



THE PACIFIC ELECTRIC MAGAZINE



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No. 9



Oranges, Snow and Palms Near Redlands

Work Begun on New Club

CONSTRUCTION of the new Pacific Electric Club Building, to be located on Los Angeles Street immediately south of the 6th and Main Street Terminal Station, is now under way.

Ground breaking will be begun not later than Friday, February 15th, but the structural steel contractor is now engaged in fabricating the supporting steel and delivery will be made by April 1st. When the steel is ready for placement, excavation and concrete foundations will have been completed.

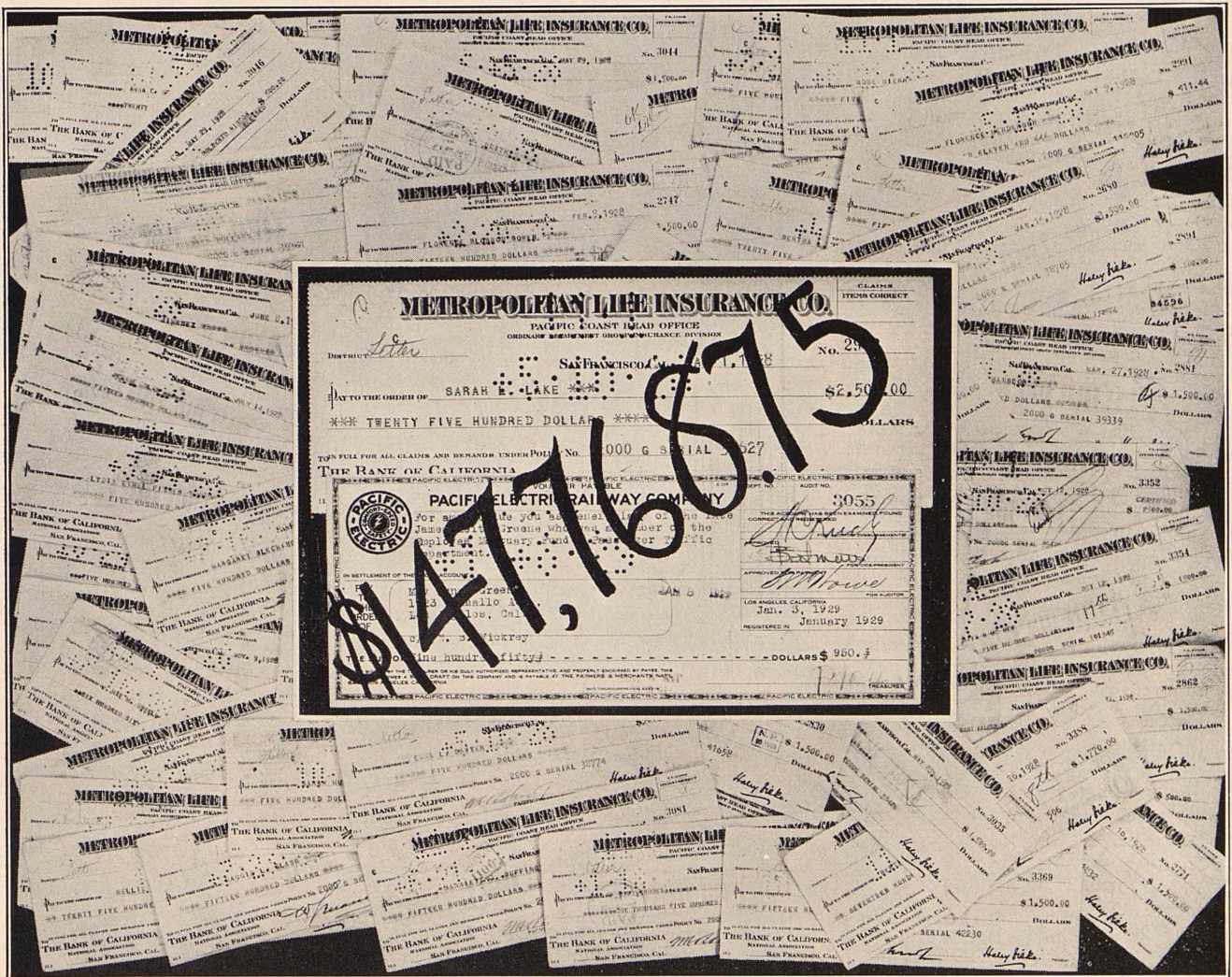
In the meantime lumber, sand and gravel have been contracted for and are subject to delivery on call. The following sub-contracts have been placed: Grading, mill work, metal window, sheet metal, hollow metal doors and trim, glazing, ornamental iron hardware, marble and tile, plumbing, heating and ventilation, electric wiring, sprinklers and steel doors. A number of other contracts are scheduled to be placed within the next few days.

Delay in commencing actual construction work on the ground has been due to permits that were necessary to be issued by the City of Los Angeles, which were held up on account of the complications of the building in the way of combining a theatre with club features including dining room, educational rooms and hall for dancing and other purposes on the top floor, necessitating the re-checking and revision of plans.

The above statement is made to assure the employees of the Pacific Electric Railway that the new Club Building will be completed at the very earliest possible date.

A stylized, handwritten signature in dark ink, appearing to read "H. Pontius". The signature is written in a cursive, flowing style with a long horizontal line extending to the left and a flourish at the end.

HUGE SUM DISBURSED TO BEREAVED FAMILIES



DURING the year 1928 a total of fifty-five of our fellow workers were called from this life. As many of them were friends and comrades, it is with a feeling of keen satisfaction that we can review the company's insurance statistics for the past twelve months.

To the beneficiaries named by the fifty-five called by death, the sum of \$82,356.57 was paid through the group insurance policy carried by the railway in behalf of employees.

Of the fifty-five deceased employees, forty-two were members of the Mortuary Fund, whose relatives received, within a few hours after death occurred, the sum of \$42,641.75.

In addition, the sum of \$22,770.43 was paid to disabled employees who through sickness or other incapacitating causes received from \$51 upward monthly pending recovery from their disablement, a provision of the group insurance plan.

The total sum disbursed through insurance benefits provided by the company was \$147,768.75. The average

To the extent shown in the numerals above 55 families of deceased employees were last year afforded financial comfort with the passing of their loved one through group insurance and mortuary fund payments. Unusual promptness in making payments to distressed families brought a large measure of relief.

sum per death paid to beneficiary was \$2,272.

From the foregoing it is readily apparent that company insurance has proved a blessing to many families who otherwise would have been in dire distress with the taking of the family bread-winner. Many letters have been received by the management pointing out that the insurance funds provided the means of paying off the remaining balance of a home, made possible the continuing of school by children who afterwards would be better fitted to earn a livelihood and for other good causes that relieved immeasurably.

The relief afforded burdened families last year has been similarly duplicated in previous years. It is inter-

esting to know that during the five years that the group insurance plan has been effective, \$367,695.49 has been paid to the families of 218 families.

The Mortuary Fund, which has just concluded its eleventh year's existence, has resulted in the payment of \$223,641.75 to the families of 275 employees.

For the splendid service rendered in connection with payment of policies a word of mention is fitting. Seldom indeed has delay been encountered in providing prompt payment of either the group or mortuary insurance, the latter being paid generally within one day after death. On account of the group insurance offices being located in San Francisco it necessarily requires longer to obtain settlement. Payments are generally made within three to four days, which reflects most creditably to the Insurance Bureau of our Accounting Department and the Metropolitan Insurance Company, writer of the group policy.

As before stated the group insurance plan has been in effect now for five years. Briefly, it provides insurance

at the rate of 70-cents per month per thousand dollars, the amount purchasable being dependent upon wage of employee. At the end of six months' service a \$250 policy is given free of cost to new employees, and at the end of one year this is increased of \$500, the premium on which is constantly paid by the management. Disability clause provides for monthly payments varying from \$51.25 and upward monthly to employees in cases of total and permanent disability. This feature does not cover disability due to minor injuries or short periods of sickness.

The lowness of the cost to employees of this form of insurance is due to the fact that the premium paid represents only approximately half of the entire cost, the remainder being paid by the company.

The Mortuary Fund is a death protection measure conducted with the ranks of employees and supervised by the management. All members, now more than 4,000, are assessed 25-cents per death per employee, this amount being deducted from pay check each month. Every dollar collected is paid to the beneficiary named, the company assuming all costs of administration.

BETTER TO SETTLE THAN SUE

Persons who are unfortunate enough to be injured on public utility properties have begun to learn that if they have just claims it is cheaper and better for them in the long run to settle directly with companies than to sue in the courts. Almost all public utility companies desire to deal fairly with injured persons when the companies are at fault.

The fact that it is better to settle than sue is emphasized by the publication of the Portland Electric Company of the results in thirteen cases which have been tried against it during the last year. The company has been sued for a total of \$293,880.50 but verdicts against it have amounted to only \$12,890.50.

"Public utilities are considered more or less fair game and occasionally the claimant insists on a sum all out of proportion to the justice of the case", the company remarks in reporting the cases. "These demands are encouraged by attorneys who make a business of taking cases on a percentage basis.

"Many reputable firms of lawyers will not take a case unless they get a definite fee, win, lose or draw. Others take cases on a percentage which usually runs 20 to 25% of the amount collectible before trial, one-quarter to one-third of the amount if settlement is made during trial and one-half the verdict if the case goes to the jury.

"Assuming the foregoing cases were conducted on that basis, the plaintiff collected less than \$500 on the average, when he took his case to the court."

If the amount offered to claimants had been accepted without trial, the company continues, the cost of the company would have been double what it finally was.

Train Accidents Again Reduced

Trainmen and Motor Coach Operators Again Bring About Material Reduction in System Accidents

PAGE Trainmen and Motor Coach Operators!

Despite increased hazards of the highways, due to some 40,000 added automobile population of the district served by our lines, car, train and motor coach 1928 accidents of various classes showed a reduction of 1056, or a percentage decrease of 14.3 under those of 1927.

That the actual reduction is really more in proportion to hazards confronted in 1928 over 1927 is apparent when it is stated that in addition to increased automobiles at large, car mileage increased by 1,850,000 in 1928, or 2.4 per cent. Figures for motor coach mileage, while not available, will show an even higher proportion of increase.

Each of the three divisions, as well as our motor coach branch of the service, are credited with contributing to the splendid results achieved as an operating whole. The Western Division, where patronage is heaviest and automobile traffic most dense, showed the best results with a reduction of 515 accidents, or 16.0 per cent; followed by the Southern Division with 291 decrease, or 15.8 per cent, and the Northern Division with 216 less accidents and

a percentage of 11.7 per cent. Motor coaches operated throughout the system wound up the year with 34 fewer accidents than in 1927, a percentage decrease of 6.1 per cent.

While there was a reduction in each and every class of accidents, gratifying indeed was the fact that "interferences with vehicles" showed a decrease of 517, or 10.3 per cent less than in 1927, this being particularly noteworthy in the face of the alarming increase in death and injury accidents on the highways in which electric cars are not concerned.

"While this Company during the past year has made large investments in additional safety devices and improvements to contributing equipment and facilities, it should be borne in mind that the excellent results achieved are largely attributable to the alertness and good operation of Trainmen and Motor Coach Operators," Mr. Pontius commented. "I am highly pleased and congratulate all who contributed to the good results recorded."

The tabulation below registers details and gives full data on system-wide 1928 accidents as compared with the year preceding:

COMPARATIVE ACCIDENTS DURING 1927 AND 1928

	Northern Division		Southern Division		Western Division		Motor Coaches		Total		Increase or Decrease		Per Cent
	1928	1927	1928	1927	1928	1927	1928	1927	1928	1927			
Interferences with vehicles	1195	1298	981	1052	1967	2304	364	370	4507	5024	517 D		10.3
Collisions and Interferences with cars	40	41	57	32	38	39	1	4	136	116	20 I		17.5
Persons struck ...	31	39	43	40	66	54	3	2	143	135	8 I		5.9
Derailments	69	76	122	200	64	118	0	0	255	394	139 D		35.3
On and off moving cars	101	121	68	71	128	123	8	8	305	323	18 D		5.6
Miscellaneous	187	264	278	445	436	576	83	109	984	1394	410 D		29.4
TOTAL	1623	1839	1549	1840	2699	3214	459	493	6330	7386	1056 D		14.3
	216 D.		291 D.		515 D.		34 D.		1056 D.				
	11.7 Pct.		15.8 Pct.		16.0 Pct.		6.1 Pct.		14.3 Pct.				

RECORD NUMBER OF DEATHS REGISTERED IN JANUARY

Eight deaths among employees, the largest number that has occurred within the ranks since February, 1926, were recorded during the month of January. As showing the uncertainty of life, two months ago not a single passing occurred among our family of 6,500 employees. Inquiry as to the cause of the eight deaths registered in January divulges that they were not due to "flu", but rather to six different disorders.

Those whom death called last month were:

James H. Clewett, Carpenter, Mechanical Department; John E. Conolly, Foreman, Eng. Department; James K. Greene, Ticket Clerk; Sydney H. Hand, Asst. Trainmaster, So. Division; Horace E. Miller, Chief Dispatcher, David Pardee, Truckee, L. A. Frt. Terminal; Herbert W. Stibbard, Store Helper, Torrance and Joseph Trempe, Blacksmith, Eng. Dept.

A total of nearly \$26,000 was paid

to beneficiaries named by the deceased in their group insurance and mortuary membership, an outstanding feature being that in every instance the deceased were members of the Mortuary Fund plan.

A total of 21 employees are now receiving \$1569.75 through the disability clause of the group insurance plan.

The sincere sympathy of the entire Pacific Electric family is extended to all of the eight families whose homes were saddened with the loss of their loved ones last month.

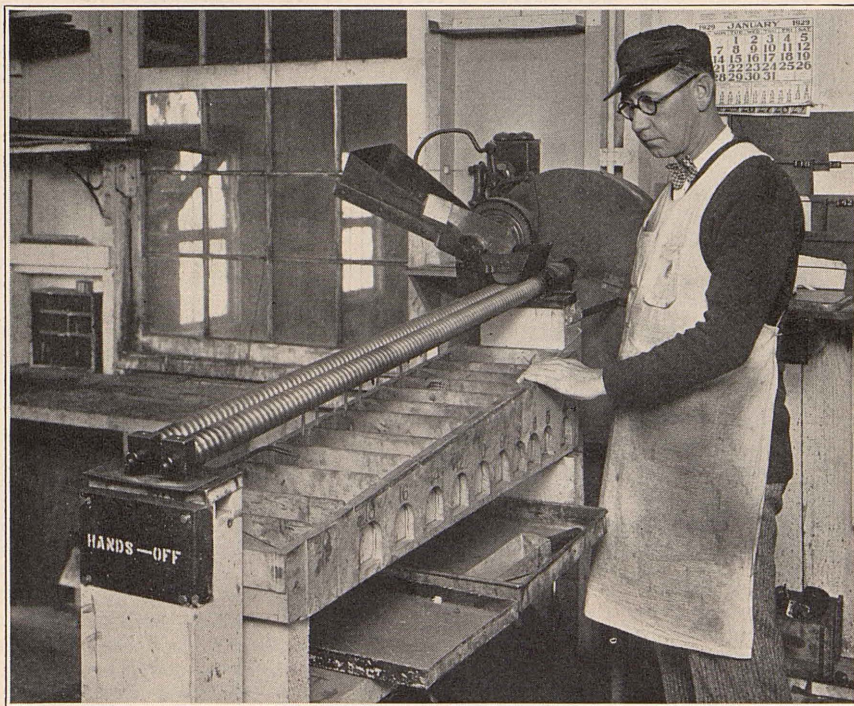
Modern High Finance

A Kansas City man mortgaged his home to buy a car. Then he went around and tried to mortgage the car to get money to build a garage.

"How are you going to buy gas?" curiously inquired the man of whom the loan was asked.

"Well, if I own a house, a car and a garage, I should think any dealer would be willing to trust me for gas."

Clever Device Separates Screws



Time and material are saved by the ingenious mechanism conceived and perfected by N. E. Fielder, Tool Maker, Torrance Shops, shown in picture. The device separates and sorts, screws, bolts, nails, rivets or what have you.

A DEVICE of unusual ingenuity, yet simplicity itself in its design and operation, is a screw sorting machine being successfully used at our Torrance Shops. It was conceived and perfected by N. E. Fielder, Tool Maker, and demonstrates that Mr. Fielder uses his head for other things than a hat rack.

The very large number of the screws of "57" varieties accumulated from the dismantling and repairing of electric cars and motor coach equipment, together with the almost prohibitive cost of hand-sorting them as to sizes, suggested to Mr. Fielder the need of a device that would eliminate the laborious work, and at the same time permit it to be done more quickly.

With two revolving threaded master screws, turned by a motor as the principal unit, the patentee proceeded to make them perform the work previously done by human hands. These revolving screws practically come together at one end and are gradually spread apart in order to provide the proper mesh through which screws of various sizes drop in their journey into a provided container bin below, said bin containing separate compartments into which the screws of various sizes are deposited.

To start the operation of the machine, the material is placed in a hopper which elevates itself into a feed position with the starting of the motor, a slot in drum in front of feed hopper releasing the desired amount of screws. These screws are deposited on the re-

volving master screws, the smaller units beginning to drop between the grooves and the larger being carried out toward end of master screws, all of them dropping enroute into the right compartment of bin below.

In addition to separating as to sizes various types of screws, the machine may be adjusted so as to similarly separate bolts, nails and rivets, or any such material whose sizes are governed by head measurements.

Patent rights have been applied for in behalf of Mr. Fielder and his many friends are hopeful that his clever idea will be rewarded very materially in a financial way.

HOW TO CONVERT INSURANCE AFTER LEAVING SERVICE

Many of our employees have asked how they can continue their Group Insurance after leaving the Company's service. It seems desirable, therefore, to outline the most convenient method of making this conversion.

Any insured employee may continue his Group Insurance by presenting his certificate to any office of the Metropolitan Life Insurance Company within thirty-one days from the date on which he left our Company's employ. The insurance company will issue, without medical examination, any standard policy applicable to the class of risk to which he belongs, exclusive of term insurance. The premium payable will be that applying to the kind of policy which he selects and his age at that time. The employee may con-

NEW PLAN USED TO NUMBER CALIFORNIA'S AUTOMOBILES

Following the success that has been apparent in other states, the Division of Motor Vehicles this year has employed a combination of alphabet letters and numerals to designate the owners and operators of automotive vehicles.

After it is understood the plan is a simple one, permits fewer numerals and consequently allows those used to be larger, more easily read and remembered.

Here is how the new system works:

The state was divided into sections, Sacramento and Northern California was assigned letters A to and including E, Oakland G and H, San Francisco J and K, Fresno L, Los Angeles M to and including Y, and San Diego what was left, the letter Z. To avoid mistakes the letter I, O and Q were left out because from a distance they resemble numbers.

District Number

Then the plates were numbered for each district. Starting with 1-A1, the first division plates were numbered right up the line to 1-A-9999. After that number was issued in Northern California, the next one in that vicinity began with 2-A-1 and so on, until finally 9-A-9999 was reached. The next to follow was 1-B-, with the same system repeated.

According to Col. Frank G. Snook chief of the Division of Motor Vehicles, this system of numbering will accomplish many things. Breaking up of long numbers by the use of letters will make the plates easier to remember. The use of the letters will make it possible to issue more than 2,000,000 plates without using more than six numbers and letters on any plate. Larger numbers and letters will be easier to read and remember. And the letter will tell, at a glance, the locality from which the license plate was issued.

tinue all of his Group Insurance in this manner or any part of it in multiples of \$500.00, the minimum amount being \$500.00.

District offices of the Metropolitan are located in every city and town of any size, there being seven in the city of Los Angeles alone. The address of the nearest office may be found in your telephone book.

Insurance company figures prove that sixteen per cent of all people actively at work anywhere could not get any form of life insurance whatever as individuals. The privilege of conversion without medical examination, therefore, is a valuable opportunity of continuing the benefits of our Group Insurance plan after leaving the service.

New Man—Pardon me, Mr. Kincaid but I saw on the board that I have a five o'clock report for tomorrow.

Kincaid—Well, what's wrong?

N. M.—Well its like this—you see I don't get up quite that early.

Present Day Transportation Must Be Sold

Employees are Salesmen and to the Extent They "Sell" the Service
Do Both the Workers and the Company Prosper

The article herewith was excerpted from the Aera Magazine and was written by Lucius S. Storrs, Managing Director of the American Electric Railway Association, and prominent among executives of electric railway properties in this country.

DURING the first two decades of its history, the growth of the electric railway industry was spectacular. Nearly all of the 45,000 miles of track was constructed in this period. For the next ten years there was a mass of consolidations and efforts to stabilize this tremendous industry. Then in 1917 came war time conditions and with the increased cost of doing business there appeared the private transportation vehicle, the automobile. The last ten years have been devoted to a complete readjustment of the public transport agency.

At first an effort was made to determine whether the people would accept the higher fares necessary to enable the companies to continue the service. The seemingly simple axiom that you can't sell something, in this case car rides, for less than it costs to produce the article and still continue in business, fell on deaf ears. There seemed to be a belief that the plain laws of economics did not apply to this public service.

The next phase involved a serious question as to whether railway service might not be given up and the auto and its offspring, the motor bus, provide all local transportation. A careful study of this question and several drastic experiments proved the absolute impossibility of such a substitution.

Now we know just where we are and what we must do to produce satisfactory financial results. Throughout the land the industry is headed in the right direction, is proving a better service than ever before and is demanding, and generally obtaining, a square deal and recognition of its financial requirements.

This great change has been brought about only by a tremendous amount of educational effort. It was necessary that the people be fully informed what it was all about. Strangely enough it took a long time for the managements to appreciate that the fundamental need in any publicity effort was the thorough education of the great body of the workers in the industry itself. Probably this lack of acumen was quite natural. The theories of management had been of gradual evolution and most of the men charged with the af-

fairs of the electric railways had grown up in the first twenty years of its existence, many of them even having come over from the days of the horse-cars.

When the electric car was the fastest thing on the streets and every community, and every district of every city, was clamoring for extension of this service, the business was a monopoly and the entire population had frequent use for the service. All that was necessary was to know how to provide the service and when, and how to run a car or collect fares, what was wrong with a car when it "bucked" or how to get the necessary juice into the overhead wires and through the motors.

Courtesy was not an essential, although a mighty comfortable asset. Measures of maximum economy were not constantly being sought for, nor was any great degree of technical

sirous to make the greatest use of their efficient service.

We sometimes are prone to forget that salesmanship is the very basis of all of our activities. We are selling well or poorly throughout our lives. Salesmanship is nothing on earth but good or bad impressions. If we make good impressions we make sales, if we make bad impressions we do not make sales. Therefore the most important thing to learn, if we would prosper either in local transportation or any other line, is how to make good impressions.

Essentials of Good Salesmanship

The very best salesman in the world, and some of them command enormous salaries, know that three things are absolutely essential to good salesmanship. They are: A neat personal appearance and courteous manner; a thorough knowledge of the goods to be sold, and, finally, a thorough belief in the thing we offer for sale.

The first item I mention, that of a neat personal appearance, was one with which the local transportation companies of this country had to grapple in the beginning. When some of the pioneers in the selling movement were urging, some ten years ago, that salesmanship was a necessary requisite to the successful operation of properties, it was not possible for them to convince all managements of this. The old type of management said that salesmanship was an abstract and theoretical thing which never could be injected into the local transportation industry.

So thoroughly convinced was this type of management that there was no value in salesmanship, that it became necessary to approach the proposition from another angle. Therefore the suggestion was made that it might be a good thing for the industry if the employees were induced to dress a little neater. This, everybody quickly agreed, was an excellent thing. The result was that a nation-wide campaign for neatness started and thus the very opponents of salesmanship were brought into camp without realizing that they were aggressively a part of the great merchandising movement.

The effect of this change in the appearance of employees was immediate and is lasting. Initially, it gave the men greater pride in their work. Taking more pride in their jobs, they naturally treated passengers with increased consideration. This, in turn, was

Good Impressions—Sales Made Bad Impressions—Sales Fade

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knowledge required by the rank and file of the workers. But, when the automobile exceeded the trolley in speed, and nearly every family in a city could afford to waste enough money to buy one, transportation was no longer a monopoly and every man's job really depended upon his own personal efficiency with a complete group of workers striving for a single end of maximum efficiency and economy.

The effort which is now being made on many properties to have a thoroughly informed, well-trained and highly educated group of workers, is proving its worth to the companies and to the people whom the cars serve. Moreover, it is creating a body of workers having interest and pride in their accomplishments, a deep interest in their jobs and their company and a real desire to have the public they serve friendly, understanding and de-

reflected in the buying attitude of the riding public. There can be no doubt that throughout the United States tonight there are literally thousands of persons who are riding public transportation for the reason that they are well treated by the platform men. Likewise there are thousands of platform men who are doing a better job than they used to do because they are now uniformed as salesmen instead of as drudges.

By and large electric railway employees are dressed much better and more neatly than they were ten years ago and this is a big mark to the credit of real salesmanship.

I mentioned that a successful salesman must be familiar with his goods. This applies particularly to the local transportation salesmen. The goods that we have to sell consist in part of a thorough knowledge of the communities in which we operate, with special emphasis on how to get from one place to another quickly and comfortably. The city directory, I often have said should be the local transportation man's Bible. He should know the and location of every street and prominent building in every community in which his car runs.

Enthusiasm Is a Real Asset

A third point I mentioned, belief in your own goods, is exceedingly important. The real local transportation man should be just as enthusiastically for his company as the preacher is for his church, the newspaper man for his paper or, if you want to bring the comparison right into the camp of the opposition, the automobile salesman is for his particular type of car. No enthusiasm short of this ever will make a successful local transportation man. If we don't believe in our goods, so-called salesmanship with us simply will be shadow boxing. The way to impress other people with the value of our industry is to believe in it ourselves.

The subject of public speaking dovetails in perfectly with that of salesmanship. The man who knows how to sell today is armed with a valuable asset, but he who knows how to sell and is able to sell on his feet through the spoken word is doubly well equipped. Perhaps no single accomplishment is more valuable than the ability to stand before a small or large crowd and express your thoughts. In the course of every year hundreds of requests for executives of one kind or another drift across my desk and in almost every instance the question is asked:

"Do you know a man who in addition to his other qualities is able to make public addresses?"

Let no one tell you that "there is no chance in local transportation." There are chances, good ones and in large numbers. One of the most difficult jobs in the industry today is to obtain good men who are thoroughly qualified for the higher places.

Plenty of Room at the Top

Sometimes we still hear the old story, "a pull is needed." Well, my answer to that is that Frank Hedley, a shopman, now head of the Interbor-

Whoosit?



GLANCING at the accompanying mite of a boy one is instantly impressed with the likeness and characteristics that have stayed with him to his present middle age. The similarity is so great, despite the passing of forty odd years, that one is reminded of the story told on a Swedish lady. Viewing off-springs of a neighbor she exclaimed: "Hans and Fritz look yooost alike, especially Fritz."

It was way down south in Alabama (Montgomery, suh, if you please), that the subject of this month's "Whoosit" first blinked at the light of day. It was in the land of cotton that he was reared, educated and the foundation laid for the success that was to follow him in life.

Early in his boyhood his leisure hours found him busily and happily engaged in his father's carriage shop, in fact, he admits to having been spanked many times on the back of his lap for the destruction he wrought. His leaning toward things electrical soon manifested itself and before long everything in the shop but the coo-coo clock worked by electricity.

Following completion of high school he began a college course in Electrical

ough; G. M. Dahl, a small town attorney now head of the B. M. T.; C. E. Morgan, a stenographer, head of the Brooklyn City Railway; Thomas E. Mitten, a telegraph operator, head of the Philadelphia Rapid Transit; Britton I. Budd, a storekeeper, head of the Chicago Rapid Transit; Matt Brush, formerly head of the Boston Elevated and now one of the outstanding financiers of the United States; J. N. Shanahan, the new chairman of the Advisory Council and a former railroad fireman, did not have "pull." They had energy and the will to work and win. What they have done all of us can do in some measure, if we have some native ability and the determination to go ahead.

Engineering in the Auburn-Alabama Polytechnic Institute and after one year, family fortunes were such as to require him to read the "help wanted" columns. It was then that he made his first connection with a railroad—in the local agency of Central of Georgia and Western of Alabama R. Rs. Hard to believe by those who know him, he "got a peeve" and quit his job, returned to college and completed his engineering course. Followed a year's employment in the Test Department of the General Electric Company in Schenectady.

In 1908 he came to California and the day after he landed went to work in the Electrical Department of the Southern Pacific as a Draftsman. He advanced step by step for twelve years at the end of which time his rank was Assistant to Electric Engineer Babcock. In 1921 he was drafted by the Railroad Commission of California as Special Engineer and early in 1922 made connection with this Company in the office of the Vice President & General Manager.

In November, 1922 he advanced to his present post—Assistant Superintendent of Equipment, which calls for introduction of the twin babe and man as none other than Fred E. Geibel. It is because of the esteem and regard with which he is held by his subordinates that it may be truthfully said "men do not work for him, but with him."

AUTO SNOWSHED FERRY WINS HEARTY PUBLIC APPROVAL

A safe way for motorists over the Sierra summit in winter time has been found at last!

It is the "snowshed ferry" for automobiles, now operated daily by the Southern Pacific Company between Sacramento and Reno.

The automobile baggage car service over the mountain top has written a new chapter in western motoring since its inauguration on December 26, last.

Winning instant popularity, the "snowshed ferry" was hailed by motorists as a great public convenience and was accorded an enthusiastic welcome. It has proved the most successful innovation of recent years in rail transportation in the West.

Autoists are now able to drive their machines into specially constructed baggage cars and check them over the Sierra summit at a cost of approximately 10 cents a mile.

In past seasons the Victory highway has remained open in winter for travel across Nevada to Salt Lake City and other Utah points. But through traffic on the motor route has been blocked by the Sierra snowfall.

Operation of the automobile baggage car service has made possible interstate motoring in winter with no inconvenience to motorists.

"Oh, doctor, I'm so anxious about Mrs. Smythe. She is under your care, is she not?"

"She was; but I am not attending her now."

"Ah; then she is out of danger?"

Clean-up Campaign to be Waged Throughout the Entire System. Now Under Way

A GENERAL clean-up campaign is on! Not that all of us are not expected at all times to keep our immediate surroundings in a cleanly, tidy and presentable condition. The campaign now in progress is designed to bring about a condition throughout the entire system whereof it may be truthfully said that the entire property of the Pacific Electric Railway presents the most pleasing, tidy and cleanly condition in the history of this Company. And it is to be kept that way—permanently.

Announcement of this event in the Magazine is but the forerunner of a well-planned campaign to accomplish this good purpose. In order to achieve the desired results plans have been made whereby at regular and frequent intervals the gradual accumulation of dust, dirt, trash, obsolescent material and other undesirable conditions gathering in shop, plant, office, station, etc., will be eliminated. Our property is in reasonably good condition, but that is not good enough. It should be above reproach, and is now going to be put into A-1 shape.

Beginning right now each department is starting its clean-up campaign under duly appointed inspectors who are vested with authority to see that "dirt is chased" with a vengeance. They are instructed to pry into all the corners of the property and set things to rights.

They are given authority to see that requests are complied with; and, after they get through, a committee is going to follow up to check matters.

Reports are to be made at regular intervals by these inspectors as to what they found out of order and where; what they requested to be done and by whom. It's all going down in the records.

After this initial special clean-up, it's all going to start over again.

Now, the first thing for each of us to do is to look over our own job, in our own office, at our own work-bench, around the machine we are operating, about everything we are engaged in or at, and see that it is clean and in order before the inspectors arrive.

This is not going to be a "play inspection"—it's the real thing.

It's not going to be a "whitewash" job—it's a dig-out-and-wash-down job.

It concerns every one of us, regardless of position or job, and each of us is directly responsible for our part in the clean-up campaign.

Hop to it! Now!

COUNTRY'S LONGEST TUNNEL NOW NEARING COMPLETION

All records for speed in construction of railroad tunnels are about to be broke with the near completion in three years of America's longest railroad tunnel, the new Cascade mountain bore of the Great Northern Railroad in Washington.

This mammoth 8-mile tunnel early last month lacked only finishing touches and shatters by two years time for a project of similar proportion. The Moffat tunnel in Colorado, nearly two miles shorter, required four and a half years for completion.

Four European tunnels, three of which are only slightly longer than the Cascade, were constructed in from seven to fourteen years. Adding to the accomplishment in Washington is the fact that the new tunnel has been lined with concrete. Neither the Moffat nor the four European tunnels were finished with concrete walls.

Ingenuous devices were used to drive through the passageway in the time allotted the contractors by the railway. Work was started from both ends and a 622-foot shaft was sunk to intercept the path of the tunnel two and a half miles from the east entrance. From this shaft drilling was started toward

both ends, and these four primary points of attack were augmented further by a temporary parallel tunnel run from the shaft to the west portal, five and a half miles away.

From the pioneer bore, cross-cuts were constructed into the large tunnel to gain access to the main route at several places and keep work going at a number of points.

The project cost approximately \$14,000,000 and was a part of a \$25,000,000 improvement program of the Great Northern in the Cascades. It shortens the line eight miles, lowers the summit elevation 502 feet and eliminates six miles of snow sheds.

Coincident with the excavation the railroad relocated twenty miles of track, and the entire seventy-five miles through the Cascades will be changed from steam to electric operation. The entire project will enable the road to shorten the running time of passenger trains through the mountains by one hour. Freight schedules will be reduced three hours.

"Yes'm a car ran over your husband's pants and cut them all to pieces."

"I never heard of such a thing! Where was my husband when that happened, man?"

"He was in 'em, ma'am."

AGENTS NAME 1929 OFFICERS

The February meeting being programmed for election of officers during the current year last month's gathering of the Agents' Association featured the polling among attending members.

Concealed weapons having been put under lock and key, tabulation of votes disclosed the following results:

B. L. Livingston, Agent, Inglewood, President.

E. S. Donaldson, Agent, El Segundo, Vice President.

A. G. Mathews, Agent, West Alhambra, Secretary.

This important feature settled to the satisfaction of the ruling majority, other highlights from the meeting were as follows:

Mr. Day reported the citrus outlook as very good and business conditions as a whole looking toward a prosperous year. He said Agents should get out two hours or more a day to look after business, even if necessary to close the office in the smaller towns during the slack time of day, and to send in newspaper clippings of all matters pertaining to new business. His attention had been called to the numerous errors in billing perishable freight and he warned Agents to re-check billing.

L. B. Young stated the Motor Transport Company would be ready to start February 1st to 15th with out-bound business from L. A.

Mr. Marler announced that the Motor Transit Company is now handling the joint Pomona-Pasadena business from La Verne and that the old rates to the San Bernardino mountains will be restored. In answer to question he stated that the numbers have been emitted from coupons of 60 ride books on request of the Auditor.

General Agent Layne called attention to the new Pacific Coast Motor Coach run to Laguna and Capistrano which is now owned by the Pacific Electric and very finely equipped and asked that Agents suggest trips over this line. Express shipments may also be routed that way.

Trainmaster Jenks who has long attended these meetings recalled a very striking instance of how a Trainmaster had secured a large volume of business for his line and also suggested more publicity for the Sunday passes.

President McQuigg said suggestion had been made to hold the coming Annual Banquet at Pasadena. Matter left over until next meeting.

Mr. Albert spoke briefly of his trip to Detroit to attend the conventions of Freight Claim Agents and referring to the great volume of undelivered freight under tracer files requested Agents to be sure to notify him at once when such shipments are delivered so that files may be closed. He also again cautioned Agents not to send worthless freight to Los Angeles for salvage.

When the cat's away the mice will play; but maybe the cat's not having such a punk time, either.

"Backward, Turn Backward"



REMEMBER the old Los Angeles Pacific Company?

Unless your service or residence in this section dates back some twenty years you won't recall that there ever was such a railway. But it did exist, as many now employed by the Pacific Electric can testify. Los Angeles in those days still took in its sidewalks at night.

Here are some of the reminiscences of H. O. Marler, Asst. Passenger Traffic Manager, concerning this railway:

The offices, prior to a fire in 1908, were located in the Sherman Hotel building on 4th Street. After the fire they were moved to the old Masonic Club building on Hill Street, the former home of the Pacific Electric Club.

Prior to the time the Hill St. Station was built in 1909, the cars were operated from in front of the 4th St. Station between Broadway and Hill, all switching being done in the street. Hollywood and Colegrove cars were routed east on 4th St. to Spring, north on Spring to Sunset Blvd. and thence west on Sunset.

Schedule running time to Venice, via Short Line, was 34 minutes; San-

Corrected to October 10, 1908

TIME TABLES

LOS ANGELES PACIFIC COMPANY

Electric Lines to

Santa Monica	Soldiers' Home
Hollywood	Brentwood Park
Laurel Canon	Palms
Playa del Rey	Venice
Santa Mon. Canon	Hermosa Beach
Sawtelle	Redondo
Ocean Park	Manhattan Beach
Colegrove	Westgate
Sherman	Port Los Angeles

Los Angeles Passenger Stations

Direct Lines to Ocean HILL ST. BETWEEN 4th and 5th STS.

Hollywood-Colegrove Line Fourth St. bet. Broadway & Hill

D. W. PONTIUS, Traffic Manager
Los Angeles - - - - - California

ta Monica 46 minutes via Sawtelle Line.

The working time table consisted of a blue print, showing run numbers, train numbers and terminal leaving time.

Among present company employees

National Orange Exhibit Begins February 14th

CALIFORNIA'S greatest midwinter event, the Nineteenth National Orange Show at San Bernardino is scheduled to begin Thursday, February 14 and continues to including Sunday, February 24.

The National Orange Show is a non-profit organization, whose sole purpose is to develop the citrus industry which means so much to the state of California.

At this year's show there will be a score of feature exhibits, beautiful creations of fruits and flowers and brilliantly lighted, representing Chambers of Commerce, cities and counties. The rack displays will have countless oranges, lemons and grapefruit, which comes from practically every citrus growing section of the state. The decorative scheme is Grecian and those who have visited the orange show in past years know that there is no more beautifully decorated exposition in the country. In the fruit department there will be afternoon and evening concerts by the famous Creatore and his band, as well as a dozen other bands on various days. Vaudeville, music and song and many other features will have a place on the daily programs.

There is to be a big automobile show, and industrial exposition with hundreds of separate exhibits; by-products department showing the uses to which citrus fruits may be put; a department of citrus education; exhibits of the Citrus Experiment Station at Riverside with hundreds of varieties of unusual citrus fruits; an amusement zone with fun and frolic for everyone. Special days have been arranged for many localities with special excursions—all in all, the Nineteenth National Orange Show bids fair to be the climax in exposition achievement.

The show is open daily, the admission is fifty cents and parties may find all conveniences at the show, including first aid, telephone, rest balconies, rest rooms, cafeteria, etc.

who were cutting their railway teeth as employees of the L. A. Pacific Company were: D. W. Pontius, who was Traffic Manager; T. J. Day, then Traveling Freight and Passenger Agent; R. E. Kelly, Agent, Hill St. Station; E. C. Johnson, Chief Engineer; F. A. Alspach was a Draftsman; Geo. L. Bugbee, Auditor; Ben Porter, Ned Cole, N. C. Davis and R. E. Rodenhous were in the operating service. H. O. Marler was Agent, 4th St. Station. Employed in office capacities were: F. C. Weeks, W. G. Sherlock, R. E. Labbe and N. T. Sewell.

The folder and map shown was kindly loaned by C. A. Davis, who was employed as a Brakeman with the L. A. P. Co., and now with the Southern Pacific Company's shop at Alhambra Street.

Men were made to listen as well as talk, for Nature has given them two ears, but only one mouth.

Problem of Slid Flat Wheels on P. E. System

Contributing Causes are Many and Varied and Correction Extremely Costly. Co-operation by All Can Reduce Very Materially

By F. E. GEIBEL,
Asst. Superintendent of Equipment.

KEEP the cars rolling, but to keep them rolling smoothly the wheels must be kept round. To keep them round we must either eliminate "slid flats," or spend the money to true them up again. We, of course, all remember about the "ounce of prevention."

Street congestion is the cause of a good many of our slid flats. The automobile, not only is dodging in ahead of the trains, making quick stops necessary, but in using the tracks, spreads a thin film of oil, making a poor rail condition for braking. At the same time the Motorman must follow closely the breaks in the traffic if he is to make his schedule.

Such conditions are trying and call for a keen judgment of braking distances and rail conditions, as well as a knowledge of the performance of the various classes of equipment. The responsibility for the instruction of Trainmen and for enforcing the proper handling of the equipment rests with the Transportation Department. But while the Mechanical Department is responsible for the condition of the brakes, many suggestions for improving braking conditions come from the Instructors, Supervisors and the Trainmen.

Types Used

The first consideration then for proper braking conditions is the selection of the correct type of air brake for the service. On our system the types vary from the simplest form of straight air brake used in single car operation, to the most refined automatic system made necessary by high speed train operation. In the simplest brake for single car operation it is just a matter of turning air from a supply reservoir by means of a brake valve

into the brake cylinder. The amount of air turned into the cylinder governs the rate of braking and the control is simple. Let in more air and brake quicker; let out some, ease the brakes off, letting it all out of the cylinder and the brakes are entirely released.

In train operation, however, it is

Reason of Closing Date For Magazine Material

QUITE often contributors to the Magazine are disappointed, and we of the staff also, at failure of their "copy" to appear in the current issue on account of being received too late.

In making it a rule that material be received not later than the 2nd of each month it should be understood that this closing date is later than that of most publications, many of which close their forms from 10 to 15 days in advance of publication date.

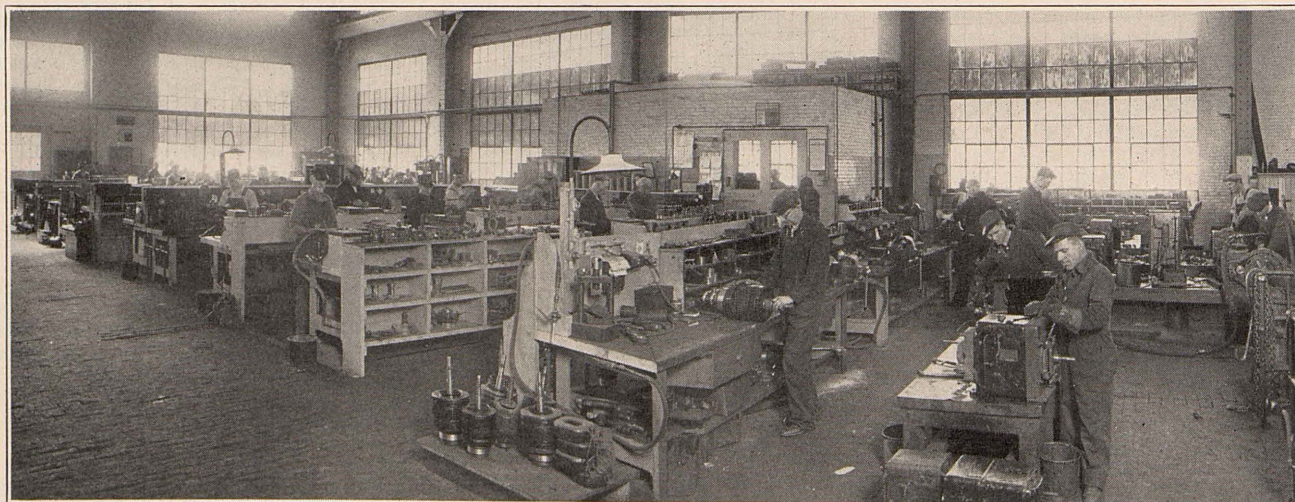
After copy is received at headquarters there is much to be done, such as editing, sending to printer, proof reading, checking again for corrections, plans for display and, in some instances, arranging for illustration.

After preparing an article it is discouraging to learn that it will not appear on account of late delivery, but in setting the 2nd of each month as final for the current issue it is done not arbitrarily, but because of necessity.

necessary to introduce the automatic features so that in case of cars becoming uncoupled the brakes are automatically applied to all cars. In such systems it is necessary to install an additional valve, usually underneath the car, to control the brakes and this additional valve is controlled by the Motorman through the use of the brake valve. This control is by means of changing the air pressure on opposite sides of small control pistons which move one way or the other, and expose or close air ports for admission or emission of air in the brake cylinder in about the same manner as is done with the brake valve. When it is considered that the control from the brake valve must be such that the auxiliary valves on each car must all produce the same effect, and as nearly as possible at the same time, or else there is a jumping between cars both on applying and releasing brakes. In addition, the control must be such as to allow for the graduating down or throwing over into emergency, from which it will be seen that this auxiliary valve is a very important and complicated piece of apparatus. These valves, called "triple valves," or the more complicated, universal valves, are very reliable, however. A failure to apply brakes rarely ever occurs, but an undesirable emergency action is the more frequent failure and this is one of the causes of "slid flats".

Maintenance Problem

With a well selected brake system and proper installation the problem is one of maintenance. The complicated valves are not opened and cleaned at the outside shops. The outside inspectors, however, must make the necessary tests to locate the par-



Air room at Torrance shops where various units of air-brake equipment are dismantled, cleaned, refitted and re-assembled.

ticular part which may be giving trouble. The defective valves are removed and replaced with extras in good order which are sent out to inspection points for the purpose. In addition to being removed on account of undesirable action, all such valves are regularly removed for cleaning and adjusting. The time for removing these parts varies from every six to twelve months, depending on the type of equipment.

These parts are sent to the Torrance Air Room for repair, cleaning and adjusting. Here the various units are taken apart, cleaned and refitted and reassembled in one of the most complete air rooms on the Pacific Coast. Test racks so constructed as to represent operating conditions are set up for all types of units. The units having been re-assembled and lubricated are placed on these racks and must stand all tests without failure. All units are numbered and record kept of test, as well as of employee repairing, which insures uniform results.

In addition to the care of the air parts the brake rigging must be kept in adjustment to produce uniform travel of the brake piston. This adjustment, to compensate for brake shoe wear, on the older equipment, is made through turn-buckles on the brake tie rods, but on the newer equipment is taken care of by means of an automatic slack adjuster. The adjuster insures a more uniform adjustment than can be had by hand and is re-set when re-newing shoes. Test of brakes is made daily, with more elaborate tests of all parts on mileage inspections. Yet with these precautions we still have "slid flats".

The wheels are of two general types. Those on the smaller cars used in city and suburban service are of the cast type with chilled, or hardened tread. They are known as a one-wear-wheel and are cast to the approximate size, so they will run throughout their life. When "slid flat" it is necessary to remove and true up by grinding down the tread. When the flats are too long being through the hardened surface it is necessary to scrap the wheels.

Steel Wheel Used

On the larger, or interurban cars, the rolled steel wheel is used. The tread is much thicker to allow for turning down to form a new surface and throughout the life will vary as much as two inches in diameter. Each new surface will make approximately the same mileage of a one-wear wheel. It is necessary to remove wheels from truck when turning down the tread. "Skid flats" on this type of wheel are filled in by the welding process without removing wheels.

The one-wear wheel is lighter in weight and costs less than the rolled steel wheel. In selecting the proper wheels for a service the total cost and class of service must be considered. With either type the expense for getting out the flat spots cost very considerably.

Then for "more miles per wheel" and better service, help keep down the "skid flats".

"Bootleg" Money and Tips on How to Identify it

By M. S. WADE, Treasurer

FROM Old NOAH Webster's ARChaic discourse on words we learn that the noun "counterfeit" can be used broadly to mean any imitation, thus Uncle Syphon's home brew may be counterfeit Pilsner and sister Lizzie's burnt sienna complexion may counterfeit glowing health or coy blushes, or nothing on the earth, or in the earth beneath, or in the Heavens above, according to some unsympathetic males. But the imitation of United States coin or currency is counterfeiting of quite a different order and like marriage, not to be entered into lightly or inadvisedly, lest you forge a chain for yourself which cannot be broken in Reno or south of the Rio Grande.

No greater commentary is needed on the broad distribution of prosperity among the people of this country than may be found in a review of the activities of counterfeiters over a period of the last twenty years. Lead nickles for street car rides and quarters for gas meters would now be collectors items if Uncle Samuel would permit anyone to have such a collection. Thirty and even twenty years ago they were fairly common and I remember one counterfeit dollar received in this office that was cast from real silver and so good that Mr. Geo. W. Hazen, then in charge of the Los Angeles Branch of the United States Treasury Secret Service Division, sent it to the mint for assay. Only by testing the fineness of the silver could its status be definitely established. No doubt this counterfeiter was able to pass thousands of spurious dollars if they were all as good as that one, but his margin of profit was necessarily much reduced by the use of silver.

Today they shoot for bigger game. I have not seen a counterfeit silver piece in many moons. Bills are now the favored medium and larger than one dollar denomination, but not too large, lest the "stringee" give it too close regard by reason of its rarity. Ten dollar bills seem to strike the happy medium. (I use "happy" to describe the state of mind of the counterfeiter only).

Just at this moment if you want to help cage one of the vultures of civilization, call the nearest policeman when someones tries to give you a bill described as follows:

"\$10.00 Federal Reserve Bank Note on Federal Reserve Bank of San Francisco, 12-L, Portrait of Andrew Jackson. Paper slightly thicker than genuine, silk fibres imitated by printed lines in color. Many but not all bear serial number L 35035068 A."

But be reasonably sure you are

Trainmen, watch your brake performance and make prompt comprehensive reports on your sign-off sheets on any indication of undesirable action.

Mechanics, do your duty.

right before you honk your horn. All genuine ten dollar Federal Reserve Bank Notes have portrait of Andrew Jackson and naturally nearly all you will see in this territory are on the Federal Reserve Bank of San Francisco. The measurement test cannot be relied on. There is a difference in the measurements of genuine bills. I suppose those that have been through the Government's laundry are somewhat shrunk. On this particular bill, your safest bet is the silk fibre, which has been imitated by colored ink lines. This is so well done that the person with average eyesight cannot detect it, but take a pin and see if you can scratch loose an end of the fibre. If you can, just step on the gas and amble right along, there is no cause for alarm.

Receiver's Responsibility

Now somebody is going to say if they make counterfeits that good, what chance have I to detect them and why worry when my ignorance is bliss and the ignorance of the fellow who receives the bill from me is "blissfuller," so to speak.

In spite of the apparent difficulty, the man or woman who handles much money develops a sort of sixth sense that makes him pause and look more closely when he comes to a counterfeit bill, something indescribable about the feel or the look gives him pause. The man to whom you blissfully pass it along may be such a one and then failure to surrender it to the police or Federal authorities makes you a guilty accessory. Also, if you should attempt to pass a bill which you knew to be a counterfeit you would be just as guilty as the counterfeiter in the eyes of the law.

EMPLOYEES IN HOSPITAL

The Medical Department furnishes the following list of employees who were in the California Lutheran Hospital, 1414 South Hope Street, when the Magazine went to press:

Mrs. Lucille Kelch, Clerk, Accounting Dept., Mrs. Clara Painter, Car Cleaner, Mechanical Dept., Miss Ellen Sparks, Typist, Auditor's Office; Lisle Ford, Conductor; James Turner, Conductor; Wm. Smith, Motorman; Perry Bailey, Conductor; Oliver Edwards, Motorman; Miner Wagner, Motorman; Mark Perkins, Watchman; Ernest Sutton, Conductor; John Hoover, Motorman; Noah Edmundson, Conductor; Floyd Boyle, Checker, Robert Gardner, Foreman, Eng. Dept., Otto Hamble, Passenger Agent, Owen Gorham, Janitor, Mech. Dept., Lorenzo Gallegos, Joe, Bernabe, Alejo Perez, Francisco Jaimes, Vicente Casarez, Edubijes Castro, Laborers.

Visits from friends are always appreciated by those who are ill. Visiting hours are from 2 to 4 and 7 to 9 every day.

She—"Darling, will you love me when I grow old and ugly?"

He—"Dearest, you will grow older, but you will never grow uglier."

Authority Sees Brighter Days Awaiting Electric Lines

REPEATING optimistic predictions concerning business conditions throughout the country for the ensuing year, Lucius S. Storrs, Managing Director of the American Electric Railway Association, arrived in Los Angeles last month. One of the purposes of his visit to the coast at this time, is to obtain first hand information of the problems confronting member electric railway properties of the organization which he heads.

Commenting upon probable business trends the electric railway executive stated the threatened flu epidemic, light though it proved to be, had the effect of temporarily curtailing the expected business revival. With the passing of such fears, due to the subsiding of the epidemic, Mr. Storrs stated early predictions for an unusually prosperous year were being vindicated and that major industries are laying plans for an exceptionally active year.

Regarding the electric railway industry Mr. Storrs ventured that as a whole the properties throughout the country were in better shape than at any time during the past decade. Confidence has been restored to managements and most of them are engaged in a program of providing better and more comfortable equipment, speeding up the service and making it more attractive generally to the public. Legislators and local authorities, convinced of the utility of the street car and inability to find a substitute for it in the handling of mass transportation, are lending a more sympathetic ear to the problem of street and interurban railways. "In granting needed fare increases, legislative bodies are at last recognizing that street car rides cannot be provided at a cost less than that of rendering the service," said Mr. Storrs. "To render a permanently satisfactory service the financial requirements of the operating railway must be fairly dealt with." Mr. Storrs pointed out that the average fare charged on electric railways throughout the country in cities of more than 25,000 population is now 8.2475 cents and that in 200 cities a 10-cent fare prevails.

Among the 10-cent fare cities are: Cincinnati, Albany, Grand Rapids, Springfield, Mass., Augusta, Georgia, Spokane and Salt Lake City.

The railway executive stated that throughout the entire Pacific Coast fares on electric railways are considerably lower than the average prevailing throughout the country as a whole. "There is no sound reason for this condition," said Mr. Storrs. "While properties in the east have winter conditions to contend with, in the west, and particularly in Southern California, electric railway companies are confronted with a more difficult handicap. I refer to the intense automobile population, greater per capita than any other district in the world, and made further embarrassing due to all-year weather permitting and encouraging their use."

Mr. Storrs, who plans to remain on

Freight Claim Payments Least Yet Recorded

CONTINUING the good record made during the past several years in reduction of freight claim payments on account of loss and damage to freight, the year 1928 showed the lowest percentage of such loss ever recorded by this Company.

The total payment made on such claims for the entire year was \$24,018.77, or a freight loss revenue percentage of .41. Stated more explicitly, 99.59 per cent of all freight shipments handled over P. E. lines during 1928 were received by the consignee in first class condition.

The reduction in freight claim payments last year follows material decreases in such payments registered for a number of years previous. Beginning with 1924, the percentage of loss was 1.53; in 1925, 1.05; 1926, .54, and 1927, .42 per cent.

The fine showing made in reduction of freight claims has been possible only through the joint efforts and splendid work of Trainmen, Checkers, Agents, handlers of freight and supervisory forces, all of whom may rightly feel proud of the results achieved.

the coast for some weeks, is an executive of vast experience and is recognized as one of the foremost authorities of the country on electric railway operation.

HOUSING PLAN ABANDONED

The Pacific Electric Land Company has decided to discontinue the Torrance Housing Plan, except for those who have already availed themselves of the opportunity to buy homes.

The plan was established in 1920 to aid employes in the Mechanical and Store Departments in acquiring homes in Torrance at a time when it was very difficult to obtain homes in that district, due to shortage of houses and high rentals. This has been the means by which 128 members of these two departments have become home owners in Torrance and interested in its development.

Pacific Electric Land Company, under the plan, invested in behalf of employes, approximately \$475,000.00 of which amount \$280,000.00 has been paid toward the ownership of homes. Forty-five have been fully paid up and title deeded to the buyers.

The Company has five reasonably priced houses now on hand which can be sold to anyone on an initial payment of \$250.00 and the balance arranged on suitable terms.

Cotton Exports Now Rank Second in Port Values

COTTON, a few years ago a comparative infant in the commercial volume and history of the Los Angeles Harbor, led all other exports, except petroleum, in value during 1928, according to figures released last month by the Harbor Commission.

Raw cotton, produced in adjacent regions, shipped to foreign countries last year was valued at \$16,900,000, or roughly, one-eighth of the total exports from the local harbor. Exclusive of oil, its bulk was third among foreign bound commodities. Only borax, 64,907 tons of which was shipped abroad last year, and paper and paper products whose exports totaled 37,576 tons, surpassed it. Fish exports, for which the harbor has been famous throughout the world for years, contributed less than 17,000 tons valued at little more than \$2,000,000 to the export total.

Indicative of the growing importance of refrigerator ships to the port was the 15,435 tons of fresh fruit valued at \$1,991,788 shipped to foreign countries last year, exceeding even sardines in amount and value.

As might be expected commodities of which there is a dearth in Southern California led the imports last year. Indicating that building progressed rapidly in spite of absence of boom conditions, building materials not produced here led the march of imports. Of iron and steel, 96,648 tons valued at \$3,541,163, were discharged here. Lumber, raw and manufactured, contributed 91,563 tons valued at \$1,579,447; earth, clay, brick and sand 57,164 tons and \$217,367. Ranking high in imports also was news-print at 35,506 tons valued at \$2,267,782. Practically all this was in turn exported to South China and other warm countries where it is used extensively in covering young plants to prevent excessive transpiration through the heat of the day.

Leading all imports in value, however, was crude rubber. Receipts of 19,256 tons totaled \$8,983,853 in value, or more than one-sixth of the value of all imports. Second in valuation last year was the group of tropical beverage crops, including coffee, tea, cocoa, and chocolate. The 12,523 tons of this group imported here are assigned a valuation of \$5,133,975.

COVER PICTURE

The picture which adorns this month's cover is an actual scene in an orange grove adjacent to Redlands. The outstanding feature of the photograph is the fact that it is an actual scene, rather than being a composite of several pictures. It vividly portrays the much-heralded climatic range enjoyed by residents of Southern California. Note the palm tree in the right foreground of the picture.

We are indebted to the California Fruit Growers' Association for having supplied this picture.

System-Wide Betterments Approved in January

WORK orders calling for the expenditure of a sum aggregating \$174,261.00 were approved by the management during the month of January, according to information supplied by W. Z. Shaw, Cost Engineer, covering improvements and betterments at various locations over the entire system.

The following work is necessary in order to put trackage in proper operating condition:

Reconstruct crossing on outbound track of Lake Avenue over East Colorado Street Line, Pasadena, replacing 80 lb. with 128 lb. manganese crossing and fittings. Renew crossing timbers and crushed rock ballast, etc. at an estimated cost of \$3747.00.

The loose condition of this crossing makes constant paving repairs necessary to keep the street in safe condition for vehicular traffic making renewal necessary.

At Glendale Blvd. and Temple Street, renew 87 lb. manganese double track standard over double track narrow gauge crossing and connections with 90 lb. ARA shop built material. Renew crossing timbers, crushed rock ballast and 550 square feet asphalt concrete paving at an estimated cost of \$3312.00.

At Butte Street Yards, Long Beach Line, renew 20 split turnouts and place 60 lb. material and 75 lb. C. S. R. material. Renew approximately 7215 feet of 60 lb. rail, 359 feet of 61½ lb. rail, 366 feet of 70 lb. rail with 7940 feet of 75 lb. Renew turnout timbers and bonds. Turnouts are worn beyond repair, heavy traffic necessitates use of heavier type rail and 75 lb C. S. R. material is used. Estimated cost is \$20,665.00.

At Sentous on Santa Monica Line it is proposed to construct two southerly sidings consisting of approximately 2990 feet of track. Renew turnout timbers, cross ties and bonding at an estimated cost of \$9972.00.

This work is necessary to replace worn out rail and provide heavier type to facilitate handling of increased freight business. The weight and volume of traffic causes the present light rail to continually cut into the ties and this together with the bad condition of rail causes excessive maintenance cost.

In order to conform to improvements being made by Municipalities the Following Street Crossings will be improved:

Doheny Drive, Sherman, reconstruct track on proposed easement to be granted the County, replacing present track with 128 lb. construction. Renew redwood with treated ties, gravel with crushed rock ballast and install asphalt concrete pavement at an estimated cost of \$821.00.

At Sherman on the Hollywood Line it is proposed to alter, reconstruct and pave street crossings at Almond Street La Peer, Robertson Boulevard, Westbourne Drive and Clark Street, replacing present rail and fittings with 128 lb. material, install crushed rock



IN FEBRUARY ten years ago the boys had just begun to come back from France and in that month 45 out of the 550 who went to the colors from the Pacific Electric had returned to their former positions in the various departments.

Ten years ago marks the establishment of our own uniform department. Prior to that time uniforms were purchased from clothiers in the city under a price agreement with the Company. In that month our Uniform Department was opened and since that time our employees have saved a great deal of money in the costs of uniforms, as well as secured the very best of qualities.

L. C. Hart, who opened the department at that time, is still its manager.

Ten years ago this month the Magazine of that date shows that our Mortuary Fund, which has proven such a blessing to all concerned, was paying an average of \$428.50. At the present time it is in excess of \$1000.00. This would indicate that ten years ago 1714 employees were interested in this form of protection, while today 4036 are members of the association.

ballast, treated ties and asphalt concrete pavement; relocate flagman at La Peer Street and install additional automatic flagman. Install signs and automatic flagman at Clark Street, at estimated cost of \$11,699.00.

Reconstruct and pave tracks on Mt. Lowe Line across Atlantic Street replacing present rail with 128 lb girder rail. Renew redwood with treated ties, gravel with crushed rock ballast and install asphalt concrete pavement and automatic flagman, etc., at an estimated cost of \$10,167.

NEW RAILROAD LEVIATHAN

Weighing 1,095,000 pounds and capable of 6,000 horsepower energy, a giant Leviathan of the rails—in fact, the world's largest locomotive, is being given test runs in the local plant of the American Locomotive Works.

Railroad officials from all parts of the country have inspected the "iron horse" which if successful, may prove the precursor of a new type of locomotive.

The locomotive is of the 2-8-8-4 mallet type with double drive wheels on each unit. There are 22 wheels on the locomotive and 12 on the tender. The wheel base is 112 feet. The boiler is sixty-three feet, eight inches long, and the fire-box is twenty-eight feet, six inches long. The engine is

capable of consuming thirty tons of fuel an hour.

In February, 1919 the Pacific Electric Bowling team composed of Belt, Sunderland, Young, Fisher and Walter were in first place in the Southern California association, having won 16 out of 24 games, scoring 2844 points against 2666.

Sergeant F. E. Billhardt, at that time Traveling Passenger Agent on leave for fighting in France, now General Agent, Passenger Traffic Department, and then a member of Company "A" 337th Tank Corps in France, had written jubilantly announcing his return soon to the "good old U. S. A." The Tank Corps mentioned was of the fighting and not the drinking variety. "Bill" in his letter says, "guess I am very lucky that the war ended as it sure would have been soft music and flowers for me. Henry Eggert (City Ticket Agent, 6th and Main Street) is with the 302d Tank Corps located at Bourge."

Harry O. Marler was a fast traveler during the war, most of the time on motorcycle, as some of his former "buddies" have testified. A letter received from Marler in February, 1919 announces his arrival in Belgium. It doesn't say whether his trip to Belgium from France was voluntary, or whether he was chased over the border.

Hollywood Conductors and zone fare collectors who think they have a hard time should read the Magazine of February, 1919, and gaze upon a picture of a form of ticket used by one of the tramways in France. The remark of the former Trainman who sent this ticket back from France says, "Which would you want, a 'gat gun,' or a bucket of honey if you had to make your passengers show these tickets every time the car stopped, and had to separate your load into about three grades and make 'em sit according to grade."

MT. LOWE SCHEDULE CHANGE

A number of changes in the Mt. Lowe line schedule were made effective on February 1, the result of which it is hoped will better meet with the travel convenience of the public.

The 8:00, 9:00 and 10:00 a.m. departures from the Sixth and Main Street Station have been advanced one-half hour, while the late afternoon train, formerly leaving for Mt. Lowe Tavern at 4:15 p.m., now is scheduled to leave at 4:30 p.m. instead. Other departures remain as heretofore.

The return schedule from Mt. Lowe Tavern was also adjusted to better meet conditions, departures from the resort now being as follows: 9:10 and 10:30 a.m., 2:30 and 4:55 p.m. The Saturday and Sunday late evening train schedules remain as before, namely, 7:10 p.m. from Los Angeles and 7:30 p.m. from the resort.



P. E. ROD & GUN CLUB RULES EFFECTIVE DURING 1929

FOR the guidance of P. E. Rod & Gun Club members, which now total approximately 1,000, below are rules and regulations as adopted January 9th and which will govern the distribution of prizes for the Tournament season of 1929.

Fishing Section

Tournament season: The Tournament season shall extend from the second Wednesday in December to the second Wednesday in December of the following year. All fish entered in competition for prizes must be caught in open season and within the State. No fish taken in a private preserve will be eligible. All fish must be registered with the Secretary of the Club within 30 days after catch, except at the end of the tournament season, when all registrations must be in his hands by the second Wednesday of December. All fish, except Trout, must be weighed on scales regularly inspected by the "Sealer of Weights", or approved by the Standing Tournament Committee of the Club. Personally owned scales must be presented for examination and approval by the Tournament Committee of the Club at February and August meetings. Size of Trout must be determined by measuring its length. All fish will be classed as either Salt Water or Fresh Water Fish. Surf fish will be classified as Corbina, Croaker, Yellow Fin and Surf Perch.

No member will be eligible to draw more than one first prize, one second and one third prize, and so on in each division. Should any one member qualify for more than one first prize in either division, then he shall have his choice of said prizes, and the remaining prize, or prizes, shall be awarded to contestants having next largest fish. The same rule shall apply to remaining prizes in sequence.

All registrations must bear the signature of a witness.

The following specie of fish will be accepted for registration under the 24-strand classification: Tuna, Sword Fish, Black Bass, (Jew Fish), Albicore, Yellow Tail and White Sea Bass.

Only such fish as are not definitely classified may be registered under 9-strand classification, which may include fish eligible in the 24-strand class.

Fish registrations must be submitted to the Secretary of the Club to be read at the regular Club meeting and then filed with the Fishing Captain, to be held by him until the end of the Tournament season.

Any questionable registration shall be submitted to the Executive Committee for their approval.

Registrations will not be accepted from any member in arrears with dues and a suspended member will be barred from making registrations during the tournament season in which he is suspended.

Prizes go to members using any weight rod and a line not exceeding a standard 9-strand line, except in the 24-strand classification.

Not more than one cash prize can be taken by any one contestant.

Under heading of P. E. Camp Trout the following rule will apply: "P. E. Camp trout prizes will be awarded to members of P. E. Rod & Gun Club on fish caught while stopping at P. E. Camp."

Shooting Section

The Tournament Season shall be from January 1st to December 21st, inclusive.

All members in good standing are eligible to compete for points. All prizes will be awarded on basis of yearly percentages and shooting will be unlimited, except that to compete for a prize the minimum number of required targets as shown must be shot at.

Shooting Season

All shooting registered for season prizes and team percentages must be done on the home grounds of the Club. Practice shooting will be limited to not over twenty targets. All twenty-five target events will be registered, except when competing with other teams, and the Club is paying for the shooting.

Deer Heads

All deer heads entered in competition for prizes must be registered on standard registration cards which are provided by the Club. Deer heads must be registered within forty-five (45) days after killed and must bear the signature of a witness. Only deer killed in the State of California are eligible. No registration will be accepted from a suspended member.

Bounties

In order to encourage the elimination of predatory animals, thereby saving the game on which these animals prey, the Club will pay bounties to regular members in good standing on the following predatory animals:

Mountain Lion, \$15.00; Coyote, \$2.50; Bob Cat or Lynx, \$2.50; Weasels, \$.50.

Bounties will be paid only to members making registration on proper form and delivered to the Field Captain with the scalp of the animal, which scalp shall have both ears attached. Bounties will be paid at the time of awarding of prizes at the close of the Tournament Season.

Blue Rock Team

A team of five men shall be main-

tained to represent the Club. This team is to be reorganized on March 1st of each year and shall exist for the twelve (12) months following.

Classification of Shooters

Any contestant who has shot at less than 750 targets since becoming a member of this Club will be classed as a beginner; any contestant having shot at 250 targets or more and not qualifying for a place on team, will be classed as an amateur; all members on Team No. 1 will be classed as professional amateurs.

Qualifications

An amateur shooter will be considered qualified for place on the team if his shooting average is one of the five highest, and if he has shot at an average of fifty targets each month for the current Tournament Season, January 1st to December 31st. These qualifications will entitle him to a place on the team of re-organization or to displace any member of the team up to December 31st of the team year.

Competitive Shooting

When competitive shoots are held with teams of other Clubs, the P. E. Rod & Gun Club will stand the expense of shells and targets, but scores made by members of the team at such shoots cannot be registered to apply on yearly prizes.

Quail Targets

In competing for prizes on quail targets shooters must take position at the traps and gun must be held at the hip until signal is given for the target.

When shooting is in progress following target shall not be thrown until the preceding one has been shot at.

Quail target shooting will not be registered to apply on percentage for the team.

P. E. BASKETBALL QUINTET MEET FIRST DEFEAT

ONE MORE month of Industrial League basketball and our own basketballers came out with a couple of defeats charged against their heretofore unblemished record. First the Cudahy Packers took the boys down the line to the tune of 36 to 20, after one of the most hectic games of basketball played between two industrial teams in Los Angeles. Snyder, running guard for the Packers was the outstanding star for the winners, while Lloyd Leary played one of the hardest games of his career for the Pacific Electric. Marcheski and Walton were going at top form and our boys went down to defeat fighting to the last minute.

The following week the Title Guarantee five was taken down the line and again the P. E. boys were in the running for the championship. The old guard combination, made up of Captain Hamilton and old reliable Davidson, was working to perfection in this game, allowing the escrow boys but 11 digits, while our forwards and center were chalking up 33 marks. The game between the Pacific Elec-

tric and The Icelanders was poison for our boys, as when the final whistle was blown the Icelanders had 30 points as against 22 registered by our gang. Stout and Davis were the boys that couldn't be stopped, particularly Davis, as he sunk 18 points all by his lonesome. Marcheski was the scoring star for the gang, while Davidson was trying to stave off defeat with his superb guarding.

Before the next issue of the Magazine the P. E. Rod & Gun Club gunmen, the baseball team and our basketball team will have made the much talked of trip to Las Vegas, Nevada to engage in a tri-state meet of athletic events, and we all hope to return with trophies and all the spoils that belong to the winners.

UP-SETS IN BOWLING RANKS

The second half of the bowling league season has given many thrills so far in the constant scramble for positions in the first division.

The Telephone Department, Southern Freight and Local Freight teams have furnished the biggest upset by remaining in the select circle to date. Macy Street, Claim Department and Electrical Department are languishing far in the rear, but they all say that is a temporary condition only. In the ladies team Mrs. Brown with 204, and Mrs. Johnson with 194, have shown some very fine bowling and you can expect great things from their team from now on.

"Wild Man" Tommy Lyons of the Southern Freight team is still running wild and stands a fine show of having the biggest increase in his average during the second half. Turner and Ebbe of the South No. 1 team are also going strong.

President L. H. Covell was seen in action after a prolonged sick spell, a sight that pleased everybody present as Lloyd is a very popular personage among the bowlers.

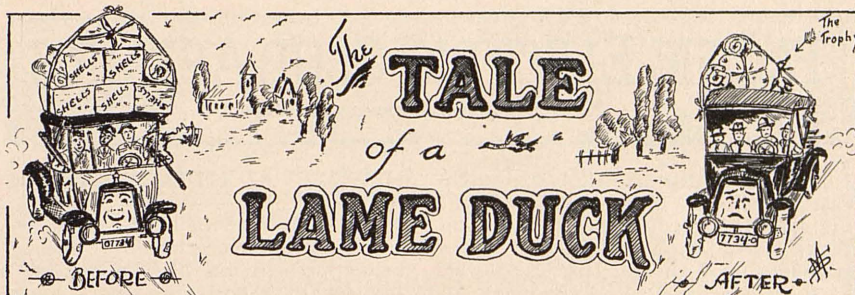
The standings, as of Jan. 25th, follow:

Team	W	L	Av.
South. Div. No. 1.....	12	4	863
Signal Dept.	12	4	849
Engineers	10	6	834
Telephone Dept.	9	7	843
South Freight	9	7	818
Local Freight	9	7	842
So. Div. No. 2	9	7	783
Macy Street	7	9	850
Elec. Dept.	6	10	855
Claim Dept.	5	11	855
P. E. Club	4	12	843
Ladies Accts.	4	12	823

Are Riders Conscience Stricken?

Occasionally the subway management finds a number of pennies in the turnstiles, which will not turn except on a nickel. The explanation is that the city holds a few people who believe the subway is entitled to more than a nickle for a ride.

Therefore they drop, for example, seven or eight cents in the turnstile as they pass through, and thus they can sleep easier.



THIS is the story of four big, strong, brave men, well skilled in the art of trap shooting. To give our characters names, and to be sure not to embarrass anyone, we will just designate them Dave, Uz (or Fuzz) B. F. and F. L.

It so happened that these "sharpshooters" prayed all week for a rainy Sunday and their prayers were answered. After loading in ten or twelve cases of shells and enough guns for an arsenal, these four big, brave hunters started for Sweetwater Dam in San Diego. The arrival was as scheduled and without excitement, but on arising at three A. M. the eagle-eye quartet were full of pep, as our friend Dave, who is a veteran duck hunter, was much enthused, he already having had "several limits," he said. Everything went along lovely; they got the choice of blinds, but here the excitement began.

As all good duck hunters should do on a cold frosty morning, the host was obliging enough to fall into the water.

Undaunted by this start, Dave and F. L. were in one blind and B. F. and Uz were in the other. It is hard to say who got the best shooting, as both blinds were the center of a continual barrage. Suddenly a flock of canvas backs came in over B. F. and Uz and of all the cannonading! Both sharpshooters emptied their pump guns, reloaded and did the same thing over, but the only result was that the ducks looked around as though to say Ha! ha!, and flew a little faster.

Finally, some "amateur hunter" on the other side of the lake, who did not know the rudiments of duck shooting, wounded a bird which very graciously lighted about forty yards from Uz, who immediately proceeded to pepper the water with shot. But this was a smart duck and he decided it was best to retreat, so he dived under the water and waited until the barrage was over and then calmly proceeded to swim away.

In the meantime, Dave and F. L. got tired of waiting for some shooting, so they decided to get into their boat and row down the lake. Suddenly they came upon a small cove surrounded with mud flats covered with tullies. To their great surprise there in front of them, not more than fifty feet away was a nice fat "Butter Ball." Dave cried to F. L. to get his gun, but in the excitement he failed to load it, so it was up to the hero of this story to do the dirty work.

Without further delay said hero grabbed his trusty weapon and actually

blew that poor duck out of the water, but was on the verge of giving it the other barrel for good measure when out of the tullies arose a poor defenseless girl who screamed, "Don't shoot, please don't shoot," and fell flat on the ground. Our hero and his partner were so dumbfounded on this stage of their proceedings that they did not know what to do.

Finally they gathered their wits together, rowed quickly for shore and the motionless lady, trying to decide what to do with their victim. The poor girl was lying on her face and when our hero calmed sufficiently he stammeringly asked her if she was hurt. She replied in the affirmative and after picking the shot from her scalp, she told them that she had wing-tipped the bird they shot at and was waiting for some kind person to come along with a boat and bring the duck in to her.

It so happened that the young lady was more frightened than hurt and after apologizing for shooting her duck our brave sharp-shooting heroes rowed back to their blinds, picked up their decoys and started for home.

The total bag for the day was one duck! Three cases of shells were shot and F. L. has been sick ever since.

Incidentally, our heroes are not broadcasting at the Rod & Gun Club meetings about this trip.

HE'LL LIVE LONG IN MEMORY

His passing from this life several years ago has not dimmed the memory of, nor lessened the affection held in the hearts of Western Division employees for their deceased former Superintendent, W. C. White.

Concrete evidence of the love and esteem which still lives and grows for Mr. White came last month with the donation to the P. E. Club of a beautifully enlarged and appropriately framed photograph of the beloved ex-official. Its likeness to Mr. White several years before his demise is striking. The gift was made possible through small but widespread offerings from many employees of the Western Division.

Needless to say Mr. Vickrey prominently displayed the gift on the walls of the present club room and assures that it will receive a permanent place within the new P. E. Club.

Good Foil for Fat Lady

According to frivolous Hortense, the only thing that can make a fat woman look slender is to be photographed beside a Zeppelin.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

The Pacific Electric Club Executive Committee met in room 711, P. E. Building for the January meeting on Wednesday, Jan. 2, at 2:00 P. M. The following were absent: Paul T. Porter, F. E. Billhardt, L. P. Larson, H. L. Young, L. H. Covell, Glenn Hatt, C. J. Hileman, E. A. Stevens, M. T. Spencer, J. M. Geopfert, Wm. Moesby, T. L. Wagenbach.

Club Fund

Balance, 12-1-28\$ 704.80
Receipts 1065.40

Total\$1770.20
Disbursements 904.71

Balance, 12-31-28\$ 865.49

Relief Fund

Balance, 12-1-28\$ 974.95
Receipts 967.00

Total\$1941.95
Disbursements 1575.00

Balance, 12-31-28\$ 366.95

Unfinished Business

F. E. Geibel, stated that the Water Department of the City of Torrance are taking steps to improve the water condition.

Mr. Vickrey told the Committeemen that some eight hundred baskets of Christmas Cheer were distributed to the Mexican families and one hundred and fifty baskets delivered by the Club to employees who have been pensioned or on the sick list.

New Business

R. B. Hooper asked for a wash basin at Beverly Hills for the use of the Trainmen at that place.

Mr. Vickrey stated that the next dance will be held at 1329 S. Hope Street as the hall at 955 S. Olive Street is being wrecked.

Mr. Geibel stated that the Ladies Auxiliary will meet at 1:30 P. M. on the second and third Thursdays of each month, instead of at 2:00 P. M. as formerly.

The Basket Ball team and the Bowling teams were reported to be in splendid trim and it is expected that worthwhile records will be made by these employees during the coming months.

P. E. MASONIC CLUB DOINGS

The next regular monthly meeting will be held Tuesday evening, February 12, in room 711 Pacific Electric Building, at which time the meeting will be addressed by S. A. Bishop, General Claim Agent.

On February 19, the Masonic Club will visit Triangle Lodge, Venice, to assist in conferring the Master's Degree upon a fellow employee.

Arrangements are also being made to visit Ocean Park Lodge, Seaside Lodge at Ocean Park and Henry S. Orme Lodge, Los Angeles, very soon. Definite announcement later.

LADIES' AUXILIARY DOINGS

The New Year for the Ladies started with a bang, close to fifty members being present on the afternoon of January 10, reports the official scribe, Mrs. Lon Bishop, who gives an interesting account of the month's activities.

The honor guest and speaker for the afternoon was Mrs. Sarah Smith, being very pleasingly introduced by Mrs. Geibel. Mrs. Smith, affectionately known as a "mother" of clubs in Los Angeles, being a past president of so many organizations, and came well prepared to talk on her chosen subject, "Club Harmony."

She spoke of our Interior Decorating Class, a study to beautify our homes, and added, "if you want to be a good club member, study Decoration of the Mind Harmony."

Mr. Geibel gave the glad news that the contract for steel for our new club building had been let and, according to the way buildings go up over night, "it won't be long now."

Letters of appreciation were read from the families the Auxiliary helped during the holidays and right here, it will be well to state that the money used for these families came from our card parties. Bear this in mind and let's have a real party on the 21st of February, at 711 Pacific Electric Building, at 2 p.m. Bring your friends; only a quarter is asked to play.

Mrs. Gilks gave a report on the families she visited and told of the appreciation of these unfortunate ones.

The 17th of January proved another booster day, starting with classes at ten, and card party in the afternoon, bridge prizes being won by Mrs. Smart of the Operating Department, and Mrs. Curtis of the Engineering Department, holding high score in five hundred. From 7 to 8 the graduating class had their "inning", and in the absence of Mr. Pontius, Mr. Geibel did the honors in handing out the diplomas to graduates.

The afternoon of the 24th, our last meeting of the month, the ladies were again glad to greet Miss Streeter of U. S. C., who gave us such an interesting talk on "Budgets" a short time ago. Her talk was along the same lines, giving us a practical outline for a certain income. She expressed the wish that as long as 85 or 90 per cent of the purchasing was done by women, courses in "Buymanship to Resist Salesmanship" might be in order.

The ladies were glad to welcome Mrs. Wormersley back to the meetings after an absence of several weeks.

Attention is called to our next meeting on the 14th of February. We are to have a speaker (who will be announced later) from the Anti-Narcotic Research League, an association that

numbers among its directors and members some of the most prominent men in the city. We hope to have a large attendance and cordially invite all members of the Pacific Electric family to be our guests.

P. E. CLUB MONTHLY DANCE

The Pacific Electric Club will hold its monthly dance on Thursday, February 21, at 1329 S. Hope Street, Los Angeles.

This beautiful new hall is most splendidly adapted to our needs and the Club earnestly desires that all members keep in mind the third Thursday of each month and avail themselves of this pleasant monthly event.

The P. E. Club Orchestra always have the newest and most up-to-date orchestrations for our Club dances and are rendering a class of music that does credit to them.

Get off a Red Car at 16th and Hope Street and walk north to 1329 S. Hope Street

MORE BOOKS FOR LIBRARY

The following books have been donated by P. E. Scribner, of the Southern Division Transportation Department:

A Minstrel of France—Sir Harry Lauder.

The Mistress of Shenstone—Florence L. Barclay.

The Other Side Of The Wall—Henry J. Smith.

The Four Feathers—A. E. W. Mason.

The Dream Doctor—Arthur B. Reeve.

The Sky Pilot in Noman's Land—Ralph Connor.

The Window At the White Cat—Mary R. Rinehart.

The Eyes of the World—Harold Bell Wright.

The Calling of Dan Matthews—Harold Bell Wright.

The Re-Creation of Brian Kent—Harold Bell Wright.

When A Man's A Man—Harold Bell Wright.

The Winning of Barbara Worth—Harold Bell Wright.

The members of the Pacific Electric Club who are taking advantage of the numerous books now in the Club Library will be pleased with the last donation of books by F. J. Linne, Engineering Department. These books, eight in number, are most helpful for any who wish to do any research work along biblical lines.

Again permit us to thank our Club Members for these generous donations of books and to state that books of various subjects are acceptable to the Club Library at any time. Books of fiction are more in demand and any dealing with western life are particularly favored by our readers.

THE PACIFIC ELECTRIC MAGAZINE

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Employees of the Pacific Electric Railway.

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

Vol. 13, No. 9

Feb. 10, 1929

CONTRIBUTORS TO THIS ISSUE

N. B. Vickrey P. E. Club
Thos. A. Lyons Trans. Dept.
D. B. Van Fleet Terminal Foreman
L. H. Appel Electrical Dept.
Mrs. Lon Bishop Ladies' Auxiliary
W. Z. Shaw Eng. Dept.
Margaret E. Maitland Eng. Dept.
H. Vander Zee Stores Dept.
Daniel Sanchez L. A. Freight Terminal
H. F. Bell Western Division
Ruth Thompson Northern Division
E. D. Arthur Mech. Dept.
Carleton B. Bell Mech. Dept.
Edmund C. Fox Trans. Dept.
Max Shuring Engineering Dept.
G. T. Winslow Trans. Dept.
J. M. Geopfert Electrical Dept.
F. E. Geibel Mech. Dept.
M. S. Wade Treasurer
Samuel J. Mason Trans. Dept.
Willis M. Brooks Mech. Dept.
Earl McCall Purchasing Dept.

Contributions of Items of Interest by all employees solicited. Address all communications to the Magazine, to Bureau of News, Room 664, Pacific Electric Building, Los Angeles.

ELSEWHERE in the Magazine is recorded how beneficial the two insurance provisions have been in the instance and behalf of fifty-five families who faced the stern reality of the passing of the bread-winner during the past year.

An average of \$2,272 was quickly paid to the homes saddened by death.

How far-reaching these insurance funds have been in relief afforded to distressed families few of us realize unless we have experienced a similar family loss.

Value of Insurance Provisions

Letters have told in many instances how part of the money was used to complete paying for the home, with a snug nest egg left to meet other obligations. Children, nearing completion of school, have been enabled to complete their education, and thus equipped to earn more and go into the world better fitted to earn a good livelihood.

All of us who are members of the Mortuary Fund must sense a keen enjoyment with the thought that we were privileged to contribute in a material way to the saddened home of a fellow worker. Too, there is pleasure in the thought that the recipient did not feel humiliation from charity having been bestowed. Rather, it endears the memory of the loved one for the solicitude shown for the welfare of his family.

The group insurance plan whereby employees benefit through the whole-

sale purchase of life protection and participate by paying only half the cost, is evidence of the regard the management holds for the welfare of employees. The fact that we are permitted, and encouraged, to solicit employees not now carrying group insurance to do so, reflects a creditable interest on the part of the management, inasmuch as additional policies involves a still further outlay to one that is already of tremendous proportions.

All of us must realize the certainty of our passing from this life and the moral obligation to those we leave behind. The plans in effect provide the means of meeting this obligation through a small, painless monthly deduction from the pay check.

We earnestly urge all who have not yet met this obligation, to do and at once!

CHIEF DISPATCHER PASSES

Grieving many friends within the ranks, death called Horace E. Miller, Chief Dispatcher, on Tuesday, January 20th, at the St. Erne Sanitarium in Palms where he had been confined for some weeks before. An intense sufferer from a complication of disorders for the past several years, Mr. Miller's passing, deeply as it was regretted, proved a merciful deliverance.

The deceased a veteran in point of service with this Company, commenced work as a Towerman in April, 1908; two years later he joined our dispatching forces and in February, 1920 was promoted to Chief Dispatcher in which capacity he ably served until failing health required him to cease his labors. Everything possible was done to check the inroads made upon Mr. Miller's health, but to no avail.

Fifty-seven years of age at his demise, the deceased is survived by a wife and son and has two brothers residing in Iowa. In line with his expressed wish the body was cremated at the Rosedale Cemetery and a beautiful floral offering from his fellows, together with many others, bespoke the esteem with which he was held.

NEW AND LARGER QUARTERS FOR DENTAL DEPARTMENT

Brought about by increased volume of dental business offered by employees, Dr. Samuel Kaufman, company dental consultant and staff will move this month to enlarged quarters at 831 Pacific Electric Building.

Incident to re-locating his offices, a large suite of rooms will be newly equipped with the most modern dental devices, another dental chair added and a rest room provided. The waiting room is to be newly furnished throughout and the entire layout will rival the best dental office in the city, Dr. Kaufman assures.

Now beginning its fifth year since inauguration under the supervision of our Medical Department, the dental branch of the department has proven entirely satisfactory and each year has served an increasing number of employees. During 1928 a total of 935 employees received treatment at the hands of Dr. Kaufman and staff, a 25% increase over 1927, and 425 availed themselves of the pay roll deduction plan whereby they are enabled to have dental work done and pay on the partial payment plan.

OUR ROSES BRING BOUQUET

"Not long ago folks remarked that it was just too bad to trim back the rose bushes along the Pacific Electric right of way on First street," says the Claremont Courier. "What a shame to destroy all those beautiful red blossoms."

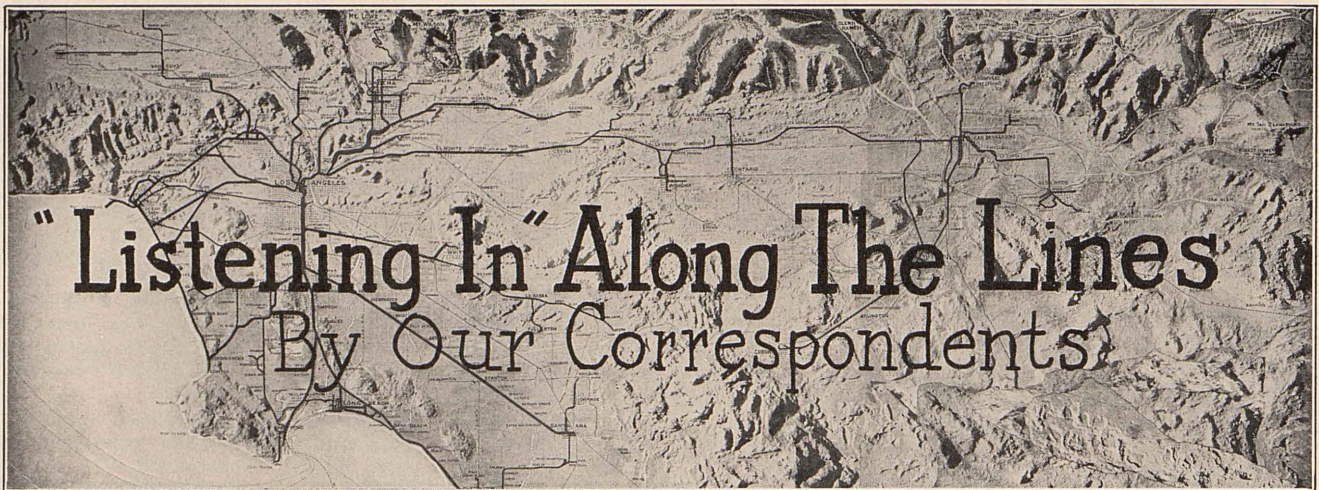
"The trimmers, however, knew their business, for right now the bushes are each and every one a flaming riot of color, more beautiful than at any time during the past several months, and a source of pride and delight to every business house on First street.

It is a fine thing to have a railroad passing through this city which has an eye for beauty."

COMPARISON OF ACCIDENTS DURING DECEMBER, 1927 AND 1928

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1928	1927	1928	1927	1928	1927	1928	1927
Interferences with Vehicles	118	113	96	132	187	206	38	51
Collisions and Interferences with								
Cars	4	8	0	9	6	6	0	0
Persons Struck	1	2	2	3	3	9	0	0
Derailments	3	5	14	17	9	13	0	0
On and Off Moving Cars	13	12	7	15	10	22	0	5
Miscellaneous	19	11	28	22	36	44	8	6
	158	151	147	198	251	300	46	62
	7 Inc.		51 Dec.		49 Dec.		16 Dec.	
Interferences with Vehicles	439		502—		63 Dec.,		12.54%	
Collisions and Interferences with Cars.....	10		23—		13 Dec.,		56.52%	
Persons Struck	6		14—		8 Dec.,		57.14%	
Derailments	26		35—		9 Dec.,		25.71%	
On and Off Moving Cars	30		54—		24 Dec.,		44.44%	
Miscellaneous	91		83—		8 Inc.,		9.63%	
	602		711—		109 Dec.,		15.33%	

A funny thing about a grouch—it not only ruins the day for others, but ruins your own day too.—*Shop Review.*



MACY STREET TERMINAL D. B. VAN FLEET Terminal Foreman

During January the runs up for choice showed that, Conductor F. P. Ream, San Bernardino Line, decided to move to Riverside and bid in Run 504, a trailer run to Los Angeles; also that Motorman C. B. McClure, Pomona Line, decided to desert us and bid in Run 71, San Bernardino Line, with terminal at San Bernardino. A still further change was the moving of Conductor C. Bennett, Glendora Line, to Pasadena to work a motor coach run.

Though we are sorry to have these Trainmen leave Macy, we are glad to welcome back to our Terminal, Motorman C. L. Mills, from San Bernardino, who bid in freight run 657.

On January 6th, Conductor L. N. Velzy, Macy Street, proudly announced the birth of a son who weighed 9½ pounds.

Congratulations, Mr. and Mrs. Velzy.

The Macy Street birth record for January was further increased when on the 10th, A. E. Spahn, night Switchtender at Echandia Junction for Southern Pacific freight trains passing through our yards, became the happy father of an 8½ pound baby boy.

Congratulations, Mr. and Mrs. Spahn.

Conductor C. R. Diehl and Motorman F. E. Baker, crew of Run 105, Sierra Vista Line, reported a novel and yet a strictly modern experience that occurred to them on the afternoon of January 27th, last.

While outbound on Main Street their car went dead between Second and Third Streets, with several Los Angeles Railway cars directly behind. It looked as if a big tie-up was going to result when a Los Angeles Railway emergency auto truck appeared upon the scene. A heavy chain was quickly connected to the car and in turn to the truck. It was merely a matter of a very few minutes until the Sierra Vista car was in the clear of the Los Angeles Railway tracks on Los Angeles Street. At this point Diehl and Baker waited for the following P. E. car to shove them on to where they could change cars.

We are glad to see Conductor C. T. Haberman, Sierra Vista Line, back on the job again after several weeks lay-off due to an automobile accident.

Haberman wishes to suggest that since there is no other means except the law to compel opposing autoists to keep on their own side of the road, that the telephone poles should be made flexible in order to break the force of a collision with one.

"C. T.", we will take it up with the Sandhouse Committee.

This winter our snow mantled mountains have attracted quite a number of the winter sports lovers amongst the Trainmen at Macy Street. Each of the following were members of different parties to make trips to snowland during January: Conductor N. C. Brodet, Macy Street, to Big Bear Valley; Motorman W. B. Cook, Pomona Line, to L. A. Co. Park at Big Pines; Conductor I. W. Holm, South Pasa-

dena Line, to Big Bear Valley; Motorman R. D. James, Macy Street, to Mount Lowe; Conductor F. W. McKenna, Sierra Vista Line, to Big Bear Valley, and Conductor S. Van Wickle, Macy Street, to Yosemite Valley.

All report having had a great time and according to present indications several more trips are to be made by others from the Terminal before the snow melts.

According to an announcement we read in the Los Angeles papers of January 20th, last, it looks as if someone else will have part of the say-so, in the very near future, in the lives of the three Young brothers, A. E., W. B., and E. L., all Freight Brakemen working out of State Street. In the next issue of the magazine we hope to be able to give a more detailed account of an unusual triple wedding.

SHERMAN TERMINAL By E. D. Arthur

J. Wesley Carrell, left the service Jan. 12th, and has returned to Oklahoma where he will enroll in the University of Oklahoma at Norman.

John W. Redmayne, has returned to work with his usual happy smile after his twelve days' vacation, "doing" Venice, Ocean Park and other coast cities.

John W. Ehl's, just being a good neighbor and assisting in time of need was well rewarded recently when his elderly neighbor died leaving him several hundred dollars in cash and a five room house and lot in Sawtelle.

Be a good neighbor; it pays.

A number of Western Division Mechanical Dept. employees attended the last sad rites of Sidney H. Hand, Trainmaster at Long Beach, Thursday, Jan. 24th. He was a brother of Jack Hand, Garage Foreman, Sherman.

Mrs. Nannie Johnson, employed at Hill Street, is on vacation.

A. J. Blunt, employed at the Glendale garage has returned to work after an enjoyable vacation.

Mrs. Clara Painter, who recent'y underwent a major operation at the Company Hospital is reported improved. However, it will probably be a year at least before she fully recovers.

Jack R. Morrissey, has returned to work and reports an enjoyable vacation celebrating in his own way.

Jack E. Connelly, General Foreman Extra Gang, M of W Dept., died suddenly after a short illness at his home in Sherman, Thursday, Jan. 24th. He was better known to employees as "Big Jack" having come to the company from the Sacramento Division of the Southern Pacific more than seven years ago.

Funeral services were held at the Hollywood Undertakers Chapel, Sunday, Jan. 27th, after which the remains was entrained for Merced, Calif., for burial.

MECHANICAL DEPARTMENT By Carleton B. Bell

Bill Richards, Auto Mechanic, is again driving his trusty Nash. Bill had the misfortune a few weeks ago to wreck his new Nash and as a result recommends full coverage to all automobile owners.

Charles Chaplin, Air Brake Machinist, and Charles Stein, painter, are now living in Torrance, having recently bought homes under the P. E. housing plan.

Everyone is glad to see Eddie Albachten, Armature Winder, back on the job again. Eddie has been unable to work for approximately three months, but it looks as though he would be able to stay on the job this time.

The prosperity wave has certainly touched the P. E. Shops. Many new automobiles have been noticed around the place lately, among them being Dan Leonard's Chevrolet, Bill Schenk's Willys-Knight sedan, "Whitehope" Lyn's Dodge, "Chic" Chicoine's Durant and Clarence Hatzler's Ford coupe.

Torrance police officer, Frank Schumacher, was recently initiated into the Masonic Order by a degree team picked from Torrance Shops Masons. Frank was a member of the P. E. family for many years, being employed in the Blacksmith Shop. His many friends are glad to see him looking so well and doing well on his new job. P. E. Masonic Club members who were present at this initiation declare that the regular Masonic Club degree team will have to brush up and step lively or the shop boys' degree team will replace them when something just right is needed.

The broad smile lately on the face of A. F. Thompson, Blacksmith Helper, is on account of the return of his wife who has been absent approximately three months in the East. Thompson says that being a bachelor is not so good.

William Henry Payne, Esquire, of Shop Superintendent's office is being looked up to by his fellow-workmen more and more as an arbiter of style. All who have seen Mr. Payne at his best agree that he would give Mayor Jimmy Walker a close run for the title of "world's best dressed man."

Quite a number of the shop employees are taking advantage of the opportunity offered by Professor Hill and other instructors in the P. E. evening educational classes, particularly in the class in Personal Leadership. In the years to come there should be no scarcity of material for advancement to the higher and better paid positions.

Comet Brooks and Howard Clark of the Machine Shop are just now getting completely thawed out after a thorough chilling they received on a trip up to Owens River Valley, January 19 and 20. They ran into very bad weather, lots of snow, rain and sleet, but managed to return home in time for work Monday morning. Comet's car is a stripped Ford road-

ster. Howard reports the novel experience for California of having one of his feet badly frozen.

Many of Vern Cramer's old friends will be glad to know that he is again in the P. E. family, being employed as a Carpenter at Torrance Shops. Vern is an old-timer with the Company, having started on the Western Division at Ocean Park away back in the L. A. P. days. He left the P. E. for several years and lived in the northwest, but decided he preferred sunny Southern California to the rains of that section.

ENGINEERING DEPARTMENT By Margaret E. Maitland

Miss Anna Peterson is now a patient at the California Hospital. We are glad to know that Anna is getting along very well and expects to be out in a few days.

Hugh Nickerson, after many attempts has at last located a residence in Glendale.

Our readers will be glad to know that the immortal "Buggy" has an owner, Jim Hamilton took said buggy down to the Signal shop for repairs, but it was not there long before Dave Foyle claimed it.

Lillian Florence graduated from Franklin High School on January 31, and Daddy Florence has a new boss now for sure.

It is rumored that Donald Batman is going to commence holding classes on the Einstein theory of relativity.

Vine Calhoun wants it distinctly understood that every time she is seen on Main Street she is not "shopping".

C. E. Hunt's mother arrived from Toronto, Canada on February 1st.

"Structural Department"

All the Gies in Halsey's office went to a little Greenberg called Compton. To get some Valencia oranges, from the Vine As Carrying ton of oranges was too heavy a load to get away with. They were all Eaton at a fast Raidt by de Piyeffer and Gorman.

Davis, of the Field Dept. has recently obtained an Air Pilot's license. We have yet to learn if Pacific Electric employees will receive a rate.

Mr. Fulton of the Val. Bureau spent several days at home nursing the flu, but we are glad to see him with us again.

We were very sorry to learn of the sudden death of John Ford's mother, and extend our deepest sympathy.

While working at Riverglen Bridge, Chas. Arter, B&B Carpenter had the misfortune of dropping a big timber on his toes. We understood him to say it was 12x16 but he may have meant the size of his shoes. Glad to say that he is getting along all right and able to be around again.

We regret to report that Joseph Trempe, the blacksmith, who some time ago was compelled to retire on account of ill health, died quite suddenly at his home on January 11th. A nice floral piece showed the esteem he was held in by the men in Washington Street Yards.

In reply to the many inquiries regarding "Heinie's Horse", we are very glad to say, that said Horse has almost entirely recovered and is hitting on all four again.

Anyone wanting information in regard to Duck shooting at Sweetwater Dam near San Diego, please see B. F. Manley. According to Hal Smith there is a dandy place to sit down there and the ducks come right up to you.

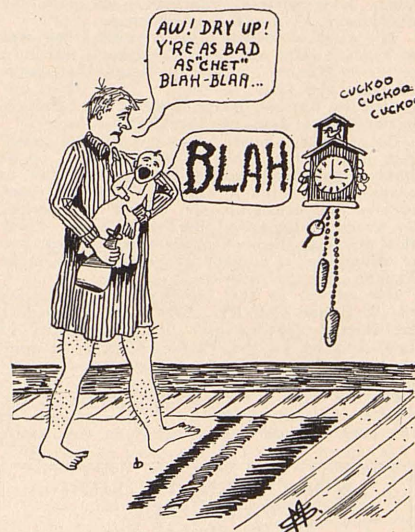
Signs of Spring and Prosperity; Geo. Westwood came out with a brand-new car, while Russell Schaeffe is now the proud possessor of one of the kind that has done wonders for the corn-plaster industry "The Car that makes walking a pleasure". Also several of the boys have broken out with an epidemic of new felt hats in black and gray, colors. "Beau Brummel Haskell" started the fad and is

leader for the Blacks, while Jay Gowanlock is the "Headman" for the Grays.

Four of the leading members of the Rod & Gun Club, t.w. Steve McNeill, Ed Weston, Arlie Skelton and Roger Lemelle, went on the war-path last Sunday. They started out under the cloak of darkness for Palmdale, and wasted about seven dollars worth of shells trying to get a jack-rabbit. The rabbits must have been warned in advance. Anyway if it had not been for the fact that the boys run one down with their car on the way home they would have come back empty handed.

It cost Dave Foyle about \$4.98 the other day for a telephone-call, as he had to go right out and spend 98c for a box of Havanas and four bucks for a new hat. His old hat had suddenly become about four sizes too small. The reason was that his daughter had presented her husband with a seven-pound boy. Our best wishes to the young mother and baby, but please tell "Grandpa" to quit his strutting.

Another sideline though not quite as lucrative has been taken up by Ivan Smith who in day-time does his stuff on the "1820" Locomotive Crane. Ivan is now a "Human Nightingale" and can be heard any night between the hours of 11 p.m. and 4 a.m. over Station



B.A.B.Y. while he is walking the floor with the latest addition to the Smith family. His best numbers are "My little Girl" and the "Safety-Pin Song from Aphrodite", though his repertoire is unlimited. The dull thumping sound you'll hear with the song is not a bass-drum, but Ivan's bare heels hitting the linoleum. Anyway, congratulations Ivan, and what about that smoke?

OCEAN PARK CAR HOUSE By H. F. Bell

A. L. Bass, Motorman, is back on the job again after being laid up for some time due to injuries received in an accident. His leg was fractured and he suffered cuts about the hands and face.

W. W. Byers, Motorman, is again at the throttle after quite a seige of influenza.

M. C. Baker was off for a few days with a touch of rheumatism.

By the way, we were all informed that Motorman Baker has graduated from the supposed past reports with a signed diploma. Any one wishing information relative to the dues and tuition on this new order, see Mr. Baker.

An operation was performed on Henry Spurlin, Motorman, for the removal of his appendix. His condition is very good and he expects to be back on the job in good time.

G. Hatt, our Club representative, master sportsman, pinnacle ace, and Motorman, thoroughly enjoyed his vacation. On one of his touring jaunts he explored the wilds of To-

panga Range and was thrilled by the scenic beauty he observed there. He says he is 10 pounds lighter, due to the fact that while on a fishing trip a large fish hook became imbedded deep in his finger and had to be cut out, thus losing 9½ pounds perspiration and half pound flesh.

That's an easy one Glenn; did the barge roll much?

During his vacation period Conductor Verrett with his family visited their parents and old friends in New Orleans.

Motorman J. B. Cook returned from his vacation with a renewed "wigor and wim." A certain party should take heed about challenging him on the checker board for awhile at least.

"What's in a name," by: R. K. Wilcox Vs. H. J. Crunk, Jr. R. K. was chiding H. J. Crunk as to the why of the Junior attachment. Space would not permit the full oration but R. K. Wilcox was firmly convinced of the necessity of Junior after a dramatic speech of Mr. Crunk.

Every day at our car barns someone starts the ball rolling on technical points of our laws. Ex-policeman A. C. Johnson, J. O. Willoughby and Kline are very well posted. The arguments never seem to come to a head due to the fact that the experience will not tally with the practical side of the questions.

Any persons having inside information on the Mann Act, right of seizure, entering without a search warrant, traffic violations and what constitutes a felony, please come to our aid.

The boat bound for Hollywood runs pulled out the first of last month taking the following boys: V. E. Button, H. G. Hughes, K. C. Fourcade, and the very patient J. C. Adams, on new missions on Hollywood Boulevard. Much to the relief of our Foreman, A. W. Day, it came back loaded and the following disembarked: Conductors G. E. Ellis, C. B. Swope, G. O. Moore, C. M. Bromrk, R. W. French and A. C. Alton, A. B. Owen's, Motorman.

NORTHERN DIVISION Eastern Lines By Ruth Thompson

The Pacific Electric Club will hold a dance at San Bernardino on February 28th. Notices have been posted to remind you of this event. We expect to have a very enjoyable evening and hope as many of you will attend as possible.

Dispatcher Bodkin has been confined to his home by illness for the past two weeks. We hope to see him back at his desk in the near future.

Motorman B. McCumsey is vacationing for two weeks in Southern California.

The Nineteenth National Orange Show will open in San Bernardino on February 14th, and is expected to have a larger attendance than ever. The Pacific Electric will handle the travel between the station and the Orange Show grounds with motor coaches, the same as last year.

Conductor Pat Ream bid in on run 504 on the Riverside-Los Angeles Line and is now a resident of Riverside. We welcome him.

Motorman McClure bid in on run 71 on the San Bernardino-Los Angeles line and we extend greetings to him also.

Several of the men from San Bernardino availed themselves of the opportunity to go to Los Vegas with the Pacific Electric Rod and Gun Club.

STORES DEPARTMENT By H. Vander Zee

On January 25th John Jackson, E. W. Lock, F. E. Gill, Eugene Gilks, Archie Sharp and Roy Confer attended the funeral of Herbert W. Stibbard, who passed away at the California Lutheran Hospital on Wednesday morning, January 23rd. Mr. Stibbard who was a faithful employee of the Stores Dept. for the past six years, had gone to Lake Elsinore on vacation, and while there contracted a cold

which developed in to pleurisy and resulted in his death.

The sympathy of the Dept. is extended to his wife in her bereavement.

Geo. Huntington, Storekeeper at 6th and Los Angeles St., has left the service to accept a position as Storekeeper with the Braun Corporation, manufacturers of oil well machinery and supplies, at Alhambra. We all wish him the best of luck in his new venture, and his experience with the P. E. Ry. in the Department will be a valuable asset to himself and employers, and no doubt will insure success in his new connection.

Don Fuller, Helper, Stationery Store, is back at Torrance on the Stores Shop Delivery after temporarily assisting Mr. Wakefield at 6th and Main Sts.

John Vander Zee, Stores Accountant, who was confined to his home for several days this month with an infected jaw caused by a bad tooth, is again on the job.

Vacation applications are being prepared and will be distributed, or mailed sometime in February. Although it seems quite early to be thinking of vacations, on account of the large number of employees it takes a little time to arrange the dates of each leave after applications are returned so as not to have to many on vacation at the same time.

Floyd Gill, Chief Clerk, was the last "Flu" victim in the Stores Dept., having been confined to his home several days this month.

Frank Winterberg is back at 6th and Los Angeles Streets where he has been temporarily located for the past two summers while Huntington was managing the Camp at Lake Arrowhead. Archie Sharp has replaced Frank at Torrance.

B. Mercer Martz is our new Statement Clerk, vice Mrs. Gramling, whose title and duties have been changed to General Clerk.

The new Store at Sherman has been completed, and although all of the stock has not been properly placed, Eddie Rieber, with the assistance of Les Bolen, will soon have things arranged so service will show a very great improvement at that place, owing to improved Store facilities.

FREIGHT DEPARTMENT SOUTHERN DIVISION By Thomas A. Lyons

Frenchie Neville and George Roy were bumped and after both of them had started to make arrangements to move to L. A. someone had a heart and the bumps were disallowed. "Qui, Qui", said Frenchie.

Men who resemble great characters: Harvey Land, looks like Abe Lincoln; Victor Hemphill resembles Von Hindenburg; Charlie Wilson is a ringer for Ty Cobb and Ray Bond is a twin brother of Oscar Vitt, the Hollywood baseball team manager.

To Lyle Foord and Henry Touerville who are ill and in the Lutheran Hospital here's hoping you both recover rapidly, and that's from every one of us.

Run up and see them, fellows.

My, what a nice lot of clean boys with their nice new shiny badges!

Joe Logan suffered a painful injury while working at Wingfoot. He was reaching for some tinfoil and run a stick in his eye. He was away from work only a day or two, however.

The Watts Post of the American Legion is getting to look like a P. E. organization. Many of its members are with the P. E. and we don't bar any ex-service men with the Company. Join us, for your own good.

Young McNab was on the witness stand and the Judge had trouble learning Mack's first name. After repeating it several times Mack fairly shouted, "Big 'a', little 'a' r-o-n Aaron. The Judge and spectators got a big laugh out of it.

MECHANICAL DEPARTMENT By Willis M. Brooks

Go to almost any professional man. Ask him if he would advise you to take up his profession as your life work. Almost 100 per cent of them will advise you to dig sewers, go back to the farm or do anything rather than make the mistake I did."



In the Pacific Electric we have the exception to the above rule. After 32 years in the employ of the Company (originally before the consolidation) Asa Fowler, Foreman Painter, whose picture adorns this short sketch, says, "There is no better company to be associated with than the Pacific Electric. I feel more at home and a part of it than any place I have been."

Born in the early sixties, on a farm in Ohio, his youthful wandering led him far afield and to many employments.

His first introduction to a paint brush was at the age of 8 years, in his father's furniture store, in Missouri, where the family had moved from the farm in Ohio. Later they migrated to Kansas, continuing in the furniture business and Asa, painting for his father.

These must have been prosperous times. Asa now had a share in the business, or at least a sufficient income for his thoughts to change from cures for painters' colic to those of love and courtship, for, during this period, he wooed and married Bertha Holmes. From this marriage three daughters were born, one of whom for a number of years has been in Pacific Electric service.

His advent in the railroad field was with the S. F. and Gulf Ry. Like many railroaders he started drifting and finally anchored in Los Angeles to the Pacific Electric in time to paint the first two cars it owned. Colors were blue and yellow.

He has had a part in the growth of the Pacific Electric from its first inception to the greatest interurban system in the world.

NORTHERN DIVISION PASADENA By Edmund C. Fox

Mount Lowe, picturesque in its covering of snow attracted many visitors to the famous resort. The snow began to fall January 20, and continued until a late hour making it necessary to operate the plow throughout the night. L. Tonopolsky and F. Breen know all about this.

F. L. Shoemaker, formerly a Collector on interurban trains, has qualified as a Conductor and is now eligible for one man car operation, as well as interurban service.

A rabbit drive organized by C. E. Tompkinson and consisting of the following members: H. R. Goller, P. A. Lackas, B. B. Hobbs and W. J. Richards, started out from Pasadena at 3:00 A. M. on January 12, their destination was the friendly desert between Lancaster and Roosevelt. They all proved to be good marksmen and the trip was very successful.

C. Bennett, having left Pasadena several months ago to work a run out of Macy Terminal, has bid in a motor coach run on the California St. Line.

H. E. Rodenhouse, Asst. Supt. is the possessor of a thrillingly beautiful new Studebaker President eight Sedan, the body design and color scheme of which are outstanding.

A message that caused deep sorrow was news of the accident met by A. J. Streff. We are glad to report that his condition is improving steadily. Would suggest that those who can, visit Mr. Streff; no doubt he will be confined for several weeks.

L. A. Strople has taken an extended leave of absence and with his family will visit friends and relatives in Massachusetts.

H. Ralph Goller, Author and Coach operator is planning a trip to Kansas to visit his parents whom he has not seen for seven years. Mr. Goller will carry his typewriter along and expects to gather some very good material for his next story.

7TH ST. WAREHOUSE By Daniel Sanchez

We are grieved to announce the death of our comrade, David Pardee, Trucker, last month. Our deepest sympathy goes to his wife and family.

Ralph Heart, Trucker, soon may be looking for a reliable young man who can qualify for the positions of secretary and chauffeur. We understand that he is to sell his lot at Lawndale where a gushing new oil field has developed, which he expects will bring a price of five figures. We are hoping for the best, Ralph.

James Brownlee, Teller in the Cashier's Department announces a bouncing baby girl presented to him by Mrs. Brownlee 9:30 Sunday morning, January 27th. Everybody, including Jimmie, reported doing fine.

Several advances to larger posts were recorded last month, among them being:

Night Chief Bill Clerk, C. C. Brown, transferred to Cashier's Dept. L. C. Flood fills his position. Teller Noel Mundell appointed Asst. Cashier, vice Altenburger, who has had to stay in Houston, account of ill health of his mother. Expense Clerk Lynn to Local Bill Desk. W. A. McConnell, W. V. Duckett and Walter Tait are all new members of the Bill and Expense force, and W. T. Newman new member in the Yard force.

Changes in Claim Dept. were J. C. Snow, O. S. & D. Clerk, resigned. F. F. Tomblin appointed in his stead.

Joe Holloway retired veteran of the Terminal Freight Station says Santa Claus was good to him, amongst other gifts one of his hens presented him with a fine brood of Dominick Chicks.

SOUTHERN DIVISION Samuel J. Mason, Passenger Director

C. E. Staes, Conductor, went to San Francisco on his vacation, but had to return home on account of illness.

C. D. Bowers, Trainmaster, San Pedro, is on a thirty-day leave visiting his old home town, Wichita, Kansas. Carl is also to visit New York and other eastern cities.

G. C. (Sheriff) Holcomb, Motorman, is on a forty-day leave visiting San Francisco, Salt Lake City and his home town the Alamo City in Texas. The "Sheriff" will have some real Texas stories when he gets back.

R. J. (Dick) Nagle is back working out of Los Angeles after veing away from L. A. Terminal for a couple of years. Dick bumped on run No. 37.

W. L. Browning, who fell from the line car last August, is out of the hospital walking around with the aid of a cane. Bill, we are all glad to see you out again.

Leslie A. Dix, our Chief Gateman, 6th and Main, is the proud father of a nine pound baby girl. Splendid!

Conductor Edmondson of Long Beach, who was crushed between two cars at North Long Beach recently, is doing nicely, according to the last report from the hospital.

Conductor Leo Goodman is the proud father of a nine pound girl. This accounts for Leo's proud smile the last few days.

Bill Otto, Motorman, Watts, is visiting old home folks in Iowa. Bill was invited out to a dinner given in his honor. It is reported that several of the guests brought along ear muffs fearing Bill would tell about Southern California. You tell 'em Bill. We will have a scoop when you get back, according to Lockwood, Conductor, also of Watts.



"Skirt," once a common noun, has become a mere abbreviation.

"Modern marriage," allows Oscar the operator, "is like a cafeteria. A man just grabs what looks nice to him and pays for it later."

Baines: "There's a hula-hula dancer down there wearing almost nothing but a smile. Censor: 'I'll soon take that off!'"

Sign in music store:
"Kiss the Girl You Love" and many others just as good.

Conversation heard at a basketball game:
Him: "I think Bob will be our best man."
Her: "Oh, this is so sudden."

Magnolia: When Mandy went and got married, us girls done give her a shower.

Pansy: Dat sho' was nice. Ah'll bet her husband wuz glad to get 'er all nice and clean.

And then there was the Scotchman who told his children that Christmas was on December 28, so he could take advantage of the after-Christmas clearance sales.

All at Sea

"Have you ever contributed to the Atlantic Monthly?"

"Monthly? On my last voyage across I contributed to the Atlantic Daily."

Misery Gives Pleasure

He: "I shall be quite miserable when I go away and leave you."

She: "Oh, Charles, if I felt sure of that, I'd be so happy!"

"I don't care if you do hire a thousand men, you can't hold a candle to what I make?"

"No. What is it?"

"Gunpowder."

Illumination

Having been told that it was electricity that made his mother's hair snap when she combed it, Johnny bragged to a visitor: "We're a wonderful family, mother has electricity on her hair and grandma has gas on her stomach."

"Mirandy, for de lan's sake, don't let dem chickens outer dis yere yard. Shut dat gate."
"What fur, Alek? Dey'll come home, won't dey?"

"Deed dey won't. Dey'll GO HOME."

An' How

An undersized Italian was married to a strapping German woman. Recently, he received a blackhand letter which read: "If you don't give \$1000 to our messenger, who will call Sunday for it, we will kidnap your wife." He replied promptly: "I don't have the \$1000, but your proposition interests me."

He Found the Gas

Brevity is the soul of modern journalism. A budding journalist was told never to use two words where one would do. He carried out this advice in his report of a fatal accident thus:

"John Dixon struck a match to see if there was any gasoline in his tank. There was. Aged 56."

Hade Some Kick

Two knights of the road were walking along the railroad tracks and found a bottle of white mule. One took a drink and passed it to the other, and so on until the bottle was empty.

After a while one puffed out his chest and said: "You know, Bill, tomorrow I'm going to buy this railroad. I'm going to buy all the railroads in the country, all the automobiles, all the steamships—everything. What do you think of that?"

Bill looked at his companion disparagingly, and replied: "Impossible, you can't do it."

"I won't sell!"

Don't speak of your private ailment in public; she might hear you.

When Television Comes

"Daughter, you're wanted on the telephone."
"Oh, dear, and I haven't a thing to wear."

He: No, Fortune has never knocked at my door, but his daughter often has.

She: His daughter?

He: Yes, Miss Fortune.

Got His Wish

Judge—What have you to say for yourself? Prisoner—I say I wish I was in a place where there are no traffic cops.

Judge—Granted! Thirty days!

Two spinsters were discussing men.
"Which would you prefer in your husband, wealth, ability or appearance?" asked one.
"Appearance," replied the other. "And the sooner, the better."

The Difference

"You're awfully mean with my dress allowance. Women don't live in the Garden of Eden now."

"No, all we had to do then was to love 'em and leaf 'em."

Fire When Ready

Chief Petty Officer: "The enemy are as thick as peas. What shall we do?"

Officer of the Deck: "Shell them, you idiot; shell them!"—Our Navy.

Dan: "Where are you off to, Ben?"
Ben: "I'm goin' to see the doctor. I don't like the look of my wife."

Dan: "I'll come wi' ye; I don't like the look o' mine either."

Sounds A Bit Scotch

Here is an answer from London Answers:
"Aren't you afraid the birds will eat your seeds?"

"You ought to put up a scarecrow."

"Oh, it's not worth it. There's always one of us in the garden."

One in Reserve

"How many stenographers have you?"

"Two."

"I've seen only one of them."

"Well, I've got a worse looking one to show my wife."

What a Chance!

"Nurse," said a lovelorn patient. "I'm in love with you. I don't want to get well."

"Cheer up, you won't," she assured him.

"The doctor's in love with me, too, and he saw you kiss me this morning."

Misnomers

Kid gloves are made of lamb-skin.

Turkish baths are unknown in Turkey.

Irish stew does not exist in Ireland.

Catgut is really sheepgut.

There is no lead in lead pencils.

Camel's hair brushes are made of squirrel hair.

Java coffee comes from South America.

Egyptian cigarettes contain Turkish tobacco.

Brussels carpets never come from Brussels.

There is no wax in sealing wax!

Her Taking Ways

She took my hand in sheltered nooks,
She took my candy and my books,
She took the lustrous wrap of fur,
She took those gloves I bought for her,
She took my words of love and care,
She took my flowers, rich and rare,
She took my ring with tender smile,
She took my time for quite a while,
She took my kisses, maid so shy—
She took, I must confess, my eye,
She took whatever I would buy,
And then she took the other guy!

She's only a garbage collector's daughter, but she isn't to be sniffed at.

"You may call this evening. But please remember my father turns off all the lights at 11 o'clock."

"Great! I'll arrive promptly at 11."

Judge: "And why didn't you stop beating the plaintiff here when he had yelled 'enough' three or four times?"

Defendant: "Well, you don't know how dat niggah can lie. You can nevah believe him."

Magistrate—You are charged with being drunk. Have you anything to say?

Culprit—I've never been drunk in my life, sir, and never intend to be—it always makes me feel so bad in the morning.

Putting One Over

The wife was going through her husband's pockets.

"Hey, there!" he cried, "that money belongs to me."

"It won't belong now!" she answered.

Perhaps Himself

Algy (peevisily): "I'll have you understand that no woman ever made a fool of me!"

Mrs. Algy (sweetly): "Well, who did it then?"

On the golf course, lady listening to gentleman trying to get out of a sand trap: "Oh, horrors! I never heard such swearing since I was born."

Gentleman, looking her over carefully, replies: "Well, madam, I don't blame them for cussing when you were born."

Shocking

"How old are you, Mary?"

"Fifteen."

"A girl of fifteen should tell her mother everything."

"I know it, but mother is so innocent, really I haven't the heart."

Mother: "Now, Willie, I want you to go in and get acquainted with the new nurse and kiss her nice."

Willie: Yes and get my face slapped like papa did."

Help Yourself

"Say, looky hya, Rastus, you know what you're doin'? You is goin' away fo' a week and they ain't a stick of wood cut for de house."

"Well, what you all whinin' about woman? I ain't takin' de axe wid me, am I?"

"Willie, I wish you'd run across the street and see how old Mrs. Brown is this morning."

Willie returned a few moments later.

"Mrs. Brown says it's none of your business how old she is."

Seeing Him First

Salvation Army girl (to old Aberdonian): "Will you give a shilling for the Lord?"

"How auld are ye, lassie?"

"Eighteen past."

"Ah weel, I'm seeventy-five. I'll be seein' Him afore you, so I'll hand it to Him mysel'."

Rough Handling

"While I was out with some of the fellows the other night, a burglar broke into our house."

"Did he get anything?"

"I'll say he did—my wife thought it was me coming home."

Street Car—Clang! Clang!! Clang!!!

Irate Motorist—Go to blazes. You don't own this street.

Motorman—No, but we pay for the paving on that piece you're on.—Public Service News.

Antique

"I just met your aunt. Was she in the ark?"

"No—of course not!"

"Well, how did she keep from being drowned?"

A senator was approached during a political campaign with this question:

"Senator, I admire you and your policies a great deal, but there's one question I must ask before I decide to vote for you. Are you dry?"

Senator: "Before answering I want to ask you a question—Is that an inquiry or an invitation?"

Automobile Insurance at 30%
Saving to P. E. Employees

**See Page 10 of January Issue of
this Magazine for Particulars**

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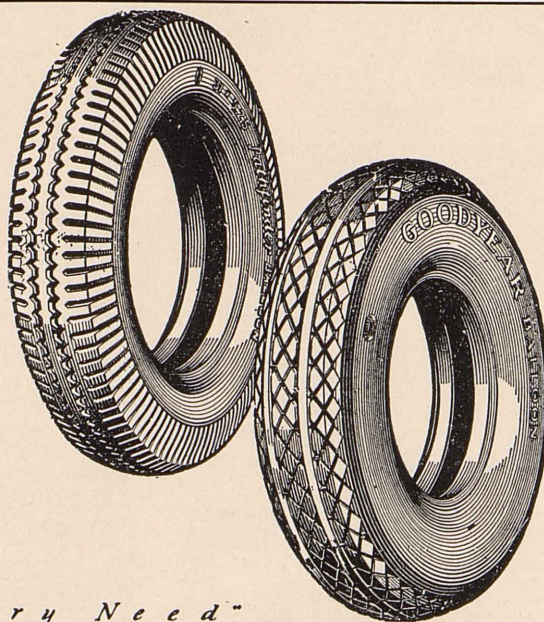
**During the Month of January THE PACIFIC MUTUAL LIFE INSURANCE CO. paid the following
P. E. Employees Disability Benefits Through the WM. L. THOMAS AGENCY**

PARTIAL LIST

Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid
Beck, Wm. C., Influenza		20.00	Copeland, R. S., Influenza		12.00	McClellen, F. R., Influenza		16.00
Black, C. H., Sprained Back		14.00	Dixon, C. P., Influenza		10.00	McGilvray, Jack, Influenza		38.00
Bronson, Scott, Influenza		26.00	Edmondson, N. H., Influenza		14.66	Miller, L. G., Influenza		34.00
Churchill, John, Influenza		36.00	Fox, Wm. L., Influenza		9.33	Neal, Andrews, Influenza		28.00
Brewis, P. M., Influenza		14.00	Glascoc, H. I., Influenza		32.00	Noel, F. B., Influenza		12.00
Brewster, A. E., Influenza		24.00	Greco, Merle, Influenza		13.33	Ophus, H. L. M., Influenza		24.00
Brown, B. R., Influenza		32.00	Griffin, P. F., Influenza		23.33	Osburn, S. O., Neuritis		40.00
Cameron, R. P., La Grippe		10.00	Henry, Ellis E., Tonsillitis		16.00	Rowe, J. H., Gastritis		12.00
Carlsen, L., Influenza		16.00	Hutson, Martin E., Bruised Toe		13.33	Salisbury, J. W., La Grippe		12.00
Casford, H. J., Cut Foot		16.00	Lamb, John, Influenza		20.00	Schamber, R. A., Influenza		23.00
Cook, Raymond E., Influenza		16.00	Logue, B. H., Influenza		16.00	Scheffler, Fred C., Influenza		18.00

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