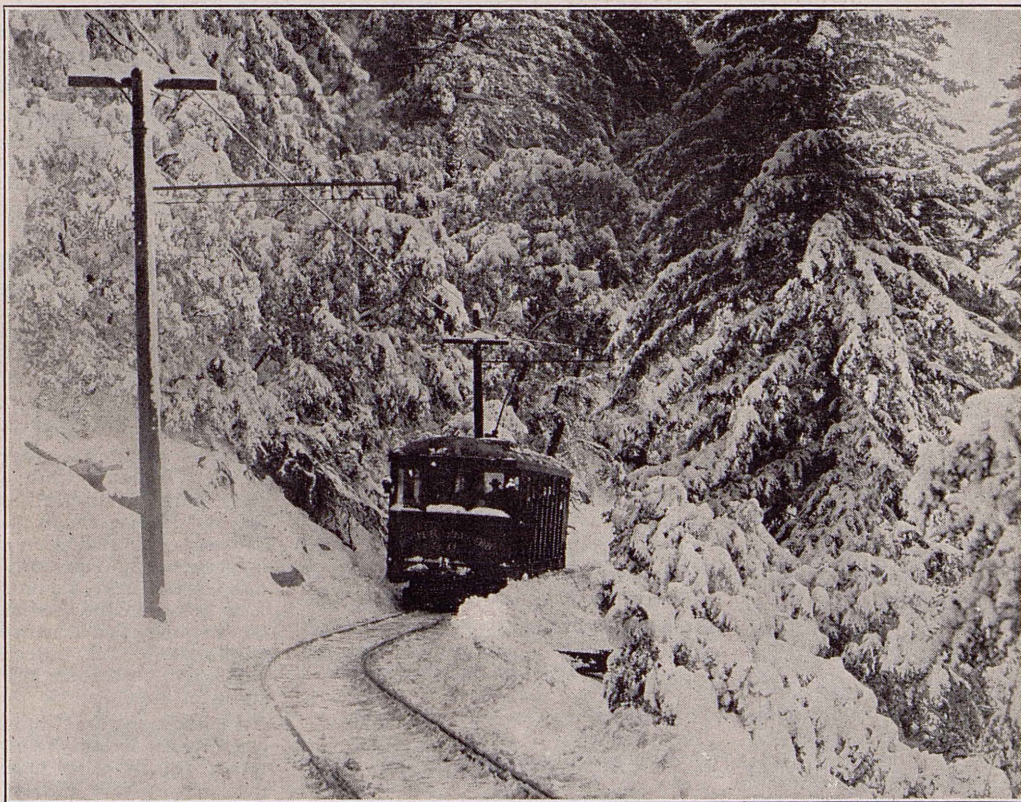


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PACIFIC ELECTRIC

Magazine



Oranges and Sunshine Just 30 Minutes Away!

The Southern California novelty (snow) as seen on the Mt. Lowe Division of the Pacific Electric—an event which during the past 20 days has drawn 250,000 persons to the nearby mountain playgrounds.



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

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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.

MANY of us have found to our sorrow that "there is no short cut to riches."

This homely adage was drilled into us during most of our early years and it has been vindicated so often that its logic and truth should guide us in saner investment paths. Yet there still are a great many people who are inspired by an uncontrollable desire to possess wealth, and to secure it right now. Unfortunately, this ambition has led many to sorrow and regret.

This human fallacy is a fertile field for the stock racketeer—he of the glib tongue who urges the purchase of securities which have no real value. He may be peddling stock of little worth at excessive prices. Often he encourages the prospect to exchange valuable securities and bonds or to draw upon a hard earned bank account. His bait is always the promise of immediate and unheard of return from the "investment" he offers.

The Attorney General of New York State is authority for the statement that the annual loss through investment frauds totals a billion dollars yearly. His summing up of how and why this tremendous sum is lost each year should be a lesson to all of us. He states:

"The answer must be sought in the

Lincoln's Immortal Gettysburg Address

FOUR score and seven years ago our fathers brought forth on this Continent a new nation, conceived in liberty, and dedicated to the proposition that all men are created equal.

Now we are engaged in a great Civil War, testing whether that nation, or any nation so conceived and so dedicated, can long endure. We are met on a great battlefield of that war. We have come to dedicate a portion of that field as a final resting place for those who here gave their lives that that nation might live. It is altogether fitting and proper that we should do this. But, in a larger sense, we cannot dedicate—we cannot consecrate—we cannot hallow this ground. The brave men, living and dead, who struggled here, have consecrated it far above our poor power to add or detract. The world will little note nor long remember what we say here, but it can never forget what they did here. It is for us, the living, rather, to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us—that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion; that we here highly resolve that these dead shall not have died in vain; that this nation, under God, shall have a new birth of freedom and that government of the people, by the people, for the people, shall not perish from the earth.

fundamentals of human psychology. The stock racketeer, despite his high pressure salesmanship technic, would have little success if it were not for the fact that in our economic life most of us are animated by an understandable sense of cupidity. In our efforts to attain financial security most of us are willing to take what appears to be the easiest way. The warning to beware of all investments that offer quick and large returns has been broadcast, but I venture to repeat it again. I also might advise everyone to be skeptical of all promises of easy wealth. Always seek the advice of your banker before making securities commitments of any kind."

If Not a Member, Why Not?

WHILE all of us must appreciate that our membership in the Pacific Electric Club pays a rich return in pleasure, convenience and educational advantages, not only for ourselves, but family members as well, a review of the Club's past year activities reveals its wide service and utility. Just what has the Club provided during the past twelve months for our meager 35-cent monthly dues?

There were 105 picture show performances in the theater; 20 dances; 21 card parties; 160 meetings of the Women's Club; 7 Agents' Assn. meetings; 8 Masonic Club gatherings and 12 Rod & Gun Club assemblies.

Among the special events staged by the Club during 1931 were: the Annual Flower Show; school graduation exercises; two "20 and over" club meetings; Christmas party; Eastern Division Dance at Riverside and San Bernardino; wedding reception; radio

broadcast programs of football and baseball events.

The Club sponsored during the year: P. E. Bowling League; 4 baseball teams; basketball team; P. E. Pioneers' Club, and 22 educational classes.

There are many other activities in which the Club takes part which may or may not have come to your attention, among them being:

Relief work in connection with the P. E. Woman's Club; playing cards and games supplied to terminals; drivers' license renewed for members; 35 per cent reduction in automobile insurance, also substantial reduction in purchase of many commodities through Rod & Gun Club; reduced rate tickets to various performances; represents employee's family interests in matters pertaining to Group and Mortuary insurance.

In addition, the Club makes temporary loans to employees, without interest or any other charge as a relief measure in case of sickness or other emergencies which may arise. The Club also handles funeral arrangements (when asked) at a considerable saving. Our vacation camp in the San Bernardino mountains is under the supervision of the Club.

All that the above costs you and your family is 35 cents per month!

Frankly, we should all belong to the P. E. Club. We owe it to ourselves and family members, so much is there to be gained through membership. And equally true, we owe it to our management, which, when it invested almost a half million dollars for our pleasure and benefit rightfully expected that all would avail themselves of the opportunities it offered. Finally, we owe it to our fellow employees to belong in order that the wide scope of entertainment and activities may continue to be carried on the large scale of the past.

Let's all remember that the 35 cents

we pay each month as club dues does not begin to pay the cost of operating and maintaining the Club. Our management pays the deficit; and is willing to continue paying the deficit after funds from dues are exhausted.

We repeat, is it fair not to belong to the P. E. Club? We'll let you supply the answer.

City Founder Tells Value of Railway to Community

JUST what the town of Bellflower would have been and the large part the Pacific Electric Railway has played in the development of that splendid community was forcefully told in a recent statement by F. E. Woodruff, founder of the city more than a quarter of a century ago. The Bellflower Herald Enterprise thus commented and quoted Mr. Woodruff:

In the opinion of Mr. Woodruff much of Bellflower's remarkable progress during these few years has been due to the superlative service offered by the Pacific Electric Railroad, together with the splendid enthusiasm and business ability of the merchants whose rapid trade expansions have provided the barometer for the city's business health.

"The value of a railroad to a city can be measured by our growth," Woodruff said. "When I bought this land in 1906, service on the P. E. had just been inaugurated. I think their line was laid to Santa Ana in 1902, or possibly 1903, so Bellflower always had the advantage of interurban service.

"In mapping the route of the proposed line, engineers first had to consider what communities wanted transportation facilities. Downey and Norwalk were both approached, as I remember, and both communities refused to harbor the idea of having interurban service to their doors from Los Angeles and Santa Ana. They were afraid it would hurt home town business.

"Artesia put up a strong bid for the line, and accordingly the engineers ordered the tracks to proceed to that community. It so happened that the line bisected Bellflower, and our growth has been materially aided through these years as a result."

Woodruff is under the strong impression that local business men should support the depot better than in the past, and should ship by rail whenever it is at all possible. In expressing this opinion, he was considering the probability that the local P. E. depot may be abandoned or combined with another nearby depot as an economy measure because revenues from the station produce an annual deficit of about \$500.

"You can see what the railway has meant to Bellflower," Woodruff emphatically declared. This community, half as old as Norwalk or Downey, is about twice as large, and Woodruff thinks the growth of Bellflower has been occasioned to a large degree, from the interurban service.

Improved Operation is Shown Analysis of 1931 Operating Results Reflect Helpful and Hearty Employee Response

WHILE revenue produced during 1931 was a keen disappointment, an analysis of several operating features showed very considerable improvement over the preceding year, and, but for which, inasmuch as bad service lowers revenues, our income would have been still more discouraging.

The most outstanding improvements in operating features were registered in those two all-important factors, "passenger equipment performance" and "on time performance."

To bring about an improvement in the former, Mechanical Department employees and supervisors throughout the year strove to overcome various defects and weaknesses that cause car failures which result in delay in our passenger service and consequent condemnation from passengers. That very definite and substantial results were accomplished through the intensive effort made is shown by the following comparison of last year and 1930 results:

Interurban Passenger Trains:	Failures	Car-Miles	Miles per Failure
To. Yr. 1930	1013	24,882,880	24,563
To. Yr. 1931	736	22,926,080	31,150

This shows an improvement of over 26%.

The betterment of "on time performance" was equally pleasing to our management inasmuch as the failure of passengers to arrive at their destination closely on schedule means a very great deal in their choice of transport.

Economic Outlook Better

Asked to express his viewpoints upon the economic outlook, Mr. Pontius thus was quoted last month in the Glendale News-Press:

BUSINESS has been sick—no one denies that. But business has passed the crisis and is now convalescing. Much like the human patient who has been seriously ill, when the crisis arrives he either succumbs or recovers. In both cases the progress to the ultimate destination is certain.

The chance for the ultimate and not far distant recovery of business is good, because of the fact that a sound constitution is back of the patient, represented by the intrinsic value of the nation and its resources.

Already along certain lines business has shown marked improvement. Its complete recovery may be slow, but the most important fact remains, that recovery is sure. Courage and faith in the institutions of our country assure prosperity's return.

It is realized of course that equipment failures, traffic congestions, accidents, storm and other emergencies are constant resistances to maintaining of schedules. These conditions were encountered in 1931 in the same proportion as in previous years, yet by taking advantage of every time saving possibility Trainmen minimized these adverse influences and compiled a record that reflects most creditably to them. Following are the specific results:

Year	Total Trains On Time	Per Cent	Total Trains Delayed	Per Cent
1930	776,653	96.3%	29,981	3.7%
1931	754,195	97.6%	18,606	2.4%

Reduction 11,375

On the basis of the above the reduction in train delays last year was equivalent to 38% over 1930 and has brought the "on time performance" to the very high level of 97.6%. Much of this improvement is due to the alertness of train crews in the matter of loading and unloading passengers with dispatch, energetic action on the part of the crew at switch points and a general interest in snappy service, which makes a most favorable impression on passengers.

Motor Coach performance for the year also showed decided improvement and at the rate of progress during 1931 will compare favorably with rail service. For instance:

In 1929, 1200 failures, average 3,497 miles per failure.

In 1930, 765 failures, average 6,260 miles per failure.

In 1931, 496 failures, average 9,000 miles per failure.

Much of the credit for this good improvement is due to both careful and intelligent handling of equipment by operators and a consistent effort put forth by Mechanical Department employees.

Diagnosing the Case

"My dear sir," said the doctor, "your physical troubles are due entirely to your defective teeth. Now let me examine them."

"All right, doctor," muttered the patient, "hold out your hand."

Poker Players

Husband (reading the latest about radio television): My word! This opens up some wonderful possibilities, dear.

Wife: Yes, my love! Won't it be nice for me to be able to sit here and watch you working in your office when you're kept there at night.

Diner: "What sort of pudding is this?"

"We call it college pudding, sir. Like it?"

Diner: "No. I think there's an egg in it that ought to have been expelled."

Uniform Department is Now Directed by Mr. Scott

EFFECTIVE last month the Uniform Department of the Company was placed under the supervision of W. J. Scott, Superintendent of Employment. Under the new arrangements hereafter employees desiring to secure uniforms, caps and other equipment handled by the department, will obtain their purchase orders from the Employment Office, instead of their Superintendent as heretofore.

A bulletin also announced that Mr. Scott will pass upon full uniform for inspection, this feature to be a part of the re-examination on rules and regulations for passenger Trainmen.

A new article, not heretofore handled by the Uniform Department, was added to the stock last month. Hereafter rubber coats, of splendid quality and priced to sell at \$3.75 will be available to not only Trainmen, but all employees who may wish to purchase them. They are made by a nationally known concern and have the unqualified guarantee of the manufacturer.

For the benefit of employees whose shifts may be such as to make it difficult to get to the Uniform Department during the day, it has been decided to continue keeping the department open each Tuesday from 7 to 9 p.m. This has proven a decided convenience to many employees.

Attention also is called to the fact that the cleaning and pressing service of the department is also available to male employees other than Trainmen. A price of 50 cents per suit prevails, which is considerably lower than obtains from private concerns.

CAR RESEARCH PROGRESS

Encouraging progress is being made by the electric railway industry in its research to determine how to make a more economical car. Tests are being carried on in Brooklyn, Ann Arbor, Mich., and LaFayette, Ind., by Professor C. F. Hirshfeld. Funds for the work totaling \$500,000 have been raised by operating and manufacturing companies.

Researchers have asked operators and riders what car improvements are desired. Operators have declared more speed is needed. Riders insisted they were interested chiefly in less noise. Experts have decided perhaps both are right so experiments designed to increase speed without discomfort to the rider and decrease noise without affecting efficient operation have been started. It already has been determined that some form of resilient wheel should be used.

Included in cars now being tested is one from Baltimore which accelerates faster than an automobile. Motorists have been writing Baltimore papers protesting against the cars being too fast for other traffic.

"I hear you dropped some money on the Stock Exchange. What were you, a bull or a bear?"

"Neither. Just a simple ass."

Venerable Veteran Retires



Alfred A. (Daddy) Reed, veteran Conductor, receiving congratulations and good wishes from Asst. Superintendent C. H. Belt on the day of his retirement last month after 33 years of loyal service.

BRINGING to a close a career of more than 33 years of honorable service, beloved and esteemed by passengers and fellow workers, Alfred A. Reed, better known as "Daddy," retired from active service last month. With him goes the wish of our management and a host of friends he made during the long years he toiled in faithful performance of his duties that the sunset of life before him bring a large measure of joy and peace.

There was no sham in Daddy Reed's make-up. The kindness and courtesy he constantly practiced came from the heart. His cheery "good morning" and greetings he tempered with sincerity and wisdom. It is quite a little art to know just what to say, how and when. "Daddy" knew.

"Daddy" Reed commenced work on the Temple Street cable line, later acquired by the Pacific Electric, in March, 1893, where he was employed for about 11 years, when he returned to his home in Ottawa, Kansas. Coming back to California, he was employed by this company as Flagman in November, 1908. A year later he became a Conductor, operating mostly on the Northern Division, continuing until January 1, last, when his retirement officially became effective.

While we reluctantly part with "Daddy," there is solace in the knowledge that, while not as young as he used to be, physically and mentally he has many years left to enjoy life's blessings so deservedly earned during his active years.

"No man's lips have ever touched hers—so she swears."

"Well, you can hardly blame the girl now can you?"

More Versions on Costs of Operating an Automobile

FURTHER proof that it costs from six cents upward to operate an automobile comes again from figures just published by the American Road Builders' Association. The announcement bears out the conclusions of the United States government, the National Automobile Chamber of Commerce and the Iowa State College, whose findings on the subject previously were published in this Magazine.

In its recently published statement the American Road Builders' Association, from detailed cost records on about 800 automobiles operated in various parts of the United States, gave the following figures in cents per mile as applying to the varying sizes of cars:

Type of car	Cents
Light fours	6.02
Medium fours	6.42
Heavy fours	7.20
Light sixes	7.38
Medium sixes	8.40
Heavy sixes	9.45

The Association submitted another division of cost items on an imaginary "average" automobile, based on an annual mileage of 11,000, as follows:

Item of cost	Cents per mile
Gasoline	1.31
Oil	0.22
Tires and tubes	0.64
Maintenance	1.72
Depreciation	1.39
License	0.14
Garage at \$4 per month	0.44
Interest at 6 per cent	0.36
Insurance (fire, theft, tornado)	0.21

Total cents per mile 6.43

Many persons with whom we talk concerning the operating cost of their automobile, as compared with using Pacific Electric service, frequently advance the argument that inasmuch as they already own their car and certain costs necessarily continue whether or not they use it daily, it is not proper to include in the comparison such items as depreciation, license, interest, garage rents, etc. This argument is not sound, but even excluding the charges quoted above, we find that for maintenance, gasoline, oil, tires and tubes alone it costs 3.89-cents per mile to operate the average automobile. The Pacific Electric commutation rate is about 2-cents per mile, which is approximately half that of only a few items making up the cost of using a private car. It should be noted that a parking fee is not included in any of the foregoing figures.

In these days of strict economy many persons will lend an attentive ear to just what it costs to operate their car, hence employees can repeat the foregoing with assurance of its authenticity and the fact that the cost of our service compares more than favorably. In addition we can effectively recite the perils and increasing displeasure of driving in congested traffic.

Street Cars Lessen Rather Than Increase Congestion

Quite frequently well meaning, but woefully misinformed persons, get themselves into print expressing the viewpoint that the elimination of the street car would solve the traffic problem in metropolitan centers. Quite the contrary, were it not for the street car, congestion in our larger cities would become intolerable. The truth of this latter statement is convincingly told in an editorial recently appearing in the Electric Railway, which follows:

"Beautiful in its simplicity," speaks the writer, "is the idea that the elimination of street cars will speed up the movement of traffic. If all the people who now ride the street cars would be content to remain quietly at home, perhaps this happy result might be accomplished.

"But if they should stubbornly insist on going to work, going shopping, and going out to places of amusement, what means of transportation would they use? Obviously the proponents of this method of relieving traffic congestion expect them to use private automobiles. It is equally obvious, however, that the advocates of street car elimination have not considered how this would affect the traffic situation.

"For example, let us consider conditions on a street with a movement of 5000 persons per hour in one direction. Studies made in numerous cities show that approximately 3500 of these people will be carried by street cars and 1500 in private automobiles. To do this will require 70 street cars and 900 automobiles under ordinary conditions of loading. To carry the same total number of people by private automobiles alone would require 3000 vehicles, or more than three times as many as are now using the street. This increase in the number of vehicles is vastly greater than could possibly be accommodated in the extra traffic lane gained by the elimination of street cars, so that congestion on the remaining roadway space would be very materially worse than it is at present.

"That is the fatal defect in the theory. It is the obstacle which stands solidly in the way of increasing the speed of traffic movement by the elimination of street cars. It is the reason why traffic engineers have all come to the conclusion that the street car is indispensable. If the man who rides in his private automobile only knew it, the street car at which he growls and grumbles, is really his best friend, for without it, congestion would be intolerable."

"Why, sir, did you not tell my learned friend but a moment ago that you did?"

"No, sir, I did not."

"Now, I put it to you, my man, on your oath. Do you drive a wagon?"

"No, sir."

"Then what is your occupation?" asked the state's attorney, in desperation.

"I drive a horse," was the reply.

Star Salesmen's Visit Made One Long Remembered

SUPPLYING a full program of entertainment for 42 western states salesmen of the General Electric Company, our Passenger Traffic Department last month had the pleasure of co-operating in making the visit of this salesmen group one long to be remembered. The men belong to a group called the "Toppers," so named because of their sales totaling a certain sum annually, which entitles them to membership and as a reward the General Electric Company pays all expenses on an outing to various distant points.

Having traveled to Southern California through the efforts of G. E. Cook, General Agent of the Southern Pacific Company in Cleveland, Ohio, Mr. Cook got in touch with F. E. Billhardt, our General Agent, who proceeded to line up a sightseeing and entertainment program during the stay of the party.

Upon their arrival here the men were taken in Motor Transit coaches for a day's sightseeing trip in Los Angeles and to the beaches, with luncheon at the Bel Air Bay Club. Reduced rates tickets were obtained for the party at Grauman's Chinese Theatre, traveling via Motor Transit coaches. The following day a trip to Mt. Lowe featured with a special chicken dinner, after which came trips to Catalina Island, Agua Caliente and a motion picture studio visit, again via coaches of the Motor Transit.

In addition to developing a considerable revenue for our company, Southern Pacific representatives in distant cities are learning that our Passenger Traffic Department is able to arrange many details and obtain special privileges which will prove popular with group visitors and which in turn builds good-will and patronage for our parent company.



General Electric western sales representatives at a local motion picture studio during their visit last month. The group made a thorough sight-seeing visit of Southern California and used our service on several occasions.

MOTOR PEAK THOUGHT PAST

The peak in automobile buying has definitely passed and future urban transportation trends will be toward public vehicles making more economical use of street space. So a committee composed of widely known traffic engineers both in and out of the electric railway and bus industry, which has been studying the situation nationally for a year, recently reported.

"The era of rapid growth in the automobile field has definitely passed," the report said. "Sales resistance is becoming greater and the number of persons who may be classed as potential motor vehicle purchasers is becoming less each year. Since 1923, new equipment purchases in each year have been less than in the year before. This trend will continue for several years. Registration increase in the next five years will probably be only about 10 per cent. Up to four years ago, the yearly increase had always been 10 per cent and more.

"In the larger cities, especially, there is good evidence that the increased crowding of the streets and the cost of travel in private automobiles is definitely limiting the utility of the private motor vehicle. As the character of the public vehicle and the service rendered by it are improved, it is not far-fetched to say that the street car and the bus may in the near future be held in higher favor for the growing proportion of daily city travel."

My husband is merely a manufacturer of waste-baskets," sighed the woman with aspirations. "It seems such a prosy occupation."

"On the contrary, there is really much poetry in waste-baskets," replied the unappreciated bard.

Young Jimmy was pushing his baby sister's perambulator down the street, when his buddy across the way yelled: "How much you gettin' paid for that?"

"Nothing," replied Jimmy, disgustingly, "this is a free wheeling job."

Auto Insurance Plan Re-newed

Large Saving to Employees Possible Through Company Co-operation in Insurance Plan

Following an investigation of the merits of an automobile insurance plan submitted by the William L. Thomas Agency, a special Club Committee, composed of S. A. Bishop, E. L. Young and N. B. Vickrey, endorsed this company and reported as follows:

THE Pacific Electric Club has arranged for employees to obtain automobile insurance at rates which result in a very material saving, about 35%, to Club members.

Following a thorough examination of the Employers' Casualty and Commercial Standard Insurance Companies, both of Dallas, Texas, the Committee feels justified in recommending their special plan of group insurance to all members. Your Committee learns that these companies have met their obligations promptly and all claims are adjusted with a fairness meriting commendation. The saving in premiums at the special group rates is materially worth while. We urge every Club member to investigate and to take advantage of this insurance plan which has been secured.

On April 2, 1931, the California Supreme Court upheld the Financial Responsibility Law. This law provides for revocation of drivers' licenses for failure to meet damage judgments. The decision is most important to all automobile owners. Briefly stated the law provides:

"Any person who is driving a motor vehicle while his license remains suspended because of failure to pay a final judgment rendered against him in an action arising out of a motor vehicle accident within fifteen days after its rendition shall be guilty of a misdemeanor and punished by a fine not exceeding one thousand dollars or imprisonment not exceeding one year, or both."

Summarizing, in order for the average automobile owner to operate his car safely, it is virtually mandatory that he secure a surety bond or make a cash deposit in the amount of eleven thousand dollars. The only alternative aside from the foregoing is that he secure from an admitted insurance company a policy covering Automobile Liability and Property Damage.

It is obviously apparent that the logical and most economical method is the procurement of such insurance. Failure to provide cash deposit, surety bond or Public Liability and Property Damage Insurance carries with it a severe penalty in event of judgment being secured against the automobile owner in excess of one hundred dollars. The law only allows fifteen days for satisfaction of the judgment. For this reason we cannot too heartily recommend to all members who drive automobiles to purchase our special group policy as hereinbefore outlined.

Your Committee has arranged for

No Employee Deaths During January

It is not often that we have the pleasure of reporting "no deaths this month," for seldom indeed it is a fact that not a single death occurs in a thirty day period.

This event was so unusual that we delved back into the records and learned that it has been more than three years since we had a "no death month." Prior to December, 1928 there was only one month in the preceding four years when not a single death among employees was registered.

During the year 1931 there was a total of 49 deaths among our ranks, an average of 4 per month; in 1930, when our forces were larger, the death toll was 58. One death per month per thousand employees is the close average over a period of years past.

the William L. Thomas Agency, 520 Pacific Mutual Building, telephone TRinity 3526, to handle this group insurance. The Thomas Agency, as you are aware, has handled the group accident and health insurance for the Pacific Electric employees for many years past and has the entire confidence of your Executive Committee.

BAD NEWS FOR HITCH-HIKERS

Eight States, Connecticut, Delaware, Maine, Minnesota, New Jersey, New York, Oregon and Wisconsin, now prohibit "hitch-hiking".

Automobile Clubs are appealing to car owners to refuse lifts to strangers for their own protection. It pointed out that the unemployment situation was causing thousands of men and even women to seek lifts and that there was no way for the motorist to tell when he is picking up a criminal.

Never before in the history of motor transportation has there been such great numbers of hitch-hikers. The majority of them are law-abiding and appreciate a lift but the small minority of criminals makes the practice of giving lifts to strangers a dangerous one. The safe way for the car owner to protect himself and his family is to ignore the signals of those seeking rides. There are numerous instances of thefts and even murders that have followed in the wake of motorists desiring to give strangers a lift. Motorists should also consider the fact that in a number of States they are liable for any injury that may befall a person given a lift.

CHEST WANTS TO KNOW OF COMPLAINTS WE HEAR

"Do you hear an occasional criticism of the Community Chest or its agencies from some person who claims that service has been refused a worthy case?" asks D. C. McWatters, Secy. and General Manager of the Community Chest.

"If you should hear such a complaint, please take time to get all facts in the case, submit them by MAIL to the General Manager of the Chest, or TELEPHONE Mrs. Dixon, PROspect 7351, and you will be given a prompt report.

"It generally happens that these complaints are groundless, or that the cases in question legally belong to the County. Any fair-minded person KNOWS that the money subscribed to the Chest is inadequate to care for ALL needy cases and realizes that the extent of the Chest agencies relief work is determined by the amount of money subscribed by the public. Most assuredly, the agencies should not be expected to assume the responsibility of the County Welfare Department—that would be unreasonable.

"A tough year lies ahead for all of us; sympathy, understanding and generosity will help solve the problems of 1932. Rest assured, the dollars you have entrusted to the Chest will provide the greatest possible maximum of relief for those destitute and distressed."

YIELD TO CAR ON RIGHT!

Strict observance of the right of way in driving gives motorists an added margin of safety, not only for themselves, but for others using the streets and highways of this State, warns the Safety Conference of the California State Chamber of Commerce.

Fifty per cent of all automobile accidents occur at intersections!

The Right of Way Rule states: "The driver of a vehicle approaching an intersection shall yield the right of way to a vehicle which has entered the intersection. When two vehicles enter an intersection at the SAME time, the driver of the vehicle on the left shall yield to the driver on the right."

Sin Is Expensive

An agitator was addressing a band of strikers.

"Only \$12 a week!" he yelled. "How can a man be a Christian on \$12 a week?"

"How," yelled a voice, "can he afford to be anything else?"

Resigned to Her Fate

A wealthy old lady was very ill and sent for a lawyer to make her will. "I wish to explain to you," she said weakly, "about disposing of my property."

The lawyer was sympathetic. "There, there, don't worry about it," he said smoothly. "Just leave it all to me."

"Oh, well," squeaked the old lady. "I suppose I might as well. You'll get it anyway."

New Masonic Club Officers

R. M. COBB was elected President of the Pacific Electric Masonic Club at the annual meeting held December 16, 1931, to serve during 1932, succeeding F. J. Leary.

Mr. Cobb has been very active in the Masonic Club affairs for a number of years and deservedly won the Presidency by conscientious endeavor. He has also played a prominent part in promoting the Pacific Electric Bowling League, being President of that organization, as well as Electrical Department representative on the Pacific Electric Club Committee.



R. M. Cobb

In addition, the following officers were elected to serve with Mr. Cobb: George Barclay, 1st Vice President; W. G. Knoche, 2nd Vice President; F. L. McCulley, 3rd Vice President; H. G. McDonald, Treasurer; and L. H. Appel, Secretary.

Board of Directors: R. M. Cobb, F. J. Leary, J. L. Smale, L. O. Ballou and S. R. Florence.

The regular February meeting of the Club will be combined with a visit Tuesday evening, Feb. 16, to South Park Lodge No. 563, located at 5904 South Broadway, of which Past President N. D. High is present Master. The third degree will be conferred upon a Pacific Electric employee and it is planned to make the affair one of the outstanding events of the year.

STILL LIBRARY GROWS

To the extent of 33 volumes, the Club Library has been the recipient of book donations during recent weeks. Included in the list are books of fiction, history, classics and reference works on various subjects. These newest additions to the Library are now at the disposal of Club Members and may be borrowed for a period not to exceed two weeks, as may other books in our Employees' Library.

The donors of the above referred to books were Mrs. Edgar Adler, wife of Conductor, Western Division; J. H. Goldsworthy, Accounting Dept.; Dr. A. M. Scholz, Medical Dept.; N. B. Vickrey, P. E. Club; and Mrs. W. J. Cusick, wife of deceased Engineering Dept. employee.

Little Tommie was so bad that his mother at last said she would have to spank him. "Please, Ma, may I pray first?" She, of course, consented, and the little fellow knelt down and said: "O, Lord, if you are ever going to help me, now's your time. Amen."

Courtesy costs nothing and pays much.

PUBLIC APPRECIATION EXPRESSED

Service and Courtesy Wins Friends and Business

B. H. Hershey, Beverly Hills

"In riding to Los Angeles on the Venice Blvd. line, I have had occasion to notice how thoughtful and courteous Conductor 2466 is always. He assists elderly people in getting on and off cars and in many other ways."

C. M. Van Syckle, Pasadena:

"Recently while waiting in a 'safety zone' for a P. E. car, I was struck by an auto and injured. The Motorman on the approaching car, C. M. Van Syckle, stopped and offered his assistance, and I wish at this time to thank him and also the Pacific Electric for their courtesy and co-operation at time of accident and during the months just elapsed. It is a pleasure to know that you employ men like Mr. Van Syckle."

L. E. Cook, Vineyard:

"I am much pleased with the manner in which Conductor 2120 on the Vineyard car performs his duties. He does many favors for passengers and his clear and complete way of calling streets is appreciated."

P. E. Stiller, T. F. Cooney, Glendale:

"I want to express my appreciation of the splendid service between Glendale and Los Angeles.

"I have been especially impressed by two of your Conductors—2688 and 2318. Their kindly interest, thoughtfulness and courtesy have made commuting a pleasure."

H. P. Jochimson, H. T. M. Ophus, Vineyard:

"I wish to commend Motorman 2445 and Conductor 2718 in waiting for and assisting an elderly lady, who was having difficulty in crossing the street on account of automobiles."

E. H. Parks, H. W. Jenkins, Long Beach:

"My parents are very grateful for the act of courtesy shown them on the Long Beach train by Conductor and Motorman Parks and Jenkins. Their assistance in helping these elderly people to board the train is much appreciated."

O. P. Baker, San Gabriel

"Recently while returning to San Gabriel on the 10 p.m. car the Conductor accorded my wife and me the most courteous attention I have received for a long time and I feel that such service is worthy of commendation."

B. B. Ayers, Sierra Vista:

"I am deeply indebted for the valuable service rendered by Mr. Ayers on Sierra Vista car, for the recovery of a very valuable package which I left on the car."

L. H. LeClaire, Long Beach:

"I have been a regular patron on your lines for a long time and I can truthfully say that Conductor 1282 is a shining example for gentlemanly service. He is always courteous to all and very considerate with elderly people."

H. W. Wilkins, Echo Park Ave.:

"An unusual act of courtesy on the part of Conductor 2176. An elderly lady boarded the car and before reaching her seat dropped an armful of bundles on the floor. The Conductor very graciously picked them up and tied them all into one package so the lady would not have any more trouble with them. The act was appreciated by all who saw it."

M. C. Myers, Glendale:

"It gives me great pleasure to commend Conductor 2452 for his unflinching courtesy and friendliness. Any information asked of him is always given fully, and I have observed that he is careful to assist people who have trouble in negotiating the high steps, or who are burdened with packages."

Thomas Slack, Hollywood:

"Conductor 2734 has the unusual courtesy to say 'thank you' when fares are collected, which I think very commendable. Furthermore, he calls the streets in a manner which is understood."

B. E. Wasserman, Point Fermin, San Pedro:

"I frequently ride your San Pedro Point Firmin line and have noticed the cheerfulness and courtesy of your Conductor 1206. In my opinion he is one of the finest of your employees. His cheerful disposition has won for him, as well as for your company, many friends."

L. W. Capps, Hollywood-Vineyard:

"I wish to commend 2684. He is not only very gracious to passengers, but he is particularly helpful to strangers in the city by calling streets in a tone audible to everybody in the car."

G. R. Stevens, West Hollywood:

"This letter is for the purpose of expressing my appreciation of the never-failing good humor and radiant courtesy and kindness of Conductor 2900."

C. G. Jones, Monrovia:

"I appreciate the courtesy of Conductor 312 on the Monrovia car in returning to me a package which I left on the car."

W. J. Anderson, South Pasadena:

"I want to express appreciation for

the courtesy and kindness shown me by Trainman 591. I am glad you have such men."

C. C. Coombs, F. C. Sheffler, San Pedro:

Highly commended by lady passenger for their courteous treatment and service on car when she became ill.

H. J. Palmer, Gardner:

Appreciation for the honesty and courtesy of Conductor H. J. Palmer expressed by lady whose purse was returned to her after she had left it on car.

E. W. Pont, Hollywood:

Commended for returning fare which had been overpaid.

A. E. Landers, Franklin Avenue:

"I wish to express a word of commendation for your Conductor 2612 on Franklin Ave. car, for the extreme courtesy and kindness shown to an elderly woman."

H. B. Snead, Hollywood-Vineyard:

"During my ten years residence in Los Angeles I have never experienced more thoughtfulness and courtesy than that displayed by Motorman 2001 on a Sunset Blvd. car. It is indeed a credit to any organization to employ such a gentleman as he."

C. Forsyth, Santa Monica Blvd.:

"Conductor 2048 has come under my particular notice as being especially courteous and proficient. I have seen him handle many difficult situations to the entire satisfaction of all concerned."

E. W. Hayes, Hollywood:

"Exceptionally pleasant and capable service was rendered by Conductor 2766 yesterday afternoon. Things ran so smoothly it seemed more like a 'personally conducted' trip than a mere ride in a street car.

J. Borger, Oak Knoll:

"Recently my baby and I rode an Oak Knoll car and Conductor 232 was very courteous in assisting me on and off the car as it was difficult for me to manage with the baby."

A. J. Polach, Pasadena:

Highly commended for his interest in the safety of children, courtesy and pleasant "good morning" to each passenger.

A temperance orator was describing how his life had been influenced by total abstinence.

"You know," he said, "I am now chief of my department. Three years ago there were two men in the office who held positions superior to mine. One was dismissed through drunkenness. The other was led into crime. He is now serving a long term of imprisonment, and all through the influence of strong drink. Now, what I ask is," he cried, growing eloquent, "what has raised me to my present high position?"

"Drink!" was the vociferous reply.

'Savigest' P. E. Employee

By Max Schuring

THE "savigest" P. E. man has been located . . . he keeps a swivel-chair warm at Slauson Tower. . . . Just take a peek at this check, issued to W. F. Horton in February, 1908. . . . Some of you boys, who burn out a couple of ankle bearings rushing to the Bank with the old pay-check: Stop, look and listen: . . . Mr. Horton was working as Motorman on the Southern Division at the time . . . coming into 6th & Main, he was called by Supt. Van Vranken for a relay on the North . . . he got as far as First and Main, where he met the other crew, so he went back . . . for this extra time on the north, he received the above check . . . Perhaps Bill was still a bachelor at the time (just taking that for granted) . . . anyway, he didn't need the dough . . . decided not to cash this check . . . but save it for a keepsake . . . It might have been that the Branch-Bank in the P. E. Buffet wanted to charge him the customary dime for cashing this check, and Bill balked . . . however, we sure have to admire a man, that can hang on to a paycheck for 24 years . . . just think about those men who run to the bank at a speed, that make Pad-dock, Wykoff, Nuimi and others look like slow motion pictures . . . of course somebody will say, that "people who live in glass houses, should not take a bath in daytime" . . . and I admit, that I never held one of these checks long enough to get mildew on it . . . But seriously, Bill is a poor business man . . . Explained at a bank that I just wanted a little information . . . the sigh of relief that came forth, when they heard I hadn't come to draw out any money, nearly blew me through the front door . . . but here's the dope: . . . "If Mr. Horton had placed his check on interest with us, it would have amounted now to about 54 cents . . . Just think, that amount would keep Mahatma Gandhi dressed in the style that he's accustomed to, for the next one hundred and forty years . . . 7 flour sacks . . . 49 cents
Safety pins . . . 5 cents
Ganges Home Laundry . . . no charge

Total . . . 54 cents
. . . and I venture to say that at that rate of increase that in about four or

Insurance Plans Boon to 49 Saddened Families

AGAIN it is an unpleasant task to record deaths for another year, the grim register this time recording that no less than 49 of our fellow workers were taken from this life. This compares to 58 in 1930, an improvement, but still it recalls to mind that one of every hundred of us must bow to the inevitable law of life.

It again affords, however, a considerable measure of satisfaction to know that those who depended upon our ceased workers for the necessities of life, through loving thoughtfulness manifested by employees and provisions made by our management, an insurance aid to carry on through the years softened just a bit the bitter partings.

Through the Group Insurance plan in the case of the 49 deaths a total of \$97,000 was paid to beneficiaries. Disability payments totaled \$23,000 in sums ranging from \$51 to \$121 per month during the period of non-productivity.

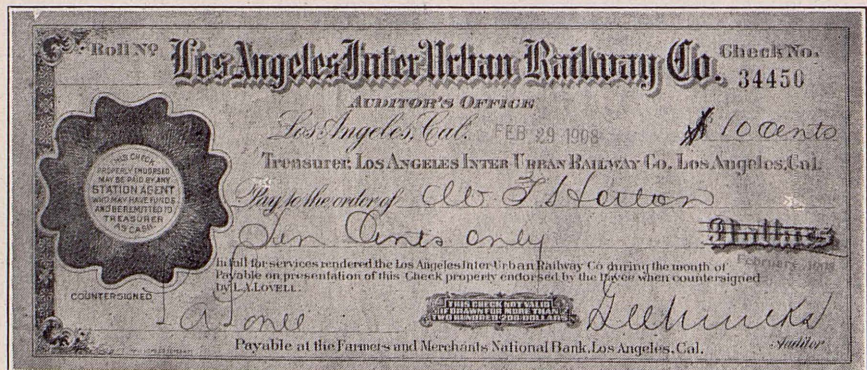
A total of 39 of the 49 deceased employees were members of the Mortuary Fund; to the beneficiaries was paid the sum of \$35,420.09—an average of \$908.21.

During the year each member of the Mortuary Fund paid only \$9.75 in premiums, or the mere sum of 81 cents per month for protection totaling more than \$900. If there is anywhere to be obtained a cheaper form of insurance, with its promptness and certainty of payment, it has never come to our attention.

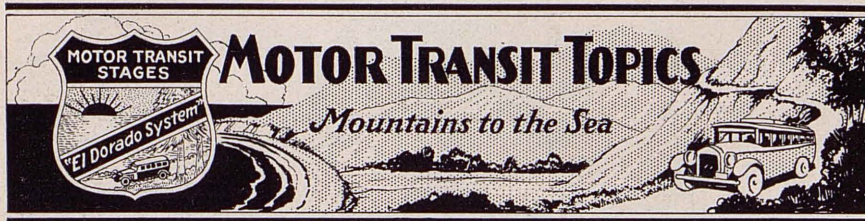
Since 1924 when the Group Insurance plan was put into effect death payments have totaled \$594,874.40 to 350 bereaved families. \$198,053 has been paid on account of disability claims.

Since the Mortuary Fund was organized \$342,218 has been disbursed to the families of 403 deceased employees.

five hundred years, Bill would have had quite a nest-egg . . . then he could quit pulling levers, and live in peace ever after . . . even in a world, seemingly filled with motormen, maintainers, dispatchers, tower-foremen and other minor annoyances . . .



Here's one for Mr. Ripley's "Believe It or Not". W. F. Horton, Towerman, has retained this 10-cent pay check for 24 years.



The regular monthly Agents' meeting was held at Long Beach on January 20th. These meetings are getting to be quite a source of inspiration to the boys, and the exchange of ideas and discussions are very helpful. They also give a chance to get a few things "off their chest." All in all the meetings are productive of much good. The agents were the guests for luncheon of the Robinson Hotel, and were shown through the new Civic Auditorium by the chief architect of that structure.

Willard Grandberry, janitor at San Bernardino who was taken suddenly ill and removed to the California Hospital passed away a few days ago. He will be taken to his home in Tennessee for interment. To the stricken family we extend our sympathy. The Rev. Henry C. White has assumed Mr. Grandberry's duties.

Mrs. Davidson, wife of operator C. E. Davidson of El Monte, has been removed to the hospital for a serious operation. Our wishes are for a speedy recovery.

Talkative Bill Tribble has bid in a run at El Monte and has moved to the Bob Shuler metropolis.

Guy Rhinard and Cal Beebe of El Monte took a trip to Big Bear last Sunday to play in the snow. Judging from their apparel I thought they were going on a North Pole expedition.

In trying to glean personals for the magazine I asked the three Graces at the switchboard, Hazel, Harriett, and Bessee for some help, but none was forthcoming. I figured that if anyone knew all the dirt, they would. I guess the girls don't listen in.

Operator Joe Stephens is the proud father of a new baby girl, weight 11 lbs., some baby. We are still waiting for the cigars.

Mr. Strong of the Fifth St. ticket office has returned from his vacation sporting a moustache. It's a good disguise all the same.

Walter Randig, shop foreman at San Bernardino, and Ray Haines were over at the Tri-City Airport the other day and went up for a ride. Haines said it was very enjoyable, but Walter said it rode like a 90 type.

Mrs. Coulson, wife of Ed Coulson of the Express Department, is ill and has been taken to the hospital for treatment.

We extend our deepest sympathies

to Operator and Mrs. Worsham in the loss of their baby who passed away a few days ago.

Operator Bisbee took a few days off recently and made a little trip to parts unknown. Rumor has it that the young man has taken a high dive into the sea of matrimony. When asked about it his only answer was a broad grin.

Operator Seyforth hopped to Yuma on December the 22nd and took unto himself a better half. The bride was Miss Joy McCormack, daughter of Mr. and Mrs. Ezra McCormack of Whittier, Calif. Polly Parrott, Whittier Agent, was the best man.

Bob Lister has fully recovered from his operation and is back on the job again after an absence of two months.

C. E. (Clyde) Pearson, Mechanical Department, is getting along nicely after his operation at the California Hospital.

Operator F. A. Brown, on a two months' leave of absence, has returned.

Operator Guy Horne is on a leave of absence and has gone completely "to the dogs." Police dogs are his specialty.

We always said that Seymour Hast-

ings was a very versatile sort of a chap but he is more so than we thought. He has returned to writing Advertising, and submitted one to the Harris Dept. Store at San Bernardino, but alas it was censored. Ask Max Green to show you the Ad.

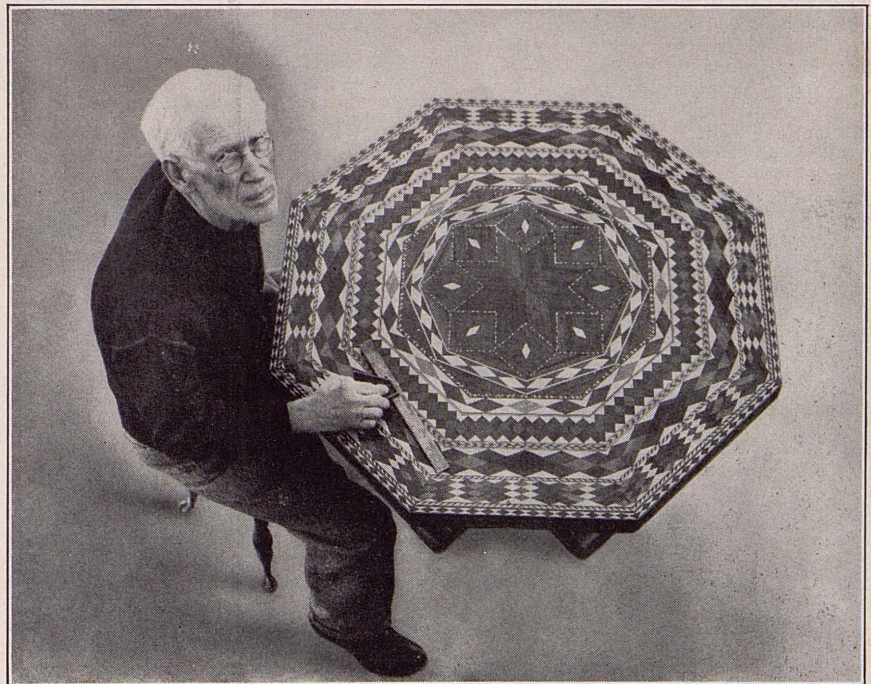
His Work His Hobby

WE HAVE all heard the story about the mail carrier who on his day off made it a practice to take a nice long hike. Thomas Galahan, Millman and Cabinet-maker, Torrance Shops, and the mail carrier have something in common. As a pastime Mr. Galahan, after completing his day's labor at his craft for his livelihood, turns again to it for his recreation during leisure hours.

To his credit, however, Mr. Galahan accomplishes something very much worthwhile, as will be seen in the accompanying photograph. This unique table is the result of five years of intermittent spare-time labor and was only recently completed.

The beautiful table contains 12,800 pieces of wood of 22 different kinds and grown in 14 different countries. The pieces are all inlaid on poplar wood and fastened in place with white Irish glue. Not a single nail was used.

Mr. Galahan has followed his trade for 48 years, having served his apprenticeship with the Pullman Car Company. During the World's Fair in Chicago he entered a table of his own design and construction, and was awarded first prize. His craftsmanship so pleased an official of the Pullman Company that he was rewarded with a trip around the world.



We all have hobbies. Thos. Galahan, Torrance cabinet-maker's pastime is his work. This table took five years of leisure labor. It contains 12,800 pieces of wood of 22 different kinds, grown in 14 countries. There is not a nail in its make-up.

Large Prize List Awarded to Sports Winners

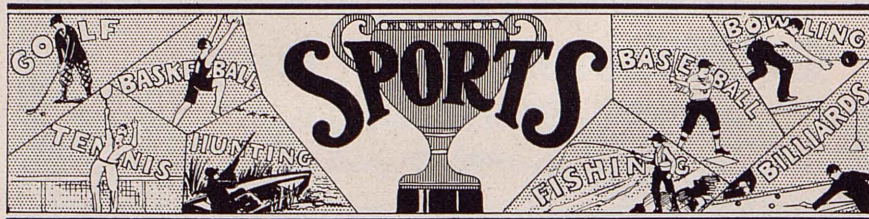
WEDNESDAY, January 13, featured another yearly event of the Pacific Electric Rod and Gun Club. It was a busy evening for a dozen or so of the members, arranging the prize display in the auditorium for the big show. The Club had on display 48 prizes and 6 cash prizes in the salt water fishing section, and 29 prizes and 6 cash prizes in the fresh water section. The gun section had a total of 7 cash prizes for deer heads and trap shooting.

The meeting was called to order by our retiring President, C. F. Estes. President Estes forthwith introduced our new President, D. E. Porter, who took the "bull by the horns" and the big show was on. A check of the attendance totaled some 150 members and friends.

It was our pleasure to have with us at this meeting Mr. Dixon, President of the Southern California Rod and Gun Club; also Mr. and Mrs. "Fisherman" Davis. Mr. and Mrs. Davis publish the Fisherman, a bi-monthly magazine devoted to fishing and hunting in the western states.

President Porter appointed A. B. McLeod as master of ceremonies. Mr. McLeod is a master in his own class, and being of Scotch descent, requested Mr. Gonzales to act in his stead, stating that his religion (Scotch) made it difficult for him to give away such prizes as were before him. Mr. Gonzales had no scruples in doing the part and in a short time the prizes found their lucky recipients and it was not long before the crowd looked like a merry family at a Christmas Eve party.

Noteworthy of the prizes given away that night was the desk fountain pen set, donated to our recording Secretary, Mr. Gonzales, by our old standby, Gene Adams of Corrigan Company. Mr. Gonzales neither fishes nor shoots, just works for the interest of the Rod and Gun Club. We appreciate



Gene's thoughtfulness. Yes! It will be a cold day when Gene forgets the Rod and Gun Club. We always enjoy his fellowship.

Much more might be said of the many pleasant events of the evening, but just a few words for the 1932 season.

Under our elimination system of awarding prizes many members do not realize the importance of registering their catch. It is surprising how small a fish will take a prize. Let's adopt this 1932 slogan, "Register Everything." Yes, we had prizes left over because we had no registrations to cover them.

The Club feels that in the 16 years of its existence the prize list of 1931 was superior in quantity and quality to any of previous years and it is aimed to make the prize list of 1932 still better.

President Porter advises that he is going to spring some surprise events for the coming season. We know he will, and it is up to the Club members to make them a success.

Membership has fallen off some, but there are still many good sports employed who are not members of the Club. Our dues are small and the Club offers much for the yearly investment its members put into it. Make the second Wednesday of each month Rod and Gun Club day. Bring the Mrs. or friend with you. If they are hungry we will feed them.

The yearly meeting drew to a close at 9:30 p.m. and all rushed to the Club cafeteria for a much relished feed. Watch us grow.

J. M. Geopfert.

Club Team Leading Bowlers

By R. M. Cobb

THE second round of our schedule ended January 22 with "Vickrey's Prides," the P. E. Club team, in first place. This team, composed of Covell, Wooley, Winslow, Welch and Cobb, rolled consistently during the seven-week period and were out in front by three points at the finish. Earl Haskell's Engineers were in second place with the Claim Department team in third.

Notable among the individual performances were the winning of merchandise orders for highest game by J. D. Henry, W. H. Potter, J. M. Gow-anlock, T. F. Lyons, A. F. Pabst, A. B. McLeod, Jr., and D. W. Yeager. These last two boys are going like a house afire and are sure poison to their opponents. Welch of the P. E. Club team established a new high series for the season with a nice mark of 629.

The last night of the round witnessed the contests for the two bowling balls, which resulted in J. D. "Pop" Henry winning the ball offered for high game with a total score of 260, including a handicap of 27 pins. The ball for most pins over average went to genial Mike Cuccia of the Engineers, who rolled 103 pins over his average. Several of the boys were in the running right up to the final ball and excitement was high during the entire evening. Congratulations to Jack and Mike, and we hope their new bowling balls bring them much pleasure.

Standings at end of second round:

	Won	Lost
P. E. Club	20	8
Engineers	17	11
Claim Dept.	15	13
L. A. St.	15	13
Macy St.	13	15
So. Div.	13	15
Telephone Dept.	10	18
Electrical Dept.	9	19

Biology Professor: "Where do all the bugs go in the winter—?"

Absent-Minded Student: "Search me!"

The demure young bride, a trifle pale, her lips in a tremulous smile, slowly stepped down the long church aisle clinging to the arm of her father. As she reached the low platform before the altar, her slippered foot brushed a potted flower, upsetting it. She looked at the spilled dirt gravely and then raised her child-like eyes to the sedate face of the old minister.

"That's a hell of a place to put a lily," she said.



Prize winning members of the P. E. Rod & Gun Club exhibiting their awards for excelling in various sporting events last year.



AGENTS' 10TH ANNUAL FEAST

With Western Division Agents as guests of the evening, owing to their winning the attendance contest of the Agents' Association during 1932, the Tenth Annual Banquet of the Association will be held on Saturday evening, February 13.

The festivities this year will take place at the Hotel Alexandria and the management has promised a particularly fine steak dinner and a pleasant entertainment program.

Charles P. Hill, Chairman of the Entertainment Committee, states that Agents and Assistant Agents of the Western Division should make reservations the same as others in order that advance information as to attendance may be had by the Hotel management. The cost to all other members is \$1.25 per plate. Reservations accompanied by check should be submitted to Mr. Hill not later than Feb. 12. As in years past, members may be accompanied by male guests.

The principal speaker of the evening will be Charles A. Horworth, Field Secretary of the All-Year Club of Southern California. The subject of his address will be, "Southern California; what its visitors mean."

AGENT'S VERSE RECOGNIZED

R. E. Kidd, Agent at Van Nuys, every once in a while gets a poetic inspiration and immediately proceeds to record his musings in verse. One of his latest efforts entitled "Truth" appears in a new publication entitled "Contemporary Poets of America." In addition to this recognition, he also received a cash prize for the verse, which follows:

The truth is the truth, altho' it be told
Thro' trumpets of brass or trumpets
of gold.
And a lie is a lie, altho' it's received—
While truth is crushed and the lie is
believed.
And hate is hate, tho' its evil and guile
Are hidden from view 'neath a gentle
smile.
And love is love, tho' it lingers un-
known
In the garden of life where lust is
sown.
And death is death, tho' the staunch
and the brave
Walk forth in their faith to the gloom
of the grave.
And God is God, the great ultimate
goal
Where life eternal awaiteth the soul.

AGENCY NEWS OVER SYSTEM

January meeting:
President, R. E. Kidd of Van Nuys;
J. C. Newton, Secretary.

Speakers: A. T. Mercier, T. J. Day, A. E. Norrbom, W. G. Knoche, H. O. Marler. The Freight Traffic Manager spoke concerning the new emergency freight rates and enlightened all on the rates.

Lyle Brown, Assistant Agent at Claremont, has kept secret his marriage a month or so back, but it's a fact and he even admits it now.

Ticket Clerk Leonard Bessett of Riverside has added to his responsibilities. A young son was admitted to his home not long ago. Seems as though the excitement of becoming a proud father got Benny all "het" up and he promptly had an automobile accident which nearly cost him his life.

The standing for the Agents Association free banquet as per last year's records was as follows: Western Division—88.4 per cent; Northern Division—81.5 per cent; Southern Division—79 per cent.

Agent Chas. Bruce bid in Arlington P. E. Railway station. He has been Agent at West Alhambra. R. R. Richardson, former Agent at Arlington, resigned.

February 1, so it is said, will see another move made within Agency forces.

Assistant Agent Cory of Beverly Hills, his job being cut off, bids into the day ticket job at Riverside.

Leonard Bessett of Riverside Ticket Office bumps in at Fullerton.

The night Ticket Clerk's job at Riverside is cut off and Clyde DeLong bumps in at Pomona ticket office; thus out goes Relief Agent Stockberger on the road again.

Agent Ben Sutton has the backing of the entire town of Brea. When the station was to be abandoned the people asked to have it left open and promised to give our Company and Pacific Motor Transport all they could. An article was written and slips printed and sent to business firms in L. A. to ship via Pacific Motor Transport Company or have it sent back at their expense. This has brought some very good results.

El Monte with M. E. Gilbert Agent is handling the cauliflower again this year and he asserts that it will equal last year shipments. Compton with Agent H. E. Foskett at the helm, will regain its old name of Cauliflower Junction. They hope to ship around 500 this season.

Regardless of last year's poor showing with the grape industry, the grow-

ers are pruning and preparing to ship the crop this next season.

We have information which should mean a slight increase in our carload shipments next season. Last year prices did not rise until the last week or so and then sky was the limit. The shippers on the last week made a fine profit, but took chances with the market. They figure better and steadier prices to start next season.

—H. C. Hall.

Routing Orders Still Come

By Clarence Hottle, Traveling Agent

THE Pacific Transport Company has now been operating 3 years. From a small beginning of 24 stations in Southern California, it has expanded until now it serves approximately 500 cities and towns in California, Oregon and Arizona—proof that shippers welcome a reliable and responsible rail store-door service. Its completeness and flexibility is a powerful selling point. Much lost traffic has been recovered. Much more can be. Let's get it! Below is an outstanding example which proves business CAN be obtained.

Since the last issue of the Magazine, 260 standing routing orders have been received in the Los Angeles office of the PMT Co. (an increase of 36 over the preceding period) from the following men, to whom thanks and congratulations are extended for their determined and successful efforts in selling Transport Company service:

E. R. Riley, Agent, Hollywood.....	3
C. O. Stephens, Agent, San Bernardino.....	12
B. L. Livingston, Agent, Inglewood.....	17
J. Hanson, Agent, Guadalupe.....	79
H. M. Wright, Agent, Alta Loma.....	17
E. A. Stevan, Agent, Watts.....	10
C. V. Trimble, Agent, Oxnard.....	1
G. C. Haase, Relief Agent.....	12
F. B. Speelman, Agent, Artesia.....	4
J. H. Sandman, Agent, West Los Angeles.....	2
H. Dummer, Agent, Glendale.....	12
E. T. Battey, Agent, Santa Ana.....	1
C. Whiteley, Agent, Upland.....	4
J. A. Winterberg, Agent, Bellflower.....	8
E. T. McNeill, Agent, Colton.....	5
T. W. Roach, Agent, Redlands.....	3
H. W. Barnum, Agent, Pomona.....	3
T. F. Delaney, Agent, San Luis Obispo.....	4
A. D. Browne, Truckdriver, Los Angeles.....	4
E. A. Chaffee, Agent, Carpinteria.....	9
G. A. Gould, Agent, Riverside.....	17
Ben H. Sutton, Agent, Brea.....	2
B. Byrne, Agent, Oxnard.....	3
G. A. Smith, Drayage Contractor, Ventura.....	21
J. A. Sloan, Agent, Santa Barbara.....	9
W. W. Martin, Agent, Bakersfield.....	1

260

Slight Error

"I just congratulated Dr. Brown on marrying one of his patients, and he seemed quite annoyed."

"That isn't Dr. Brown, you idiot. That's Dr. Smith, the lunacy expert."

Says a Colorado newspaper:

She was married in Evansville, Indiana, to John J. Jones, and to this union were born three children.

Given Away

Collector: You say your father's out. But I see his hat on the cloak rack.

Debtor's Son: Yes, he can't stand in the wardrobe with his hat on.



3D ANNUAL FLOWER SHOW

Following a meeting of employee flower lovers late last month, it was decided to hold the Third Annual Flower Show, the tentative dates being set for June 3 and 4.

Having worked so earnestly and contributing so greatly to the success of the first two exhibitions, Earl Moyer was again chosen as Manager of the coming event. A. G. Owen, Agent at San Dimas, also active in the preceding shows, was named Asst. Manager. A committee is to be appointed to arrange a prize list and handle various details incident to the staging of the show.

At the meeting last month it was also decided to form what will be known as the P. E. Horticultural Club, the intent being to hold regular meetings at which the science of planting and growing various forms of vegetation will be discussed to the mutual benefit of members.

While the 1931 show was a distinct success, it is hoped to improve this year's exhibition, both in number and variety of exhibits. All employees are urged to enter any variety of soil growth which they may cultivate.

JOIN LADIES' GYM CLASSES

To the women personnel Miss H. Hyde, instructor of the Gymnasium Class conducted by the P. E. Club, asked that the following message be conveyed through the Magazine:

"Try massage for that nervous fatigue which one experiences at the end of a day's strenuous work at the office. You will get one free of charge, as well as invigorating exercises at the women's gym class in the Club ballroom every Tuesday and Thursday at 4:30 p.m.

"There are also exercises for reducing and building up the body, for tired feet and weary nerves. Come and join us."

P. E. GLEE CLUB PROGRAMS

The Pacific Electric Glee Club is planning to present "The Bells of Capistrano," an operetta by Charles Wakefield Cadman, in the near future.

Also it is planned to have a Valentine card party on Monday evening, February 15 at 8 o'clock in the Pacific Electric Club rooms. Both bridge and 500 will be played and prizes will be given. A cordial welcome is extended to all.

There is still an opening for a few more members to join the club. Meetings are held Monday evenings in the Club Theatre.

Women's Club Aid to Needy Brings Broad Response

IN BEHALF of the Women's organization we want to extend to the Pacific Electric employees our appreciation for the splendid help given the Relief Fund at Christmas time. It was a wonderful manifestation of loyalty and understanding. Over 50 boxes have been sent out and the supply not yet exhausted.

December 17 the annual Christmas party of the Club was held, the program being given entirely by the young folk of our members. Master Freddie Geibel's voice was heard in song for the first time. Little Neal Vickrey became confused in the presence of 122 women and his little Christmas poem was lost for all time. The "Speck" twins (Mrs. Frank Miller and Mrs. McDaniels) (average weight?) with their two kid sisters, Mrs. Brittie Gilmore and Mrs. Mary Wilkinson, entertained with dances, songs and recitations. We honestly believe there wasn't a single person in the audience who remembered that outside our four walls the depression was still on. The rest of the "artists acted their age."

Lloyd Dunham gave a clever reading, Donald Gustafson, a cornet solo; Frieda Palmer, xylophone solos and a pleasing song number; Arlene Yapple read her mother's original poem, "Be a Friend to Man."

January 14 regular meeting day; 110 present. Splendid reports were read and a program of fun was furnished by the Cheerio Club of Torrance. The "expose" of the family album to the visiting preacher by little Mary Scallen was very funny, the clever script written by Mrs. Winifred Barnard. Refreshments were served and another jolly day ended.

January 28 the meeting took on more serious matters. Welfare work, which is being so admirably carried on by Mrs. W. E. Booth, was widely discussed. So many families are in need of clothes, children without shoes and babies without proper nourishment. Just remember this, members of the big family, if you have any warm clothing, anything to give away, please let us have it. It will go where most needed.

Our honor guest of the afternoon, Rabbi Magnin, gave a very informal, interesting resume of Geo. Dorsay's book, "A Man's Show."

We have no funds to pay our speakers and when splendid men are interested enough in us and feel it worth their valuable time to spend an hour with us, we are indeed a proud and grateful group of women.

Mrs. Bessie Erb, President of Los

BEVERLY HILLS STATION IS OFFICIALLY OPENED

Giving to Beverly Hills one of the most pretentious stations on our entire system, official opening and dedication of the new structure was featured on Monday, February 1. It represents a \$20,000 investment.

Of semi-Mission architecture, closely in harmony with the new Civic Center improvements immediately near, upon which Beverly Hills has expended more than \$400,000, the new station is modern and complete in every respect. It is located on the west side of Canon Drive in the triangle plot formed by the approach of the Hollywood and Venice Boulevard lines.

Freight, express and baggage service, entirely segregated, is in charge of Russell Moebius, who formerly handled the sale of Pacific Electric and Southern Pacific tickets in Beverly Hills. Ray B. Fanset, previously Agent at Ocean Park, is now in charge of ticket sales.

SPECIAL TRAINS SCHEDULED TO MISSION PLAYHOUSE

The twenty-first season of the Mission Play, California's historical pageant drama, opened on February 1 and early audiences indicated that another successful season is under way. Telling of the founding, the high peak of service and final decay of the California mission system, John Steven McGroarty's colorful word drama with its settings depicting early life in the western wilderness, seems to grow rather than diminish in popular favor.

The venerable D. R. McLean as Fra Junipero Serra, again heads the cast in which several new faces are to be seen this year. Evelyn Snow is featured and admirably plays the leading feminine role of Senora Josefa Rorba. A Spanish orchestra and native dancers in early typical costume again add much to the entertainment of the play.

The play is being staged every afternoon, except Monday, and Wednesday and Saturday evenings. Special trains direct to the Mission Playhouse leave the 6th and Main St. Station at 1:15 p.m. and 7:15 p.m.

Angeles Women's Symphony Orchestra, was to have played for us but was unable to do so. She gave a brief talk on "What the Symphony is and what their ambitions are.

Please watch bulletin for further news of Women's Club.

—Mrs. Lon Bishop.

Wise Men

"Are all men fools?" asked the wife after a slight disagreement with her husband.

"No, dear," replied the husband, "some men are bachelors."

Julia: "And at the end of his letter he put a couple of X's. What does he mean?"

Hilda: "Simple girl! It means he's double-crossing you."



MACY ST. TERMINAL

D. B. Van Fleet

Too late for a Christmas present but very appropriately a New Year's gift was the arrival on January 3 of a 7 1-4 pound baby boy at the home of Conductor B. Cardella, South Pasadena Line. Congratulations, Mr. and Mrs. Cardella.

Applications for membership in the San Gabriel Valley Cycling Club should be addressed to I. M. Cammack, Temple City. Mr. Cammack, who is also a Conductor on the Temple Line, is very enthusiastic over the many opportunities of such a membership. To illustrate his reason for becoming an active member he has this experience to relate, "First, to become an active member one must have his own bicycle. Before becoming a full-fledged member I was greatly distressed one morning to discover that I couldn't start my automobile. With the possibility of a miss-out staring me in the face I happened to think of my little boy's bike and was soon on my way to get my run. I arrived in time to start my run but with a pair of badly bruised knees from bumping the low handle bars, so henceforth I have been a booster for the 'active' membership."

It's needless to say that each succeeding January 11th will be proudly remembered and justly celebrated by Motorman J. B. Thompson and Mrs. Thompson for it will be the anniversary of the arrival of their 7-pound son on the 11th of January, last. Congratulations, Mr. and Mrs. Thompson!

The Mission Play's opening at the Mission Playhouse in San Gabriel on Sunday, January 31, found Conductor A. R. Talbot and Motorman P. A. Bowles, Macy Street, once more in charge of the Mission Play Special that annually is run from Los Angeles to each performance of the historical pageant.

The sincerest sympathy of the Macy Street Trainmen goes with Conductor E. G. Johnson, Macy Street, who was called East to the bedside of his dying mother.



NORTHERN DIVISION

Eastern Lines

Ruth Thompson

Motorman W. H. Work has just returned from a trip North. For the journey, he bought a house on wheels and rode in state.

Ticket Agent DeLong, of Riverside, is bumping in at the San Bernardino freight office.

What is this we hear about Dispatcher Cadd having ambitions to operate a model dairy?

Conductor Jackson tells a wild story of hearing strange noises at night and finding, on getting up and grabbing his trusty sawed-off shot gun, that a possum had wandered into the kitchen, no doubt looking for sweet potatoes. We have heard stories of people seeing pink elephants and other animals under certain conditions, but this is a new one.

Quotation from an accident report turned in at San Bernardino: "A cow started to cross the track about 50 feet ahead of motor, traveling about 35 miles an hour." Some cow!

Our winter vacationists don't seem to wan-

der far from home. We haven't had any very enticing weather for trips lately though, so can't blame them. They are: Conductor T. C. White, Frt. Conductor S. W. Riddell, Frt. Conductor G. S. Keeley and Motorman R. A. Shaw.

Motorman A. D. Smith has been on leave of absence due to the illness of his wife. We are glad to report that she is now on the road to recovery.

Conductor Hunsley and wife are back from their trip to Mr. Hunsley's former home in Canada where they spent the holidays.

Frt. Agent Gould of Riverside is the proud father of a fine boy. Congratulations.



ENGINEERING DEPT.

Thelma Meighan

We were all surprised (?) to learn of the marriage of David Boyle and Effie Maitland. They were presented with silver by the "Engineeringites" just before departing for Indiana to spend Xmas with David's parents.

"Gus" Guercio, Office Engineer, was our last 1931 vacationist. He spent the first two weeks of December motoring to various resorts.

It is with deep regret we mark the passing of John Nixon who had been with this department for many years. We all wish to express our deepest sympathy to his family.

"Doc" Shaw has been having a pretty rocky time of it at the Calif. Hospital, but we are glad to report him on the road to recovery.

The Messrs. Boyle, Plaisted and Perry of the Field Dept., their wives and Helen Rapp of the Stenographic Bureau spent a week-end at the P. E. Camp. If aching muscles and chapped faces are criterions a good time was had by all.

And now we know how Leonard Biehler gets his hats! He was seen by two members of this department the other night just as he knocked the hat off a man standing on the step of a passing street car. (The hat didn't fit so Leonard handed it to the cop on the corner.)

It seems as though there was a letter—and now Roy Swanson is gunning for Ernie Hayward.

Geo. Allen Malcolm of the Drafting Dept. is building a new home on Allen St. in Glendale. There is nothing like perpetuating the name, eh what?

We are arranging to have Vic Labbe of the Field Dept. supplied with an application for membership to the "Omi Operation Club". Vic has become eligible by the well known appendix route.

The motorists have certainly declared open season on the Banding Men. Bert Stephens is the latest victim and is now recovering in the Calif. Hospital.

Harry Culp is wondering why it is that Oscar Culver always dusts off his shoes before going to Hollywood??

With ninety per cent of the rest of the people moving or wanting to move to Hollywood, Al Smith proves he is "different" and moves away.

Albert De Pfyffer of the Structural Dept. is trying to make it easy on the undertakers and has moved right next door to the cemetery. Albert says "Why not? There are a lot of people dying to get there!"



NORTHERN DIVISION PASADENA

Edmund C. Fox

Unflinching large-heartedness was displayed by the Trainmen and personnel of Pasadena by their contribution of food on Christmas day to the needy in our city. Scores of praiseworthy letters have been received from families visited by the Big Red Bus.

We are glad to report that the serious condition of Raymond Powell is much improved and he is now at home convalescing.

The Pasadena Terminal has had in its midst a World War hero, one who won the muchly coveted D.S.O. Our modest hero's deeds came to light in a recent article by Lee Shippey in the Los Angeles Times, which read:

A. F. Simpson, Altadena, Pacific Electric Conductor, received one holiday greeting card which he showed us with pleasure and pride. It was from the officers of his old command in the Canadian army and was addressed to "Maj. A. F. Simpson, D.S.O." We looked at the superscription in surprise. In France we had met more than one man with wealth, position and even title who would have given his eyes for a D.S.O. In fact, we knew one whose men grumbled that he was a "souvenir hunter," because he persistently took reckless chances, in the hope of winning coveted decorations.

"Were you really a major and were you really awarded the D.," we asked. "How did it all happen?"

"Oh, nothing to write home about," said Simpson, with a shrug. "We had a hard corner to hold at Amiens. We got it and held it. Most of the boys are there yet. That's all."

Where are the heroes of yesteryear? Running street cars and driving trucks.



FREIGHT DEPARTMENT SOUTHERN DIVISION

By P. G. Winters

I understand our old friend Clyde Coutts has taken up deep sea diving. Now Clyde be sure you have a diver's suit before you try to show us how long you can stay under water and how far you can go down. Remember this, the ocean is deep even around the shores.

Fritz Miller has solved the problem of hard times. Fritz has taken up peddling eggs. He can be seen and heard most any day around Redondo selling his wares.

Well it won't be long now until we will hear the annual pass word. "What job have you got and what's it pay!"

Old "Red" Estes is back from a 30-day vacation all sunburned and still smoking the old brand of cigars.

E. B. Whiteside, Terminal Trainmaster is at last all smiles again. No, not a new arrival, just working days, and the sun makes him that way.

Brooks Allen recently was taken sick while on duty. Brooks was off two nights but is back again feeling much better.

SOUTHERN DIVISION
R. C. Vanderpool

Talking of bridge battles and ways of playing said game, either Culbertson or Lenz could learn a lot if they would only sit in on a game with "Curly" Bramen and G. E. Franklin of the Edendale line.

Ask K. M. Brown to tell you how he enjoyed his turkey Xmas when H. E. Herzman worked his run after being marked off for the day.

V. C. Moon looks as big as he ever did after being on sick leave for nearly a month. Big men just take more rest. We are glad to see him back.

Another that has been on a sick leave for many months and has recently returned to work is J. D. Stillman. He is on the viaduct every night taking care of the mail.

Tommy Lyons holds the distinction of starting the only snow fight that ever occurred in the Trainmen's room at Sixth and Main. After breaking up four good card games, the boys stuffed enough snow in various places of Tommy's clothes to have real effect and do the most good.

Myron Turner suggests that a right and proper name for Charlie Rost would be "May-flower." Myron will explain.

C. Wild of Santa Ana and other points south, kindly donated \$3 to the City of Lynwood for current expenses. He failed to acknowledge a boulevard stop, thinking his little old Ford looked like a Big Red Car.

Another way for a girl to keep her youth is not to introduce him to her girl friends.

It is not your position, but your disposition that makes you happy or unhappy.

The Money Maker

Wife (with her first checking account): "Oh, John, the bank sent me back all the checks I wrote last month, so I haven't spent anything."

And He Never Knew

Five Feet: "Might I have this dance?"
Six Feet: "Yes, you mite."

Golfer (to member ahead): "Pardon, would you mind if I played through? I've just heard that my wife is seriously ill."

Mrs. Bloop—Are you a back-seat driver?
Mrs. Bleep—Indeed I'm not! I sit right where I can grab the wheel if he doesn't do what I tell him!

Proven

Willie: "Mother, you said that dentist was painless."
Mother: "Well?"
Willie: "He isn't. When I bit his finger he yelled like mad."

Should See a Doctor

Blond Waitress: "I have stewed kidneys, boiled tongue, fried liver and pig's feet."
Diner: "Don't tell me your troubles, sister, give me a chicken pie."

Bulletin of Club Events

February 10 to April 10, 1932

Wednesday, February 10: Rod & Gun Club Meeting at Club Building—8 p.m. League Basketball games at Loyola High School, 1901 Venice Blvd.

Thursday, February 11: P. E. Women's Club Afternoon Meeting in Club Ballroom—1:30 p.m. Pacific Electric Club Dance in Club Ballroom—8 p.m.

Friday, February 12: Motion Picture Show—SOLDIERS AND WOMEN—with Aileen Pringle and Grant Withers—7:30 p.m.

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

Saturday, February 13: Motion Picture Show—SOLDIERS AND WOMEN—8 p.m. Agents' Association Annual Banquet at Alexandria Hotel—7:15 p.m.

Monday, February 15: P. E. Glee Club Night Card Party in Club Ballroom—7:45 p.m.

Thursday, February 18: P. E. Women's Club Afternoon Card Party in Club Ballroom—1:30 p.m.

Friday, February 19: Motion Picture Show—PRINCE OF DIAMONDS—with Aileen Pringle and Ian Keith—7:30 p.m.

Bowling Matches at Jensen's Recreation Center—8 p.m. Horticulture Club organization Meeting at Club Building—7:30 p.m.

Saturday, February 20: Picture Show—PRINCE OF DIAMONDS—8 p.m.

Thursday, February 25: P. E. Women's Club History & Landmarks Day Meeting in Club Ballroom—1:30 p.m.

Friday, February 26: Motion Picture Show—WAGON MASTER—with Ken Maynard—7:30 p.m.

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

Saturday, February 27: Motion Picture Show—WAGON MASTER—with Ken Maynard—8 p.m.

Wednesday, March 2: Club Executive Committee Meeting at Club Building—2 p.m.

Thursday, March 3: P. E. Women's Club Afternoon Card Party in Club Ballroom—1:30 p.m.

Friday, March 4: Motion Picture Show—A ROYAL ROMANCE—with William Collier, Jr., and Pauline Starke—7:30 p.m.

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

Saturday, March 5: Motion Picture Show—A ROYAL ROMANCE—8 p.m.

Tuesday, March 8: Masonic Club Meeting at Club Building—7:45 p.m.

Wednesday, March 9: P. E. Rod & Gun Club Meeting—8 p.m.

Thursday, March 10: P. E. Women's Club Afternoon Meeting—1:30 p.m.

Friday, March 11: Motion Picture Show—MODERN DAUGHTERS—with Edna Murphy and Bryant Washburn—7:30 p.m.

Season's final Bowling Matches—8 p.m.

Saturday, March 12: Motion Picture Show—MODERN DAUGHTERS—with Edna Murphy and Bryant Washburn—8 p.m.

Agents' Association Meeting in Club Ballroom—7:45 p.m.

Thursday, March 17: P. E. Women's Club Afternoon Card Party—1:30 p.m.

Friday, March 18: Motion Picture Show—THE ROMANTIC AGE—with Eugene O'Brien and Alberta Vaughn—7:30 p.m.

Saturday, March 19: Motion Picture Show—THE ROMANTIC AGE—8 p.m.

Thursday, March 24: P. E. Women's Club Afternoon Meeting—1:30 p.m.

Friday, March 25: Motion Picture Show—THE SCORCHER—featuring Reed Howes and George Chapman—7:30 p.m.

Saturday, March 26: Motion Picture Show—THE SCORCHER—8 p.m.

Friday, April 1: Motion Picture Show—FOR LADIES ONLY—with Jacqueline Logan and John Bowers—7:30 p.m.

Saturday, April 2: Motion Picture Show—FOR LADIES ONLY—8 p.m.

Wednesday, April 6: P. E. Club Executive Committee Meeting—2 p.m.

Thursday, April 7: P. E. Women's Club Afternoon Card Party—1:30 p.m.

Friday, April 8: Motion Picture Show—ONE CHANCE IN A MILLION—with William Fairbanks and Veora Daniels—7:30 p.m.

Saturday, April 9: Motion Picture Show—ONE CHANCE IN A MILLION—8 p.m.

Agents' Association Meeting in Club Ballroom—7:45 p.m.

She Knew Him

"Aren't there a lot of useless words in the English language?"
"Yes, and my wife knows them all."

"Yes, Robert, 'amo' is the Latin word meaning 'I love.' Now what word suggests its opposite?"
"Reno."

Mother: I don't think the man upstairs likes Johnny to play on his drum.
Father: Why?

Mother: Well, this afternoon he gave Johnnie a knife and asked him if he knew what was inside the drum.

And Insist on Them

First Clubman: My wife is a great woman for facts.

Second Clubman: So is my wife! My wife will sit up until two o'clock in the morning for facts.

Partial List of Claims Paid to Employees of Pacific Electric Ry., Motor Transit and Pickwick Stages by 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
Ballenger, Fred G.	Hemorrhoids	14.00	Gardner, Robert	Influenza	16.00	O'Malley, Millie	Cold	8.00
Blume, Gordon H.	Bruise	10.00	Hames, Edmond C.	Strained Back	13.33	Paul, Robert N.	Cut	16.00
Brower, Albert M.	Infection	18.66	Hampton, Harry C.	Ptomaine	8.00	Peak, Riley M.	La Grippe	8.00
Carlsen, Louis	Cold	28.00	Hobbs, Byron R.	Appendicitis	76.00	Peterson, L. I.	Cold	9.33
Carlisle, Millard E.	Sprain	30.00	Keppy, Leonard	Abscessed Tooth	8.00	Records, Donald J.	Tonsilitis	16.00
Clark, Leland R.	Cold	12.00	Light, Vernon A.	Bruise	10.00	Riegert, Wm. A.	Influenza	53.33
Cobb, Charles L.	Cold	32.00	Lister, Robert C.	Hernia	120.00	Saxon, K. M.	Cold	8.00
Cook, Wm. B.	Lumbago	14.00	Mill, Richard E.	Cold	8.00	Short, Chas. B.	Tonsilitis	37.33
Davis, Darrell	Cold	10.00	Mizner, Hiram E.	Cold	32.00	Smith, Shelby F.	La Grippe	10.00
Day, Percy R.	Fatal Burns	1500.00	Moon, Virgil C.	Cold	26.66	Standifer, Otha W.	Cold	10.00
Dorsey, Oliver C.	Sprained Ankle	10.00	Morin, Herbert A.	Fractured Rib	52.00	Stites, Fred E.	Infected Eye	18.66
Frazer, Samuel R.	Gastritis	8.00	Murphy, Irving E.	Cold	12.00	Stowell, Milford H.	Fractured Wrist	78.00

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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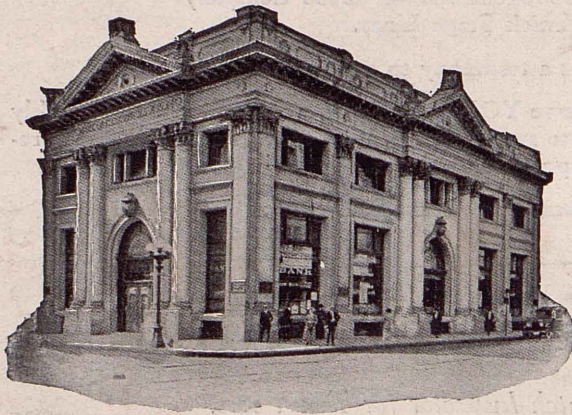


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