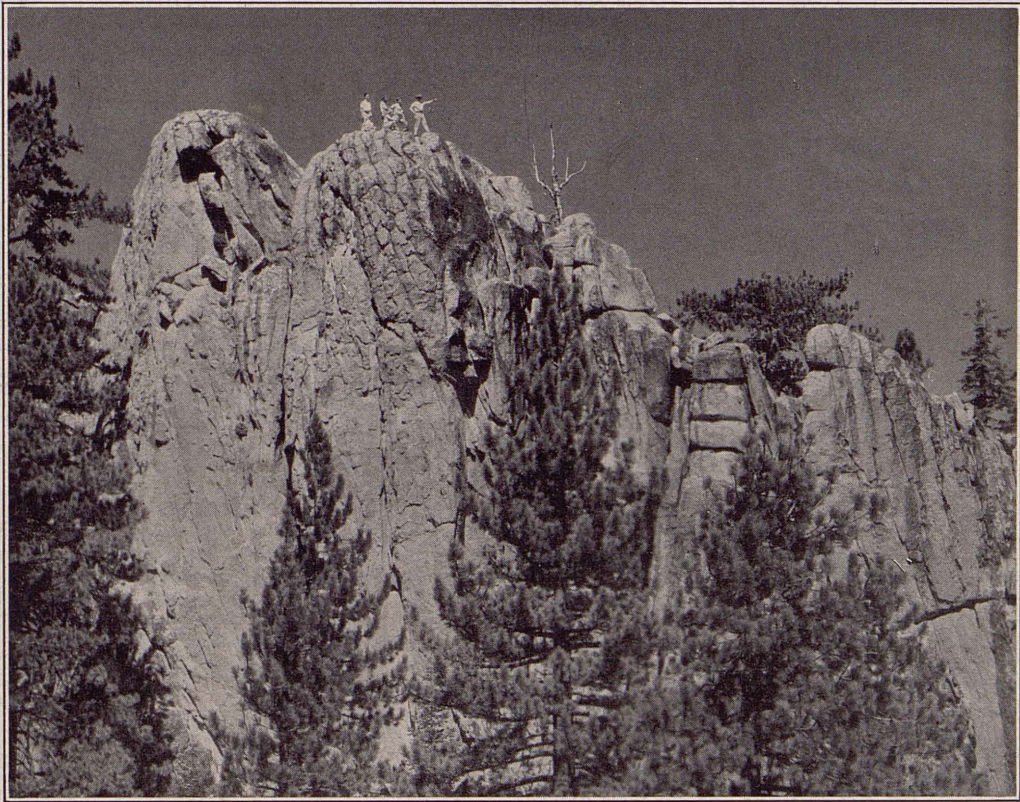


5/16/35

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PACIFIC ELECTRIC

Magazine



Viewing the Mountain Landscape O'er
from "The Pinnacles" on the Rim of the World
reached by Pacific Electric--Motor Transit Lines



THE PACIFIC ELECTRIC MAGAZINE

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

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WHAT SILENT WHISTLES MEAN

An editor at Helena, Montana, recently awoke to what the railways of the country mean to the States and the municipalities of the nation. His paper is the Helena (Montana) Independent, and following is his editorial that points the way to a peril menacing many communities:

"Every time the Montana railroad commission, or any other similar body in any other state, grants a license for a bus or truck line paralleling the existing lines of railroad, a step has been taken to silence forever the whistle of the 5:15.

And do people realize what it means to put the railroads out of business?

There are counties in Montana where the railroads pay all the way from 15 per cent of the taxes to as high as 80 per cent. Over in western Montana the counties of Mineral and Sanders simply could not function without the taxes of the railroads. Yet year after year we see bus lines and great truck freight carriers, eating into the business of the railroads. All over America 5:15's are going. They are being licked, but some day we will wake up to our folly.

The idea of granting a license to a bus and freight line from Butte to Browning by way of Helena and Great Falls, simply means that in a few years the Great Northern line from Great Falls to Butte will be practically abandoned. There are changes contemplated now which will greatly reduce the train service. A gas car may be the only service soon between Great Falls and Helena, perhaps between Great Falls and Butte. The next step will be the abandonment of the road for passenger service.

Then how the counties will jump and how the office holders and taxpayers will yell. Communities are beginning to appreciate the railroads when they are taken from them.

The Milwaukee road cut a short branch line out of service the other day. It ran up to a little county seat in Wisconsin. The railroad is prepared to abandon it entirely. Then it was that some politicians realized that the branch road, which everyone scorned and which the politicians helped out of business in favor of the bus lines and freight trucks owned by their friends, was the largest source of school taxes. The county seat is now shrieking for help. The last train has made its last trip—the 5:15 had whistled for the last time, and the

Cost of California Government Analyzed

The comparison of the costs of operating the State of California brings home to the reader and taxpayer the inescapable conclusion that the time for temporizing has passed and that for ACTION has arrived.

	1915	1930	Per Cent Increase
TOTAL GOVERNMENT COST	\$132,900,000	\$500,827,000	276.8
General Government	16,200,000	34,371,000	112.2
Protection to Person and Property	13,237,000	59,080,000	346.3
Health and Sanitation	5,266,000	18,111,000	243.9
Highways, Bridges and Streets	29,187,000	84,932,000	191.0
Charities and Correction	10,087,000	41,241,000	318.8
Education	35,717,000	171,110,000	397.1
Recreation	4,008,000	13,300,000	231.8
Payment of Interest	9,093,000	40,884,000	349.6
Development of Natural Resources (State)	1,360,000	3,196,000	135.0
Agency Transactions for Districts (Counties)	2,954,000	15,424,000	422.1
Miscellaneous	5,791,000	19,178,000	231.2

The California State Chamber of Commerce reports:

That California tax revenues for federal, state and local purposes amounted to \$111,000,000 in 1915 and that in 1930 they had increased to a grand total of \$597,000,000.

That in 1930 the cost of government—federal, state and local—was \$105.90 for every man, woman and child in California.

That California will spend this year nearly one-third of its income from created wealth for the support of its government.

That the per capita expenditures by California state and local governments were doubled in the fifteen years between 1915 and 1930 and that in 1915 the cost was \$44.90 per capita but in 1930 it was \$88.80.

That one person in every ten in the United States today draws all or part of his livelihood from public funds.

county seat is left to the glories and vagaries of the beautiful new highway which the people built for their bus and truck line.

Down in New Zealand and over in Australia, where the government owns the railroads, a drastic step was taken last December. In Australia the premier simply refused to permit the granting of licenses for bus and truck lines, while in New Zealand there has never been granted and there never will be for a good many years, a license to operate a bus line in competition with the government owned railroads.

We do not own the railroads in the United States—praised be Allah—but we are dependent on them, in more ways than one. This editorial simply points out what is going to happen to the revenues of Montana, what is going to happen to the county incomes and the funds of our schools, when the whistles of the locomotives are still. Just stop and think, where will we be when the 5:15 runs no more down the long line of shimmering steel!"

EVERYONE remembers the jingle of childhood about "little drops of water, little grains of sand"—and the employes of this Company are beginning to realize that it is by the same process, little drops of business, accumulated by them all, that make a better showing in the revenues. There has been a mighty interest manifested by all employes in the co-operative business campaign and the results are apparent. To hold our ground or make a gain, our efforts, however, must be persistent and continuous.

THE summer season is upon us, and naturally our thoughts turn oftentimes to pleasant places where we may spend week-ends or an occasional day. Naturally, also, we reflect upon the economies we must exercise during these days when conditions are not what we would like them to be. Uniting these two thoughts it comes to us that in these days our Mountain Camp should be of more especial value to us than ever before. For, while we of the force must stick to the job, with the exception of Saturday afternoon, Sunday, or the occasional day off, our families may avail themselves of the joys and comforts of our wonderful mountain retreat at a less cost than they could possibly find elsewhere, and we may run up for a day's visit during their stay there. You know, when we analyze matters, we have yet much to be grateful for; much sweet that may be mixed with the bitter, and the Camp is one of the "sweetest of the sweet."

What Time-Tables Are Good For

Traveler: "What's the use of you having a time-table if your rotten trains don't run to it?"

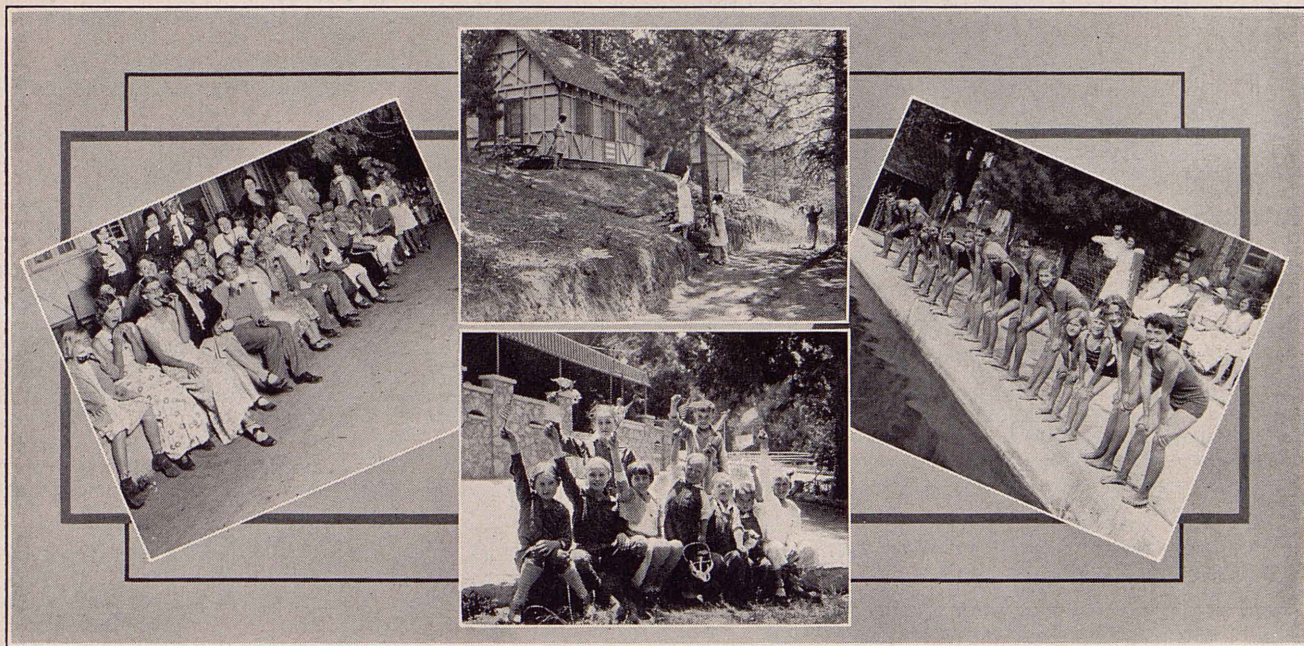
Porter: "Now you're all excited, suh. How could you tell they was runnin' late if you didn't have a time-table?"

A Heavenly Virtue

St. Peter: "Can you give any reason why you should enter here?"

Applicant: "Well . . . I owned an automobile for twenty years and never tried to knock a locomotive off the track."

St. Peter: "Enter, brother. Common sense is a heavenly virtue!"



Glamorous Days Now at Hand

Our Own Mountain Resort Ready for Summer Guests

If a filled-to-capacity attendance at the P. E. Camp over the Decoration Day week-end may be taken as an indication of probable attendance during the summer season, the coming months will find banner crowds of Nature lovers at our popular vacation resort. Every available accommodation was spoken for several days in advance and many were disappointed upon applying for reservations.

With rates for bungalows, cabins and cottages lower than they have ever been in the history of the Camp; also a material reduction for cooked foods and lowered prices in cafe for guests our Company has followed the trend of the times. More than ever before is it true that "a vacation at P. E. costs very little."

During the coming months there will be no curtailment of entertainment features previously carried on at the Camp. Among them are: launch rides around the lake; sightseeing bus trips; dancing nightly; swimming; weiner bakes; use of row boats and other features. All of these, as heretofore, are available at no cost to the vacationist.

The "easy payment plan" for accommodations also again will be in effect for employees whose families stay a week or more at the Camp. Under this plan one-third of the cost of accommodation selected is paid at time of making reservations, and the balance made in two equal monthly payments.

Transportation arrangements in effect for the past several seasons remains unchanged. For those staying a week or longer at the Camp free transportation is provided both via train and motor coach to and from

San Bernardino. Trips are operated each Wednesday and Sunday as heretofore. For week-end visitors who may not travel via private machines, the Company has arranged for a \$1.75 rate to and from San Bernardino for adults, with half fare for children between ages of 5 and 12 years. These rates are about half the regular fares.

Complete up-to-the-minute information concerning a stay at the Camp was issued in a folder last month and those contemplating a visit to the Camp should consult it. If you missed your copy a note to or a call at the P. E. Club will get you one.

Those contemplating a stay at the Camp may do so with the assurance that the cost will be smaller, the Camp never more beautiful following the record breaking fall of snow last winter, that there will be no curtailment of pleasures, and also they will have plenty of congenial company.

For convenience in figuring vacation costs below is a table of rates effective throughout the coming summer season:

	Per Day	Per Week
Single Bungalow	\$2.00	\$10.00
Cabin	2.00	8.00
Cottage	2.00	8.00
Tent	1.50	5.00
Double Bungalow	3.50	12.50
Guests (one person)	1.25	5.00
Guests (two persons) per guest	1.00	5.00
Dormitory (one person)	1.00	4.00
Dormitory (two persons) each	.75	3.50
Guests in Dormitory, each	1.00	4.00

Two-Family Rates

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

	Per Week
Single Bungalow (4 or less)	\$15.00
Cabin (occupied by 4 or less)	12.50
Cottage (occupied by 6 or less)	12.50
Tent (occupied by 4 or less)	8.00
Double Bungalow (8 or less)	17.50
Guests—add per guest	5.00

Meal Rates Employees and Guests

Breakfast	\$0.50
Lunch	.75
Dinner	.75
Coffee and Hot Cakes	.25

RATES AT REDONDO PLUNGE AND BALLROOM FOR EMPLOYEES

Employees are again reminded that they can secure the following reduced rates for themselves and dependent members of their families on presentation of railway pass or P. E. Club card as a means of identification:

Bath house, 5 tickets for \$1, which includes use of suit, towels and locker.
Ballroom, 40 dance tickets for \$1.

A Tense Moment

Lawyer: "Did you see the automobile approaching the railroad track?"
Crossing Watchman: "Yes, and I said, 'That is a nice car—wasn't it?'"

During the war the officers frequently had difficulty in getting the proper salutes from the negro recruits. One morning a negro private met the colonel of his regiment and greeted him with: "Mawnin' boss." There followed a long tirade from the officer on the correct way to salute. The negro listened in silence. Finally, he interrupted long enough to say: "Lan' sakes, boss, if Ah'd thought yo' was gwine to feel so bad 'bout it, Ah wouldn't have spoke to yo' a-tall."



AGENTS' NOTES
By Herbert C. Hall

At the Agents' Association meeting on April 9, the question of assistant agents' and clerks' bumping privileges was brought up. Agent Livingston of Inglewood started the discussion and was seconded by Gould of Riverside and Cooper of Alhambra. President Kidd requested that a committee composed of Superintendents and Mr. T. J. Day settle the question and report at the May meeting. This was done and the question settled for good and all, as given out in our notices received lately. This will save a great deal of unnecessary bumping around and insure a regular man at each agency for some little time.

Agent Young of La Habra has a very nice business in avocados moving out of his station. Avocados are being planted in many places in Southern California at present. North of and close by La Habra and Whittier are some very fine orchards. Acreages are being planted at other places such as Yorba Linda, Alta Loma, and north of Etiwanda.

At last reports, the Western Division is out ahead this year in the Agents' Free Banquet. This is the second year in succession—more power to them. The Northern Division had it for seven years in a row before it could be taken away from them. In winning the banner and free feed for seven years, Mr. A. C. Bradley's division had many things to overcome, principally distance. Do you realize that 23 men on the Northern Division live a greater distance from Los Angeles than any agent on the other two divisions? As a result, several of the Northern Division boys get home in time to start work the next day. It took a lot of effort to keep the boys coming in order to win.

Effective June 10th the cost of ice furnished by the Pacific Fruit Express has been reduced from \$4.50 a ton to \$3.50 a ton.

Special attention to tariff covering is called to Agents.

Agent Owen, besides being very busy on the Pacific Electric Railway, has a very interesting hobby of flowers. He is President of the Horticultural Club, and has a beautiful home in San Dimas adorned with flowers and shrubs, which will well repay one for a visit to the place.

Mr. Monahan has informed us that 3335 students and parents traveled to Santa Barbara on the Southern Pacific Special, May 14. Everyone had a good time, and each station along the line did its share in producing the business for the special trains.

School is over soon, and you'll see

the boys at Claremont burning the midnight oil in order to make up all those various forms of Southern Pacific tickets for the students. And, oh boy, the trunks to check! Carl and Lyle, with perhaps the help of Bill Campbell, will get their share of the tickets leaving from the college, you can just bet.

IS YOUR NAME ON THIS LIST?

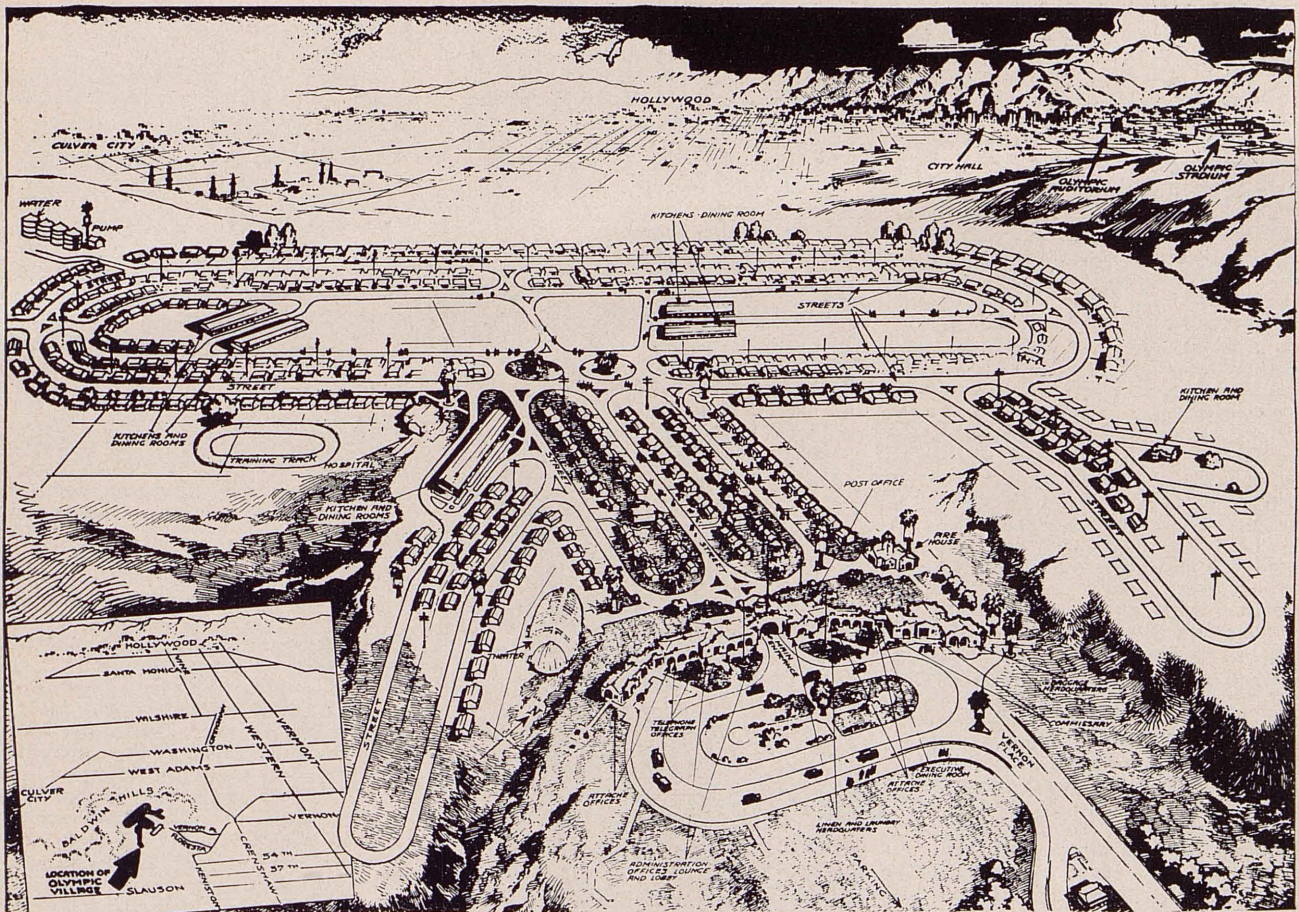
Since the last issue of the magazine 487 standing routing orders have been secured by employes and joint employes of the Pacific Motor Transport Company.

This certainly is fine work and the Transport Company wishes to take this means of thanking the following employes for their efforts toward helping to build up PMT business. The figure after each name indicates the number of orders secured.

C. L. Smith, Agent, Azusa.....	1
J. M. McQuigg, General Agt., San Pedro...	1
C. Whiteley, Agent, Upland.....	2
Sherman Locke, Representative, Lone Pine..	4
M. D. Keller, Representative, Santa Barbara	1
C. E. Fuller, Agent, Fillmore.....	1
Chas. D. Chaffee, Agent, Ojai.....	8
H. P. Clark, Agent, Long Beach.....	1
Various employes, Riverside.....	69
C. A. Kemp, Agent SP, Riverside.....	10
A. Hough, Relief Agent, Alhambra.....	1
H. F. Trockel, Brakeman, PE Ry Co., Corona.....	11
W. F. Wiebers, Agent, Whittier.....	1
C. H. Jones, General Agent, San Bernardino	2
J. R. Downs, DFA, SP Co., Riverside.....	13
John F. Caperton, PE Ry., Riverside.....	1
G. A. Gould, Agent, Riverside.....	92
G. A. Gould and W. C. Monroe, Riverside...	32
W. C. Monroe, Trainmaster PE, Riverside...	22
E. F. White, Badge No. 487PE, Riverside..	5
Geo. Attridge, Badge No. 146 PE, Riverside..	29
H. Dummer, Agent, Glendale.....	10
G. C. Haase, Relief Agent, Santa Ana.....	3
H. W. Barnum, Agent SP, Pomona.....	5
M. E. Gilbert, Agnt, El Monte.....	22
T. W. Roach, Agent, Redlands.....	1
G. W. Hudkins, Asst. Agent, Alhambra.....	2
Chas. A. Bruce, Agent, Arlington.....	1
H. M. Wright, Agent, Alta Loma.....	3
E. T. McNeill, Agent, Colton.....	15
J. C. Winterberg, Agent, Bellflower.....	8
C. O. Stephens, Agent, San Bernardino.....	10
B. L. Livingston, Agent, Inglewood.....	8
Chas. Mullins, Agent, West Hollywood.....	3
I. Smith, Agent, Lancaster.....	1
E. J. Ritter, Agent, Ontario.....	6
G. L. Spangenberg, Cashier PE, Ontario...	1
I. W. Donohue, DFA-SP Co., El Centro.....	5
E. S. Blake, Agent, Holtville.....	3
C. E. Wykes, DFA-SP Co., Bakersfield.....	7
B. L. Major, Agent, El Centro.....	2
James Gilbert, Riverside.....	2
W. W. Martin, Agent, Bakersfield.....	2
M. F. Skilling, Agent, Santa Paula.....	4
G. S. Richardson, Agent, Burbank.....	5
W. C. Eaton, Agent, Brawley.....	4
Archie Miller, Alhambra.....	2
J. M. Kinsey, Agent, Monrovia.....	8
T. F. Delaney, Agent, San Luis Obispo.....	11
J. H. Meadows, Agent, Moorpark.....	8
J. Hansen, Agent, Guadalupe.....	13
J. E. Sloan, Agent, Santa Barbara.....	3
C. V. Trimble, Agent, Oxnard.....	3
Total.....	488

Public Appreciates Service

- J. E. Bush, Sierra Vista:**
"Worthy of high commendation for courtesy."
"Pleasant manner in handling difficult situation."
- F. K. Beard, Oak Knoll:**
"Appreciation for helping passenger with children on and off cars."
- E. L. Gulden, Pasadena Locals:**
"Commended for special act of courtesy in returning last purse."
- C. H. Kilgore, Redlands Line:**
"Splendid service, and for the courteous and attentive service rendered."
- C. B. Lewis, Lamanda Park:**
"Commended for action taken in assisting little girl across busy street."
- L. I. Mosier, South Pasadena:**
"Courteous and pleasant maner in performance of duties."
- H. M. Mosher, Alhambra:**
"His kindness saved me considerable trouble."
- F. G. Lane, D. C. Bailey, Santa Monica Air Line:**
"Appreciation of the thoughtfulness and consideration shown crippled passenger."
- K. W. Bauersfeld, Glendale:**
"Commended for pleasant and courteous attitude toward passengers."
- L. W. Capps, Hollywood:**
"Have been impressed by dignified, yet courteous demeanor and particularly his pleasant and clear enunciation in calling streets."
- L. L. Chapman, Santa Monica Blvd.:**
"Commended for courtesy to passengers."
- L. J. DeWitt, Hollywood:**
"Efficient handling of car thereby avoiding two accidents."
- J. S. Everett, West Hollywood:**
"Commended for special act of courtesy in assisting elderly lady."
- A. E. Herman, Beverly Hills:**
"Commended for action taken to quell a disturbance."
- L. C. Larson, Vineyard:**
"Commended for thoughtfulness and courtesy."
- W. C. Maas, Redondo Beach:**
"Appreciation for return of purse."
- T. Mellen, Santa Monica:**
"Appreciation in recovering lost purse."
- P. L. Perry, San Fernando:**
"In appreciation for the information concerning commutation book."
- T. Slack, Hollywood Blvd.:**
"Certain this conductor is daily building up a reserve of good will for the Pacific Electric service."
- A. C. Tanner, Beverly Bills:**
"Commended for courtesy and kindness."
- W. F. Tinsley, Hollywood:**
"Appreciation for outlining several trips of interest for tourists."
- D. Tucker, Venice:**
"Commended for special act of courtesy."
- J. R. Walker, Vineyard:**
"Prompt action in avoiding serious accident."
- G. F. Usher, Beverly Hills Motor Coach:**
"Highly commended for three instances of courtesy."



The Village of the Athletes

Never in History Were Such Courtesies Given

Like mushrooms after a warm summer rain, a modern Babel has risen on Baldwin Hills in southwest Los Angeles.

This community, unique in the history of international gatherings, consists of 550 two-room cottages and it will become a veritable city of champions during the celebration of the Games of the Xth Olympiad from July 30 to August 14, inclusive. It has been officially designated "Olympic Village" and it is here that the 2,000 athletes from 50 nations will make their abode during the entire period of the Games.

Strange tongues, many of them spoken in remote corners of the world, will be heard on the streets of the Village during its occupancy by the Olympic athletes. French, Germans, English, Spanish, Italian, Finnish, Swedish, Danish, Japanese and white-turbaned men from far-off India will mingle on the streets of the Village, drawn together by the fraternal bonds of Olympism.

The site of the Village is directly west of Olympic Stadium, on the summit of the hills—a westerly extension of Vernon avenue. It covers a

tract of 331 acres of land which is part of the historic Rancho La Cienega O'Paso de la Tijera, a portion of the once vast holdings of the famous E. J. "Lucky" Baldwin. The site was selected for its spectacular view and ideal climatic conditions.

Construction of the Village was made necessary for two reasons, namely, the distance many of the foreign teams had to travel to reach Los

Angeles and the great cost of sending the teams.

When the 1932 Games were awarded to Los Angeles in 1923, several nations expressed hesitancy about sending large teams because of the heavy expense it would involve. Some of the European countries estimated it would cost them approximately \$1500 per athlete.

This figure was reduced to about one-third of the original amount. As a result of the plan to quarter the athletes in a separate village, plus the agreement of the railroad and steamship companies to transport the teams at a rate substantially lower than their best tourist fares, these countries will be able to send their athletes to the Games, pay for their board and lodg-



A Street Scene in Olympic Village.

ing while they are in Los Angeles and return them home at a cost of less than \$500 per man.

A flat rate of \$2 per day will be charged the athletes at the Village. This will include cost of lodging, food, local transportation, and special entertainments which will be staged nightly in the open-air theater.

The Village will have the added advantage of being specially designed for the comfort and convenience of the athletes. The cottages, each of which will house four occupants, are 10 feet wide by 24 feet long.

The 1200 feet of dining halls were built in units in order that the teams may enjoy privacy during their meals. Separate kitchens have also been provided. Although each team will be required to furnish a cook, all provisions will be supplied by the Organizing Committee.

Only male athletes, their trainers, coaches and attendants will be quartered at the Village under the present arrangements. Lady athletes will be provided with separate quarters.

Each house will contain a shower bath, accessible from either room, and in each room will be a wash bowl and a wardrobe.

This will be the first time since the athletes of ancient Greece pitched their tents on the plains of Elis, that participants in the Olympic Games will have been housed and fed in a single, complete community especially designed for the purpose.

The entire Village site has been fenced in, permitting the Village to be under absolute control by the Committee at all times. Five miles of roads have been graded and eight miles of water mains installed.

A feature of the Village will be an amphitheatre where the athletes will see, each evening, motion pictures of the various competitions which took place that day. In addition, features will be shown to them through the courtesy of the local studios, and leading movie celebrities will make personal appearances at the Village theater.

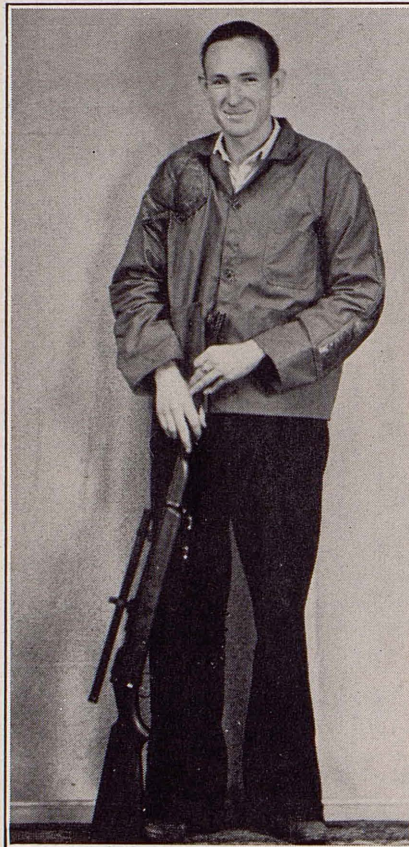
Entrance to the Village will be through an administration building of Pueblo Indian architecture. In this building will be centered all administrative activities. Offices will be provided throughout the Village for the attaches of various countries. There will be a building to house the medical service and conveniently placed throughout the Village will be bath houses affording every known kind of bath for the athletes.

Special bus transportation will be provided by the Organizing Committee, connecting the Village with the 15 training fields, the downtown business district of Los Angeles and the nine stadiums, auditoriums and water courses where the various sports programs will take place.

Nothing has been overlooked, according to H. O. Davis, managing director of the Village, in making it a complete community with so many comforts and conveniences that the visiting athletes from all parts of the world will always remember their visit to Los Angeles.

LIKE FATHER, LIKE SON

It has been known for many years that C. H. Jones, General Agent of the Pacific Electric at San Bernardino, was a first-class shot, the evidence being scores made by him at annual picnics of the Pacific Electric in competition with other employees, but it was only recently that the Magazine learned of the prowess of his young son as a marksman.



Eugene Jones, picture of whom appears herewith, has set up a very enviable record for others, including his father, to shoot at, as Eugene's record during the past year discloses that he has made:

First place in the C.M.T.C. Camp at Del Monte last summer.

First in the Dewar Match February 28 on the Coleman Rifle Range.

First in Class B Dewar Match at California State Rifle Shoot, held at Long Beach March 11, 12 and 13, last.

First place in the Olympic try-out held at the State Rifle Shoot, Long Beach, on the same dates.

First place in team shoot between rifle clubs of Colton and Ontario.

Qualified as Expert over regular Army course and has been awarded medals of the National Rifle Association (junior division) as follows: Pro Marksman, Marksman, Marksman—First Class, Sharpshooter, Expert and Distinguished Rifleman.

In the Olympic try-out which was held at a range of 50 meters at stand-ard target, "Gene" made a mark of 579 out of a possible 600 points, and

to confirm his marksmanship, the next day he shot 597 points out of a possible 600.

It begins to look as though "Gene" would be one of the contenders at the Olympic Games.

AUTO INSURANCE TIME PAYMENTS

We are pleased to announce by special arrangement the Wm. L. Thomas Agency has secured the privilege from its Automobile Insurance Carrier to allow each employee of the Pacific Electric Railway the right to pay for his automobile insurance over a six months period.

Realizing fully the stringent economic conditions that exist, and appreciating the necessity of all automobile owners to carry Public Liability and Property Damage coverage, this agency is doing everything humanly possible to assist all Pacific Electric employees. We cannot too strongly emphasize the necessity of carrying automobile public liability and property damage insurance, and we feel that the liberal term payment plan above recited is most opportune.

For example: The average premium for these vital coverages is approximately \$35 a year. Under the easy payment plan, this premium may be paid for at the rate of \$10 the first month and \$5 monthly premium for five consecutive months. This arrangement does, we believe, make it possible for everyone driving an automobile to avail themselves of the low Group Automobile Insurance rates.

There is a small additional charge of \$1.50 where the individual avails himself of the opportunity of paying his insurance over a six months' period. If the premium is paid within 90 days there is no additional charge computed.

A special representative may be reached at the Pacific Electric Club headquarters daily, or a telephone call to the Wm. L. Thomas Agency, TRinity 3526, will enable you to secure more detailed information.

MASONIC CLUB

The Pacific Electric Masonic Club will entertain the employee Masonic organizations of the railroad companies Tuesday evening, June 14, at 7:45 p.m., in the Auditorium of the Pacific Electric Club.

A very pretentious program has been arranged to which all of the members' wives, families and friends are cordially invited.

The super-event will be the showing of the moving picture sponsored by the Grand Lodge of California of the Masonic Home at Covina, preceded by a talk from James B. Gist, Senior Grand Warden of the Grand Lodge of California.

The Angeles Kiddies of the Flegal and Walters School of Dancing will present 12 brilliant and clever acts.

The combined orchestra of the Pacific Electric Club will furnish the musical program.

Note the date and manage to be present. You are assured of an exceptionally pleasant evening.



Glimpses of the Third Annual Employees Flower Show.

The Flower Show Surprises

Forty-nine Exhibitors Display
100 Varieties

The Third Annual Flower and Plant Show of Pacific Electric employes opened at noon June 3, and despite the weather conditions that prevailed for a number of days previously, the exhibits made were more than creditable.

The Show this year was under the management of Earl Moyer of the Accounting Department, with A. G. Owen assistant. The Committee in charge was L. E. Brown, Mary Baldrick, H. N. Seeley, D. F. Thompson, W. Walmsly, F. J. Oriva, and officiating as judges were Dr. H. N. Hammers, Supervisor, California Gladiolus Society; Mr. R. A. Hallett; Mr. H. C. Epperson, Aggeler & Musser Seed Company; Mr. A. Pieters, President, California Gladiolus Society; and Mr. C. A. Brazee, Dutch Iris Specialist, Torrance.

Forty-nine Pacific Electric employes, or members of their family, entered exhibits in the various classes, the total exhibits being 100, with practically that great a variety of flowers, plants, and cactus of various species on exhibit.

Cup trophies were awarded as follows:

Mrs. Gordon Akerson, whose husband is connected with the Transportation Department, received two of the prize cups.

L. E. Brown from the Mechanical Department, Torrance, one cup.

Earl Moyer of the Accounting Department, one cup.

Premium ribbons and trophies of merit were awarded by the judges to a great many other exhibitors.

This year's Show attracted more visitors than the last exhibit, and while some of the offerings were not as elaborate, the merit of the individual blossoms entered was in many cases far above average as seen at other overfl shows. The pleasing thought, however, connected with this entire exhibition is that it reflects pride in home and garden of the exhibitors, as well as reflecting many, many hours of intensive care in cultivating and nurturing of plants, such as could only be brought about by love of the beautiful in those who indulge in this pastime, and it is purely a pastime, for none of the flowers exhibited were commercially grown but were the product solely of the exhibitors.

Congratulations are offered to all who participated in the Show, but we would be derelict were we not to give especial credit to Earl Moyer, the Show Manager, who has labored long

hours during the past several months getting things into shape for the present exhibit. Credit is likewise due to practically all who are exhibitors in the Show for their cooperative efforts with Mr. Moyer in producing this very delightful, entertaining, and instructive exhibit.

While not considered in the class of flowers, two exhibits of cacti caught the eye of the writer and those of many others and the variety of the collections on exhibit was a revelation to those who viewed them. An outstanding feature in the cacti exhibit were numbers of examples of grafting of different species of the plant.

This Third Flower Show would seem to indicate that it has become an established institution among our employes and as time goes on, undoubtedly will become more and more elaborate and interesting.

Mother—You know, dear, Norma is nearly seventeen years old, so today I had a frank discussion with her about the facts of life.

Father—Ah! Did you learn anything new?

"Hey!" cried Satan to the new arrival, "you act as if you owned this dump."

"I do. My wife gave it to me."



The regular monthly meeting of the Motor Transit Agents was held at Lake Arrowhead Lodge on May 18, 1932. The chairman for the day was genial George Jehl of Fifth Street who presided like an old timer and kept things running smoothly. The Special Car Committee consisting of several Motor Transit Agents from different sections of Southern California, submitted their report to the company for consideration. The object of this committee was to work out and suggest a schedule, which could be used by all agents over the entire Motor Transit System in charging for Special Cars. Many things of interest were discussed, including special excursion rates for week ends, extension of time limit on commutation books, and many other

tion books. Claude Allen, Supt., San Bernardino, reported that the Motor Transit Co. now has access to Station KFXM in San Bernardino five nights a week for one hour each night, and suggested that any agent having any event of special interest to the general public get in touch with Mr. Allen so that it may be broadcast.

I hear a lot of favorable comment on the big hit scored by the "Bells of Capistrano." We of the Motor Transit Co. are proud of our thespians who had such a big part in the success of this production. Inspector McDonald had the role of Ramon Ortego, Charlie Miller of Pomona was the top in the cowboy quartette, Operator Shively was first cowboy, and Art Honor doubled as an Indian and cowboy. The boys acquitted themselves nobly. Do you remember that little scene where Charlie Miller dropped the trunk? Well, that wasn't in the lines, it was an accident, but Charlie fell so naturally that it went over all right, outside of a skinned shin. Of course you noticed McDonald's bandana. Believe me, brother, it was a good thing the part called for the wearing of some such thing. A friend said to Mac after the performance, that he sat in fear and trembling every time he took off his hat.

A very pretty wedding was solemnized at Little Church of the Flowers, Glendale, on Friday, May 20th, at 8:00 P.M., when Rhea Corinne McDonald, daughter of Mr. and Mrs. L. L. McDonald, was united in marriage to Thomas Elix Jennings. The bride was given in marriage by her father, who also sang "I Love You Truly" and "Oh Promise Me." After the wedding a reception was held at the home of the bride's parents, 3511 Arroyo Seco Ave. To the young couple we wish every happiness.

Claude Allen of San Bernardino has had the honor of being elected President of the Rotary Club of San Bernardino for the coming year. This is a much coveted position among Rotarians, and I know of no other man who could fill this job any better than Claude. Hope you have a big year, old boy.

Walter Randig of San Bernardino was the host at a wiener bake given at Highland Springs on May 25. There was a swimming party first, and then lunch was served. About thirty people enjoyed the hospitality of Mr. Randig, including employes and their families.

The San Bernardino freight platform, in charge of W. B. Rorick, is now open twenty-four hours a day.

All mountain schedules are now in effect. Mr. Allen reports that Decoration Day was a big day in the mountains, and that business was good.

Lem Sommerville is feeling better after an attack of pleurisy. Lem was off duty for a couple of days.

There seems to be some truth in the rumor that agent C. P. Rhinard contemplates entering the repair business. Well, any man who can do the things that he can with a piece of adhesive tape certainly ought to be repairing something. Charlie did a little adhesive job at Fullerton a few days ago, and the lady said it was very satisfactory.

Believe it or not, but Scotty Carr has suddenly developed a love for fishing. He talks fishing at every opportunity, and they do say that he is going to apply for a patent on barbecued fish sandwich.

Elsie Schmaling, Marian Phillips, and Miss Birtel attended the Prayer of the Padre given at San Fernando two weeks ago.

Mr. and Mrs. De Brauwere drove to Bakersfield over Decoration Day. I thought he was afraid to take the Chevy out of Montebello, must have a new spare.

Operator Smith of the Sunland Division dropped into Mr. Green's office the other morning after an absence of about a month. Mr. Smith has had a long siege of illness, having been confined to the Naval and Marine Hospital at San Diego. It will be another month before he will report for duty.

Operator Shaw is back to work after a two weeks' bout with old man flu.

Gene Hicks has been transferred from Pomona to San Bernardino and will be in the freight department.

Guy Horne, who has been ill a little while, has returned to duty feeling fit and with just as much to say as ever. Must be hard on his wife.

Operator Jack Pettit spent a few days fishing. Do not know how many fish he caught, but he certainly got a coat of tan.

UNIFORM DEPARTMENT EXPANDS

This department has recently received a new supply of Alpaca coats of excellent quality. During the summer months, these coats should prove popular both with motormen and conductors.

Recently we added colt-skin gloves, which have proved very popular. Any trainman whose work will not permit him to call at the Uniform Department for these gloves during office hours can write Mr. Scott, giving the size, and the gloves will be promptly forwarded.

It is intended, as soon as possible, to replace the blue shirt and white collar which is at present the uniform of the motor coach drivers when they are allowed to remove their coats and vests. Blue shirts have not proved very satisfactory, as blue will fade, and, in combination with a white collar, has not the neat appearance desired.

Tan shirt, with tan collar of the same material, will hereafter be used as the standard uniform for all motor coach drivers during the summer months. Trainmen can purchase these shirts, without the collar, and use a white collar, should they so desire.

The shirts are of excellent quality, and will be sold at a reasonable price. It is hoped to have a stock of these shirts on hand by the middle of June. Before selecting the tan shirt, Mr. Scott interviewed a large number of motor coach drivers at the different stations and elsewhere, and it was the wish of a large majority that tan be substituted for blue.

Our Uniform Department is operated entirely for the convenience of the trainmen, and to be self-supporting must have their support one hundred per cent. Other uniforms which come up to our standard cost considerably more than the \$25 we charge; in fact, with the exception of one uniform which costs \$31, none of them can compete with ours. It is hoped that our trainmen will realize this, and give the Uniform Department their patronage.

Barber—Your head is sadly in need of a shampoo, sir.

Hardware Dealer—Yes, and your house needs painting, but I don't nag you about it.

The Xth Olympiad and the Railway

Its Origin; What it Now is; and How we Expect to Serve.

Just how old the Olympic Games are is anyone's guess, for the origin is shrouded in antiquity, for even before the first games of record were held in Greece, games of the Olympiad type were the subject of tradition and the history thereof is interesting in the extreme.

Among the many legends of the Games is one concerning the King of Pisa and the winner of the chariot race, which was supposedly won by Pelops, who married the King's daughter, Hippodamia, and himself became King of Pisa. This legend is discredited, as tradition has to admit that chariot races were introduced at a much later period.

After a long period following the original recession, they were restored at the epoch of the Dorian invasions, when the Etolians made themselves masters of Achaia, and joined the Dorian masters to revive the Games.

While at this period the provinces of Greece and the adjoining territory were usually employed in warfare, during the time of the Olympic period a truce was imposed on all Greek cities taking part in the Games for a definite period, this period being called the "sacred month," which began many days before and ended some time following the close of the Games.

Following a series of the Games, a recession again occurred, extending over many years and the revival came only in 1894, through the activity of Baron Pierre de Coubertin of France.

In 1889 the Baron, who had devoted most of his life to the study of athletics and through his publication, a monthly paper called "La Revue Athletique", was appointed on the International Committee dealing with physical education at the wish of the French government, and his researches in the interest of athletics led him to decide that the thing to do was to re-establish a periodical contest between the athletes of the nations, and thus came about the re-establishment of the Olympic Games.

To William M. Garland, long a leading citizen of Los Angeles, very largely goes the credit for bringing the Tenth Olympiad to California and for the establishment of Los Angeles as the site for the production of the coming Games, the period of which runs from Saturday, July 30, to and including Sunday, August 14, of this year, and for the convenience of all interested, the Magazine publishes elsewhere diagram program of all the events and a separate diagram showing the events taking place at the Olympic Coliseum, these diagrams being self-explanatory.

The program will open in the Olympic Stadium (Coliseum) on Saturday afternoon, July 30, 1932, with the historic Opening Ceremony. The impressive Parade of Nations, 2000 sons and daughters of 35 nations, led by

GENERAL PROGRAM... Xth OLYMPIAD... LOS ANGELES... 1932																
	JULY						AUGUST									
DATE	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14
DAY	Sat.	Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.
Number of Day	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th
(M—Morning A—Afternoon E—Evening)	M	A	E	M	A	E	M	A	E	M	A	E	M	A	E	M
OPENING CEREMONY	A															
WEIGHTLIFTING		B	B	B												
FENCING			C	C	C	C	C	C	C	C	C	C	C	C	C	C
ATHLETICS			A	A	A	A	A	A	A	A						
WRESTLING				B	B	B	B	B	B	B	B					
FIELD HOCKEY			X	X	X	X	X	X			A			A		
CYCLING				D	D	D	E									
PENTATHLON				X	C	H	G	X								
YACHTING								F	F	F	F	F	F	F	F	F
SWIMMING								G	G	G	G	G	G	G	G	G
DEMONSTRATION LACROSSE									A		A					A
GYMNASTICS										A	A	A	A	A	A	A
BOXING											B	B	B	B	B	B
ROWING											I	I	I	I	I	I
EQUESTRIAN SPORTS											J	J	J	J	X	A
DEMONSTRATION AMERICAN FOOTBALL											A					
SHOOTING														H	H	H
CLOSING CEREMONY																A

FINE ARTS Competitions and Exhibits on Display during period of the Games. Los Angeles County Museum—Olympic Park.

A—Olympic Stadium. B—Olympic Auditorium. C—State Armory. D—Rose Bowl. E—Road Race Course (Cycling) F—Yachting Course G—Swimming Stadium H—Hill Range I—Long Beach Marine Stadium J—Rivers C C X—To be announced later

OLYMPIC STADIUM SCHEDULE																
	JULY						AUGUST									
DATE	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14
DAY	Sat.	Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.
Number of Day	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th
(M—Morning A—Afternoon E—Evening)	M	A	E	M	A	E	M	A	E	M	A	E	M	A	E	M
OPENING CEREMONY	M															
ATHLETICS																
DEMONSTRATION LACROSSE																
FIELD HOCKEY																
GYMNASTICS																
DEMONSTRATION AMERICAN FOOTBALL																
EQUESTRIAN SPORTS																
CLOSING CEREMONY																

their respective national flags, will participate in the march.

One athlete will then step from the ranks to take the Olympic oath for all the teams of the participating nations. As the oath is administered, the Olympic flag will be raised, the Olympic torch will blaze forth atop the massive paristyle of the Stadium and in the presence of representatives of foreign countries, world-wide Olympic organizations, and officials of state, the Games of the Xth Olympiad will be declared officially opened.

The Olympic Games will bring to Los Angeles and California the greatest gathering of dignitaries ever assembled on the Pacific Coast. Members of royal houses from all parts of the world will attend the opening

ceremony as will delegations from their governments. In accordance with Olympic traditions, that the ruling head of the nation pronounce the Games opened, President Hoover will be officially invited to open the games of the Xth Olympiad.

Something of the magnitude of the program is suggested by the fact that during the 16 days the Games are in progress, more than 135 distinct programs of competitions from 15 branches of sports will be held mornings, afternoons and evenings at nine or more stadiums, auditoriums or water courses.

The indications are that 1932 will witness the largest influx of visitors to Southern California in recent years, for besides the Olympiad, Los Ange-

les will entertain the Shrine, National Editorial Association, and a number of other major conventions, and with the arrival of delegates and visitors, the Pacific Electric and Motor Transit will undoubtedly play a large part in their proper entertainment as far as transportation is concerned, and particularly with reference to the Olympiad will our services be used to a very large extent, and to glean some idea of what is before us, the following from the Passenger Traffic Department will be enlightening:

"Thousands of tourists attending conventions and the Olympic Games are coming from all parts of the world, the influx being estimated of record-breaking proportions. They are coming to see the Olympic Games and attend the various conventions, but most of all they are coming to see the beauty spot of the nation.

Various groups such as the "Chic Meehan Special" from New York, and the "Dick Hanley Special" from Chicago will soon be on their way. One hundred and eighty conventions will be held in Los Angeles this year with an attendance of approximately 250,000 and many of these conventions will occur during the period of the games. Most of the large eastern tour organizations have scheduled their summer Pacific Coast trips to arrive here during that time which will all go to swell the total attendance, which is impossible to pre-estimate, of this eventful Tenth Olympiad.

The Pacific Electric and Motor Transit's part in this program of entertaining the large delegation visiting this section is simply to render efficient transportation service, which equally includes courteous treatment to our strange visitors, helping them in every possible way to see our country so that we will share in the future dividends of prosperity.

A large volume of new business no doubt will develop, as a strong bid has been made to practically every eastern transportation organization, as well as to the various organized delegations coming to the Coast, to handle their transportation affairs while here.

Three transportation companies of this city; that is, the Los Angeles Railway, Los Angeles Motor Coach Company, and this Company will jointly furnish the special motor coach service handling the athletes between Olympic Village and various places where the events will be held, which will require a maximum of 80 motor coaches a day.

Aside from the convention delegates and the general world-wide attendance to the Olympic Games, a number of special parties from the East have already been booked to Mt. Lowe, Catalina, and for various motor coach trips during the Olympic Games. A great many of the eastern railroads are organizing special parties to the Coast, and we have contacted almost all in an effort to assist them in completing their various local tours. A party of newspaper boys sponsored by the Olympic Games Boys' Tour is now being organized. These boys number

approximately 500, coming from various points in the United States; will attend the games, as well as take in the sights of Southern California; and we have had charge of completing their local itinerary for transportation, which calls for special train movements each day during their visit.

Another large group of boys from Ohio and Indiana, sponsored by a large chain grocery concern conducting stores in those states, is coming to this city and will be given various trips to points on our lines.

There is an organization known as the Olympic Games Tour Bureau, working throughout the East, booking individual and special parties, using as their main publicity feature local and transcontinental radio broadcast announcements; these people will come from all parts of the country, each delegation visiting here four days during the Olympic Games. Through our connections with this organization, each person purchasing a ticket to this city will be supplied with literature pertaining to our trips.

There will also be delegations following the athletes, not only from the United States, but from many foreign countries, who will be using our transportation facilities and every courtesy should be extended these people, as a great many of them may not speak English.

The Pacific Electric and Motor Transit will be called upon to transport people to practically all of the events taking place at the Olympic Stadium, Rose Bowl, Alamitos Bay, etc., and with such a vast influx of strangers, this Company for exactly two weeks during the Games, will be open for business day and night to fulfill any transportation need that may be required. With our extensive facilities, as well as our trained forces, we will have an opportunity to demonstrate to these many strangers just what is the best electric railway and motor coach transportation system in the world.

SIGNS OF SUMMER AT REDONDO

Everything is bustle and excitement around the bath house and ballroom these days.

Workmen are busy cleaning and painting the interior of the bath house and the exterior of the ballroom. New filters have been ordered for the bath house, the old ones having served their day, after twelve years of hard wear. Laundry washers have been rebuilt and steam dryer is being repaired. New suits and towels have been ordered to replace the ones worn out, and everything is being done to put the place in the pink of condition ahead of the summer rush, which always comes, depression or no depression.

The bath house will be open daily, including Sunday, from 8 a.m. to 10:30 p.m. and the Mandarin Ballroom will be open every evening Mondays excepted, also Sunday afternoons throughout the season.

There is no better beach for picnics. The 7-acre City Park, also the pic-

nic grounds beside the bath house, are well equipped with gas plates, free gas and seats and tables.

Fishing is always good at Redondo Beach. Fast motor boats leave the Monstad Pier at frequent intervals daily for fishing barges anchored off shore; also live bait boats leave for the fishing grounds every morning. Charges reasonable.

Why not arrange to do your swimming, dancing, picnicking, and fishing at Redondo Beach this summer?

NEWSPAPER HONORS CONDUCTOR

In the Pasadena Star-News of recent date appears the following tribute to one of our conductors in Pasadena, whose identity is unknown. To the tribute of the Star-News, the management of the Company, through the Magazine, adds its thanks for the courtesy. The news item follows:

"A woman passenger on a Lamanda Park street car today calls attention of The Star-News to an unusual act of kindness on the part of the conductor.

A little girl about 6 years of age appeared to be in a quandary as to how to get across the street, with automobiles, street cars, busses, etc., whizzing past. Indications were that she had been waiting quite a while in the safety zone but the traffic never stopped long enough to allow her to get across to the sidewalk.

The conductor not only stopped his car but he got out and escorted the dainty miss to the curb.

The woman reporting this incident at The Star-News office did not know the conductor's name, but said it happened on a car going to Lamanda Park or the junction at about Catalina avenue, near 2:30 o'clock Tuesday afternoon."

THE "PRAYER OF THE PADRE"

The City of San Fernando joined the galaxy of pageants such as produced by other cities of the Southland during several years past, by the production of a pageant of her own this year, known as the "Prayer of the Padre," productions being on Friday and Saturday evenings, May 20 and 21, the attendance being quite large, and from an artistic standpoint, very successful, indeed.

The pageant, "Prayer of the Padre," was written and is directed by Charles E. Pressley, producer of Santa Barbara's annual Old Spanish Days entertainment. It presents the march of events, leading from the Spanish regime to California's birth as United States territory. The gallant figures and brave deeds, the gaiety and faith of those stirring days, come to life again upon their own stage—on the grounds of the historic mission San Fernando.

This pageant was made possible by a group of San Fernando citizens with the one goal in view—complete restoration of the mission San Fernando as it was in the days re-enacted before you.



BOWL CONCERTS ASSURED

After some delay in getting plans for the Hollywood Bowl's season of "symphonies under the stars," assurance has been given that the eleventh consecutive series of outdoor concerts will open this year on July 5. They will continue eight weeks, during which 32 concerts will be given on Tuesday, Thursday, Friday and Saturday nights, closing August 26.

Special effort will be made to provide as many highlights as possible during the fortnight the Olympic Games are in progress in Los Angeles, Glenn M. Tindall, business manager, said. Negotiations with seven noted foreign conductors are now under way, as well as with vocal and instrumental soloists who will appear on the fifteen feature programs. There will be at least four and possibly six ballets.

Already Sir Hamilton Harty of Manchester, England, one of last season's popular Bowl conductors, and Frederick Stock, conductor of the Chicago Symphony Orchestra, have been signed. Season tickets which represent a saving of more than 50 per cent in admissions, are being sold at the Bowl headquarters, 7046 Hollywood Boulevard, Hollywood.

E. T. ALBERT

It was with a feeling of very great regret that the friends of E. T. Albert, Freight Claim Agent of the Pacific Electric, learned of his passing on April 14, 1932, for with a very large number of the employees, he had been closely associated for many years.

Funeral services were conducted April 18, attended by a host of friends attesting to the very high esteem in which he was held by all.

The sincerest sympathy of these many friends is hereby extended to his bereaved.

Employees' Breakfast Club an Innovation

There's been "goings-on" down at the Club for some time that only a few of us have been advised us. It's a novelty of its kind, so far as railway organizations go; at least we know of no other railway group indulging in a "breakfast club."

It seems that quite a while ago, some of "the girls" evolved the idea of a group getting together each Saturday morning at 7 a.m. at the Club Cafeteria for a social, gustatory session; and, naturally, "as a woman wills, she will," it was done.

Soon after, some of "the boys" discovered what was going on, and as imitators of a good thing, they did likewise.

Some time went on—not much time you can bet—until the usual thing happened. Old man Environment and Mrs. Propinquity got busy, chairs and tables moved closer together and then, you see them as they are in the picture.

Third person from the left has been quite a prime-mover in this most delightful function and number four is "some" male lieutenant, but behind the scenes, keepin' things comin', is sure to be found Mrs. Jack ("Ma") Garlinghouse, not only providing cheer for the inner man (and woman) but peppering up the atmosphere in which can dwell no dull moments.

Long may the Breakfast Club wave, and it will wave long unless Dan Cupid should invite himself and play havoc, as he usually does. However, many there are, in view hereon, who have already succumbed to his wiles, and they may preach sense to the others, which they will accept. (Oh, yeah?)

Father—Now, you've been fighting again. You've lost your two front teeth.

Son—No, I ain't, pop; I've got 'em in my pocket.

THE NEW OLYMPIC PINS

To aid in the financing plan for athletes of the Olympic Games the official pin emblem is now being sold throughout the system to employees. Also several of the larger stations have a display indicating the sale of these attractive pins.

The funds derived from the sale of these emblems will go to defray the expenses of American athletes participating in the games. An unusual burden has fallen upon Los Angeles through the failure of many cities to sell their quota of pins. Inasmuch as this city benefits most through the games it is incumbent that Los Angeles supply the necessary funds in order to insure the success of the games, and full participation by American athletes.

The pins are still on sale at the various terminals, shops and stores and at the nominal price charged, 50 cents, all are urged to do their bit.

SPECIAL PARTY PROMOTION

The Passenger Traffic Department is under special obligation for new party business promoted during the past months by the following persons:

- A. W. Handel, Mechanical Department, Torrance.
- Mrs. A. M. Scholz, wife of Dr. A. M. Scholz, Medical Department.
- C. Swartz, Purchasing Department.
- Earl McCall, Purchasing Department.
- W. B. Foote, Transportation Department.
- Mrs. D. E. Weibers, Transportation Department.
- C. E. Brown, Mechanical Department.
- C. B. Tillotson, Real Estate, Tax and Resort Department.
- Carl Prange, Mechanical Department.
- E. H. Uecker, Accounting Department.



Gains in Employee Activity

From Every Quarter Comes Assurance of Cooperation

Approximately three months have now elapsed since the employee mass "went over the top" in a concerted effort to gain business for the Company through organized cooperation, under the leadership of H. O. Marler, Assistant Passenger Traffic Manager, and A. E. Norrbom, Assistant to Freight Traffic Manager.

Enlisted in the work have been hundreds of employees—in fact, more than 70 per cent of the 4250—who have whole-heartedly responded as evidenced by returns from them to be seen piled on the table before Mr. Marler, Mr. Norrbom, and General Agents Williams, Layne and McQuigg, who recently reviewed the work accomplished. General Agent Jones, while very active in the work, could not be present when this picture was made.

The following parallel statements of the leaders express their views and satisfaction with the work so far accomplished.

By H. O. MARLER,
Assistant Passenger Traffic Manager

At a meeting of employes in the Pacific Electric Club in February, ways and means were discussed as to how additional passenger and freight business could be secured for our Company. The outcome of this meeting is the system now in operation, known as the Employees Co-operative Plan, which for simplicity a military plan was adopted, and which provides as follows:

Head of each department is charged with duty of organizing his department into groups under direct supervision of lieutenants and sergeants for the purpose of enlisting the aid of every officer and employe in the promotion of new business for our Company.

In order that all might familiarize themselves with the various classes and types of fares in effect, together with the service as operated by our Company, a "Money-Saving Transportation" pamphlet was published. There are seven different forms of this issue which contain full information re-

garding one-way and round-trip fares between Los Angeles and various points on the system, together with cost of monthly pass, 60-Ride individual commutation ticket, 46-Ride school ticket and 30-Ride family commutation ticket, same indicating the rate per ride for each type of transportation. These folders also outline reasons and advantages offered by the "Big Red Cars". 125,000 copies of these pamphlets have been placed in the hands of the public for their enlightenment cooperatively by our employes.

This plan began to function about the middle of March. Semi-monthly reports were required from each sergeant showing the progress made, together with suggestions from employes and reactions they receive from the public in regard to our service and fares. The first campaign reports were received in April and many suggestions have been offered, some impractical, or the expense involved is not justified at this time, while others have been placed in effect, also others at this time are being given study and consideration.

In studying various suggestions a demand was indicated, due to present economic conditions, for some type of a weekly ticket or pass to be sold for approximately one-fourth the cost of the monthly pass. To meet this condition the weekly pass went into effect on May 16th and is proving popular with sales increasing each week.

There were many suggestions for some information or fact outlining the various interesting points along our system and accordingly a thirty-six page vest pocket booklet entitled "Southern California" was issued and is now available to all employes, as well as the public. An additional folder enumerating interesting trips that can be taken on the \$1.00 Sunday Pass is also ready for distribution.

The Employees Cooperative Plan, in so far as the Passenger Traffic Department is concerned, where direct solicitation is made, is not new; same being issued by the Chicago North Shore Railway with good results, and was also very successful on the Dallas Electric Lines in the City of Dallas, as well as other railroads in the United States. We found one case where this plan is being operated on a large railroad property in Ireland.

This campaign not only solicits new business for the Pacific Electric, but the Southern Pacific Company and Motor Transit as well. Many excellent tips have been turned in by employes of persons contemplating trips to eastern points, as well as to California. These tips have been diligently followed up by the passenger representatives of the Southern Pacific and in many cases business was secured which otherwise would not have been handled.

This Company, in conjunction with the Motor Transit Company, has a large number of motor coaches available for leasing to individuals for the transport of small parties, and this business has likewise increased through tips received from employes.

The results of this campaign have been most gratifying and we have been asked from time to time just what has been gained, and it is not amiss at this time to state that during the month of April, 1932, 3,449 employes contacted 40,348 persons with result that 1,266 new riders were secured with 2,174 who appeared interested and might be termed prospects.

While this Company's revenue has continued to decline, there is no question but that it would have been greater had not this campaign been carried on; therefore we ask that every employe of this Company take full advantage of every opportunity to discuss the service and fares with the ultimate thought in mind of securing continued new patrons for this company. There are many opportunities to do this when contacting friends and neighbors, at church and fraternal functions, or at civic gatherings, and with strangers whenever the opportunity presents itself.

Due to the fact that the Tenth Olympiad will be held in Los Angeles July 30 to August 14 (full schedule of

events is shown elsewhere in this Magazine) at which time Los Angeles will entertain guests from all over the World, in addition to 83 important conventions already booked for the year 1932. Now is the most opportune time for us all to serve our Company for the results desired.

This plan has not only been beneficial for securing new business, but has enlightened us all in regard to what this Company has to offer and in this connection group meetings are being held at various points by general agents and agents, together with operating and traffic representatives, in order to acquaint employes with just what we have to sell.

It is hoped that each one realizes his or her responsibility and will continue to cooperate for the success of this plan in the same loyal manner as in evidence from the beginning of the Employes Cooperative Plan.

By **A. E. NORRBOB,**
Assistant Freight Traffic Manager

The plan submitted for the development of our freight traffic was predicated on the idea that the shipping public is vitally interested in the prosperity of the Pacific Electric and its employes. At the present time there are approximately forty-two hundred employes with a monthly payroll in the neighborhood of seven hundred thousand dollars which is largely spent in the territory served by the Pacific Electric.

The impracticability of direct freight solicitation by the employe is readily apparent, as compared with the direct employe solicitation for passenger traffic. The freight rate structure is highly technical and confusing to one not familiar with it, and matters of service and routing are also of such a nature that it would be impossible to expect an employe to obtain a sufficiently thorough knowledge of freight practices to enable him to confidently and accurately solicit this class of business.

In appreciation of these obstacles to direct freight solicitation by the employe the plan of educating the shipping public as to the monetary value of the Pacific Electric and its employes was inaugurated. To accomplish that objective the employes have been requested to furnish the Freight Traffic Department with a monthly statement of their purchases of commodities transported as freight looking to the building up of the traffic of the Pacific Electric Railway Company and the Pacific Motor Transport Company, its subsidiary.

The first returns were received on purchases made by the employes during the month of March and we received approximately a 60 per cent return with the same return for the month of May. The purchases reflected on the individual statements were recapitulated and the business firms were advised either through direct contact by the Agent in his particular town or by letter to the business firms informing them of the amount of the purchases of the employes from that particular business firm.

Appreciation From Parent Company

Los Angeles, June 2, 1932
Mr. H. O. Marler,
APTM Pacific Electric Ry.,
Los Angeles.

My Dear Mr. Marler:

I have been personally watching with a decidedly appreciative interest the very satisfactory results coming to us from the splendid efforts being made by the Pacific Electric organization in their new business campaign. The constructive effort that is being put forth by your organization is an inspiration to all of us; and is an inspiration to everyone who is interested in the revenues of the related lines being brought to a place that will economically permit present organizations to be maintained, and if possible, increased.

Thanking you for the large number of tips you have turned into this organization, I am,

Yours sincerely,

C. L. McFaul,
Passenger Traffic Manager,
Southern Pacific Company.

This information was conveyed to them in a spirit of mutuality of interest with the firm belief and conviction on our part that those business firms in appreciation of what we are contributing to their prosperity would be reciprocated by them wherever possible.

The response from the business firms has been most gratifying. At this time we have a report that in excess of 131 business firms have been added to the list of patrons of either the Pacific Electric Railway Company or the Pacific Motor Transport Company since the inauguration of this plan. Those firms to whom letters have been addressed have replied bespeaking their cooperation with us in this endeavor and have assured us of their support.

I hope it will be a pleasure to you as it has been to us that through the cooperation and willing support of each of you we have been successful in accomplishing the results which have been obtained.

THE NEW WEEKLY PASS

Effective May 16, an innovation in passes was offered to the patrons of the Pacific Electric in what is known as the "Weekly Pass," and from present indications, is proving popular with patrons of the Company.

It provides the same economy, comfort, and convenience and all the benefits accruing through the use of the Monthly Pass, with which the traveling public and our employes are already familiar.

One of its chief merits is that it does not require quite so large an initial outlay of money to acquire transportation; in other words, the Weekly

Pass sells at one-fourth the price of the Monthly Pass.

Instead of being good for the calendar month, the Weekly Pass is good from Monday to Sunday, inclusive, and renewal may be purchased each Monday.

The Weekly Pass is issued from points on our lines within the 15 to 45-cent one-way fare zones, inclusive, and varies in cost from \$1.50 to \$3.25 per week, dependent upon distance traveled. The fare rate is approximately 1.4 cents per mile, and the passes are sold by conductors and agents each Monday.

Similar to the monthly pass, the holder may make as many trips between points named thereon as he desires to take, and the pass is likewise good for local fares in the first fare zone in Los Angeles.

The Magazine suggests that all of our employes obtain a few of the little circulars issued in connection with the Weekly Pass in which is shown the cost thereof between stations named in the folder, together with the rate per ride, for through this means, all of us may be enabled to intelligently promote the Weekly Pass and thereby secure additional patronage for our lines.

WAREHOUSE NOTES

Regret to announce the death of our fellow-worker and friend, Thad W. Phelps, who passed away on the 13th of last month. Our deepest sympathy goes to his family.

Stevadore Joseph A. Dumoulin is not going to let little things like depression keep him from taking his vacation in Canada.

Stevadore Ben H. Fisher can be found in Kansas City and vicinity.

Julius Marshchner, trucker, is taking a long vacation. His final destination is Philadelphia.

Juan Martinez, checker, wanted to do something for the animals during "Be Kind to Animals Week" by taking a fishing trip out on the ocean, and was he kind to the fish? Ask him.

Andy Moreno, State Street yard clerk, is the proud daddy of a baby girl. Congratulations to both Andy and wife. Bring the baby over, Andy.

To be a single man again for a day or so may be O.K., but not for weeks and months. That is what Carrol C. Brown, bill clerk, said while his wife and baby girl were away. However, he is happy now, as both have returned. We are looking forward to seeing the new Frigidaire that Carrol bought; we want to see what is inside of it.

TRAVELERS CHEQUES NOW SOLD

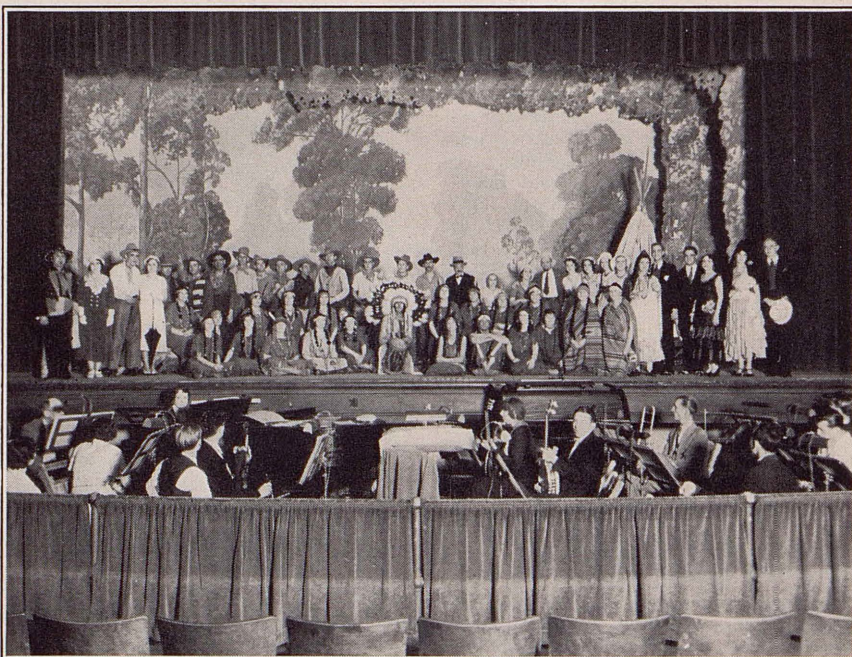
Effective this month, the American Express Company have placed travelers cheques issued by that company on sale at fourteen stations of the Pacific Electric as a convenience to travelers, these stations being: Beverly Hills, Colton, Glendale, Hollywood, Long Beach, Ocean Park, Orange, Pasadena, Pomona, Redondo Beach, San Dimas, S. P., San Pedro, Santa Ana, West Los Angeles.

Some Disappointments

By Max Shuring

... Had a little "fire scare" at Sixth and Main the other day . . . didn't find out what was supposed to be burning . . . in fact, didn't see anything there that looked so darn hot . . . especially not after scanning some of the pictures in front of a show house in the next block (not a Passenger Traffic Department advertisement) . . . but the Los Angeles Fire Department sent out seventeen truckloads of checker players . . . traffic was tied up some . . . heads popped out of windows like beans out of a bag . . . and a large and good-looking (some of us) audience gathered on the walk . . . all gazing up in the air . . . wondering what the other fellow was looking at . . . the Fire Department propped up a few ladders . . . they hunted for the fire behind the Owl Drug Company sign . . . but no luck . . . you could tell the onlookers felt cheated . . . hopeful expressions on faces changed to looks of disappointment . . . the manager of the building, who had come out with a stack of insurance policies under one arm—and a fire extinguisher filled with gasoline under the other, went back upstairs . . . the crowd scattered . . . and again everything was peaceful and everybody happy, all with exception of some of the proprietors of a few neighboring stores . . . they missed a dandy opportunity to advertise a genuine "Fire Sale." Such is life . . . we all have these little disappointments right along . . . did you ever buy a can of the old reliable standby, "pork and beans" . . . you look at the label, and there in beautiful and lifelike colors is a nice and juicy piece of pork . . . easily the most prominent and engaging part of the picture . . . against a background of delicious and steaming baked beans . . . said piece of dead pig looms up like the City Hall . . . your mouth waters and you lick your chops in happy anticipation . . . when you open the can, you have to hunt around under every darn bean that's in there . . . then it's a ten-to-one shot you don't find it . . . unless you're armed with a high-powered microscope . . . What started this anyway? . . . Oh yes'm . . . the fireless fire sale.

A certain Yiddish merchant had the good fortune or judgment to have his store burn down . . . the building being in one of the older parts of the town had both gas and electric light in the front part, while in the rear, coal oil lamps had been used . . . after the investigation into the origin of the fire, the different experts of the insurance company met . . . the cause of the fire remained a mystery to them . . . the gas company expert said: "It was not the gas light." . . . the electrician said: "It was not the electric light." . . . and the oil expert said: "It was not the kerosene light." . . . suddenly they all shouted in unison: "I know. I bet it was the Israelite." . . . What? . . . well . . . ho, hum . . . I don't blame you . . . I'm getting sleepy myself, too . . . so long . . .



Tuneful Ensemble of the Bells of Capistrano.

Romantic Opera Pleases

Evening Study Classes Deserve Commendation

The old axiom to the effect that one never knows what can be done until you try, proved its truth with the staging of the operetta, "Bells of Capistrano" by our combined Pacific Electric evening study classes at the Polytechnic High School auditorium last month.

To say that the event, the most ambitious ever undertaken by an evening high school, was a success from every angle, is putting it mildly. It was thoroughly entertaining, well planned and executed with a finesse that indicated weeks of arduous preparation.

Interspersing the story laid in early mission and padre days in California were singing, dancing, comedy and chorus with a total cast of players of ninety made up of members of the Glee Club, Orchestra, Dancing and Drama classes. The respective directors of these classes, Ethel Boothe, Crystal Bronnenberg, Helen Hyde, and Alice McKie, are particularly to be congratulated.

In leading roles were Gladys Crunk, Leslie McDonald, Roy Vanderpool, Alice Dunlap and John Winterberg, all of whom displayed marked talent.

An audience of 1200 viewed the performance.

ILLINOIS DRIVING RULES

Under the above caption, the Central Manufacturing District Magazine, of Chicago, facetiously gives the rules for driving in the "Sucker State" for the year 1932. It is quite evident that many California drivers have adopted the same code. We leave it to you

whether they have or not, and the daily papers will be your best confirmation.

Here are the rules said to be in effect in Illinois:

1. Licensed Required—Any 1931 number, or none at all.
2. New Equipment Necessary—Free wheeling should be used. If you bump somebody in the tail, free wheeling is the logical excuse.
3. Anyone with an English accent may drive on the left side of the road—like they do in London.
4. When passing another vehicle, thumb your nose at the driver and cut in quick.
5. During rainy seasons, pay particular attention to crowded corners, the puddles splash better.
6. Never hit a pedestrian when he is down. Let him get up first.
7. When crossing railroads, stop on right-of-way to ascertain if train is coming. Leave rear end protruding if mother-in-law is in rumble seat.
8. Never backfire your car except between hours of 4 and 6 a.m.
9. In passing street car discharging passengers, best results will be obtained within 2 feet of car door.
10. In making left turn, swing violently to right first. Do not use this maneuver too often, however. Rations on lamp posts have been cut by the state to one per car per week.

Young Jimmy was pushing his baby sister's perambulator down the street.

"Hey, Jimmy," called his buddy from across the street, "do you get paid for that?"

"Naw," replied Jimmy disgustedly, "this is a free wheeling job."

Indignant Parent (6 a.m.): "Young man, what do you mean by bringing my daughter in at this hour?"

Flaming Youth: "Well, I gotta be at work by 7."



Bulletin of Club Events

Friday, June 10: Motion Picture Show—"HEARTS AND SPANGLES"—7:30 p.m.
Saturday, June 11: Motion Picture Show—"HEARTS AND SPANGLES"—8:00 p.m.
Sunday, June 12: BASE BALL GAMES.
Tuesday, June 14: Masonic Club Special Meeting—7:45 p.m.
Friday, June 17: Motion Picture Show—"WANTED A COWARD"—7:30 p.m.
Saturday, June 18: Motion Picture Show—"WANTED A COWARD"—8:00 p.m.
Sunday, June 19: BASE BALL GAMES.
Thursday, June 23: P. E. Club Dance (Closing season)—8:00 p.m.
Friday, June 24: Motion Picture Show—"THE RIVER WOMAN"—7:30 p.m.
 Horticulture Club Meeting—7:45 p.m.
Saturday, June 25: Motion Picture Show—"THE RIVER WOMAN"—8:00 p.m.
Sunday, June 26: BASE BALL GAMES.
Friday, July 1: Motion Picture Show—"CITY OF PURPLE DREAMS"—7:30 p.m.
Saturday, July 2: Motion Picture Show—"CITY OF PURPLE DREAMS"—8:00 p.m.
Sunday, July 3: BASE BALL GAMES.
Wednesday, July 6: Club Executive Committee Meeting—2:00 p.m.
Friday, July 8: Motion Picture Show—"DANGEROUS FRIENDS"—7:30 p.m.

Saturday, July 9: Motion Picture Show—"DANGEROUS FRIENDS"—8:00 p.m.
Sunday, July 10: BASE BALL GAMES.
Wednesday, July 13: P. E. Rod & Gun Club Monthly Meeting—8:00 p.m.
Thursday, July 14: P. E. Women's Club Afternoon Card Party in Club Ball Room—1:30 p.m.
Friday, July 15: Motion Picture Show—"OLYMPIC HERO"—7:30 p.m.
Saturday, July 16: Motion Picture Show—"OLYMPIC HERO"—8:00 p.m.
Sunday, July 17: BASE BALL GAMES.
Friday, July 22: Motion Picture Show—"ROSE OF THE BOWERY"—7:30 p.m.
 Horticulture Club Meeting—7:45 p.m.
Saturday, July 23: Motion Picture Show—"ROSE OF THE BOWERY"—8:00 p.m.
Sunday, July 24: BASE BALL GAMES.
Friday, July 29: Motion Picture Show—"TONGUES OF SCANDAL"—7:30 p.m.
Saturday, July 30: Motion Picture Show—"TONGUES OF SCANDAL"—8:00 p.m.
Sunday, July 31: BASE BALL GAMES.
Wednesday, August 3: Club Committee Meeting—2:00 p.m.
Friday, August 5: Motion Picture Show—"DAME CHANCE"—7:30 p.m.
Saturday, August 6: Motion Picture Show—

ACTIVITIES OF WOMEN'S ORGANIZATION

By Mrs. Lon Bishop

Another year's varied and interesting Club activities were brought to a close on May 26. Due to illness of the Presiding Officer of the past year, the installation ceremonies were placed in the very capable hands of Mrs. J. B. Green, assisted by our dear little Mother Emeritus, Mrs. M. T. Spencer.

The newly elected officers are as follows: Mrs. A. C. Smith, President; Mrs. Frank Miller, 1st Vice-President; Mrs. E. A. Stevens, 2nd Vice-President; Mrs. J. W. Haughton, 3rd Vice-President; Mrs. H. Johnson, Recording Secretary; Mrs. C. L. Curle, Corresponding Secretary; Mrs. Rand, Treasurer; Mrs. W. E. Booth, Parliamentarian; Directors: Mrs. Lon Bishop, Mrs. Frank Weimer, Mrs. Rouleau, Mrs. Abraham, Mrs. Taylor.

Taken in chronological order the last two months' activities began with the regular meeting on April 14. Mrs. Geibel was instrumental in bringing to the Club a very interesting group of entertainers from Pasadena. Mrs. Naomi Sweeney Brown, whistler, known as the California Nightingale, gave several very fine solos, accompanied by Mrs. Jeff. Miss Helen Mc-Masters, a very delightful reader, provided another treat, and little five-year-old Mary Elizabeth Sehle won the hearts of all with her clever interpretations of grownups.

Mr. Porter, President of the Rod and Gun Club, paid a visit to the women's organization on that day,

telling the aims and ambitions of his Club and hoping for a stronger, closer relationship between the two organizations.

April 28 meeting was held in the theater. Another program was given through the cooperation of one of our members, Mrs. Brooks, by the Cosmos Club, one of the oldest clubs in Los Angeles. Members of the music section put on "Maude Jenkins and Her Girls," a very gifted, talented family of the early '90's, singing songs of those days, giving heart-breaking "recessitations" of lost loves (unknown to the girl of today), and making the afternoon one to be remembered by all fortunate enough to be present. The second part of the program was put on by the Drama Section of the Cosmos, a short clever playlet entitled "Washington's First Defeat," delightfully played by three members of that section. Speakers for the afternoon were Mr. Howell of the Motor Transit Company and Mr. Ed Thomas, giving the members a little clearer understanding of the Sharkey Bill.

May 1 the Cheerio Club of Torrance entertained the Mother Club at a May Day party. The lovely luncheon was served in the Women's Club House. Beautifully decorated tables, flowers in profusion, a very entertaining program, a crown of pansies for the May Queen, and an atmosphere of friendliness, hopefulness and cheer, manifested in every face and in all conversation, regardless of what might have been felt in the heart, made the day a memory to treasure.

May 12, another regular meeting day and the annual election of offi-

cers. Program was furnished by a bunch of "kids" from San Bernardino, most of the time a very serious, hard-working group of women who are doing their utmost to deliver a knockout blow to this Old Man Depression. Everybody recited, sang and played their best. Recess was granted when the Akron passed over, and there was a wild scramble to see the big ship.

We say thank God for these joy and cheer leaders, who despite the struggle these days still know how to laugh and smile and play and are willing to pass that smile on to others. Mr. Moyer visited us for a few minutes on that day, seeking to arouse interest in the Annual Flower Show. So watch your step—the Women's Club may be out for first prize.



Mrs. A. C. Smith, President

May 13 the Mother Club held a picnic at Sycamore Grove for all the outlying Clubs—Pomona, Riverside, San Bernardino, and Torrance. Close to a hundred sat down to tamale pies and other good eats and made a very interesting, happy day out of it. They visited the Museum and were then shown through Casa Adobe by Mrs. Florence Dodson Shoneman. Credit for the successful day is given to Mrs. John Jackson and her committee who managed every detail.

May 26 the last meeting of the Club year. Annual reports were given, followed by installation of officers mentioned above.

It has been a very happy year, a very friendly year, and we hope the members feel it has been a worth while one. (It's rather trying to be your own press chairman.)

The Club adjourns for the summer, with the exception of one card party a month. So we'll say "Adios" till September.

EDUCATIONAL YEAR CLOSSES

By L. H. Appel

With the Pacific Electric school term ending simultaneously with that of the public schools June 17, this time is fitting to comment upon the perseverance of our fellow-workers who have continued their studies throughout the year in the face of many discouraging factors and counteracting influences. Those in the vocational classes especially have given many hours of their time to improve their proficiency and obtain a better understanding of their daily tasks.

In fact, during a period which will probably go down in history as the "paradoxical era," a period when the United States as well as the rest of the world suffered for a lack of everything it had a surfeit or oversupply of, one of the remarkable features has been the failure of the depression to deter the great movement of adult education.

From all parts of the United States and Europe are reported huge gains in adult classes; of the impetus which the movement has gained, seemingly as a challenge to existing conditions.

Thousands appear to have felt the urge to retrieve some of the earlier educational training; others are obtaining that which they failed to get in their youth. Also many who have had exceptional educations again feel inclined to take up the systematic study of some cultural or vocational subject.

The Pacific Electric Railway, through the Pacific Electric Club, with the co-operation of the Los Angeles Board of Education, has enthusiastically encouraged the adult education movement for many years. Nevertheless, no attempt has ever been made to designate the subjects that should be taught, leaving it optional with the students. Regardless, they have provided excellent facilities to make it convenient for its employees to take advantage of the many educational opportunities open to them for the asking.

Many interesting facts have been gleaned from the experiences obtained conducting Pacific Electric classes. And the outstanding fact of all is that there is no age limit to one's capability to learn. An adult's power to memorize might be less than that of a more youthful student, but their ability to reason more than offsets that slight deficiency, if it may be considered that. These experiences provide the basis for refuting many erroneous theories or ideas that many persons hold as regards the mental capacity of adults, their aptness, receptiveness and ability to learn after passing the accepted orthodox period of mental absorption.

Probably a more democratic gathering could hardly be assembled as is exemplified by Pacific Electric classes. The classes are attended by employees of all ages, ranging from twenty to sixty-five years of age or more. Fathers and sons have often been students in the same class; one class had three such groups at the same time. Helpers, Foremen, Super-



"HIZZONER" MAYOR
WILLIAMS

At the last municipal election in Monterey Park, I. J. Williams, for many years connected with our Electrical Department, was elected a member of the Board of Trustees, and upon organization of the Board, was chosen as Chairman, which automatically carries with it the title of Mayor.

"Ike" numbers his friends in the Pacific Electric family at an exact ratio and proportion to his acquaintances there; in other words, everyone is Ike's friend, and they will be pleased, indeed, to know of his preferment in his residential city of Monterey Park.

Knowing Ike's rock-bound honesty and rugged integrity, his friends have no fear but what he will serve his city with distinction and wish for him a most successful and pleasant administration.

He has been in the service of the Pacific Electric since 1905 and in speaking of him recently, one of our prominent officials stated that "he has always been found to be sincere, conscientious, energetic and efficient in performing his work."

Our congratulations and best wishes are extended to Mayor Williams.

intendents, Clerks, Mechanics, Electrical Workers, Field Engineers and, in short, employees of every classification have attended the classes, exchanging experiences, discussing methods and learning the theoretical facts on the common meeting ground of the class-room.

There is no royal road to learning as many have discovered, but any of us can profit by taking advantage of the educational opportunities offered if they will but be regular in attendance, steadily apply themselves and utilize their will-power rather than their "won't power." It's yours for the endeavor.

EMPLOYEES' BUSINESS DEVELOPMENT

- A. C. Bowles, Bus Driver, San Bernardino—one round-trip San Francisco.
 M. A. Brucker, Transp., Hollywood—two one-way Kansas City.
 Fletcher Upp, Cond., Upland—two one-way St. Joseph, Mo.
 C. Gaskin, Motorman, Los Angeles—one round-trip Sacramento.
 A. J. Urich, Acctg., Los Angeles—one one-way Peoria, Ill.
 L. Antista, Trainmaster, Los Angeles—one one-way El Paso.
 W. R. Bloom, Motorman, Pomona—one one-way Kansas City.
 J. H. Lloyd, Mech., Torrance—one one-way St. Paul.
 G. P. Burkhard, Motorman, Los Angeles—one one-way Minneapolis.
 M. W. Ballard, Cond., Los Angeles—one one-way Omaha.
 T. Aiken, Motorman, West Hollywood—one one-way New York.
 F. N. Compton, Engr., Los Angeles—one and half fare one-way tickets Cleveland.
 F. Gilbreth, Mech., Los Angeles—one round-trip New York.
 J. D. Ramsey, Motorman, Los Angeles—one one-way McPherson, Kan.
 H. R. White, Cond., Los Angeles—one one-way Kansas City.
 Michael Shannon, Los Angeles—one round-trip Kansas City.
 Chas. Mullins, Agent, West Hollywood—one one-way New York.
 E. A. Riley, Agt., Hollywood—one round-trip St. Louis.
 J. A. Presley, Los Angeles—one one-way Springfield, Mo.
 Geo. Winslow, Ticket Clerk, Whittier—one one-way Eldon, Ia. to Los Angeles.
 May Chisholm, Los Angeles—two one-way Chicago.
 A. C. Moll, Supervisor, Glendale—one round-trip, one one-way (corpse) Pittsburg.
 M. A. Holder, Starter, Hill St.—three round-trips Boston.
 T. V. Hagle, Cond., Los Angeles—one round-trip Akron, Ohio.
 W. A. Bishop, Mech., Los Angeles—two round-trips Minneapolis.
 W. S. H. Weeks, Acctg., Los Angeles—one round-trip Cleveland, Ohio.
 F. C. Schaffler, Motorman, San Pedro—one round-trip New Orleans.
 B. L. Livingston, Agt., Inglewood—one one-way Alexandria, Minn.
 T. R. Trujillo, Mech., San Pedro—one round-trip Hermosillo, Mex.
 W. R. Bloom, Motorman, Pomona—one coach and one corpse ticket Wathena, Kan., one one-way Atlanta, Ga.
 J. E. Beardsley, Cond., Los Angeles—two round-trips Phoenix, Ariz.
 W. H. Bratton, Agent, Ocean Park—one one-way Chicago, one one-way McKeesport.
 G. S. Myers, Frt. Claim, Los Angeles—one one-way New York.
 Philip Hedrick, Mech., West Hollywood—two round-trips Yosemite.
 F. E. Lord, Motorman, San Bernardino—one one-way Terre Haute, Ind.
 M. A. Brice, Mech., Torrance—three one-way St. Louis.
 E. Whitescale, Cond., San Pedro—one round-trip San Francisco.

ACCOUNTING DEPARTMENT NOTES

By J. P. Hoaglund

The new reporter for the Accounting Department sez: Having had this assignment dumped in his lap the last minute of the eleventh hour "We" grabs a few dates, names and incidents and set a dead reckoning for the press room, hoping to arrive with copy before "she goes to press." Just a playful little prank, this late assignment. However by transferring the quid, buckling up the old belt and adjusting his horn-rimmed spectacles the new rep. believes he might pluck a few items of interest from the "hodge-podge" of past events, in spite of dearth of vacation news this year. Guess we will have to play up week-ends, national holidays, marriages, family reunions, prohibition, taxes, unbalanced budgets, end of depression news, if any, etc., etc. Applesauce! (strike that out editor and substitute applause!) A few quick interviews have gleaned some tid-bits of gossip so let's have them:

George Perry laid down a barrage of high quality chocolate creams, etc., and seegars day following Memorial Day with the simultaneous announcement of a new arrival in his family on Sunday, May 29th. We are glad to report that mother and their "Gemini" daughter are doing well. Father, also, it seems; at least at present. However let the future take care of itself, say we. Time enough to worry when he tackles the progressively harder job of "balancing the budget." Having assumed the full stature of fatherhood with its added responsibilities, George now regretfully turns over his repertorial assignment (as previously stated) in this magazine to his close (not Scotch) friend, J. P. Hoaglund, who will endeavor to follow in the footsteps of his illustrious predecessor, if possible.

Henrietta Smith spent Sunday and Memorial Day cruising on the briny deep in a 50-foot closed cabin job across to Catalina and around the "Isle." Time was passed pleasantly with a party of eight. A wonderful opportunity to display her new 1932 model bathing suit with all its alluring what shall we call it. One or two events made the trip all the more interesting—adrift at dusk in a row boat with one oar lost and saved by the vigilance of the captain of the cruiser; pot shots at millionaires, sunburns, seasickness, etc. All is well that ends well. At any rate Henrietta knows her cabin cruisers.

The dynamic Mr. Earl Flowershow Moyer stepped out of character on June 3rd to assume managership of the Annual Flower Shop in the Pacific Electric Ballroom the following Friday and Saturday. In spite of inclement weather we know the show will be a sell-out under his able leadership. More of this in the next issue. "Say it with flowers," potted or fresh-cut, say we.

The always genial Charles English has been affectionally dubbed "Elmer" by his "intimates." Reason: His pleasant laugh is a dead ringer for one Elmer widely known by radio fans as a character in the "Blue Monday Jamboree."

Gladys Howell, who has been transferred recently to the Miscellaneous Accounts Bureau, has shown her adaptability by learning to quickly operate all the clutches, gear shifts and gadgets on her typewriter. Evidently no brakes on her new Fan-Fold judging from the persistent tapping sound of keys from that bureau. A persistent worker with a persistent cheerfulness is Gladys.

Under the baleful eyes of the banking fraternity one Louie Tighe made a raid on his safety deposit box just recently. Shortly thereafter he joined the ranks of auto enthusiasts by the purchase of a Chevy of recent vintage, slightly used and much abused. The fella who sold the machine, it is reported, received his pay in bills of small denominations and large size. In spite of the liberal advice of his well-meaning friends we believe Louie will master the gear-shift principle of operation of motor cars, planetary transmission now being considered passe.

More on the subject of flowers. Grace Reed very generously placed a carnation in each of the coat lapels of her immediate boy friends, in the Disbursements Bureau, including yours truly, last week. A kind act, thinks we, until it was discovered that these carnations were discarded flowers from a nearby wastebasket. Imagine our embarrassment! However better to receive one flower while living than banks of flowers when one sleeps "neath the sod."

ENGINEERING DEPARTMENT

By Thelma Meighan-McKnight

Having been gone the greater part of the past two months my efforts to pick up a little news have netted me practically no dirt a-tall!

Geo. Raidt and Leon Perry have fixed up an excellent set of plans in connection with Mr. Gould's proposed mountain cabin. They are complete even to the smallest detail.

And incidentally—Leon's tooth is still out.

I don't personally know the dimensions of that fish Roadmaster Radcliff caught but it is a good thing he has witnesses.

Earl Haskell is back in Indianapolis seeing what makes the wheels go 'round.

Gus Guercio and C. K. Bowen were among the month's "flu" victims. We are glad they are both able to be back with us.

Geo. McClure, our General Roadmaster spent his holiday working on his new home up Montrose way.

Our file clerk and one of our estimators (I promised not to mention any names, as the estimator takes the Magazine home) attended "one of

those stag parties" a few weeks ago. There has been a lot of insidious propaganda by both since and I haven't been able to figure out yet which lap the fat girl sat on?

We wish to extend our sincere sympathy to Oscar Culver of the Paving Department in the loss of his wife.

By the way, does everyone know Nancy Kelly had a birthday in April?

Bill Baxter was "unavoidably detained" by a speed cop while on his way to June Lake for more fish to can.

Geo. Raidt proves himself "Poet Laureate" of the Engr. Dept. with this contribution:

Ride the P. E. Cars and Buses,
It will save you many cusses,
Read your paper as you ride,
With your worries cast aside.
Enjoy this comfort in many ways,
It saves you money for depression days.

They say that modesty is a most becoming virtue, but correspondents to publications are supposed to follow the age-old newspaper rule—the news comes first. Because of Thelma's modesty overcoming her news rule, the Editor is compelled to add this paragraph to her contribution:

Married: At Agua Caliente on May 23, 1932, Thelma Meighan and Thomas McKnight, after an air journey to the famous resort beyond "The Border," thus eluding and surprising many well-meaning though possibly overzealous friends.

The bride has for several years been a member of the Engineering Department office family, is personally favored of the Gods, numbers her friends by her acquaintances, and possesses the most sincere best wishes of all who know her. The groom was for a number of years attached to our Accounting Department, though now engaged in private enterprise and bears the repute of being a fine chap and a real fellow. All the he-bipeds around here heartily congratulate him.—Editor.

SOUTHERN DIVISION FREIGHT NOTES

By P. G. Winter

Regret very much not having something in the last issue of our Magazine, but was so busy endeavoring to "out figure;" that is, in regard to hours, our old friends, Clayton Thomas, Ham Brown, Sheik Grider, James Watson and the remainder of the extra men too numerous to mention, that I didn't have a minute's time for anything else. So excuse, please, this one time.

I wish to make a correction to an article in a recent issue of the Magazine about F. W. Anders, General Yard Master, being caught cutting out paper dolls. The corrected information is that I was all wrong about Frank doing this, but a certain man by the same initials as Frank, and a close relative, is the person, whose full name is Fred Anders.

Chas. Coutts recently went fishing at

Lake Arrowhead and from hearsay, he made quite a catch; that is, until our old friend, Geo. Huntington, stepped into the picture and spoiled everything by showing Cousts that the fish he had caught were blind. (my pal).

It is surely good to see Ernie Packer back on the job. Here's hoping Ernie's health is restored and he feels like himself again.

Mr. McCarty, or "Fat" as he is better known, Night Ringmaster, Top End of Butte Street Yard, has everything but the tent to start a circus. "Smoky" Johnson, the wrestling demon, challenges Dave Whitman and "Pop" Hesemer to a match. Mr. McCarty also has a boxer of no mean ability, known as Willie Spann, who will meet all comers, especially one by the name of Bob Beal (Major Hoople). The side show consists of the motor crew, Roy Rothrock and Joe Bush.

Bob Beal recently told one of his heart-rendering experiences while in an old, deserted coal mining camp. His audience was comprised of a good listener, Brooks Allen, and this is the story: Bob and his pal were in the camp alone when Bob's pal suffered an attack of appendicitis. Nothing could be done other than to operate, and Bob, to save his pal's life, performed the operation. The victim lived to be a strong and healthy man. (Ask Allen to tell this story to you, for he says he thinks it is better than the one Ben Mobley tells about the white horse.)

Jack Childs, Conductor, Butte Street Yard, has gone into the manufacturing of trailers. When ordering a trailer from Jack, be sure to state what you intend to haul and to what kind or make of car you intend to attach the trailer—from one who knows.

MACY ST. TERMINAL

By D. B. Van Fleet

The Grim Reaper twice during the last few weeks has exacted his sad-sounding tribute from two of our members' families, Conductor G. W. Ott having his wife taken away after a rather lengthy illness, while Motorman G. A. Carpenter's mother passed away quite suddenly in the east. Macy Street Trainmen extend their truly heartfelt condolence to the bereaved.

Mr. H. A. Robert, Receiving Cashier at Macy Street for several years past, has taken over the same duties at the West Hollywood Terminal, while Mr. H. J. Piel, formerly Receiving Cashier at Ocean Park, also for many years, has stepped into the Macy Street position. The well wishes of the Macy Street Trainmen go with Mr. Robert to his new location, while here at Macy Street the hearty hand of welcome is extended to Mr. Piel.

On April 13, A. E. Spohn, night switchtender at Echandia Junction for Southern Pacific freights, became the justly proud father of a 7-pound baby boy. Congratulations, Mr. and Mrs. Spohn.

The two cars chartered by the Pomona Merchants Association for their big "Shopping Day" on April 14,

last, to operate between Covina and Pomona and between Upland and Pomona, respectively, proved to be quite an innovation. Although transportation via the specials was advertised as being free to shoppers, patrons were doubtful even when informed by the conductors that their fares were already taken care of by the Merchants Association.

Arriving home one night shortly after midnight, Conductor J. H. Ickes, South Pasadena Line, heard a disturbance in his chicken yard. He immediately thought of chicken thieves that had been active in the district, so got his revolver and fired at some moving objects near a hen house. Though he evidently missed the targets a nearby neighbor told him the next day that he had seen three men scamper over the back fence immediately after the shooting.

Motorman W. Carpenter and Conductors H. C. Hampton and L. I. Mosier were Macy Street's only representatives in the Rod and Gun Club party at Lake Arrowhead for the opening of trout season on May 1. Though our representation was smaller than usual this year the trio brought in 14 trout. Motorman Carpenter landed four, while Conductors Hampton and Mosier boasted five each.

Freight Conductor L. F. Volkhart, State Street, after trying repeatedly without success to bring in some yellowtail off our nearby ports, suddenly got the inspiration to go to more southern waters. He drove to San Diego and went out on a boat from there and was well rewarded for his efforts for he brought back eight large yellowtail, several specimens weighing over 20 pounds apiece.

With the story of Conductor Volkhart's experience in waters to the south going the rounds and the tale of A. E. Spohn's recent catch of a 12-pound yellowtail off Redondo to add to the gossip it is needless to say that the season's fishing enthusiasm is rapidly mounting higher.

It is indeed gratifying to the management when a trainman while off duty goes out of his way to telephone to headquarters to report an accident that is causing a bad tie-up. Such was the form of loyal service performed by Conductor T. J. Hardy, Sierra Vista Line, late one night last month and is certainly worthy of commendation.

WESTERN DIVISION NOTES

By C. E. Murray

The Trainmen's Meeting held May 18 in the Subway Terminal was well attended, topics of interest were discussed, and it was greatly appreciated by those in attendance.

Conductor Ted Wolf of Glendale has returned to work, after having his tonsils and adenoids removed, and Ted is very much improved in health.

Terminal Foreman Jess Hanselman and a group of trainmen, Conductors Cliff Harris, G. Hall, J. H. Rowe, M. Stolpe, H. D. Shinnap, Motormen H. R. Pedder and Geo. Meek, and J. R. Williams, and the wives of the motormen, journeyed to the Pacific Electric Camp recently. While at the Camp,

they were entertained by Miss Martha Meek, an accomplished accordionist, and her playing was very much appreciated by all. Thank you, Miss Meek. There were no fish stories brought home, but J. R. Williams said he would do better next time, so this is the end of a perfect week-end.

Several of the boys have heeded the call of the open road and have purchased cars so that they can now go places and do things. Motorman C. M. Kirk of Glendale has indulged, and along with him, Switchtenders Hornbuckle and Miner, who are the proud possessors of Buicks. Motorman Dudley of Van Nuys has proved himself a real auto salesman; if you don't believe it, ask him about his Plymouth car.

Jess Hanselman went fishing with G. Hall, and as Mr. Hall had never fished before, Jess showed him how, with the result that Hall caught two 14-inch fish and Jess none. Conductor J. R. Williams was very much disappointed at not getting any fish at the Camp, but he has promised everybody he will bring fish home with him next time, if he has to buy them at the market.

Motorman Thomas of Glendale is now a member of the B.P.O.E., as he was inducted recently into the Glendale lodge of that order.

Motorman Wm. Schmidt is taking twelve days' vacation, four of which he will spend at Catalina, also visiting Banning and Palm Springs. Conductor J. C. Davidson has just returned to work after an enjoyable nine days' vacation, visiting San Francisco and Yosemite Park. Conductor M. C. Meyers of Glendale took a few days off over the holidays and made a trip, accompanied by his wife, to Riverside and Santa Barbara. Conductor Fred Hough of Glendale declared a holiday and with his wife went to San Diego.

PASADENA TERMINAL NOTES

By Edmond C. Fox

It was courtesy week in Pasadena. A motorcycle traffic officer overtook a local car and presented the operator with not one ticket, but three. "What is your name and number?" inquired the officer. "L. G. Bate, No. 17," replied the operator, "and what is the trouble?" "I saw you stop the car," replied the officer, "while two elderly persons crossed the street in front of you. You are therefore commended for your courtesy on the road and these tickets are for three of the best seats at the United Artists Theater."

J. B. Shuster is in the hospital undergoing an operation. You have our best wishes, Mr. Shuster, for a speedy recovery.

Particularly to be regretted was the passing of the beloved mother of O. E. Olafson, and the beloved father of M. Frasure, both having died during the past month. J. F. Mahan also reports the death of a younger brother in Ireland. Our sympathy is extended to the bereaved ones.

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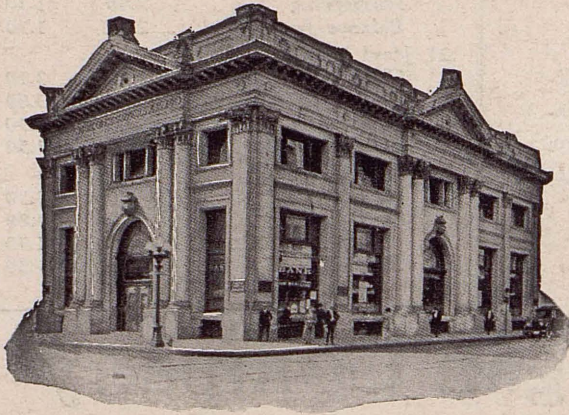
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