



# THE PACIFIC ELECTRIC MAGAZINE



Vol. 12

LOS ANGELES, CAL., JULY 10, 1927

No. 2



The Portal to "Happy-Land"—The Pacific Electric Camp.

## What Is Efficiency?

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**I**T IS DOING the things, not wishing you could do them, dreaming about them or wondering if you can do them. It is the power to do things by doing them. As learning to walk by walking. It is knowing how to apply theory to practice. It is the trick of turning defeat into experience and using it to achieve success.

It is the ability to mass one's personality to any given time or place. It is skill in quick mobilization of one's resources. It is making everything that is past minister to the future. It is elimination of the three microbes of weakness—regret, work and fear.

It is self-reliance, clothed with modesty. It is persistence plus politeness. It is the hand of steel in the velvet glove. It is alertness, presence of mind, readiness to adjust one's self to the unexpected.

It is sacrificing personal feelings to the will to win. It is impinging the ego against the combination of events—luck, fate, custom and prejudice,—until they give way.

It is massing me against the universe. It is the sum of the three qualities—purpose, practices and patience. It is the measure of a man, the real size of his soul.

—*The Buzzer.*

## RECORD BREAKING RUBBER SHIPMENT ARRIVES



Solid Pacific Electric train of 22 cars, comprising the largest single shipment of rubber ever received through the Port of Los Angeles. This shipment arrived at the Harbor on the General Steamship Corporation's S. S. Silverlarch, destined to the Goodyear Tire & Rubber Co., of which C. W. Case is Traffic Manager, at Wingfoot.

On the motor, lower, left to right: Capt. H. H. Berkholtz, Operating Mgr., General S. S. Corp.; A. C. Williams, Customs Broker; P. C. Windham, Gen'l. Agt., Gen'l. S. S. Co.; E. Clark, So. Div. Supt., P. E. Ry. Upper row, left to right, Paul Mann, Agent, Wilmington, P. E. Ry.; S. E. Cooper, T. F. A., P. E. Ry.; C. F. Yenney, Mgr., Oriental Service, Gen'l. S. S. Co.; Jas. Clark, Customs Broker; and Geo. F. Squires, Ass't. Frt. Traffic Manager, P. E. Ry.

## Better Service—More Revenue

### Employees are Company's Good-Will Builders Good-Will, Plus Service, Brings Traffic

By G. F. SQUIRES  
Assistant Freight Traffic Manager

VERY ELASTIC is this word "SERVICE" — it may mean a multitude of things—but no one fails to appreciate service when he receives it. Whether it be given in small things or big, good service usually results in the same appreciation.

A satisfied customer is the best advertisement the Company can have. Attentive and efficient service from an obliging and pleasant employee is the ideal element in business getting. If a patron is treated in this manner he is our friend and will always have a kind word to say for the Pacific Electric. This team work of us all will result in better service and bigger business.

The service rendered by the individual employees in the course of their respective duties is reflected in the aggregate service rendered to the general public and it is therefore evident that the moulding of public opinion as to the character of service furnished becomes a matter of personal concern to each individual affiliated with the Pacific Electric.

Expanding from a transportation facility originating less than one thou-

sand commercial carload shipments annually, the freight traffic of the Pacific Electric Railway has now become a system handling in excess of two hundred thousand cars each year in commercial traffic.

This continuous flow of freight commodities represents the daily coordinated efforts of several hundred employees, each functioning in a businesslike manner and conscious of the fact that directly or indirectly we are salesmen of transportation in that we are producing a class of service which the shipping public seeks.

The agent, conductor, or other company representative who greets our patrons with a smile, answers questions willingly, pleasantly and in a businesslike manner, and who is willing to meet the needs of patrons, in all times to assist in every way surely promotes an inclination on the part of the patron frequently and continually to buy the service, and helps materially in completing a satisfactory sales transaction.

In dealing with the public over the telephone, through correspondence channels, and the various other media

by which the business of the Company is transacted, see that proper courtesy is accorded and that all business relations with the public are conducted in a cheerful, courteous and affable manner. Such attitudes as the above mentioned make lasting impressions upon the public and are, as a rule, substantially remembered. In other words, endeavor at all times to wear a smile on "Your Voice" and "Disposition." This is an asset and there can be no question as to its paying.

In merchandising our service of transportation, which is the commodity we are daily marketing, we should be thoroughly "sold" ourselves on that service and make it not only as good as obtainable through other mediums, but better and superior in every possible respect. Good nature, courtesy, personal neatness and a spirit of helpfulness go a long way towards cementing the friendship that the public has for its transportation companies.

Among the various methods which we have for attracting business, good service is placed first according to comparative value as a solicitation medium. Personal solicitation by the entire organization, accompanied by a spirit of helpfulness in assisting our shippers or patrons in their transportation problems produces friends and along with friends comes increased traffic.

The freight agent and the truck driver or shipping clerk are the men who count in building up or destroying good-will.

# Tenancy In Its Legal Phases

## Difficulties That Arise Most Frequently Between Landlord and Tenant Discussed by Attorney

By RICHARD E. WEDEKIND,  
Attorney, Law Department

THE LANDLORD and tenant relationship is one commonly known to the law and the general principles applicable thereto are well established in California. The rights and duties of both landlords and tenants have been defined time and again by the courts of this state and it shall be the purpose of this article to set forth briefly some of the general rules of law resulting therefrom.

The California Civil Code defines hiring as "a contract by which one gives to another the temporary possession and use of property, other than money, for reward, and the latter agrees to return the same to the former at a future time." The person letting real estate is called the landlord; the person to whom the lease is made is called the tenant. The word "lessor" is used interchangeably with "landlord" and the word "lessee" is used the same way with "tenant."

The landlord and tenant relationship may be created either by a written contract or a verbal contract. However, an agreement by which property is leased for a longer period than one year must be in writing else it is invalid. This is the rule of the Statute of Frauds.

### Written Contract Supersedes

The execution of a contract in writing, whether the law requires it to be written or not, supersedes all the negotiations or stipulations concerning its matter which preceded or accompanied the execution of the instrument. In other words, the written instrument, if it is not ambiguous or unintelligible, cannot be varied by evidence of oral agreements made between the parties prior to or at the time the contract is signed. The written contract contains the entire understanding between the parties as far as the law is concerned.

The parties may put into a written lease such terms as they desire, as long as such terms are not contrary to public policy. Of course, there can be no valid agreement to do a thing that is unlawful.

When a lease of real property is made the lessor grants and the lessee gets what is designated as an estate for years. An estate for years may be any period of time. The fact that the word "years" is used does not mean what commonly is referred to as a year. A lease of property for one month is, in law, an estate for years; and so is a lease for one week.

### Term of Lease

If the parties do not fix the term of the lease between themselves, the law fixes it for them, as follows:

1. A hiring of real property, other than lodgings and dwelling houses, in

places where there is no usage on the subject, is presumed to be for one year from its commencement, unless otherwise expressed in the hiring.

2. A hiring of lodgings or a dwelling house for an unspecified term is presumed to have been made for such a length of time as the parties adopt for the estimation of the rent. Thus a hiring at a monthly rate of rent is presumed to be for one month. In the absence of any agreement respecting the length of time or the rent, the hiring is presumed to be monthly.

Now suppose a dwelling house has been rented and the lessee has entered into possession, either under a verbal contract or a written contract, what are the rights and duties of the landlord and tenant, respectively, in connection with the property hired? Unless otherwise changed by the agreement of the parties, such rights and duties are summarized in the following paragraphs.

The landlord must secure to the tenant the undisturbed possession of the property during the term against all persons lawfully claiming the same.

The tenant must use ordinary care for the preservation of the property in safety and in good condition. On the other hand, the tenant is not responsible for ordinary wear and tear. Ordinary wear and tear is such that results from the use of the property for which it was let when used in an ordinary and reasonable manner.

The tenant must, however, repair all deteriorations or injuries to the property occasioned by his want of ordinary care.

When property is let for a particular purpose it cannot be used for any other purpose by the tenant. If he does use it for any other purpose he is liable to his landlord for all damages occasioned thereby, or the landlord may treat the contract or lease as rescinded.

### Termination of Lease

The landlord may terminate the lease when the tenant uses or permits a use of the property in a manner contrary to the agreement of the parties and he may also terminate the lease when the tenant does not, within a reasonable time after request, make such repairs as the tenant is bound to make.

On the other hand, the tenant may terminate the lease, when the landlord does not, within a reasonable time after request, fulfill his obligations. He may also terminate the lease when, as the Civil Code says, "the greater part of the thing hired, or that part which was and which the letter had at the time of the hiring reason to believe was the material inducement to the

hirer to enter into the contract, perishes from any other cause than the want of ordinary care of the hirer."

It is the duty of a lessor of a building intended for the occupation of human beings, to put the building into a condition fit for such occupation and to repair all subsequent dilapidations thereof, which render it untenable, except those dilapidations caused by the want of ordinary care of the lessee. If it comes within the duty of a lessor to make a certain repair, and he neglects to do so after notice from the lessee, the lessee may himself make the necessary repair, and deduct the expenses from the rent. But the lessee cannot do this if the repairs require an expenditure greater than one month's rent. If the lessee does not desire to make the repairs as set forth in this paragraph, he may vacate the premises and be discharged from the payment of any further rent or the performance of any of the other obligations of his lease.

If a lessee of real property remains in possession after the expiration of the term and the lessor accepts rent from him, there is a presumption that the lease is renewed on the same terms and for the same time, not exceeding one month when the rent is payable monthly, and in no case exceeding one year.

It probably is safe to say that in the great majority of cases where dwelling houses are rented, the hiring is on a month to month basis with no writing as to the understanding between the parties. The tenant sees a house he wants and rents it from the owner at a stated amount a month. In order for either the lessor or lessee to terminate such a hiring, the one desiring to so terminate must give the other party at least one month's notice of the termination. The notice should be written and must be given so as to cover a full rental period. That is, if the rent is payable on the first day of the calendar month, for example, the notice must be given on or before the last day of the month and cannot terminate the lease until the last day of the following month.

Any branch of the law has so many diversifications that it is impossible to give a full resume in a short space. The above principles are far from being a complete statement of all of the law applying to landlords and tenants. They cover only some of the common questions that arise. And, again, the facts in each case that arise, usually are different in some degree from the facts of every other case. This difference in facts, which may sometimes be very slight, may result in an entirely different result in the particular case.

With this in mind, the landlord or tenant, as the case may be, who is in trouble over his lease, should see his lawyer for advice; or better yet he should see him before he gets into trouble. Usually it is much easier for a lawyer to keep one out of trouble, than to get him out after he has plunged in.

## NEW SANTA ANA STATION OFFICIALLY OPENED



New Station at Santa Ana and Officials Attending Opening Ceremonies.

**C**ELEBRATING the completion of the new Pacific Electric Station in their city, members of the Santa Ana Chamber of Commerce, Santa Ana Manufacturers Association and the East Main Street Improvement Association of that city, together with Mr. Pontius and members of his staff from Los Angeles, participated in the opening festivities.

The new station, which will serve as both passenger and freight depot, is of Spanish architecture. The waiting room is located in the front of the building, providing easy access to all trains; the office is in the middle, and the freight warehouse in the rear. The layout is so arranged as to provide a space in the rear between the station and the adjoining building, which provides ample room for vehicles using the freight loading platform. There is also an entrance from the rear platform to the main office that permits business to be transacted without the necessity of patrons making the customary trip from the warehouse, around the building, to the front entrance.

Aside from the Pacific Electric Station, the building will be occupied by the American Railway Express Company and a light refreshments parlor.

Because of many conditions, that could not be overcome at an earlier date, Santa Ana has waited for a number of years for the station of their desire, but that waiting has not been in vain for they now have one of the best appointed and nicest appearing structures on the entire system.

It is sincerely hoped that with this new improvement in Santa Ana, our business will show an appreciable increase, at least sufficient to justify the large outlay that was involved in the enterprise and we are certain that our friends in Santa Ana will lend every effort toward this end.

### OFFICIALS OF CALIFORNIA ELECTRIC LINES CONVENE

Discussing means of bringing about a closer co-operation between departments of the electric railway industry and stressing the efforts being made by transportation companies to increase the comforts and safety of the traveling public, the yearly meeting of the California Electric Railway Association was held in Los Angeles on June 20-21 at the Mayfair Hotel.

D. W. Pontius, our Vice President

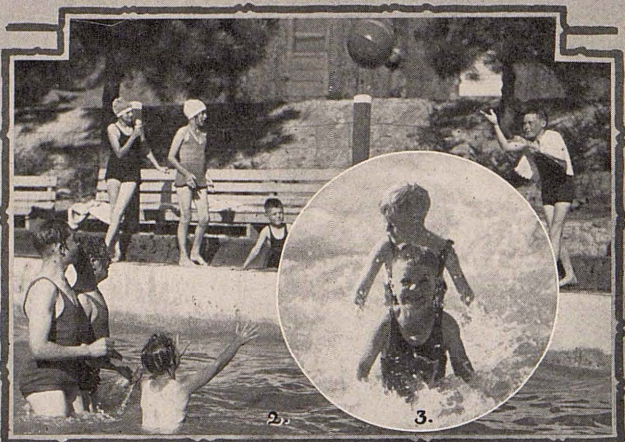
& General Manager and President of the Association, presided over the banquet at which some 150 delegates from the 22 electric railway properties of California were present. The principal address was made by Frank Karr, Vice President & Chief Counsel of this company.

The first day's session was held as a general meeting of all departments at which addresses were made on pertinent subjects by representatives of several of the electric railway systems. The second day's meeting was departmental and was comprised largely of papers and discussions from the Superintendent's, Engineering, Accounting, Claims, Public Relations, Purchasing and Stores Divisions. During the convention the Pacific Electric was represented on the program by E. C. Thomas, General Agent, Executive Department, who spoke on "Public Relations Work," and F. L. Annable, General Superintendent, who spoke on "The Decreasing Passenger Revenue, Its Causes and Possible Remedies."

At the closing session, W. V. Hill, Manager of the Association, was chosen as chairman for the ensuing year.



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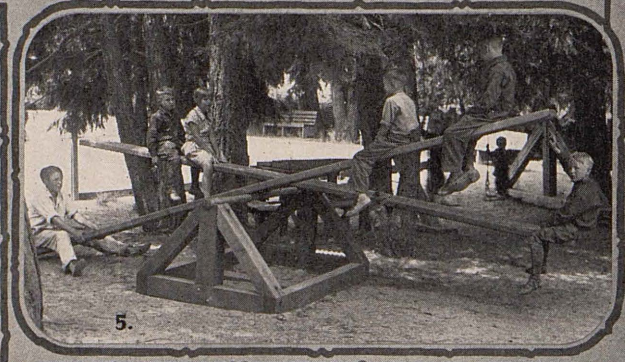
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# VACATION JOYS at PACIFIC ELECTRIC CAMP



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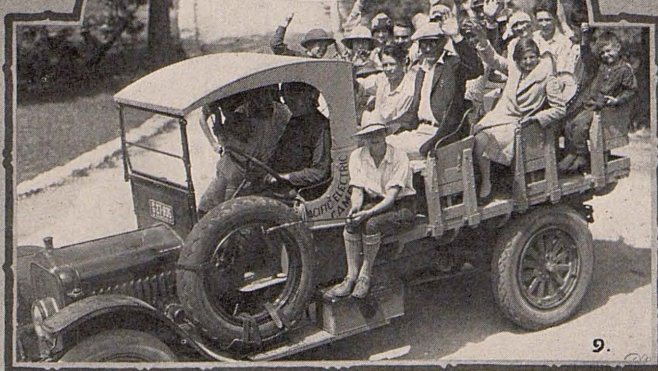


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## A Place of Rare Beauty and a Joy Forever

It Is Not Possible to Portray in Words What the Camp is,  
Nor to Describe the Beauty That is to be Found There

**J**UST A LITTLE over a year ago the writer was a guest at the Pacific Electric Camp and for two days recently another visit was made.

Even in the brief space of one year's time, it is not possible to conceive the changes that have been wrought, notwithstanding the fact that since the first improvement was begun upon the Camp site in 1917, frequent visits have been made to this much beloved resort.

Well do we remember the early trips made into the San Bernardino Mountains to the site of our present camp, and those of later days after the Camp had its beginning. Distinctly are brought to mind the hardships of the journey up the mountains into Camp over the road of those days, compared with the highways leading there today.

This was forcibly impressed upon us on our last journey. Upon leaving San Bernardino, we found that the former rough and dusty road had been replaced by a gravel and oiled highway with the dust completely eliminated, and the bumps and jolts formerly experienced now but matters of memory.

In place of the solid-tired, noisy, jolty vehicles of a few years ago, our journey was this time taken in a pneumatic-tired auto coach of the latest design, built especially for use of Pacific Electric employees and the ride was as though taken in a rocking-chair.

With the improvements made by the State and San Bernardino County authorities within the last year on the road leading to our Camp, the journey has lost all of its terrors and has become one of the scenic routes of Southern California, and may be made with ease by any machine whose driver uses reasonable judgment. It is **not** a high gear road and boulevard time should not be attempted.

### Make Camp Reservation Now if You're Going

**I**F YOU expect to spend all or a part of your vacation at the Pacific Electric Camp, you should make reservation immediately in order that you may secure accommodations wholly to your liking.

Reservations for July and August are coming in very rapidly.

Protect your own interests by making reservations now.

Entering our Camp one is impressed immediately with its beauty, its coolness, its inviting shade, its pleasing contour of winding roads and paths, as well as the substantial character and appearances of its buildings. It radiates cleanliness and comfort and within a few moments following arrival, hospitality presents itself not only through Mr. and Mrs. Huntington, who are operating the property, but through every employee engaged in the activity of our Camp; and that pleasing hospitality abides throughout the entire stay in the resort.

A joyous "home-likeness" pervades the entire establishment. Restfulness and ease beckon one from the big armchairs on the shady veranda, or from beneath the leafy trees where hammocks are hung for the taking of your siesta. One cannot gaze out upon the green lawn or the rock grottos in which flowers bloom, nor at the carefully trimmed trees without knowing that the hands of many who love the place have been very busy making it what it is.

Since our last visit of a year ago to the Camp, new cottages have been

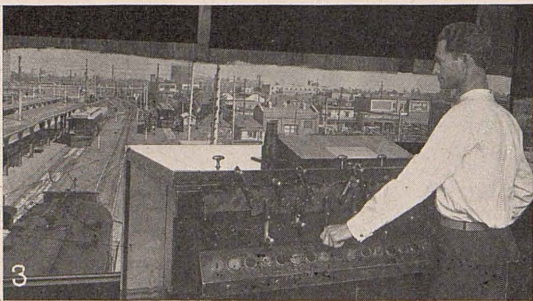
added to those we already possessed, and with their addition, our range of accommodations has been perfected so that the desire of any one in this regard can be met, for they range from the tent cottage, suggestive of mountain-ruggedness and camping time desired by the more hardy or who wish to live as close to nature as possible, to the pretentious bungalow desired by those who want greater home refinement. The needs of the bachelor and the bachelor-maid are not overlooked, for two commodious dormitories provide them with fine housing accommodations.

Our great social hall has been enlarged since a year ago so that now those preferring to play cards, read or write may so indulge, while the dance goes merrily on close at hand but without interference on the part of either.

The water supply system, begun a number of years ago, has been brought to perfection; the source high up in the hills improved, and screened from any possible contamination, and the pipes leading therefrom to various points of consumption placed deep in the ground out of harm's way.

All of the sanitary facilities of the Camp have been vastly improved in recent months and the Camp today bears the stamp of approval of both the county, state and federal health officers and is held as the model mountain camp of the nation today by the National Forest Service officials.

Beauties of hills, mountains and streams, over which is spread stately pines, cedars, oaks and other dignified trees of the forest, gives satisfaction to the soul, but the material man must be nourished upon food of another character, and in this function our Camp ranks second to none. This statement is borne out by the testimony of many who were in the Camp at the time of our visit, by their praise of the Chef, the food and service.



## THE SIGNAL TOWERS AND OPERATIVES

1. **Amoco Tower:** H. B. Riley, 1st trick; Leonard Anderson, 2nd trick; Chas. A. Felleman, 3rd trick. 895 trains daily.

2. **LaManda Park Tower:** Lyman F. Prince, 1st trick; Thomas Cross, 2nd trick. 70 trains daily.

3. **Sixth & Main Terminal Tower:** Hans T. Dullnig, 1st trick; Paul G. Crunk, 2nd trick; Roy E. Mead, 3rd trick. 1240 trains daily.

4. **Fullerton Road Tower:** P. M. Orrell, 1st trick; S. W. Johnson, 2nd trick. 32 trains daily.

5. **El Monte Tower:** Belford R. Sanders, extra relief; Mateo F. Flores, 1st trick; Edward Munson, 2nd trick; Ralph McDonald, 3rd trick. 130 trains daily.

6. **Front Tower Sixth & Main Streets:** Lawrence McKeane, operating relief; Ernest E. Glenny, 1st trick; Thos. F. Ryder, 2nd trick. 1705 trains daily.

7. **Marengo Tower:** Earl C. Wallich, operating one trick tower. 232 trains daily.

8. **Slauson Tower:** Robert E. Griffith, 1st trick; Chas. O. Shunk, 2nd trick; Raymond B. Hunt, 3rd trick. 818 trains daily.

9. **Oneonta Tower:** Fred Oberacker, 1st trick; Geo. H. DeHaan, 2nd trick; M. W. Gadbury, 3rd trick. 375 trains daily.

10. **Dominguez Tower:** Fred J. Burnett, 1st trick; M. C. Howard, 2nd trick; Martin E. O'Grady, 3rd trick. 295 trains daily.

11. **Wise Tower:** A. V. Miller, operating one trick tower. 30 trains daily.

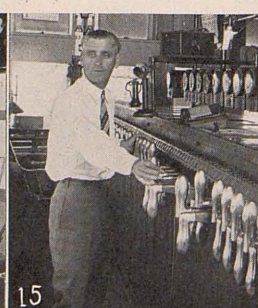
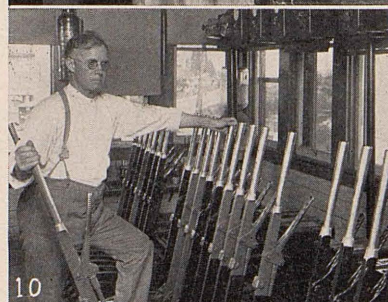
12. **Santa Fe Springs Tower:** D. E. Bolster, 1st trick; C. E. Kirby, 2nd trick; C. A. Manning, 3rd trick. 100 trains daily.

13. **Claremont Tower:** Clarence C. Dodge, 1st trick; Oscar Rice, 2nd trick; Geo. J. Curtiss, 3rd trick. 115 trains daily.

14. **Clearwater Tower:** Ira McIlwain, 1st trick; C. E. White, 2nd trick; Jacob Ostrow, 3rd trick. 60 trains daily.

15. **Watts Tower:** S. W. Newland, 1st trick; P. J. Baker, 2nd trick; C. R. Dunn, 3rd trick. 725 trains daily.

16. **Subway Terminal Tower:** Arlie Skelton, 1st trick; John P. Neff, 2nd trick; Geo. M. Buchanan, 3rd trick. 720 trains daily.





# The Unseen Servant of Safety

## Orderly Train Operation and Safety on Lines Helped by Work of System Towermen

**S**ERVING unseen, is the position of the signal tower operator of our railway; and for the most part, to the traveler, whether he be employe or patron, the operative is unknown and his work probably unappreciated because unthought of. His work is taken very much for granted by those who daily ride in our coaches over the lines of the system, unmindful that ahead of each train the switches are set in order that the proper route may be followed.

Were it not for the alertness and constant attention of the man in the tower, trains would enter terminals in improper sequence, and in a very short time a chaotic condition would prevail where perfect order had been.

These silent operators look out upon the world through the small windows of their station; and their world, for their work-a-day, is the mass of tracks, overhead and ground mechanical switches and derails. Train after train passes by and is noted by them as to its sequence and order, and properly protected from interference by other trains, both of this company and of other railways that may cross our own within his district.

They are important enforcing officers of safety.

Their's is the expression of keen judgment and endeavor to regulate a perfect flow of traffic through their territory. Their's is the power to expedite or delay service very materially.

The Pacific Electric is proud of all its men, in every department, for their zeal and activity and their loyalty. This little tribute of picture and story is well due to the men who watch from their signal towers.

In the making of the pictures on the adjoining page, it was only possible to include the operative on duty at the time the photograph was made. In the panel surrounded by the picture will be found the list of operatives at the various towers, together with the number of trains handled through each plant daily.

### IMPORTANT BETTERMENTS IN PROGRESS ARE PLANNED

The following is a brief outline of the more important improvements, now in progress or planned to execute at an early date, data being supplied by W. Z. Shaw, Cost Engineer:

Santa Monica Boulevard near Parnell Avenue, Sawtelle Line. Retire old trestle and replace with earth fill. Estimated cost \$1,591.00. Trestle is no longer needed. Storm waters are taken care of by a concrete culvert which was constructed by the County of Los Angeles.

Plaza del Amo & Carson Street, Torrance, California. Construct drill track approximately 3370 ft in length at an estimated cost of \$16,353.00. To serve industrial tract of approximately 43 acres and to comply with deed obligation.

Michigan Ave., Glendora, Monrovia-Glendora Line. Reconstruct and pave tracks across street and repave with asphalt concrete at an estimated cost of \$1,646.00. To conform to improvements being made by the City of Glendora in Michigan Avenue.

Hill Street, Surface terminal. Install annunciator system and illumination for gate signs. Estimated cost

\$730.00. To enable passenger director to communicate with gateman as to when to open and close gates. Lights over gate to be arranged to illuminate gate signs when annunciator bell rings. This will assist gateman to handle passengers and lessen confusion and delay to the public.

Venice, California, Lagoon Line, Del Rey Junction, Lagoon and Mesmer Streets. Relocate and reconstruct approximately 2102 lineal feet of single track, using 128-lb. girder rail and pave with Asphalt Concrete pavement. Estimated cost \$34,986.00. A permanent type of concrete pavement has been placed on the street by the City and the reconstruction of track and paving of same is necessary to conform thereto.

Laguna Park, between Texas and Webster Streets, San Bernardino-Redlands Line. Construct additional team track approximately 630 feet in length. To handle increased team track business. Additional acreage has been signed up by the Redlands Heights Groves which will increase shipment of commercial and barn yard fertilizers, smudge oil and other commodities.

Latin Yards, Long Beach Line. Construct four spur tracks totaling

approximately 7,820 lineal feet of single track at an estimated cost of \$28,522.00. To provide additional yard trackage. Operation of this yard requires 14 classifications. All trains leaving yard are made up in station order. During month of April, 1927, 6,000 out-bound cars were handled through this yard. The additional trackage will permit a more economical operation of entire yard.

Latin Section Camp, Long Beach Line. Relocate and reconstruct section camp at an estimated cost of \$26,780. To clear the ground over which the Pacific Electric Railway Company has granted easement and transmission line to City of Los Angeles.

Crushton. Construct spur track connection approximately 149 feet in length. To connect with trackage constructed by the Reliance Rock Company for the handling of gravel shipments from their bumpers.

Work Order Authority has been given during June to construct three industrial spur tracks located in the Wingfoot Commercial District. This district is operated jointly by the Santa Fe Railway Company and the Pacific Electric and has been growing rapidly ever since it was established three years ago.

### EMPLOYEES RESPOND TO NEW DENTAL DEDUCTION PLAN

The enthusiastic response of employees to the dental deduction plan inaugurated by the Company a few months ago speaks highly of the merits of the new system. Employees from all branches of the service are availing themselves of the opportunity to have their teeth properly cared for by the Company's dental staff at a reduced rate and with the further privilege of taking care of the charges over a period of several months.

The Dental Department had, prior to this time, realized that a plan was needed whereby employees could receive dental attention although they were temporarily unable to pay the necessary charges. To meet this need, in April of this year the deduction plan was put into effect through the cooperation of the Auditor's Department and Dr. Kaufman.

As stated in the original announcement, the arrangement is effected by simply signing an order authorizing the deduction by the Auditor. All regular employees and dependent members of their families are entitled to this consideration, which may be obtained for the asking.

During the recent eclipse, a Scotchman was seen running to the Western Union office in hopes of sending a night-letter.—Amherst Lord Jeff.

"I have always maintained," exclaimed the young man, "that no two people on earth think exactly alike."

"You'll change your mind," said the Easter bride, "when you look over our wedding presents."—Reading Pretzel.



## ANNUAL CATALINA OUTING DRAWS RECORD CROWD

The big Annual Employees' Outing to Catalina June 25th and 26th, is now just another of those delightful memories.

Approximately 500 of the employees and members of their families boarded the two steamers, CATALINA and AVALON on Saturday, followed by a like crowd on Sunday. 220 villas in Villa Park had been reserved in advance to take care of the over-nighters, and special entertainment, included a band concert and dance Saturday night had been provided and was enjoyed by all.

Thanks to the good work of the Committee Chairman, Charlie Hill, the assigning of quarters was so arranged that the tedious waiting in line of other years was almost entirely avoided, much to the relief of those who were eager to dine, dance, or dive.

The ball game between the Pacific Electric team and the Catalina Cubs was an exhibition of cracking good ball playing on both sides and our boys deserved credit for the well earned 4 to 1 victory. Clarence Steube, formerly the star of the Pacific Electric team, participated in the box for the Cubs and, while he pitched a wonderful game, the Pacific Electric boys were just a little too strong for him. The contest was witnessed by one of the largest crowds who ever attended a game on the Island, the famous Catalina band furnishing music throughout.

The boat trip to and from the Island was as delightful as ever, especially on Sunday, when the clouds of the preceding day vanished and the sea was smooth to most of us at least who enjoyed the breezes, the music, the dancing and the singing.

This was also the occasion of the Pacific Electric Agents' Association Outing. Approximately 100 of the members and their families were in attendance and all acclaimed it the greatest outing ever. The only regret is that more members of the Association could not or did not go.

The event ended happily, except, of course, for those with the ultra red shoulders and toes and nose, who hadn't seen the sun for so long they forgot that burns is still one of its favorite works.

"What part of the body is the fray, teacher?"

"Fray! What are you talking about?"

"This book says, 'Ivanhoe was shot in the fray!'"

10

## Smoking Restricted In National Forests

**S**MOKING will be prohibited in all national forests in California, except at improved camps and places of habitation, until the fall rains eliminate the fire hazard," comes the warning from S. B. Show, District Forester at San Francisco.

"Careless smokers, are the greatest of the many fire menaces to the fields and forests of California. Burning matches and tobacco thrown aside last year by thoughtless smokers started no less than 826 brush and forest fires in the state and caused untold damage to timber, watershed cover, grazing land, farm crops and improvements.

"The protection of our forests and watershed brush fields from fire during the dry summer months is at best a most difficult problem, and we look to people who enter these federal areas for business or pleasure to consider seriously the fire prevention regulations in force and conduct themselves accordingly."

### GEORGE W. LUCE PASSES

We are called upon this month to chronicle the demise of George W. Luce, for many years connected with the Passenger Traffic Department.

Mr. Luce possessed many friends among the apartment house owners and in the hotels of Los Angeles due to his years of contact with these places of business as a solicitor of traffic begun in the days of the Balloon Route Excursion and during the continuance of our sightseeing trolley trips of several years ago.

He entered the service on January 19, 1910, continuing his work with the railway until September, 1922, when he was retired on account of disability.

His death occurred on Saturday, June 25, at the age of 81 years and interment was in the Rosedale Cemetery on the 28th.

His many friends throughout the company and city extend deepest sympathy to Mrs. Luce in her bereavement.

'Twas in a restaurant they met,  
One Romeo, one Juliet;

'Twas there he first fell into debt,  
For Romeo'd what Juliet.

## STORY OF C. M. D. TOLD AT JUNE AGENTS' MEETING

An interesting account of the origin and development of the Central Manufacturing District was given at the June meeting of the Agents Association by Mr. Walter Wheaton, Traffic Manager of the District.

The C. M. D., as it is familiarly known, is a large industrial district to the southeast of Los Angeles founded some four years ago by representatives of the Central Mfg. District of Chicago, a concern managed almost entirely by ex-railroad men but which, according to Mr. Wheaton, is itself not affiliated with any railroad.

Development of the District here has been rapid and substantial and embraces now not only the L. A. Union Stock Yards, but numerous large manufacturing and milling plants, storage and wholesale warehouses including a refrigeration storage plant, all of which are served by the L. A. Junction Railroad with whom we have connection at Walker Transfer in the Los Angeles yards.

Switching charges of the Junction Railway are absorbed by this Company when incidental to our line haul whether competitive or not, which places the industries and public Team Tracks in the Central Manufacturing District on equal footing with those on our own rails within the Los Angeles switching limits.

## RAILWAY SAFETY INCREASES ON AMERICAN LINES

While automobile traffic accidents steadily increase in number, the railway lines of the nation are displaying a commendable trend toward greater safety, both as regards the traveling public and their employees.

Since the inception of organized prevention work among American railways in 1907 there has been a reduction of more than 81 per cent in the total number of casualties resulting from collisions on steam railroads, according to records of the interstate commerce commission. This means that, including 1925, more than 95,000 lives have been saved out of what would have been the death toll under previous conditions.

### Dead Give-Away

"Did her father give the bride away?"

"I should say he did. He got rattled and said as he handed her over to the groom, 'It is more blessed to give than to receive.'—Boston Transcript.

## What is a Station Agent?

By **FRANK FARNHAM**  
Supervisor of Express, Mail  
and Baggage Service

**N**OW, if the question were, Why is a Station Agent?, it could be more briefly answered, but fully to describe just what constitutes an ideal agent would require a full volume.

Briefly, he should be a diplomat, a commercial ambassador, a genius at organization, a walking encyclopedia of general information and an authority on local, national and international passenger and freight transportation. Only to the extent that he possesses these and a few other qualifications can he hope for perfect peace and harmony with his superiors, inferiors and exteriors.

However, it has been demonstrated that an agent may lack perfection in one or more of such qualifications and still be a fairly valuable individual to his company, his community and himself.

The writer does not claim originality for the thought that "man cannot serve two masters" and, in fact, takes issue therewith, for an agent has more bosses than an employee in any other line of work. Not only must he report to a considerable number of departments, each equally important and equally insistent that its particular line of work be given preferential consideration, but must also satisfactorily serve each freight or passenger patrons at his station.

It is in this ability to realize the relationship between the various departments and his responsibility to each, coupled with a wide knowledge of their requirements and dependence upon him, that marks the agent of real ability.

There is probably no other line of work where an employee is confronted with as large a number of varied details. No two stations are exactly alike, and each day brings its problem requiring a different method of handling.

It is literally impossible, at a station of any consequence, for the agent to personally attend to each detail of work transacted and it is in his ability intelligently to supervise the work accomplished by his subordinates, that the agent has his opportunity to demonstrate a genius for organization.

Probably the nearest to a universal weakness among agents is to be found in their lack of appreciation of the importance of properly instructing and training of their assistants.

The expression so often heard made by agents, "I can do it quicker than I can teach one of the men to do it," is a confession of weakness. As long as there are duties at a station with which only the agent is familiar, just so long is there a possibility of serious confusion should conditions prevent the agent from giving his personal attention to such duties. No agent has done his full duty to his company and his job until he has so organized his station and instructed his assistants that, come what may, the business will

"carry on." The agent who does not instruct and develop his subordinates is in the same class with the assistant who has no desire to learn; and both should be eliminated from the organization.

The general character of the personnel can usually be told by the appearance of the station. Men who are neat and orderly in body and mind will not be satisfied to work in dirty and disordered surroundings. To such men, the rules concerning the neatness of the station and the orderly filing of records are unnecessary; they would keep their surroundings in proper condition for their own satisfaction.

If there ever was a time when the term "railroader" was synonymous with "rough neck," that time has dropped far into the past. The patrons of the railroads of today expect the same consideration and courteous treatment which they receive in the most exclusive hotels and shops and the reason they expect such treatment is because they are receiving it. It is due them and they know it and are quick to transfer their patronage from a line which does not supply such service to one which will.

The station personnel is the point of contact between the public and the company. Few of the patrons ever come in direct contact with the officials of a railroad and their opinion of the company is formed from the treatment received at the hands of the employees.

In the final analysis, it all comes down to that old basic rule "do unto others as ye would that men would do unto you." Once we get that rule generally accepted then most other rules and laws may be scrapped.

### TRAFFIC STUDENTS CONDUCT I. C. C. RATE HEARING

As the climaxing event of the year's work, the Pacific Electric Traffic Class, under the direction of Earl Hill, conducted a mock formal I. C. C. rate hearing on the evenings of June 8th and June 15th. Although only a "mock" trial, it had the aspect of a full-fledged hearing, the rules of practice and procedure being observed throughout.

The complaint, filed by A. H. Stahl, Assistant Agent, Pier A, acting in the role of attorney for complainant, was directed against the carriers alleging certain unjust rates on coal and coke. Also, unjust and unreasonable handling charges at the port, in violation of Sections 1, 2 and 3 of the Interstate Commerce Act.

A formal denial was entered by P. H. Lyon, Freight Traffic Department, acting at attorney for the defendant carriers, whereupon the case was set for hearing.

The trial opened with George F. Squires, Assistant Freight Traffic Manager, acting in the role of Examiner for the Commission. With the trial under way, the plaintiff's witnesses occupied all of the first meeting in the introduction of testimony. The second session was given over to defense witnesses and cross-examination.

After a fifteen-minute argument by each side, it was agreed to file briefs on or before August 16, after which a decision will be rendered by the Commission.

### PHYSICAL APPEARANCE OF CURRENCY TO BE CHANGED

That more or less familiar physical appearance of Uncle Sam's paper money is due for the most radical change that has been made since Hamilton set up the currency system, Andrew W. Mellon, Secretary of the Treasury, having ordered a revised program in the issuing of currency which calls for new bills at two-thirds the present size and of a slightly different design.

The present size of the currency is 7 7/16 by 3 1/8 inches while the new program calls for a bill 6 1/8 by 2 5/8 inches.

The new money will not be ready for circulation until next summer, due to the fact that money manufacture for the Government is a complicated process.

One dollar bills make up more than half of the bulk of our paper currency, and bills of this denomination will be the first to appear in the reduced size. Next the \$20 bills will be produced. The money plant will work up and down from them. It will take two or three years to place all the denominations, revised, in circulation.

All the denominations are to be redesigned in such a manner as to bring a degree of order that now is lacking. The present pictures on the bills got there quite by accident. On the money there are many pictures of people unknown to the public. The same picture may appear on a \$1 bill and on a \$20 bill. This leads to confusion. The new program contemplates that the pictures of Presidents only shall be used.

Each picture shall become identified with a bill of a certain denomination. The public will learn to know its money by the pictures on it. It has been decided that the picture of Washington is to appear on all \$1 bills and that of Lincoln on the \$5 bills. Just which pictures will appear on bills of other denominations is not yet known.

Treasury experts find that, roughly, there are always about a billion bills in circulation. On the average, they last about one year before they wear out and have to be replaced.

A billion bills would weight about 1,500 tons. With 300 working days in a year, the Bureau of Engraving and Printing must turn out about five tons of paper money every day. This money is promptly put up in packages and shipped to banks. These packages are about as big as a dime's worth of ice, weight twelve pounds, and contain 4,000 bills.

Half of the currency that goes out is \$1 bills; some 800 tons of them are at present distributed each year. The weight of the \$1 bills will be cut by a third, bringing the yearly total down to about 538 tons.

## BREEZES FROM THE HARBOR

By J. M. McQuigg, Agent, San Pedro

Steady gains in business at the port are reflected from various reports available showing that commerce for May exceeded all records since the harbor was first used commercially. A total of 624 vessels entered the port with cargo to discharge at local docks. Export tonnage was 640,649 tons. Total handled was 2,181,894 tons valued at \$75,489,383. This practically equals the total tonnage for the year of 1920. The arrivals listed by flags is as follows: American, 538; British, 38; Japanese, 8; French, 3; German, 2; Dutch, 6; Norwegian, 12; Italian, 2; Danish, 1; Swedish, 1; Danzig, 1; and Panama, 4.

Oranges were one of the main exports. It is estimated that 700,000 boxes will be shipped to Europe this season. Several steamers recently have loaded 60,000 cases; usually the average shipment is about 30,000 boxes.

Barley is a new commodity to be exported. The Steamer Canada of the Johnson Line is now loading 4000 tons for European ports. This barley is raised in the Imperial Valley and is consigned to the breweries in Europe.

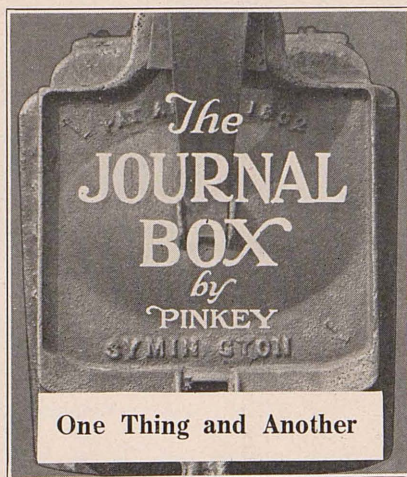
The largest shipment of case oil ever made from this port was recently loaded on the Steamer West Prospect, consigned to various ports in the Orient. The shipment consisted of 158,400 ten-gallon cases of gasoline and kerosene.

Records reflect the information that for the first five months of the present year this port has received five hundred million feet (board feet) of lumber. Since lumber receipts are an excellent barometer of building activity and general business condition, this tends to show that business in Southern California and the southwest is very good. Most of this lumber is used in Southern California for general building purposes. Right at the present there is a large amount of unsold lumber on the docks in the harbor, which would tend to indicate that the price is liable to decrease.

There are now eleven intercoastal steamship companies operating under the conference rules. They are as follows: American Hawaiian, Arrow, California and Eastern, Dollar, Quaker Line, Transmarine and Williams. In addition to this there are several other lines not in the conference. All of which tends to show how the port business is growing. In 1920 there were but four intercoastal lines operating into this port.

The Nelson line has just recently announced their entrance into the intercoastal trade. The addition will make this line one of the largest operating on the west coast.

For years railroads were competing with one another in making record runs from the east coast to the west coast. We now see steamship lines doing the same thing and they are continually cutting down their time for the trip. The Lillian Luckenbach just recently made the trip here from New York in a trifle over 15 days.



CLEOPATRA, the blond canine mascot of State Street Yard, has become a permanent fixture. At first she was just the Yaller Pup, thought to be one of those passing fancies of railroad men, petted one minute and forgotten the next, but Cleo was not to be slighted in that manner. She made her sleeping quarters in the coal box and came out to greet each one with a wiggle and a wag. Life was no bed of roses for Cleo, however, when her benefactors prescribed worm pills and castor oil. With her canine intuition, Cleo knew that something good was being done for her and took it all very well.

The comradeship between man and dog is one of the redeeming features in this selfish world of ours. Any thing, any thought, tending in any small degree, to divert man's mind from himself and his selfish desires, promotes this little old world to a higher standard and makes it a better place in which to live. Hence our little dog friends are promoters of good will and fellowship.

It is said: "We never miss the water 'til the well runs dry." True, we never miss anything until it is taken from us. Likewise, we make little note of anything in daily use unless it is misplaced or misused. The letter "H" is passed over as a nonentity until we hear it innocently applied at the beginning of a word where it should not be, or dropped from its customary position before a vowel. Then we prick up our ears and look about for the source of such impropriety. One of our family, in the mechanical department, known as "The Brit," has borne the brunt of many sharp-edged jibes for his dropping of H's. 'E 'ails from dear 'ole HEngland, and brought to these Yankee shores the brogue of the true "Tyne-Sider." More power to him for he has proven the falsity of our belief that an Englishman has no sense of humor. He may not readily grasp our peculiar type of rapid-fire comedy, but he has a very keen sense of humor. The Brit is also known as the "car-whacker" in lieu of his correct title, "car inspector." Were it not for his jovial disposition, his readiness to laugh with

us and join in the spirit of fun, there would be many over-zealous trainmen hitting the trail for Dr. Weber's office for repairs.

A pox on the joker who cannot take a joke, and a blessing on he that can. No one ever loved to give or take a joke more than a certain dispatcher known as Charlie. No more identification needed here, and no use applying a false name. He is known over the entire system, has circulated more jokes and stories than any traveling salesman, and caused much tearing of hair and gnashing of teeth among his victims who, though they racked their brains, could not think of a "come-back." Those who had no hair to tear were rough on the molars, and the toothless ones have become bald-headed, and still Charlie holds his own as the ace of "gag" men. Once in a great while, as during an eclipse of the sun or a visitation of a comet, or a "blue moon," some conquering hero applies the harpoon to Charlie and the news spreads around like wild-fire, and there is much rejoicing. But no one derives a greater "kick" from this come-back than Charlie himself. By way of no harm, the writer has vowed to avenge several old accounts.

## FONTANA IS 14 YEARS OLD

Commemorating the founding of Fontana, the citizenry of that community, together with many hundreds from the surrounding districts, held forth on June 7th in their Fourteenth Annual Fontana Birthday Celebration.

A twelve-hour program had been arranged and starting with an impressive ceremony incident to the coronation of the Queen of Fontana, it characterized the remarkable growth from a most humble beginning to its present status and gave evidence that the years to come would see a continuation of that progressive, conquering spirit that has made possible the Fontana of today.

With the entire population participating in the day's festivities, which consisted of everything from speech making and athletics to a barbecue dinner, the affair was termed "the most successful celebration yet held."

## P. E. MASONIC CLUB NOTES

The Pacific Electric Masonic Club entertained the members of the Evergreen Lodge No. 259, Riverside, including their families and friends, with an informal dance and entertainment, on the evening of June 18, at the Pacific Electric Club.

A capacity crowd turned out to greet the visitors from Riverside, and enjoy the remarkably fine specialty acts and orchestra music, provided by the Entertainment Committee.

During June, the Club and Degree Team visited Fairview Lodge, Inglewood, and Eastgate Lodge, Los Angeles, and conferred the Master Degree upon two fellow employees.

Next regular meeting: July 12. Save this date!

## VACATIONIST PRAISES CAMP

"Listen! Have you taken your vacation yet? Do you like to fish? Well, the Missus and I have just returned from the P. E. Camp where we had a most enjoyable time," so began D. E. Bolster, Towerman, Southern Division, in a recent communication in which he praises the Camp for its accommodations and those in charge for their congenial manner in looking after the needs of all vacationists.

"A piping hot supper awaited us on our arrival," continued Mr. Bolster, "consisting of lamb chops, vegetable salad, potatoes, coffee and cherry pie. "The cabin we occupied was equipped for light housekeeping with double bed, dresser, table, chairs, stand, 3-burner oil stove, dishes and all other furnishings that go to make one's stay a pleasure."

A vacation at the Camp would not be complete without a fishing trip on Lake Arrowhead and so the communication told of his successful experiences in catching trout, bullheads and perch.

"The morning and evening papers are always at hand and many lazy hours were whiled away reading of the world's march of events.

"Camp Superintendent and wife, Mr. and Mrs. George E. Huntington, strive to make one's stay comfortable and enjoyable, while the Chef, Glen Mighell, spares no effort in the preparation of all food served at the dining room. In fact, the Camp is a veritable paradise situated among tall spruce and pine trees."

## TIPS BRING MORE BUSINESS

During the month of June, nine Pacific Electric employees turned in traffic tips which resulted in our parent company, the Southern Pacific, securing considerable business that might otherwise have been routed over competing lines.

A summary of the results obtained from the tips regarding prospective steam line travelers shows that 5 one-way and 11 round trips tickets were sold to various points in the United States.

The following employees furnished the tips above referred to: E. L. Lowry, Conductor, Southern Division; D. F. Gleason, Freight Traffic Dept.; F. A. Rulison, Freight Accounting Dept.; Lawrence Klein, Conductor, Western Division; Roy Hunsley, Conductor, San Bernardino; E. C. Robitson, Motorman, Upland; M. Fraser, Ontario; Walter Carpenter, Motorman and T. L. Wagenbach, Office Mgr., Engineering Dept.

Many other employees sent in travel tips, which although not listed above, may result in the sale of tickets at a later date.

## True to Form

"Do you think it is unlucky to marry on a Friday?"  
"Certainly. Why should Friday be an exception?"—Faun (Vienna).

## MOTORMAN SETS RECORD IN BLUE ROCK SHOOT



There is a Motorman on the Northern Division who has a keen eye and an educated trigger finger as was evidenced at the Pacific Electric Rod & Gun Club Shoot held Sunday, June 19, when W. J. Hodges made a score of 99 out of a possible 100 blue rocks, his only miss being on the twenty-third shot, and 'tis said he "dusted" it.

This is the highest score ever made in a regulation shoot during the history of the Rod & Gun Club, which is a number of years old, and the members of the team are very gratified over the showing made by one of their number.

The proficiency of our sharpshooters is well known throughout Southern California and we are advised that it will not be long now until the Pacific Electric team meets the crack shots of the Union Pacific in contest.

## TWO LINES HAVE JULY 4TH BIRTHDAY ANNIVERSARIES

Although July 4th is the Birthday of our United States and on that day we forget most other events of the past and celebrate the signing of the Declaration of Independence, we are reminded of two lines on our system having birthday anniversaries on that famous day, namely, Mt. Lowe Incline and the Long Beach Line.

After months of tedious work, under the direction of D. J. MacPherson, Civil Engineer, retired and now a resident of Altadena, the initial public operation of the Mt. Lowe Incline was made on July 4th, 1893.

"Long Beach will have its first electric railway connection with Los Angeles when the Pacific Electric Railway Company's Line reaches the tidewater," states a Los Angeles Evening Express of twenty-five years ago, "and service over the new line will be in operation on July 4th, when the event will be observed with an appropriate program."

## Time to Change the Subject

The respondent was being examined in lunacy proceedings.

"Who was our first President?" asked his counsel.

"Washington."

"Correct. Who was our second President?"

"John Adams."

"Correct."

Then there was a pause.

"He's doing well," whispered a friend of the lawyer. "Why don't you keep on?"

"I ain't sure who was third President myself." — Louisville Courier-Journal.

## CONCERT SEASON OPENS AT HOLLYWOOD BOWL

What gives promise of being an international conclave of musical good-fellowship was commenced last Tuesday night, July 5, when the opening concert of the Hollywood Bowl was directed by Alfred Hertz. During the season nine celebrated symphony leaders representing England, France, Germany, Italy, Austria, Russia and America will take their turn at the baton.

The conductors of the season are Bruno Walter, Pietro Cimini, Vladimir Shavitch, Pierre Monteux, Modest Altschuler, Ossip Gabrilowitsch, Adolf Tandler, Eugene Goossens and Alfred Hertz.

Each year sees an increased interest in the Hollywood Bowl concerts and as indicated by the opening performance, this year's attendance is expected to surpass that of any previous season.

Through the courtesy of the Hollywood Bowl Management, two nights have been set aside as Pacific Electric Employees' nights, they being Friday, July 29, and Saturday, July 30. Free admission tickets will be provided, distribution thereof to be made by Club Manager Vickrey through the Heads of Departments to employees desiring to attend.

## DEATH TOLL DURING JUNE

Three deaths was the toll last month among our forces exacted by the "grim reaper." Those called were:

Edward Wilcut, Bridge Carpenter, Engineering Department; George A. Luce, Retired Passenger Traffic Solicitor, and Francisco Rosalez, Laborer, Engineering Department.

Group and Mortuary insurance again brought a measure of relief and comfort to the dependents of those who passed on, a total of \$5,500 being promptly paid the beneficiaries named.

One additional disability claim made by the Company was granted by the insurance company to Angelo K. Poulos, Sub-Foreman, Engineering Department. At present there are fifteen employees receiving monthly disability payments pending their recovery, aggregating \$947.22.

## THIS TRAINMAN A SALESMAN

On several occasions Conductor S. W. Carpenter of the La Habra line has shown his ability as a transportation salesman and has turned in a nice string of business all of which has been promoted by himself.

His most recent turn-in was an excursion organized from Fullerton, Yorba Linda, Brea and La Habra to Catalina on June 12. The 250 people participating in the outing used our lines to Wilmington and return.

One of the features of the trip was a baseball game between the Brea and La Habra merchants, which resulted in a 5-6 victory for the latter team.

Mr. Carpenter has set a mark for our other transportation salesmen to shoot at and the Magazine will be more than pleased to chronicle future business secured by employees.

# THE PACIFIC ELECTRIC MAGAZINE

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

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

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Contributions of Items of Interest by all  
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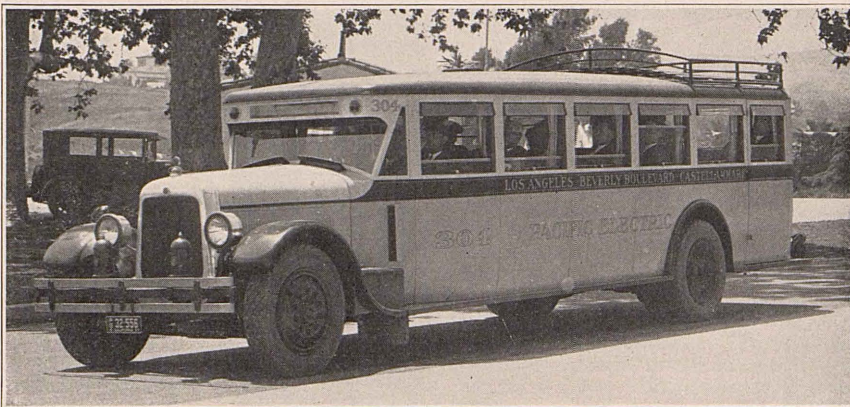
**R**IDING along in the big red cars  
to and from work each day few  
of us realize the vast amount of  
money literally poured into the streets  
of the cities of this territory in the re-  
construction and repaving projects that  
this company is called upon by municipal  
requirement to do from time to time.

Within the last few years the municipal  
requirements in track construction  
have specified a far heavier rail  
than that which would normally be  
sufficient, which, together with installation  
of concrete paving and track bonding,  
have developed into an expense far  
in excess the former type of railway  
road bed construction.

That we may have a better idea of  
the scope of these expenditures, a tabu-  
lation has been made covering the  
period from January 1 to June 1 of  
this year (a little less than one-half  
year) showing an amount of \$201,783  
expended for this purpose.

For track relaying municipal require-  
ment jobs the company has expended  
\$128,736 in the Hollywood district  
alone; Pasadena has drawn \$17,199 for  
this purpose and an additional \$55,848  
has been expended on the system in  
general.

The relay job on Santa Monica  
Boulevard in Santa Monica, between  
Ocean Avenue and Harvard Street,  
cost \$21,818. In Long Beach, Ocean  
Avenue to 39th Place, \$19,794. In  
Hollywood on Western Avenue from  
Fountain to Franklin, \$45,948, Holly-  
wood Boulevard from Vine to Nor-  
mandie \$38,543, and on Hollywood  
Boulevard from Vine to Whitley \$42,-  
153. The amounts above represent only  
money spent so far this year on these  
various jobs, several of which are un-  
completed and will consume many  
thousands of dollars more.



New Beverly Boulevard Motor Coach.

**N**EW de luxe motor coach service  
was inaugurated between Persh-  
ing Square, Los Angeles, and Castella-  
mmare, on the coast above Santa  
Monica, over the new scenic Beverly  
Boulevard via Beverly Hills, Holmby  
Hills, Bel Air, U. S. C. Site, Brent-  
wood Park and Pacific Palisades, ef-  
fective Saturday, June 25th.

The new line is known as the Bev-  
erly Boulevard Motor Coach line and  
operates over the following route:

Commencing at terminal on Hill  
Street between Fifth and Sixth Streets,  
Pershing Square, south on Hill Street  
to Sixth Street, west on Sixth Street  
to Olive Street, north on Olive Street  
to Fifth Street, west on Fifth Street  
to Figueroa Street, north on Figueroa  
Street to West Second Street, west on  
West Second Street to the junction of  
West Second Street and West First  
Street, west on West First Street to  
Beverly Boulevard, Beverly Boulevard  
to Malpe Avenue, Malpe Avenue to  
Santa Monica Boulevard, Santa Mon-  
ica Boulevard to Beverly Drive, Bev-  
erly Drive to Canyon Drive, Canyon  
Drive to Sunset Boulevard, Sunset

Boulevard to Beverly Boulevard and  
Beverly Boulevard to Castellammare;  
returning following the same route in  
the reverse direction.

Service is operated hourly in both di-  
rections, scheduled to leave Los An-  
geles at 6:30 a.m. and continuing until  
11:30 p.m., and scheduled to leave Cas-  
tellammare at 6:00 a.m., continuing un-  
til 10:00 p.m.

The coaches being used on the new  
Beverly Boulevard line are said by  
experts best qualified to know, to be  
the finest equipment of the type ever  
brought to California, not only in point  
of passenger comfort and convenience,  
and refinement of the coach builder's  
art, but from a mechanical view point  
as well.

The establishment of this service af-  
fords a means of public transportation  
to Bel Air, Pacific Palisades, Castella-  
mmare and the many subdivisions  
along Beverly Boulevard, but aside  
from providing a much needed trans-  
portation service, it offers a beautiful  
scenic route for visitors to Southern  
California and resident of cities served  
who desire scenic trip diversions.

## MADE INTO POSTAGE STAMPS

Postage stamps that Uncle Sam  
must produce every year call for an  
enormous amount of material. The  
weight of the paper used in a single  
stamp is so slight that only most sen-  
sitive scales will register it. But dur-  
ing a period of twelve months 2,000,000  
pounds of paper are used for stamps by  
the Bureau of Engraving and Printing.  
This paper is made into sheets about  
the size of a newspaper page, and 1,-  
500,000 of these sheets are used each  
year. Six hundred thousand pounds  
of dextrine and 30,000 pounds of glu-  
cose are annually consumed in the  
process. Each year about 1,000,000  
pounds of ink are used in the printing  
of the various issues.

## Down With Germs

Visiting Doctor—"How is it, Sam-  
bo, that you and your large family  
keep so healthy?"

Sambo—"Well, suh, Ah tell you;  
we've done bought one of does sani-  
tary drinkin' cups, an' we all drink  
outen it."—Hardware Age.

In most of the territory from which  
the above figures are quoted, a 6c fare  
is in effect which means that it would  
require 3,363,050 gross fares to equal  
the amount invested in these jobs.  
Even if computed by the average earn-  
ing per passenger at all classes of fares  
upon this system, which is approxi-  
mately 14c, it would require 1,441,307  
fares to equal the amount expended,  
which is for road relay municipal re-  
quirement jobs only.

The next time you are riding one of  
the big red cars over smooth road bed  
to and from work, let your mind dwell  
upon the enormous expenses that has  
been laid upon the street you are rid-  
ing over that you may enjoy the  
greatest of comfort. You are almost  
literally riding over a pavement of  
gold.

Thirty thousand Americans attend-  
ing the Maloney-Sharkey prize fight in  
New York stood in silent prayer for  
the safety of young Lindbergh as he  
turned his airship toward Europe that  
night. The heart of humanity is right  
if it is rightly appealed to.

## INTERSTATE BUSES SOON TO BE UNDER FEDERAL LAW

Federal Judge Thompson recently held that the city of Philadelphia had the right to exercise police powers over buses entering it from another state. Immediately the Director of Public Safety started to formulate traffic regulations for the buses. Court decision followed an attempt of the city to collect an annual fee of \$50. for each of the buses which are operated by a Delaware Corporation. The court dismissed the injunction obtained by the bus organization and declared that unless buses were properly regulated they soon would become a menace.

The Philadelphia Public Ledger in commenting on the decision insists that buses should not be given preferential treatment over steam and electric railways.

"The owners and operators of these mobile passenger cars, as big as the steam railroad car of a generation or two ago, must be as deeply interested as the city itself in a system of regulation which will make their continued operation possible," the Public Ledger declared.

"The street railroad companies have to lay their own rails and pay for them. It is becoming evident that a specially built pavement will have to be provided for the buses if they are to continue to operate.

"The city ought not to be required to pay the full cost of this pavement any more than it should be required to lay the rails for the street cars. Some equitable plan for dividing the cost will have to be reached if we are to allow the bus business to expand to meet the expectations of its promoters."

## RAILROADS HAVE KEPT PACE

"The progress in railroading in the past 100 years makes one of the greatest American romances," says the St. Paul, Minn., News. From a few straggling lines totaling less than 100 miles, unconnected with each other and serving only local communities, there has developed a network of railroads in this country totaling 250,000 miles and reaching virtually into every corner of the country. It is doubtful whether during the first year of railroad operation in this country 1,000 passengers were carried. Now each year 1,000,000,000 persons ride on the trains in the United States, and it is safer to ride on the train than live at home.

A century ago, there probably were not to exceed 200 persons employed in railroad work. Now there are 1,750,000. Where a few thousand tons of freight were carried each year in the early days of the railroad, the total tonnage now of all American roads approximates 2,500,000,000 tons.

The little trains that crept along the first iron rails at 10 to 15 miles an hour and shocked the countryside by their noise and speed, have developed into swift, luxurious trains that span the entire continent in four days. —Wilmington Journal.

## DELAWARE RIVER BRIDGE IS LONGEST IN THE WORLD

Another great advance in modern bridge building came with the opening of the Delaware River suspension bridge last year, connecting Camden and Philadelphia.

Back in January, 1922, work was started on this giant suspension project and for four and one-half years it was in the process of construction. When opened for public use it was acclaimed one of the greatest, if not the greatest, bridge building accomplishment of all time, it being the longest and largest suspension bridge in the world.

This bridge has a total length, including plazas, of 9,750 feet; the main span is 1,750 feet long, and the height of its towers above the Delaware River is 385 feet.

The bridge is supported by two main cables, each having a diameter of 30 inches. Each cable weighs 6,750,000 pounds and is made up of 61 strands of 30 wires, making a total of 18,666 wires, the length of which is 25,100 miles.

A comparison with the world-famous Brooklyn Bridge shows many of its outstanding features. The main span of the Brooklyn Bridge is 1,595 feet long while the corresponding span of the Delaware River Bridge is 1,750 feet in length. The diameter of the main cables of the Brooklyn Bridge is 15½ inches while the Delaware Bridge cables have a diameter of 30 inches; the weight of the Brooklyn Bridge cables is 3,272 tons while the Delaware River Bridge cables weigh more than double that tonnage, having a total weight of 7,000 tons; the width of the Brooklyn Bridge is 86 feet while the width of the Delaware project is 125½ feet. The total length of the former is only 6,016 feet while the Delaware River Bridge, as stated above, is credited with a total length of 9,750 feet.

## NEW INTERURBAN LINES TO SERVE MEXICAN CITIES

Supporting the confidence that railway circles have in the future of street and interurban railway systems, the Mexican Tramways Company is shortly to commence the construction of two interurban electric lines. The plans call for the routing of one line between Mexico City and Puebla, a distance of 130 miles, and the other between the capital and Pachuca, a distance of 60 miles.

It is stated that financial provisions have been made for constructing the two lines and that the work will be started as soon as the surveys are finished and given formal approval by the government authorities.

The route of the interurban line that is to run to Puebla will be of unusual scenic beauty, as it traverses a picturesque region situated between the volcanoes of Popocatepetl and Ixtacihuatl.

The Mexican Tramways Company is owned by Canadian interests. It operates the system of electric railways in Mexico City and the Federal District.

## WILDCATS BECOMING WILDER

Fly by night "wildcat" bus operators, more especially those claiming to maintain a transcontinental service from points in Southern California, are becoming such a menace to travelers in low circumstances that the Traveler's Aid Society and other organizations are considering a nationwide campaign to put an end to their unscrupulous activities.

In recent weeks there has come to light an increasing number of travelers of small means being mulcted owing to the lack of proper federal legislation. The "wildcatters" get their victims through advertising their claimed transcontinental service at very low rates. After the prospective travelers have paid their fares they are taken on only a part of their contracted journey and then left stranded in some small town on various pretexts.

Miss Dorothy Wysor, General Secretary of the Traveler's Aid Society in Los Angeles, recently announced her intention of spurring that organization to deal with the "wildcatters":

"During the last year we have had appeals from Denver, Omaha and points east and north of Los Angeles," Miss Wysor said. "These people have appealed to the Travelers' Aid here to obtain a refund of fare, since this is the point of origin.

"Our city ordinance prevents these irresponsible drivers from doing business within the city limits. Solicitation continues, however, and passengers are taken in taxicabs to some place outside the city to begin the journey.

"After a part of the trip has been completed the travelers are left at a hotel and the driver promises to call within an hour or the next morning, as the case may be, and continue the journey. He never reappears and these people are stranded and penniless far from home.

"Misrepresentations are made by drivers as to the incidental expenses of the journey above the fare and the comfort of the trip. We had a pathetic case recently of an elderly woman overcome by the heat of the desert and made ill by the rough trip, who was left penniless in a town in New Mexico. The bus company refused to return any portion of the fare paid, and the townspeople where the woman was stranded had to furnish financial help."

## R. R. EQUIPMENT SHOWS GAIN

The railroads of the United States in 1926 spent nearly \$900,000,000 for new equipment, additions and betterments to property, according to reports received by the Bureau of Railway Economics, Washington, D. C.

The exact amount spent during 1926, \$885,086,000, was an increase of \$136,894,000 over 1925, and \$10,343,000 over 1924. However, the figure fell \$174,000,000 short of reaching the total of the year 1923.

Definition of a Ford: A car that you push up hill with your left foot.

# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## P. E. EXECUTIVE COMMITTEE MEETING HELD AT CLUB

The June meeting of the Pacific Electric Club Executive Committee was held Wednesday, June 1, at 2:00 p.m. in the auditorium of the Club. The following were absent: O. D. Harris, Geo. H. Grace, J. C. Campbell, L. H. Covell, H. Gray, H. L. Legrand, P. H. Mann, Thomas Brownlee, A. E. Stevens, C. C. Rice, Harold Kuck, M. T. Spencer, J. W. May, T. L. Wagenbach, Earl Haskell, John Jackson, T. J. Day, and F. E. Geibel.

### Club Fund

Balance, 5-1-27 .....\$ 101.04  
Receipts ..... 1082.50

Total .....\$1183.54  
Disbursements ..... 1075.07

Balance, 5-31-27 .....\$ 108.47

### Relief Fund

Balance, 5-1-27 .. . \$ 562.56  
Receipts ..... 682.56

Total .....\$1245.12  
Disbursements ..... 563.00

Balance, 5-31-27 .....\$ 682.12

### Unfinished Business

Mr. Bowman stated that nothing had been done to the roof of the Trainmen's Room at Riverside. Mr. Vickrey advised that he would take the matter up with Mr. DeNyse.

Mr. Miller asked for pool tables, tables, chairs, etc., for the Trainmen's Room in the Subway Terminal Building. Mr. Manley replied that an estimate is now being considered by Mr. Annable and the equipment will be forthcoming in due time.

Mr. Moesby said that the men at Washington Street Yards are well pleased with the seats furnished them and would now like to have two sets of indoor base balls.

Mr. Mayfield gave a most excellent report of the dance and entertainment given for the employees at Torrance on Friday evening, May 20. The hall was filled with employees and their friends who enjoyed a delightful evening of the peppy music furnished by the P. E. Orchestra.

K. Thompson told of the delightful time enjoyed by the employees at San Bernardino on the evening of May 13. The employees from Pomona and east always look forward for these treats and never tire dancing to the music furnished by the P. E. Orchestra.

W. J. Drake stated that the road at the Macy Street Mechanical Shops has not yet been repaired. Mr. Manley promised to look into the matter and make a report at the next meeting.

### New Business

Mr. Allen asked concerning the pos-

sibility of a Club Room for the employees at Torrance. A discussion arose as to how many of our employees would be able to avail themselves of such a privilege. Mr. Vickrey will check into the matter.

Mr. Mayfield asked that the sky lights might be again painted on the Mechanical Shops at Torrance. Mr. Vickrey promised to take the subject up with Mr. Geibel.

A discussion arose concerning the date for the Employees Annual Picnic. After due consideration the Executive Committee voted to hold the picnic at Redondo Beach, on Saturday, August 27. N. B. Vickrey was elected President of the Picnic Committee and W. A. McCammond Secretary and Treasurer.

A most excellent report was given concerning the Decoration Day Weekend Party at the opening of Camp on Saturday, Sunday and Monday of May 28, 29 and 30. One hundred and fifteen of our employees and their families and friends enjoyed themselves in the mountains.

C. Thorburn briefly reviewed the reason for the opening of a Camp for the benefit of Pacific Electric Employees in the San Bernardino Mountains. Mr. Thorburn stated that the change of altitude when a visit is made to the Camp is of untold value to those making the trip.

At the present time it appears that the Pacific Electric Camp will be patronized more this season than any summer heretofore. It is urged that employees who are anticipating a trip to the Camp, make their reservations at the Club in person as soon as they are reasonably sure of the date they will want accommodations.

## P. E. CLUB BULLETIN From July 15 to August 15, 1927

- Friday, July 15:**  
General Staff meeting, 10:30 a.m.
- Monday, July 18:**  
P. E. Band rehearsal, 8:00 p.m.
- Monday, July 25:**  
P. E. Band rehearsal, 8:00 p.m.
- Monday, August 1:**  
P. E. Band rehearsal, 8:00 p.m.
- Wednesday, August 3:**  
Executive Committee meeting at 2:00 p.m.
- Monday, August 8:**  
P. E. Band rehearsal, 8:00 p.m.
- Wednesday, August 10:**  
Rod & Gun Club meeting at 8:00 p.m.
- Monday, August 15:**  
P. E. Band rehearsal, 8:00 p.m.

First Flapper: "The cheek of that conductor! He glared at me as if I hadn't paid my fare."

Second Ditto: "And what did you do?"

First Ditto: "I just glared back at him—as if I had!"

## AN EDUCATIONAL TRIBUTE

In the past public utilities have not been given much notice or commendation by universities, but during recent years, due to the desire of utility managements to broaden the intellectual outlook of employees and to fit them for a higher place in their chosen profession through educational means, a closer contact has been formed with the leaders of our educational institutions.

During the past several years the Pacific Electric has been quite active in educational work. Through our Education Director, Earl W. Hill, a member of the Metropolitan College Faculty, and through whom we have formed an association with our public school system, Universities and the Metropolitan College, much progress along educational lines has been made.

It is especially gratifying that we are enabled to publish the following letter received from Vyvienne Sage, Secretary of the College of Commerce and Business Administration, University of Southern California, expressing appreciation of our Mr. Hill and of this company. The letter follows:

"I am taking this opportunity to express my personal appreciation for your most interesting and instructive talk to our class in Personal Management. During this quarter, our instructor, Dr. Rayner, has arranged in addition to yours, special lectures by executives doing personnel work in the Union Oil Company, Southern California Telephone Company, Barker Brothers, Edison Company, and several others. It is most interesting to compare the stages of development along personnel lines in these concerns.

"I know you will appreciate knowing that while the Pacific Electric Railway Company does not appear to have as well defined a personnel department as some of the other large companies, yet it is doing much more for its employees along recreational and educational lines and seems to have developed more of a family spirit than some of the others.

"It is quite encouraging to note the tendency in modern business for improving the status of employees through personnel work sponsored by the management of leading industries."

## PORTLAND GETS FREE RIDES

The plan of a large store buying up a city's street car service for a stated period and giving free rides to customers, which originated in the Middle West, now has spread to the Pacific Coast.

Recently a Portland department store chartered all the cars of the Portland Electric Power Company between 9 and 10 o'clock in the morning and carried passengers free. The occasion was the 77th anniversary of the store's opening. Conductors told all passengers that the cars were private ones owned for the time by the store.

Old Fogie—Little girl, I'd love to keep in dresses.

Chorus Girl—Liar!—Virginia Reel.



# Public Appreciation Expressed

## Service and Courtesy Bring Their Reward.

**S**HOWING a marked degree of courtesy and efficiency on the part of Pacific Electric Employees, the commendations received during the last few months, with brief statement as to character of each special act performed, are listed below by divisions.

### Western Division

A. E. Stowe, Conductor, San Fernando line, for courteous and efficient manner employed in the handling of passengers.

L. L. Buch, Motor Coach Operator, for careful and courteous manner in the discharge of duties.

B. J. McCamy, Conductor, Glendale line, for his optimistic attitude and genial, accommodating and efficient conduct in caring for passengers.

N. J. Nyman, Conductor, and G. W. Leonard, Motorman, Western and Franklin Avenue lines for their faithful discharge of duties in handling the early morning mail delivered at U. S. Post Office at Hollywood.

L. D. Howell, Conductor, Vineyard line, for uniform courtesy and cheerfulness.

F. G. Watson, Conductor, Echo Park line, for courtesy shown passengers on car with special attention to elderly people.

O. R. Jones, Conductor, Sherman, for constant courteous attention shown passengers.

H. Clark, Motorman, and L. M. Moore, Conductor, Venice Short line, for courteous service rendered passengers over a period of several months.

H. W. Swihart, Conductor, Hollywood line, for action in returning parcel to lady who had left same on car.

A. H. Richards, Motorman, Sherman, for coolness and efficiency in the handling of passengers when a truck caught fire a few feet from car stop.

M. E. Shay, Conductor, Glendale line, for the courteous and efficient manner pursued in the handling of passengers in car.

B. H. Taylor, Conductor, Edendale line, for courtesy shown elderly lady in assisting her to board and leave car. Also, for courteous manner in the handling of passengers in general.

W. H. Soevyn, Conductor, Sherman, for courteous and efficient manner in the discharge of duties.

W. H. Otto, Motorman, Watts line, for efficiency in the handling of trains.

Wm. F. Reardon, Edendale line, for courteous and gentlemanly way he handled situation when he was tendered a lead quarter when collecting fares.

E. S. Fraser, Conductor, Ocean Park, for manner in which he handled complaint and protest of another passenger over an expired ticket.

L. L. Henthorne, Conductor, Eden-

dale line, for special attention shown aged and crippled man.

L. W. Capps, Conductor, Sherman, for courteous and efficient manner in the discharge of duties.

H. L. Miller, Conductor, Vineyard line, for kindness and assistance to passengers.

### Northern Division

B. L. Brown, Conductor, San Bernardino line, for his very pleasing attitude, and kind and considerate attention to passengers.

D. G. Burget, Conductor, North Lake Avenue Motor Coach line, for paying fare of passenger who had boarded coach without small change.

Seth Van Wickle, Conductor, Alhambra-San Gabriel line, for assistance given passenger to board car and get to seat.

W. C. Osborne, Conductor, San Bernardino line, for his unusual courtesy and attentiveness to passengers' comfort.

S. D. Brown, Operator, California Street Motor Coach line, for courtesy in making stop to permit two ladies with suit cases, who, not being familiar with the regular stops, had been waiting at wrong place to board coach.

A. M. Fisher, Conductor, Upland line, for courteous attention to comfort of passengers at all times.

J. F. McIntosh, Conductor, Pasadena Local Service, for assistance given lady in securing information valuable to her after having narrowly avoided collision with Ford and P. E. Car.

G. Foster, Conductor, Oak Knoll line, for efficiency in the performance of his duties and kindly conduct toward passengers.

W. R. Lummis, Operator, East Orange Grove line, for exceptional cour-

tesy and consideration in the performance of his duties.

E. E. Mapes, Conductor, for courteous manner in which he straightened out a slight confusion in regard to ticket held by passenger.

Ralph Wallace, Conductor, Pasadena, for special act of courtesy in assisting elderly passenger.

F. W. Gregory, Conductor, Sierra Vista line, for special courtesy in assisting passenger to transfer from a Pomona to a Sierra Vista car.

W. H. Cannon, Conductor, Oak Knoll line, for special courtesy in assisting lady to recover handbag left on car.

J. E. Lamber, Conductor, Covina line, for uniform courtesy extended to all passengers on car.

### Southern Division

K. H. James, Night Bill Clerk, and B. J. Oaklund, Conductor, for splendid service and co-operation in returning band instrument left on car to owner in time so that it could be used at scheduled entertainment.

C. E. Ridgeway, Conductor, C. T. Tyson and P. G. Winters, Brakeman, for stopping motor and sending in alarm when building was discovered on fire.

H. J. Cameron, Conductor, Watts Local line, for courteous and considerate treatment of elderly lady who boarded car by mistake.

J. E. Miller, Conductor, Long Beach, for assistance given lady in reaching proper station although she had left her money at home.

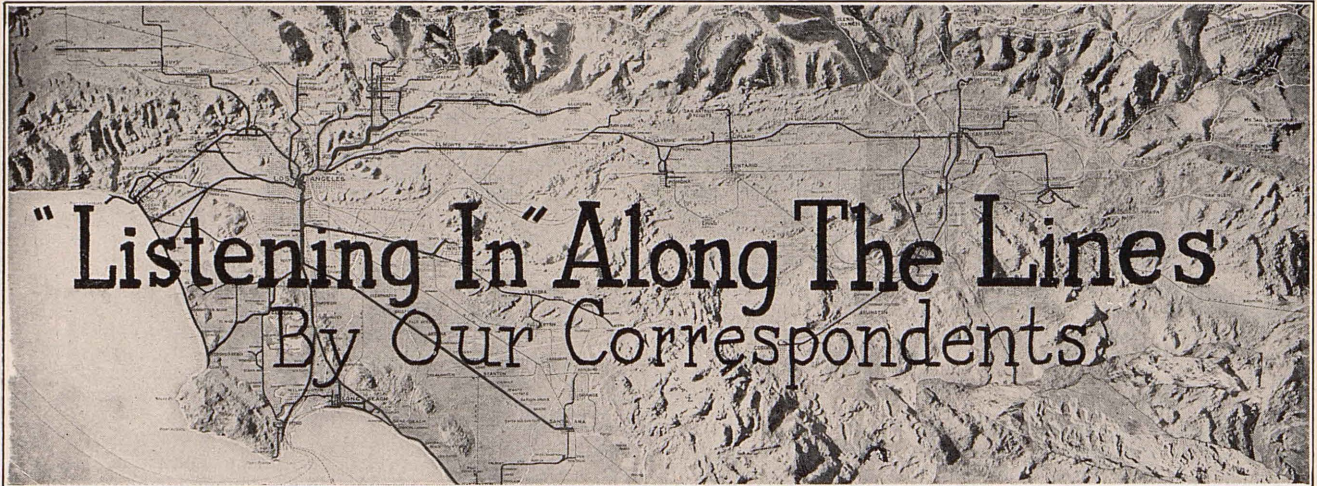
C. H. Bowman, Conductor, Newport line, for pleasing manner in which children are handled on car.

W. M. Simmons, Conductor, Long Beach line, for special effort put forth to furnish passenger with information as to how to reach an address in Glendale.

The Cleveland police never let an offender escape once they got on his trail and have finally rounded up a motorist who has been using his 1906 license plate for the past twenty-one years.—Columbus Dispatch.

### COMPARISON OF ACCIDENTS DURING MAY 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..                | 98                | 98        | 85                | 59        | 193              | 158       | 27            | 24        |
| Collisions and interferences with cars ..... | 0                 | 0         | 4                 | 1         | 4                | 1         | 1             | 0         |
| Persons struck by cars .....                 | 4                 | 4         | 3                 | 5         | 4                | 3         | 0             | 0         |
| Derailments .....                            | 4                 | 7         | 14                | 15        | 9                | 11        | 0             | 0         |
| On and off moving cars .....                 | 12                | 10        | 8                 | 7         | 6                | 10        | 0             | 1         |
| Miscellaneous .....                          | 24                | 15        | 39                | 38        | 46               | 44        | 9             | 9         |
|  | 143               | 134       | 153               | 125       | 262              | 227       | 37            | 34        |
|  | Inc. 9            |           | Inc. 28           |           | Inc. 35          |           | Inc. 3        |           |
|  |                   | 1927      |                   | 1926      |                  |           |               |           |
| Interference with vehicles .....             |                   | 404       |                   | 339       | 65 Inc.          |           | 19.2 % Inc.   |           |
| Collisions and interferences with cars ..    |                   | 9         |                   | 2         | 7 Inc.           |           | 350.0 % Inc.  |           |
| Persons struck .....                         |                   | 11        |                   | 12        | 1 Dec.           |           | 8.3 % Dec.    |           |
| Derailments .....                            |                   | 27        |                   | 33        | 6 Dec.           |           | 18.2 % Dec.   |           |
| On and off moving cars .....                 |                   | 26        |                   | 28        | 2 Dec.           |           | 7.1 % Dec.    |           |
| Miscellaneous .....                          |                   | 118       |                   | 106       | 12 Inc.          |           | 11.3 % Inc.   |           |
|  |                   | 595       |                   | 520       | 75 Inc.          |           | 14.4 % Inc.   |           |



**ACCOUNTING DEPT.**  
By George Perry

L. A. Lovell, Auditor, attended the convention of the Railway Accounting Officers Association, held at Denver recently, and he says that he had a delightful trip, especially enjoying the beautiful scenery enroute and view of the Grand Canyon which he had.

Elsie Comontofski and Eddie Uecker have come to the decision that two can live as cheaply as one and embarked on the sea of matrimony on July 5, at the home of Elsie's parents at Long Beach. On June 18th, Mrs. Dale, head of the Stenographic Bureau gave a luncheon and shower in honor of Elsie's engagement, and a party of 20 girls from this office attended. The reports indicate that she received a gorgeous array of presents. The bride and groom after a trip to Yosemite will reside at their new home just completed at Long Beach. With the best wishes of this department they were presented with a set of silverware as a token of esteem and friendship we hold for them both.

The Stenographic Bureau had a surprise this month when Doris Lakey flashed a beautiful diamond ring. Of course we all know that means she soon will be changing her name, and we all offer our heartiest congratulations.

F. E. Loucks, Special Accountant and Chicken Fancier, has turned his hand to another achievement, the culture of Gladiolus, which he raises on his ranch in the San Fernando Valley. One day in June he brought to the office a bunch of these wonderful flowers as a sample of his gardens and since that time has been deluged with requests from the employees of this department to purchase the flowers. His flowers at a recent show captured two first and one second prizes out of only 4 spikes of flowers exhibited. He is also developing an unknown specie, which, if it bears the same color flower for three years, he

will be able to give it any name he chooses.

Illness has again kept Mrs. Anna Smith, Miscellaneous Accounts Bureau, confined to her bed, and those who wish to visit her will find her at the Tujunga Sanatarium. Her condition is slightly improved and we hope to see her with us again soon.

A honeymoon tour of Central and Northern California and a trip to Yosemite was taken by Mr. and Mrs. Arthur Miller, who were married on June 15th. Mrs. Miller was formerly Miss Ruby Johnson of the Conductors Accounts Bureau. We say to the Newlyweds, good luck and best of wishes.

Thirty-three representatives of the Accounting Dept. report a first rate time at the Catalina Outing, especially Clark Mathews, who had good fortune of receiving some extra attention while there.

The Los Angeles Union Terminal has acquired one of our good men, namely, R. F. Johnson, Miscellaneous Accts. Bureau, who has been transferred to the Terminal to fill the position of Cashier. E. C. Ater has been moved up to fill Mr. Johnson's place and we welcome a new employee, W. M. Brimhall, who will take Mr. Ater's place.

Ester Ross, Conductors Accounts Bureau, who has been in the hospital has made an exceptionally speedy recovery and will soon be back with us again.

Another June Bride from the Conductors Accounts Bureau was Miss Edna Scott, who was married on the 18th. She received the hearty congratulations of her many friends of the Pacific Electric Ry.

Miss Evelyn Lemon, Stenographic Bureau, on her birthday a few weeks ago received an unusual birthday gift, one which she will always remember, a beautiful sparkling engagement ring. We all wish her an abundance of happiness.

The choice of vacation spots seems to be divided between mountains or the seashore, however, there are quite a few who have elected to enjoy a restful vacation at home.

Lorena Hockenberry .... Lake Tahoe  
Doris Lakey ..... Yellowstone  
Anna Beseman ..... Yosemite  
Mrs. Ruby Sodowsky.... P. E. Camp  
Kathryn Fox ..... Chicago  
Margaret Bell ..... Yosemite  
Mildred Muth ..... Mt. Lowe  
Maybelle Wood ..... Home  
Mrs. Edna Abell ..... Home  
Bernadette Stouffer ..... Home  
Lucille Keuch ..... Home  
Mrs. Helen Wegerer ..... Home  
Molly Price ..... Sacramento  
Marion Snowden ..... Yosemite  
Peggy Giordan .... Hermosa Beach  
Albert Eurich ..... Del Monte  
Dean Watson ..... Yosemite  
Fred Vanasek ..... Minneapolis  
Ruben Hackbarth ..... Home  
Bill Keelin ..... Home  
E. J. Buehler ..... Home  
E. L. Williamson ..... Home  
Herman Grenke ..... Long Beach

**NORTHERN DIVISION  
PASADENA**  
By Edmond C. Fox

That alluring click of the rails has brought Motorman C. E. Tomkinson back into the service after an absence of eight months. It is with open arms we welcome Mr. Tomkinson into the family again.

Cigars, and more cigars, have been passed out to the boys of the Pasadena Car House during recent weeks. The first installment was issued due to the arrival of a baby boy at the home of Conductor J. F. Glines while the second dispatch was forthcoming when Conductor W. C. Swartout began boasting over the arrival of a baby girl.

The experience of Conductor L. B. Wright tells us that it pays to keep a close watch for articles left on cars no matter how trifling they may appear to be. A short time ago Mr. Wright picked up a brooch of very

ordinary appearance, however, it brought him a substantial financial reward.

J. M. Barnard, Motorman on the interurban lines out of Pasadena for a number of years, is now Incline Operator at Echo Mountain.

Introducing new members to the Pasadena forces: C. A. Pope, A. H. Greenwood, G. W. Hansen, C. J. Petznick and R. F. Spickard.

The following trainmen are now on vacations: P. D. Wheeler, E. Gehrs, M. S. Wagner, W. O. Johnson, R. L. Leadabrand, H. D. Haverick, G. Lan-kin and J. A. Wilton.

The following employees from Pasadena participated in the Pacific Electric Club's Fifth Annual Outing to Catalina: J. F. McIntosh, W. M. Lovelace, E. Scheetz, F. B. Newton, N. Clark, J. Harry, E. L. Harris, H. Robson, A. Olsen, C. V. Purdy and G. H. Fess. Judging from the many favorable comments that have been made about the trip, it was a "howling success."

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

The number of trainmen on vacation has increased to such an extent that it is impossible to go into detail as to how each man's time was spent. Since over thirty men are on vacation each month it will have to suffice to mention that practically every type of vacation was reported, from staying at home to trips to the Pacific Electric Camp.

Though not many successful catches of trout have been reported so far this season, the followers of the sport on the ocean have experienced more than the average success.

Two members of our Terminal, namely Brakeman A. Jensen and Terminal Foreman H. L. Young, were members of an ocean fishing party that made one of the largest catches of the season. In fact they found it necessary to engage two boys with wheelbarrows to carry the big catch to their machines.

On another ocean fishing trip, motorman R. E. Sanders, Sierra Vista Line, had exceptional good luck. He brought his catch contained in a large burlap sack to the viaduct at the Main Street Station. Sanders was in a quandary how to dispose of the fish. However, he loudly called out the word—"Fish." Reports are that there was a mad scramble of trainmen from all directions and it was merely a question of moments before the last fish had disappeared.

On May 26th, last, Motorman J. I. Campbell became the proud father of a baby girl. Congratulations, Mr. and Mrs. Campbell.

On Saturday, June 11th, the children of the city celebrated their annual Play Day at Exposition Park. Special trains were run by the Pacific Electric to accommodate the many children attending.

On Monday, June 27th, Motorman J. M. Walker, Sierra Madre Line, left the service to go to San Francisco.

Walker informed us that he was going North on account of his wife, whom the Doctor had advised to change to a cooler climate.

The trainmen of Macy Terminal wish Walker the best of luck and success in his latest move.

Conductor O. R. Shaw and Motorman J. W. McDonald when not riding around on the "big red cars" of our Company's Lines, spend a good deal of their spare time in riding in their new Chevrolet roadsters.

Motorman D. E. Caleman, formerly of Pasadena, has bid in and is now working Run 47, night Glendora, while V. R. Noble, former Motorman on Run 47, has moved out to take possession of his run on the Corona Line.

Conductor L. O. Goodwin, who for some time past has held down the back end of Run 47, Glendora Line, has bid in and is now working Run 503, San Bernardino Line.

Macy Street Terminal was well represented at the annual Company outing at Catalina. All members of the party reported an enjoyable trip. Word was also brought back that our former Conductor C. M. Steube is making a great success at the Island.

**SOUTHERN DIVISION**  
**Samuel J. Mason,**  
Passenger Director

W. L. Rich, Trainmaster, San Pedro, and wife have just returned from a two-weeks stay at the Camp. Mr. Rich is rapidly recuperating from an extended siege of illness and upon his return to San Pedro was feeling very much improved. His many friends hope for his complete recovery and return to active service at an early date.

It has been reported that Joe Ogle, Conductor, Santa Ana Line, was married while on his vacation. Joe hasn't anything to say about it and is content to let the boys believe it or not.

J. W. Mee, General Agent at the Harbor, is taking an extended trip to Florida and the east coast. He is a delegate to the Lions Club International Convention being held in Florida.

C. J. Button, Trainmaster, has been in Chicago, where, among other things, he attended several Major League Baseball games.

Chas. A. Emmons, U. S. Mail Hand-

ler, 6th and Main Street Station, has returned from a tour of several Eastern States. Although the trip was planned as one for pleasure, Mr. Emmons combined some business with it and disposed of his farm in Illinois before returning.

R. J. Stinson of Long Beach, has bid in Run No. 6 on the LaHabra line and has moved to Yorba Linda in order to be closer to his work.

O. D. Holt, Conductor, Watts line, was all smiles when the nurse brought in the news that an eight pound girl had arrived. Cigars are now in order.

L. C. Bartula, Conductor, Torrance line, and young bride have recently returned from a trip to the Grand Canyon.

After spending three months at the Oregon Agricultural College, during which time he gained 20 pounds in weight, W. D. Everhart, Extra Conductor, is again on duty.

W. T. Pyott, Collector, is again with us after being under doctor's care for three months. The rest was evidently the thing that was needed, as Pyott appears to be much improved in health.

F. D. Knox, Conductor of the Mail Car, and Ben F. Hammock, both have wonderful stories to tell about their adventures while on vacation.

**WESTERN DIVISION**  
By E. C. Brown

Vernon C. Bowers, Receiving Cashier, and Marjorie Downing of LaFayette, Ind., were married on July 2nd at the "Church of Flowers," Glendale, and are now spending their honeymoon at Lake Arrowhead.

They do say that being a Motorman and fighting traffic day after day causes one to lose his nerve, but this does not apply to R. G. Miller, who a few nights ago routed, single handed, an armed burglar from his home.

Listen to this! Motorman Pitenger of the Echo Park line claims "his" Conductor is the fastest and best in the P. E. Service. Easy, boys, easy!

C. E. Abbott, Conductor, and family are now enjoying the pleasures of their new home which was recently completed.

E. M. Bell, Mechanical Dept., and wife have returned from a trip to Portland and Seattle.

J. L. Kincaid and Jess Hanselman, Depot Masters, were pleasantly surprised when they moved into their new quarters to find a floral tribute presented to the Trainmen of the Hill Street Station. Mr. Kincaid later sent the flowers to the Pacific Hospital.

**NORTHERN DIVISION**  
Eastern Lines  
By Mary Surr

Several changes have been made on the Eastern lines during the past few months. The new faces that now appear in our ranks are Conductors W. Orendorff, E. D. Whilchel, T. C. White, R. T. Harmer, R. A. Shaw and Motorman M. W. Owen. Motormen C. G. Broman and G. W. Anderson have been transferred to Macy Street.

Vacations to points outside California are being enjoyed by several employees and their families.

Conductor C. O. Gardner and wife are spending their vacation in Missouri.

Brakeman S. W. Riddell has gone as far north as Seattle and Brakeman J. J. Raker and family drove to Grant's Pass, Oregon, where, we understand, he owns some property.

Conductor V. A. Morgan is back in Riverside after a visit in Georgia.

J. N. Roundtree is relieving Agent Shafer at Corona while the latter is on a sixty-day leave of absence. G. A. Brown of Highland is acting as Relief Agent and H. C. Hall of Compton is filling the position of Agent at Highland.

H. Johnson, Cashier at Riverside Ticket Office, has accepted a position with the Southern Pacific at Santa Barbara, and George Thornberry, formerly Baggage man at Riverside, has been promoted to position of Night Ticket Clerk.

Travel to the Los Angeles Playground in the San Bernardino Mountains is increasing in volume each week.

The spur at the end of the Arrowhead Springs line has been lengthened so as to accommodate three water cars, thus facilitating loading operations.

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

For four years he has worked among us and we never knew he had had a joy stick in his hands. It remained for the Breakfast Club to find him out. We read, with complete surprise, in a Los Angeles paper, that Capt. Alfred Claybrun Atkey, M. C., British World War Ace, credited with 49 enemy planes, was feted at the Breakfast Club. We rise to remark that he is sure modest in never letting us know about his war record.

Two tug-of-war teams are in stretching training for a prize to be donated to the winner of a coming contest by Forests' Club Cafe. The teams line up as follows: First team, Chicken Miller, Dave Whitman, Smokey Johnson, Mickey Day and J. Wamsley.

Second team, George Preece, Frank Haag, Fat Latham, Jack Childs and Ham Brown. Ben Mobley is coaching both teams.

Frank Clendenning, Formean, has returned to work after a long illness. The boys are glad to see Frank on the job again.

Chas. Franklin, Brakeman, before leaving on his trip east told the boys that when he returns he will have a blushing bride with him. The bride-to-be is an old school mate whom Charlie has always been backward about leaving at home. It has taken a long time, but the young lady has finally been convinced that Charlies is the man and that California is the place.

If President Coolidge ever comes in contact with one of those Bob Beale jack rabbits in the Black Hills, well, Dawes is going to the President, that's all.

What well known cartoon drawn by Bud Fisher does Ernie Packer and Roy Downs hotfooting it for Macy Street remind you of?

World's record bump — Hilburn bumped Gosnell—McCarthy bumped Hilburn—time three minutes.

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

The following changes have been made in the personnel of the Freight Terminal: John Berrydough has been transferred to the yard, his place is being filled by Norman Hogue. Fred Deming is on temporary duty in the Claim Department.

R. O. Schwinmdt, Correction Clerk, is again on duty after being away on an extended sick leave. He says that a hospital is "a friend indeed to one in need."

Herman H. Gouss, Checker, has left our ranks to return to his home in the East. He is greatly missed, but we all join in wishing him the best of success in his new field of activity.

On the Catalina Outing trip there was much excitement, as well as entertainment, brought about by the many explanations and denials offered by Jim Brownlee, Assistant Cashier, and his charming Young Lady, when questioned about honeymooning on the Steamer Avalon.

James Jasmanka, Trucker, claims to have been a very busy shoe salesman while on his vacation.

The vacationists during the last month are: B. H. (Bud) Fisher, Commercial Checker, visiting in the East; Glen Day, Record Roomkeeper, at British Columbia, visiting with father; Ralph and Kenneth Malone, Yard Clerks, have left for "the farm" in

the East, Ralph will return after a brief visit, but Kenneth intends to stay for some time. Donald Armolt and Arthur Bailey, Checkers, are also visiting friends in the East.

F. B. Spencer, Chief Accountant, Seymour Lipschultz, Teller, and Louis Lipschultz, Statement Clerk, are scheduled for vacations during the present month. It is rumored that they will attack the streams where fish are at play.

**EMPLOYEES IN HOSPITAL**

Roll call at the Pacific Hospital as the Magazine went to press found the following members of the Pacific Electric forces confined therein:

Edward Foster, Motorman; Evert Richmond, Brakeman; J. G. Cannon, Trolleyman; Joe Carlson, Mechanical Dept.; Emil Gunderson, Mechanical Dept.; J. Anderson, Trucker; Antonio Domian, Laborer, and M. Asevedo, Laborer.

Despite good intentions, many of us fail to visit our stricken friends. Just a five-minute visit works wonders on a sick patient, and the visitor feels better, too, for having added a little cheer to some one else's life.

Visiting hours at the Pacific Hospital, 1329 Grand Avenue, are from 2:00 to 4:00 and 7:00 to 9:00 p.m. daily.

**TEN CENT FARES WARRANTED**  
OPINES RAILWAY OFFICIAL

In order to put electric railway operations on a sound business basis that will permit the properties to provide the best possible service, at least a ten cent flat cash fare must be charged, is the opinion voiced by Lucius S. Storrs, Managing Director, American Electric Railway Association, before the New Orleans Convention of the Southwestern Public Service Association. In support of his contention, Mr. Storrs offers the following:

"The average electric railway cash fare in American cities today is approximately 7 $\frac{3}{4}$ c. The actual average fare per revenue passenger on all lines both city and interurban during 1926 was 7  $\frac{1}{10}$ c, or about the same as received in 1925. In 1912, the average fare was 5.27c, or 35% less than the average fare last year. In the face of this 35% increase, we find the cost of electric railway materials up 53% over 1912 levels and wages up 110%. In order to produce the same net today as in 1912, assuming that there would be no loss in passengers from an increased fare, the average rate should be 56% higher instead of 35%. In other words, the average fare last year should have been 8.22c instead of 7.10c.

"However, it is a well known fact that a slump in traffic usually follows an increase in fare. Hence, this slump must be anticipated in any fare raise. It would seem, therefore, that in order to take care of the slump, sound business judgment would require at least a 10c flat cash fare."



Hollywood artists can never quite tell when the other party in the case might take marriage seriously.

The Bore: "I passed by your place yesterday."

The Bored: "Thanks, awfully!"  
—The Bystander.

Abe—"Vot did you name the twins?"  
Ike—"The foist vons we called 'Kate und Duplikate.' Then we had 'Pete and Repete.'"

Abe—"And the new vons?"  
Ike—"Max und Climax.' Oy Oy! I hope so!"

"Marriage," said the philosopher, "is like a railroad sign. When you see a pretty girl, you stop; then you look, and after you're married you listen."

Gentleman—What kind of a dog is that, son?

Kid—He's a air-tight dog.  
Gentleman—Air-tight dog? Why air-tight?

Kid—Well his mudder was an aire-dale 'n' his fadder was a Scotch terrier.

#### Now, Blow That Off!

Les Roth—Why do they call sail boats "she?"

John Carroll—Because they make a better showing in the wind.

Absent-minded Business Man (after kissing his wife)—"Now, dear, I will dictate a couple of letters."

Grade crossings are like Ellis Parker Butler's guinea pigs in "Pigs is Pigs." They multiply faster than any railroad can take care of them.

#### General Overhaul

A dentist says that he had an absent-minded motorist in his chair the other day. "Will you take gas?" he asked.

"Yeah," replied the a-m patient, "and you'd better look at the oil, too."—Boston Transcript.

#### Easily Seen Through

The old brass latch is still on the door of the Pacific Bank, but inside are plate glass and bobbed haired stenographers.—Worcester (Mass.) paper.

He smiled—and his home was a place of happiness.

He smiled—and the children ran out of their way to meet and greet him.

He smiled—and his co-workers in business worked better than in any other place of employment.

He smiled—and his business clients and callers spoke well of him, and business increased.

Lad—Father, what makes the world go 'round?"

Dad—"Son, I've told you many times to keep out of the basement."—Dickey Clay.

Ma: "Did you dream that you were out riding with Bill last night?"

Sis: "Yes. How did you guess it?"  
Ma: "I saw you wakin' in your sleep."—Fischer's Magazine.

"Poor ole Bill 'e's so shortsighted 'e's working 'imself to death."

"Wat's 'is short-sight got to do with it?"

"Well, 'e can't see when the boss ain't looking, so e' 'as to keep on shoveling all the time.

Rastus: "Ah done hear yo' stayed in de haunted house last night. What happened?"

Sambo: "Bout 2 o'clock ah woke up an 'a ghost come frew de side wall jes as if de wall wasn't dere."

Rastus: "An' what di yo' do?"  
Sambo: "Boy, ah went frew de other side wall de same way."

#### Twelve Hours Later

American Visitor: "Why don't they show a comedy instead of this scenic?"

English Host: "Oh, they never show comedies in the cinema in England on Saturday night. They're afraid they'll cause laughter in the churches."

—Continent.

#### Another Chicken Story

One night an old negro heard a flutter among his poultry.

"So I takes down my gun," he says, "an' creeps 'long in de dark. De doah of my chicken house is wide open an' I stick de revolvah inside an' says, Ef yo' don't come outen dat yo' low thiev'n niggah who's in dere, I jest blow yo' black head to pieces."

"He don't let on, an' I shout out agen, 'Who dah?"

"Den I heah that crim'ny niggah say, 'It's only us chickens'."

#### True Story of Great West

A South Idaho farmer had three beautiful daughters.

The oldest married and moved to Twin Falls, and in a year or so the old man was informed that he was the grandfather of twin boys.

The second daughter also married and moved to Three Forks, Montana, and several years later a wire reached the venerable father that his daughter had given birth to triplets.

The youngest daughter now became engaged and when she said she was going to live at Thousand Springs, the old man fainted.

#### Self Improvement

"He's a genius!"  
"No. He's a fool that's made good."

#### Gagging a Wisecracker

Lecturer—"Can any one give the derivation of the word auditorium?"

Listener—"Yes"—from AUDIO-hear, and TARUS-bull. A place where you—

Lecturer—"That will do."—Washington paper.

#### Traced to the Source

Small Boy in the Country—"No, mama, I won't drink this milk. I will drink milk that comes from a wagon; but do you know where they got this milk? They pulled it out of a cow."—Pointer.

"My wife explored my pockets last night."

"What did she get?"  
"About the same as any other explorer—enough material for a lecture."—Judge.

"Is that bull safe?" asked the city chap,

With a faint touch of alarm.  
"Well, he's a darn sight safer than you are,"

Said the owner of the farm.

#### Done Enough for Her

Elmer, thirteen, was puzzled over the girl problem and discussed it with his pal, Joe.

"I've walked to school with her three times," he told Joe, "and carried her books. I bought her ice-cream sodas twicet. Now, do you think I ought to kiss her?"

"Naw, you don't need to," Joe decided after a moment of deep thought. "You've done enough for that girl already."—Capper's Weekly.

#### Home

"Home is where the heart is,"  
The soul's bright guiding star.

Home is where real love is,  
Where our own dear ones are  
Home means someone waiting  
To give a welcome smile;  
Home means Peace and Joy and Rest,  
And everything worth while.

"Do you know I have the soul of an artist?"

"I knew you painted the minute I looked at your face."—The Explosion.

#### Just Who Was He?

A gentleman in business on Broadway, New York, was greatly annoyed by the tardiness of one of his skilled office staff.

Calling him into the office one morning, he said: "Mr. Trayne, I get here at 8:30 every morning and look after my mail; at 9 o'clock I look out of the window and see young Mr. Rockefeller on his way to the office; at 9:30 Mr. Schwab passes; at 10 I see Mr. Vanderbilt going by; at 10:30 Mr. Gould passes on the way to his office; and at 11, you come. Now tell me, who the devil are you?"

—Squeeze.

**TRANSMISSION OF POWER BY  
RADIO NOT PRACTICAL**

Transmission of substantial amounts of power to considerable distances by radio is ridiculous, according to Dr. J. H. Dellinger of the Bureau of Standards. "It would be possible to build a radio station to transmit enough power to heat a house several miles away, but it would be the most inefficient thing in the world, and not even the wealth of Henry Ford would suffice to pay for the enormous transmitting station that would be required," said Dr. Dellinger.

"Similarly, it is sometimes asked whether radio photography and television are to be materially advanced through directive radio transmission. Here again the answer is essentially negative. Both radio picture transmission and television are thoroughly practical possibilities, but they are adapted essentially to broadcasting rather than to point-to-point transmission by radio."

"It will unquestionably remain true for a long time to come that the transmission of power or of photographs and vision from one point to another definitely chosen point can be best carried on by the aid of conducting wires and not by radio. Another application of radio, the remote control of distant objects, machinery and ships, will, on the other hand, be somewhat facilitated through the use of directive radio transmission."

**THE BIG ANNUAL  
PACIFIC ELECTRIC  
EMPLOYEES' PICNIC**

will be held at

**REDONDO BEACH**

**SATURDAY 27  
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ANNUAL BIG TIME**

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**"To Get Ahead—**

you must have a simple and definite plan. Hit or miss methods won't do; in the accumulation of money they are positively fatal."—Andrew W. Mellon, Secretary of U. S. Treasury. Ask any employee who is a member.

**RAILWAY MUTUAL BUILDING AND LOAN ASSOCIATION**

201 Pacific Electric Bldg., Los Angeles, California

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

**PARTIAL LIST**

| Name and Disability                    | Amount   | Name and Disability                    | Amount  | Name and Disability                    | Amount |
|--|----------|--|---------|--|--------|
| Alfring, Richard, Injured Hip.....     | \$ 80.00 | Deane, Bryan M., Cornea of Eye.....    | 14.00   | Morneau, William W., Tonsillitis.....  | 37.00  |
| Barnett, Dave Jr., La Grippe.....      | 24.00    | Denton, Ellery N., Influenza.....      | 9.00    | Mowrey, Cecil E., Strained Muscles.... | 30.00  |
| Bauman, A., Bruised.....               | 31.00    | Dupree, Hal's, Coll.....               | 10.00   | Palmer, Guy L., Influenza.....         | 50.00  |
| Black, Maurice J., Indigestion.....    | 52.00    | Gentry, Eldred J., Bruised Hand.....   | 17.00   | Platt, Richard K., Tonsillitis.....    | 30.00  |
| Campbell, Walter, La Grippe.....       | 16.00    | Goetz, Oscar A., Bronchitis.....       | 38.00   | Quillin, Harry D., Influenza.....      | 10.00  |
| Certain, Clark, Moisture on Lungs..... | 60.00    | Hawley, Harold, Pleurisy.....          | 20.00   | Reynolds, Frank R., Cold.....          | 24.00  |
| Clark, Herbert, Cold.....              | 34.00    | Hutchinson, Richard, Lumbago.....      | 18.00   | Smith, Chester R., Tonsillitis.....    | 12.00  |
| Coxhead, Clinton H., Wrenched Back.... | 10.00    | Lattimore, John L., Infected Tooth ... | 15.00   | Smith, Ralph H., Influenza.....        | 24.00  |
| Crump, Travis L., Neuritis.....        | 16.00    | Leither, Jules W., Cold.....           | 22.00   | Stratton, Charles W., La Grippe.....   | 10.00  |
| Courtwright, Joseph, Abscess.....      | 12.00    | Morin, Herbert A., Broken Arm.....     | 118.00  | Wilkenson, H. A., Cold.....            | 24.00  |
| Causack, Wm. J., La Grippe.....        | 10.00    | Owens, Fred A., Fractured Skull.....   | 1470.00 | Walton, Burlie N., Cold.....           | 60.00  |

# All "Fine" Watches are not Good Timekeepers!

It has always been the desire of the V. A. Corrigan Company to sell good timekeepers—not mere watches.

We vouch for every watch sold over our counter. Anyone purchasing a watch from us that does not give entire satisfaction and prove to be as represented, we earnestly urge the returning of it to us.

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**CONDENSED STATEMENT**  
**THE FARMERS AND MERCHANTS NATIONAL BANK**  
**OF LOS ANGELES**

as made to the Comptroller of the Currency at close of business  
 March 23rd, 1927

**ASSETS**

|   |                 |                      |
|---|-----------------|----------------------|
| Loans and Discounts .....                           | \$38,002,574.25 |                      |
| United States Bonds to Secure Circulation .....     | 1,500,000.00    |                      |
| United States Bonds and Treasury Notes .....        | 3,712,073.74    |                      |
| Other Bonds, Stocks and Securities .....            | 1,168,028.86    |                      |
| Bank Premises .....                                 | 510,097.98      |                      |
| Customers' Liability on Letters of Credit .....     | 487,159.00      |                      |
| Customers' Liability on Account of Acceptances..... | 57,062.26       |                      |
| Redemption Fund with U. S. Treasurer .....          | 75,000.00       |                      |
| Interest Earned, uncollected .....                  | 148,517.60      |                      |
| Cash on Hand .....                                  | \$2,165,629.20  |                      |
| Due from Federal Reserve Bank of S. F.....          | 3,204,218.32    |                      |
| Due from Banks .....                                | 4,714,789.23    | <b>10,084,636.75</b> |

**\$55,745,150.44**

**LIABILITIES**

|                                       |                |                      |
|---------------------------------------|----------------|----------------------|
| Capital Stock Paid in .....           | \$2,000,000.00 |                      |
| Surplus .....                         | 2,000,000.00   |                      |
| Undivided profits .....               | 764,485.86     | \$4,764,485.86       |
| Reserved for Taxes .....              |                | 6,782.65             |
| Reserved for Interest .....           |                | 93,053.93            |
| Unearned Discount .....               |                | 70,740.22            |
| Securities Borrowed .....             | 1,600,000.00   |                      |
| Letters of Credit .....               | 509,042.77     |                      |
| Acceptances Based on Imports .....    | 57,062.26      |                      |
| National Bank Notes Outstanding ..... | 1,500,000.00   |                      |
| DEPOSITS .....                        |                | <b>47,143,982.75</b> |

**\$55,745,150.44**

I, G. H. Naegele, Cashier of the above named Bank, do hereby solemnly swear that the above statement is correct to the best of my knowledge and belief.

(Signed) G. H. NAEGELE, Cashier.

Corerct, Attest: E. A. Bryant, Gurdon W. Wattles, Wm. Lacy.

**We Pay Interest on Time Deposits**

This Bank is Authorized, and fully Equipped to do,  
and is doing, a Trust Business.

This is the oldest Bank in Southern California, and the largest Bank therein whose assets have never been increased by mergers, or consolidations with other Banks.

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**OF LOS ANGELES**

Corner of Fourth and Main Streets

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