materially affected the tonnage moving over our line," writes G. W. Orr, Asst. Agent, L. A. Freight Terminal.

"Even while viewing this situation with some apprehension it is not a far glance back to a somewhat similar venture two or three years ago that died a natural death for want of patronage and therein we may find some encouragement.

"Right along with this came word from one of the good LCL shipping friends that their incoming carloads would hereafter be routed our way and this business has since moved in regularly.

"A few days later a man with a line of foodstuffs new in this territory came in with both a transportation and a warehousing problem and before he left he had made a combination P.E.-Union Terminal Warehouse-P.M.T. arrangement that was just what he wanted and incidentally will give us a 3-way benefit.

"Motor Transport business for April again exceeded the previous high mark by showing an increase over March.

"These are not big lights but they are bright spots and just now ever so small a bright spot shows up big in the approaching—let us not say twilight, but dawn."

"Shallow people, like shallow brooks, make the most noise."

"Not doing more than the average is what keeps the average down."

Too much celebrating has kept many a many from becoming celebrated.

**Conditions Changed**

Hubby—You didn't have a rag to your back when I married you.

Wifey—Yes, but I've got plenty now.

**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. 12 May 10, 1931

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- 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
- A. E. Dendy ..... Elec. Dept.
- Mrs. Lon Bishop ..... Women's Club
- Max Schuring ..... Trans. Dept.
- P. G. Winters ..... Trans. Dept.
- Thelma Meighan ..... Engineering Dept.
- E. T. Albert ..... Frt. Claim Agent
- W. P. Williams ..... O. P. Carhouse
- H. Vander Zee ..... Stores Dept.
- F. E. Billhardt ..... Gen. Agt. Pass. Traffic
- Walter R. Bloom ..... Trans. Dept.

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

**W**HILE we are sure that the great majority of our Trainmen are not guilty of the fault, an incident happened a few days ago which will

**How do you** serve to emphasize the importance of answering questions completely and courteously.

**Answer**

**Questions?**

A woman, standing at a safety stop, asked a Conductor on a Santa Monica Boulevard car: "Does this car go out Hollywood Boulevard?" He replied, not gruffly, but by simply saying: "No." The thought came, how would that Conductor have felt if he had received the same answer under reverse circumstances?

Nothing irritates one quite so much as to receive an indefinite, incomplete answer. Especially is it grating to receive such an answer from someone with whom you are about to trade. The chances are the inquirer in this case

**Attention "Old Timers"**

**A**LL OF YOU who were present at the "bornin" of the association last month, and all who have worked for the Pacific Electric and its predecessor line for 20 years or more, are notified to attend the second meeting on Tuesday evening, May 19, at 8 p.m. in the P. E. Club auditorium. Your immediate family is also invited to attend with you. Fine program.

**GENERAL AGENT'S DAUGHTER KNOWS HER RAILROADS**

Does our good friend, H. H. Williams, General Agent, Santa Monica bay district, talk loud and long in his sleep?

This query arises from the fact that his young daughter, Ruth, a student in one of the bay district high schools, knows considerably more than most young ladies of her tender years about the railroads and their problems. This conclusion was gained from reading an excellent class paper Miss Williams prepared upon the subject of railroads, their taxes, and their competitors. Here are just a few of many "hot shots" this young lady gave her audience to ponder over:

"The fact that the railroads, in their development stage, received large land grants from the Government is frequently cited as complete justification for the high rate of taxes imposed upon them. The Government, however, has not only been compensated for these grants, but is still being amply rewarded. The Government receives reduced rates—from twelve to fifteen per cent—for the transportation of mail, Government troops, materials, and so on. The actual saving to the Government averages about \$5,000,000 a year. It has been estimated that the value of lands received by railroads to date was about \$125,000,000. Thus the full value of the land is repaid to the Government every twenty-five years.

"Railroads are the greatest developers in this country, the largest employers and by far the heaviest taxpayers. Tax-free highway competition is unfair.

"Considering the huge tax bill, thoughtful citizens are wondering if the railroads are getting a square deal."

was a stranger, and did not know she could board her car at that location, or even whether it ran on the street where she stood.

How differently that passenger would have felt toward this railway, and that particular Conductor, if he had answered her question fully. The Conductor very easily could have replied: "No, madam, but you can catch one here in just a few moments."

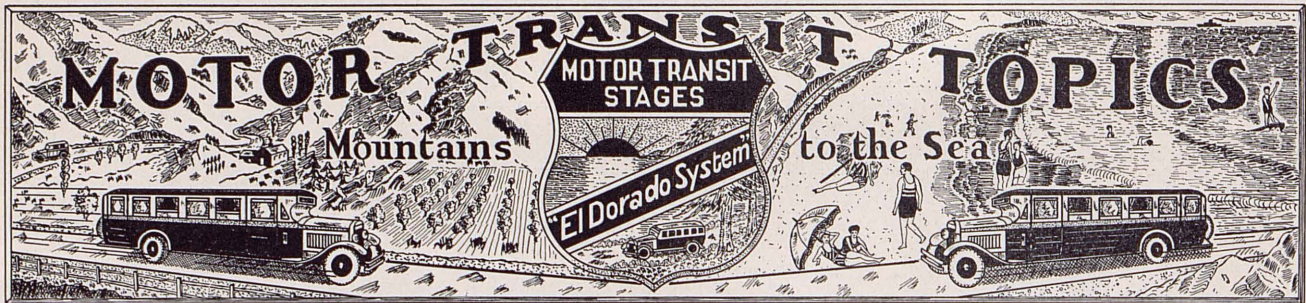
The public, rightfully, is demanding courtesy. And after all is said, just what is courtesy? We think it is just common decency! It is treating the other fellow in just the way that you would like to be treated.

It was a wise philosopher who said: "Good-will is the greatest practical force in the universe." Well might be added: "and courtesy is the greatest builder of good-will."

So let's qualify our answers. To do so will qualify you as a gentleman, make friends for this railway, and you as well.

Sell our Sunday saving service to your friends and neighbors. All of us profit.





### LOWEST FARES YET OFFERED

Attention is called to bulletin No. 4461 and tariff advising that Summer Excursion Fares named in C.R.C. No. 212 providing low rates to all San Bernardino and San Jacinto mountain points went into effect on May 1 this year, instead of June 1 as usual.

These excursion fares are also basic fares for the Special Sunday Fare Reduction explained elsewhere in this issue. Boost your mountain business on Sundays with this "Round Trip for the One-Way-Fare" slogan—lowest fares ever offered to the mountains.

### NEW BITS FROM OVER SYSTEM

Long Beach Day at the Ramona Pageant on Saturday, April 18th, proved very successful to W. E. Kruckman, Asst. Gen. Agent, who loaded three 33-passenger coaches direct to the Hemet-San Jacinto outdoor drama of early California history. No depression there.

Many Motor Transit folks will be pleased to know that E. W. (Ole) Swanson, former Traveling Ticket Auditor, is now established as Agent at the Whittier depot, succeeding Claude B. Dail, resigned.

H. N. Hester, transferred from Anaheim station to Pomona, is assisting Ticket Agent and express, as well as

### Women's Club to Elect New Officers This Month

By Mrs. Lon Bishop, Correspondent

THE Pacific Electric Women's Club sends forth a hearty greeting to Mrs. and Miss Motor Transit Company, and extends a cordial invitation to join our organization and participate in our varied activities.

It will come as a surprise to the members of the Mother Club to learn that the Pacific Electric Women's Club was organized in 1915 by Mrs. John Ashcroft of Pomona, and while she is the only charter member left, the Club has been in existence ever since that year, and today has a fine membership with Mrs. Crowe as their President. Mrs. Ashcroft certainly deserves a great deal of credit for holding the organization together.

At the April 9 meeting the Pomona auxiliary furnished the musical part of the program. Mrs. Crowe presented first the very lovely daughter of Mrs. Ashcroft who gave two splendid piano

driving one of our school buses.

The Union Stage Depot at 5th and Los Angeles streets, Los Angeles, is now the Los Angeles terminal for the Imperial Bus Line, Inc., operating via San Diego and Imperial Valley to Phoenix, El Paso and all Eastern points. Connections also made at Long Beach and Santa Ana with this line.

According to J. M. Smith, who operates buses for the Glendale Union High School, the driver of a school bus has as many troubles as he has passengers. To drive a school bus and keep an eye on forty kids at the same time, just can't be done. In other words, there are 40 reasons why his equipment bears evidence of school boy pranks.

Messrs. Kruckman and McQuigg made a trip last week calling on the various naval chaplains aboard the "battle wagons" in the harbor, interesting them in excursions for the "gobs" to Mt. Lowe and other places. They report much interest and co-operation displayed by all the naval folks.

### TIPS ON BUSINESS CHANGES

All Agents are requested to contact their local organizations, churches, schools, etc., for possible special car business to the coming Valencia Orange Show to be held at Anaheim,

selections. Then the "Sunshine Quartette" composed of co-eds from La Verne College, who made a beautiful picture in their lovely orchid chiffon frocks. Their charm of voice and manner completely captivated the audience, as was evidenced by the applause that followed each number.

Appropriately following the "Orchid Symphony," Mr. Fred McNabb was presented to give one of his famous talks on flowers. The ladies were ready for him with questions and problems and we feel sure if this authority's advice is followed, everybody's garden will be 100 per cent this year.

In the absence of Mrs. Tyler the by-laws were read by Mrs. Miles and revised to have the meetings start the second Thursday in September (September 10), instead of October.

April 15 nearly 100 members enjoyed a visit to the Huntington Library and Art Gallery. Through the courtesy of our company, buses were available and everybody carried to the grounds.

April 23 the "Old Maids' Matrimo-

June 4 to 14, inclusive.

A list of other special days and events of the near future are given as follows for your information:

Thursday, June 4—Orange County Day.

Friday, June 5—Santa Monica, Venice, Ocean Park.

Saturday, June 6—Pan American, Mexican, Argentine, Costa Rica and Native Sons of Golden West.

Sunday, June 7—L. A. County Day, also Norwegian, Netherlands, Syrian and Arabian day.

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

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

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

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

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

Saturday, June 13—Japanese Day and German Day.

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

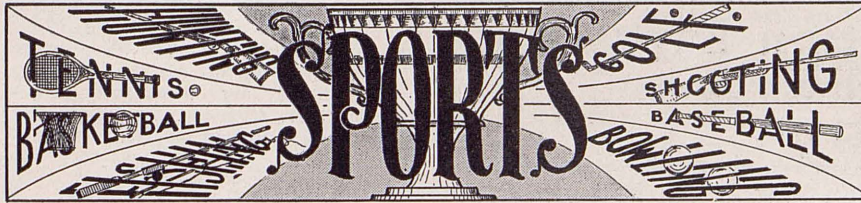
nial Agency" of San Bernardino and Riverside furnished the entertainment for the afternoon. We were privileged to listen in at one of their regular meetings presided over by "Sister" Gilbert and to which twenty spinsters attended, all bent on the same objective—getting a man. The reports of their "Look Out" Committee and local market reports were very clever, and greatly enjoyed. Professor Pinkerton's Transform (Her), the only one in existence of its kind, provided a big thrill, transforming the most buxom lady into the girl of her dreams and fulfilling the desire of every spinster, who had the courage to drink the "Professor's" elixir and enter the box.

"Olga of Sweden" with her accordion was simply great and gave the members one of the big laughs of the year.

Remember the May dates, election of officers and White King Quartette May 14. Installation the last meeting of the Club year, May 28.

Last card party May 21.





### Southern Div. Bowlers Win First Place in League

By R. M. Cobb

THE 1930-31 season wound up April 10 with the Southern Division team, composed of C. F. Gates, J. D. Henry, C. Oliver, C. R. Henry and M. R. Yaeger as champions. No one can dispute the fact that this fine bunch of men rolled the most consistent schedule and the congratulations and good wishes of the entire league are extended to them.

The Telephone Department team held on to second place during the second and third rounds to finish runner-up. The Roadway Equipment team squeezed into third place, one point ahead of Macy Street and one point behind the Telephone Department. A very close race and a most enjoyable season.

Among the individuals, principal mention should be made of the new bowlers who made remarkable progress in increasing their averages. Ned Rich with a 34 pin increase; Mrs. S. W. Swartz, with 21 pins; Ed. Martin, with 21 pins; C. H. Nelson, with 19 pins; Miss A. Houge, with 19 pins, and C. Cody, with 13 pins. All deserve three cheers for their exceptional work and we expect bigger and better scores from them in the future.

The two Corrigan prizes were won by Earl Haskell with a high game of 240 and E. L. Martin, who rolled 494 pins over his average during the last round.

A three-man summer league has been formed to bowl, starting May 8 at Jensen's at 8 p.m. This should result in a lot of "hot" bowling before completion of the schedule.

The next main event will be the L.A.B.A. Tournament in June. Through the kindness of Mr. Vickrey and the P. E. Club, the following six highest average men from our league will represent the P. E. Club in this event: J. M. Gowanlock, L. H. Covell, C. F. Gates, H. Welch, E. R. Smith and A. Brahm. More details of this will appear in the next issue of the Magazine.

The final standings for 1930-31 season:

Team	Won	Lost
Southern Division	68	40
Telephone Department	63	45
Roadway Equipment	62	46
Macy Street	61	47
Claim Department	58	50
Engineers	56	52
Electrical Department	52	56
Signal Department	49	59
P. E. Club	49	59

P. E. Club Ladies ..... 22 86

The prize winners were as follows:

#### High Team Series

Signal Department	2593
P. E. Club	2573
Southern Division	2567

#### High Team Game

Southern Division	958
P. E. Club	920
Claim Department	918

#### High Individual Series

T. Cuccia	618
H. Welch	611
M. C. Howard	609

#### High Individual Game

J. M. Gowanlock	242
E. Haskell	240
J. D. Henry	234
C. F. Gates	234

#### High Individual Average

J. M. Gowanlock	179
L. H. Covell	174
C. F. Gates	167

#### Best Increase in Average

160 and over—

E. R. Smith	4 points
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150-159 class—

C. F. Gates	11.00
H. Welch	7.51

M. R. Skemp ..... 7.09

140-149 class—

N. D. Gilbert	7.80
Roy Culverwell	2.30
Mrs. R. M. Cobb	2.10

130-139 class—

H. Lytle	6.64
E. Epp	6.05
H. Sayles	4.51

129-130 class—

Robt. Robertson	11.20
Mrs. H. Prettyman	0.69

119 and under—

Ned Rich	34.21
Mrs. S. W. Swartz	21.70
E. L. Martin	21.10

Our hearty congratulations are extended to all of these bowlers with the hope that we will be together again next season for another series of happy evenings.

### Chasing The "Rainbow"

By Max Schuring

WHETHER failed to attend the opening of the trout season at Lake Arrowhead last week, just bend over and tell the other guy to do his duty . . . A wonderful time was had by all . . . and you can believe me, for I'm not a fisherman . . . you know, statistics say, that if all the fishermen in the world were laid end to end they would lie forever . . . The reason I went was that our host, Club Manager Vickrey, wanted me to bring a good (Continued on Page 20)



Southern Division Bowling Team, winner of first honors in P. E. Bowling League, which concluded season last month. From left to right: (Above) C. H. Henry; F. L. McCulley, Manager, and C. F. Gates. Below: M. R. Yeager; J. D. Henry, Captain, and C. Oliver. For additional sports see page 20.

Safety and service each Sunday at savings through slashed fare. You tell 'em.



## Public Appreciation Expressed

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

#### R. O. Stringfellow—Glendale Motor Coach:

"This is by way of commendation for one very courteous driver of No. 2 bus between Brand Boulevard and Alameda. On numerous occasions, while riding on the bus I have noticed his kindness and courtesies to passengers—one specific instance being so noteworthy, I determined to thank the Company for his kindness to a blind boy.

"Friday night, April 17, a blind boy got off the bus at Grandview and Kenneth. Driver No. 2143, seeing rather heavy traffic at that corner, stopped the bus, got out and escorted the blind boy to safety on the opposite curb.

"I am sure the public appreciates this type of driver."

#### S. T. Clond—Venice Short Line:

"The notice in the cars about suggestions has suggested to me to write a letter to express my appreciation of the fine service your Company gives. I have been riding the "Big Red Cars" for the past six years and can say it has been a pleasure because of the comfortable cars and the courteous men in charge.

"The Motorman (his number is 2605) on the Venice Short Line Limited that leaves Santa Monica at 6:50 a.m. is especially courteous and pleasant. He always has a smile for everyone and that surely is a fine way to start the day right. He never seems to miss a day and we can always depend upon getting to town the same time every morning. Such men as he are good advertisements for the "Big Red Cars" and your Company should be congratulated on the many fine men it has in service."

#### W. E. Mohan, Hollywood Line:

"It is my duty and pleasure to inform you that during the month of April, 1930, W. E. Mohan, badge 2485, in your employ as Motorman, Run 229, car 719, picked up a suit of clothes the May Company was expected to deliver to my son, on Hollywood Boulevard between Edgemont and Alexandria Street, at 5:15 p.m.

"The suit was new and of considerable value and I wish to take this opportunity of commending Mr. Mohan for his honesty and service to us.

"It seems that the suit had been stolen from their delivery wagon and lost by the thieves."

#### H. T. Bennett, Redondo Beach Line:

"On March 22, availing ourselves of the dollar pass, we left Redondo Beach on the 8:50 a.m. via Hawthorne car en route to Los Angeles as the first lap of a journey to Sierra Madre.

"Being newcomers to Southern California we have to ask many questions and on every such occasion have

been charmed with the courtesy and patience exercised by the Conductors on the cars. However, we wish especially to mention No. 1494 in charge of the above mentioned car, whose competency, kindness and courtesy went far to making our entire trip a thing of real joy.

"Will you extend this note of appreciation to him and greatly oblige."

#### F. B. Newton, Pasadena Line:

"A few weeks ago I found, when about one-third of the way to Pasadena from Los Angeles, that I had lost my ticket (a 60-ride from Pasadena to Los Angeles.) I also found that I had only 13 cents in my pocket-book. As I had to get home I appealed to the Conductor, who took a chance on me and paid my fare out of his own pocket. I wish to commend Conductor No. 360 for his courteous action."

#### Floyd Knecht, Venice Short Line:

"On the Venice Short Line car this morning I was a passenger between Venice and Mar Vista. When I got on the car at Venice I had so many parcels that I dropped my purse, without noticing the loss until I was seated in the car and the car had started. The Conductor, however, saw my purse on the road, stopped the car a moment, got it and brought it to me.

"I offered him some money as a reward, but he refused to take it. This Conductor's efficiency and politeness are certainly outstanding."

#### A. D. Thompson, Garden Grove Line:

"I was a passenger for Garden Grove on the 4:40 train about two weeks ago. A Chinese man got on the wrong train and I could not help being impressed at the kindness and courtesy shown him by the Conductor, No. 1126. The Conductor put him off at the right street to catch his car and called to someone else waiting there to see that he got it.

"In all the rush and hurry of a big city, it is very pleasant to think that your employees show attention to all alike."

#### Melwin Yaeger and J. I. Hagin, Whittier Line:

"On Thursday, March 19, I started into Los Angeles on the red car that passes Gifford Avenue, Bell at 7:05 a.m. Shortly before reaching the city I became quite ill and fainted just before arriving at the station. I was so sick that it was necessary for me to remain on the car and return to Bell.

"For the kindness shown me by the Conductor, Mr. Melvin Yaeger, and also the Motorman, I wish to express my deepest gratitude. Mr. Yaeger rendered every possible attention to make me comfortable.

"I wish especially to commend these

gentlemen for the quiet and unobtrusive manner in which they aided me, and because I know from observation as a regular patron of the Whittier Line that they are consistently attentive and alert to every opportunity to add to the comfort of their passengers."

#### Victor Carlsen, Glendale Blvd. Motor Coach:

"We wish to take this opportunity of expressing our gratitude and appreciation of the work of Mr. Victor Carlsen, who operates the bus line on Glendale Boulevard to Sanborn and Sunset. He carries many of our school children and it has always been a source of comfort to know that he is exceptionally capable and careful. We feel that you would be pleased to know this and we hope we will have him with us for some time to come."

Mrs. D. W. Lott,  
President Ivanhoe Parent-Teacher  
Association, Hollywood.

#### C. Forsythe—West Division:

"This letter is to thank you for your kind efficiency in the return of my pass which I lost in the Subway last Friday.

"In my search for it I found your employees to be most courteous and efficient in the office at 623 Pacific Electric Building, the Station Master in the Subway and most especially the Conductor on the car where I lost the ticket. His number is 2048. This Conductor I found most efficient, business-like and kind."

#### PAPER HITS UNFAIR TAXES

The Winnipeg Tribune in a recent issue went after unfair taxation of transportation companies. It pointed out that the tax burden should not fall solely on car riders, but should be spread around.

"The city needs all the revenue it can get, of course, but to impose taxes to such an extent as to bring about an increase in the fares is unjust," it said. "As long as the company was making profits above its ordinary interest requirements the taxes imposed on it were logical enough. When the need for relief is demonstrated to the satisfaction of the city council and the public utilities commission the first step should be to eliminate these surcharges on the company's revenues. This means, of course, some increase in taxes in other directions, but that is fair.

"The street railway as a public utility benefits not only those who use it as a transportation system, but also every business enterprise and every property owner in the city. Those who use the street cars should not be required to pay fares covering, besides the cost of the service, a supertax to the city treasurer. The burden of taxation should be borne by the general body of taxpayers."

If you don't claim too much intelligence, people will give you credit for more than you have.



## So. Cal. Edison Company

(Continued from Page 4)

service as a part of the system.

Developments in the electrical industry in Southern California were rapid during the following several years. A number of companies were formed and mergers important to the future of the industry were completed. In 1897 and 1898, John B. Miller, now Chairman of the Edison company, and R. H. Ballard, now President of the company, became identified with the electrical industry in the west. Following the period of mergers, the Edison Electric company in 1909 was reorganized as the Southern California Edison company, with a capitalization of thirty million dollars.

Two years after this reorganization, the Southern California Edison company began a program of construction that has continued with the expansion of demand for electric service in the company's territory. In 1911 development of the water resources of the Big Creek-San Joaquin river area of Central California was begun. The rapidly growing demand of the electric railroads for power was one of the primary reasons for the beginning of the Big Creek hydro-electric development at this time. A reconnaissance of the Central California Mountain regions had been made the previous year by George C. Ward, now Executive Vice-president of the Edison company. He was accompanied by Henry E. Huntington, railroad and empire builder.

On February 18, 1925, the Florence Lake tunnel, the longest of its bore in the world and what has been aptly termed the key project of the Edison company's hydro-electric development program, was completed through thirteen and a half miles of virtually solid granite. The tunnel, which presented one of the greatest problems of American engineering, linked Florence and Huntington Lakes, two of the company's great water storage lakes in the High Sierra. The tunnel cost of \$17,000,000 was but a portion of the vast expenditure made and proposed for the continuing development of this outstanding hydro-electric system.

### Mammoth Beach Plant

While this program to make more than 500,000 horsepower of electric energy available from the streams and melting snows of the High Sierra was under way, another project of similar magnitude was in progress on the sea coast at Long Beach. Here tidelands were reclaimed and a mammoth steam generating plant was constructed. In 1928 the greatest addition to this plant was constructed and placed in service to increase the steam generating capacity to more than 400,000 horsepower. This addition, the largest single shaft turbine generator in the world, provided 134,000 additional horsepower. A unit of similar capacity was begun immediately and was placed in operation early in 1930, bringing the plant capacity to 556,000 horsepower. The construction of a third, 134,000 horse-

power unit is now under way, to be completed in 1932-1933 at a cost of \$7,500,000. The addition will increase the total capacity of the station to 690,000 horsepower and will bring the Edison company's combined balanced steam and hydro-electric generating capacity to 1,392,765 horsepower. With the addition of the \$7,500,000 unit to the steam station, the company's investment in the series of plants at Long Beach will be brought to approximately \$45,000,000.

### Efficiency High

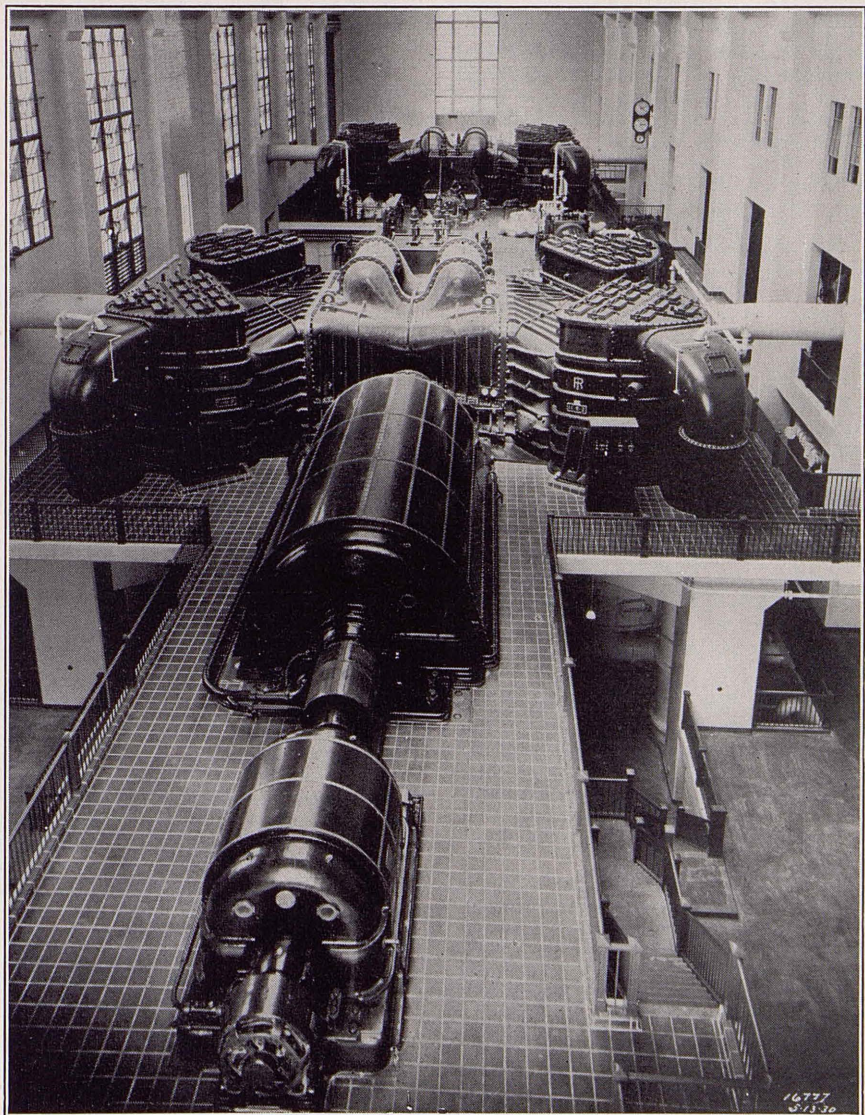
The present station of the Edison company is a striking picture of the advance that has taken place in the art of electric generation in recent years. Efficiencies of the station have been progressively higher with each year of operation, and today, with an abundance of natural gas for fuel, the station represents a source of economical electric energy.

The most recent installations of steam-electric generating equipment

marked the turn in California from predominance of hydro-electric generation to greater use of steam. Virtually all hydro-electric sites that could be used with economy have been employed and additional steam-generating units to the already established stations is virtually a matter of routine.

Under all conditions, plant No. 3 of the Edison Long Beach station can produce 486 kilowatt per barrel of fuel oil, or the equivalent in natural gas and under favorable conditions can produce 500 kilowatts per barrel of oil. In 1911, when the first unit of the station was constructed, the efficiency was about 250 kilowatts of electrical energy from a barrel of oil.

Remarkable advances in steam-electric engineering have continued during recent years and even greater efficiencies will come. Facilities were installed at the beginning of construction of the third unit of the Long horsepower capacity, or about twice that to come from Boulder Dam.



Interior glimpse of the Long Beach steam station of the Southern California Edison Company, eventually to represent a \$45,000,000 investment.

**More business is badly needed. Boost at every chance our slashed Sunday Fares.**





Executive Committee of the Pacific Electric Club met in regular session in Room 201 of the Club Building on Wednesday, April 1, 1931, at 2 p.m. The following members were absent: W. A. McCammond, P. G. Winter, P. H. Mann, E. S. Donaldson, W. H. Lowry, B. Jurdan, H. E. Denyse and F. E. Geibel.

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

The following financial report was submitted:

#### Relief Fund

Balance, 3-1-31 .....	\$ 291.02
Receipts .....	2,077.50

Total .....	\$2,368.52
Disbursements .....	1,645.00

Balance, 3-31-31 .....	\$ 723.52
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#### Club Fund

Balance, 2-1-31 .....	\$2,855.91
Receipts .....	1,887.80

Total .....	\$4,743.71
Disbursements .....	1,993.89

Balance, 2-28-31 .....	\$2,749.82
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Club President E. L. Young introduced L. O. Ballou, Director of Personnel for Motor Transit, who has been appointed to represent his company on the Executive Committee during the remainder of the present term.

R. Powell of Pasadena called attention of the Executive Committee to the special Pasadena Carnival Dance that was to be held at the Club on Saturday, April 18. All committeemen were invited to attend.

Henry Hillier informed that complaint had been made to him that too many visitors were being admitted to the Club, especially on dance nights, when, according to the complainant, so many visitors were being admitted that members were being crowded off the floor.

Mr. Vickrey replied that quite a number of visitors were being brought to the Club, but that he was not aware of the fact that members were being crowded off the floor on that account. There have been but very few occasions when there were capacity crowds on the dance floor, Mr. Vickrey informed. Close tab has been kept on those who have been overdoing the guest privilege extended to Club members and in a few cases steps have been taken to correct this situation. Close watch will be kept in the future to see that such individuals do not

exceed the guest privilege and that guests who are admitted to Club activities do not inconvenience Club members.

G. R. Attridge called attention to the Hospital Department arrangements at Riverside wherein certain inequalities exist under present conditions, submitting tabulation of cases treated by the various Riverside doctors during the period September 10, 1930, to March 10, 1931, to substantiate his statement. Mr. Vickrey will take this matter up with Chief Surgeon Weber with the idea of having any inequalities corrected that might exist under present arrangements.

R. M. Cobb invited all committeemen and employees to attend the last night of the Pacific Electric Club 1930-31 Bowling League on Friday, April 10, 8 p.m., at Jensen's Recreation Center, Sunset Boulevard and Logan street, Los Angeles.

F. B. Patterson inquired as to the present status of the talking equipment situation for the Club Theater. Mr. Young informed that as yet no definite steps have been taken toward the securing of such equipment, but that a meeting of a special committee will be called in the near future to study this situation.

L. O. Ballou made a short talk in which he expressed the appreciation of Motor Transit employees for the privilege extended to them of joining the Pacific Electric Club and pledged their support to the continuance of Club activities.

#### PASADENA EMPLOYEES AGAIN HAVE PARTY AT P. E. CLUB

And did they have a good time!

There can be but one answer, and that very strongly in the affirmative, when speaking about the Pasadena Carnival Night at Pacific Electric Club on Saturday, April 18. A tasty fried chicken dinner; a thrilling motion picture show, dancing to whimsical strains; fellowship and renewing old acquaintances. Who could fail to have a good time with such entertainment to guide an evening's activities.

The committee of arrangements, headed by Raymond Powell, under the direction of N. B. Vickrey, Club Manager, did a splendid piece of work in carrying out the many details incident to this special affair. Other members of the committee were W. J. Judge, Roy Bird, Harold Woodford, Harold Slocum, V. J. Wing, R. E. Hosford, C. D. Grames, J. H. Grunwald and J. G. Sprowl.

Giving a delightful surprise to the

some 300 dancers, Miss Ruth Riordan, daughter of P. A. Riordan, Supervisor, Northern Division, sang two songs during a brief pause in the evening's dancing. Miss Riordan's efforts were acclaimed with a healthy round of applause which left no doubt as to the quality of her presentations and her popularity as an entertainer.

Pasadena and other Northern Division points were well represented. H. E. Rodenhouse, A. P. Smith and other of the Pasadena officials, together with Assistant Superintendent C. H. Belt, all participated in the evening's pleasure.

This is the second special party staged by the Pasadena employees in connection with the Club. They both have been successful to the highest degree which gives indication that more such parties are to follow.

#### HERE AND THERE IN CLUB

Giving Motor Transit employees an opportunity to enjoy our ballroom, meet their old friends and become acquainted with railway workers, the inauguration dance at the P. E. Club on Thursday evening, April 9, proved a pleasant evening for all.

About 100 employees and family members of the Motor Transit were present. We hope they will come often, stay long and hurry back. The Club, all its facilities, activities and entertainments, are at the disposal of our newly acquired "family" members.

The first Eastern Division Pacific Electric Club Dance of the present season and the first at Riverside for several years, was held on Thursday, April 16, in the beautiful LaCasa del Aurea Vista Club of that city. The peppy Club Dance Orchestra was on hand to furnish the music and reports indicate that everyone of the more than 200 present had a joyous time.

#### PICTURE OF LARGEST BRIDGE CONSTRUCTION IS SHOWN

Holding the attention of some 250 employees for well over an hour, that intensely interesting industrial motion picture, "The Span Supreme," was shown at the Club Theatre on Thursday evening, April 23.

The picture is a complete story of the building of the world's longest suspension bridge—The Hudson River Bridge—with a main span of 3,500 feet. The towers supporting the bridge on either side of the river are 572 feet high. Some idea of the mammoth proportions of this mighty structure may be gleaned from a comparison with the height limit office buildings in Los Angeles, which are limited to 150 feet by city ordinance.

It was through the courtesy of John Roebling & Sons, pioneer manufacturers of wire, and builders of the bridge, that the picture was made available to the Club members. It was shown as a part of L. H. Appel's Engineering Electricity Class with all



other interested parties being invited to attend.

If you didn't see this picture you missed something really worth while. If you ever get another chance to see it, don't let the opportunity slip by unheeded.

**STILL LIBRARY GROWS**

Continuing its steady growth, the Club Library was last month the recipient of 38 volumes, all of which were donated by boosters for our employees organization.

Heading the list of seven contributions was one received from H. J. Nix, Sub-Station Operator, Electrical Department, Corona, which consisted of following 21 books: The Re-Creation of Brian Kent, The Eyes of the World, The Winning of Barbara Worth, Chip of the Flying U, The Spenders, The Twenty-Fourth of June, Paickett's Gap, The Greatest Gift, The Melting of Molly, A Girl of the Limberlost, A Little Lady at the Fall of Quebec, Peter, The Massarenes, Spoon River Anthology, The High School Freshman, Origin of Species, Elmos Model Speaker, Makers of Music, St. Elmo, A Modern Symposium, and Their First Formal Call.

Other contributors last month, together with the books each donated, are as follows:

Edgar Adler, Conductor, Western Division: The Works of George Eliot (6 volumes), The Rejuvenation of Aunt Mary, Webster Man's Man, Twenty Thousand Leagues Under the Sea, Octagon House, and The Education of Sallie May.

Miss C. B. Templeton, Accounting Department: Mother India, and Hard Money.

Mrs. Nettie Rice, mother of C. C. Rice, Mechanical Department: A Son of Hagar.

F. J. Oriva, Conductor, Southern Division: Papers and Addresses of Grover Cleveland.

F. N. Compton, Engineering Department: The Terrible People.

Harold E. Heustis, Accounting Department: Descriptive booklet of Pacific Electric Building, published before building was finished.

**SEASON'S LAST CLUB DANCE TO BE HELD JUNE 10**

Bringing to a close the most successful dance season in the history of the Pacific Electric Club, both from the point of attendance and number of dances given, the final dance of this spring will be held on Wednesday, June 10.

You will please note that this dance is being held on Wednesday evening instead of the usual Thursday date, which change is incident to the Second Annual Flower Show being held in the Ballroom on that week-end.

Regular semi-monthly dances will be resumed again next September and another dance season, one that is hoped will be even more successful than that just closing, will be officially under way again.

**Bulletin of Club Events**

May 10 to June 10, 1931

**Sunday, May 10:**

Baseball Games—watch weekly bulletins for schedules.

**Tuesday, May 12:**

Masonic Club Meeting at Club Building—7:45 P. M.

**Wednesday, May 13:**

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

**Thursday, May 14:**

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

Pacific Electric Club Dance—8:00 P. M.

**Friday, May 15:**

Motion Picture Show—"FAST COMPANY" with Evelyn Brent and Jack Oakie—7:30 P. M.

**Saturday, May 16:**

Motion Picture Show—"FAST COMPANY"—8:00 P. M.

**Sunday, May 17:**

Baseball Games—watch weekly bulletin for schedule of games.

**Tuesday, May 19:**

Twenty 'N' Over Club Meeting at Club Building—8:00 P. M.

**Thursday, May 21:**

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

**Friday, May 22:**

Motion Picture Show—"LAUGHING LADY" with Ruth Chatterton and Clive Brook—7:30 P. M.

**Saturday, May 24:**

Motion Picture Show—"LAUGHING LADY"—8:00 P. M.

**Sunday, May 24:**

Baseball Games—watch weekly bulletins for schedule of games.

**Thursday, May 28:**

P. E. Women's Club Afternoon Meeting—1:30 P. M.

Pacific Electric Club Dance—8:00 P. M.

**Friday, May 29:**

Motion Picture Show—"TEMPLE TOWER" with Kenneth MacKenna and Marceline Day—7:30 P. M.

**Saturday, May 30:**

Motion Picture Show—"TEMPLE TOWER"—8:00 P. M.

**Sunday, May 31:**

Baseball Games—watch weekly bulletin for schedule of games.

**Monday, June 1:**

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

**Wednesday, June 3:**

Pacific Electric Club Executive Committee Meeting—2:00 P. M.

**Friday, June 5:**

Motion Picture Show—"THE LOVE PARADE" with Maurice Chevalier, Jeanette MacDonald and Lupino Lane—7:30 P. M.

**Saturday, June 6:**

Motion Picture Show—"THE LOVE PARADE"—8:00 P. M.

**Sunday, June 7:**

Baseball Games—watch weekly bulletins for schedule of games.

**Tuesday, June 9:**

Masonic Club Meeting in Club Building—7:45 P. M.

**Wednesday, June 10:**

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

Pacific Electric Club Dance—Last Dance of the Season—8:00 P. M.

**FOUR DEATHS DURING APRIL**

Four fellow employees were taken from our ranks by death during the month of April, and we wish to express at this time our sincere sympathy to those families who have been called upon to part with their loved ones.

Those who passed away were as follows: Frank C. Longstreet, retired Motorman; Charles W. Staff, Motorman, Northern Division; Clyde Moore, Motorman, Northern Division, and William Brown, retired Watchman.

Three of the above carried both group and Mortuary insurance, one carrying group insurance only. The total sum paid to the beneficiaries named was approximately \$9,000.00.

Three additional claims were granted during the month, making a total of 26 employees now receiving an aggregate of \$1,861.60 monthly benefits under the total and permanent disability clause.

**Four Years Early**

"Are you going to my sister's birthday party?"

"Which is it?"

"Twentieth."

"I was there four years ago."

**A Good Guess**

A woman in a railroad station, holding two babies in her arms, was frantically trying to get her purse to purchase a ticket. A red cap stepped up and offered to take one of the babies.

"Are these babies twins?" he asked. "Yes," she replied. "They were born on election day and we named one Smith and the other Hoover."

Having secured her ticket, she relieved him of the baby.

"Well, I guess I was holding the one named Smith," he said, as he walked away.

**How Old Are You?**

Age is a quality of mind—  
If you have left your dreams behind,

If hope is cold,  
If you no longer look ahead,

If your ambition's fires are dead—  
Then you are old.

But if from life you take the best,  
And if in life you keep the jest,

If love you hold,  
No matter how the years go by,

No matter how the birthdays fly—  
You are not old

—Anon.

Lots of new regular patrons will result from cheap Sunday fares. Talk these fares!





### MACY ST. TERMINAL

D. B. Van Fleet

It is with pleasure that we announce the marriage of Conductor J. Purvis, Macy Street, to Loraine N. Davis, of Dallas, Texas, on the evening of April 2nd, last. Congratulations and best wishes.

That broad smile of Conductor L. J. Middleton is certainly justified since we found out that he had become the happy and proud father of a 9½ pound baby boy on the night of April 3rd. Congratulations, Mr. and Mrs. Middleton!

Conductors B. L. Copeland, R. C. Francis, L. D. Jenkins, J. F. Mason, I. E. Nicholson, A. R. Picking, A. E. Spohn and Motorman E. L. Smith, members of the Briny Eight, fishing club of Macy Street, recently visited a certain barge with highest expectations of needing the full membership to bring the catch home. However, something was wrong, for only two fish were caught, one a mackerel and the other a halibut. The mackerel, all admit, was caught by Spohn, but the question of, "Who gets the halibut?" nearly caused the disruption of the club and to this day the controversy is unsettled.

It seems that Francis was fishing with tackle borrowed from Pickering. While Francis was getting his lunch the halibut took the hook on this line. Spohn noticed the jiggling line and pulled in the fish and claimed the fish for his labor. However, Francis came back and also claimed the fish on the grounds that the line was temporarily his. At this juncture Pickering tunes in and claims that since Francis didn't have the line in his hand when the fish was caught and that Spohn really trespassed when he touched the pole, that neither of them were entitled to the halibut.

Anyone with a solution to the difficulty kindly submit it to the club.

"Imagine my embarrassment," began Conductor T. V. Hoyle, Macy Street, and went on to relate the following experience:

On a recent trip to San Francisco by boat it so happened that he was assigned to the same table for dinner with a rather charming young lady. It was only natural that a conversation between the two should take place, during which she rather expansively told Mr. Hoyle that she was from Hollywood and at that particular time was headed for Seattle for an indefinite stay. Not to be outdone, Mr. Hoyle informed the fair one that he traveled around a lot himself and that at present he was headed for San Francisco. On arrival at San Francisco Mr. Hoyle failed to see this feminine conversationalist of the night before and soon forgot the incident.

Mr. Hoyle returned to work a few days later and was working a night South Pasadena Line run when who should board the car in Highland Park—none other than the above mentioned young lady (hence Hoyle's reference to embarrassment above). Though blushes were in order all around for a few moments, the tension was broken when she said, "Well, I see you are still traveling," and Hoyle's come-back, "I thought you were in Seattle." The young lady admitted then that she likewise was only on a trip to San Francisco to visit friends and had to come back to work.

The El Sereno Hot Shot Transfer Company is no more, due principally to the attempted application of the dangerous railway move-

ment of dropping cars. In dropping a trailer from behind their automobile to the side of the road it was overlooked that no one rode the "cut" and that somebody's parked automobile might be on the roadside. Hence the crash!

Creditors and others wishing to communicate may write to B. L. Copeland or L. D. Jenkins, both past officials of the dissolved concern, at 1111 Macy Street.

The extra Motorman qualified also as Conductors got the breaks last month with the installation of one-man car operation on the South Pasadena Line after 8:00 o'clock nightly. As such, extra men's seniority advanced temporarily, at least, that of several regular men took a decided drop with the result that bumps were the common order at the terminal.

Wednesday night, April 29th, the Northern Division Trainmen's Meeting was held in the Macy Club Room with a slightly smaller attendance than usual. The Chairman of the meeting would appreciate more support in the form of larger turnouts, as also would the ones who plan the quantity of coffee and'.

It was with truly heartfelt sorrow that we received word, last month, of the passing away, after a long illness, of Motorman C. W. Staff. Macy Street Trainmen extend their sincere sympathy to the bereaved family.

The sudden passing away of Motorman Clyde Moore, was indeed a severe shock to his many friends at Macy Terminal, who unite in extending their heartfelt condolence to the bereaved family.

Mrs. C. Moore, widow of the late Motorman Clyde Moore, before departing for the east, requested permission to convey through this column, expression of her most sincere appreciation to the "boys of Macy" who so thoughtfully and unselfishly stood by her in her dark hour of sorrow.



### NORTHERN DIVISION Eastern Lines

Ruth Thompson

Conductor F. C. Woodburn and family are driving to their former home in Texas for a month's vacation. Young Donald will be quite a traveled gentleman for his age, which is just a little over one month.

Motorman Crunk has reported for duty after three months on the sick list. We are glad to welcome him back.

Conductor B. G. Jones has been going around with a harried expression for several days, caused by trying to think of alibis to explain to his wife why the electric refrigerator salesman called at their house to find out about a refrigerator he had ordered delivered to another address. No doubt he would appreciate any brilliant ideas anyone has along this line, but speed is required.

The fishing season is in full swing at the P. E. Camp in the San Bernardino mountains and we imagine the little fishes would be terribly proud of themselves if they could hear the way some of the fishermen describe their size and weight.

Motorman J. B. Fox, Motorman O. T. Pontius and Conductor L. B. Lord have been granted an additional thirty days' leave of absence.

We wish to extend our sincere sympathy to Motorman G. W. Woodbury, whose mother died on April 20th.



### HILL ST. STATION

W. H. Jenkinson

With spring here we find Art Stowe, Conductor on the San Fernando Line, and Sid Stowe, his younger brother, who is Starter of the Hill St. Station, happy again. Not particularly because its Spring, but their mother has returned home from Salt Lake City where she was visiting a daughter.

Last month three Motormen of the extra list extended their learning and gained the knowledge of their seniors by passing an examination so as to be able to work single track. They are Oliver Burgess, Howard J. Casford, and Willis E. Tadlock.

We now have a Motorman and Conductor working the same run known as the Smith brothers. Like another famous pair they work together, but minus the beards. Some one suggested that they grow a beard and see if they could become as popular on the car as the originals did with their cough drops. The men mentioned are W. L. Smith and E. E. Smith, the former transferring to West Hollywood from Hill Street.

It is certainly glad news to hear that little Georgia Davis, of tender years, is recovering from her recent operation. This little bud of life has been in a critical condition for the past four months. She is the daughter of J. E. Davis, Motorman on the San Fernando Line. Friends welcome this news with joy for they have watched and hoped eagerly for her speedy recovery.

Pat Davis, Motorman on South Hollywood, announces the coming marriage of his daughter, Louise, to Franklin Freeman of West Hollywood. The wedding will take place at the home of the bride on May 16th.

There are three new faces at our terminal; boys, let's get acquainted! All three are Conductors, although they were Motormen previously on the Southern Division. They are H. Cox, J. W. Harp and E. F. Tipton.

The following men have finished taking their annual vacation: Conductors—T. H. Coffman, G. D. Barnett, W. F. Reardon, E. R. Richmond, H. H. Richardson, A. L. Price and B. V. Williams; Motormen—J. R. Noble and J. E. Garner.

Motormen C. I. Hood and E. B. Ellsworth and Conductor A. C. Tanner are in the hospital. Motorman Ellsworth and Conductor Tanner underwent an operation, while Motorman Hood has been confined there for some time as a result of being hit by a yellow car. We wish them all a speedy recovery.

Many employees can boast of a longer service record, (19 years) than our own Supervisor, Owen L. McKee. Few, if any, however, can point to as lengthy or as versatile and hazardous service in the Army of Uncle Sam as that of Mr. McKee.

For instance, he served amid cannon's roar in the Spanish-American War, the Filipino insurrection, and the China Boxer eruption. He also served in an Indian uprising. Again in the World dispute he was a Captain of Infantry, accompanying the 91st Division to



France, where he distinguished himself in four major engagements, was wounded and gassed twice. Genial and modest, one would never suspect Mr. McKee of being the fighter his record proves him to be.



**ENGINEERING DEPT.**

**Thelma Meighan**

Fie! Fie! What is this dreamy far-away look to be detected in Engineering Department employees' eyes? 'Tis the fever of Spring! That insidious something, about which your best friend loves to tell you, and which will cause a desk-loving clerk to fare forth and check long forgotten track bolts and tie plates.

This April Fool's Day business was no joke to "Doc" Shaw. It was on that day the Old Horseless Carriage did not choose to run" and chose the West 16th car tracks to stop choosing.

If you have four or five hours' spare time and are a good listener, ask Bob Dornor, our Work Order Clerk, regarding the merits of the Hawthorne Hurlers.

Pete Schambers, one of our Track Foremen, has had a painful infection in his right arm. We are glad to report it greatly improved.

C. J. McDonald has had a catarac removed from his eye. The operation was very successful and Mac says he will be in good trim for the bathing season.

No, no, Ermantrude, Russell Schaeffe hasn't been horseback riding. That peculiar walk comes from spending too many hours with legs protruding from under a beach umbrella.

Alex Osterhaus, who has been connected with the Engineering Department for the past 21 years, has retired from active service. Mr. Osterhaus has the distinction of having never missed a day's work during that period because of illness. His many friends in the Engineering Dept. take this opportunity to wish him every happiness in his new leisure.

Jay Gowanlock, who is somewhat of a "Bowling Champeen," was himself somewhat bowled over the other day when his punch board ticket "came in first" with an electric clock.

On Saturday afternoon, April 18, Geo. (Red) Davies, demonstrated his ability to play tennis by defeating Roy (Swede) Swanson and Charley Sein, 6-0 and 6-3, respectively. The main event, however, was the nip and tuck battle between Roy and Charlie. The Swede drove Charlie up against the fence and won out, 12-10.

Members of the Field Department are getting out the old fishing tackle preparatory to the annual trek to the High Sierra. Soon, we may expect our credulity to be strained to the breaking point by the "one that got away."

Octavio Valencia, who has been connected with the Structural Dept. for the past seven years, has returned to his home in Mexico. We are sorry to see him go and wish him every success in the old home town.



**7th ST. WAREHOUSE**

**Daniel Sanchez**

It takes Checker Juan Martinez and Stevedore Frank Smith to show us the latest styles of suits and hats. We are wondering if they are advertising for some clothing store.

The following men are back at work after vacation: Joe Domoulin, Checker, who made a trip to Canada via Pacific Steamship; Jack

Jozt, Stevedore; Victor Thiel, Trucker; Santos Salazar, Trucker; Orel T. Flood, Checker; Herman Kuck, Trucker, and Jacob La Foya, Checker, all of whom spent their time at home.

One thing Trucker R. E. Stone will always remember is how to say "Good morning, Judge." Stone was not detained, however, after his call.

The eyes of Stevedores Daniel Page, Alvin Rhoads, John Hamilton, as well as those of Truckers Jim Jasmanka and William Hon are focused on the outcome of G. Horcasitas' latest hair cut. If it is successful, more than likely they will follow his example. Horcasitas already thinks that he has a surplus of new hair, or it may be the result of the rain we had last month.

Checker R. Linsley, better known as "Dad" Linsley, is happy again, and for good reason. Mrs. Linsley just returned from the east and "Dad" can now go home and enjoy a good dinner once again. He says you never miss them until they are gone.

We want to assure Mrs. Linsley that we took good care of her husband while she was gone and made sure he stayed at home every night.

Correction Clerk Winfred J. Schafer, after making good use of his Ford while on his vacation, is back on the job looking younger than ever.

Ben H. Fisher, O. S. & D. Clerk, is doctoring a sore foot.

Sam W. DeHaven, Commercial Checker; Fred F. Tombin, O. S. & D. Clerk, and L. C. Flood, Billing Clerk, are all back on their jobs after two weeks' vacation.

**OCEAN PARK CAR HOUSE**

**W. P. Williams**

In the last issue it was forecast that better news would be coming regarding our baseball team, but conditions are still bad; the panic is not over, but confidence in our team is as strong as ever, so we will let our forecast ride for another month.

After looking over the pictures of our baseball team, cannot understand why Ray French hates to work. "Hollywood"—why with those cute little whiskers, and that engaging smile, he IS Hollywood.

As a contract, Dick Boardman just adores working "Hollywood." After a strenuous nine-inning game the other Sunday he had a five P. M. report. On calling up he was given three round trips on 102. You should have seen him show his "appreciation."

George Rice, is making great progress at bridge; his only real trouble with the game is that he looks at a genuine "two bid" hand through optimistic glasses and bids up to four, with the natural result that he is doubled and set.

Sam Cloud, the ever smiling Motorman, seems to have an even broader smile lately. Watch the society columns.

Conductor Robertson is surely a nifty dresser when he steps out. You should take particular notice of the latest in hats.

Conductor Paul Porter from now on is a great booster for the P. E. Glee Club. He attended for the first time the other evening and happened to ride home on our car. He was very enthusiastic and is looking forward to many evenings of good music and pleasant companionship. One of these days Paul is going to get a chance in his chosen field—entertainment. He is a good singer, splendid dancer and is not hard to look at. If he would only team up with Foreman Hapgood of the Mechanical Department, Will Rogers would have some real competition.

The "Boss" (A. W. Day) was off sick for a few days, but we are glad to say he is back on the job again. Things don't seem quite the same when he's away.



**NORTHERN DIVISION  
POMONA**

**Walter R. Bloom**

Mrs. H. K. Riorden and daughter Madeline, family of Conductor Riorden, will leave for Paris, France, on May 15 for an extended visit with Mrs. Riorden's mother and other relatives.

On their return this fall H. K. will meet them in New York City and they will visit the principal cities of the east, including Cincinnati, where they will spend some time with Mrs. Riorden's sister and family.

Conductor Olaf Jensen has purchased a Chevrolet Sedan; also Guy E. Stephensen is to be seen riding in a Buick Sedan, which he recently purchased.

Mr. Glen Hasse, our Ticket Agent, has been absent from the office for several weeks on account of sickness. Mr. Van Schroeder has been taking Glen's place at the window.

Mr. Everett Parker, Sub-station Operator, has leased his home here and he and Mrs. Parker have moved to Pasadena.

Motormen Edwin Clark, F. O. Evans and Roy Fortner of the Mechanical Dept., with their wives, attended a party at the home of Motorman C. B. McClure in San Bernardino recently.

Jack Gilmore, Motor Transport Agent, with his family spent the week-end with relatives at Huntington Park.

Motorman W. E. Smith has purchased a home on East Alvarado and with his family will take possession about June 1.

Mr. and Mrs. W. B. Foote spent a few days at their cottage at Newport Beach.

Conductor Amos Fisher and family are planning a motor trip to Fresno about the 1st of May.



**NORTHERN DIVISION  
PASADENA**

**Edmund C. Fox**

F. R. Cummings and H. D. Haverick, together with their families, are enjoying a vacation of travel that will take them back to their old haunts through the central and eastern states. They are having a wonderful trip.

In for congratulations. The marriage of W. L. Hubbell to Miss Gay of Alhambra took place on May 9. Best wishes to the happy couple. May they live long and prosper.

Conductor R. S. Smith is on an extended leave of absence. Although his plans are incomplete he contemplates a trip back east.

J. D. Freeman has taken a leave of absence and with Mrs. Freeman will journey by rail to North Carolina. They expect to be gone about thirty days.

C. M. Conner and family are taking a vacation and, according to their itinerary, will no doubt enjoy themselves. They will go to San Francisco by rail, returning the water route.

J. E. Newman is taking a brief trip to San Francisco and the bay region.

Frank Breen of Mt. Lowe is down in the city for twelve days of leisure and will devote most of his time with the dentist.

The following Trainmen from Macy St. Terminal are now holding runs out of Pasadena: Conductors J. K. Kennedy, A. Jensen and



C. T. Nolan, Motormen V. A. Light and C. E. Young.

Motorman R. C. McPherson has returned to Macy Terminal, having bid in run No. 137.



### SOUTHERN DIVISION

William Kaplan

The arrival of Spring is already making itself felt on the Southern Division through the call of the open road.

H. J. Brinker has traded in his Ford for a swanky Chrysler.

L. J. Lockwood lost control of his steering wheel near Downey recently, and attempted to climb a telephone pole.

Conductor Shropshire sports the very latest in automobiles—a brand new Pontiac sport sedan.

The Whittier terminal made a mass attack on Tia Juana and Agua Caliente recently, when Trainmen Gates, Yeager and Shropshire motored down to see what they could see.

Charles L. Emmons: 'My, my, times are sure getting hard.'

Braskamp: "Why, Charlie, I wouldn't worry if I were you. Sam Mason had your job once and look at him now."

It is authentically reported that "Cannonball" Tipton, ex-Motorman, Southern Division, is the best Conductor on the Western Division. Another boy that made good in Hollywood.

Conductor C. W. Copeland of Santa Ana was married recently. Congratulations.

George W. Meyers, Motorman since 1899, and first man on the list, dropped into town from Redondo Beach recently to pay the boys a visit.

Since F. G. Topp has come down from the Dispatcher's board to wear a uniform, Ted Andrus and D. C. Moon look like pigmies.



### FREIGHT DEPARTMENT SOUTHERN DIVISION

By P. G. Winters

Jim Blake, Trainmaster of the Southern Division, is the proud father of a fine 8-pound baby boy. Jim says, "just another Trainmaster." Mrs. Blake and baby are doing fine.

Our General Yardmaster, Frank Anders, was reported off sick recently, so one of the boys went out to visit him, and upon being ushered into the sick room was amazed to find Frank propped up in bed cutting out paper dolls and feeling much better.

We are all glad to see our old friends and buddies Ray Moran and "Dizzy" Carlson restored back to work after a lay-off of three months. Carlson was restored back in good standing even if he did come from Chicago.

"Lord Dillswater" Altenberger has taken a very important matter up with the Trainmaster to see why Conductor Bradley has a claim on Carson Siding.

"Shorty" Wamsley had only one choice, so he moved Bob Beal off the 2:30 A. M. market job. Well, we wish you the best of luck Shorty, and we regret to see Bob moved, for he surely was on the market job a long time and was well liked by everyone.

Walter Polson called my attention to the actions of Bill, or Willie Lutes, recently, and upon inquiring around found out that Willie was having a hard time answering some questions Conductor Polson was putting to him. "Father" Stace and Ted Packer suggested that Polson call up and reserve an inside room for Willie.



### MECHANICAL DEPT.

Carleton B. Bell

Mrs. Jennie McDowell, wife of former repair shop Foreman at West Hollywood, passed away at her home, 206 Hamlet Street, Los Angeles, Tuesday, April 28th. Interment was at Forest Lawn Cemetery at 3:00 P. M., April 30th.

Mr. McDowell and daughter, Mrs. E. L. Harris, wish to express their deep appreciation for the beautiful floral offering from employees at West Hollywood shops.

Mr. McDowell has the sincere sympathy of his friends in his sorrow.

### Chasing the Rainbow

(Continued from Page 13)

diver along . . . (of course, this is confidential) . . . all the spinners that were used up there, were engraved with the fisherman's initials . . . and the diver had to dive under the boats that the "bosses" were in . . . and every once in a while hook one on for them . . . he did a good job, till it got too chilly . . . the only mistake he made was, that he hooked an 18¾-inch trout on a hook and spinner marked J. W. M. instead of A. T. M. as he had been told . . . and darned if Jack didn't get first prize through that mistake . . . One of the fishermen held a tug-of-war with a scrappy trout . . . the fish in the water proved to be stronger than the one in the boat . . . anyway, the trout got away with the whole outfit (pole, hook, line, etc.) . . . and is no doubt proudly showing off with it at the bottom of the lake . . . now which one of the two is the "poor fish?" . . . At the Camp, the "Kangaroo Court was in session in the evening . . . the defendant was accused of "gate-crashing" . . . it looked like a frame-up from the start . . . both the prosecuting attorney and the lawyer for the defense looked about as honest as you can expect a lawyer to look . . . and the judge'd never have to dodge Diogenes and his lantern either . . . the bailiff swung a wicked ball-bat . . . and the jury had that dreamy, far-away look that goes with the job . . . the defendant easily cleared himself of the original charge . . . but had to pay a fine anyway . . . when the judge asked him to recite "the sportsman's code," he said: "Shoot two bits" . . . several others aroused the displeasure of "Hizonner" . . . and the offenders were duly fined . . . the judge personally collected the fines . . . and how! . . . even some of us innocent bystanders got it in the neck . . . he used the "huddle system" . . . the method he used was painless, but he got his knuckles awful dirty . . . A charge of "high-jacking" by "Kingfish Estes" against a person or persons unknown, was thrown out of court . . . the evidence had all disappeared . . . Well, this started out as a fish-story . . . but as I said before, I'm not a fisherman . . . and let me change what I said above: "If all the fishermen that were there were laid end to end . . . 't would be all right with me . . . Buenas Noches . . .

### Trout Season Opening Lures Capacity Camp Attendance

FIFTY-FIVE hardy members of the Rod & Gun Club made another trek to the P. E. Camp over the May 1st week-end to greet the opening of the 1931 season on rainbow trout in Lake Arrowhead.

Despite unfair weather and other unfavorable fishing conditions the catch averaged about six per line and also there was a noticeable increase in the size of fish landed over previous years. The heavy rain (seven inches) a few days preceding the opening of the season tended to create a plentiful supply of fish food delicacies, with the result that the tempting offerings of the fishermen were not so attractive. Consequently the heavy catches registered in the lake during the early part of the season were lacking, which gives a good "break" to those planning a visit later in the season.

J. W. May proved to be the lucky one when measuring for prize winners was concluded, his 18¾-inch beauty being ¾ of an inch longer than the next ranking fish, landed by F. B. Patterson. First prize of \$8 cash, donated by Jean Adams of the Corrigan Co., and \$7 to May and Patterson, respectively, headed a total of 13 prizes. Other winners of the coveted awards were in the following order: E. R. LaMelle, Joe Wooderson, C. D. Cowan, Hal Smith, B. F. Manley, J. F. Quinn, C. F. Estes, Earl Haskell, E. H. Pierce, J. M. Plymale and B. H. Collins. Mr. Collins at the foot of the prize list had a winner 15½ inches long, which indicates that fish were somewhat larger than previous seasons.

Stream fishing also promises to be better this season than for several years, according to our good friend, Cliff Thorburn, who with Mr. Lovell caught two limits in short order in Grass Valley. Other fishermen told Mr. Thorburn that there was plenty of water and fish in Deep Creek, a favorite retreat of many. Catfish and sun perch can be taken from the lake in any quantity desired, the lake being literally filled there.

Many of those who made the journey stayed over the week-end, and with others who arrived at the Camp for Saturday and Sunday every accommodation was occupied for the first time this season. Among the officials present were: A. T. Mercier, L. A. Lovell and C. Thorburn.

The foregoing information was gathered tid-bit from those who made the journey. For an intimate account of scandal, pranks, humor, we now turn you over to Max Schuring, broadcasting in another column on what he personally witnessed.

### The Whole Truth

"Did you ever know an amateur angler to tell the truth?"

"Oh, yes, I heard one call another a liar."





**Frank**

He—Didn't you once say there was something you liked about me?  
 She—Yes, but you spent it all.

"I can't marry him, mother; he's an atheist and doesn't believe there is a hell."

"Marry him, my dear, and between us we'll convince him that he's wrong."

**Seasonal**

Slow Waiter: Have you ordered anything yet, sir?

Diner: Well, I ordered strawberries and cream, but that was such a long time ago, you'd better change it to Christmas pudding.

**One Good Point**

Angry Client: The first time I wore this coat it split down the back.

Tailor: Ah, that shows you how well we sew our buttons on.

First Campus Gad-about: "What's the matter, Tom, aren't you feeling well this morning?"

Second Fraternity Man: "Boy, I'm feeling lower than the ring about a Scotchman's bath-tub!"

"Jack," said the plumber's wife as he was leaving home on a hurry call, "bring me a jar of cold cream from the drug store when you come back for the tools you're forgetting."

**Wasted Words**

Mistress (angrily): In the time it takes to tell you to do the work I could do it myself.

Maid: Yes'm, and in the time it takes me to listen to you so could I.

**Ready to Go**

Two old maids were in an insane asylum for years, always knitting and knitting.

"Gee," sighed Mayme one day, "I wish some tall, handsome man would wind his arms around me and squeeze me until I gasp."

"Now you're talking sense," from Hattie. "You'll be out of here in a few days."

A needy Scotsman approached his friend.

"Sandy, I want to borrow £500 from the bank. The bank manager will do it, but he says he wants someone to guarantee it. Will ye sign this paper for me? It's just a formality."

"Mac, I'm surprised at ye. We've been friends all these years. If ye wanted the money, why didna' ye come straight to me? I'll lend ye the money. Let the bank manager guarantee it."

Husbands are like eggs—if kept in hot water they become hard-boiled.

**The Brute**

"That's the cat's pajamas," remarked Mr. Henpeck, as he picked up his wife's sleeping-togs.

Maiden Aunt: "And what brought you to town, Henry?"

Henry: "Oh, well, I jus' come to see the sights, and I thought that I'd call on you first."—Ex.

Instructor in University Bible Class: "We will now read a chapter in unison."

Frosh (whispering to his neighbor): "Tell me, is Unison in the Old or New Testament?"

Cop: Hey, you! What're you doing lying down there in the gutter? Drunk again, I s'pose.

Horizontal: Why, offischer, how you talk. Shertainly I'm not drunk. Shust holding this parking place for a friend, thassall.

Chairman: "I wish to announce that on Wednesday evening the Ladies' Aid will have a jumble sale. This is a chance for all the ladies of the congregation to get rid of anything that is not worth keeping, but it's too good to be thrown away. Don't forget to bring your husbands."

The teacher was trying to explain to the class the significance of white. He asked: "Why do you think a bride always wears white on her wedding day?"

No one answered.

Teacher: "It is because white betokens happiness, and her wedding day is the happiest day of a woman's life."

Small Boy: "But why does the man always dress in black?"

Dear Old Lady—"Captain, would you please help me find my state-room?"

Captain—"Have you forgotten what number it is, madam?"

D. O. L.—"Yes, but I'll know it if I see it again; there was a lighthouse just outside the window."

The Colonel's wife sent the following note to Captain Greene:

"Colonel and Mrs. Browne request the pleasure of Captain Greene's company to dinner on September 15th."

To which she received the following reply:

"With the exception of five men on leave and three on sick list, Captain Greene's Company take great pleasure in accepting your invitation."

Julia—"Do you think it's unlucky to postpone a wedding?"

Frank—"Not if you keep on doing it."

Wife—"There's an old clothes man at the door."

Hubby—"Tell him I've got all I need."

"Auntie, why do you put powder on your face?"

Aunt—"To make me pretty, dear."

Lucy—"Then why doesn't it?"

**The "It" Problem**

"Confectionery," says the writer, "makes you stout." You can't eat cake and have "It" too.

Bewildered Prof. (on looking into the hairbrush): "Guess I need a shave."

**Too Close**

Then there was the Scotchman who was so close that he got slapped.

Butler—"Your wife has run away with the chauffeur."

Husband—"Oh, well, I was going to fire him anyway."

**Inherited**

"Your son has a great thirst for knowledge. Where did he get it?"

Mother—"He gets the knowledge from me and the thirst from his father."

"How's that boy of yours getting along at the barber college?"

"Fine. They just elected him shear leader."

Teacher—"Can anyone tell me what 'hence' means?"

Little Abie—"Please, Miss, poultry."

Judge—"What is the charge, officer."

Officer—"Driving while in a state of extreme infatuation."

Irate Teacher: "My word, Tommy Jones, I'd just like to be your mother for a day or two."

Tommy Jones (meekly): "Please teacher, I'll ask father."

The next time the farmers want somebody to show them how to keep prices up on a high level, they ought to go to whoever it is that advises the bakers.

The man who does not need a boss is usually the man who is selected to be one.

Father (after son had taken an enormous bite): "Another bite like that and you'll leave the table."

Son: "Another bite like that an I'll be through."



**KNOW YOUR HAND SIGNALS?**

Calling attention to the tremendous number of both fatal and slight accidents which occur owing to incorrect or non-use of arm signals, the State Chamber of Commerce dwells upon this feature for its March warning to automobilists. "Tomorrow may be too late. Invest in Safety today by using correct arm signals, and declare an immediate Safety Dividend," is the admonition they broadcast to motorists. They urge that arm signals be used whatever the time of day or night.

The following signals are those which apply and should be judiciously used if this class of accident is to be curtailed:

**RIGHT TURN**—Extend hand and

arm upward and beyond left side of vehicle.

**LEFT TURN**—Extend hand and arm horizontally from and beyond left side of vehicle.

**STOP**—Extend hand and arm downward from and beyond left side of vehicle.

**WHY DO TAXIS USE METERS?**

When the 2c short haul ride plan was put into effect in Cleveland, a few months ago, there was loud applause from newspapers and car riders. Later the fare was increased to 3c and some 5c rides were put into effect on other lines. The applause continued. The low fares paid in sections with

much travel, but did not pay in the outlying sections.

Suggestions then were made that since the short haul rider was carried for less, the long haul rider, who had been carried at a loss, should pay more. There was no applause.

Some day, perhaps when the millennium is reached, local car riders throughout the United States will pay for the service they receive, the same as they now do on steam roads, many motor buses, taxicabs and every other form of transportation except street cars. The idea that electric railway operation is not subject to the same economic laws as any other business is deeply rooted.

**Partial List of Claims Paid During April 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
Allen, Winthrop S., Boil		\$10.00	Estes, Chas. F., Sprained Ankle		77.33	Mohler, Harvey H., La Grippe		12.00
Arneson, Anton, Cold		45.00	Forsyth, Campbell, Abscess Eyelid		16.00	Moorhead, Earl, La Grippe		10.67
Auforth, Frederick W., Sore Throat		10.00	Gardner, Boyd B., Billiousness		14.00	Mudd, Chas. W., La Grippe		18.00
Barnett, Dave, Sore Throat		16.00	Green, Yee M., Acute Enteritis		18.66	Noonan, Chas. E., La Grippe		23.33
Bowen, Avery W., Sprained Knee		20.00	Hoffman, Ellsworth O., Cold		50.00	Senay, O. Emmanuel, Amputation of toe		60.00
Burke, Jack, Sprained Ankle		54.00	Ingraham, Paul O., La Grippe		28.00	Settle, Clarence L., Cut Wrist		16.00
Burkhard, Geo. P., La Grippe		32.00	Hudson, Henry C., Sprained Wrist		34.00	Staes, Conrad E., Arthritis		12.00
Crunk, Robert R., Sinus Infection		60.00	Humphrey, Richard J., Influenza		32.00	Tunn, John L., Influenza		12.00
Deal, Daniel A., Rheumatism		136.00	Johnson, Willie O., Acute Bronchitis		42.00	Van Ordstrand, Carl N., Influenza		12.00
Doone, James S., Pleurisy		155.00	Larson, Probert, Tonsilitis		34.66	Watts, Paul L., Collapse of left lung		60.00
Du San, Rex J., Pleurisy		16.00	Lundgren, Chas. N., Yellow Jaundice		46.00	White, Edw. F., Mumps		24.00
Epp, Frank E., La Grippe		10.66	Martin, Melrowe D., Influenza		16.00	Young, Cecil R., Influenza		24.00

SEE OUR AGENTS ABOUT THIS INSURANCE: J. J. Hull—J. R. Dougher — or — Wm. L. Thomas, 520-21 Pacific Mutual Bldg. Phone: TRinity 3526 or TRinity 3527

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## IT WAS A HARD WINTER!

The "ship that comes in" does not always have a cargo. And the dreams of dreamers seldom come true.

The past winter brought a lot of tough sledding for many people. Just what they suffered few of us really know. But this we know: Those who suffered most were the ones who had thought least of the future.

A few dollars saved monthly when times were good would have prevented hunger, the lack of shelter, the need of clothing, or the acceptance of charity.

These are not pleasant thoughts—but neither is medicine that cures our bodily ills. But it is stern reality. It is the law of life, and we must face it.

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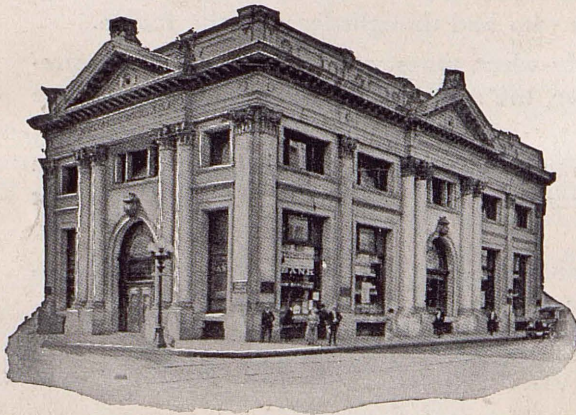
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