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# PACIFIC ELECTRIC

## *Magazine*



**Sunshine, Shadows and Scenery**  
At the head of the Clark Grade on the Mill Creek  
Route of the Motor Transit to Big Bear Lake---one  
of the most beautiful areas in Southern California.



# THE PACIFIC ELECTRIC



MAGAZINE



Published Monthly by the Bureau of News in the interest of Employees of the Pacific Electric Railway.

Address all communications to E. C. THOMAS, General Agent, 623 Pacific Electric Building, Los Angeles.

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Contributions of Items of Interest by all employees solicited. Address all communications to the Magazine, to Bureau of News, Room 623, Pacific Electric Building, Los Angeles.

FROM time to time, in public print and in addresses before gatherings of various characters, it has been stated by writers and speakers that the railways of the country are indebted to the government for assistance rendered in earlier days, particularly in the grants of land to railways as a subsidy in their construction.

In nearly every instance the writer or the speaker fails to go further with the subject and leaves the impression that the railways of today are still indebted to the government for assistance rendered them in years gone by.

Recently, an official of the Inland Waterways Corporation, which operates the government barge line on the Mississippi, told the public "that it has been the policy of our government to be "kind" to transportation; kind to the highways, to the waterways, to the airways, and to the railways." As he explained it, "kindness to the highways means the annual appropriation of millions of dollars for construction and maintenance; kindness to the waterways means the annual appropriation of millions of dollars for deepening and maintaining channels; kindness to the airways means the annual appropriation of millions of dollars expended in subsidizing commercial air transport through mail contracts." However, governmental kindness is limited to the land grant aid long ago received by certain lines.

In reply to this statement, Mr. Samuel C. Dunn of Chicago, editor of the Railway Age, says: "The fact is ignored that this aid was granted to develop means of transportation into territory where there were none, while the aid now granted is given to provide competition with already existing means of transportation, and that the aid given to the railways resulted in

**A** CALL for helpful service has been sent forth by our Traffic Department to every employee of this Railway, asking that each of us take a personal interest and manifest such interest by activity in the promotion of additional revenue from both passenger and freight traffic.

The requests made by the Passenger and Freight Traffic Departments are not of such a character as should prove burdensome to any employee. They are most reasonable, and can be easily complied with by all.

During the next few weeks every employee will be advised not only by circulars from these departments, but by speakers at various meetings just how they may be helpful in producing more revenue.

It is your individual responsibility and to your personal interest to cooperate to the fullest extent possible.

Further falling off of revenues can mean nothing else but further retrenchment in operating expenses.

Every employee can do something to hold the gate against further inroads, and must do something to help these departments upon whom devolves the work of developing traffic to support the road.

The opportunity is yours as well as the responsibility. One hundred per cent response is expected and nothing less will produce the necessary results.

immediate benefits and financial profit to the government through the sale of public lands at prices doubled or more, which had been on the market for decades without buyers.

"The fact is ignored that these land grants, unlike present aids to the other forms of transportation, immediately became taxable by local and state authorities.

"The fact is ignored that in every land grant to a railway there was a clause that provided that the railroad accepting such a land grant should perpetually transport mail, troops, and government supplies at materially reduced rates.

"The fact is ignored that due to this last-mentioned provision, the land-grant railways have already paid to the government in reduced rates several times the value of the land which they were granted, and that these payments, running at the rate of \$5,000,000 per year in times of peace, will continue forever.

"In other words," says Mr. Dunn, "the railways owe no debt of gratitude for governmental kindness; their debt has been far more than paid."

## All Must Face The Facts

We cannot be too often reminded that during the past decade automobile accidents are constantly increasing in number and judgments are being secured in amounts that are most staggering. In the case of a personal injury loss the ultimate result is unknown and uncertain. It may amount to \$1000 or soar to \$100,000. Facing the facts as they exist every employee of the Pacific Electric Railway Company who owns or operates an automobile should procure for themselves automobile insurance involving the coverages of Public Liability and Property Damage.

Two most excellent reasons exist:

1. An individual with no insurance to have his life's savings wiped out by an adverse judgment might truly consider such an event a catastrophe.

2. From a humane standpoint it would appear almost criminal for persons to operate an automobile which at some time or another might be the instrument of destruction to take away the breadwinner from some deserving family without providing a means of recompense.

The Pacific Electric Club after much diligent research and great effort have provided all employees with a special group automobile insurance plan which affords complete protection in responsible stock insurance companies and at greatly reduced rates.

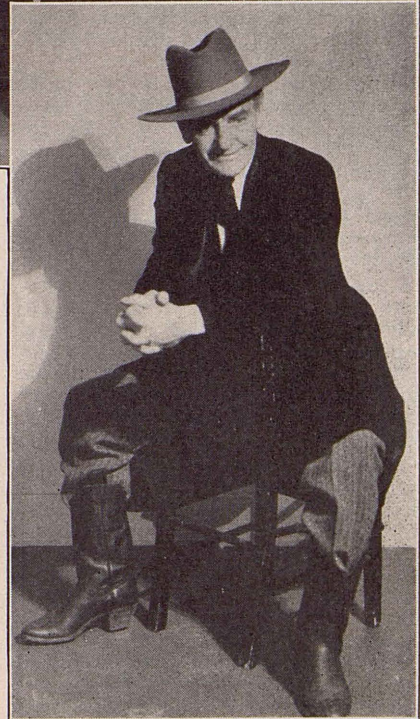
In order to assist all Pacific Electric employees in the securing of this vital protection, self-addressed postal cards have been distributed to the various divisions of the Pacific Electric Railway System. Each and every employee who is now driving an automobile that is not insured for the vital coverages of Public Liability and Property Damage should immediately forward the postal cards to Mr. N. B. Vickery, Manager of the Pacific Electric Club, or communicate at once by letter or telephone with the William L. Thomas Agency, Pacific Mutual Building, telephone TRinity 3526, who are the authorized agents for this group automobile insurance.

Do not permit yourself to be misled by the glowing statements and low rates which may be quoted by the representation of some inter-insurance exchange, reciprocal or mutual insurance carrier. The insurance available to you through the efforts of your institution grants the broadest possible coverage in responsible stock insurance companies at preferential group rates and in addition convenient payment terms may be arranged to suit your individual requirements.

Effective April 26, Pacific Electric-Motor Transit "Historical Southern California" Radio Programs over KHJ will be on TUESDAY and FRIDAY of each week, 8:30 until 9 o'clock p.m.

# "Historical Southern California"

Highlights of Southern California's Romantic History  
Being Broadcast by Pacific Electric and Motor  
Transit Over K H J



**A**T 7:30 o'clock Sunday evening, March 6, Pacific Electric Railway and Motor Transit Stages inaugurated a jointly sponsored series of radio programs over Station KHJ, to be presented each Sunday evening at 7:30 o'clock and each Thursday evening at 6:45, the days and hours to change, however, on April 26. On and after that date the program will be on the air Tuesday and Friday of each week at 8:30 to 9 p.m.

The programs, tentatively given the general title, "Building Southern California", consist of dramatic re-enactments in music and story of the most thrilling and exciting events of Southern California's glamorous history.

In response to numerous suggestions, the title was subsequently changed to "Historical Southern California," it being of particular importance to acquaint the public with the fact that the programs are educational as well as entertaining.

The first episode, chronicled the landing, narrow escape from death and subsequent exploits of Joseph Chapman, who married Senorita Guadalupe Ortega and founded one of our most illustrious pioneer families.

The next five programs presented the first discovery of gold in Southern California, the founding of Los Angeles, the famous Fitch-Carillo romance, the celebrated "Irving Affair," and the story of Mt. Rubidoux.

Each program is dedicated to a city or community served by Pacific Electric or Motor Transit, the first six programs having honored San Gabriel, San Fernando, Los Angeles, Whittier, Colton and Riverside.

Without offering any inducement, or requesting letters from the public as

is customary in a great many programs, the number of such letters we have received is clearly indicative of the fact that the programs reach a vast audience, with fine prospects of increasing sales of Pacific Electric and Motor Transit transportation.

The purposes of the programs primarily is to produce more passenger traffic for both lines, and because of the present current economic conditions, greatest emphasis is placed on the economy appeal, but extra leisure, freedom from nerve strain, safety and convenience are covered in practically every announcement. Another important purpose is to call attention to special events happening in territory served by Pacific Electric and Motor Transit lines from time to time; also to create goodwill toward the two companies.

Rules of the larger broadcasting stations, including KHJ, prohibit the mentioning of prices, or giving of figures over the air, so that we cannot quote actual fares, nor the actual amount that can be saved by riding the Big Red Cars and Motor Transit Stages. We are trying to overcome this with the statements that the saving in one month is sufficient to pay many household bills, or to buy a new hat, coat, dress, piece of furniture, etc. The actual figures are from \$10 to \$35 per month depending on distance. This has been carefully worked out and used consistently in newspaper advertising for a considerable period.

The KHJ staff is sparing no pains to make the programs the best it is capable of producing. Directorial talent, including Seymour Hastings, Lindsay McHarrie, Paul Rickenbacker and Raymond Paige, could hardly be

improved upon. Dick Creedon, KHJ's ace continuity writer, handles the dialogue with an assistant helping in the research. Players and singers include George Gramlich, Elvia Allman, Robert Swan, Rickenbacker and McHarrie, Kenneth Niles, Roger King, George Turner, William Hargrave, Bob Bradford, John Warren, and additional artists from time to time. Mr. Paige's orchestra is admittedly unsurpassed in any Pacific Coast radio station.

Story programs of this nature require a narrator to "set the stage" for each story. Our narrator, called "The Old Rancher," is Phillip DeBray, new to radio but ideally suited to his part. He spent his boyhood in Monrovia, and knows and loves Southern California and its history.

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## "Goodwill" Asks Your Help

There is an institution in Los Angeles, with branches in nearly every nearby city, that is an outstanding one of its kind. In fact, probably not duplicated anywhere. It is known as the "Goodwill Industries of Southern California."

At its main headquarters in Los Angeles, it is employing some 400 to 500 workers in practically every craft. Persons who, but for the "Goodwill," would be unemployed and probably be charges upon the city or county. All of them elderly, or crippled, or in some manner incapacitated for employment in commercial industry. Their wages come from their handiwork in taking the scraps and remnants of material things and rebuilding them into articles of renewed usefulness.

Not only have many been given permanent employment, but last year temporary employment was given nearly 25,000 others.

The motto of "The Goodwill Industries" is a happy thought. It is: "Not a charity, but a chance." Here, in brief, is what it does:

It gives employment to the aged, the crippled and those otherwise handicapped, thus affording them the opportunity to earn a living and escape the humiliating dole.

It supplies to people of meager means also, repaired clothing and innumerable other articles, at a price they can afford.

It maintains a day nursery for children of working mothers, keeping them clean, comfortable and in good health.

"Goodwill" takes beggars off of the streets and saves the taxpayers money that otherwise would go to public charity.

Why are we telling Pacific Electric employees about this? Because you may help by giving to "The Goodwill" every article of whatever kind you possess that is no longer of any use to you. No matter how badly broken—an alarm clock that will no longer run; a radio that refuses any longer to "croon"; your old auto that even the junk man will not haul away; old rags, bottles, clothing; dolls broken or otherwise—any article by whatever name or designed for whatever use, broken, battered, bent or intact that you have discarded, will be welcomed by "Goodwill," called for, if you will phone MU. 5331, or your nearest branch office.

Those workers up there will repair and reclaim what you give them and be paid for doing it. "Goodwill" will sell them, and thereby the good work will continue; and, you would be astonished at some of the useful articles on sale at "Goodwill Stores" for those who need them but must economize.

Therefore, "Goodwill" helps three ways: first, gives employment to many who would not otherwise work. Second, relieves you of materials that are undesired by you. Third, makes it possible for many to have needed things they could not obtain elsewhere because of the cost.

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## To Pacific Electric Employees

I have just seen some of the returns made by employees and their families engaged in carrying out our present Pacific Electric business promotion plan, which is headed by representatives of the Passenger and Freight Traffic Departments.

Although the present campaign has been under way less than one month, it is very gratifying to the management to see the enthusiastic part being taken by the employees generally throughout the system, and the response has been general from every department.

I trust that the good efforts of those who have thus far enlisted so whole heartedly in the campaign will continue and that every employee will join in the movement, for with the combined effort of our great mass of workers, centralized upon a given objective, undoubtedly we will make gains in revenue that would not have been possible to accomplish otherwise. It is to the direct personal interest of each of us that all the business be obtained that possibly can be and that revenues be increased.

Again thanking you for your whole-hearted, enthusiastic interest manifested, I am,

Sincerely yours



President

## Employees Develop Business

Promotion of business for our parent company, the Southern Pacific, was productive of good results recently by the following employees:

Chas. Wood, Cond., Glendale, 1 one-way, Bellville, Ill.

Sidney Torgan, Cond., Redondo, 1 one-way, Walla Walla, Wash.

M. C. Holk, Motorman, Los Angeles, 1 round trip, New York.

C. M. Hall, Cond., pland, 1 one-way, Lima, Ohio; 1 one-way, Tulsa; 1 one-way, Kansas City.

Ellen E. Sparks, Clerk, Los Angeles, 1 round trip, New York.

R. H. Ludvigson, Cond., West Div., 4 one-ways, Chicago.

Lee Pulliam, Dispatcher, L. A., 1 one-way, New Orleans.

W. E. Richter, Conductor, Los Angeles, 1 one-way, Fresno.

W. Z. Shaw, Cost Engineer, 1 round trip, Indianapolis.

D. W. Brown, Motorman, L. A., 1 one-way, New York.

J. W. Lannigan, Garage Foreman, Pasadena, 1 one-way, Grand Forks, N. D.

G. T. Brown, Los Angeles, 1 round trip, Kansas City.

J. P. Hathaway, Conductor, West Hollywood, 1 one-way, Kansas City.

Hugo Dummer, Freight Agent, Glendale, 1 one-way, Bloomington, Ill.

Ben H. Fisher, Checker, Freight Dept., L. A., 2 one-way, Joplin, Mo.

Geo. J. Malhoit, Cond., West Div., 1 one-way, Hutchinson Kan.

E. W. Steinmuller, Cond., West Div., 1 one-way, Cheyenne, Wyo.

F. A. Rouchleau, Motorman, San Bernardino, 1 one-way, Kansas City.

Hugo Dummer, Freight Agent, Glendale, 1 one-way, Buffalo; 1 one-way, Vancouver, B. C.

E. R. Parks, Conductor, Los Angeles, 1 one-way, Iron Mountain, Mich.

M. C. Polk, Motorman, Long Beach, 1 one-way, New York.

H. C. Kuck, Accounting Dept., 1 one-way, Brazil, Ind.

Oscar Rice, Towerman, Claremont, 1 one-way, New York.

F. E. Willey, Freight Traffic Dept., 1 one-way to Portland.

H. R. Grenke, Accounting, 1 one-way to Duluth.

# Ramona Romance Re-appears

Pageant of 1932 Opens April 23 at Famous  
Ramona Bowl Near Hemet



each performance starting at 2:45 o'clock in the afternoon.

The pageant, staged as a community, non-profit enterprise by the citizens of the twin cities of Hemet and San Jacinto, is a dramatization of Helen Hunt Jackson's novel, "Ramona," staged in the very locale where Ramona lived and loved and passed to the Great Spirit.

Through reviving the haunting music and fascinating dances of the days of Spanish domination in gala fiesta scenes, the pageant assumes spectacular proportions beyond the limits of an indoor presentation.

The Ramona Bowl, a modern concrete amphitheatre set in a huge pocket of a canyon on the slopes of Mt. San Jacinto, uses the entire mountainside as a stage. The bowl is world famed for its acoustic properties, a whisper being audible for hundreds of yards.

The play is staged without the use of artificial properties of any kind, the action centering about a replica of the old Camulos ranch hacienda fronted by a permanent patio garden viewed across a babbling brook. The surrounding canyon walls provide the settings for the episodes reproduced in the play.

Horsemen gallop in and out of the bowl and the daily tasks of an early ranch estancia are presented, creating the illusion that spectators are actually seeing events of decades ago transpire.

With the exception of three or four leading roles taken by professionals, the principal parts are interpreted by descendants of pioneers who have attained the proficiency of thespian ar-

tists by portraying the same characters year after year in the manner of the peasants of the Bavarian Tyrol appearing in the Passion Play.

Motor Transit has made arrangements whereby all traffic demands will be properly cared for.

## Warn All Children of Danger

This is the time of the year when, since time immemorial, it has been the practice of children of various ages to fly kites, and in this day and age in thickly settled communities particularly, there is an element of grave danger attached to this sport and warning should be given by every adult to children with regard to it.

Only recently a young boy in this city was flying a kite with a fine wire attached. This wire dropped across a 220,000 volt line near the boy's home resulting in such serious shocks and burns that death ensued. Not only was this precious human life lost, but many similar cases have occurred throughout the country with tragic results.

This information should be given children:

1. It is dangerous to use wire or tinsel cord as kite string to fly kites, and the use of wire in any part of the construction of the kite itself should be avoided. Tinsel for decorating and tailing kites should also be avoided. A wire or tinsel cord falling across power or light lines immediately becomes a conductor of electricity.

2. Fly kites far enough away from high voltage lines to be certain that they will not drop or be blown across these lines.

3. It is unsafe to attempt to pull down a kite which has become entangled in the power lines because the wires are brought together, causing a short circuit and serious interruption in service to users of power and light; and it also sometimes happens that the wires break and fall to the ground, causing danger of serious injury to many.

4. If kites become entangled in power and light lines children should not attempt to climb the poles to get the kites down. Someone should telephone the power company to which the lines belong, and men with proper equipment will be sent almost immediately to take the kite from the lines.

It is unsafe to fly kites with strings that are moist or damp with rain or fog. Kite strings may also become damp or moist when permitted to drag or lie on the grass in a field. The wet string immediately becomes a conductor of electricity when it touches the power lines.

Effective March 1 Pacific Motor Transport Company inaugurated overnight service between Los Angeles and Imperial Valley points. With this new service we are in a position to compete with any other method of transportation and will aid materially in helping the Transport Company to recover for the rails a large portion of the traffic now moving by truck.

**C**OLOR, history and tradition of California's halcyon days of the dons will be spectacularly presented for Olympic Games visitors in the tenth annual Ramona Pageant, hailed as the Golden State's most pretentious outdoor extravaganza.

The setting is the famed and picturesque Ramona Bowl on a mountainside near Hemet in Riverside county, and the opening date is April 23. The gorgeous outdoor play will be repeated on April 24, April 30, May 1, 7 and 8,

alifornia" Radio Programs over KHJ will be on **TUESDAY** and **FRIDAY** Effective April 26, Pacific Electric-Motor Transit "Historical Southern C of each week, 8:30 until 9 o'clock p.m.

### "TAXPAYERS IN A TAIL SPIN"

Under the above caption, an Indianapolis publication last week had the following to say with reference to Detroit's experiment in operating the railway system of that city, which it took over a few years ago.

"Detroit's municipally-owned street car system is confronted with either an increased fare or reduction of service. The latter has been decided upon. The lines are losing \$200,000 a month. General taxation provides the deficit.

"The city not only loses the tax money which a privately-owned company would have to pay, but the taxpayers also bear the burden of the losses. Government in business so far has failed to contribute to the taxpayers' relief and there are many intelligent people who not only fail to see relief in this practice, but have firm convictions that taxes will be increased with every transfer of private business into public hands."

"Detroit's municipal ownership of its public transportation system is a striking example."

The people of the Pacific Coast have likewise had some outstanding examples along similar lines, notably Seattle, San Francisco, and some points nearer Los Angeles.

### KINDLY IN PURPOSE, BUT—

An eastern publication is responsible for this pertinent advice to the owners of automobiles, and the article contains also a suggestion to the public that benefits two ways.

"Not infrequently does the stranger who is offered a ride turn out to be a considerable hazard.

"The car owner who acts as Good Samaritan, even to an acquaintance, at once becomes liable for injuries to his passenger in case of accident.

"The passenger sometimes proves to be of a desperate character. This is not often the case, but the chance taken is attended with some risk.

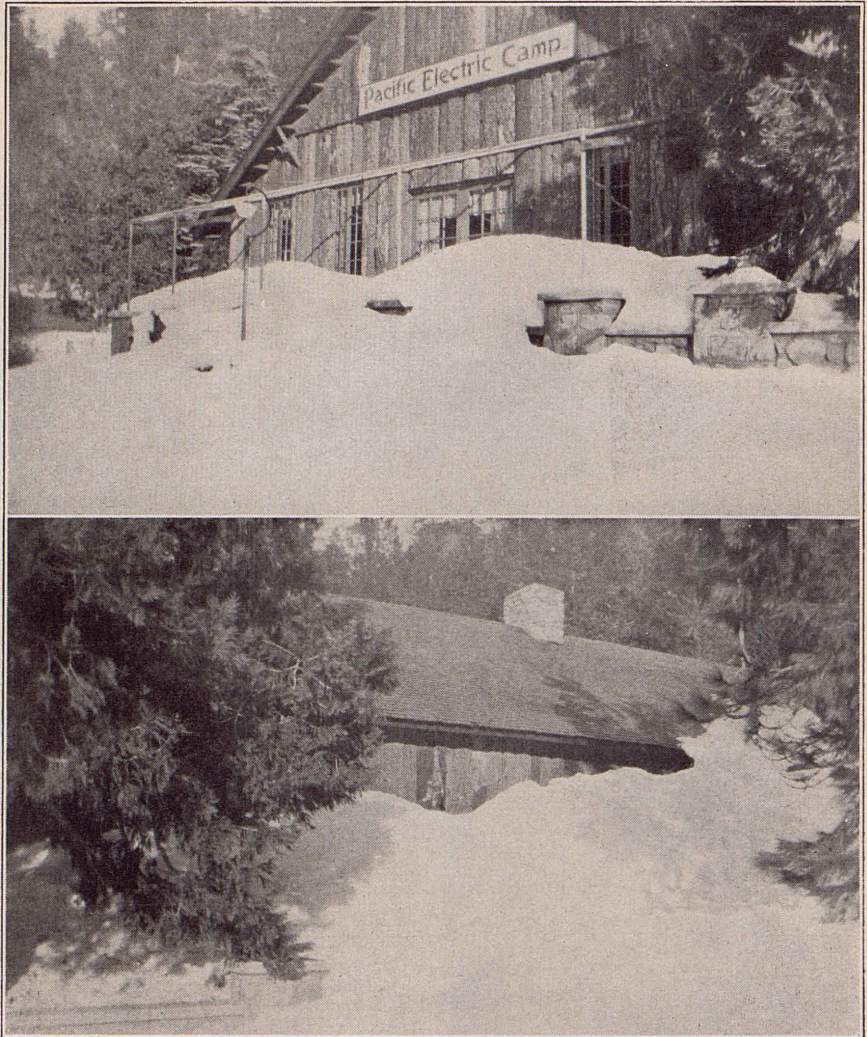
"There is another factor for consideration also. Your passenger was probably waiting for a bus or street car, fare in hand. Should you contribute to the financial difficulty of the commercial carrier which furnishes regularly scheduled service along the route?

"Since frequency of service is determined by the amount of patronage every fare lost by the company adversely affects the adequacy. Thus, while assisting one person, you contribute to the inconvenience of many.

"Considered from any standpoint, it is risky and not altogether the right thing to do."

In Georgia there is a negro store-keeper who shows better business judgment than some retailers we know. In his store hangs a sign which reads: "Kwittin the credick bizness till I git my outs in."

Good will is the disposition of the customer to return to the place where he has been well served.—From a decision of the United States Supreme Court.



### Here is Our Water Insurance for 1932 at P. E. Camp

"The heaviest snow fall in thirty years."

Such was the verdict of pioneer residents of the Lake Arrowhead district following the continuous three-day fall late in February. The entire district, including the P. E. Camp, was covered with a fall that measured six feet on the level and residents of the district were snowed in for from two to three weeks. The P. E. Camp was closed to visitors for five weeks. Mammoth rotor snow plows finally restored a path over the highways.

Just how our Camp looked immediately following the heavy fall may be gleaned by a glimpse of the accompanying pictures. So heavy was the fall that it was necessary to employ an extra gang to remove the snow from the roofs, owing to the danger of roofs not being able to withstand the heavy burden of snow.

Late last month there was still two feet of snow on the level throughout the entire district and highways were in splendid condition.

### Community Chest Condition

Rapidly-mounting relief demands on Community Chest's 110 member agencies are confirming predictions of Chest officials that this year will be the most difficult the agencies ever have been called upon to face, according to President Joseph Scott.

Surveys of the work of family relief units during December, 1931, disclosed that 81,312 persons had been relieved, as compared with 33,044 dur-

ing December, 1929, a normal year, or a gain of 146.05 per cent. At the same time agencies relieved 5815 single persons, compared with 3217 during the same month in 1929, or an increase of 80.76 per cent.

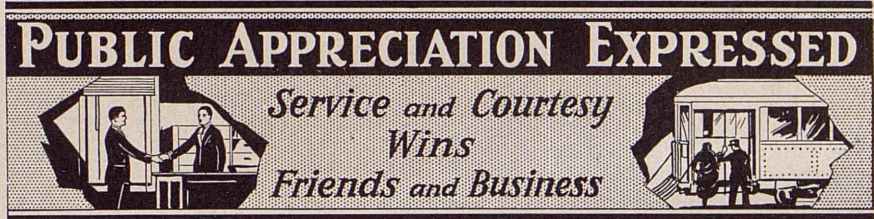
The best thinking and most careful planning are being employed in working out this year's relief problems, Scott said, and he urged that "every element in our social and economic structures cooperate as never before in efforts to avert human suffering and distress."

## Max Waxes Hard "Boiled"

By Max Schuring

Somebody once said that "a friend is someone who knows all about you and still likes you" . . . if that doesn't fit the Med. Dept., nothing else does . . . they may know when you come in, that you have fallen arches, dandruff, halitosis, pyorrhea and everything else in the book . . . still there's always a welcome-smile for the patient from the lady at the desk . . . A miserable bunch of boils, second only to the collection the late Mr. Job is said to have had, drove me to the doctor's office last month . . . a couple of dandies, about the size of a doughnut on the back of my neck . . . with child-like faith I walked into the Dressing-Room . . . the nurse smiled sweetly and sneaked around behind me . . . then . . . with a mighty jerk she took off the bandage . . . not only that . . . my neckhairs and skin that had become "Oh so attached" to the adhesive plaster, came right along . . . never again will I need another neck-shave . . . Samson's Delilah at least was considerate enough to use clippers . . . not this one . . . When I came to, she was daubing the afflicted area with alcohol . . . of all things to put on the OUTside of a man's neck . . . instead of pouring some, where it was really needed . . . then with a sardonic grin the heartless creature told me how nice it looked . . . I knew of a lot of places, where it would have looked a lot nicer than on MY neck . . . but thanked her for the compliment, though I still think it was sarcasm . . . She then placed a fresh bandage on the excuse for my visit . . . and sent me home . . . I'll never trust another woman . . . if I ever have to go back there, I'll be as free of adhesive tape as that little nurse is of mercy . . . Doc Schulz said boils were worth ten dollars a piece . . . I guess they are . . . to a doctor . . . I found out something else though . . . all the P. E. Doctors are not on the fourth floor . . . every other employee I met had some advice to offer . . . Remedies, that were supposed to rid me of my ills, included: gunpowder, soap and sugar, rough on rats, iodine, 17 kinds of meal-poultices, home-brew, radium, embalming fluid, etc., etc. . . . Vic Westerberg told me to eat lots of raisins . . . Jim Flathers said: "Vic's all wet, you'll get a lot more if you do" . . . one goody-goody reformer said it was punishment for my sins . . . I can't do justice to my answer here . . . but . . . it's a long road that has no filling-station . . . and some day the "slow-grinding mills of the gods" will catch up with that bird . . . just you wait and see . . . Since then I've had a couple more boils . . . been doctoring myself though . . . because . . . I mean . . . Well you see . . . they were on the back of my lap . . . I'm hoping now somebody will send me a portable cushion . . . Heavens knows, I need it . . .

Effective April 26, Pacific Electric-Motor Transit



**O. E. Nordberg, Franklin Ave.:**

"I want to compliment you on the splendid service you maintain and for the most courteous treatment I received at the hands of Conductor 2042, who was so gentlemanly and considerate of me when I dropped some of my packages on his car."

**W. C. Cochran, Sawtelle:**

"Your Conductor 2110 is a man worthy of high commendation for his courtesy and attention to duty."

**Henry Kraft, Monrovia:**

"Motorman 39 recently recovered a book which I left on the train, which another passenger had picked up. The book, no doubt, would not have been returned had not your employee shown such unusual zeal and interest in recovering it. I have noticed this man for several years and I have been impressed by his great fidelity to his duty and his courtesy to passengers."

**L. F. Hunt, North Lake Ave., Pasadena:**

"I take this opportunity to express my appreciation of personal service rendered me by L. F. Hunt. I left a book and brief case containing valuable papers on the car and Mr. Hunt found them and phoned me to meet him at a certain point where he would return them. I am very grateful for his courtesy."

**Jack Richey, San Bernardino:**

Commended very highly for quick action taken to save the life of a small boy who was playing on track.

**E. Adler, D. T. Davidson, Santa Monica:**

"I am pleased to write a word of appreciation of courtesy of Conductor 2710 and Motorman who carefully lifted an elderly crippled woman on the car and off at her destination."

**J. H. Robertson, I. Iverson, Venice:**

"Wish to commend the services of J. H. Robertson and I. Iverson for their interest and integrity in helping me to locate a paper, valuable to me, which was lost on car."

**C. L. Settle, Vineyard:**

Commended for courtesy and pleasantness.

**O. B. Edwards, Hermosa Beach:**

Commended for thoughtfulness and courtesy.

**J. Borger, South Pasadena:**

"May I say that you have many fine Conductors on your system, but the finest of them all is No. 232. He is a gentleman and a loyal employee."

**H. M. Ayres, Western:  
T. O. Trowbridge, Venice:  
James H. Doherty, Santa Monica:**

"May I herewith give due and proper recognition of the extreme courtesy of the following Conductors: 2600, 2174 and 2214."

**R. E. Walker, Beverly Hills:**

"—your Conductor 2142 was exceedingly kind and gave me such explicit directions about both going and coming that everything was perfectly clear. I also noticed how kind he was about helping passengers off and on the cars and the clear information he offered about directions."

**G. L. Leete, Vineyard:**

"I wish to highly commend Motorman 2055 for his quick action in avoiding what would have been a serious accident had he not been so attentive to his duties."

**Conductor Jeremiah, San Bernardino:**

"Just a word of commendation for Conductor 414. He requests each passenger's ticket with a 'please' and in return for it a 'thank you.' I found some pleasure in watching the pleasant efficiency of his work."

"As a frequent user of the San Bernardino line I appreciate such additions to the service."

**E. N. Denton, L. H. Newport, Hollywood:**

Commended for special act of courtesy.

**E. W. Hayes, Hollywood-Venice:**

"Conductor 2766 is one of the most courteous men I have ever seen. Nothing is too much trouble for him and he gives information in a manner that is indeed pleasing."

**J. W. Tanning, Franklin, Western Santa Monica:**

"I wish to congratulate you on having in your employ a man as courteous to the public, loyal to your interests, and so efficient as is Motorman 2393."

**T. W. Staples, Santa Monica-Sawtelle:**

Commended for returning pocket-book.

**A. G. Thomas, Long Beach, E. Third St.:**

"I ride daily on E. Third car operated by No. 1147 and wish to take this opportunity of commending him for his courtesy to the public, and his apparent efficiency."

**L. G. Bowers, Siera Vista:**

"I wish to commend Conductor 178 for his pleasant manner and ability in handling a difficult situation."

"Historical Southern California" Radio Programs over KHJ will be on TUESDAY and FRIDAY of each week, 8:30 until 9 o'clock p.m.



### DEVELOPING A NEW BUSINESS

An organization was formed about a year ago, called the Hotel Hostesses Association, functioning throughout the entire State of California, with chapters in the north and south.

Mr. Kruckman of Long Beach by calling on these women occasionally, keeping them informed of the many events in Southern California, and by promoting special admission rates for groups to the various events, has developed considerable special car business. During the wild flower season a number of long distance trips were obtained by suggesting them to these hostesses, who are always on the lookout for some way to entertain their guests and keep them interested, while stopping at their hotels.

For the month of April the hostesses of the leading hotels of Long Beach are concentrating on organizing groups to attend the Ramona Pageant at Hemet. Co-operating with them, Mr. Kruckman will make all arrangements for reserved seats, meals en route, and look after the party in general. The success in this business lies in relieving the hostess of all worry by taking care of all the preliminary arrangements, working out an itinerary of the trip, designating points of interest and so forth. All the leading hotels in the south now have these hostesses, and the suggestion seems timely that agents throughout the territory contact these women, who are always looking for new ways to entertain their guests. A lot of special car business should result.

It is with regret that we note the passing of Mr. A. M. Kimbrough, watchman at Market St. We extend to his bereaved family our heartfelt sympathy.

Operator Richard Butler of Santa Ana, who has been confined to his home for two weeks with flu, has returned to his duties again.

Walter Deal is back on the job again after his serious attack of throat trouble. Pretty nearly trimmed the old lion's mane this time, and we are glad to see him back on the job. Someone said he pretty nearly had a relapse, when he found out he could have bought a new Ford Eight, for the price he paid for that coupe.

In the last issue of the Magazine we had an item about Operator Bisbee taking unto himself a wife. He denied the charge to all, but when the gentleman made out his application a few days ago for a city license it said married. Be sure your sins will find you out.

Mrs. Whittaker, wife of Operator Whittaker, was confined to the Whittier Hospital for a few days.

Mrs. Arthur Honor has completely recovered from an attack of appendicitis. Art says he is tickled to death, because every dish in the house was dirty.

Operator Clayton of the Eastern division has left the service of the company.

We shall miss the familiar voice of Bessee Dial, telephone operator, who is also out of service.

The traffic department reports that in February not one road accident occurred. That's the stuff, let's make it 100 per cent every month.

Shorty Hall, mechanic at Santa Ana, has been depending on his "Mo-Jo" in games requiring luck instead of skill, but has been so badly beaten on numerous occasions that Jack Harrington, agent at Anaheim, attempted to help "Little Caesar" by sending him two "rabbit foos" and while it has benefited his luck slightly, he is still in the market for Mo-Jos of any description, and will pay top prices for same.

A. M. Thomas, of Santa Ana, took a trip to Bakersfield to see the wildflowers. Did I understand you to say Wild flowers?

Geo. Jehl, of Fifth St., says there has been an increase in inquiries on long distance travel.

We extend our sympathy to Operator C. Davis in the death of his mother.

C. M. Allen and J. A. Patterson, of San Bernardino, attended the agents' meeting at Mt. Lowe and suffered later from an attack of indigestion. Too much eats.

It is reported that Operators Levi Couch and Ross have combined interest in a new business venture. Ross has gotten very high hat as a result. What a pair that makes.

Spring sure lifted the spirits, and quickened the heart beats of some folks around San Bernardino. Foreman Randig was quoting that old adage, "In the spring a young man's fancy lightly turns to—TEXAS." Ah me!

They were talking of the depression in Riverside the other night. Among those present was a relief agent of

rotund propensities who said that one time he punched so many tickets that the punch melted in his hand, it became so hot. What he meant to say was that the knife and fork got so hot he couldn't hold them.

The regular monthly meeting of the Motor Transit Agents was held last month at Mt. Lowe. The meeting was in charge of Al Kopsha of Long Beach, who was chairman of the day. Al kept his "Roberts Rules of Order" in front of him and kept the boys in their places at all times. I heard that Ed Netzley was ruled out of order on the ground that he was not an agent, because he talked too much.

### IS YOUR NAME ON THE LIST?

Pacific Motor Transport Company again extends congratulations and thanks to employees who have been successful in obtaining routing instructions on shippers. A signed routing order from a consignee to a shipper is of invaluable worth as a business getter for the Transport Company.

Since the last issue of the magazine 166 standing routing orders have been secured by the following employees:

C. Whiteley, Agent, Upland .....	3
H. M. Wright, Agent, Alta Loma .....	5
C. A. Kamp, Agent, Riverside .....	7
A. Miller, Alhambra .....	6
George J. Curtis, Towerman, Pomona .....	1
J. M. Gilmore, Pomona .....	5
E. S. Blake, Agent, Holtville .....	4
Bl L. Livingston, Agent, Inglewood .....	1
M. D. Kellar, Santa Barbara .....	4
Cond. Roy M. Herr, No. 222, Northern Division .....	1
R. A. Cooper, Agent, Alhambra .....	2
F. B. Speelman, Agent, Artesia .....	1
A. R. Stevan, Agent, Watts .....	8
J. H. Meadows, Moorpark .....	15
J. W. Donohue, DFA, El Centro .....	3
B. L. Major, Agent, El Centro .....	2
W. C. Eaton, Agent, Brawley .....	35
W. S. Allen, Brawley .....	1
S. Lefner, Brawley .....	2
A. E. Dorrell, Agent, Santa Monica .....	6
H. W. Barnum, Agent, Pomona .....	6
E. T. McNeill, Agent, Colton .....	1
E. J. Ritter, Agent, Ontario .....	4
G. M. Russell, Agent, Van Nuys .....	6
C. O. Stephens, Agent, San Bernardino .....	2
J. H. Winterberg, Agent, Bellflower .....	8
C. V. Trimble, Agent, Oxnard .....	1
J. Hanson, Agent, Guadalupe .....	15
T. F. Delaney, Agent, San Luis Obispo .....	2
E. T. Battey, Agent, Santa Ana .....	3
J. M. Kinsey, Agent, Monrovia .....	1
W. W. Martin, Agent, Bakersfield .....	2
E. W. Fisher, TFA, Los Angeles .....	2
H. K. Moss, Agent, Redondo Beach .....	1

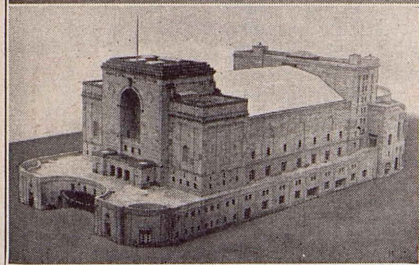
### MASONIC CLUB NOTICE

The next regular meeting of the Pacific Electric Masonic Club will be held Tuesday, April 12, 7:45 p.m., at the Pacific Electric Club.

The feature event of the meeting will be an illustrated lecture by Mr. E. C. Thomas entitled "Transportation in Southern California," depicting the growth of the Pacific Electric Railway System.

This will be a real opportunity to obtain some of the history of the Pacific Electric System from one who knows—and knows how to tell it.





### Latest Pride of Long Beach

**A** PART of a \$3,000,000 project, Long Beach's new Municipal Auditorium, which was formally dedicated the week of March 7, is one of the show places of Southern California and one of the most completely equipped civic halls of its kind in the United States.

The use of the new structure, which is the equivalent of a ten-story building in height, is free to all conventions meeting in Long Beach, and during 1932 it will be the scene of 32 major sectional, state and national conclaves which will attract approximately 40,000 delegates and visitors.

In a setting duplicated by no other city in the United States, perhaps in the world, the new Long Beach Auditorium mirrors its majestic splendor above the ceaseless roll of white foamed breakers.

Swept continuously by cool ocean breezes, it rests like a gem in the heart of a 32-acre still-water lagoon and is completely encircled by a 3,800-foot "Rainbow" pleasure pier. The still-water lagoon lying inside the break-water and pier is recognized as one of the finest outdoor salt water pools in the world and will be the mecca for thousands of tourists and visitors this year.

The Auditorium, itself, occupies an 8-acre fill. Work of landscaping the area adjacent to the building is already under way and by summer the scene will be transformed into an unique marine park of unrivalled beauty.

The mammoth breakwater and

crescent-shaped pier, which encircles the Auditorium site and lagoon, is one of the most unique pleasure piers in the country. More than 330,000 tons of rock were dumped on the ocean floor in shaping it. A paved roadway 20 feet wide, with an 8-foot promenade on either side, fringed with ornamental lights, make it an irresistible lure for both motorists and pedestrians. It is estimated that fully 75,000 persons can stand on the pier at one time without undue crowding.

The two pictures shown above present an excellent close-up view of the Auditorium itself and an inspiring panorama of the Auditorium, pier, and sky-line of the Long Beach business district.

### Are You Registered As a Voter?

Under the present Voters' Registration Law, unless you have registered since January 1 of this year, you will not be entitled to vote at any election that may be held. Registration should be made by all Pacific Electric employees who expect to vote at the coming election, and it is hoped that as a good American citizen, all entitled to do so, will vote.

Registration for the May 3 Primary closed on March 24. If you have not registered, do so now in order that you may vote in coming elections.

Under the new law future registrations will be unnecessary unless the voter should change his residence, in which case Registrar should be notified and new registration obtained.

It is hoped that all employees will avail themselves of the privilege of registering, either with registrar in his own community or registration may be made for the next few days at the Pacific Electric Club.

### INTERESTING FACTS ABOUT THE CARRIERS

Blind passengers on the Pennsylvania railroad are permitted to take dogs into the coaches. The Pacific Electric likewise extends that courtesy.

The world's busiest railway station is that at Times Square, New York, through which over 500,000 passengers pass daily.

Canada, with one mile of railroad track for every twenty-three people, has more railroad mileage in proportion to population than any other country on earth.

Employees of public service companies in China regard their duties a bit differently than do Occidentals. En route from Shanghai to Hangchow, the Chinese engineer of a train was so alarmed when he heard the Japanese air bombardment that he pulled his train onto the first siding, uncoupled the locomotive, and sped back to Shanghai, leaving the passengers stranded.

### Nice Day—Smart Girl

The fresh young traveling salesman put on his most seductive smile as the pretty waitress glided up to his table in the hotel dining room.

"Nice day, little one," he remarked. "Yes, it is," she replied. "And so was yesterday, and my name is Ella, and I know I'm a pretty girl and have lovely blue eyes, and I've been here quite a while, and I like the place, and I don't think I'm too nice a girl to be working here. My wages are satisfactory and I don't think there's a show or a dance in town tonight, and if there was I wouldn't go with you. I'm from the country and I'm a respectable girl, and my brother is the cook in this hotel, and he was a college football player and weighs three hundred pounds and last week he pretty nearly ruined a \$25-a-week traveling man who tried to make a date with me; now, what will you have—roast beef, roast pork, Irish stew, hamburger or fried liver?"—Buzz Saw.

**BOWLING NEWS**

The 1931-32 bowling league schedule came to an end on March 18 with the Pacific Electric Cub team, composed of Capt. L. H. Covell, Guy Woolley, G. T. Winslow, Harry Welch, and R. M. Cobb, heading the list as champions for the season.



**Winners of Tournament**

The third round saw the Telephone Department make a runaway from the rest of the crowd to win the round by a very comfortable margin. This was largely due to the wonderful work of their two young stars, A. B. McLeod, Jr., and J. C. Cody, who showed the greatest progress of our entire league. Merchandise orders for high weekly games were won by Brenchley, Nock, Cody, Culverwell, Martin, Williams, and Oliver. Notable performances during this round include A. B. McLeod, Sr., with a fine 244 game, and that of W. B. Cook, Jr., a newcomer, who rolled 214 on an average of 126.

The highlights of the season include Winslow's high game of 254. This boy was instrumental in keeping the Pacific Electric Club in the race, increasing his average 20 points during the season. J. Gowanlock led the individual averages with 182, with Covell and Winslow following. Several of our new bowlers showed great improvement, notably Baxter, Ned Rich and O. D. Spencer.

The Pacific Electric Club team had a fine high series of 2533 and the Telephone Department shot a high game of 924. The next meeting will be held in September for the purpose of organizing for the 1932-33 season. Announcements will be given as much publicity as possible at that time.

Following is the complete resume of winners for the 1931-32 season:

**Final Standing for Season**

	Won	Lost
Pacific Electric Club	54	30
Claim Department	42	42
Electrical Department	41	43
Southern Division	41	43
Telephone Department	41	43
Engineers	40	44
Macy Street	40	44
Los Angeles Street	37	47

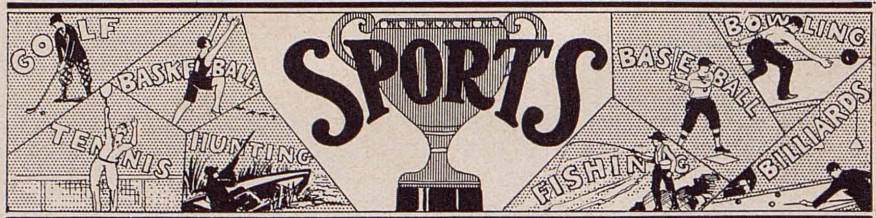
**High Team Series**

Pacific Electric Club	2553
Electrical Department	2487
Los Angeles Street	2463

**High Team Game**

Telephone Department	924
Macy Street	905
Engineers	895

Effective April 26, Pacific Electric-Motor Transit



<b>High Individual Series</b>	
H. Welch	629
L. H. Covell	607
C. Cody	601
<b>High Individual Game</b>	
G. T. Winslow	254
A. B. McLeod, Sr.	244
J. D. Henry	233
<b>High Individual Average</b>	
J. M. Gowanlock	182.42
R. M. Cobb	168.47
C. G. Gonzalez	168.14
<b>Increase in Average, Shown in Classes</b>	
<b>160 and over</b>	
L. H. Covell	3.35
J. M. Gowanlock	3.11
C. Oliver	3.7
<b>150 to 159</b>	
R. M. Cobb	13.26
C. G. Gonzalez	10.10
H. Williams	4.25
<b>140 to 149</b>	
G. T. Winslow	20.52
A. B. McLeod, Jr.	12.4
Guy Woolley	9.37
<b>130 to 139</b>	
C. H. Nelson	13.45
E. L. Martin	10.26
A. A. Nock	7.12
<b>120 and under</b>	
Wm. Baster	23.15
Ned Rich	21.29
O. D. Spencer	21.14

**ROD AND GUN CLUB**

April, 1932, is apparently destined to be an historical month in the annals of the Pacific Electric Rod and Gun Club, for not only will we have a very interesting monthly meeting on the thirteenth, but very pretentious plans are being made for a special meeting to be held on April 20 at the Club, the event to be known as "State of California Fish and Game Commission Night."

For this event we have been very fortunate in securing Mr. Dale Gentry, President of the Fish and Game Commission, as our principal guest speaker, and we are assured also of the attendance of Commissioner Earl B. Gilmore, who will undoubtedly add to Mr. Gentry's remarks.

To forecast the event briefly, our members, as well as our distinguished guests and the representatives of practically all of the sports clubs in the southern area of California, will be given first-hand by Mr. Gentry the policies of the State Fish and Game Commission that they have adopted at this time. The present Commission is very strong for conservation and have taken active steps to establish reserves and to stock California with fish and game, which policies, if continued, will in a few years see our State in the best condition of any in the Union. Mr. Gentry proposes to outline all of the various policies of the Commission.

At this date, we have been assured of attendance by representatives of the following organizations: Tuna Club, Southern California Rod and Reel Club, Catalina Light Tackle Club, Los Angeles Conservationists, Los Angeles and Hollywood Chapters of the Isaac Walton League, Southern Cali-

fornia Tuna Club, Warner Brothers Angling Club, and one or two other organizations are yet to be heard from.

Among the distinguished personages to be present are: R. A. Martin, President of the Tuna Club; Ralph Bandini, Vice President of the Tuna Club; Ben Fyne, President of the Junior Chamber of Commerce; James W. Jump, Vice President of the Jonathan Club; Joseph Welsh, nationally famed sportsman, and the indications are that we shall be honored by the presence of Zane Grey, noted author and sportsman.

Even the judiciary will be represented at our meeting by Judges John M. York, Rey Schauer, Dudley Valentine and Marshall F. McComb.

Aside from the oratory which is destined to flow at this meeting, we shall have orchestra music and very interesting motion pictures of a sports nature that are certain to interest all present.

May we suggest that the occasion of April 20 at the Club would be a splendid opportunity for you to bring and introduce that prospective member you have been thinking about bring into the Club? Your new member will have an opportunity of seeing some of the real, worthwhile work done by the Pacific Electric Rod and Gun Club, and he will also have an opportunity to meet a great many of the other members.

Don't forget the date and time of the occasion—April 20 at 8 p.m.—Pacific Electric Club.

**TRAINMAN AGAIN AIDS LAW**

D. Keeley, trainman on the Western Division, is rapidly gaining a reputation as a conservator of the peace and an apprehender of recalcitrant citizens.

On September 22 last year, due to Mr. Keeley's courage and response to the frantic cries of a woman, he prevented an assault near the end of the Edendale Line, and assisted very materially in the capture of the criminal in his attempt to assault a woman and through his efforts and testimony, the law meted out a severe penalty to the assailant.

On March 31, about 8 o'clock, at the end of the Edendale car line, Mr. Keeley witnessed the assault of a passenger upon H. F. Christopher, who had stopped his car at the end of the run and was engaged in an altercation by the passenger, resulting in Mr. Christopher's being knocked unconscious and receiving a severe scalp wound at the hands of his assailant, who used a large ink bottle in making the assault. Keeley followed the assailant to his home, summoned the police and arrest was made.

"Historical Southern California" Radio Programs over KHJ will be on TUESDAY and FRIDAY of each week, 8:30 until 9 o'clock p.m.



### Along the Agency Line

By Herbert C. Hall, Agt., Etiwanda

The March get-together of the Agents Association was enlivened by the Pacific Electric Club Orchestra, directed by Miss Crystal Marie Bronnenberg. A fifteen-minute program, which included an accordion selection by Miss Martha Meeks of KECA, was presented.

President Kidd of our Association has booked tentatively the Pacific Electric Club Glee Club, of which our good friend, John Winterberg, is president, and Mrs. Ethel Booth is director, for our April meeting. The tap dancing class, with Miss Hyde, instructor, is "on tap" for the May meeting. In the month of June, we shall have the Dramatic Class, with Miss Alice McKie, director. Perhaps the Orchestra will play a return engagement for the July meeting. All of these programs were arranged through the courtesy of Earl W. Hill of the Club, and it is hoped everyone will enjoy them. Possibly you have some suggestions that would improve our meetings; if you have, send them to President Kidd, for he appreciates all the help you give.

Seymour Hastings visited our Association meeting for the first time in the two years or more he has been broadcasting over the various radio stations for the Pacific Electric and Motor Transit. We hasten to add that his failure to attend heretofore was not due to slothfulness on his part, but to the neglect of our Association to extend an invitation to him to meet with us. We are sincerely sorry, and trust that Mr. Hastings will pardon us, for he is a most welcome guest, or rather member, of our Association.

An error has been committed by Ye Scribe. Notice is hereby given to all interested parties that our august Vice President, Gordon Gould of Riverside, reported the birth of his son and heir apparent to the Gould fortunes, as January 22 in the year 1932, with the name given as Don Gould. By the time this notice is printed, Don will be ready for grade school. Sorry we made the slip, Gordon, and we shall be more prompt next time. Anyway, congratulations to you and Mrs. Gould.

The Alta Loma agency reports the new packing plant shipping citrus fruit is under the banner of the A.F.G., which should provide some 200 more cars for Harry Wright to bill during the year.

First we hear the voice of Glen Haase at Claremont as assistant agent; then, next thing you know, Lyle Brown is back at work again. Between the two, this job suffers a good

many changes.

A meeting attended by most of the employees on the Eastern Division was held in San Bernardino recently. Several of the Company officials from Los Angeles were present and gave those in attendance advice as to ways and means of increasing business.

Upland's big new lemon house is nearly half completed, and should be finished and ready for the storage of lemons by April 5. The other half will be completed soon, as the construction work is going on day and night. An interesting bit of news of the lemon growers concern is that their president, Mr. Charles E. Harwood of Upland, will soon be 102 years old.

A. C. Bradley has been out to see us lately and seemed pretty well pleased with the way the station work is kept up along the line.

O. J. Hamble, Agent at Rialto, has gone east to Hinsdale, Illinois, taking with him the body of his mother, who very recently died at his home in San Bernardino. We, the Agents, wish to express to Mr. Hamble our heartfelt sympathy in the loss of his mother.

You haven't forgotten to listen in and tell your friends about the Pacific Electric-Motor Transit program over KHJ each Thursday at 6:45 p.m. and Sunday at 7:30 p.m., for one half hour? Excellent entertainment, with an authentic historical background, is provided. Our good friend, Seymour Hastings, is the director.

Grape growers plan on a good year, as each has done some replanting and has given extra good care to the vines. Many have pruned late in order to make as late a crop as possible, since it is probable that prices will be good at the very last of the season, as was the case of the 1931 crop.

### O. E. S. "Colonial" Team

In one of the important cities of the Southland, there has been developed a distinct novelty in a fraternal order degree team, and as usual, one of the members of the Pacific Electric Railway family is prominently identified with the work, and has, incidentally, because of her identification with the team, been able to produce considerable revenue for her Railway through the use of Pacific Electric motor coach service by the team in visiting many other chapters. This commendation refers to Mrs. Della E. Weibers, Assistant Freight Agent at Santa Monica.

The members of the Eastern Star Degree Team of Santa Monica Chapter have adopted the costumes of colonial days, and, because of the excellence and novelty of their appearance and work, have been invited by various Southern California Eastern Star organizations to put on the degree work.

Since February 9, largely through Mrs. Weiber's efforts, ten different trips have been made between Santa Monica and neighboring communities via Pacific Electric motor coach, and indications are that between this time and the coming fall, fifteen additional trips will be made between Santa Monica and points in Southern California.

Naturally, we can not say just how the ritualistic work has been adapted to the period 1800 to 1854, but we are told that in their work in the costumes of those years, the ritual contains much in harmony with those ancient days, which were indeed days of beauty, both of character and costume, which these ladies of the present day so wonderfully reflect.

The compliments of the Company are extended to Mrs. Weibers and her fellow team members upon the beauty of their raiment, the effectiveness of their work, particularly in this year of the 200th anniversary of George Washington; and the thanks of the Company are likewise extended for their patronage in using our service in their visitation work.



Effective April 26, Pacific Electric-Motor Transit "Historical Southern California" Radio Programs over KHJ will be on TUESDAY and FRIDAY of each week, 8:30 until 9 o'clock p.m.



### HORTICULTURISTS "HOT" FOR HOEING

The Pacific Electric Horticultural Club held its second meeting on March 18 in the Pacific Electric Club Building. According to the increase in attendance over the previous meeting, it appears as if the Club is going to be a great success. Everyone present seemed to be deeply interested in the talks and discussions pertaining to the hom garden.

Two tables were completely covered with flowers brought in by the members.

Everyone interested in gardening should become a member of the Horticultural Club, as every meeting will cover subjects of interest to all. The regular meeting nights are to be the fourth Friday of each month. There are no dues connected with the Club. Send in your name and the department in which you work to the Pacific Electric Club, and an application blank will be forwarded to you.

The officers of the Horticultural are Mr. A. G. Owen, President; Mr. Earle Moyer, Vice President; and Mr. L. E. Brown, Secretary.

The speaker for the next meeting will be an authority on the growing of dahlias, and his talk should be of interest to all garden lovers.

Each meeting will have a speaker, if possible, who will talk on the various subjects of gardening, also it is planned to have at various times entertainment as well as the speakers.

Remember the date of the meetings, the fourth Friday evening of each month, at 8 p.m. in the Pacific Electric Club rooms.

### NEW PASS PRIVILEGE EXTENDED

There was issued, effective March 1, 1932, by President Pontius, the following order in connection with trip passes:

"In order to permit employees and their families to take advantage of educational as well as social functions of the Pacific Electric Club, it will be satisfactory to issue trip transportation for an employee and dependent members of his family good within local zones in Los Angeles.

"These trip passes will be handled in the same manner as those issued for account of employees under similar conditions to and from points outside of Los Angeles."

"Dar is always sumpin to be thankful about," said Uncle Eben. "When de watermelon fades away, de pork chop is right in its prime."—Washington Star.

Effective April 25, Pacific Electric-Motor Transit "Historical Southern California" Radio Programs over KHJ will be on TUESDAY and FRIDAY of each week, 8:30 until 9 o'clock p.m.

### Notables at Women's Club

The first meeting in February will long be remembered as holding the sweetest memories of our four years of activities—the day Mrs. M. T. Spencer was made "mother emeritas" of the organization.

It was an honor conferred because of the love and respect felt for her. She symbolizes every lovable quality we have always associated with the word "mother," and it was a desire on the part of the members to keep that beautiful influence with us.

The wife of one of the oldest and best loved members of the big family (everyone knew "Daddy" Spencer)—so generous in her praise and appreciation, so charitable and tolerant in her judgment, so sweet and gentle in her sympathy; and, with her affliction, what an example of patience and courage to us all.

It was such a happy day for everybody, the little ceremony of present-



ing her pin "Mother Emeritas," her huge heart-shaped box representing the heart of the Club filled with smaller ones from each member, her flowers and her true love messages from three of her "adopted" boys, Mr. Thomas, Mr. Thorburn and Mr. Vickrey. Mr. Geibel could not be present, but holds a place in her heart just the same.

Preceding our tribute to "Mother," Mr. Thorburn gave a splendid talk to the ladies. Mrs. Aspenall delighted as always with her marvelous voice and Mrs. Geibel gave two well chosen readings.

February 25—designated as History and Landmark Day—the guest speaker was Mrs. Florence de Dodson-Schoneman, a lady of charming personality and one who needs no introduction to anything California. Her

talk on interesting events and customs of the early California Spanish women was one of our outstanding events of the year. The Louise Spaulding Dance Studio of Alhambra contributed the musical part of the program—violin, guitar, and piano trio; and, solo dances by Miss Spaulding and two of her class.

The organization held its fourth birthday party on March 10. Despite these hectic days, the membership roll contains two hundred and fifty members with nearly fifty new ones already this Club year. Our guests of honor, Mr. Pontius, Mr. Mercier, Mr. Day, Mr. Geibel, and Mr. Vickrey, all had warm words of praise and encouragement, and made us feel quite worth while. The birthday cake, surrounded by a group of dolls representing the twenty founder members, made a very lovely picture, our auburn-haired first president, Mrs. Green, being easily recognized from any part of the room. Mr. Geibel, without whom our parties are never complete, cut the cake and sent us on to another happy and successful year. Mrs. Wagner's group of seven real artists furnished delightful music throughout the afternoon.

March 24—the women were indebted to Mr. Peters of the Germain Seed Company for a splendid garden talk full of valuable hints, how to beautify our yards and vacant lots, and make the whole of Southern California attractive to our Olympic visitors.

Mrs. Booth, director of the Glee Club, gave two lovely numbers, both appropriate to our Spring Day program. Please watch bulletin for further activities.

Card parties—first and third Thursdays—regular meetings second and fourth Thursdays.

A high church dignitary was obsessed with the monomania that one of his legs was gradually becoming petrified. To test its condition, he pinched it at frequent intervals. At a dinner party he made the usual test, and became greatly excited to find that he felt no sensation from a vigorous pinch.

"It has come, it has come!" he moaned, "at last my leg is completely petrified!"

The matron sitting next to him whispered hoarsely: "Excuse me, it is not petrified, and it is not yours."

A colored man got his nerve together and took a flight in an airplane. As he climbed out he turned to the pilot and said: "Suh, Ah has to thank you fo' both dem rides."

"What are you talking about?" said the aviator. "You only had one."

"No, suh," returned the passenger. "Ah done had two—mah fust an' mah last."

"I warn you, I'm necking against the doctor's orders."

"Gosh, are you sick?"

"No, but the doctor is my husband!"



**NORTHERN DIVISION**  
Eastern Lines  
Ruth Thompson

Motorman D. W. Brown laid off the other day to play checkers with Conductor R. Nywening. The battle waged fiercely for some time, with Conductor Nywening carrying home the bacon.

Asst. Superintendent F. E. Peachey and wife spent last week-end at Balboa Beach. Mr. Peachey's favorite outdoor sport, while at the beach, is sitting out at the end of the pier, checking up on the speed of the boats as they go by. Rests him from checking up on street cars.

Asst. Trainmaster W. C. Monroe and family took to the desert last Sunday, pursuing the wild flower in its native haunts.

There is still enough snow in the mountains in this vicinity to make refrigerator an unnecessary luxury. The P. E. Camp reports a mere four or five feet, and they believe it will last till June anyway. By that time the mountaineers will probably have to learn to walk over again, without snow shoes.

A great deal of interest is being shown by employees on the Eastern Lines, in the campaign to get new buses for the Company. A meeting was held the evening of March 18th, Messrs. Mercier, Marler, Bradley and Norrbom coming out from Los Angeles to address the men.

Conductor Dennison was informed by one of these helpful people of a good way to make top dressing for his car, so he cooked up a nice batch on his wife's new electric range and spent the next two days cleaning up the ceiling, walls, floor, range and what have you. That was easy though, compared with trying to make peace with his wife.

The P. E. Club sponsored a dance for employees on the Eastern Lines, held at the Urbita Park ballroom, the evening of March 30th. The excellent P. E. Orchestra furnished the music, which was enjoyed by about 90 employees and their friends.

It is evidently open season on linemen on Magnolia Avenue. Two have met with accidents at that location in the past few days, "Andy" Miller last Saturday and "Ernie" Haase the following Wednesday. Btoh men are getting along O.K. though and will be back at work in the near future.

Brakeman H. F. Trockel, who underwent an operation for appendicitis not long ago, is up and around again.



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

Get more business! This is the theme that is uppermost in our thoughts lately. It is gratifying indeed to note the splendid response of practically all of our employees toward making our great sales campaign a true success. Let's continue the good work, boys, and put it over with a bang!

Effective April 26, Pacific Electric-Motor Transit "Historical Southern California" Radio Programs over KHJ will be on TUESDAY and FRIDAY of each week, 8:30 until 9 o'clock p.m.

Service extraordinary! The following generous demonstration of loyalty and willingness to be of service to the public and their company was recently performed one night in a driving rain by Motormen R. D. James and J. H. Gorby, Macy Street.

Returning from a pleasure ride in Mr. James' automobile the pair came upon a Los Angeles bound Temple Line car that was held up near Temple City by a big trolley break. Arranging for the protection of the car, the crew and passengers were all loaded in the automobile and taken to Long Siding, the next nearest storage point for cars. There Mr. James and Mr. Gorby assisted the crew to get another car ready for service and on its way again, thus preventing what might have been a rather serious delay.

Letters of appreciation and commendation were immediately dispatched by the Superintendent to both trainmen who were found not lacking in initiative in the face of adversity.

We are glad to welcome Conductor C. A. Keller back to Macy Street again after a several months' sojourn at the Pasadena Terminal.

The few early fishermen from Macy Street who so hopefully visited the briny deep off Santa Monica last month, had to be contented for the most part with catches of mackerel, though a few strays of the more favorite kinds of fish were brought in too. It won't be long, however, until the bonita, barracuda and yellowtail will be making the old reels sing again.

We are pleased to announce that Macy Street is once again represented in the City League with a baseball team. Though their first competition on Sunday afternoon, March 20, turned out in a 9 to 8 defeat, the game went into the tenth inning before it was decided. Team Manager H. Lytle, Sierra Vista Line, informed the writer that the team is highly enthused over their future prospects to put out a winning nine. The line-up for the first game was as follows: Andy Morello, 2nd base; E. Scheetz, left field; C. E. Bowman, center field; O. C. Dorsey, right field; R. D. James, 3rd base; W. C. Kennedy, catcher; H. Lytle, 1st base; H. G. Bracken, shortstop; and Jack Granada, pitcher. Let's get behind them, boys, and give them all the support possible.

Shortly after midnight, on Monday, March 28th, two Macy freight crews with the aid of a helper motor crew moved Barnes' Circus train from its winter home at Baldwin Park, on our San Bernardino Line, to the Macy Street Yard where a Southern Pacific freight crew took charge of the train to still further speed it on its annual spring tour.



**ENGINEERING DEPT.**  
Thelma Meighan

The entire structural department listened in on the Aimee-Houston debate the other night . . . and greed with Houston.

Of course I'm not the one to start anything—but—Fred Bixenstein of the Drafting Room spent a week-end at Palm Springs at the same time Ann Harding did . . . and now Ann is getting a divorce!

Our last letter from Mr. Gould, who is confined to a Banning Sanatorium, reports him gaining weight, and taking exercises now.

NOTICE:—Anyone finding Leon Perry of the Field Dept. smoking a tailor-made cigarette will please report to either Mr. Boyle or Mr. Plaisted and collect \$1.00 (Personally I think

he has taken up chewing, else why would he keep that tooth out?)

Page the Chamber of Commerce! Ray Longhorn, a former Field Dept. employee, writes from Portland, Oregon: "Raining all the time, I surely miss the good old California sunshine."

Nancy Kelly's name goes down in the Hall of Fame right along with the chap who lighted a match to see how the gasoline was holding out. Her particular bid for immortality consisted of sitting in a bath-tub one MONDAY (?) night and picking up the electric heater.

Lupe Clark, a recent addition to our Stenographic Bureau is leaving us for the Electrical Dept.

"It's an ill wind, etc." During one of our recent "Santa Ana's" Leonard Biehler, our Chief Clerk, arose one morning to find two Eucalyptus and one Pepper three in his front yard that had not been there the night before.

Times ain't what they used to be—any way you take 'em. While we gals sat around lamenting because we had no new Easter Bonnets, LeRoy Swanson, "The Keeper of the Files", burst forth in a snappy new chapeau direct from one of Los Angeles best known gentlemen's furnishing establishments . . . Boos Brothers.

We wish to extend our deepest sympathy to the family of Jim Hamilton. Jim had been with this department for many years and it is with deep regret we mark his passing.

Maintainer Sewing is confined to his home with a touch of pleurisy. We expect to see him back on the job in a few days.

It's hard to keep track of our towermen these days:—Johnny Jones is back as towerman replacing Leonard Anderson who has joined the Maintainers: Towerman Flores can be found at Lamanda Park tower now, replacing Towerman Wallick who has gone to First Street Subway.

Al Smith gave his boss a cigarette the other day, the kind that has an exceedingly oriental odor. His boss, while smoking the said cigarette was seen to look with some suspicion on the other occupants of the room, suspecting he was in the presence of a Hollywood Cowboy. Imagine his embarrassment when he discovered the aroma was coming from him!



**NORTHERN DIVISION PASADENA**  
Edmund C. Fox

We are glad to report that L. Keppy has left the hospital and is now at his home convalescing.

R. S. Smith has taken an extended leave of absence and will probably be away until next fall.

Satisfactory to a high degree was the manner in which Motorman G. Reid handled his train to avoid striking a dog. The dog's mistress witnessed the affair and rewarded him with a five dollar note.

Charley Martin is leaving the service of our Company and will return to his farm in Indiana. Mr. Martin is held in high esteem by all and our best wishes are extended to him for his success.

**HILL STREET STATION**

C. E. Murray

Motorman C. E. Muns and family made a trip to Santa Paula, returning over the Santa Susana Pass. They say the poppies in full bloom are a sight to see.

The trainmen's meeting held in train room at the Subway was well attended, and topics of interest to the trainmen were put forth in an effort to stimulate better business.

As many trainmen as could be spared were let off on Wednesday, March 30, to attend the funeral of Mr. C. White, the father of Conductor C. E. White of Glendale. Mr. White operated the Pacific Electric auto park at Glendale and while working in the auto park, dropped dead from heart failure. He was laid to rest in Valhalla Cemetery.

Conductor Linkrum; Conductor W. A. Tonjes, wife and daughter; P. D. White and wife; Conductor Fred Hough and wife ALL took a trip to Mexicali. Everybody reports a fine time.

Conductor Charles Woods is back after being off duty on account of a very badly injured left hand.

**OCEAN PARK CAR HOUSE**

W. P. Williams

Baseball is in full swing again at Ocean Park Car House. Great improvements have been made to the grounds; a grandstand with seating capacity of 100 people has been erected. The plans for the grandstand were drawn by "The Boss," and he also was in charge of the construction. Several of the boys gave their time, and the job was practically completed in one day. Come out and see it; it's a fine piece of work. Games are played every Sunday afternoon at 2:15 p.m., and we invite everyone to come out and give us a boost.

Motorman H. L. Martin is now equipped to do everything in the photographic line. We have seen some of his work, and it is of the very best. His room mate is J. H. Doherty, and Martin says he finds him very useful, especially in developing, as Doherty surely "knows his stuff" in a dark room.

Round the barn these days all conversation has taken a military tone; it's "Hello, Sergeant"; and you'll see the different "squads" getting into a huddle, reporting on "new business" on the way; and devising schemes to beat the other "squads."

J. H. Doherty always was a keen "heart player", but now he's quit the game. He says it's time to grub when you get three queens of spades on one trick.

**Bulletin of Club Events**

**Saturday, April 9:** Agents' Association Meeting in Club Ballroom—7:30 p.m.

Motion Picture Show—ONE CHANCE IN A MILLION—8 p.m.

**Tuesday, April 12:** Monthly meeting P. E. Masonic Club, 8 p.m. Illustrated lecture by E. C. Thomas.

**Wednesday, April 13:** P. E. Rod & Gun Club regular monthly meeting in Club quarters at 8 p.m.

**Thursday, April 14:** P. E. Club Dance in Club Ballroom, 8 p.m.

Regular afternoon meeting, P. E. Women's Club, 1:30 p.m.

**Friday, April 15:** Motion Picture Show—SMILING BILLY, 7:30 p.m.

**Saturday, April 16:** Same feature as April 15. Show starts 8 p.m.

**Monday, April 18:** Glee Club Card Party in Ballroom Lounge, 8 p.m.

**Wednesday, April 20:** Special meeting of P. E. Rod & Gun Club in club quarters, 8 p.m., State of California Fish and Game Commission night.

**Thursday, April 21:** P. E. Women's Club afternoon card party, 1:30 p.m.

**Friday, April 22:** Regular monthly meeting P. E. Horticultural Club, 8 p.m.

Motion Picture Show, feature—TROUBLE CHASER, 7:30 p.m.

**Saturday, April 23:** Same feature picture as April 23, 8 p.m.

**Thursday, April 28:** P. E. Club Dance in ballroom, 8 p.m.

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

**Friday, April 29:** Motion picture show, feature—SHOW GIRL, 7:30 p.m.

**Saturday, April 30:** Same feature picture as April 29; starts 8 p.m.

**Wednesday, May 4:** P. E. Club Executive Committee meeting, 2 p.m.

**Thursday, May 5:** P. E. Women's Club afternoon card party—1:30 p.m.

**Tuesday, May 10:** Regular monthly meeting P. E. Masonic Club, 8 p.m.

She: "My—what a wonderful view—it leaves me speechless!"  
He: "Great—I'll lease the place."

"There are lots of couples that don't pet in parked cars."  
"Yes, the woods are full of them."

There was a fearful crash as the train struck the car. A few seconds later, Mr. and Mrs. Pickens crawled out of the wreckage. Mrs. Pickens opened her mouth to say something, but her husband stopped her.

"Never mind talking," he snapped; "I got my end of the car across. You were driving the back seat and if you let it get hit it's no fault of mine!"

After a special exhortation in support of foreign missions, when the contribution plate was presented to a certain man, he said to the holder, "I don't believe in missions."

"Then take some out," said the Deacon. "It's for the heathens."

Two boys were talking about the accomplishments of their fathers, and little Bill said, "My father is an Eagle, an Elk, a Moose and a Lion."

Mickey said: "What's it cost to see him?"

Sister: Was Maude in a bright red frock at the dance?"

Brother: "Some of her, sis, some of her."

A childless married couple in Ireland adopted an orphaned three-months-old German baby. Then they took a correspondence course in German so that they would be ready to understand the child when it started to talk.

Jo—"Where are you working now?"  
Bo—"I'm a haberdasher on the railroad."

Jo—"Whattaya mean a haberdasher on the railroad?"

Bo—"I take care of the ties."

Bride: "Why did you tell your friends that you married me because I was such a good cook?" I can't cook a potato!"

Husband: "Well, I had to have some excuse."—Alle fuer Alle.

Carlotta—"It must be three years since I saw you last. I hardly knew you, you have aged so!"

Clarissa—"Well, I wouldn't have known you, either, except for that dress."

**Partial List of Claims Recently Paid to Pacific Electric Railway and Motor Transit Company Employees By the Wm. L. Thomas Agency of the Pacific Mutual Life Insurance Company**

Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid
Minder, Fred,	Accident	24.00	VanSandt, Marvin D.,	Sickness	6.00	Moon, Virgil C.,	Sickness	53.33
Howard, Oren,	Sickness	40.00	Wilson, Thomas A.,	Accident	14.00	Covell, Lloyd H.,	Sickness	100.00
Baldwin, Ross T.,	Sickness	40.00	Wynn, George,	Sickness	10.00	Culp, Harry J.,	Sickness	46.66
Beauchamp, Edward H.,	Sickness	96.66	Young, Cecil R.,	Sickness	22.00	Trine, Darrel O.,	Sickness	3840.00
Dearborn, Harold R.,	Sickness	6.66	Hennon, Wm. W.,	Accident	5.00	Griffin, Emmett B.,	Sickness	46.66
Foldenburg, Bertram R.,	Sickness	18.00	Arnold, Robert M.,	Sickness	8.00	Hernandez, Joe,	Sickness	600.00
Grenage, Jesse M.,	Sickness	20.00	Forsyth, Campbell,	Accident	6.00	Koch, Nicholas R.,	Sickness	26.00
Hale, Fred W.,	Sickness	18.00	Oulton, Harold,	Sickness	200.00	Harrington, Roy B.,	Accident	360.00
Harris, Clifford L.,	Sickness	38.00	Morgan, Edward,	Sickness	5.00	Shimmin, Ernest A.,	Sickness	8.00
Jarvis, Ernest E.,	Sickness	24.00	Churchill, John,	Sickness	60.00	Lamb, Blondia C.,	Accident	10.00
Valdez, Hesus,	Sickness	6.66	Jeremiah, George D.,	Sickness	8.00	Roberds, John T.,	Sickness	12.00
						Harrington, Roy B.,	Sickness	420.00

SEE OUR AGENTS: J. J. Hull, J. R. Dougher or Wm. L. Thomas, 520 Pacific Mutual Building  
Tel. TRinity 3526 or 3527

Effective April 26, Pacific Electric-Motor Transit "Historical Southern California" Radio Programs over KHJ will be on TUESDAY and FRIDAY of each week, 8:30 until 9 o'clock p.m.

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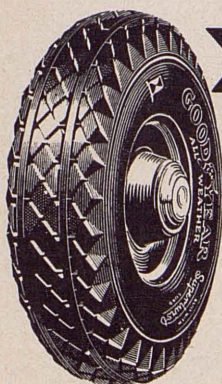
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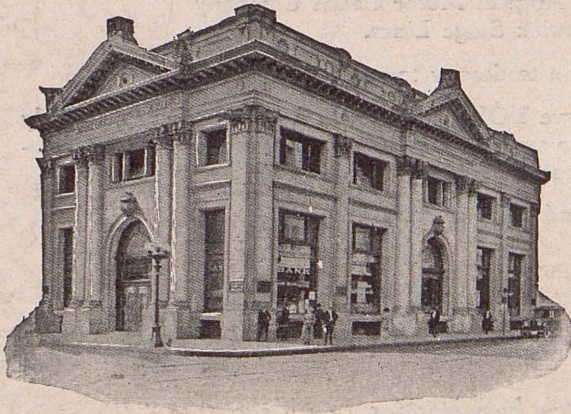
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