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THE PACIFIC ELECTRIC MAGAZINE



Vol. 12

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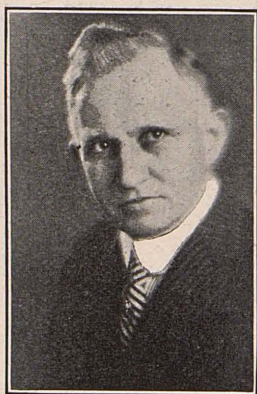
No. 7



Santa "Comes Through" via P. E. Lines

Yuletide Greetings

NOT because it is an annual custom indulged in by practically all of the nations of the world, but because it is a personal pleasure, I now avail myself of the opportunity through the Magazine to present to every employee of the Pacific Electric Railway most sincere Christmas Greetings.



The past twelve months have not brought forth as financially prosperous a year as we might have wished for this Company, but there have been many things for which we are truly grateful. Among them are the loyalty of employees to our Company and to each other; good health in a large measure; enjoyment of life and many of its pleasures; and our association as

friends, as well as co-workers.

At this time, following the fine Christmas custom of extending wishes to our friends, on behalf of the Pacific Electric management, and myself personally, I wish to express to every employee our most sincere appreciation of the splendid service rendered during the past year and to wish each one a Merry Christmas and a Happy New Year.

A. J. Pentz

Trainmen Point Way To Good-Will Building

Much Constructive Thought Contained in Letters, Making Task of Deciding Winners a Most Difficult Problem

The Winners

1st Prize: Vernon A. Light, Motorman, Sierra Madre Line.

2nd Prize: Oscar Gough, Conductor, Riverside Line.

3rd Prize: F. M. Milburn, Conductor, Whittier Line.

4th Prize: A. E. Stowe, Conductor, Van Nuys Line.

TO Vernon A. Light, a Motorman on the Sierra Madre Line, goes the distinction of having contributed and won first prize for the best essay on good-will building.

Splendid as was his contribution, its margin over the many letters submitted, and especially the three other winners, was narrow. Final and unanimous agreement by the three judges was made only after considerable discussion.

As announced in details of the contest appearing in the Magazine last month, literary brilliance was not the factor on which the merits of the essays were determined. The ideas submitted were the determining issue.

Had English and grammatical construction been points to be settled, the judges would no doubt still be at logger-heads as practically all of the letters were excellently constructed and expressed.



Oscar Gough

Judging from the large number of letters received there is no lack of understanding among Trainmen as to the value of courtesy in dealing with the traveling public. In fact, practically every letter submitted had as its keynote the element of gentlemanly conduct. That the judges and management are duly in sympathy with this viewpoint is evidenced by the fact that the winning essay stressed that point most explicitly, as likewise

did each of the three other winning contributors.

The judges selected to decide the winners of the contest were: F. L. Annable, General Superintendent; S. A. Bishop, General Claim Agent, and E. L. Young, Assistant to the Vice-President & General Manager. That all three of these gentlemen considered the letters seriously is evidenced by the fact that they each took them

pearing, the following are the other three prize winners:

Second Prize—By Oscar Gough, Conductor, Riverside Line

I believe the best way for Trainmen to gain the goodwill of the patrons of the Pacific Electric Railway is:

1. To cultivate a cheerful, pleasant attitude toward passengers in the discharge of your duties.

2. To give cheerful patient attention to complaints, and if unable to remedy refer pleasantly to the proper authority.

3. To give careful attention to the comfort of passengers as regards ventilation, light, heat and arrangement of baggage.

4. To give information cheerfully. If you don't know, try to find out. Often good business for the Company can be created in this way.

5. To post yourself on the streets, public buildings, and objects of interest along your line that you may inform your public intelligently. Find out what our Company has to offer on other lines in the way

of scenic interest.

6. To give the same considerate treatment to all patrons without regard to age, color or material station in life, but especially care for the aged and infirm.

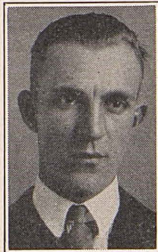
7. To be careful in the loading and discharge of passengers to avoid accident. This will increase our record of safety.

8. To try to see the passengers' viewpoint toward our service. Be business-like and thorough in discharge of your duties thus inspiring respect among your patrons because Trainmen are more in the public eye than others whose duties do not require meeting the traveling public.



F. M. Milburn

Your Duty Is Expected; Give More, Keynote of Essay Winner



Vernon A. Light

THE public gather their impression of the Company largely through their direct contact with the Trainmen. Therefore, in order to make friends for the Company, the Trainmen must make friends for themselves on the job. Automatically they will be making friends for the Company.

They can show special courtesies whenever the opportunity arises. They perform the regular routine of their work practically unnoticed by the passengers, because they are expected to perform duties in a satisfactory manner. It is the special little courtesies that Trainmen go out of their way to do that are noticed and remembered. These acts make friends.

Our Company does not insist that Trainmen be walking information bureaus, nevertheless, it is a splendid service to be able to give information to passengers, especially strangers. It helps to make friends.

Trainmen should develop and cultivate a cheerful and friendly attitude towards their passengers.

It is surprising what a good effect a cheerful, pleasant Conductor has on his passengers and what a bad effect a grouchy Conductor engenders. Some persons seem to think that to crack a smile detracts from their dignity, but the fellow who can smile, especially under trying circumstances, is the one who makes friends for himself and for the Company.

If we take a real interest in our work and a real interest in the comfort and welfare of passengers while they are on our trains it will go a long way towards gaining the good will of the public.

home where they could be read and digested away from the stress of routine duties. After several days a conference was held and following a lengthy discussion, an agreement on the four winners finally reached without resort to hostility.

A total of \$25.00 is to be paid to the four winners, the amounts being graded: \$10.00, \$7.50; \$5.00 and \$2.50 respectively. General Superintendent Annable addressed a complimentary letter to each of the winners, enclosing Company voucher covering prize won.

Space in this issue of the Magazine being at a premium, it is not possible to publish the letters of more than the four prize winners. Those to receive honorary mention by the judges will appear in the next issue of the Magazine, together with excerpts of good thoughts advanced by other of the candidates.

The winning essay, elsewhere ap-

Third Prize: F. M. Milburn, Conductor, Whittier Line

If I were the boss I would expect my employees, first to be courteous, cleanly appearing and gentlemanly; I would insist that they be especially courteous to old or infirm people, as well as strangers, striving to make every passenger as comfortable as possible in such matters as proper heating and ventilating.

I would expect employees to explain such things as schedules and tariffs, and try to seat every one if possible and to make every one, no matter who, feel that he or she has been treated well.



A. E. Stowe

I would expect them to make the foreigners who use the cars feel safe and that they will not be cheated or misused or carried by their stopping point.

To take care of children, as well as their mothers, or mothers with babies, to see they get on and off the cars safely.

To let the smokers smoke in their place and protect those from the smoker who dislike it.

To keep cars clean or see that they are clean and always to have a good word for the Company and other employees.

Treat everyone in a businesslike manner, showing favors when possible without being partial or violating the rules of the Company in so doing.

To be careful in operating the trains, especially in bad weather or when there is danger of accident or delays.

To call stops so as to be heard and understood by passengers.

To refrain from loud arguments with any one and not indulge in boisterous play with other employees.

Fourth Prize: By A. E. Stowe, Conductor, Van Nuys Line

"IF I WERE BOSS"

Well first, I'd keep the cars on time according to the table;
I'd keep them free from dust and grime as well as I was able.
I'd teach my men to be polite when on and of their duty,
To give a smile both day and night to homely one and beauty.
To help old ladies on and off, and young ones who desired it,
And he who failed, I would lay off to show him I required it.
So spick and span I'd keep my men from heads down to their feet,
That those who rode would ride again, such railroad men to meet.
I'd teach them how the car to stop and how to start as well,
So passengers would never flop and raise particular hell.
I'd teach them how to ventilate, with never a gusty breeze
Around the car to circulate, and make the people freeze.
I'd tell my men in winter time to keep doors and windows closed,

Service Aid Suggestions Staff Meeting Subject

WHAT have you done, or what suggestion can you make, to effect an improvement of our service or an economy in operation?

Such is the question, in substance, put to each member of the General Staff by Mr. Pontius and on which those attending the gathering of that body on December 16th will be called upon to respond. The query was mailed to staff members in the form of a bulletin by Secretary Grace. The meeting is looked forward to as promising of many developments.

The official bulletin follows:

"The General Staff represents the supervisory forces of the railway and it is natural to presume that with the members of this body must originate, to a large extent, suggestions for the improvement of conditions, either by betterment of methods or by practices of economy, that better results may be obtained.

"It has been suggested, and and the request is made by Mr. Pontius that between the time of receipt of this notice, and the next regular meeting of the Staff, that each member thereof study or review his particular line of work and be prepared at the meeting of December 16, to submit one suggestion, or report one thing that has been done by himself, within his own employment, to better conditions either by improvement or economy.

"Upon roll call, each member will briefly submit his suggestion or report."

For it is sure an awful crime your passengers to expose
To drafts that may create a cold and start tuberculosis,
And call in doctors young and old, then pay for diagnosis.
I'd have them shine their shoes each day like soldiers on parade,
So passengers would always say, "P. E. Men are high grade."
I'd tell them not to tear their checks and throw them on the floor,
Such tricks, no doubt, some shame reflects on company and thrower.
I'd thank the men who did their best to run things smooth and nice,
And thank my stars were I so blest that I could take advice.
And now that I have "come across" with what, how, and when,
Of all I'd do were I the boss, I'll thank you for the TEN.

Waiter—Would you like to drink Canada Dry, sir?

E. Bracken-Brackenvitch—I'd love to but I'm only here for a week.

REPORT GIVES CALIFORNIA RAILWAYS HIGH RATING

That California railway service, steam, electric and interurban, compares favorably with service on similar lines in other parts of the country is the opinion expressed by A. G. Mott, Chief Engineer of the State Railroad Commission, in his report to the commission after an extensive study of conditions in representative cities throughout the United States and Canada. Explaining that conditions vary so in different parts of the country that an accurate comparison was difficult to make, Mr. Mott's report covers a wide field and contains many important and interesting facts.

"The general level of street car fares throughout the country is materially higher than in California," Mr. Mott reports. "The most commonly encountered fare is seven or eight cents with tokens selling at some such price as two for 15c, four for 25c, or six for 40c. Probably the ten-cent fare is fully as common as the six-cent fare."

Paying a high tribute to the Trainmen of the Coast, Mr. Mott says that "it can be fairly stated that the grade of men employed in platform service in California is higher than that throughout the East, and the general attitude of the public is remarkably good on most of the California roads."

"California has not developed, as yet, any truly rapid transit system," continues Mr. Mott. "The use of rapid transit is limited to four cities, viz.: New York, Chicago, Philadelphia and Boston. The systems in each of these cities are remarkably effective "mass production" transportation machines."

"Nearly all of the street car systems either operate a considerable amount of motor coach service, or else are faced with severe competition on the part of others with this class of service. In nearly every city the motor coach, either owned or competing, is found to be a serious obstacle to keeping a black balance on income statements. At the same time, in all large cities the percentage of the public that find the motor coach adapted to their use is very small. Probably the greatest use of the motor bus so far developed, has been on Fifth Avenue in New York, and yet there, where the bus has apparently had its greatest success, careful observation during peak hours makes evident its inherent lack of ability to function as a mass transportation machine."

Changed Her Name

A negro cook came into a northern Missouri bank with a check from the lady for whom she worked. As Mandy, the cook, could not write, she always endorsed her checks with a big X. But on this occasion she made a circle on the back of the check.

"What's the big idea, Mandy?" asked the teller. Why don't you make a cross as usual?"

"Ah done got married yesterday, Boss, and I'se changed my name."

Supplies There—When Needed

Frequent Train Delivery Over System Reduces Inventory of Materials Carried in Stock

By C. C. FENIMORE
General Storekeeper

GENERAL business conditions in the past few years have caused all industries to seek ways and means of decreasing their investments in values of stocks. In the case of manufacturing concerns this applies, not only to the raw materials, but to the manufactured products as well. While on the railroads it applies only to the raw product used in maintenance of track and equipment, they have not lagged behind in efforts to reduce investments to the minimum, and at the same time have needed materials on hand when and where required.

To accomplish this on the Pacific Electric system much depends on a very carefully planned distribution system, the most important link of which is the supply train, at least it is the most important from the standpoint of volume of material handled.

Aids Stock Reduction

Our general plan of distribution provides that the bulk of materials be concentrated at one point, the Torrance General Store, and that frequent distributions be made from that point to all points on the system. On account of the short time required to reach any point on the lines it is a rule, not only in the Stores Department, but in the using departments, that the stock on hand where it is to be used be maintained at the lowest possible point. The rule is that Division Storekeepers have not more than thirty days' supply on hand. Another rule is that a commodity on hand at a Division Store which has not moved in ninety days shall be returned to the central distributing point, from where it may be re-distributed to point requiring that item. The only exception to this rule is in case the item may be one required for protection of equipment used only on the particular division or to maintain equipment in service where it can not be held.

The Supply Train operates on regular daily schedule from Torrance to the terminal. Mondays, Tuesdays, Thursdays, Fridays and Saturdays are largely devoted to distribution of material to division car repair points, the return of scrap, unserviceable un-needed materials to the central distributing point. These division car repair points are reached from two of four times each week. Such frequent service is, to a large extent, made necessary due to the large number of types of railway motor equipment. Railway motor armatures particularly, as well as field coils, require frequent re-servicing which work must be performed by highly-trained specialized men. The same condition applies to many items of air brake and control equipment. This technical work is largely concentrated at the Torrance General Shops where greater efficiency may be ob-

tained, and at the same time, preventing a very heavy outlay in the investment in value of spare armatures, field coils, compressors, brake valves, and other spare equipment, which would be necessary to maintain cars in service without distribution system.

Economy Fostered

With armatures for our larger type of cars costing in the neighborhood of \$1,000.00 each, and with approximately 950 motor equipped cars and locomotives in service, many of them four motor equipments, of thirty-five different types, some idea may be gained of the expenditure which would be necessary to maintain cars in service without some method of frequent distribution. This plan of distribution permits many other classes of maintenance work also being concentrated at the Torrance General Shops, rather than have each division point equipped with machinery and furnished with men.

Wednesdays of each week are devoted to general delivery of materials along the line, to Engineering Department, track sections, to substations, to station agents, in fact, to all material users. Five weeks are required to cover the system in this manner. Material users are notified, well in advance of movement of train, of the schedule that will be observed so that requisitions may be placed in sufficient time to have deliveries made on regular trip. Equal in importance to the distribution of materials where needed is the concentration of them from where not needed to the central point of distribution.



E. Cryer, R. F. McClellan, Chairman, Board of County Supervisors, Chairman, L. A. County Grade Crossing Committee, and D. W. [unclear] to drive the historical golden spike in Pico grade crossing structure marking its final completion.

amount of vehicular traffic daily passing over this thoroughfare, together with the fact that this company operates a total of 123 trains daily across Pico Street, that this location should receive priority in the matter of eliminating hazardous conditions.

Model Structure

Originally intended to separate only at Pico Street, the plans were broadened so as to extend the structure over both Tremaine and Longwood Avenues. Doing so was suggested and advocated strongly by J. O. Marsh, General Manager of the Board of Public Utilities, who cited the desirability of having a model structure embodying beauty and effectiveness and

minal, one being in daily service between Torrance and Los Angeles supplying Sixth and Los Angeles Streets, Main Street Terminal, Hill Street Terminal, Macy Street, and Sherman in emergency, and carrying emergency supplies to Torrance.

Another truck is maintained at Torrance, handling express shipments and Torrance Yard deliveries. The third truck is maintained with the Sixth and Los Angeles Street Store as terminal. This small pick-up truck is used in maintaining our motor coaches in service, thus permitting the manufacturers' agent to carry the investment in materials needed to maintain equipment rather than for the company to carry heavy investments in such materials. As a result of this service our investment in automobile materials, including motor coach and truck supplies, exclusive of tires, is only slightly over \$100.00 per unit.

Store Shop Delivery

At the Torrance General Shops distribution of materials is made from the General Store by stores forces to the bench, machine or car on which the material is to be used. This plan in addition to reducing shop stocks, by the Foreman having knowledge that he can obtain delivery of materials within thirty minutes to an hour, prevents loss of time by skilled mechanics in calling at the store for material.

Here, too, the idea of re-concentrating scrap, unserviceable and un-used materials is followed out, since Store Delivery Service includes the picking up of such materials from the shops and returning to store.

Through the distribution system, the co-operation of using departments and other effective means, values of stock on hand from September, 1924, to September, 1927, have been reduced more than one million dollars, and the turnover from approximately two times a year to three times a year. These figures include value of rails, ties and materials, which on account of

use, sometimes totaling 55 tons, and the total piles driven was given as 14,580 feet. Begun on May 25th last the entire project was brought to completion in slightly less than six months.

The expense of this project up to the north side of Pico Street was jointly borne by the Pacific Electric and the city, while the cost of erecting the structure beyond this point, so as to include Longwood and Tremaine Avenues, was shared one-third each by the railway, city and county.

Mistaken Identity

"Hello, Perkins, where did you get that black eye?"

"It was only a sweethearts' quarrel."

"Sweethearts' quarrel! Why, your girl didn't give you that, did she?"

"No; it was her other sweetheart."

BETTERMENTS ARE APPROVED

Replacements and other improvements, aggregating an expenditure of \$26,000, were officially approved last month for early attention at various points throughout the system. Track changes at the L. A. Union Terminal, renewing railroad crossing at Arcadia on the Monrovia line, two new automatic flagmen and the moving of freight station at Riverside were among the principal betterments shortly to be undertaken.

The complete list and details as supplied by W. Z. Shaw, Cost Engineer, follows:

Convert single crossover into double crossover at Los Angeles Union Terminal. Install overhead and bonding. Estimated cost \$4,925.

This work is necessary to facilitate handling of freight cars and to improve freight handling conditions.

Renew railroad crossing at Arcadia on the Monrovia Line. Replace 90 lb. manganese double track over single track Santa Fe crossing with 110 lb. Balkwell type manganese crossing. Renew gravel with crushed rock. Make necessary signal changes. Estimated cost \$5,603.

Renewal is necessary as crossing is worn beyond repair. Crossing is in Santa Fe main line and is used by Pacific Electric Monrovia-Glendora high speed interurban passenger cars and by heavy rock trains.

Install track circuit control for automatic flagman at Vermont Avenue (Delta) on the Ionia-Hawthorne Line. Estimated cost is \$1,009.

This work is necessary to reduce hazard of accidents.

Install two automatic flagmen, one at private crossing at 11th Street and one at private crossing at 23d Street, Huntington Beach on the Newport Beach Line. Estimated cost is \$1,260.

Replace wood floor in freight repair shops with concrete floor at Torrance Shops, Torrance, California. Estimated cost is \$400.00.

Present floor is worn and rotten. To be replaced by concrete floor.

"IF I WERE BOSS"

Well first, I'd keep the cars on time according to the table;
I'd keep them free from dust and grime as well as I was able.
I'd teach my men to be polite when on and of their duty,
To give a smile both day and night to homely one and beauty.
To help old ladies on and off, and young ones who desired it,
And he who failed, I would lay off to show him I required it.
So spick and span I'd keep my men from heads down to their feet,
That those who rode would ride again, such railroad men to meet.
I'd teach them how the car to stop and how to start as well,
So passengers would never flop and raise particular hell.
I'd teach them how to ventilate, with never a gusty breeze
Around the car to circulate, and make the people freeze.
I'd tell my men in winter time to keep doors and windows closed,

'Refreshingly Different' Editorial Comment Regarding New Pico Street Viaduct

Lauding in no uncertain terms our Pico Street grade separation, the following editorial appeared in the Los Angeles Examiner under date of November 17th:

THOSE who were guests yesterday of the Pacific Electric at the opening to complete operation of the splendid new viaduct across Pico boulevard must have been struck with its distinct superiority over the usual elevated structure.

Over it heavy cars run smoothly, operating with as little vibration and AS LITTLE NOISE as they do over well ballasted surface lines.

The fact has been generally noted also that the viaduct is attractive. It certainly looks a thousand per cent better than did the ridge-like right of way across Pico street which it replaced.

This fine piece of railroad construction, 1160 feet long, is made up of earth-fill approaches and about 1000 feet of bridge work resting upon concrete piers. The cost was \$290,000. This is at the rate of about \$1,500,000 a mile for the viaduct portion.

If there were this type of elevated from Los Angeles clear to Venice the run from the heart of the city to this nearest of its beach resorts could be made in ten minutes on express time and fifteen with a number of stop-overs.

THERE SHOULD BE SUCH AN ELEVATED LINE.

Such a road would be an improvement in looks over that existing. It would run even more smoothly. And, most important, it would be the means of building up and serving with rapid transit a district that will accommodate half a million residents.

Such a structure would cost about \$18,000,000—with rights of way perhaps \$20,000,000—and, within a very few years, it would multiply the revenues of the railway company over that line.

People who are used to the noisy and unattractive elevated structures in New York, Chicago and other eastern cities will find the Pacific Electric viaduct something refreshingly different.

They will probably be willing to concede, in fact, that Los Angeles confronted with as serious a traffic problem as any city in the world offers, might very well have some key elevated lines radiating from the metropolitan center to relieve the intolerable congestion that is certain to come unless there is provision to meet it.

handling carload shipments of household goods.

Install fire protection at various places over entire system at an estimated cost of \$570.

This improvement is necessary to reduce fire hazard.

For it is sure an awful crime upon passengers to expose them to drafts that may create a cold and start tuberculosis,
And call in doctors young and old, then pay for diagnosis.
I'd have them shine their shoes each day like soldiers on parade,
So passengers would always say, "P. E. Men are high grade."
I'd tell them not to tear their checks and throw them on the floor,
Such tricks, no doubt, some shame reflects on company and thrower.
I'd thank the men who did their best to run things smooth and nice,
And thank my stars were I so blest that I could take advice.
And now that I have "come across" with what, how, and when,
Of all I'd do were I the boss, I'll thank you for the TEN.

Waiter—Would you like to drink Canada Dry, sir?

E. Bracken-Bracknavitch—I'd like to but I'm only here for a wile gale.

EMPLOYEES IN HOSPITAL

The approach of the Holiday season finds fourteen afflicted employees in the hospital, this number being the largest group there at one time in many months. The average ranges from eight to ten.

With the exception of E. Foster, Motorman, who is confined at the Pacific Hospital, the list of our fellows below are undergoing medical care at the California Lutheran, 1414 So. Hope Street: J. Nixon, Engineer; W. Sarro, Fireman; Fuller Bishop, Conductor; Y. A. Reese, Armature Winder; Harry Appasma, Machinist; C. Hardman, Caretaker; F. Hornung, Janitor; Pete Makovich, Car Repairer; Miss Bertha Abilites, Auditor's Office; Curtis B. Tatum, Dispatcher; L. Z. Green, Conductor, Western Div.; J. T. Turner, Motorman; and Frank Longstreet, Red Motorman, S. D.

Oppressive at any time of the year, hospital confinement is particularly discouraging and difficult during the holiday season. A visit from friends and fellow workers will do much to lighten the burden of those less fortunate than ourselves.

"My girl is so dumb she thinks marcelled hair is another way of cooking rabbit."

Pico Grade Separation Is Publicly Dedicated

City and Civic Leaders All Join in Celebrating the Completion of Mammoth Pico Street Elevated Structure

FOREVER eliminating a hazardous grade crossing, providing a structure of beauty and one in which is embodied the latest of engineering developments, the Pico Street elevated viaduct was officially dedicated with fitting ceremonies on Wednesday, November 16th, before a large public gathering. The event, sponsored by the city, county and Pacific Electric Railway, was presided over by Vice President and General Manager Pontius.

With the arrival of special trains bearing invited guests brief addresses were made by Mayor George E. Cryer, County Supervisor Graves and David R. Faries, Chairman, Los Angeles County Grade Crossing Committee. Mr. Pontius introduced the speakers and gave a brief history of the project and cited facts and figures in connection with the mammoth structure.

Praise Engineers

Each of the speakers were glowing in their praise as regards the beauty, skill of design and effectiveness of the great traffic way. Mayor Cryer commended those directly in charge of the work most highly and laid special stress on the speed with which the work was done. The city's chief executive called attention to the fact that the massive girders and concrete piers were placed so expeditiously that traffic on Pico Boulevard was delayed less than eight hours. M. C. Halsey, Structural Engineer of this Company, and M. Butler, Engineer of Bridges and Structures for the city, having been directly in charge of the work, are justly entitled to the many verbal plaudits expressed. During the course of his remarks, Mr. Pontius likewise lauded the splendid work of the two fore-named engineers.

The Mayor, Messrs. McClellan and Faries followed with a demonstration of how spikes are not driven, the trio having been assigned the task of driving three golden spikes at the point where the final work marking the official completion of the work was staged.

The large gathering was then conducted on a tour of inspection under the structure. To demonstrate the lack of noise and absence of rumbling

accomplished by new construction methods employed, a train traveling at a rapid rate was operated over the viaduct with the gathering immediately below the structure. It was generally conceded that less noise developed than that which arises from a train passing over the surface tracks.

The Pico Street project just completed is the outgrowth of the activities of the Los Angeles County Grade Crossing Committee. Organized in 1923 to make a comprehensive study of the problem in Southern California, the committee, which is composed of city, county, state and railway representatives, selected the Pico crossing as the most important site at which relief was necessary. It was pointed out that owing to the tremendous

after which future elevated projects might be patterned in locations throughout the city where it may become necessary to raise railway tracks over streets.

Involving an expenditure of \$306,000, the Pico Street structure is 1,007 feet in length, being the longest by several hundred feet of any of the 65 grade separations now located on the lines of the Pacific Electric. The section over Pico Street proper, 291 feet in length, is of steel construction, so designed as to utilize the minimum amount of road space. The approach on either side is of reinforced concrete, the entire unit being supported by huge concrete piers spaced at 32-foot intervals.

In explaining the noise eliminating feature, Mr. Pontius pointed out that this had been largely accomplished by the use of mass concrete construction for the trough decks supporting the railway tracks. This feature permits standard rock ballast construction over the entire length of the viaduct. The massiveness and large number of supporting piers also are contributing agencies in noise and rumbling elimination.

Among other outstanding construction features pointed out to the gathering were the 72-foot steel spans used; reinforcing steel totaling 55 tons, and the total piles driven was given as 14,580 feet. Begun on May 25th last the entire project was brought to completion in slightly less than six months.

The expense of this project up to the north side of Pico Street was jointly borne by the Pacific Electric and the city, while the cost of erecting the structure beyond this point, so as to include Longwood and Tremaine Avenues, was shared one-third each by the railway, city and county.

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RAILWAY EMPLOYEES HELP CIVIC ENTERPRISES

Public utilities are an essential part of every growing community, and none of these utilities has greater influence on the growth and prosperity of the people than the public transportation systems, R. P. Stevens, President of the American Electric Railway Association, told a Boston audience recently. Regarding themselves as in duty bound to cooperate in all worthy civic enterprises, electric railway companies are encouraging their personnel to take active part in community chest drives, Red Cross activities, public safety campaigns and to become active in local clubs.

"European observers have declared that one of the most potent reasons for American industrial supremacy is the readiness of industrial leaders, even though competitors, to exchange ideas and experiences and to discuss problems in common," said Mr. Stevens. "Of no industry is this so true as the railway industry. The accomplishment or experience of one operator is ever at the command of others."

Thus, Mr. Stevens declared, the new type of cars and equipment brought out by large companies with funds and facilities for experimentation are made available to all companies. From such experimentation more comfortable, handsomer, quieter and more efficient cars are being put in service. There will be no check in this development, for experience has shown that the demand for public transportation is permanent, and the electric car, as the most economical public service vehicle, is to be called on for even greater service than it has rendered in the past.

I Am a Railroad Man

Whether I sit on the right side of a locomotive and handle the throttle, or on the left side and handle the scoop—

Whether I wear a blue uniform on a fast passenger train, or blue overalls on the dinky wayfreight—

Whether I sit in the train dispatcher's office and issue orders, or in a lonely station in the woods and receive them—

Whether I sit at a drawing board and plot curves and angles, or work on the track under the summer sun and in the winter's storms—

Whether I am a general manager or a "car-knocker," a superintendent or a "tallow-pot"—

It makes no difference; I am a Railroad Man.

And being a Railroad Man, I am an integral and essential part of the great machine that is Transportation. Because of me and my fellow Railroad Men, the people of this great country travel swiftly and safely; the food they eat and the clothes they wear are available for their use.

I am proud to say it again; I am a Railroad Man.—Maine Central Magazine.

Sign in a restaurant—"Pie like mother used to make, 5 cents. Pie like mother tried to make, 10 cents."

Wins New Honors



E. L. Young

IN AN EXECUTIVE circular issued under date of December 1st announcement is made by Vice President and General Manager Pontius of the appointment of E. L. Young as Assistant to the Vice President and General Manager. The information will be received with much gratification by Mr. Young's friends both within and without the Company.

Mr. Young will continue his present duties in the office of the Vice President and in addition will have direct charge of the Real Estate, Tax and Resort Department, during the absence of C. H. Burnett, Manager of that department, who, because of ill health, has been granted temporary leave of absence.

In the readjustment of duties caused by these two changes, Donald Batman, who for many years has been in the Engineering Department, will be Engineer Assistant, Executive Department, and will take over some of the duties formerly performed by Mr. Young.

Mr. Young came to the Pacific Electric Railway at the time of the consolidation in 1911 as Assistant to G. L. Bugbee, at that time Land Agent of the Company. In November, 1916, upon the death of Mr. Bugbee and the consolidation of the Outside Operations, Tax and Land Departments under Mr. Burnett as Manager, Mr. Young became Assistant to Mr. Burnett. In 1921 he was transferred from the Real Estate, Tax and Resort Department to the Executive Department as Office Manager, in which position he continued until his appointment as Assistant to the Vice President and General Manager.

During the years since the consolidation of the Company in 1911 that Mr. Burnett has had active charge of his department, he has formed many

NOVEL PLAN IS INAUGURATED FOR SUPPLYING FLOWERS

Employees in the San Bernardino district have formulated a successful plan whereby every one contributes to the supplying of flowers as a token of sympathy in the event of death of an employee or family member. Details of the plan are explained in the communication below from Mrs. Mary Surr of Mr. Peachey's office:

"In January, 1926, 'The Welfare Fund' was started in San Bernardino. This was originated by Motorman L. G. Wilson, at that time a member of the Executive Committee of the P. E. Club, and its object was to raise and maintain a fund with which to provide flowers to be sent on the occasion of the death of a P. E. employee or any member of his family. This included all departments.

"A subscription of 25c was asked from every employee, and this amounted to the sum of \$63.50. Eleven cases received beautiful floral remembrances from this fund, which was depleted to the extent of \$54. This left a balance of \$9.50 so it was deemed advisable in October, to take up another subscription to increase the amount on hand. This was met most willingly by all, and we now have \$53.75 in the Treasury.

"While we regret exceedingly the loss in each family which calls for the expression of our sympathy in the shape of flowers, we believe that this is the most satisfactory way of handling it. The experience of the past year has shown that it is far better to have a sum on hand from which to draw, rather than make a call for subscriptions each time. In fact, the maintenance of a little Community Chest of our own enabled us to meet all obligations in a manner thoroughly satisfactory to all."

The Gasoline Tax

In 1919 Oregon, Colorado and North Dakota started the ball rolling by levying a tax of 1 cent per gallon. Now forty-six states and the District of Columbia tax gasoline, and in 1926 collected over \$200,000,000. It is estimated that the gasoline tax for 1927 will be \$240,000,000 and for 1928 over \$275,000,000. One company alone paid in ten states in 1926 nearly \$17,000,000, and expects to pay nearly \$25,000,000 in 1928.

The amount of tax varies, reaching 5 cents per gallon in four states, but as a rule being either 2 or 3 cents per gallon.

The favorite story is the one about the Scotchman who opened his pocket-book in January and a June bug flew out.

fast friendships within this Company and it is regretted by these friends that for a time he must lay aside duties for health's sake. With a period of complete rest and recuperation, Mr. Burnett will no doubt soon be restored to excellent health and again resume his duties with the Company.

RADIO RESTORES LOST CHILD

That the radio can be and is used for other things than entertainment and also that Conductor A. E. Amos, Covina Line, used his head for other purposes than a place to hang his hat, were revealed in the instance of a lost child recently. The incident and details were thus recorded by D. B. Van Fleet, Terminal Foreman, Macy Street:

On October 28th last, a small girl boarded a Covina Line car at Los Angeles with an Alhambra ticket book. Conductor A. E. Amos, in charge of the car, understood the girl to say she wanted Granada stop on that line, which is only a short distance out from Los Angeles.

However, upon arriving at the stop, the little girl became bewildered and pointed in the direction the train was headed but said nothing.

Realizing that the girl was lost, Amos carried her to Covina where his run terminates for the day. He then took the girl to the Covina police station. After some discussion Amos suggested that they call Radio Station KHJ and ask for co-operation.

"Uncle John" surely did, for he broadcasted the description and story of the little girl being lost. The worried father was tuned in on KHJ at his home in Alhambra and consequently heard the good news. After a few phone calls, the father rushed to Covina and soon possessed his lost daughter.

Conductor Amos is worthy of commendation for his clear thinking and good judgment in effecting the reunion.

BUS SERVICE MORE COSTLY

Motor bus operation in Ohio, judging by the report recently issued by the Ohio Public Utilities Commission, is not yet on a paying basis. According to the report, the revenues of the 362 companies filing returns amounted to \$9,429,699.13, while the expenditures, which included salary and office expenses, drivers' wages, gasoline and oil, repairs and replacements, licenses and rents, totaled \$9,000,813.19. Taxes alone ate up 12 per cent of the bus operators' income.

Great changes have taken place in the operation of motor buses. A few years ago almost any sort of motor vehicle could be used as a bus and drivers came and went almost as they pleased. Now no bus can be placed in service until a route has been definitely outlined, a certificate obtained from the state and a large sum paid out in the form of taxes, fees, etc.

The old five-passenger car has given way to luxurious buses, finely upholstered, perfect in every appointment, and capable of carrying from twenty to thirty passengers. The modern motor bus is like a Pullman railroad car, commodious, comfortable and equipped with every convenience.

Public Appreciation Expressed

Service and Courtesy Bring Their Reward.

SUMMARIZED, so as to give recognition to each Trainman rendering service which has caused patrons to commend him, below is a list of 85 individual employees whose service elicited letters of praise from the public.

It is gratifying to note the frequency with which special courtesy is the subject of commendations received. This group of letters is an accumulation over a period of two months.

WESTERN DIVISION

| Trainmen | Line | Nature of Commendation |
|--------------------|----------------------|---|
| R. W. Baugh..... | Bev. Blvd M.C..... | Courtesy and Efficiency. |
| J. H. Cowan..... | Venice Shortline... | Courtesy shown elderly lady. |
| D. L. Davidson... | Redondo..... | Returning lost package. |
| J. C. Davidson... | Hollywood..... | Courteous handling of passengers. |
| N. B. Dixon..... | Santa Monica..... | General efficiency. |
| F. F. Eastman.... | Sawtelle..... | Courtesy and efficiency. |
| A. Faber..... | Glendale..... | Courtesy and neat appearance. |
| J. R. Garner..... | Vineyard..... | Efficiency in the discharge of duties. |
| L. V. Greene..... | Hollywood..... | Assisting blind passengers. |
| L. D. Hall..... | Santa Monica..... | Efficiency in handling car. |
| J. H. Hammontree | Glendale..... | Efficient operation of train. |
| C. D. Hunt..... | Van Nuys..... | Efficiency shown at time of accident. |
| W. H. Jenkinson.. | Hollywood..... | Courtesy in performing duties. |
| L. H. Johnson.... | Venice..... | Actions under trying circumstances. |
| R. H. Jones..... | Hollywood..... | Special courtesy to passengers. |
| J. M. Kaufman.... | Edendale..... | Courtesy and efficiency. |
| O. Kline..... | Santa Monica..... | Returning bill fold to passenger. |
| W. O. Loenjes.... | Burbank..... | Courtesy in directing passengers. |
| J. R. McCracken.. | Glendale..... | Efficiency and exceptional courtesy. |
| E. R. Martin..... | Santa Monica..... | Cheerfulness and courtesy. |
| E. D. Sale..... | S. A.-O. P.-M. C.... | Special courtesies to passengers. |
| W. Scarth..... | Hollywood..... | Courtesy in paying passenger's fare. |
| O. E. Senay..... | S. Monica Blvd.... | Special kindness to blind man. |
| M. O. Smith..... | Bev. Blvd. M.C.... | Special attention to passengers. |
| G. R. Stevens.... | Hollywood..... | Special courtesy. |
| G. F. Usher..... | W.-S. Blvd..... | Courtesy and efficiency. |
| F. G. Volkhart.... | Vineyard..... | Courtesy and efficiency. |
| E. P. Verrett.... | Sawtelle..... | Cheerfulness, courtesy and efficiency. |
| H. E. Ward..... | Bev. Blvd M.C.... | Courtesy and efficiency. |
| H. E. Warner.... | Santa Monica..... | Special courtesy and efficiency. |
| F. G. Watson..... | Echo Park..... | Special courtesy and honesty. |
| Jason Watson.... | Hollywood..... | Special Courtesy extended to passenger. |
| J. R. Garner..... | Hollywood..... | Politeness to passengers. |
| J. E. Gerst..... | S. Fernando Val... | Assisting lady with children. |
| E. W. Frazee.... | Redondo-Del Rey.. | Courtesy and cheerfulness. |
| P. E. Durkee.... | S. Monica Blvd.... | Special courtesy and efficiency. |
| S. J. Hayball.... | Redondo-Del Rey.. | Efficiency in handling car. |
| A. L. Grentz.... | Vineyard..... | Returning lost package to passenger. |
| J. H. Day..... | Ocean Park..... | Special courtesy and efficiency. |
| J. B. May..... | Vineyard..... | Efficiency and exceptional courtesy. |
| E. F. Dietz..... | Vineyard..... | Special courtesy. |
| T. Slack..... | Venice..... | Courtesy and efficiency. |
| B. J. McCamy.... | Glendale M.C.... | Courtesy and efficiency. |
| W. B. Dixon..... | Sawtelle..... | Exceptional courtesy at all times. |

NORTHERN DIVISION

| | | |
|-------------------|---------------------|---------------------------------------|
| E. Jackson..... | Colton..... | Helpfulness to passengers. |
| L. M. Velzy..... | Riverside..... | Tact in handling difficult situation. |
| O. I. Gough..... | San Bernardino... | Special assistance given passenger. |
| L. D. Whittemore. | S. Pasadena..... | Efficient handling of train. |
| L. L. Garrison... | Redlands..... | Special courtesy and efficiency. |
| L. F. Hunt..... | Mon. St. bus, Pas.. | Gentlemanly conduct and efficiency. |
| I. W. Holm..... | S. Pasadena..... | Exceptionally courteous conduct. |
| J. R. Ballinger.. | Alhambra-S. Gab.. | Unfailing courtesy. |
| W. A. Haden.... | San Bernardino... | Special courtesy to passengers. |
| B. B. Ayers..... | S. Pasadena..... | Courteous attention to duties. |
| F. W. McKenna.. | S. Pasadena..... | Courteous and efficient conduct. |
| H. K. Riordan... | San Bernardino... | Pleasing personality. |
| A. R. Butler..... | San Bernardino... | Courtesy and ability to make friends. |
| L. O. Goodman.. | Pomona..... | Special courtesy and efficiency. |
| A. M. Fiske..... | Pomona..... | Courteous conduct. |
| L. F. Hunt..... | Motor Coach, Pas. | Courtesy conduct toward passengers. |
| W. C. Thomas.... | Alhambra-S. Gab.. | Special courtesy to elderly people. |

F. G. Henderson. South Pasadena.... Exceptional courtesy.
 W. F. Dougall.... San Bernardino.... Courtesy and efficiency.
 F. J. Miller..... Covina..... Special courtesy to passengers.
 J. W. Bartholomew. N. L. Robles M.C.... Courteous conduct.
 B. S. Holbrook... Alhambra..... Special courtesy and efficiency.
 C. D. Harlan..... South Pasadena.... Special assistance to passengers.
 C. G. Gaines..... El Sereno..... Lending passengers money for ticket.
 C. O. Gardner.... Co'ton..... Courtesy and efficiency.
 C. B. Lay..... Pasadena..... Courteous conduct toward passengers.
 F. H. White..... Sierra Madre..... Special courtesy and efficiency.
 F. H. Clark..... Sierra Madre..... Courteous performance of duties.

SOUTHERN DIVISION

L. A. Martin..... Long Beach..... Courteous operation of car.
 L. E. Wise..... Long Beach..... Assisting lady to recover handbag.
 A. D. Thompson... Santa Ana..... General courtesy and efficiency.
 C. A. Rost..... Redondo..... Courtesy and efficiency.
 J. N. Stout..... Long Beach..... Courteous attention to passengers.
 C. Wild..... Santa Ana..... General efficiency.
 J. E. Miller..... Long Beach..... Dispatch in performance of duties.
 F. T. Steele..... Watts..... Courtesy shown passengers.
 S. G. Randall..... Long Beach..... Restoring lost article.
 C. H. Bowman.... Newport-Balboa... Special courtesy and efficiency.
 H. W. Wills..... Long Beach..... Returning lost package.
 M. R. Yeager..... Whittier..... Special courtesy to passengers.
 F. S. Cooke..... Long Beach..... Courtesy and efficiency.

TAXES TAKE SEVEN CENTS OF EVERY RAILWAY DOLLAR

Taxes paid by the electric railways to the federal, state and local governments have reached the staggering total of \$65,000,000 a year, Leslie Vickers, economist of the American Electric Railway Association, declared before the Ways and Means Committee of the House of Representatives in Washington recently.

From every dollar the electric railways receive in fares they pay seven cents in the form of direct taxes. In addition to these millions they pay from 2 to 3 per cent more of their revenue for paving maintenance which does them no good, for street cleaning and other charges which do not benefit the car riders in the least. Practically ten per cent of the gross revenues of the railways are paid into the public treasuries. The tax item, said Mr. Vickers, is nearly twice as great as the amount of dividends paid by the companies, and is equal to about half of all their interest charges. Such a heavy burden upon an essential industry has a serious effect upon the quality and amount of service they can render the public.

"Many of the railways could be revived and restored if we could find relief from the oppressive burden of taxes which we bear," Mr. Vickers told the committee. "We ask for tax relief in the interest of the public service."

EDITORIAL LAUDS SERVICE

The electric railway industry during the past few years has endeavored to give better service. It recognized that if it was to live and prosper it was necessary to renovate its viewpoint and adopt new methods and procedures. It has added new and modern equipment, has paid more attention to its personnel, has given the public more information as to its needs and necessities, and has endeavored to render service under trying circumstances in a gracious and attentive way. This is es-

pecially true of the Pacific Electric Railway.

It has steadfastly maintained that it is rendering a necessary service to the people, and its efforts at salesmanship during the past few years have been noteworthy; with the result that in many instances much good has occurred, not only to the industry but to the people as well.—Newport News.

Puzzling Queries to be Answered in Magazine

MOST Trainmen can recall having been "stumped" for the correct answer to a question put to him by a patron. It is possible that other Trainmen also could not have answered the same question correctly.

In order to keep employees engaged in train service fully informed, General Superintendent Annable last month had the following notice posted at all terminals, it explaining how Trainmen can secure the correct answer to practically every query put to them:

"The Tourist Season is coming. Many strangers are riding on our cars. They ask questions about many things, some of which we can't answer with assurance that we are entirely correct.

"When you have a question of this kind put to you, write it out and turn over to Terminal Foreman, addressed to Pacific Electric Magazine—Question Editor, and if it can be answered the answer will be published in the Magazine, so that others may have the benefit as well as you.

"NOT NECESSARY TO SIGN YOUR NAME, unless you want to. Just send in the question."

CARE, NOT MORE SAFEGUARDS WILL REDUCE U. S. MISHAPS

That industries have gone practically as far as it is possible in the matter of providing mechanical safeguards for the protection of lives and that future accident prevention efforts must be devoted toward educational channels, was the decision reached at a recent convention held in Chicago and attended by some 5000 persons, who are constantly studying this vital question.

Accidents took 90,000 lives in the United States last year, the gathering was told, and the financial loss resulting therefrom ran into billions. Many of these accidents, it was said, resulted from the unwillingness of workers to observe safety regulations and to wear the apparatus devised for them by experts. Some of the "old-timers" resent interference with their dangerous and often careless methods and very frequently offer determined resistance to any change of such practices.

It was stated at the convention that it has been demonstrated that at least 75 per cent of all accidents are preventable and that it is the opinion of the best authorities that not more than 10 per cent can be prevented by any additional mechanical guards or equipment. Plants are already safe from the mechanical point of view. What is needed now, the experts suggested, is to train American workmen to be careful and to know what to do in emergencies.

PROPOSED NEW CALENDAR CALLS FOR 28-DAY MONTHS

Backed by many business men and scientists, the newly proposed international calendar is gradually gaining popular approval by people in all walks of life and at present its adaptability is being considered seriously in all nations of the world, is the opinion expressed in a recent editorial of a Los Angeles newspaper. Conceived by Moses B. Cotsworth, himself both scientist and business man, the international calendar appears to have greater possibilities than any of the other 130 plans that have been considered for a calendar reform.

The plan most generally favored provides for a year of 365 days as at present, but divided into 13 months of 28 days each, with an extra day, which would be a nameless holiday, with the date of December 29, and known as "Year Day." In a leap year, the extra day necessary to be added would be June 29, but without a week-day name.

The plan proposed, it is stated, would be simplicity itself as regards calculation. Under it Sunday would always be the 1st, 8th, 15th, or 22nd, with all the other days fixed as to week day names. All holidays would be placed on Monday, thus insuring a double holiday for those whose labor does not include Sunday.

Next to being capable of leading, the best thing is to be capable of being led.

GRADE CROSSING ACCIDENTS GREATLY IN MINORITY

Admitting the deplorability of any type of accident that takes human life, the general counsel of an eastern carrier pertinently points out that while grade crossing accidents in the past ten years have increased twenty-six per cent, accidents on streets and roadways have increased 283 per cent. He well says that the most important question is to reduce the purely traffic accidents which are killing their thousands yearly.

"There are about 235,000 grade crossings in the country," says this authority. "When one crossing is eliminated, a dozen new ones are established. The average cost in the United States of separating grades has been estimated to be \$100,000. If it were only half of this amount, it would still cost \$10,000,000,000. to accomplish the work, if it could be done at all. In a flat country, the separation is practically impossible.

"What is needed is a better appreciation of the fact that grade crossing accidents can only occur when the auto driver fails to regard his own safety as sufficient cause to exercise a proper and due caution when reaching and going upon a railroad crossing at grade."

Rare Privileges are Provided by Educational Dept.

FROM a humble beginning four years ago our Educational Department has gradually expanded its activities until today it ranks first among district industries in the matter of providing free study privileges for employees.

With a teaching staff of five instructors, four high school teachers and one university professor, this department, carried on in connection with the Pacific Electric Club, is offering exceptionally fine opportunities for its employees. The subjects being offered at this time are Business English, Mathematics, Traffic Management, Stenography, Typewriting and a special course for supervisory forces.

The Company has set aside two large rooms on the seventh floor of the Pacific Electric Building for class work. The rooms are nicely equipped with blackboards and armed chairs and would do credit to any high school or university for accommodations. The typing room is fitted with fifteen typewriters and special tables, built in our own shops, are provided.

The subjects are either of high school or university grade and carry regular high school credit for those who wish it besides the regular certificate that is offered by the Company, signed by the Vice President and General Manager. The attendance in the classes has been exceptionally good, a large number having a perfect

attendance record since the starting of the classes in September and only a very few have dropped out of the classes after once starting. A great deal of credit for the good attendance is due the instructors who seem to be able to put over their subjects in a most interesting way.

Regular instructors are furnished through the Board of Education insuring the highest type of teachers and a real spirit of co-operation is carried on between our Company and the Board. The newest addition to our classes is that of typing. This class is under the direction of Miss Vesta M. Mawe, who for a number of years has been the instructor of typing in the Polytechnic High School in Los Angeles. This class is given Monday, Wednesday and Friday of each week from 4:45 to 5:45 p. m. This class may also be given in the evenings from seven to nine providing there is a sufficient number of employees who wish to take it at that hour.

Stenography is given two afternoons each week by Mrs. Ida M. Scott, who has been teaching this subject for our Company for the past year. This class is also given at the convenient hour from 4:45 to 5:45 in room 715.

The class in Business English has for its instructor Miss Anna C. Latimer, who for a number of years has been considered as an authority on Business English in connection with her teaching in the High Schools of this city. Employees who have been attending this class since September feel that they have received a very wonderful help in the use of correct English, both



Educational Director Hill conducting class of supervisory forces in special study course. Insert picture shows teachers of Educational Department. Left to right: Earl W. Hill, Director; Vesta M. Mawe, Typing; Anna C. Latimer, Business English; Ida M. Scott, Stenography; and Arthur C. Francis, Mathematics.

in speaking and writing. Classes are held in room 714, Monday, Wednesday and Friday at the regular hour of 4:45.

Arthur C. Francis is in charge of our mathematics class. He is now on the City Staff and teaching mathematics in the Thos. A. Edison High School.

This class is composed mostly of employees in the Engineering Department, taking up Algebra, Geometry and Trigonometry as a review, with actual problems in mathematics worked out in class.

A special class for the supervisory forces of our Company meets each Wednesday evening from seven to nine o'clock for lecture and discussion on executive problems dealing with personal leadership. This class is under the direction of our Educational Director, Earl W. Hill, as is also the class in Traffic Management.

For the success achieved in the educational work done during the past four years a word of praise is due Mr. Hill, under whose direction educational activities have been organized and directed. He is a Professor at the University of Southern California, in which institution he directs and teaches the subject of Transportation in its various ramifications. He has also had practical experience in the transportation field, having been connected with the Southern Pacific in San Francisco for a number of years.

Mr. Hill, in addition to the employee classes he has taught during the past four years, has taken a personal interest in consulting employees as to educational studies and several hundred have been placed in schools through information and help furnished by him.

All classes with the exception of the Wednesday night class, are open and free to all employees and admission may be had by applying directly to the teacher in charge at any regular meeting of the class.

AVERAGE CASH CAR FARE

The American Electric Railway Association announces that the average cash street car fare in cities of twenty-five thousand population or more had reached 7.9296 cents on October 1st.

This is an increase of one-quarter of a cent over the average fare of September 1st, 1926.

10-Cent Fare in 214 Cities

An article in Aera, the American Electric Railway Association's official magazine, states that a ten-cent basic fare has been granted by 214 of the 313 cities of 25,000 or more population having street car service, with modifications to meet local conditions.

Attorney Lauds Building of Pico St. Structure

"OF THE many thousands who pass daily through the Vineyard district," writes Mr. Caesar A. Roberts, prominent local attorney, "I doubt if few notice and still fewer appreciate the great work the Pacific Electric Railway is doing to eliminate grade crossings, and at the same time to make the improvement not only a utility but a majestic and impressive addition to that district.

"The engineering involved, the great expense necessary, the uninterrupted travel, should appeal to us as citizens and be proof positive that the corporation is not wholly controlled by personal aggrandizement and that in addition thereto it has added the great Subway Terminal Building and has endeavored and still endeavors to give the best service possible under the difficulties of an ingestion of an enormous population.

NEW YORK CITY ABANDONS MUNICIPAL RAILWAY

Six years' experience in operating a street railway system in the borough of Richmond has convinced the City of New York that public ownership and operation of street cars, at a five-cent fare is an expensive failure. Deficits amounting to about two million dollars have piled up, and recently the Board of Estimate abandoned operations. In place of the five-cent street cars the people of Staten Island are now riding in buses at a ten-cent fare.

The abandonment of the lines in Richmond Borough takes the City of New York out of the street car business except for a short line over the Williamsburgh Bridge. The Finance Department of the city has stated that the losses on the street car lines which have just been abandoned amounted to about three hundred thousand dollars a year. The city has decided that the taxpayers should not be called on to meet such losses and that private enterprise can supply transportation service much more efficiently and economically.

It is also interesting to note that the City of New York recently abandoned a ferry line that was not paying its way and is now considering some toll bridges which shall be built and operated privately.

NICKEL FARE S. F. PROBLEM

San Francisco is one of the three large cities that have come to grief by attempting to operate municipal street car lines. The San Francisco Municipal Railway's troubles have been increasing to such an extent that the city recently employed Delos W. Wilcox, a public utility consultant well known for his sympathies toward municipal utility ventures, to work out a solution of the city's problem. Wilcox advises that the city purchase the privately owned street car system at about half its value and combine it with the municipal system. But he shocked the public ownership advocates by declaring that the present five-cent fare would not meet the cost of rendering service.

Wilcox warned the city against attempting to pay for the property on the "pay-as-you-ride" plan while maintaining a nickel fare. The privately owned company, which he admits is more economically managed than it would be were it operated by the city, fell short by \$650,000 last year of earning 7 per cent on its investment. It also operates on a five-cent fare.

Commenting on Wilcox's report, a correspondent of the Chicago Daily News said: "San Francisco has always been proud of and has zealously guarded its nickel rides. As in New York City the five-cent fare has been an effective political rallying cry, little thought being given as to whether a higher fare might make possible better service or whether deficits from operation had to come from taxes.

"But now it begins to appear that no matter who owns the cars and tracks, a ride costs about so much, and if it isn't paid for in one way, it must be in another."

OVER TOP IN CHEST QUOTA

Contributing a total of \$5016.51 to the Community Chest fund employees of this Company again went "over the top" in the annual charity drive. The amount subscribed was 79 per cent more than the quota assigned to the employees resident of Los Angeles. The liberal response accorded this drive was general throughout every branch of the service and this year's contribution was greater by several hundred dollars than any previous collective donation.

N. R. Powley, Vice President & General Manager of the Southern California Company, who was Colonel of Division 54 to which this railway was assigned, addressed a highly complimentary letter for the big-hearted response of employees and the splendid work done by Keymen.



A good conception of the length and pretentiousness of the Pico Street grade separation is obtained from the above photograph. The structure measures 1007 feet in length. The absence of noise and rumbling is a feature that has attracted widespread attention.

BREEZES FROM THE HARBOR

By J. M. McQuigg,
Agent, San Pedro

The Los Angeles & San Francisco Navigation Co., now operating the old White Flyer Line, has requested the Harbor Department to enclose the shed at Berth 88, San Pedro. This shed is of the umbrella type and can be converted into a modern transit shed.

The Harbor Commissioners have recently decided to extend the wharf at Berth 151, now occupied by the Union Oil Co. The dock is to be extended 268 feet, making it the longest oil loading dock in the harbor.

Contract for the removal of Dead Man's Island has been let to the San Francisco Bridge Co. Work of removal will start very soon. When the island is removed the entrance to the harbor will be about 400 feet wider than at the present time.

The movement of cotton into the port this year from California, Arizona and New Mexico has been much lighter than had been anticipated. This is due, it is explained, to the price. Several months ago it was predicted that on account of the short crop the market would be much higher than was generally paid last year.

The new Webb high density press installed by the L. A. Cotton and Warehouse Co. about thirty days ago, is in daily use and has been working very satisfactorily. Most of the large shipments of cotton are being loaded at Pier 1, San Pedro.

The Harbor Department has asked steamship companies to dock ships at that point if possible, when taking on shipments of cotton amounting to 500 bales or more.

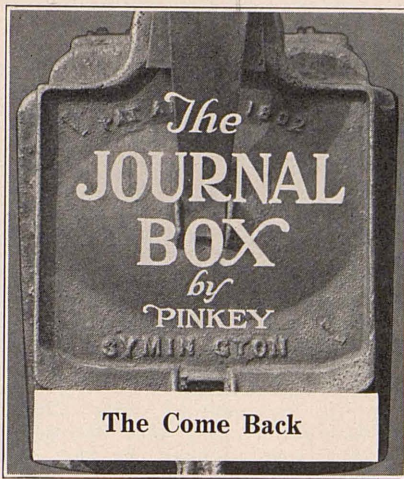
The new seven-story City Hall at San Pedro is rapidly taking on form. This building, when completed, will change the appearance of the town entirely from the water front. Ninety per cent of the vessels coming into and going out of this port will pass directly in front of the City Hall. This new public building will give San Pedro the appearance of a large city to boat passengers in and out of the harbor.

The status of the Ford plant remains unchanged. No work on the construction of the plant has been done as yet, although the permit was granted for the construction of this plant some time ago.

Application to the government has been made by the Harbor Department for the dredging of a four-acre area in the outer harbor district. By doing this it is planned to increase the anchorage for the battle fleet by increasing the depth to 37 feet.

Total tons of commerce of all kinds passing through the port for the month of October was 2,200,000 tons, as compared to 2,049,000 for October, last year, or an increase of 151,000 tons.

The Dimon Steamship Company, the latest company to enter the intercoastal trade, is reported to have purchased two more ships for this service. The first vessel of this line docked and discharged cargo at Wilmington late last month.



IT SEEMED a long time coming, but soon passed; and like all things easy to start and hard to finish, the big "vacashe" is over, and we are back in the harness again.

In the minds of some, it must be one long vacation for the guys that are known as column writers. No other idea could be quite so dumb. When the poor brain gets tired and nothing in the whole etheric realm produces anything like an idea, and we just sit and stare at the typewriter, snap rubber-bands, twist paper and kick a hole in the waste basket, and finally sit down and hammer out a line of hokum like this, and the editor raves and fires it back with "howdaya get that way?", it's no vacation. I used to wonder what was the matter with Editors. But with a little introspection and retrospection I discovered that they were sadly and decidedly human.

As soon as I can forget the click of steel wheels over the rails and dispel the illusion that I am blissfully sleeping as we roll over the vast deserts of the Western States; then drop the curtain on the beauty of Harper's Ferry where the glittering Patomac and Shenandoah meet between thickly wooded virgin hills, and finally put behind me the vision of old Gotham in her dazzling mantel of light, then maybe I can win my way back in the good graces of his nibs, the Editor.

At that, it seems pretty good to be back at the daily stint again. I find myself seeking out the many familiar little idiosyncrasies which go to make up the amusing side of our toilsome days and nights.

Have you ever watched a long freight train pulling up a steep grade, or have you lain in bed at night and heard one of those heavy drags making its laborious way up through some steep mountain pass? Did you find yourself counting the slow but regular belches from the exhaust? The ponderous puff, puff, puff comes with monotonous rhythmic beat. Did it ever occur to you what a terrible thing it would be if it should miss a puff? That's just what it is to watch N. C. "Pop" Davis smoke his pipe. Puff, puff, puff, I believe I would have heart failure if he should miss a puff.

CURRENT WALNUT CROP BEST IN STATE'S HISTORY

In one of the most optimistic annual reports of the current business year, C. C. Teague, President, and W. D. Weber, Secretary, of the California Walnut Growers' Association, reveal that the present crop of walnuts, which is four times greater than last year's, will bring an income far above \$13,000,000. This figure was the record set during the world war, when exceedingly high prices reigned. The total income from California grown walnuts for the current year will be in excess of \$16,000,000, it is officially estimated.

The report states that the market for the walnut crop is in splendid condition and that approximately 90 per cent of the production will be disposed of by Christmas. The total 1927 crop is near 42,000 tons.

The majority of the walnut tonnage was produced in Los Angeles, Orange, Ventura and Santa Barbara counties, and the growers in co-operation with the Walnut Growers' Association control about 85 per cent of the walnut acreage of the State.

When Radio Tubes "Go Dead"

"What takes place in a vacuum tube when it is being aged?" This popular question is answered by the Scientific American in the following paragraph:

"The majority of filaments are of the thoriated-tungsten type. As the tube is used, the thorium is consumed and gradually the thorium, which aids the electron flow, is used up. The tube is then said to be "worn out." In some cases the tubes can be rejuvenated by disconnecting the "B" batteries and burning the filaments slightly above normal brilliancy for about half an hour. There are also devices on the market called "tube re-activators," which operate on much the same principle as this."

Teacher: "If there are any dumbbells in this room, please stand up."

A pause, then finally Johnny stood up.

"What? Do you consider yourself a dumbbell?"

"Well, not exactly that, teacher, but I hate to see you standing all alone!"

That is not a nice way to talk about a Trainmaster and his trusty old "Jimmy" pipe, but "Pop" is so good natured, otherwise I would not mention it. It is just one of those simple little things that happens every day and never gets into print until some crack-brained columnist gets cramped for an idea. More hokum.

By the way, is there anyone in town who has not heard that George Stewart has a new Studebaker Commander, and how fast it will run, and how many miles he gets on a gallon? If so, you have not been around much lately, or maybe you were home sick abed and not hearing all of the hottest news. George should be a salesman instead of a dispatcher.

THE PACIFIC ELECTRIC



MAGAZINE



Published Monthly by the Bureau of News (Executive Department) in the interest of Employees of the Pacific Electric Railway.

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

Vol. 12; No. 7 December 10, 1927

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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.

PRIZES were awarded this month for the best letters received from Trainmen of the system on the subject: "What can Trainmen do to make friends for the Company?"

Much thought was given the subject and close analysis made, but outstanding in the letter of the first prize winner was a predominant thought that won first honors. That thought is contained in the following words of the winner, Vernon A. Light, a Motor-man:

"They (the Trainmen) perform the regular routine of their work practically unnoticed by the passengers, because they are expected to perform it in a satisfactory manner. It is the special little courtesies that Trainmen go out of their way to do that are noticed and remembered. These acts make friends."

That is the keynote of the situation, as well as the key to advancement of men in any line of work. Each job has its prescribed duties to be rendered that are paid for and the proper performance of them is rightfully expected. It is only as men go beyond the duties with which they are vested to voluntarily produce more, to initiate better things, or to improve upon the methods in use, that they make themselves more valuable to their Company and therefore entitled to a greater consideration at the hands of the management.

In our relations with our patrons, the public, fixed practices are expected to be done, certain rules of conduct and courtesy are expected to be observed and are demanded as a return

Mexican Kiddies 'Xmas Gifts Again Wanted

SIX hundred little Mexican Kiddies in the twenty Camps over the system are restlessly anticipating Christmas!

The degree of happiness and sunshine in the hearts of these little fellows on Christmas morning will depend in no small measure upon the response of employees to the appeal of Miss Eva Peterson, Nurse, Engineering Department.

In co-operation with Club Manager Vickrey, Miss Peterson each year assumes the task of collecting and distributing toys and clothing, discarded and otherwise, given by employees. Appeal is again made for such gifts, which should be in reasonably good condition. They will be gratefully received by either Miss Peterson at 694 P. E. Bldg., or at the Club headquarters, 8th and Wall Streets.

Along with donated gifts, and following the usual practice, candies, nuts, fruits and a toy will be given to each kiddie at the Company's expense.

All of us have something about the house that will provide many happy hours in the lives of these youngsters, and having done so will be recompensed with the thought of a swarthy smiling face, enjoying, as they rightfully should, "a Merry Christmas."

for patronage. But it is the unusual courtesy; the unexpected, thoughtful consideration; the unsought helpfulness manifested by Trainmen that win for them the lasting esteem of the patrons, makes friends for themselves and makes more constant patrons and friends for the Company they represent.

LIFE TODAY AND YESTERDAY

Did you ever stop to think how much time some people spend in kicking about this and complaining about that? Nothing seems to satisfy them.

They kick about taxes, complain about working, growl about public utilities and fuss about prices.

They seldom seem to realize how well they fare, as compared with the early settlers.

If they would sit down and calmly compare their lot with that of their forefathers, they would realize that they are living an easy life.

That their forefathers worked from dawn to sunset.

That automobiles and auto trucks were unknown to them.

That rail transportation was a minus quantity.

That they used horse, mule or ox drawn vehicles.

That electric power was unknown.

That the telegraph and telephone had not yet put in an appearance.

That little attention was paid to sanitation and hygiene.

That newspapers had not become great and were not delivering their messages to every home.

That if they would, they could think of a thousand other things that we have today to make life comfortable that our forefathers did without.

It is just as easy for a fellow to look at the bright side of life as it is to worry about the dark side—and it is much more pleasant.

—Edson R. Waite.

Another Special Agent

Another Special Agent was added to the forces of the Pacific Electric last month. E. H. Heckert, Chief Clerk, Special Agent's Department, announced that James Thomas, a 7½-pound husky, arrived at the California Lutheran Hospital on November 18. Latest reports are that Mrs. Heckert and the youngest member of the Heckert family are doing nicely.

COMPARISON OF ACCIDENTS DURING OCTOBER 1926 AND 1927

| | Northern Division | | Southern Division | | Western Division | | Motor Coaches | |
|--|-------------------|-----------|-------------------|-----------|------------------|-----------|---------------|-----------|
| | 1927-1926 | 1927-1926 | 1927-1926 | 1927-1926 | 1927-1926 | 1927-1926 | 1927-1926 | 1927-1926 |
| Interferences with vehicles.. | 100 | 111 | 92 | 83 | 209 | 225 | 31 | 42 |
| Collisions and interferences with cars | 3 | 1 | 1 | 4 | 3 | 4 | 0 | 0 |
| Persons struck by cars | 2 | 4 | 3 | 3 | 2 | 6 | 0 | 1 |
| Derailments | 2 | 10 | 17 | 9 | 2 | 10 | 0 | 0 |
| On and off moving cars | 10 | 8 | 4 | 7 | 7 | 5 | 0 | 0 |
| Miscellaneous | 26 | 29 | 49 | 48 | 69 | 50 | 10 | 13 |
| | 143 | 163 | 166 | 154 | 292 | 300 | 41 | 56 |
| | Dec. 20 | | Inc. 12 | | Dec. 8 | | Dec. 15 | |
| | | | 1927 | 1926 | | | | |
| Interferences with vehicles | | | 432 | 461 | Dec. 29 | | 6.30% | |
| Collisions and interferences with cars | | | 7 | 9 | Dec. 2 | | 22.22% | |
| Persons struck by cars | | | 7 | 14 | Dec. 7 | | 50.00% | |
| Derailments | | | 21 | 29 | Dec. 8 | | 27.59% | |
| On and off moving cars | | | 21 | 20 | Inc. 1 | | 5.00% | |
| Miscellaneous | | | 154 | 140 | Inc. 14 | | 10.00% | |
| TOTAL | | | 642 | 673 | Dec. 31 | | 4.61% | |



CLAIM PREVENTION SUBJECT AT AGENTS' MEETING

Claim prevention work in its various ramifications was interestingly discussed by F. J. Leary, Supervisor of Freight Claim Prevention at the November meeting of the Agents Association. That the good record made by our forces in 1926 was being approximated during the current year was one of the pleasant highlights of his talk.

Mr. Leary urged all employees to consider themselves as members of the Prevention Bureau by carefully avoiding and preventing the causes of claims and requested observance of the following practices as a means of claim prevention and to avoid needless delay and unnecessary handling of claim papers:

In receiving freight for shipment see that containers are OK and that shipment is properly marked with old marks removed or obliterated.

Check warehouses every Saturday morning for over freight.

See that O. S. & D. Reports are complete in detail and that inspection reports on rock and sand leakage show condition of dump doors, etc., and lastly that claim papers requesting data are not delayed.

Called upon for short talks concerning their stations and localities, J. M. Kinsey, Monrovia; G. W. Caldwell, Ocean Park; J. B. Black, Orange, and J. W. Smith, Palms, all responded with well pointed remarks.

Mr. Day responded with a brief survey of traffic conditions over the system and commented on new competitive business secured by Agents at Corona and elsewhere. The expected action of the United Fruit Company in putting on a fleet of steamers on the West Coast to handle bananas promises additional business for the P. E. Mr. Day also brought up the matter of apparently unauthorized diversion of cars from one Steamship Company to another, the particular cases mentioned being satisfactorily explained by Messrs. Layne and Clark.

Mr. Albert was called upon and responded with a short talk in which he mentioned principally the benefits derived from salvage of cement sacks and the improvement found in handling claims with the steamship lines.

Terminal Freight Agent J. W. Anderson of L. A. gave an instructive account of the methods of handling L. C. L. freight at L. A. Terminal and the card system in use to prevent misloading.

IMPORTANT RATE DECISION

A recent decision by the New York State court of appeals in the Binghamton electric railway fare case may have a far-reaching effect.

The court held that the state public service commission has a right to adjust rates over the objection of a city where certain old contracts made between the city and the company before the creation of the commission were involved.

The city of Binghamton contended that the commission had no right to raise fares above five cents because the contract of a horse car company which the electric line took over provided for a nickel fare. The court held that this contract applied to only one of several companies taken over by the Binghamton Street Railway and, therefore, the entire consolidated property was not bound by the contract of one.

One provision of the old horse car contracts, which the court pointed out would be ridiculous to try to enforce today, was that the company should operate the cars by horses at a speed "not in excess of seven miles per hour."

The Opposite of Any

Willie—"Pa, does bigamy mean that a man has one wife too many?"

Pa—"Not necessarily, my son. A man can have one wife too many and not be a bigamist."

Southern Pacific Night at Agents' Meeting

THE next meeting of the Agents' Association will be known as "Southern Pacific Night." Many of our parent company's officials and Agents in this district will be on hand and will discuss many matters of mutual concern.

G. W. Gaylord, Superintendent of the Los Angeles Division, will speak on operating features and problems of the Southern Pacific in this district. Messrs. Scott, McFaul, Blech, Watson, Light and Monahan will be present and most likely, called upon for brief remarks.

Following the meeting, which is scheduled for December 10th, the election of officers for the ensuing year will take place.

PROMOTIONS MADE IN THE FREIGHT TRAFFIC DEPT.

With the recent promotion of D. W. Layne to the position of General Agent of the Long Beach sector, other advancements took place among the personnel of the Freight Traffic Department, the recording of which was inadvertently overlooked last month.

E. W. Fisher has been appointed Traveling Freight Agent to fill the vacancy made by Mr. Layne's transfer. Several years experience in railroad work have well qualified Mr. Fisher for the duties that accompany his special field of activity.

P. H. Lyon is the new Tariff Compiler, filling a vacancy created. A capable, energetic employee, Mr. Lyon's promotion is one of which he is well deserving.

F. J. Mangold, Tariff Inspector, and T. F. Hunter, Rate Clerk, were both advanced simultaneously with the above changes, all of which were made in keeping with Company's policy of advancing men in our ranks, length of service and ability displayed being the governing factors.

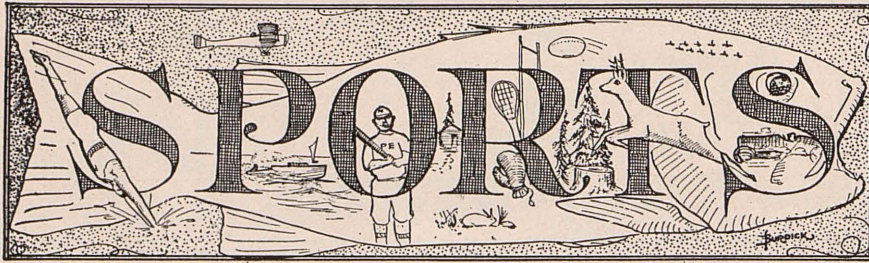
TRAFFIC TIPS GET BUSINESS

Resulting in the sale of five round trip tickets over Southern Pacific lines, and five similar tickets between Riverside and Los Angeles over our own lines, Mrs. H. E. DeNyse, wife of Asst. Engineer DeNyse, was the outstanding business-getter during November.

Mrs. DeNyse is President of the California Federation of Women's Clubs, Southern District, and avails herself of opportunities among associates to increase travel over our parent company's and own lines. Her interest in this work is highly appreciated.

Other successful business tips were supplied by the following employees during November: Conductor H. T. Bennett, 2 round trips tickets to Dayton, Ohio; Conductor Alex. W. Young, 1 round trip to Amarillo, Texas and George T. Brown, Pass. Department, 1 round trip to Kansas City.

The round trip movement of 69 passengers was also secured through tip and interest manifested by A. O. Williams, Trainmaster, Long Beach. This special party was members of the Scottish Rite Lodge of Long Beach who journeyed from the beach city enmasse to attend a lodge function in Pasadena.



ROD AND GUN CLUB STAGES ANNUAL TURKEY SHOOT

Some thirty-seven gun toters assembled at the Bangle Shooting Grounds on Sunday, November 20th for the purpose of taking home the very popular Thanksgiving Day bird.

After about thirty-three hundred sundry targets had been reduced to dust and the smoke had cleared away, a summary showed twelve of the number walking away with the coveted prizes.

Some very remarkable scores were turned in on the one hundred bird event. Tournament Chairman, L. R. Spafford, with a 95 x 100 for 1st prize, closely followed by J. L. Cowley with 94 x 100 and W. P. Walker and A. M. Cross with 93 and 91 respectively were the leaders. H. Bernhardt registered 91, W. J. Hodge, 89 and A. B. McLeod 84, all of these being among the lucky turkey winners.

MORE TURKEY EVENTS

The Club will stage the annual Christmas Turkey shoot on Sunday, December 18th, starting at 10:00 A. M.

Turkeys will be awarded on ten bird events with a one dollar entry fee, all ties to be shot, off miss and out. This shoot will give the boys some rapid fire action and a big turnout is anticipated.

A grand final windup of the 1927 shooting season will be staged on Wednesday night, December 28th, starting at 6:30 P. M. This will be another turkey shoot and the shooting will be conducted the same as the Christmas shoot.

On Sunday, November 27th, one hundred mighty nimrods unwrapped their shot guns and rambled up to the Antelope Valley where a big day was spent on the Club's annual rabbit drive.

It was a bad day for Mr. Jack and approximately five hundred of the fleet-footed animals bit the dust.

A nice mess of these babies are now lying in cold storage and Chief Cook Gonzales will serve them to the boys at the December meeting on Wednesday, the 14th, A la de Luxe.

The Rod and Gun Club are winding up a very successful year and many of the members are looking forward to the big prize awarding in January, 1928.

The fish registration has been exceptionally large and much keen competition has existed for the many fine prizes. The trap shooting has been up to normal with several new shooters added to the fold.

The interest in the meetings is in-

P. E. BALL TEAM SHINES

Three great feats deserving of special mention were performed by the Pacific Electric baseball team during the past month.

First: The second straight defeat was given the highly rated Commercial Club team on Saturday, November 19th. They were defeated by the score of 10 to 6. The Commercial Club were the winners of the Summer Championship in the Association.

Second: The Shell Oil Club, which with its present line-up is a professional Double A League aggregation, was trounced by the score of 11 to 9. It was a free hitting contest with the Pacific Electric boys out-slugging the sluggers. The Shell Oil Club is without a doubt the strongest team in California today.

Third: The Pasadena Merchants' jinx which has held sway for quite a number of games, was finally chased on Sunday, the 27th, when our boys once again won another game from this jinx club by the score of 7 to 4.

The opening of the Triple A League was not so auspicious for the P. E. Club. The first game was played at Ventura and the team got away to a bad start and lost by the score of 11 to 4. The whole club seemed to be off this day.

The second game in this league vs. the Pan Gas was lost by the score of 4 to 1. The Gassers were out-hit 8 to 4, but two errors at critical moments and poor base-running were responsible for the defeat. However, the boys have hit their stride in this league and have since won two games, which gives them a .500 per cent standing, just one game behind the first place team, the Shell Oil.

In the Saturday Major Industrial League the boys won three games with no losses. They are at the present time tied with the Vernon Lumber Company for the first place honors in this league.

During the past month the Pacific Electric lads have played seven games and have won five of these contests, which, considering the brand of competition they are facing, is a very good showing.

Business Man: "Why did you leave your last position, Miss?"

Fair Applicant: "There was no future to it."

Business Man: "Indeed?"

Fair Applicant: "No; the boss was already married."

creasing and the coming year will probably be a big one for the Club.

HARMONY CLUB WINS THREE OF LAST FOUR GAMES

The Harmony baseball team, composed of Southern Division Trainmen, is still sailing along at a fast clip as is evidenced by the fact that the official scorer credits it with three victories in the last four starts. Included in the string of victories is a 2 to 1 trimming handed the Republic Supply nine on November 6, it being the first defeat that team had suffered in 17 starts.

Other games of the Trainmen's team during the past month are: October 30 — Veterans of Foreign Wars 5, Harmony Club 15; November 20 — Maywood 4, Harmony Club 2; November 27 — LaHabra 4, Harmony 11.

Pitcher Ebbe and Catcher Turner are turning in some mighty good games and the other boys are backing them up with air-tight support.

CITRUS CROP IS LARGEST IN HISTORY OF CALIFORNIA

Showing a crop value of \$120,000,000 the last fiscal report of the California Fruit Growers' Exchange reveals that during the past year all previous records in the matter of net crop value and quantity of production have been broken. A 7,000 increase in the number of carloads shipped during the season is recorded, bringing the gross shipments to 70,600, the total being composed of 56,454 carloads of oranges 13,437 cars of lemons and 709 cars of grapefruit.

The exchange handled 50,468 cars through its agencies, or in terms of boxes the exchange shipments amounted to 17,815,857 of oranges and grapefruit and 4,450,754 of lemons. The returns f.o.b. California to exchange shippers in this period amounted to \$85,295,840.

Export shipments to Europe and the United Kingdom were greatly on the increase in 1926-27, the report indicates. Half a million boxes of Sunkist oranges and grapefruit went out of Los Angeles harbor to Great Britain. Half that total went to the Orient, the Philippine Islands and the Hawaiian Islands.

Since 1922, when the Sunkist fruit juice extractor was perfected, 41,614 of the machines have been sold, opening an outlet for 2,080,700 boxes or 5,202 cars of citrus fruits annually. Based on 10 cents a drink, this presents a volume of 486,467,660 drinks totaling retail sales of \$48,646,766.

P. E. MASONIC CLUB NOTES

Next regular meeting will be held at the Pacific Electric Club, 514 East 8th Street, Tuesday, December 13, 7:45 p. m.

Election of Officers

The Fifth annual dinner and reunion of the Pacific Electric Masonic Club was held in the dining room of the Los Angeles Masonic Club on the evening of November 10, 1927, with three hundred members present.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

P. E. EXECUTIVE COMMITTEE MEETING HELD AT CLUB

The Club's Executive Committee met in the Auditorium of the Club Rooms for the November meeting on Wednesday, Nov. 2, at 2:00 p.m.

The following were absent at roll call: E. C. Thomas, R. L. Tozier, L. H. Covell, H. A. Wilkerson, C. A. Thomas, H. Z. Buck, H. R. Bullock, L. J. Bailey, T. L. Wagenbach, Wm. Moesby, B. F. Manley, and T. J. Day.

Club Fund

| | |
|-------------------------|-----------|
| Balance, 10-1-27 | \$ 124.16 |
| Receipts | 1105.00 |
| <hr/> | |
| Total | \$1229.16 |
| Disbursements | 971.72 |
| <hr/> | |
| Balance, 10-31-27 | \$ 257.44 |

Relief Fund

| | |
|-------------------------|-----------|
| Balance, 10-1-27 | \$ 38.47 |
| Receipts | \$1077.00 |
| <hr/> | |
| Total | \$1115.47 |
| Disbursements | 780.00 |
| <hr/> | |
| Balance, 10-31-27 | \$ 335.47 |

Unfinished Business

Mr. Hatt stated that the parking space at Ocean Park is now in first class condition and that the ties, which were furnished by the Engineering Department, have been all laid.

Mr. Stevens promised to furnish an old car with the seats to be used by the men at Macy Street Mechanical Department at the noon hour.

Mr. Swartz asked if anything had been done for the drinking fountain at Morgan Avenue, Long Beach. Mr. Vickrey replied that he had made a visit there and would take the matter up with the proper department.

Mr. Miller asked for toilet facilities at Owensmouth and for a light in the telephone booth at Van Nuys. This will be taken up with the Transportation Department.

Mr. Geibel stated that a careful check had been made into the condition of the baseball diamond at Torrance and it was found that several loads of dirt should be hauled in to make the diamond in first class condition. This will be looked into and a report made at a later meeting.

New Business

Mr. Kraft complained of the condition of the pool table in the Trainmen's Rooms at Macy Street. A request was made that one of the pool tables might be exchanged for a billiard table. At once a discussion arose as to whether sufficient men would be interested in billiards to justify the change.

Mr. Drake complained of the water in the pits in the Mechanical Department at Macy Street during and for a few days after a rain. Mr. Geibel

promised to take this into consideration.

Mr. Hileman asked concerning the possibility of rates for the families of employees in the California Lutheran Hospital. It was explained that employee's families get the same rate as paid by the Company.

Mr. Geibel closed the meeting with a short discussion of the aims and intentions of the P. E. Club for the coming year of 1927-1928. Several plans are now being worked out which will have a decided effect on the privileges and pleasures of the Club and which will tend to bring our Club Members in a closer relationship. These will be more carefully explained at the December meeting.

P. E. CLUB BULLETIN From Dec. 15, 1927 to Jan. 15, 1928

- Friday, Dec. 16:**
General Staff meeting, 10:30 a.m.
- Monday, Dec. 19:**
P. E. Band rehearsal, 8:00 p.m.
- Wednesday, Dec. 21:**
Trainmen's meeting all divisions. Notice will be sent by letter where to meet.
- Thursday, Dec. 22:**
Christmas Dance in Ball Room at the Club, 8:30 p.m. Santa Claus will appear at 9:30 p.m.
- Wednesday, Dec. 28:**
P. E. Band rehearsal, 8:00 p.m.
- Wednesday, Jan. 4:**
Executive Committee meeting, 2:00 p.m.
- Thursday, Jan. 5:**
Post-New Year's Dance in Ball Room at Club, 8:30 p.m.
- Monday, Jan. 9:**
P. E. Band rehearsal, 8:00 p.m.
- Tuesday, Jan. 10:**
Masonic Club meeting, 8:00 p.m.
- Wednesday, Jan. 11:**
Rod & Gun Club meeting, 8:00 p.m.
- Friday, Jan. 13:**
Car Foremen's Club meeting, 7:45 p.m. in Club Auditorium.
- Saturday, Jan. 14:**
Agent's Association meeting, 7:45 p.m.

HOLIDAY BALL PLEASURES ALL

What is believed to have been a record breaking dance crowd held at the Club gathered on the evening of Nov. 23rd to attend the Thanksgiving Dance. Certainly never in the history of the Club has there been as many participants in the Grand March.

Much amusement and pleasure was afforded those attending in finding the number which was to win a prize gobble. The fortunate one turned out to be Arthur V. Urrea, employed in the Mechanical Department at the Butte Street Yards.

"An' I tells him, 'Lou, I sez, 'even if you are drivin' an' ambulance you gotta quit pickin' up strange women'."

SANTA CLAUS AT CHRISTMAS DANCE WITH PRESENTS

Santa Claus will make his annual appearance at the Christmas Dance on Thursday evening of December 22. In the past two years that Santa has appeared at the Club many have greeted him joyfully and he has always had something for everyone.

This year Santa has been working most patiently all during the spring, summer and autumn months that his many P. E. friends may have something new. There will be a box of candy and a present for every one who comes forward to greet the genial old fellow when he appears on the stage. The Grand March will take place at 9:30 P. M., so that the small children who take this opportunity of seeing their good friend will not have to remain until a late hour at the Club.

For the older people, who nevertheless are friendly with Santa, a pleasant evening will be enjoyed in dancing to the latest in music furnished by the P. E. Orchestra.

LADIES' AUXILIARY FORMING

Details are now being worked out whereby the women folk, both employed and wives, will be able to actively participate and enjoy the activities of a Ladies' Auxiliary. President Geibel and Manager Vickrey will have an announcement to make on the subject at an early date.

Tentative plans call for the carrying on of the activities and events customarily pursued in women's clubs. The functions will be held at the Club's headquarters and many pleasures and gatherings will be staged once the plan and organization is completed.

Plans to be made call for a number of staunch and enthusiastic charter members and those ladies desiring to take part, both now in the organization and later when the club is formed, are requested to send in their names to Club Manager Vickrey.

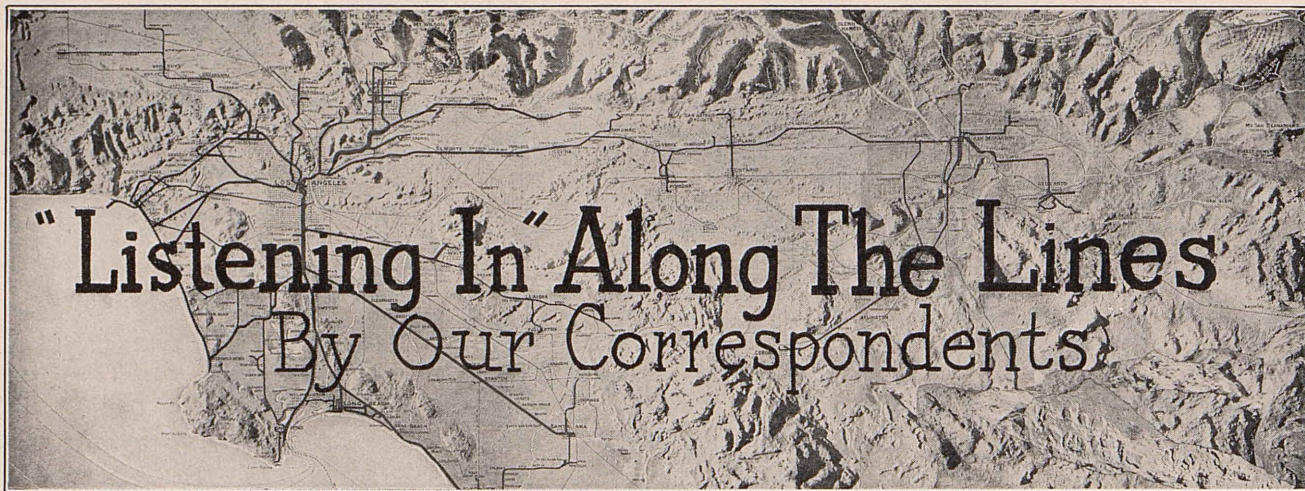
THREE DEATHS IN NOVEMBER

Gratifying indeed was the reduction in deaths recorded among employees during the month of November, three of our number being called last month, as against five in October.

The sympathy of the entire Pacific Electric family is expressed to the saddened relatives of the following fellow-workers whom death called last month: Fred Parker, Car Repairer, Mechanical Department; Alexander Dalgety, Clerk, L. A. Freight Terminal and F. A. Alvarado, Laborer, Engineering Department.

Group and mortuary insurance was paid to each of the beneficiaries of the deceased, the amount thus paid aggregating \$6500.

A total of \$1035, monthly is now being disbursed to 16 disabled employees under the disability provision of the Group insurance carried.



ACCOUNTING DEPT.
By George Perry

The Office, Room 273, has been completely re-arranged to allow a better grouping and spacing of the various Bureaus. Several members of this department worked one Saturday afternoon under the direction of L. E. St. John, in order to have the office ready for use Monday morning. While on the subject of moves, the Stenographic and Calculations Bureaus have been moved to new quarters on the third floor, Room 381.

Mrs. Anna Smith, who has been ill for some time past, is feeling very much improved and is now at the Tujung Sanitarium located at 154 W. Michigan Ave., Tujung. She would be glad to see or hear from any of her many friends in the Accounting Dept.

We have not seen much of R. E. Labbe lately, as he is working outside on the various large projects of the Company now in progress; also at Fresno and Visalia taking inventory.

Miss Bertha "Bobby" Stokes, Calculating Bureau, has just undergone an operation at the California Lutheran Hospital. She is getting along nicely, and is expected to be back with us soon.

P. E. McCassey, Road and Equipment Bureau, has been out of the office for a few days taking an inventory of spare electrical equipment for cars and locomotives. The inventory takes him to all parts of the system, which is a pleasant trip in itself, thus combining business and pleasure.

Mary Schneider, Calculations Bureau, who has been with the company for a number of years, left the service recently to take up the important duty of housekeeping. A gift of friendship and esteem was presented to her upon departure, consisting of a beautiful set of cut steel shoe buckles and a pair of chiffon hose.

Nick names seem to be applied to

persons who possess some peculiarity of name, manner, or what have you. Here is a list of some of the nicknames used in the Accounting Dept.: Sparkey, Alberta, Bum Bum, Abie (A. B.), Hogee, Dupet, Pop, The Sweded, Gunnysack, Hotsy Totsy, Paul Whiteman, Maggie, Polly, School, The Shiek of Hollywood, McNasty, Princess, The Jockey, Horses, Percy, Dixey, Temp., Cy., Sandy, and Tillie the Toiler.

Can you guess who they are?

During the month of November the following employees were on vacation:

Margaret Taylor spent her time at home and doing her Xmas shopping early.

B. F. Butler and wife visited friends in Barstow.

J. H. Goldsworthy had a restful vacation at his home in Santa Monica.

T. McKnight took a trip back to his old home in Pittsburgh.

Harold Kuck spent his vacation at home and visiting friends in Riverside.

T. E. Dickey took a much needed rest at home.

F. E. Loucks spent his vacation working on his Gladiolus Farm, San Fernando Valley and reports a large crop of bulbs.

MECHANICAL DEPT.
By Willis M. Brooks

Miss Hazel Hammell of Mr. Geibel's office, and Allan Barker of the Standard Oil Company, were married at Santa Ana on Monday afternoon, November 21, and immediately embarked on a honeymoon via auto to Seattle, Washington, where the happy young couple will make their home. Barker will enter business for himself in Seattle. We are, of course, sorry to lose Hazel. Our friendship and good wishes were symbolized in a wedding present of an electric waffle iron and an electric toaster.

As it isn't June, it must be our California climate that keeps the blood romping in the veins of Dan Cupid.

Miss Clara Doll is wearing a handsome diamond solitaire on the proper finger. Details are lacking, but Miss Doll promises interesting developments later.

Tom Brakbill of the Torrance Freight Repair Shop, and Miss Mary Torman were married at Los Angeles on November 5. The happy couple will reside at 1450 Fairfax Avenue, Los Angeles. Best wishes and congratulations.

Charles Carre of the Mill is improving after a prolonged illness and will welcome any of his friends who can call on him.

Harry Brumpter, Johnny Barr and Bert Valentine are again at work after an operation and a stay in the hospital. The family welcomes them back to their old jobs.

Born:

To Mr. and Mrs. Sam Whiting of the Winding Room, on November 17, a fine baby girl. Mrs. Whiting and daughter are at the Seaside Hospital, Long Beach.

To Mr. and Mrs. Robert Boyd of the Blacksmith Shop, on October 23 last, a boy.

Earl Schaler of the Machine Shop, suffered an unfortunate accident while operating a shaper, resulting in the loss of his left hand index finger at the first joint.

John Borland of the Welding Shop, is again at work after a two weeks' illness.

John Kimmel (the clock doctor) is being missed by his fellow workmen. John does not say much but that friendly twinkle in the eye is as good as a hand clasp any day.

We are happy to report that Frank Miller, Truck Shop Foreman, returned home from the hospital last Sunday, being out of danger and convalescent.

**FREIGHT DEPARTMENT
SOUTHERN DIVISION
By Thomas A. Lyons**

We have many dog fanciers among us, if you don't think so just start talking dogs to Red Nelson, Smoky Johnson, Charlie Gardner or John Sisk.

Motorman Charlie Keeling when not engaged in some I. C. S. or Hamilton course is busy reading the works of Oscar Wilde or Shakespeare. A great reader is this boy.

Sam Rigby is carrying his arm in a sling as a result of being caught by some falling lumber while along side of a freight train. It has been a rather painful experience, but it'll not be long now before Sam will be okeh again.

Funny things seen on the P. E.: Bill Leach's little hat, Ray Moran's car, Arkie's walk and Paul ducking the pusher.

Frank Haag, his avocados and his Escondido ranch will flourish this year because of some able assistance from the "God of Rain."

Bert Graham finds the pavement rather hard on his feet at the market job. Cheer-up, Bert, there is plenty of rubber left at the rubber plants.

Trainmaster Jim Blake is doing his daily dozen with the expressed purpose of reducing his waist line.

Holiday greetings to the P. E. Family from the boys of the Freight Department, Southern Division.

**NORTHERN DIVISION
Eastern Lines
By Mary Surr**

On November 15th a special train was operated between Los Angeles and San Bernardino on account of the Annual Duck Dinner of the National Orange Show. F. E. Peachey, President of the Eighteenth Orange Show, went into Los Angeles to accompany the party to San Bernardino. Approximately eighty people availed themselves of this event, among whom were D. W. Pontius, Vice-President and General Manager, O. A. Smith, Passenger Traffic Manager, and T. J. Day, Freight Traffic Manager. The banquet was held in the Orange Show building.

Since the special rate was put into effect to handle football teams by Motor Coach the following movements have been made:

San Bernardino High School to Ontario.

San Bernardino High School to Pomona.

Junior College, San Bernardino to Santa Ana.

Redlands High School to Mentone.

A new packing house has been put

up at Rialto, under the name of Rialto Co-operative Citrus Association. It will be served by the Pacific Electric.

The Contractor who has charge of the work of widening and paving the Foothill Boulevard from San Bernardino to Etiwanda has established his plant at Rialto, on the Pacific Electric Line. This will doubtless mean much business.

W. G. Bodkin, Dispatcher Eastern Lines, has just returned to work after his vacation. The vacation list is dwindling down, those still away are Motormen B. McCumsey, W. J. Anderson, G. M. Britt and J. Baldrige.

**MACY STREET TERMINAL
D. B. VAN FLEET
Terminal Foreman**

Motorman W. E. Swartz, San Bernardino Line, is back to work again after a five weeks' leave of absence, which he spent with his family in making a trip to Connecticut, partially on business and also for pleasure. Swartz spent many a happy hour looking over familiar scenes and visiting old friends and relatives. Swartz is no exception to the rule, that no matter how much we enjoy a visit in the east, we are glad to get back to good old Southern California.

Al G. Barnes Circus now has its winter headquarters near Baldwin Park, on the San Bernardino Line of the Pacific Electric, where approximately 300 acres have been purchased.

On Monday, November 21st, the Southern Pacific delivered the circus train to the Pacific Electric at Crush-ton transfer, Baldwin Park. Between an extra and a regular freight crew, the movement to the new circus headquarters was accomplished.

On Tuesday, November 22nd, a free circus on the new grounds was given. Both the afternoon and evening performances were well attended, with many people patronizing our service to and from the entertainment.

We are certainly glad to see Conductor L. B. Bower able to get around again after being seriously burned on a freight motor recently. We all hope that no permanent ill effects will develop and that his recovery will be speedy and complete.

With the approach of Christmas, our vacation list continues to decrease. This is necessary, for it gives additional Trainmen on the extra board, to help take care of the extremely heavy traffic that is always present the last few weeks before Xmas.

Conductor T. Blau, who is a student at the University of California at Los Angeles, has returned to work again after a two months' leave of absence, which enabled him to be a member of the University football team. Blau is looking fit and we are glad to welcome him on the job again.

**LONG BEACH & HARBOR
By V. L. Swart**

Fred Parks, Freight Car Inspector, San Pedro, died suddenly Thanksgiving day at his home in Los Angeles. Mr. Parks was 60 years old and had been in the employ of the Pacific Electric for many years, and his passing is deeply regretted by all his associates and friends.

Conductor Joe Le Claire, Long Beach, has returned from an extended tour of the New England states, and is again back on his run. Joe recently underwent an operation at the California Lutheran Hospital, but has fully recovered now and reports feeling better than he has for years.

Inspector George Patton, San Pedro, is absent on his annual two weeks' vacation. George is spending the time at home improving the ranch.

Mrs. Alice Lerch, Long Beach, is off duty on account of sickness.

Say, folks, the little daughter of Asst. Foreman Fred Phlaf, San Pedro, is entered in the Daily News contest now going on and if you have no other favorite in the race, your support will be much appreciated. Any votes sent in will reach Mr. Phlaf at the San Pedro Terminal.

The report that a certain Assistant General Foreman had recently shot a lowly mud hen instead of the highly-prized duck and carried it home in his pocket before discovering its identity started a warm argument in the Morgan Avenue gang as to whether the poor old mud hen has web feet or not. Inspector E. Johnson, who thinks not, says he is going to journey out to Leak's Lake and find out.

**7TH ST. WAREHOUSE
By Daniel Sanchez**

Word has been received that our Expense Clerk, Louis I. Fink, on leave of absence in Chicago, is at present suffering with chilblains and will be found in Los Angeles very soon.

Chief Car Clerk Rockford, one of the last of this year's vacationists, reports having had an enjoyable rest at Catalina.

Also telling of vacation experiences, J. M. Kenney, Terminal Market Clerk, has an abundance of praise for the Hawaiian islands. Joe rather pities the poor native girls who have to wear grass skirts, but assures us that they manage to get around in them all right.

Well, boys, believe it or not, Andy Moreno, Car Clerk, is about to come forth with the announcement that he has entered into the field of matrimony. Just at present Andy is in San Antonio,

Texas, so we will have to wait for his return to get a complete report.

The next time any one gets a black eye and wants to explain the discolored optic just go to Checker S. Harcasitas. He credited his to a game of basket ball.

Cyril Albright has been confined to his bed on account of a bad cold accompanied with a sore throat.

May Nelson, P. B. X. Operator, is back on the job again after a 90-days' leave.

We are sorry to announce the death of our companion Stevedore Alexander C. Dalgety, who died on November 28th. Alex is gone but he has left with us his ever-lasting smile. The boys of the Warehouse extend their sympathy to the family at this time of sorrow.

Dan Page, Stevedore, is taking his annual vacation. Dan insists that there is no place like home for a real rest.

A. E. Fennant, Jumbo Clerk at Butte Street, has taken a leave of absence to visit with his folks who recently arrived in Los Angeles.

SOUTHERN DIVISION
Samuel J. Mason,
Passenger Director

Did you ever notice how pleasant and accommodating our Receiving Cashiers on the viaduct at Sixth and Main are? The good work of Mike Kapitan and Geo. Huggins was called to our notice by an appreciative Conductor. It is indeed a pleasure to come in contact with men of this type—and even more so when it is employee to employee.

Conductor R. J. Cameron is the proud father of an eight pound baby girl. Mother and young daughter are doing nicely, with hopes still held for father.

A visit to his ranch in Old Mexico is occupying the thirty-day vacation of Conductor A. D. Thompson.

Conductor J. J. Jarvis has been elected as Chairman of the Trainmen's Meeting. In accepting that position he solicits the support of all Trainmen. "A large attendance is thing we want," John is telling the boys. All right, we'll do our best to fill every seat.

Oscar Holland, Conductor, Long Beach, has returned from a visit to his "Old Home Town," Pittsburgh, Pennsylvania. He says that he enjoyed the trip with but one exception, that being the terrible explosion that occurred while he was there.

Pat Pope is on an extended leave visiting friends at San Antonio, Texas.

STORES DEPARTMENT
By Fred B. Hopkins

Congratulations are being extended Stores Inspector E. W. Lock and Mrs. Lock over the arrival of a daughter—Miss Barbara Jane, on Thursday, October, 13th, at their home, 1317 Portola Ave., Torrance.

Also Mr. and Mrs. Duard Porter have announced the arrival of a daughter—Jacqueline Jane, born on October 5th—and congratulations are extended them. Mr. Porter is of the personnel of the Purchasing Agent's office.

Section Storekeeper Roy Ewing, who was married in September, has come to live in Torrance, having occupied the residence of Floyd Gill during the absence of the latter owing to the illness of Mrs. Gill.

Harry Nebenzahl, Assistant to Section Storekeeper Roy Ewing, spent his vacation during November visiting with his mother in San Francisco.

Mrs. Elaine Farrell, Head Stenographer in the General Storekeeper's office spent her vacation in November visiting with friends and relatives in Fresno, Hanford and Tulare.

J. H. Cragin, General Storekeeper of the L. A. & S. L. R. R. and father of Ray Cragin, Storekeeper at Washington St., passed away suddenly at his home in Los Angeles on Monday, November 27th. The sympathy of the Stores Department is extended Ray, who is very well known among the P. E. family.

NORTHERN DIVISION
PASADENA
By Edmund C. Fox

M. S. Wagner, formerly Motor Coach Operator, is now connected with the Passenger Traffic Department as clerk in the Pasadena Ticket Office.

Motorman W. M. Lovelace has returned to Pasadena from the Macy Terminal after having bid in a motor coach run.

J. M. Barnard, Incline Operator on Mt. Lowe, has taken to mountain climbing and can tell some very thrilling experiences.

H. E. French, E. Scheetz and R. S. Smith took a day off and went to Palm-dale for a rabbit drive. The game was plentiful and the hunters all returned satisfied.

Conductor W. H. Owen has qualified for single track and is breaking in on the Mount Lowe Line.

Motorman R. M. Hughes, who recently bid in a motor coach run, is desirous of returning to the rails and has bid on his former run on South Pasadena.

WESTERN DIVISION
By E. C. Brown

In spite of the fact that working as a Motorman or Conductor requires a person to do considerable traveling, the boys never lose that desire to see the world, as is shown by the fact that Motorman J. A. Moreno is in New York, Conductor J. E. Gerst in Nebraska, Conductor J. D. Moberly in Texas and Conductor R. E. Nebb in Tennessee. The P. E. is well represented in several parts of the United States just at present.

Motorman A. Greutz, for whom the wedding bells will soon chime, has bid in a Van Nuys run and is getting the cottage ready for "The Bride."

We are pleased to see Conductor F. V. Haulman back on the job after a severe illness.

The next Trainmen's Get-Together meeting will be on December 21st. The last meeting was a great success and indications are that the coming session will be even better.

Trainmen of the Western Division, through this column, extend to the whole "P. E. Family" a Merry Christmas and a Happy New Year.

WESTERN DIVISION
SHERMAN
By H. W. Swihart

Conductor O. E. Welker, the Gentleman from Missouri, has resigned his membership in the Bachelors' Club.

Mr. Welker and Miss Francis L. Meroney, daughter of Mrs. L. M. Meroney of West Hollywood, were united in the solemn bonds of matrimony at a quiet home wedding on Tuesday, November 22nd.

Conductor Ophus returned to work recently from a thirty-day vacation, most of which he spent on his father's farm in North Dakota, wading through wheat fields and drinking buttermilk. Young Ophus said he might have stayed longer, but the old gentleman was beginning to think about putting him to work.

Young Conductor E. R. Martin, the tenor banjo artist and erstwhile orchestra leader, is saving his money now to buy a dress suit and a ring. Also a new banjo.

Conductor Hartly, who came from New York City recently, says the saddest day in American history was when the Irishman, the Englishman and the Scotchman went into a saloon together—and the Scotchman had all the money.

Motormen Warfield and Nelson, who went on vacation on November 19th, had a pleasant time over on Catalina Island and up at Mount Lowe.



Counsel: "The cross-examination didn't seem to worry you. Have you had any experience in that line?"

Client: "Married three times."

None to Clean

Salesman—Let me demonstrate this vacuum cleaner to you.

Mrs. Coveloski—I don't want it, I ain't got no vacuums in the house.

Enemies Now

"What's the difference between vision and sight?"

That's easy, my girl is a vision, yours is a sight."

Mr. Callahan: "Did you protest against showing the movie that represents the Irish as disorderly?"

Mr. Murphy: "Did we? We wrecked the place!"

Oh, Man!

Country Visitor—"Tell me, have any big men been born in this village?"

The Village Half-Wit—"Nope; only babies."

Working Boy: "Don't sob, brother, the wolf has never been at your door."

Athlete: "No? He was in my room and had pups."

Just Right

Wife—"I see by this paper that in certain parts of India a wife can be bought for two dollars. Isn't that perfectly awful?"

Husband—"Well, I don't know! A good wife would be worth that."

A Thoughtful Youngster

Mother: "Bobby, when you were eating nuts in the street car, I hope you didn't throw the shells on the floor."

Bobby: "No mother, I put them in the pocket of the man who sat beside me."

Discovered

He: "I see they are publishing the statistics of all the women who have never married. Simply amazing figures."

She (rather bored): "Yes, I expect that's the reason."

The new stenog looked like a million dollars. "Class" was written all over her. The office force in accord acclaimed her. "Some Dame."

Then she opened her velvet lips and said to the office boy, "Say Boozo, ain't there no carbon paper around this joint?"—Exchange.

They call her Appendix because somebody's always taking her out.

The meanest man today is the husband who'll shave the back of his wife's neck with the razor she uses to sharpen pencils with—Exchange.

Rose's are red,
Pearl's are white,
I seen 'em on the clothes
line
Just the other night.

Loud Speakers

"Is your wife still at home?"
"Hell no, she's louder there than anywhere else."

Our Well-Mannered Youth

Mother (to son, reaching across table)—"Son, why don't you use your tongue?"

One Consolation

Mrs. Murphy—"An' do ye think he looks loike his father?"

Mrs. Flanigan—"Ooi do, but don't ye mind that, Mrs. Murphy, just so long as the child is healthy."

Very Good Reason

Doctor (examining a negro, very much under the influence of liquor): "Why, this man's been drugged!"

Mose: "Yas, suh, I knows it. I drugged him all de way from de saloon."

More Scotch!

We simply must tell another Scotch story. It seems that there was a Scotchman walking down Main street the other day looking for a cheap post office.



"I couldn't serve as a juror, judge, One look at that fellow convinces me he's guilty."

"Sh-h, that's the district attorney."

A bachelor says that if he had to choose between two evils he would marry the one that had the most money.

By Request

"You lead the orchestra, sir?" asked the tired business man in the cabaret.

"I do," replied Professor Jazzolo proudly.

"Then would you mind leading them out for a bit of air?"

The Code of a Good Sport

- 1—Thou shalt not quit.
- 2—Thou shalt not alibi.
- 3—Thou shalt not gloat over winning.
- 4—Thou shalt not be a rotten loser.
- 5—Thou shalt not take unfair advantage.
- 6—Thou shalt not ask odds thou art not willing to give.
- 7—Thou shalt always be ready to give the opponent the shade.
- 8—Thou shalt not underestimate an opponent, not overestimate thyself.
- 9—Remember that the game is the thing, and that he who thinketh otherwise is a mucker and no true sportsman.
- 10—Honor the game thou playest, for he who playest the game straight and hard, wins even when he loses.—Contributed.

There Are Others

If times are hard, and you feel blue, Think of others, worrying, too. Just because your trials are many, Don't think the rest of us haven't any.

Life's made up of smiles and tears, Joys and sorrows, mixed with fears; And though to you it may seem one-sided, Trouble is pretty well divided.

If we could look in every heart, We'd find that each one has its part, And those who travel Fortune's road Sometimes carry the biggest load.—Exchange.

"London is the foggiest city in the world."

"But I've been to a foggier place than London."

"Where was that?"

"I don't know where it was, it was so foggy."

Railroads Carry Bulk

Assembling transportation statistics for last year, Daniel Willard finds that railroads handled 90.5 per cent. of freight, inland waterways 5.8 per cent, trucks 3.7 per cent. Motor buses carried 120,000,000 passengers an average of thirty miles, railroads 875,000,000 an average of forty miles, making the bus business about 12 per cent.

A "blind" beggar sat at the entrance of a subway kiosk with a tin cup in his hand. A passerby, slightly under the influence of alcohol, took out his pocket flask and started to pour a drink into the man's cup.

The beggar opened his eyes suddenly, saw the flask and yelled: "Nix, nix! None of that stuff. Do you t'ink I wanta go blind?"

Jimmy, age nine, was escorting his younger sister, Ruth, to school. Now although Ruth was more than a year younger than Jimmy, she was much better read.

On the way Ruth slipped and tore her new frock. "Jimmy," she said, "if you want to show people your chivalry, you will give me that pin in your trousers."

Jimmy, blushing furiously, retorted: "If you think I'm gonna show my—my chivalry just so you won't have to show your petticoat, you're off your block."

Suicide Note

Green Clerk (to Bride and Groom): "I ain't got no room with twin beds, but I kin giv ya two nice rooms on different floors with single beds in 'em!"

Thrifty Housewife

Hubby—"Great heavens! The idea of you paying \$1000 for a diamond ring."

Wifey—"But think how much it will save you in gloves, dear."

Once

Mike: "Did ye ever speak before a large audience, Pat?"

Pat: "Fairly large, I did."

Mike: "And what did you say?"

Pat: "Not guilty."

The Professor Again

Every time the bell on his typewriter tinkles, the absent-minded Professor writes: "Come in!"

Doctor: "Young man, you owe your very remarkable recovery to your wife's tender care."

"It's kind of you to tell me, doc. I shall make out the check to my wife."

There's a Limit

The play was of the most wildly dramatic character, but the great scene was that in which the hero confronts the sneeringly triumphant villain.

"Sir Marmaduke," he exclaimed, "you have reduced me to beggary, broken the heart of my aged mother, and eloped with my wife. But beware! Don't go too far!"—Outlook.

Two farmers met on the road and pulled up.

"Si, I've got a mule with distemper. What'd ye give that one o' yours when he had it?"

"Turpentine. Giddap."

A week later they met again.

"Say, Si, I gave my mule turpentine and it killed him."

"Killed mine, too. Giddap."

"Whassa matter, Flo?"

"Gawd, Mae! Never go out with a chiropractor!"

He'll Understand

Betty: "Have you any green lip stick?"

Drug Clerk: "Green lip stick!"

Betty: "Yes, a railroad man is taking me out tonight."

She-sez: "I have no sympathy for a man who gets drunk every night."

He-sez: "A man who gets drunk every night doesn't need sympathy."

"Whaffo' you lookin' so unnecessary, Glutinous?"

"Ah feels like a dumb owl, Predicament."

"Reveal yo' meanin', man."

"Ah jes' don't give a hoot."

Business Judgment

A railroad had paid a claim for injuries to Mandy. Her husband demanded half of the money.

"Sam, you don't get none of dis yere money. It was mah face dat was wrecked and ruined, not yours. Ah did all de sufferin', not you."

"Ah's entitled to mah share, Mandy. Why, after the wreck dere you was a lying alongside de track, stunned and senseless wif nothing de matter with you and ah had de good business judgment to go over and kick you in de face."—Forbes.

PACIFIC ELECTRIC EMPLOYEES

Residing in the Santa Monica Bay District

Our new Santa Monica Store, located at 1529 Wilshire Boulevard, is for your convenience.

Here you will find complete stocks of Goodyear Tires and Tubes and everything in the way of modern Repair and Retreading equipment to promptly take care of every tire need.

Present Your Identification Card

at either of our stores and get the benefits of your special group prices.

Pacific Electric Deliveries

Pasadena Garage
Friday

Glendale Garage
Friday

Sherman Garage
Thursday

Torrance Store
29th of each month

ZINS & CLAWSON SERVICE CO.

1228 South Grand Avenue
LOS ANGELES
WEstmore 3554-5710

1529 Wilshire Blvd.
SANTA MONICA
Santa Monica 28386

Our Los Angeles Store is Open All Night for Your Convenience.

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Pay Yourself First

It is not what you draw in your pay check that counts,
 but how much you SAVE.

The basis on which the world gets ahead and betters its
 condition is aptly expressed in one word—SAVE.

Let's Talk It Over!

THE RAILWAY MUTUAL BUILDING AND LOAN ASSOCIATION
 201 Pacific Electric Bldg., Los Angeles, California

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

PARTIAL LIST

| Name | Disability | Amount | Name | Disability | Amount | Name | Disability | Amount |
|------------------------------------|------------|---------|--------------------------------------|------------|--------|--|------------|--------|
| Baier, John L., Bruised Leg | | \$22.00 | Chamberlain, Anthon W., Constipation | | 42.66 | Eskite, Wilbert H., Appendicitis | | 40.00 |
| Banks, Thomas R., Severe Cold | | 13.33 | Cole, Ollie, Broken Bone | | 122.00 | Farrar, Frank L., Bruised Eye | | 16.00 |
| Bassett, James, Sprained Ankle | | 12.00 | Crowder, Erlin L., Appendicitis | | 60.00 | Faulkner, Walter F., Foreign Body in Eye | | 20.00 |
| Baxter, Royal, Influenza | | 14.00 | Dawson, George A., Bronchitis | | 8.00 | Fenwick, Joe D., Nervousness | | 10.00 |
| Beckman, Ralph P., Bronchitis | | 14.00 | De Silva, Reynolds, Burned Eye | | 26.66 | Finley, Leo R., Illness | | 14.50 |
| Bell, Albert E., La Grippe | | 34.66 | Dillard, Jesse H., Kidney Stone | | 46.00 | Flattum, H. M., Burned Back | | 106.66 |
| Blackburn, Clarence H., Tonsilitis | | 18.00 | Downing, Ande E., Coryza | | 12.00 | Foord, Lisle W., Bruised Leg | | 53.32 |
| Bollard, G. N., Sprained Back | | 68.00 | Dryer, Ollie P., Sprained Back | | 10.00 | Fortner, Leoric, Bruised Leg | | 16.00 |
| Brown, Carl N., Injury | | 109.69 | Dryer, Ollie P., Mashed Toe | | 15.00 | Genoud, Paul J., Contusion of Toe | | 10.00 |
| Buchanan, A. R., Appendicitis | | 12.00 | Epp, Frank E., Eye Tumor | | 21.33 | Hansen, H., Sprained Shoulder | | 18.00 |
| Cason, James M., Indigestion | | 14.00 | Eriskson, Clyde E., Toothache | | 12.00 | Henry, W. F., Sprained Wrist | | 12.00 |

The Perfect Gift--

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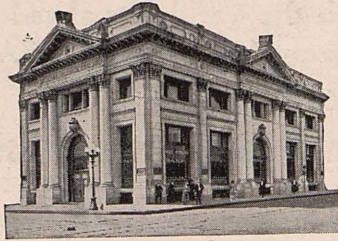
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