



# THE PACIFIC ELECTRIC MAGAZINE



Vol. 12

LOS ANGELES, CAL., JUNE 10, 1927

No. 1



Two Leading Redondo Beach Attractions



## When is a Man a Success?

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When he refuses to slander even his enemies.

When he does not expect to get good pay for poor service.

When he does not wait until tomorrow to do the things that should be done today.

When he is loyal to his employer and not false to the ones with whom he works.

When he intelligently co-operates with the other members of the organization.

When he is studying and preparing himself for a higher position with better pay.

—*The Silent Partner.*



# The Process of Publishing Your Magazine

## Origin, History and Methods Pursued in Creating Magazine Each Month. Team Work Essential as in Every Undertaking

“WE CAN make a family round table out of this Magazine, and in spirit get together once each month.”

Just eleven years ago the first issue of this Magazine made its humble, but promising appearance, and embodied in the first article on the first page of the initial issue was the foregoing quotation from the pen of President Paul Shoup.

True, the first issue was not voluminous, its pages were limited to eight in number; nor did it come highly illustrated. But it was the beginning and its contents then were, as since, devoted to a “round table” discussion of those things in which each of us have a common interest. Time, problems and conditions brought about changes which dictate the wisdom and necessity of enlarging the Magazine from time to time, but those who have carried on the work have kept in the mind the aim to chronicle in “round table” fashion the things of vital and common interest with the hope that in so doing the Magazine’s contents would be instructive, inspiring and perhaps entertaining.

### How It Originated

In 1914 after suggestions had come in from several sources that a Magazine or Bulletin should be issued by the Company for employees, an investigation was made and a proposal submitted to the management that this be done. At that time others outside the Company were issuing a magazine under the name of the Southern California Trolley, which were distributed to employees of both this railway and the Los Angeles Railway, deriving revenue to produce it through advertising.

The printing of the Company’s magazine was approved by the management with the proviso that it be made self-supporting.

After a survey of the field the idea was dropped on account of the doubt and difficulty of making a profitable or self-supporting venture.

Later, in the spring of 1916, the need for a medium of this kind being even more apparent, authority was given by President Shoup for the publication of an employees’ magazine, without advertising, and the first issue was published on June 10 of that year.

The limited advertising feature was

added some years later as a source of revenue for the Employees’ Relief Fund of the P. E. Club, to which all monies so derived are appropriated.

This being the first issue of the twelfth year in the history of the Magazine, the time may be appropriate to discuss at some length the degree of intensive effort which precedes the issuance of our publication each month. The Magazine comes to us in crisp form monthly with seldom a passing thought of the work many persons have devoted to it. In succeeding paragraphs we will endeavor to give you

before actual work of writing and assembly of material is begun the immediate editorial staff must have a clear picture of just what the coming issue will contain in the way of feature articles and illustrations. The length and order of articles, the number of photographs and space each will be allotted must also be pre-determined, so that when actual hostilities commence a fairly clear picture of the completed issue must exist in the editorial staff’s mind.

Last, but decidedly not least, in preliminary preparations, is the selection

of the cover page picture. Off-handedly, one would say that this feature would be simple, especially in view of our numerous scenic wonders and the extensiveness of the company’s operations. However, there is generally some “catch” to what would appear to be an excellent cover design. It either isn’t seasonal, cannot be photographed advantageously to bring out beauty or details in the available width of cover, or else some other objectionable feature arises after one has long thought and sought a subject. The reason so many Editors are asked if they were not struck on the head when young, is due, in our opinion, to their being called upon to select cover pictures.

### Contributors Help

Having consulted with selected contributors and outlined the subject, length and scope of article expected from them for the forthcoming issue, work begins on preparation of articles to be written by the editorial staff and gathering of smaller “filler” items which appear throughout the Magazine. The opportune time to secure photographs must be observed, several being taken on one occasion if possible, in order to secure them in the least time and at minimum expense. There are jokes to be secured, fifty odd in number per issue. Selecting number of new ones each month is quite a task and right here we extend an invitation to all to contribute them.

Before material is sent to the printer it is carefully edited and instructions given regarding the class of type to use, the size, whether bold or light face and the column width measure, these factors being determined by the



## The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

VOL. I.

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### OUR FAMILY ROUND TABLE

The Pacific Electric Magazine is the family round table.

The employees of the Pacific Electric are one large family with many ties and many common interests. We work for a common purpose. Out of the community result thus achieved, we get individually our livelihood. Our common interest is and should be deep and earnest.

Team work is essential in this our common interest. It is best done when the members of the team know and appreciate each other; know and appreciate each other’s efforts; know and appreciate the family problems as a whole.

With our prosperity as a family, comes our individual prosperity; never otherwise. Beyond this material gain through more closely knit ties, comes something else worth while. Our life lies largely in our work. It can be made more interesting, more enjoyable, if the horizon of every employee can be widened to a fuller view of the activities of all.

We cannot accomplish these views by the good family way of sitting down at dinner together and talking things over. But we can make a family round table out of this Magazine, and in spirit get together once a month.

Enliven this round table as you like with good stories, items of family interest, anecdotes and personal notes, and with well considered suggestions, concisely expressed, in behalf of our common cause.

The editor will need the help of the whole Pacific Electric family. He may censor our literary gems, or sidetrack our finest efforts, but have in mind that he has only eight pages to reflect all our views and news. And go on helping him. It won’t do any good to obliterate the editor; perhaps we couldn’t get another.

The round table is ready; you are invited to fall to!

*Paul Shoup*

a peep behind the scenes and show just what transpires in the Magazine office and at the allied print and engraver shops.

A well-balanced railway publication must each month contain feature articles dealing with varying subjects so as to offer a degree of appeal to employees engaged in different classes of the service. Likewise, every undertaking successfully concluded is the result of a carefully laid out plan and



nature, length and relative importance of each article. Also explanatory heads are written, which is another reason why editors die young. The number of letters that can be inserted into a given space is not positive, owing to the varying face widths, the letters i, l and t being narrow of face, while m and w are wide. Failure to take these factors accurately into account often brings a reprimand from the compositor something like "what the heck do you think we've got down here, rubber type? Give me another head." Whereupon entirely new words or thoughts must be prepared containing letters to fill a given space.

#### Printing Process

After receipt of material in printed form in galley from the printer it is carefully read and corrections made in printers' code, following which it is returned to the printer who discards the lead slugs in which errors appeared and other linotype slugs are set to replace them. The galley is again returned for checking of corrections and if okeh are filed for the "make-up" process.

In the meantime the engraver's representative has been called in and given the picture illustrations, at which time the plan of display desired is explained together with the size, screen and necessary art work to be performed.

A word here regarding the process of producing engravings may not be amiss. Printing is accomplished by the simple process of pressing metal letters, covered with ink, against paper. The problem of reproducing pictures is that of putting them into a form that resembles type, so that their lines will make an impression on the paper, just as do the lines of metal letters.

The original photograph or drawing is set up under arc lights in front of a camera and photographed on a wet sensitive plate. The plate is developed—just as your snapshot films are—and the result is a negative. This negative is printed, except that in place of being printed on paper, it is printed on sensitized zinc or copper, with a positive result. This photograph on metal is treated with chemicals and then immersed in an acid bath. The acid eats away the portions of the picture between the lines, and after being touched up by the finisher, the engraving, cut or plate is ready for the printer.

There are two kinds of photo-engravings, line-cuts and half-tones. Line-cuts are made from drawings in black and white, which contain no middle tones. Half-tones, as their name implies, are made from drawings or photographs containing many varying tones, ranging in degree from

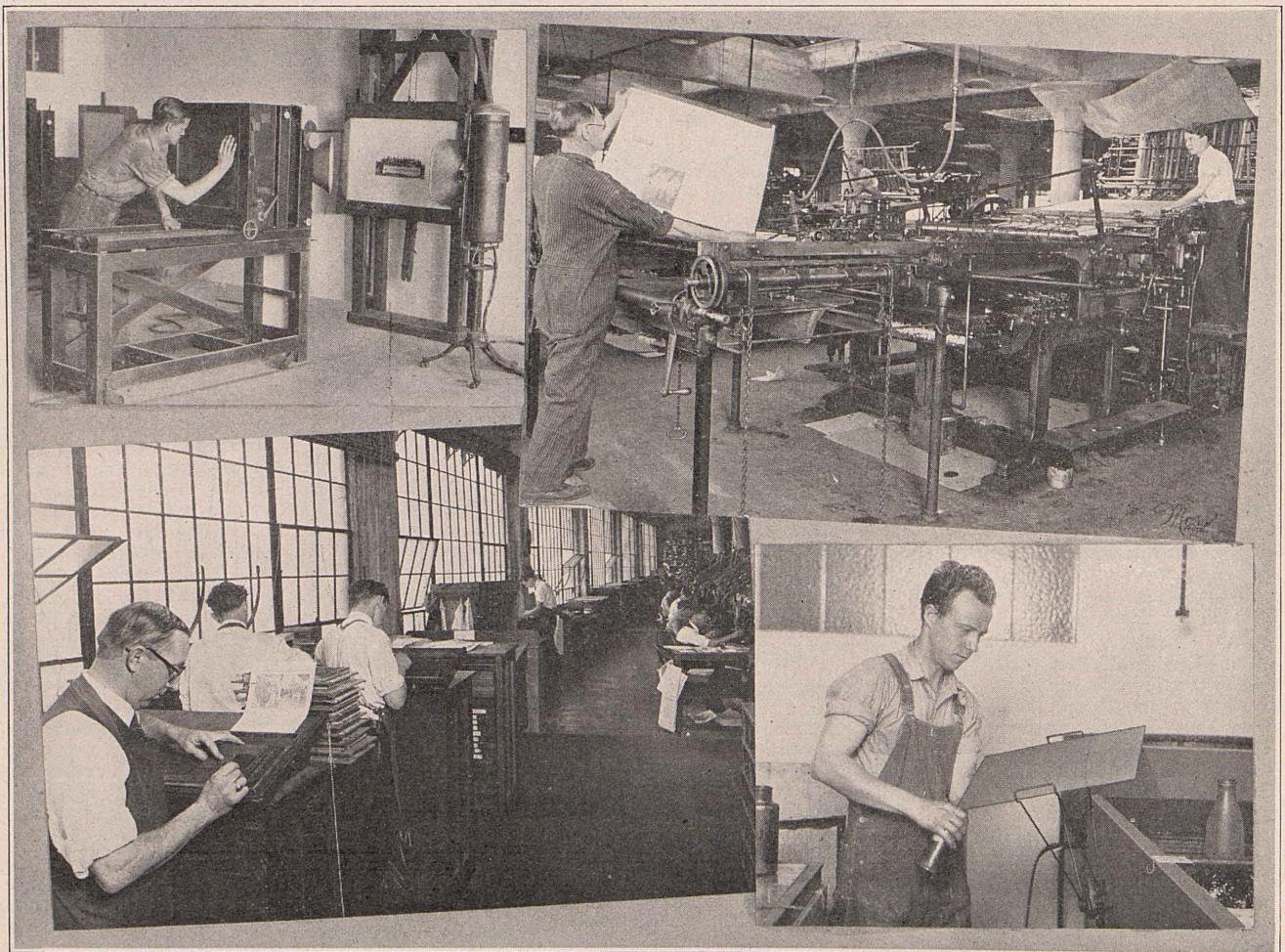
white (through the grays) to black. Simply defined, an engraving is nothing more or less than myriads of dots which form a printing surface. Their area determines the amount of ink each dot will hold. If you will examine the pictures in this Magazine under a magnifying glass you will observe how the reproduction is made up entirely of impressions left on the paper by the myriad of dots.

#### Making "Dummy"

With all material set and cuts in the hands of the printer, the process of preparing a "dummy" for the compositor to follow in making-up the pages is next in order, this being a comparatively simple finishing touch. On pages of a previous Magazine are pasted copies of the individual items and proofs of pictures in the order and location desired. This done, the page forms are assembled and made ready for the press, following which the giant presses do their bit and delivery is made the following day.

In the foregoing paragraphs we have aimed to set forth in simple manner the work involved before an issue comes to you, that you, who see the publication only as a completed unit, may have a conception of the problems encountered.

And at this point we wish to empha-



Scenes in the process of producing engravings and at the huge printing plant where the Magazine is produced.



size that the story has not been completely told as regards the work involved. Reference is made to our contributors, many of whom each month give freely of their time to gathering and submitting material and special articles. The scope and technical features of our operations are so diverse and far-reaching as to make impossible the carrying of the entire burden by one or a few individuals. Without the team work so unselfishly given by our loyal contributors the Magazine in its present form would not be possible.

To those who have aided we feel and express a large measure of gratitude; to others who have not but are able to help in our constant aim to improve, we repeat the words of Mr. Shoup: "The round table is ready, you are invited to fall to!"

### ELECTRICAL EMPLOYEE WINS LAW PROFESSION HONORS

Listed among the names of graduating students from the College of Law, University of Southern California, for the term just ending is that of T. H. Ewers, Central Station Operator, who, since 1906, has been employed in various branches of our substation service.

The honors thus won and for which Mr. Ewers has been receiving congratulations from a legion of friends within our organization were the fruits of five years' of intensive night class study. To receive a degree of this character when one's full time is available in its accomplishment is an achievement in itself, but to have won it in the face of earning a livelihood during the day with only nights for study, the feat reflects that the successful one possesses stamina and courage not present in the make-up of many of us.

We heartily congratulate Mr. Ewers and predict successful application of his well earned honors.

### ORANGE COUNTY'S VALENCIA CROP VALUES \$19,000,000

Advancing from two carloads of oranges shipped in 1883 to 15,000 to be shipped in 1927, the Orange County Valencia industry has developed from an insignificant beginning to a business which produced crops last year valued at \$19,000,000.

Although figures are not available as to how many people were engaged in cultivating oranges in 1883, it is safe to assume that five or six would cover it, while in 1927, between 40,000 and 50,000 persons are employed in the citrus industry in Orange county.

In 1883 the oranges were picked and packed in the grove, while in 1927 they are being packed in 30 modern packing plants of large proportions.

#### A Constant Strain

"Are you bothered much with things dancing in front of your eyes?" inquired the eye doctor.

"Yes," admitted the plumber, "and those new garters bother me some, too."

## Redondo Beach Preparing For Big Summer Season

By W. A. McCammond, General Agent, Real Estate, Tax & Resort Department

ELABORATE preparations are now in progress by this Company for a banner summer at Redondo Beach, this action following developments last month with the delay which arose in the contemplated sale of the property to private interests. While satisfactory progress had been made in working out the details incident to the transfer of the property, it was not found possible to close the deal immediately. Hence, it was not considered best for all interests to have the property change hands during the busiest season of the year. Under the circumstances the Company will continue the operation of the property during the summer season, which calls for a rather extensive programme of improvements and entertainment.

Workmen are busily engaged painting the interior of the Bath House and the exterior woodwork on the various buildings along the water front. In the Bath House a new water heater is being installed with a capacity of 60,000 gallons of water per hour; new showers are being built with the latest improved equipment, walls being lined with green glazed tile; new hair dryers in ladies' section; all pumps, boilers, filters and other equipment is being thoroughly renovated and put into first class condition. New bathing suits, and towels will be delivered in a few days and everything is being done to keep up the reputation that this Bath House has from coast to coast for

cleanliness and sanitation. The sparkling filtered sea water in the various plunges is always alluring to the eyes of those who are fond of bathing and swimming.

A new band stand is being erected by the City in front of the Pavilion Building and plenty of seats will be provided on balcony of the pavilion.

An open air Roller Skating Rink is now in operation in the old Music Plaza and is proving highly popular.

A children's amusement zone will be installed, consisting of Ferris Wheel, Miniature Merry-go-round, Monkey Racer, etc., in space north of Moonstone Building and will provide plenty of hilarity for the youngsters.

The Giant Dipper, Dodg'em, Merry-go-round, picture houses and other forms of entertainment along the waterfront will give plenty of variety for both young and old.

A famous orchestra "Goodwin Goldie and his California Red Jackets," has been engaged for the Ballroom and should be a great attraction for the dancing fans.

Fishing is as good as ever, the monstad Pier, immediately south of the Municipal Pier, being used for fishing and a fleet of motor boats leave the pier quite frequently for the barges anchored off shore, also for deep sea fishing up and down the coast. The charges are very reasonable.

There will be a special children's afternoon every Wednesday when all boys and girls will have free vaudeville, dancing and gifts.

There will be band concerts, vaudeville and special feature events staged throughout the season.

The formal opening of the summer season will take place on June 25th and 26th, when a grand carnival ball will be held in the Ballroom introducing "Goodwin Goldie and his Red Jackets," on Saturday evening, and a big program of entertainment is being arranged for Sunday.

### Employees Give Freely to Flood Victims

"A REMARKABLE showing for which you may well be proud."

The above is the manner in which Mr. D. C. MacWatters, Chairman of the Los Angeles Chapter of the American Red Cross, summarized that organization's appreciation to Mr. Pontius for the manner in which the Pacific Electric employees responded, to the extent of \$1,539.10, to aid the unfortunate victims of the Mississippi River Valley Flood.

When conditions became such that it was apparent that assistance would be necessary to ease the suffering caused by the uncontrollable waters of the overflowing Mississippi, a nationwide call was made. All members of our large family were quick to sense the responsibility and, without any extensive plans made or salesmanship methods pursued, every district gave ungrudgingly and the monies collected were soon available for relief work.

### VETERAN TRAINMAN PASSES

J. J. (Jack) Mettler, Conductor on the Corona Line, passed away at his home in Riverside May 28th. His death was due to heart trouble, although he had only been off from work for a few days.

Jack, as he was familiarly known, was a veteran in the service, as he began work for the Riverside & Arlington Railway Company May 1, 1902. He came to the Pacific Electric when this company took over that railway and had over 25 years' seniority.

Funeral services were held at Riverside and were attended by a large gathering of his friends. The Odd Fellows Lodge were in charge of the services.

Mr. Mettler had no immediate family, as his wife died in February, 1926, but his great number of friends feel the loss of his kindness and good-fellowship.

*Is your lodge, school, club, church planning a trip? If so, furnish the tip.*



## Many Cash Prizes Await Lucky Camp Visitors

**A**TENTION honey-mooners, dancers, large families, mothers, trout fishermen! Prizes, cash of the realm, await you at P. E. Camp.

The radio, elsewhere noted as being a new addition to the Camp, is not the only innovation to be added to our vacation resort following the visit of Mr. Pontius there on opening day. With the view to providing good natured rivalry among vacationists, our Executive issued a letter to department heads early this month advising them of events and, we might say circumstances, under which cash prizes are to be awarded. For instance:

Honey-mooners, providing they beat the first two other "mooners" to the Camp, are to be given a prize of \$5.00; the second couple to receive \$2.50. There's a "catch" to this one, however. It is provided that the honey-moon period must commence within five days after the nuptials.

Then there's a prize for the largest family, but we are taking space sorely needed, so will be content with reproducing bulletin issued by Mr. Pontius. Stripped of details, it reads:

(1.) First prize—\$10—in cash to be paid to the head of the largest family spending a week or more at the Camp this season.

Second prize—\$5.00—in cash to be paid to the head of the second largest family spending a week or more at the Camp this season.

If there should happen to be a tie, these prizes will be duplicated as often as necessary.

(2.) First prize—\$5.00—in cash to be paid to the mother of the youngest baby spending a week or more at the Camp this season.

Second prize—\$2.50—in cash to be paid to the mother of the second youngest baby spending a week or more at the Camp this season.

(3.) First prize—\$5.00—in cash to be paid to the person, spending a week or more at the camp, who catches the largest trout in weight during the present season.

Second prize—\$2.50—in cash to be paid to the person, spending a week or more at the camp, who catches the second largest trout in weight during the present season.

If there is a tie for either first or second prize it will be necessary to give two prizes.

(4.) First prize—\$5.00—in cash to be paid to the first couple spending their honeymoon of one week or more at the Camp this season.

Second prize—\$2.50—in cash to be paid to the second couple spending their honeymoon of one week or more at the Camp this season.

If there is a tie and it so happens that there are two couples in Camp spending their honeymoon at the same time, two first prizes and two second prizes will be given.

It is understood that the honeymoon period at the Camp must commence within five days of the time of marriage.

5. First prize—\$2.50—in cash to be given to the best dancers on every Saturday evening during the season. Judges from those staying at the Camp will be selected.

It is understood that the season during which these prizes will be given will commence on June 15th and end on September 30th, 1927.

### CAMP FILLED TO CAPACITY GREET'S OPENING DAYS

We will have to resort to that rather homely and abused circus phrase, "bigger and better than ever before," to adequately convey to our readers the reaction we got as reflecting the views of those fortunate ones who visited the P. E. Camp on opening days over the week-end of May 28th. Discounting liberally all we were told about the condition of the Camp and the beauty of trees, mountain, streams and lake, certainly the term is justified.

One hundred and fifteen visitors greeted the resort's opening for the eleventh year of its history. Such a number housed and cared for at one time means that the entire capacity of our Camp was taxed. But so thorough were plans made and details cared for in advance that everything went off with clock-work precision. Here it is due and proper that we inject a word about the selection of George E. Huntington and wife as Superintendent and Assistant. The Camp was never in a more tidy, cleanly and splendid condition throughout, nor a better spirit exhibited among its guests, due in no small measure to the attention given by those in charge. We are told nothing was lacking. They'll do!

As always at our Camp, there was plenty to do and see and the opening day crowd made the most of it. Launch rides around the lake, tours in the new

motor coach on the highway circling the lake attracted most of them. The eleven rowboats, always at the disposal of visitors, were in constant demand by the fishermen. The largest catch during the week-end, however, was made by hand in the stream directly in front of the Camp. Dancing, hikes, indoor baseball, cards, croquet and horse shoe pitching furnished a diversity of other amusement that fitted the pleasure of everyone. Swimming in the pool was indulged in by the more hardy ones.

Favorable comment was heard of the excellent meals served and the dispatch with which service was given. In order to care for the large crowd who had made reservations, the Camp's forces numbered eight persons, extra kitchen and dining room help being obtained.

The six new cabins were found to be entirely satisfactory and will be sorely needed throughout the present season. The improved water system was freely praised and forever insures an unfailing source of pure and wholesome spring water.

The officials of the Company were well represented at the Camp opening, among them being, most of whom were accompanied by their families: D. W. Pontius, S. H. Anderson, F. L. Annable, O. A. Smith, L. A. Lovell, O. P. Davis, Frank Clark and F. E. Billhardt.

### P. E. RANKS NINTH IN POWER CONSUMERS OF NATION

The Pacific Electric Railway retained its position of ninth among the electric railway consumers of electrical energy throughout the United States during the year 1926, according to recent statistics compiled by the Electrical World.

The total electrical energy used by this company during 1926 was 188,000,000 kilowatt hours. The maximum hourly peak load occurred on December 22, 1926, amounting to 46,000 kilowatt hours. The load factor, an important economic measure in the consideration of purchase and use of electrical energy, was 46.5 per cent, which is in excess of any of the electric railway loads that exceed this company in electrical consumption, showing a comparatively well balanced operating condition.

The electrically operated lines in their order exceeding the Pacific Electric Railway Company in electrical energy consumption are as follows:

1. Interborough Rapid Transit Company.
2. Chicago Surface Lines.
3. Williamsburgh Power Plant Corp. (B.M.T.)
4. Philadelphia Rapid Transit Company.
5. Pennsylvania Railroad Company.
6. Boston Elevated Railway Company.
7. New York, New Haven & Hartford Railroad.
8. New York Central Railroad Company.

*Is your lodge, school, club, church planning a trip? If so, furnish the tip.*

### Radio Soon to Grace Our Vacation Home

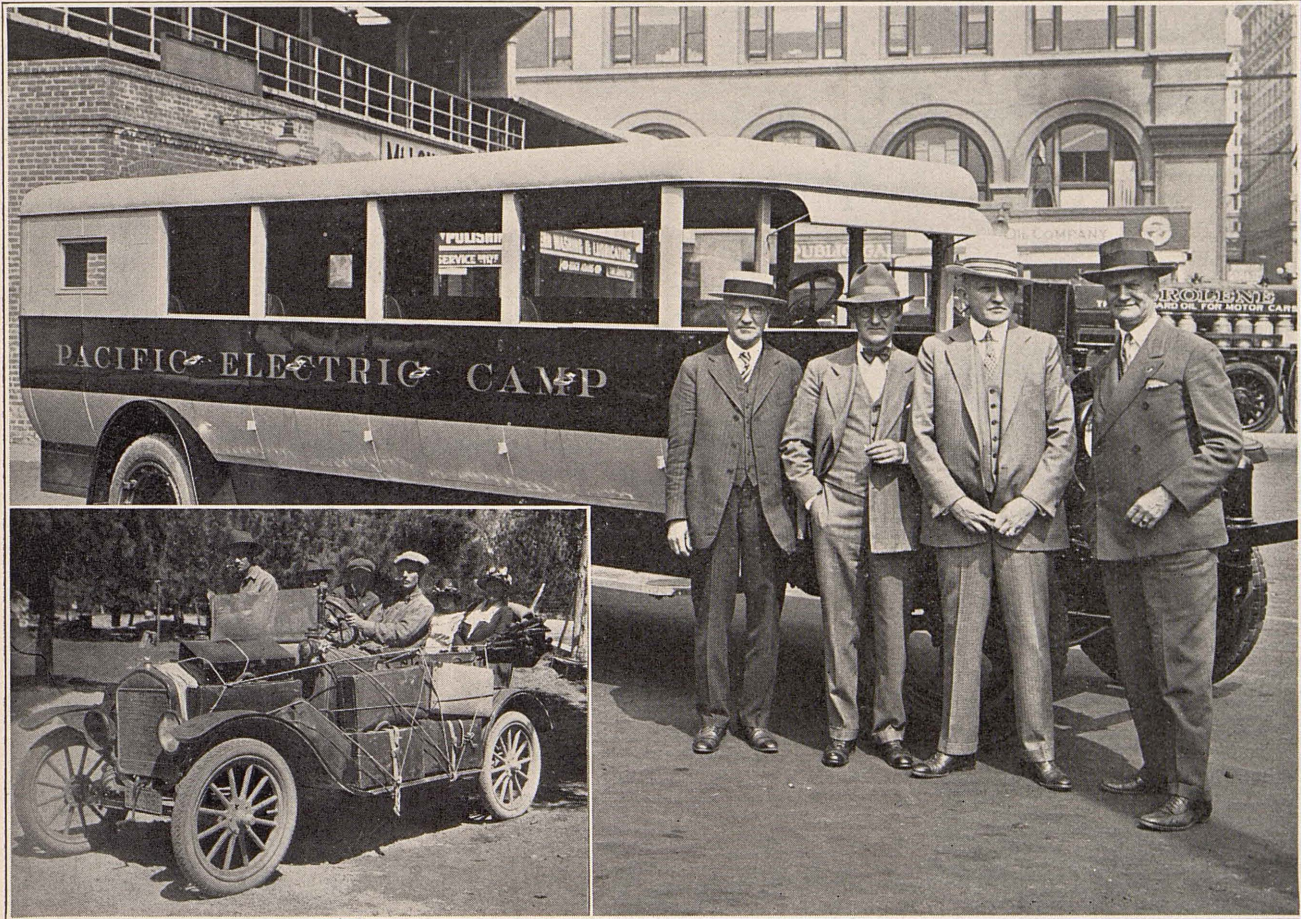
**O**BERVE the need of a radio at P. E. Camp? Likewise did Mr. Pontius on the occasion of his visit there over the Decoration Day holiday. Authority to purchase one was immediately issued and it will be in service right away.

So a visit to our Camp does not entail the sojourner to be deprived of his lesson on how to grow fat or thin; their favorite bed-time story; the daily dozen; milady's cooking lesson; the super soprano; liberally interspersed with your favorite (?) advertisement and weather reports from distant lands.

Seriously, the addition of a radio will do much in the way of supplying entertainment and music for dancing, which together with the season's presence of Mrs. R. L. Brainard, pianist supreme, assures nothing will be lacking to music lovers.



# ALL A-B-O-A-R-D FOR P. E. CAMP!



Here's our fine, new motor coach to be used for transporting employees to the Camp. In the foreground are: (left to right) S. H. Anderson, L. A. Lovell, D. W. Pontius and N. B. Vickrey. Insert shows how we used to reach it in early days of the Camp; not so good.

**SPIC AND SPAN**, spacious and tuned to perfection, our handsome "Camp Special" is now making two round trips, free of cost to employees and dependent members of their families, each Wednesday and Sunday, from San Bernardino to our mountain resort. It has already proved its mountain worthiness and we might add, ability of our shop forces to successfully cope with anything that runs on wheels, for it is they to whom we are indebted for its creation, plus, of course, our management.

Designed by our drafting room at Torrance, the completed motor coach represents 32 days of labor. The work involved in its building was as follows: Complete fabrication of specially designed body, seating a total of 15 persons, with a large enclosed section in rear for handling baggage. On account of grades encountered en-route the chassis was remodeled and extensive gear changes made. As a safety precaution the brake drums were equipped so as to provide both internal and external braking arrangement on drums and in emergency the propeller shaft brake can be brought into play. Unusually heavily upholstered and comfortable seats are pro-

vided. The completed re-designed unit entailed an outlay of \$2,500.

The running time from terminal to terminal has been set at 1 hour and 45 minutes, the coach leaving the San Bernardino station immediately upon the arrival in that city of trains leaving Los Angeles at 7:20 a. m. and 1:30 p. m.

## JUNE RESERVATIONS AT CAMP HEAVIEST IN ITS HISTORY

Twenty-eight families, representing a total of 94 persons, was the sum total early this month of reservations made by employees for vacation stays at our Camp for the month of June. This number, and many additional applications for reservations, that have since been filed for the opening, insures by far the largest June month in the history. Reservations for later in the season are also being filed at a rapid rate.

The following is a list of June reservations made as of June 2nd: Date

G. W. Demarest, West. Div., wife and child .....	1-7
G. C. Cleek, West. Div., and wife .....	1-7
O. L. McKee, West. Div., and wife .....	1-7

R. J. Humphrey, Mech. Dept., wife and child .....	1-7
W. L. Fox, Elec. Dept., wife, child and guest .....	29-9
Mrs. H. Schumacher, wife of H. Schumacher, Engineering Department, and guest .....	28-3
C. C. Dickson, Trans. Dept. ....	26-2
Jas. Coyle, L. A. Frt. Terminal, wife and 2 children .....	15-21
C. L. Saunder, West. Div., wife ..	5-11
J. T. DuMoulin, West Div., wife and 2 children .....	12-18
D. E. Bolster, Eng. Dept., wife ...	1-7
P. F. Griffin, So. Div., wife and 6 children .....	22-28
E. T. Johnson, Elec. Dept., wife ..	29-5
E. A. White, West. Div. ....	30-5
J. R. Garner, West. Div., wife ...	3-9
E. Christie, West. Div., wife and 3 children .....	1-7
Thos. Brownles, Mech. Dept. ...	1-7
W. E. Renfrow, Trans. Dept., mother, wife and 3 children ...	19-25
A. Faber, West. Div., and wife ...	1-7
F. H. McKenzie, So. Div. ....	1-4
John Walker, Mech. Dept., wife and guest .....	5-11
J. W. Landigan, Mech. Dept., wife and 3 children .....	4-10
M. S. Wagner, No. Div., wife ...	19-25



B. F. Manley, Eng. Dept., wife and 3 children .....	26-5
A. L. Enoch, Engineering Dept., and 3 sons .....	18-30
S. L. Weston, Trans. Dept., wife .....	15-21
J. D. Henry, Trans. Dept., wife and child .....	15-21
Wm. Ruppel, Mech. Dept., wife and 2 sons .....	15-21

### MORE BUSINESS FROM TIPS

In addition to 368 passengers secured by employees over Pacific Electric lines last month, elsewhere recorded in the Magazine, six of our workers were instrumental in bringing our parent Company, the Southern Pacific, revenue that might otherwise have gone to competing lines.

Summary of the results attained from tips regarding prospective steam line travelers shows that two round trips were sold to Boston, one to Columbus, Ohio, three round trips and one one-way to New York state points, one round trip to Toledo and two to Philadelphia.

Those to whom the management is indebted are: A. C. Gilbert, Signal Department; James Gould, Accounting Dept; E. Adler, Conductor, Western Division; G. L. Leete, Western Division; P. H. Lyon, Freight Department, and A. C. Wisecarver, Pier A, Wilmington.

Other employees than those mentioned above sent in traffic tips, those mentioned being the ones whose tip last month affected the sale of tickets. It is frequently found that the party solicited delays the trip, hence if names of all those sending in tips does not appear it does not necessarily mean the business was lost. The individual may, and frequently does, purchase ticket at a later date.

### THREE DEATHS DURING MAY

Three deaths was the toll last month among our forces exacted by the "grim reaper," this number being about the average throughout the year. Those called were:

Wm. J. Mudre, Brakeman, Northern Division; Clyde Fariss, Auto Mechanic, Engineering Department, and Gregorio Martinez, 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 \$6,500 being promptly paid the beneficiaries named.

Seventeen disabled employees were the recipients of varying amounts paid by reason of their disability an aggregate sum of \$1083.83.

We offer sympathy to those called upon to suffer the loss of dear ones.

### Flapper's Husband

"There's a limit to all things," says Ichabod. "I don't mind washing the dishes. I don't mind feeding the cat. I don't mind mending my own clothes. But I'll be durned if I'll wear pink ribbons on my nightshirt to fool the baby."

## Individual and Employer's Success Jointly Linked

*The viewpoints of Paul Shoup, President, on what the individual should do to best insure his own personal success and that of his company as a useful institution, as published in a recent monthly magazine, may well receive the serious consideration of each of us. Mr. Shoup thus wisely counseled:*

**YOU** ask me: "what a man ought to do in order to best insure his own personal success and the success of his Company as a useful institution."

To begin with, the two are interlinked. No man will get anywhere who doesn't look forward to the success of the Company which really means his own success in the work he is undertaking.

As to what a man ought to do, the precepts from some thousands of years of experience have all been reduced to copy book maxims, and personally I don't know of any way of improving upon the condensed advice given in the epigrammatic form and placed before us in our school days.

Perhaps it is worth while to revive the memories of some of them:

(1) **Industry.** This word implies a great deal. It means knowledge efficiently applied with such continued effort as will bring results and is illustrated by one of these copy book maxims to the effect that the constant dropping of water will in the end wear away the hardest stone.

(2) **Knowledge.** This involves a constant studying of problems represented not only by themselves but as related to the business as a whole. Every employee, without seeking to get out of his own province, should constantly seek to understand the objective of the Company itself—what it means, what its activities are all about, what it aims to accomplish, and the knowledge of the organization and his own relations thereto that makes results possible. Of course, his knowledge should be first of all increased with respect to the particular problems that he has in hand and his study not diffused to the point of lacking effectiveness in results.

(3) And this brings us to the third element—**Concentration.** Knowledge industriously applied must be concentrated upon the problem in hand, whether it is getting to a destination within a certain time or taking care of an unexpected number of trunks under unusual conditions we will say, or whatnot. The power of concentration is of great importance in the mental equipment of every person. In the end it enables them not only to be most effective mentally but will train them to go straight to the point, that is, head for the destination they have in view with the least waste of time or effort.

(4) **Thrift.** It is necessary for young men and young women to save money. It is necessary not only from viewpoint of getting ahead but from the viewpoint of forming a proper habit. Financial independence is not a tre-

mendously difficult thing to achieve with a person who sets out to achieve it, and financial independence is helpful in every way to the person who possesses it. He does not have to worry about his own affairs and he will become more modest in his views but more forceful in the expression of them. It should not, of course, be carried to excess—mere money getting is not the aim of life and determination to save money should not become an obsession, but independence is a very valuable thing.

(5) **Temperance.** By the word temperance I mean that all activities and all habits should be under control. This means self-control with respect to eating, drinking, pleasure of any kind, work of any kind. No man should be a slave to dancing and no more should he be a slave to books. The life is most useful and most enjoyable that is well-balanced in all directions.

(6) **Physical and mental health** are particular matters of concern with young people. Minor ailments in either direction because of lack of experience or lack of knowledge loom very large and often create a state of mind that is deplorable. In this connection older persons can help and no young person apparently not in the best of health should be allowed to fight such battles alone but there should be a tactful, sympathetic way of giving help, and on the part of young people who are not well mentally or physically, I would offer the earnest suggestion as a part of their progress in life that they seek to get rid of whatever troubles them through going to those who have wisdom and experience for direction.

(7) **Kindliness.** In this word is encompassed consideration for others. We not only get what we give,—more than that, we find greater achievement in giving than in getting. This is not a financial question—it is one of personal relationship with the rest of the world. The power of putting one's self in the other person's place will lead to greater achievement and greater understanding than perhaps any other single power given us, and requires many elements of character well developed to enable one to put himself in the other person's place with accuracy. It involves something of character reading and a measure of the difficulties, the problems, and the considerations that create the place of the other fellow.

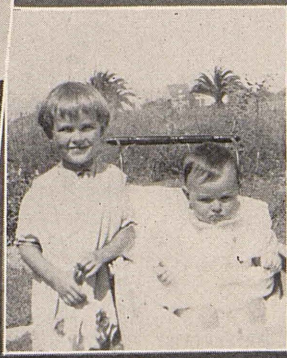
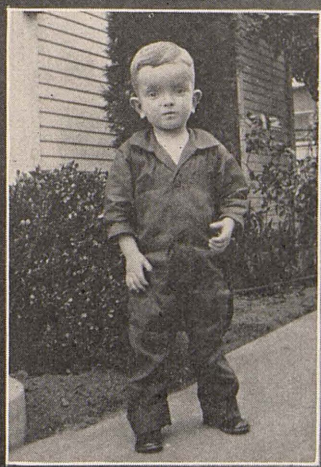
It is the easiest thing in the world to give advice to young people how to get on, but when all is said and done, it depends upon something within the young person who is under consideration. If he be not honest—mentally as well as otherwise—he will not get far. If he have not loyalty, he will lack the faithfulness that some place along the line will put him in the ditch. If he lacks courage, he will fail when an important crisis arrives. If he has not the power of self sacrifice, he will never be able to impress himself as a real and constant force in the affairs of men. So after all we sum up the most important elements related to success in the one phase "GOOD CHARACTER."





### Junior Members of the P. E. 'Family'

- 1—Frank B. Patterson, Jr., age 21 months, son of F. B. Patterson, General Foreman, Signal Department.
- 2—Marjorie Bell Farmer, age 5 months, daughter of W. R. Farmer, Motorman, Sherman.
- 3—Robert E. Walker, age 20 months, son of R. E. Walker, Timekeeper, Engineering Department.
- 4—Preston Jackson Fant, age 3 years, son of P. D. Fant, Conductor, Sherman.
- 5—Richard Byron Billhardt, age 3 years, son of Byron M. Billhardt, Special Clerk, Disbursements Bureau, Accounting Department.
- 6—Louis Webb, age 6 years, Lillian Webb, age 2 years, son and daughter of Clyde Webb, Freight Motorman, Northern Division.
- 7—Margaret Marie Shaw, age 3½ years, Wesley Z. Shaw, age 10 months, daughter and son of Wesley Z. Shaw, Cost Engineer, Engineering Department.
- 8—Betty Sue Reed, age 4½ months, daughter of J. S. Reed, Conductor, Whittier Line.
- 9—Beverly Wilson, age 4 years, daughter of L. A. Wilson, Ticket Clerk, Hill Street Station.





# Travel Tip Campaign Begins

## All Urged to Tell Passenger Department of Trips Planned by Schools, Firms, Clubs and Lodges

By F. E. BILLHARDT  
General Agent, Passenger Traffic Department

**W**HAT ARE the sources and opportunities for employees to obtain business over our lines?

Each of us have connections with a church, lodge, social club, state society or civic association. Most of us have relatives or friends employed in the large department stores or other firms or corporations where large numbers of workers are employed. We have children attending colleges or public schools. Whenever we have word of any of these planning a group outing or picnic, just pass the information to the Passenger Traffic Department. A trained solicitor will do the rest.

The foregoing is preliminary to drawing attention of employees to the fact that the outing and excursion season is again here and following the methods pursued last season of encouraging employees to enlist themselves as personal solicitors in supplying the Passenger Traffic Department tips concerning prospective group passenger movements, an appeal is made at this time to the entire Pacific Electric family to assist in making the 1927 season the banner one in history.

### Good Results

Going back over the extra travel figures for last summer it is gratifying to note that many excursion parties were organized, making in the aggregate many thousands of passengers secured solely through the influence and diligence of employees in our Company's behalf. Except for the interest and splendid spirit shown by employees a great number of these parties undoubtedly would not have traveled on our Big Red Cars. Record of those active in this work will be maintained and due appreciation expressed in the Magazine.

Upon receipt of tips, Traveling Passenger Agents are assigned to make personal calls, quoting fares (which, incidentally, are considerably lower than regular fares when a large group is handled), suggesting locations, helping to plan and offering assistance in arranging for details of contemplated trip. The "Personal Service" plan which was inaugurated several years ago, having met with splendid success, will be applied to all future movements and through this added service patrons may be assured of excellent handling.

There will be ample opportunities for almost everyone to do his or her bit in bringing in one or more travel tips during the coming season. There will be more places to go, excursion fares will be low, and the Company will be in a position to handle special movements in the same efficient manner as in the past.

In our net-work of lines, covering as they do four counties of Southern California, we have plenty to sell in the way of handling large groups comfort-

ably and safely to points of interest and current events, this being shown by the list below:

Beach Resorts. Movie Studios. Mt. Lowe Trip.

Catalina Island. Orange Empire Trolley Trip.

Harbour Trips. Pilgrimage Play.

Hiking Trips. Theatre Excursions.

Hollywood Bowl.

Mission Play.

The above are suggestions of where to go—with assurance that upon arriving, there will be plenty to see.

The Mission Play at San Gabriel in its 16th year, and also now in its permanent home in a new playhouse distinguished as the most splendid temple of the drama in the world, will, in all probability, continue all through the summer season. Numerous excursion parties have already attended this year and many more will be booked for the remaining summer months.

The Hollywood Bowl, situated in the beautiful Hollywood hills, once more will become articulate with the voices of masters. The series of Symphonies "Under the Stars" gives promise of this being the most brilliant season ever held in the Bowl. This is a spot of comfort and beauty having a seating capacity for 20,000 persons. With the many world-famous orchestra conductors, together with special nights, including celebrated soloists and a chorus of 500 voices, gives ample assurance that the Southern California public will support this musical festival to an unlimited extent, and undoubtedly excursion parties to the Bowl from outside points will be numerous.

The 7th annual season of the Pilgrimage Play "Life of the Christ" will

open during the month of July. This drama is given at night only so that every modern device of effective lighting can be used. The production is presented in Nature's own theatre located in the foothills of Hollywood above Cahuenga Pass, and is inspired by a cast of approximately 150 famous artists, soloists, choristers, and musicians, presenting practically the whole spiritual life and teachings of Christ. Everyone should see America's Passion Play which cannot be seen anywhere else in the world, and the Pacific Electric, as in past years, will fill their theatre with many excursion parties during the season.

With these three attractions running throughout the summer, together with the various trips mentioned above, which are year around features not to be found elsewhere but right here in Southern California, there is a choice of amusement available to meet everyone's desire.

The situation this year with respect to supplying equipment for extra movements is better than any year previous, and in the handling of this business nothing will be left undone in the way of making patrons highly pleased with their outings and our service.

The benefits which will accrue, aside from the immediate revenue derived through the operation of special group movements, will materially help build up the general passenger travel of this Company as undoubtedly a great portion of the population, together with the steady flow of new residents settling in Southern California, who avail themselves of such outing trips, which will furnish them knowledge of the high standard of local and interurban service operated by the Pacific Electric.

Printed below, for added convenience, is a blank form showing information desired when turning in prospective business information. Send in your tips and the Passenger Department will diligently follow them to a conclusion.

*Is your lodge, school, club, church planning a trip? If so, furnish the tip.*



### PROSPECTIVE TRAVEL TIP PASSENGER TRAFFIC DEPARTMENT

"You Furnish the Tip—We'll Supply the Zip"

DATE.....192.....

MR..... (Street Address).....

CITY..... PHONE NO..... is planning a trip for

NAME OF ORGANIZATION .....

FROM..... TO.....

Approximate  
Number of  
Passengers.....

DATE.....  
SUGGESTIONS: .....

Signature.....  
Employment .....



## RAILWAY TELEGRAPHERS TO CONVENE IN LOS ANGELES

In line with the movement of public spirited citizens to make Los Angeles a convention city, success came to a joint appeal made by Vice President and General Manager Pontius, in behalf of this Company, and the three local ranking executives of the steam lines to bring the Order of Railway Telegraphers to this city on the occasion of their next scheduled gathering.

Telegraphic advice to Mr. Pontius last month informed that in response to the cordial invitations received Los Angeles had been selected as the location for their next convention.

The gathering, which will last for two weeks, is scheduled to begin the second week of May, 1930, and will be made up of some 850 delegates coming from railroads throughout the entire country and as representatives of in excess of 77,000 members of that organization.

Joining with the other executives, Mr. Pontius wired a plea for consideration of Los Angeles, pointing out the many virtues and advantages of this location and offering to co-operate in laying plans for a most successful convention.

The railroads will continue in their efforts to further the good movement started, success of which will mean much in advertising to the world the appeal of the Southland.

*Is your lodge, school, club, church planning a trip? If so, furnish the tip.*

## Improved Surface Station Layout at Hill Street

PROVIDING a decided convenience to our patrons, the Subway Terminal Station is now equipped to handle expeditiously all passengers heretofore using our surface station on Hill Street. Initial use of the newly provided facilities began on June 1st, on which date only minor finishing touches remained to be completed by working forces. The completed alterations and additions involved an outlay of \$40,000. Further convenience is provided by incorporating into the plans an entrance into the terminal building proper by means of a ramp leading from the sidewalk on Olive Street.

The work now being completed provides for both loading and unloading of passengers from and to trains formerly using the surface station. A concourse leading from the rear of the south side of the station has been constructed, this concourse leading to two umbrella covered platforms which extend between tracks and provide loading facilities for passengers destined to various points on the Western Division. The roof of the concourse forms the walk for persons using the subway like entrance from Olive Street.

The former surface station has always lacked facilities for unloading inbound passengers, they having been required to leave cars at either Fourth or Fifth Street. Passengers from beaches and points en route can now come into the station and take trains

## COLUMBIA STEEL'S ENLARGED PLANT BEGINS OPERATION

On Wednesday, May 18th, the industrial community of Torrance celebrated the beginning of operation at the new steel plant of the Columbia Steel Corporation, one of the outstanding industries of Southern California. The celebration was attended by representatives of not only Torrance, but of adjacent cities, the crowd in attendance numbering approximately 2,000 persons.

Heretofore the activities of the Columbia Steel plant have been limited to reinforcing and structural steel and the new plate mill addition marks the first major expansion of the corporation in Torrance and is in reality only the beginning of a greater expansion program, preparations already having been made for additional plate mills with greater furnace output and other enlargements of the industry. The beginning of the new plate mill will mean an increase of approximately 1100 employees when it is put into full operation.

The Pacific Electric was represented at the celebration.

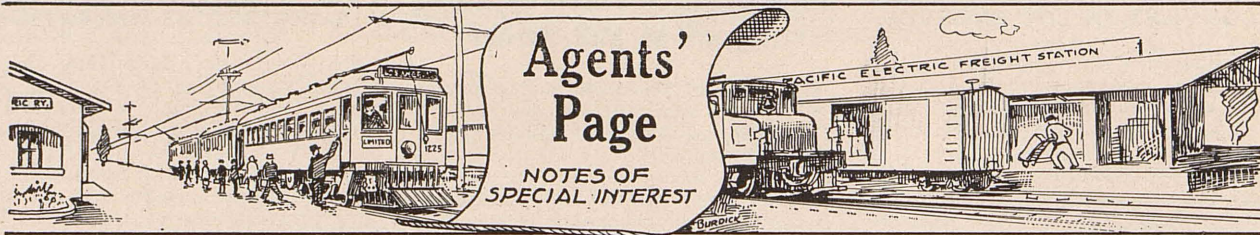
to points served by the subway with a considerable saving of time and minimum inconvenience, the walk from either Fourth or Fifth Street, heretofore necessary in such instance, being eliminated.

The former surface station is now undergoing remodeling and will shortly be occupied by individual high class markets handling food products of various nature.



Our former surface station on Hill Street is now to be abandoned following servicing early this month of new facilities including the umbrella sheds shown above, together with Olive Street entrance to Subway which are designed to more conveniently serve patrons.





### AGENT CLARK EXPLAINS NEED OF LESS TERMINAL DELAY

Delegated as the joint representative of this and the Southern Pacific Company, H. P. Clark, Freight Agent, Long Beach, last month attended the Seventh Annual Session of the Freight Section, American Railway Association, held in Memphis from May 17th to 20th. There were present some 350 representatives of 88 member lines before whom a programmed discussion of common problems and practices was indulged in.

Records of the meetings reveal that Mr. Clark ably presented a talk on the subject of expeditious handling of less than car load freight, in relation to Inter-Coastal Steamship competition, from which the following are excerpts:

"Most of us understand that competition with inter-coastal steamship lines is very keen and that practically the only inducement we have to offer in the variance of rates is service. The steamship lines are making a regular schedule of 17 days between Atlantic coast ports and Long Beach Harbor. It is possible to move freight from points as far west as Group D to the Atlantic coast by rail, and thence by water through the Canal to Los Angeles Harbor in 25 days.

"When we consider that our all-rail schedule is a little over 13 days between Group A points and the Pacific Coast, we can readily understand that when business houses specify an all-rail movement they are in a hurry and expect service.

"During the past several months I have investigated to determine why it takes one shipment to travel from a given eastern point to Long Beach a given length of time, and another shipment, similar in every respect, from the same point of origin and over the same route, two, three and four days longer. While there are a great many causes of delay, terminals, in most instances are responsible. Many way bills I have inspected have shown four, five, six and as many as eight days in one terminal alone.

Mr. Clark then appealed for intensive effort to reduce delays and expressed the judgment that, while Agents are not to be held responsible for a major portion of the occurring delays, it is within their power to reduce them very considerably.

Arriving at the height of the Mississippi flood water havoc, Mr. Clark witnessed the degree of suffering inflicted upon large masses in the flooded area and reports that dispatches had not exaggerated the terrible havoc wrought. He also took occasion to express commendation of Southern Pa-

### Good Program Arranged for Agent's Meeting

**T**HIS month's meeting of the Agents' Association promises a varied and interesting programme, headed by Mr. Fred Hooper, Pacific Coast Manager of the American - Hawaiian Steamship Company, an authority on all phases of maritime shipping. Mr. Hooper's address should prove a magnet to a large attendance.

Of almost equal interest will be the remarks of H. P. Clark, President of the Association, regarding his trip and interesting developments at the Seventh Annual Session of the Freight Division, American Railway Association, which he attended last month.

Short talks will also be made by the following Agents: J. F. Jenkins, Glendora; R. L. McMichael, E. Long Beach; E. F. Donaldson, El Segundo; A. E. Stempel, Fontana, and H. H. Williams, Fullerton. The alternate Agent speakers are: H. K. Moss, Gardena; C. E. St. John, Garden Grove and H. L. Legrand, Glendale.

### BEDWELL MAKES SUCCESSFUL DEBUT IN "SHORT STORIES"

Comes now Harry C. Bedwell, Agent at Whittier, into the literary field, his debut marking the third of our employees whose work has recently appeared in national publications and who bid fair to go far with their prolific pens.

Mr. Bedwell's initial success appeared in Short Stories of May 10th, last, being a well executed and exciting fiction yarn, inspired, he tells us, by some of his recollections of brass-pounding days on the steam lines in the desert. Our readers will recall that in times past Mr. Bedwell has contributed to this Magazine several stories of merit.

That we wish our genial comrade the best of success goes without saying.

*Is your lodge, school, club, church planning a trip? If so, furnish the tip.*

cific service over which route he returned, stressing particularly the dining car service "which was excellent and much better than the other lines over which I traveled."

### METHOD OF FILLING STATION VACANCIES IS ANNOUNCED

The following method for the orderly promotion of station office employees, having been recommended by the Agents' Association, and approved by Mr. Annable, will hereafter be followed in making appointments in station service:

Where an office position is to be filled at any station a notice to that effect will be sent each agent who will see that each subordinate employee on his office staff is informed of it.

Any station employee, who feels himself qualified to hold such position, may make written request to his Superintendent for such appointment. These requests to be received in the Superintendent's office within six days from the date of such notice.

When a vacancy is to be filled at a station where the office force consists of three or more men and one of such men is qualified to fill the position to the satisfaction of the agent and the superintendent, such employee already in service at such station shall be given preference over employees from outside stations.

Ability, personality and general fitness to fill higher positions shall have the first consideration in governing promotions, but in all cases where these are equal, the older employee in station service shall be given preference.

Where a station office employee is deprived of his position through no fault of his own and his qualifications are superior to those of some other employee who is his junior in seniority he will be appointed to replace such junior employee.

### AGENTS' CATALINA OUTING

The Agents' Association Annual Outing to Catalina for 1927 has been set for Saturday and Sunday, June 25th and 26th in conjunction with P. E. employees annual outing, advises G. W. Orr, Secretary.

The Wilmington Transportation Company will grant free transportation to Agents, Assistant Agents and Ticket Clerks and the dependent members of their families, and has also agreed to extend to the members of the Association and their families a special rate on the Glass Bottom boat trip.

Accommodations at the Island this year are somewhat better than in previous years in that the Santa Catalina Island Company have assigned to the Pacific Electric party the front section of Villa Park, which is directly on the ocean front, and have also re-



duced their rates to \$1.00 per person where two or three persons occupy the same villa.

Full detail is contained in announcement sent out by Mr. Vickrey in connection with the all employees' outing. Reservations accompanied by remittance should be sent without delay and not later than Wednesday, June 22nd, to C. P. Hill, Chairman of the Entertainment Committee.

### MORE AND FASTER SERVICE GIVEN ON SCENIC ROUTE

With a revised Sunday schedule, providing more frequent and faster service than heretofore, the highly scenic Laguna Beach Short Line Route has opened the season with all indications pointing to a considerably increased volume of traffic during the coming summer months. This motor coach company, by joint arrangement with this Company and the Santa Fe Railroad, operates through service from the harbor district to San Diego.

The revised schedule now in effect provides two both way direct connections week days from Long Beach to San Diego, with running time to the southern city placed at four hours, while on Sunday three connections are made in both directions, one of which consumes but three and a half hours to San Diego.

The motor coach line, making connection with our trains at Newport Beach, also operates four daily trips from Newport to Laguna Beach, five on Saturday, while on Sundays six trips are made. Due to the completion of concrete highway between Newport and Laguna Beach, the running time has been reduced on the motor coach line, now making it possible to reach Laguna Beach from Los Angeles, a distance of approximately 60 miles, in 1 hour and 47 minutes.

Traversing as it does a rugged and highly scenic route along a very smooth and winding highway, travel over this line is proving one of the outstanding journeys of this district.

### FIRE SAFETY AT MT. LOWE

Work now in progress on additional and re-establishment of former fire-breaks in the vicinity of our Mt. Lowe Tavern will assure greater measure of safety from the havoc of mountain fires than our resort has ever enjoyed during any previous summer season of its history.

In conjunction with the United States Forestry and that of Los Angeles County, a crew of 16 men have been at work for the past two months in the close vicinity of the tavern. In addition to previous fire-breaks, which have again been re-established, an additional fire-break is being hewn across the Grand Canyon from ridge to ridge, at a location midway between Granite Gate and the tavern. This break is forty feet in width at the summits and one hundred feet in the surface of the canyon and practically assures successful combat of any conflagration that might develop.

### EXTRA SERVICE IS PLANNED ON LONG BEACH COACH LINE

In anticipation of heavy summer travel on Sundays and holidays on the company's motor coach line between Huntington Park and Long Beach, greatly increased service is to be operated on these days throughout the summer months.

In order to care for the beach bound passengers, approximately half hour service will be operated each Sunday and most holidays, with even greater frequency of service during the heavy hours of travel in both directions. A minimum of three extra coaches will be assigned to this run, with other equipment available should travel demand warrant.

On July 4th of last year heavy travel to Long Beach required the emergency use of twelve extra coaches, ten minute service being operated a greater part of the day. Sufficient equipment is available from lines having light traffic on Sundays and holidays to meet any travel demand on this beach line during the coming summer months.

### BREEZES FROM THE HARBOR

By J. M. McQuigg, Agent

For the past month general cargo has been moving at a slight increase over the same period last year. Import freight shows increase for this period due to bulk cargo shipment, such as coke, silica, sand and pigiron. Also, heavy shipments of steel pipe and oil well tubing, most of which is consigned to the American Seamless Tube, and which is moving to bonded pipe yard at the Outer Harbor Dock and Wharf Co. Lumber is not moving as fast as a year ago.

The steamer Knute Nelson of the Norway Pacific Line has just completed the discharge of 3200 tons of imported pipe at Berth 90. This is said to be the largest cargo of steel pipe ever handled at one time.

The Native Sons held their 55th Grand Parlor Convention in San Pedro the week of May 9th to 14th. This was the largest convention of its kind ever held in the state and San Pedro did

herself proud. J. W. Mee was general chairman of the arrangement committee and worked hard to make the affair a success. San Pedro can now say that she too is a convention city.

The dredging of the main channel in the Harbor is progressing very nicely, being about one-third completed at this time. When finished it will have an average depth of 35 feet from the entrance to the turning basin.

H. P. Clark, Agent at Long Beach and President Agents' Association, last month attended the American Railroad Association Claim Meeting, Agents' Division. He was a delegate for both the Southern Pacific and Pacific Electric Railways.

Special party business from this district was brisk last month, there being four such movements. One went to San Fernando, one to the Mission Play, one to Long Beach (Native Sons secured by Mr. Mee), and another to the Shrine Auditorium, the latter being a two-car group of students from the high school.

### MR. PONTIUS ELECTED HEAD OF RAILWAY ASSOCIATION

The election to the Presidency of the California Electric Railway Association was the honor conferred upon Mr. Pontius last month on the occasion the Association's annual meeting, our executive succeeding Mr. E. H. Maggard of the Petaluma & Santa Rosa Railroad Company. The office is for a term of one year.

Organized twelve years ago, the California Electric Railway Association is the official organization representing the industry in this state in all matters pertaining to its general welfare. Every electric railway in the state holds membership and through organized effort of a constructive nature much has been accomplished in the way of furthering the best interests of the industry.

An Irishman was painting a house and working with great rapidity. Some one asked him why he was in such a rush. "I'm tryin' to get through," he replied, "before the paint gives out."

### COMPARISON OF ACCIDENTS DURING APRIL 1926 AND 1927

	Northern Division 1927-26		Southern Division 1927-26		Western Division 1927-26		Motor Coaches 1927-26	
Interferences with vehicles..	117	79	81	80	174	180	27	44
Collisions and interferences with cars .....	1	3	1	1	2	5		4
Persons struck by cars.....	3	4	3	2	5	5		
Derailments .....	4	10	24	16	9	13		
On and off moving cars ....	15	8	7	4	9	13		
Miscellaneous .....	23	18	37	33	53	34	8	11
	163	122	153	136	252	250	35	59
	Inc. 41		Inc. 17		Inc. 2		D. 24	
			1927	1926				
Interferences with vehicles .....			399	383	16 Inc.		4.2% Inc.	
Collisions and interferences with cars...			4	13	9 Dec.		69.2% Dec.	
Persons struck .....			11	11	..		....	
Derailments .....			37	39	2 Dec.		5.1% Dec.	
On and off moving cars .....			31	25	6 Inc.		24.0% Inc.	
Miscellaneous .....			121	96	25 Inc.		26.0% Inc.	
			603	567	36 Inc.		6.3% Inc.	



# THE PACIFIC ELECTRIC



MAGAZINE



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

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

Vol. 12; No. 1 June 10, 1927

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

## Good at Arithmetic? Try this One!

IF FOUR alert and diligent employees, through but only small effort upon their part, individually last month effected the securing of 368 passengers over Pacific Electric Lines, how many can 6,500 employees secure through similar alertness and diligence?

It is with the knowledge in mind of the business that can be secured by us collectively that Mr. Billhardt has discussed that subject in a special article in this issue of the Magazine and appealed to all to do our bit toward the ever present necessity of increasing revenues. Just how we all can share in attaining more business is well and clearly told in the article referred to. Read it.

The future well-being of our Company and each of us is closely linked with our securing and continuing to obtain more business. Collectively, we can do it.

As evidencing that it is possible so to do, and that the opportunity is not limited, it is interesting to observe the varying branches of service of the four faithfuls who last month secured the 368 passengers above referred to: Art Smith, Trainmaster, was one; D. F. Gleason, Rate Clerk, Freight Department, another; C. T. R. Matthies, Mechanical Department, Torrance, still another, and Roy Peterson in the Northern Division Superintendent's office, the fourth.

Yourself or others of your family are members of clubs, a church, social organizations, high school and what-not. No doubt one of them at this moment is considering a group journey to some point in Southern California.

Do your bit!

## A Truly Great Man Passes On

**D**OMINANT as a financier and railroad builder, creator of towns and cities, collector of the greatest array of art, historic books and pictures, a success in every undertaking, Henry E. Huntington's passing last month removed a public benefactor from this life. Although, long since has been his connection with our own great system, which he founded, news of his passing was received with a marked feeling of regret. Respect and admiration for his monumental achievements was genuine and universally held.

Like most other great men who have achieved much in life, Mr. Huntington's career holds and offers inspiration. True, he inherited a considerable fortune from his uncle, Collis P. Huntington, one of the four builders of the Central Pacific Railroad. But the fact remains that he was reared simply and began a humble career in a hardware store. He dreamed and strove for bettering his future and but for the energy he exercised the acumen he displayed in every pursuit and position of his early youth, undoubtedly the chance and fortune given him would have gone to another similarly capable.

Full appreciation of the Huntington Foundation, which he left and dedicated to the American public, will come with passing years. In the late years of his life Mr. Huntington devoted his talent to the collection of things beautiful, rare and inspiring for a noble purpose. He hoped, and with reason, too, to inspire and advance intellect that greater might be accomplishment, and the joys of life more worth while.

Indeed, a notable career ended with the passing of Henry E. Huntington!

## TO CONDUCT STAFF MEETINGS UNDER NEW PROCEDURE

That the utmost may be accomplished at the monthly staff meetings, a constantly functioning program committee will henceforth be active in pre-arranging details and deciding on subjects to be discussed. Mr. Pontius last month outlined an excellent plan by which future monthly gatherings of the staff will be made more interesting and profitable. The essential details of the new plan of conducting these meetings are as follows:

A Program Committee, consisting of a chairman and one representative each from four departments, will be formed and shall meet at least ten days before regular staff meeting and outline a program to be followed at the next meeting. With the program decided upon, a statement will be issued by the Committee to the staff attending these meetings, giving the subjects to be discussed so that they can be prepared to join in.

E. C. Thomas has been selected as the first Chairman of the Program Committee. The four members are to be appointed by the heads of four departments and will assist Mr. Thomas in formulating plans for the next meeting. It is the plan to have the Chairman remain in that position for some time, while the four members of the committee will act for one month only.

The outline to be followed in formulating Staff Meeting programs is as follows:

1. Renewed efforts among officers and employees for securing traffic for the lines, 20 minutes.
2. Operating economies in the reduction of service for handling both freight and passengers—rail lines only—20 minutes.
3. Supervisory forces contact with Agents over the entire system to ef-

fect savings in operations and also to obtain additional traffic, 20 minutes.

4. Thirty minutes of the time to be devoted to questions asked by members of the Staff and from these questions the basis for the subject to be discussed at the following meeting is to be worked out.

## 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; Charles Glick, Carpenter, Mech. Dept.; Evert Richmond, Brakeman; Edward Wilcut, Carpenter, Mech. Dept.; B. E. Walton, Motorman, Western Division; Martinez Asevedo, Laborer; Antonio Domain, Laborer; Felix Granada, Laborer; R. O. Schwindt, Clerk; Mrs. Theresa Simons, Car Cleaner, and Mrs. Marian Phillips, Stenographer, Law Dept.

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 brought a little sunshine into the walls of their confinement.

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

There is no truer test of a man's qualities for permanent success than the way he takes criticism. The little-minded man can't stand it. It pricks his egotism. He "craw-fishes." He makes excuses. Then, when he finds that excuses won't take the place of results, he sulks and pouts. It never occurs to him that he might profit from the experience.

—Thomas A. Edison.



## New Pasadena Station Opens



Better located to serve the needs of Pasadena patrons, our new and improved station in that city opened on June 1st.

**G**IVING to Pasadena a station which ranks in all details with any on the Pacific Electric system outside of Los Angeles, the Company's new headquarters in that city were officially opened to the public on Wednesday, June 1st.

Located at the corner of North Fair Oaks and Union, the new station now provides facilities and comfort heretofore lacking and not possible to supply passengers at the Colorado Street office, which had been jointly used with the Southern Pacific Company for the past 15 years. At its new location the station will afford facilities for passengers destined to Los Angeles via both the Short Line and Oak Knoll routes, which condition did not before exist.

Occupying a building 25 by 160 feet, completely new oak standard furnishings and fixtures have been installed with ample seating arrangement. Concession privileges have been leased to the Van Noy Interstate Company, who will operate a soda fountain, cigar stand, magazines and supply other incidental needs of travelers.

The station will be in charge of C. A. Schmidt, Agent, with R. C. Wells and R. L. Atwell as Assistants. Mr. Schmidt has been with the Company for a number of years as a Relief Agent in various stations. It is planned for him to spend considerable time in solicitation of Mt. Lowe and other excursion business, the large number of visitors constantly located in the large hotels of the Crown City making it a lucrative field for thus increasing our passenger business. Through tickets to any points on the system may be secured and complete information is available either by telephone or at the counter. The Wilmington Transportation Company also will have an

office and representative in the station for the sale of Catalina tickets and reservations on the island.

### LOW RATES FOR EMPLOYEES AT REDONDO BEACH

As this Company will continue to operate the Redondo Beach resort during the coming summer season, employees are reminded that they can obtain special reduced rates at the bath house and ballroom, as follows:

Special books of tickets (7 for \$1.35) are issued at the Bath House to employees, good for themselves and dependent members of their families. These tickets are good for one year from date of issue and can be obtained by the employee making application to the head of his or her department, who will issue rate order on Superintendent at Redondo Beach Bath House. These rate orders are exchangeable for tickets at cashier's office in Bath House on payment of \$1.35. This enables employees to have the privilege of the Bath House at less than half the regular rates.

Books of dance tickets (40 for \$1.00) are also issued in the Ball Room to employees, good for themselves and dependent members of their families. This enables them to dance at half the regular rates. These books of dance tickets can be obtained from Supervisor in Ballroom on presentation of Club membership card or Pacific Electric Railway pass as a means of identification.

#### Explorer's Fright

"Do you believe a rabbit's foot ever brought good luck?"

"You bet! My wife felt one in my pocket once and thought it was a mouse."—Life.

### IMPORTANT BETTERMENTS IN PROGRESS OR 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:

Reconstruct, lower and pave tracks across Sierra Bonita and Stanley Avenue, Hollywood, on Hollywood Line, at an estimated cost of \$3,685.00.

The operating of these crossings will tend to lessen the volume of vehicular traffic at other crossings in this immediate district.

Modernize Interlocking plant at Magnolia Avenue on Riverside-Corona line, at an estimated cost of \$3685.00.

This will place this interlocking plant in an efficient operating condition for trains.

Reconstruct and pave tracks across 6th Street (Ynez Station) on Covina Line in Alhambra, at an estimated cost of \$1,612.00.

This work is to conform to improvements being made in 6th Street by the City of Alhambra.

Remodel bridge over Santa Fe Railway at Bench Station on Upland-San Bernardino Line, by relocating abutment and installing new pier steel bent and short span. Estimated cost \$25,000.00.

Replace two old Model No. 33 Sheffield with two new type Fairmount A-2 Section Motor Cars. This is in line with the Company's policy of renewing old type with up-to-date equipment.

Purchase 4 Ingersoll Rand Imperial Tie Tampers at a cost estimated at \$840.00. Volume of track reconstruction work in paved streets and need of prompt completion necessitates additional equipment for machine tamping to keep abreast of track laying. It is also more economical to use these machines than tamping by hand.

Install linoleum in hallways and rubber treads with brass nosing on stairs of garage building at Ocean Park, estimated to cost \$285.00. This to make offices more attractive to tenants.

The work of constructing the concrete retaining walls in connection with the Pico Boulevard Grade Separation was begun by the contractor on May 10th. All materials are arriving on the job promptly and no delays in performing this work is anticipated.

Work of constructing the Grade Separation and bridge at Hyperion on Glendale Line has progressed steadily. Work is now 85 per cent completed. Contractor is now constructing the southwest retaining wall and if no delays are experienced, entire job will be completed in next thirty days.

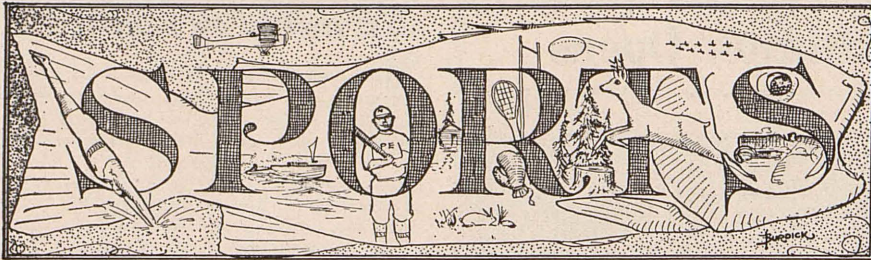
Construction of Hill Street Station Concourse to Olive Street has progressed very rapidly. The concourse was turned over for operation on June 1st and all that now remains to be done is the minor finishing up work.

#### He Said a Mouthful

Teacher—"Robert, give me a sentence using the word 'satiated.'"

Bobby—"I took Mamie Jones to a picnic last summer and I'll satiate quite a lot."





### PRIZE LIST TO BE AWARDED ROD & GUN CLUB WINNERS

An array of varied prizes, rivaling those of former years, are to be awarded winners of various events in fishing and shooting feats during the present year. Below is a list of the numerous prizes which await the successful contestants:

**Corbina**—1st, 9-oz. Spring Butt rod all agate guides and tip; 2nd, 150 yds Free Spool Reel; 3rd, 300 yds. 9-strand line.

**Croaker**—1st, 9-oz. Spring Butt Rod all agate guides and tip; 2nd, Coleman Gasoline Lantern; 3rd, 300 yds. 9-strand line.

**Yellow Fin**—1st, 9-oz. rod, agate tip; 2nd, 150 yds. Free Spool Reel; 3rd, 300 yds. 9-strand line.

**Surf Perch**—1st, Cook-Quick No. 112 Gas Camp Stove; 2nd, 300 yds. 9-strand line; 3rd, 1-pt. Thermos Bottle and Wicker Case.

**Largest Fish caught on line not exceeding 24 strands**—1st, Trolling Rod (deep sea); 2nd, 400-yd. Trolling Reel; 3rd, 200 yds. 24-strand line.

**Largest Fish caught on 9-strand line**—1st, 9-oz. Rod, agate 1st guide and tip; 2nd, 300-yd. Trolling Reel; 3rd, 5 Knowles Automatic Strikers.

**Salt Water Bass**—1st, 300-yd. Trolling Reel; 2nd, 3 South Coast and 2 Special Minnows.

**Steel Head Trout (Tide Water)**—1st, 6-oz. Bait Casting Rod; 2nd, 100-yd. Take-a-Part Reel.

**Steel Head Trout (Stream)**—1st, 6-oz. Bait Casting Rod; 2nd, 100-yd. Take-a-Part Reel.

**Lake Trout**—1st, Combination Fly and Bait Casting Rod; 2nd, 100-yd. Symplo-Reel No. 251; 3rd, Davis Spinner (7 spoons); 4th, Jack Loyd Spinner; 5th, 50 yds. Enameled line.

**Stream Trout except Steel Head**—1st, Combination Fly and Bait Casting Rod; 2nd, Leather-bound Creel and Strap, 3rd, 1 doz. Assorted Fly Hooks; 4th, Flashlight (Focusing); 5th, 60-yd. Trout Reel (Manita).

**Fresh Water Bass**—1st, Bass Casting Rod; 2nd, 60-yd. Alligator Reel; 3rd, 100-yd., 15-lb. Test Line; 4th, 3 Bass-O-Rino Lures.

**P. E. Camp Trout**—1st, Combination Trout Rod; 2nd, Steel Trout Rod; 3rd, Davis Spinner (7 spoons); 4th, Jack Loyd, Spinner; 5th, Landing Net; 6th, 1-qt. Thermos Bottle.

Note—P. E. Camp Trout prizes will be awarded to members of P. E. Rod & Gun Club on fish caught while stopping at P. E. Camp.

#### Special Cash Prizes

**Largest Number of Fish Registered**

(Fresh and Salt Water)—1st, \$5.00; 2nd, \$3.00; 3rd, \$2.00.

**Greatest Variety of Fish Registered** (Fresh and Salt Water)—1st, \$7.00; 2nd, \$5.00; 3rd, \$3.00.

**Largest Number of Fresh Water Fish Registered**—1st, \$5.00; 2nd, \$3.00; 3rd, \$2.00.

**Largest Number Surf Fish Registered** (Corbina, Croaker, Yellow Fin, Surf Perch)—1st, \$5.00, 2nd, \$3.00; 3rd, \$2.00.

Note—Not more than one prize (under heading of Special Cash Prizes) can be taken by any one contestant.

### TRAP SHOOTING

#### Singles

	Targets
1 Kodak .....	600
2 Umbrella Tent .....	600
3 Silverware .....	600
4 Merchandise Order \$20.00 ...	600
5 Lunch Kit .....	600
6 1 Case Trap Loads .....	500
7 Camp Stove and Stand .....	500
8 Merchandise Order \$12.50 ..	500
9 Leather Gun Case .....	500
10 Merchandise Order \$9.00 ....	500
11 Silverware .....	400
12 Lunch Kit .....	400
13 Merchandise Order \$6.50 ....	400
14 Thermos Bottle and Case ....	400
15 Thermos Jug .....	400
16 Electric Toaster .....	300
17 Electric Percolator .....	300
18 Electric Percolator .....	300
19 Electric Percolator .....	300
20 Electric Percolator .....	300

#### Doubles

1 Baker Double 20-Ga. Shotgun	500
2 2 Cases Trap Loads .....	250
3 Merchandise Order \$15.00 ...	250
4 Leather Gun Case .....	250
5 1-qt. Stanley Thermos Bottle	250

#### Deer Heads

1 Kodak.	
2 Tent.	
3 Gas Camp Stove.	
4 Coleman Gas Lantern.	

#### Bounties

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

Note—Bounties will be paid only to members making registration on proper form and delivered to Field Captain with the scalp of the animal, which scalp shall have both ears attached.

#### Game of Grab

Tina—Tess, I'm the happiest girl alive! I'm marrying the man I want!  
Tess—Pooh, you goose! That's nothing to the joy of marrying the man some one else wants!

### 1927 FISHING AND SHOOTING AMENDMENTS OUTLINED

Below are listed the fishing and shooting rules for the 1927 season as amended by the P. E. Rod & Gun Club:

Following change in fifth paragraph, under Fishing Section:

"Should any one member qualify for more than one first prize in either division, then he shall have his choice of said prizes, and the remaining prize or prizes shall be awarded to contestants having next largest fish."

The same rule shall apply to the remaining prizes in sequence.

Following change in Paragraph 10, Fishing section: "All registrations must bear the signature of a witness."

Paragraph 11, changed to read:

"Prizes may be awarded to members using any weight rod and a line not exceeding a maximum breaking test of 18 lbs. for a 15 foot length; such a line is classed as a standard 9-strand."

Surf fish will be classified as follows: Corbina, Croaker, Yellow Fin, Surf Perch.

Rules for the rifle section were adopted as follows:

"Any member desiring to compete for prizes in the Rifle Section will be required to shoot and register at least 300 rounds. All shooting for prizes will be done at 50 yards. Two position 10 shots at each target, 5 shots standing and 5 shots prone. All shooting for prizes will be limited to regular shoots at the club grounds under observation of field captain or range master."

"Club will furnish 22 cal. target rifle for rifle shooting but members will have the privilege of using their own rifles."

"All competitive shoots will be under the N. R. A. Rules."

Under the rules for Gun Section, heading: "Changing of rules," this paragraph was expunged.

### SHOOTERS ATTENTION

The next big Blue Rock Shoot is scheduled for Sunday, June 19th, starting at 10 a.m. sharp, at the new trap grounds near Bangle Station on the San Pedro Main Line.

The new grounds were initiated on May 8th with a record number of shooters.

A total of 4590 targets were thrown for the fifty-one shooters that took part in the program.

### BAND ENGAGED FOR SUMMER

The Pacific Electric Band, under the direction of John T. Watson, has been selected as the official musical organization to render Saturday and Sunday concerts during the present summer season at Hermosa Beach. The honor of being selected came only after consideration of five others as to relative merits and bespeaks the quality of our band's renditions.

The schedule arranged calls for Saturday evening and Sunday afternoon concerts each week-end from July 2nd to Labor Day.



# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR



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

The May meeting of the Club's Executive Committee was held Wednesday, May 4, at 2:00 p.m. in the Auditorium of the Club. The following were absent: Geo. H. Grace, J. C. Campbell, L. H. Covell, H. Gray, H. J. Wilkerson, A. C. Russell, H. L. Legrand, P. H. Mann, Harold Kuck, T. L. Wagenbach, Earl Haskell, John Jackson, T. J. Day, and F. E. Geibel.

### Club Fund

Balance, 4-1-27 .....\$ 100.75  
Receipts ..... 1095.42

Total .....\$1196.17  
Disbursements ..... 1095.13

Balance, 4-30-27 .....\$ 101.04

### Relief Fund

Balance, 4-1-27 .....\$ 151.72  
Receipts ..... 820.84

Total .....\$ 972.56  
Disbursements ..... 410.00

Balance, 4-30-27 .....\$ 562.56

### Unfinished Business

Thomas Brownlee, Executive Committeeman from the Mechanical Department at Torrance, stated that after canvassing through the Rip Track at Torrance, H. J. Allen, former Executive Committeeman, would be acceptable for the remainder of the year. The Committee at once voted to appoint Mr. Allen for the remainder of the term.

Mr. Vickrey stated that after checking over the idea of a tennis court with Mr. Geibel, it was decided to drop the plan, as our employees would have but little time to avail themselves of such a privilege.

Messrs. Geibel and Vickrey also thoroughly checked into the request for a cafeteria similar to that of the Union Tool Company and reported that such a plan is impracticable. However, another idea along this line may be taken into consideration.

Mr. Mossly stated that the accommodations for Washington Street Yards' wash room have been taken care of and thanked the Committee for their co-operation in this matter.

### New Business

J. S. Newman was appointed to fill the vacancy caused by the death of C. C. Tibbetts, Committeeman from the Northern Division at Pasadena.

K. Thompson complained of the condition of the roof on the Trainmen's Room at Riverside. John Bowman promised to look into the matter to see about the necessary repairs.

Mr. Miller asked for toilet facilities for the Trainmen at the end of the line at Owensmouth. The matter will be looked into and reported on at the next meeting.

Mr. Miller asked for a light in the registration room at Van Nuys for the Trainmen making their reports at that place. Mr. Vickrey will look into the matter.

Mr. Mayfield asked for a dance and entertainment to be given for the employees at Torrance. Mr. Vickrey, after meeting the various representatives of the Shops, set May 20 as the best time for this entertainment.

Mr. May asked for a dance and entertainment to be given for the employees at Pasadena. This matter will be taken up at a later date and reported upon.

Mr. Vickrey stated that complete information regarding the P. E. Camp would be given in the May issue of the Magazine and the folders which would be sent out to every terminal and station. It is planned to have salesmen among our employees who will be informed on all matters concerning the Camp and able to explain details. It is hoped that with the free transportation, for those visiting Camp for a week or more, and the deduction plan for the rental on accommodations, that our Camp will be filled to capacity during the entire season. With the three classes of accommodations, every one should be able to spend at least a week in the mountains.

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

### Wednesday, June 15:

Trainmen's meeting, all divisions; will be notified by letter where to meet.

### Thursday, June 16:

Doll Dance Masquerade in the Ball Room at Club, 8:30 p.m. This is the last dance of the season.

### Friday, June 17:

General Staff meeting, 10:30 a.m.

### Monday, June 20:

P. E. Band rehearsal, 8:00 p.m.

### Monday, June 27:

P. E. Band rehearsal, 8:00 p.m.

### Wednesday, July 6:

Executive Committee meeting, 2:00 p.m.

### Friday, July 8:

Car Foremen's meeting in Auditorium at Club, 7:45 p.m.

### Saturday, July 9:

Agents' Association meeting, 7:45 p.m.

### Monday, July 11:

P. E. Band rehearsal, 8:00 p.m.

### Tuesday, July 12:

Masonic Club meeting, 7:45 p.m.

### Wednesday, July 13:

Rod & Gun Club meeting, 8:00 p.m.

### Friday, July 15:

General Staff meeting, 10:30 a.m.

Wife—"I took the recipe for this cake out of a cookbook."

Husband—"You did perfectly right. It should never have been put in."

## CATALINA JINKS SCHEDULED OVER JUNE WEEK-END

Arrangements having been completed for the Fifth Annual Catalina Outing, all is now in readiness for what is sure to be a whiz-bang affair. The four previous excursions have met with the hearty approval of all attending them and from the elaborate preparations already made, as set forth in the special folder issued last month by Club Manager Vickrey, this year's outing is to be no exception.

Saturday and Sunday, June 25th and 26th, have been set aside for the Catalina frolic and the invitation is extended to all employees and members of their families to join in this week-end of pleasure.

Through special arrangements, the Wilmington Transportation Company will grant to employees and dependent members of their families a special rate of \$1.00 per person for the round trip between Wilmington and the Island. Requests for this rate, as well as round-trip pass transportation via the Pacific Electric to Wilmington, should be made through the Heads of Departments in the usual manner, it being understood that such transportation will not be charged against employees' regular allowance.

The Santa Catalina Island Company have set aside the front section of Villa Park for the Pacific Electric party and a reduced rate of \$1.00 per person, where two persons occupy the same villa, and when three people occupy one villa, requiring an extra cot, the additional cost will be \$1.00.

A special train for the Pacific Electric party will leave the 6th & Main Street Station at 2:45 p.m., Saturday, June 25th, for Catalina Docks, the return trip from Avalon being made Sunday afternoon, June 26th.

Chief among the entertainment features will be the annual baseball game between the Catalina Cubs and our own Pacific Electric team which will be staged on the famous Chicago Cubs' Training Field. Other diversions for the pleasure of those making the trip include free dancing at the big pavilion, band concert, bathing, boating, fishing and golfing.

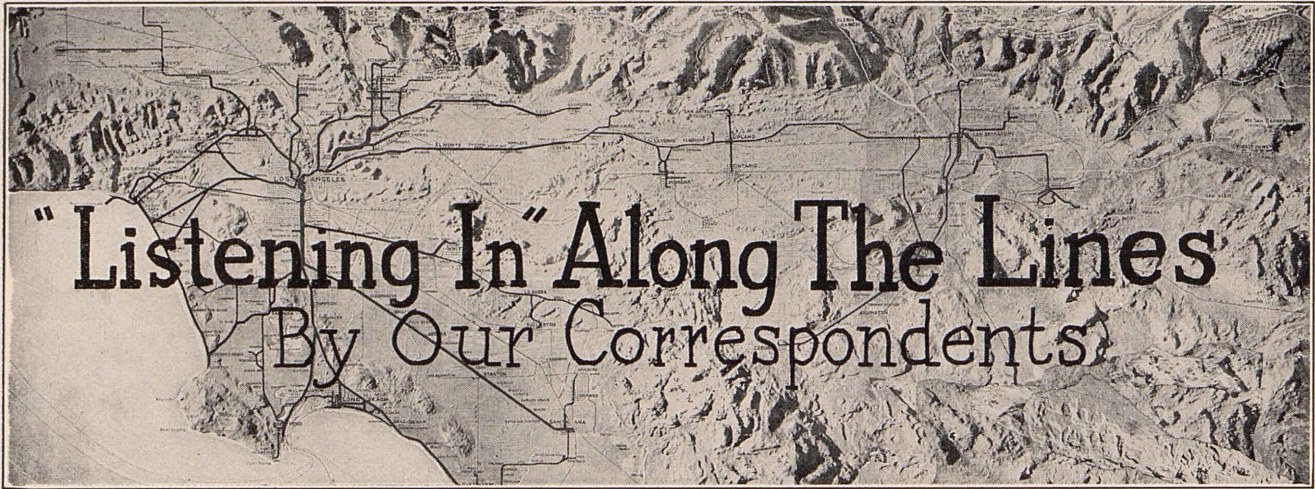
Reservations for this occasion should be made as early as possible and in any event not later than Wednesday, June 22nd.

## DOLL DANCE MASQUERADE

The Pacific Electric Club will close a most successful season of popular dances with a "Doll Dance Masquerade," to be given to its members on Thursday evening, June 16, at 8:30 p.m.

The Doll Dance music, which is a late composition, has proven so popular that a most delightful dance has been created to be executed with this music. The Club, which has always fostered the newest steps in dancing, has been giving lessons in this new dance. Therefore, it was thought that a masquerade featuring this dance would be enjoyable to the members.





# "Listening In" Along The Lines By Our Correspondents

## WESTERN DIVISION By E. C. Brown

June 15th at Sherman is the date and place of the next Get-Together meeting. The program outlined contains many features of interest to all Trainmen. All whose duties will permit are urged to attend.

W. L. Jenks, Assistant Trainmaster, returned to work on the 24th of last month, after an absence of thirty days, during which time he took the remains of his mother back to her old home for burial in Concord Cemetery, North Manchester, Indiana. Sympathy is extended to Mr. Jenks in being called upon to suffer the loss of his mother.

George Washington Edmunson, Motorman, loves his Burbank run so much it is reported that his favorite song is one entitled, "Runs May Come, and Runs May Go, But I'll Stay With Burbank Forever."

Our Actor-Motorman, B. B. Gardner, has returned to work after an extended sick leave.

There is great rejoicing in the home of Conductor E. W. Frazer due to the arrival of "E. W." Junior.

The Trainmen of the Western Division are glad to hear that Mrs. J. Hanselman, wife of Terminal Foreman Jess Hanselman, is rapidly recovering from her recent operation.

Jerry Hallisey, Motorman, has bid in a run on the Van Nuys line and is now engaged in renewing many old acquaintances at the Subway Terminal.

Jack Million, Motorman, is bidding his many friends adieu as he is leaving for Detroit in a few days to take a position with the General Motors Company. Good bye and good luck, Jack.

Elmo E. White, who has the reputation of shooting a mean rifle, has left for his vacation with his trusty gun and a Chevrolet for parts unknown.

F. M. Keathly, Bus Operator, has returned to work after a vacation spent in the East visiting friends and relatives.

O. Tuck, oft times referred to as the "Gentlemanly Motorman," is spending his vacation in states east of the Mississippi.

Boys, be sure and make a visit to our hospital, 1329 South Grand Avenue, during the coming month. By doing so, you will make yourself feel better by having instilled a little sunshine into the hearts of our sick friends there.

## 7TH ST. WAREHOUSE By Daniel Sanchez

The vacation-bug has called a good many of our office force as is evidenced in the following paragraphs:

Chas. Salazar, Receiving Clerk is enjoying a leave with his old friends. Before returning he intends making a trip to the San Joaquin mountains.

Frank Reynolds, Foreman of Shed No. 3, is spending his vacation back east looking after the old "back alley gang" of his boyhood days.

While Harry Smith is vacationing in Yosemite, W. J. Shafer is planning on a honey-moon trip to Detroit.

Mark Crellin, Checker, has ventured forth to the state of Arizona to try his luck in the "Gold Rush."

Other vacationists during the past month are: Mary Fair, Stenographer, Perry Netzer, Clerk; Harry Smith, Checker; W. J. Shafer, Accounting Dept.; Victor Lynn, Chas. Keller, Stevedore; Cyril McCauce, Stevedore; Edward Walker, Stevedore; Manuel Salazar, Trucker; and Chas. Roshi, Trucker.

Dan Page, Stevedore, who lost his father last month, is at Kansas City, where he took the body for burial. We all join in extending a hand of sympathy to the bereaved family.

## STORES DEPARTMENT By Fred B. Hopkins

Since we last chronicled the news of the Stores Department the Operating and Accounting Office forces of the General Store have been consolidated and are now all located in one large room. The change is expected to increase efficiency of both forces by concentration of all work at one place.

Four of the Stores Dept. personnel now acting as ticket collectors on the daily "Shop Special" between Los Angeles and Torrance are: Hessel Vander Zee, Frank Shanahan, William Kitto and Theodore Sorensen.

On Saturday, June 4th, Carroll Taylor, Leonard Jones and La Verne Walquist, all of the Torrance Store, started on a two-weeks' fishing and camping trip to Yosemite Valley and the Mono Lake Country. The trip is being made in Taylor's "Chevvy."

Ray Cragin, Storekeeper at Washington St., was escort for the Torrance Merchants baseball team at Catalina over Memorial Day.

Others from the Stores Dept. who spent the holiday at Catalina Island were: Roy Ewing, William Grover and the writer.

Ralph Curtis of the Stores Accounting Bureau, spent his vacation during May sojourning in Southern California, including San Pedro and points south.

Krank Winterberg of Pasadena, formerly of the Torrance Store, is the new Storekeeper at 6th and Los Angeles Sts., relieving George Huntington, who has been appointed Superintendent of the P. E. Camp in the San Bernardino Mountains.

A new employee in the Department is Henry Culbertson, of the Stores-Shop delivery forces.

Also William L. Hudson has succeeded Ormsby Meyers in the Stationery Store, the latter having gone to the Transportation Department.



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

Day Foreman Guy McClure, San Pedro, is again on the job following an illness of several days.

It's a far cry from baseball to catching the elusive Do-Nut, but recently when a number of radio bugs from Morgan Avenue journeyed out to Radio KNX to see and hear the broadcasting of the "Royal Order of Optimistic Do-Nuts," Air Inspector Tom Higgie's knowledge of the national pastime worked to advantage when the tempting Do-Nuts were tossed through the air to those who could "spear" them.

John Foster, claims Tom, took an unfair advantage of his less skillful friends and "hogged" most of the "magic holes," but that he later relented and passed out a few to the bunch with the suggestion that they stick around and try for one of the big cakes. Yes, sir, Tom's some ball player when it comes to "spearing" the eats!

Inspector I. J. Fansler is now a resident of Long Beach, having moved here during the past month from Los Angeles. It is claimed that "Fan's" decision to become a resident of the Beach City was made after taking inventory of his physical assets following several "furious" sprints to catch the 4:20 p.m. limited. The "Old Constitution Ain't What She Used to Be."

Folks, if you want to hear the latest in Scotch stories, see Motorman Walter Mooney.

Inspector John Foster was recently initiated into the mysteries of deep sea fishing. John says he took the customary rod and reel along, but he should have had a net as most of the fish he saw were flying through the air.

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

We are glad to introduce and welcome into our midst, the following new trainmen: Conductors R. G. Cox, D. Dorman, V. E. Dupree, D. W. Kelsey and Motorman J. R. Walden.

We are sorry to see Conductor C. M. Steube leave us, though we are glad to know he is taking advantage of a splendid opportunity. Steube has accepted a position with a tiling Company at Avalon, Catalina Island, and also has contracted to pitch for the Catalina Cubs.

The Trainmen of Macy Street extend to Steube their heartiest good wishes for a successful future.

According to Motorman E. E. Henry he has purchased for himself a small farm in Alhambra. Though his new place is only 150 by 200 ft.,

when he undertakes to keep up with his extra work at Macy, as well as his chores around his property, he is afraid he will begin to regard his farm as a "rancho."

Conductors W. L. Hubbell and H. A. Moulton, formerly from the Pasadena Terminal, have both bid in night runs at Macy. Hubbell is working run 146, South Pasadena Line, while H. A. Moulton is holding down run 112, Sierra Vista Line.

The recent bids revealed some odd conditions as far as seniority is concerned. For instance:

All the night runs on the Sierra Vista Line were up for bid for Motormen at the same time.

When these bids were assigned it was revealed that three of the four runs were taken by Motormen of less than one year seniority.

Run 49, Glendora Line, was taken by a Motorman of only nine months' seniority.

The daylight hostler job was taken by Motorman R. L. Tozier, who had only been O.K.'d for freight operation less than a month.

These illustrations should prove beyond a doubt that a Trainman of even low seniority stands a chance on the bids.

Starting May 26th, the vacation list increased very noticeably. Vacations of several of the Trainmen were spent as follows:

Conductor L. O. Goodwin, Glendora Line, made several local fishing trips, but experienced only fair luck.

Conductor E. R. Smith remained in the city most of the time, keeping up his bowling in the two leagues in which he is participating.

Motorman T. W. Noble stayed at home enjoying a well earned rest.

Conductor R. J. Ballinger, San Gabriel Line, had to have considerable dental work done, so he was also detained at home.

Conductor R. S. Copeland spent most of his time at home, due to Mrs. Copeland being ill.

Conductor I. M. Cammack, San Gabriel Line, visited his cabin on the road to Big Bear Lake and also made a trip to the P. E. Camp. Cammack reports the camp in excellent condition.

F. W. McKenna, Conductor on the night Hostler, made an auto tour to Sequoia National Park, and reports that there is absolutely no spot like it.

L. I. Brown, Flagman and Switch-tender at Enchandia Junction for Southern Pacific freights, spent part of his vacation in painting his house and also in making an auto trip to Paso Robles. Brown also had very good luck on his trout fishing expeditions.

L. I. Mosier, Conductor Sierra Vista Line and Relief Dispatcher, enjoyed a motoring trip to San Diego, and a round trip to San Francisco via the Daylight Limited. Mosier also made a fishing trip to a friend's ranch near Big Bear, and enjoyed the thrills of fishing to the highest degree.

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

Ora Taylor, Assistant Superintendent, returned May 20 from a honeymoon trip to New York and other eastern points. Mr. Taylor was not too engaged in enjoying the trip to make some careful observations of conditions there and reports that, in his estimation, the Pacific Electric still holds first place among traction companies.

F. L. McCulley, Terminal Foreman, has returned after a two weeks' stay on his ranch in the northern part of the State. McCulley tells us that the late frost ruined about one-third of the crop, but all that survived is looking mighty good.

A visit to his new home in Hawthorne by his mother-in-law was enjoyed by William F. Silvers, Conductor, Hawthorne line, during the latter part of May.

Another good man has been added to our Buick family, Chas. Heisel, Foreman, L. A. Street Yards, having purchased a two-door sedan.

Conductor Pedwin, San Pedro Run 14, is back to work after a thirty day visit in New Mexico.

Motorman Pressler has bid in Run 60 after working a couple of months in Long Beach.

Frank Milburn, formerly Cashier for the American Express Co. at Shreveport, La., but now Conductor on the Southern Division, says that before spending his vacation in and around Los Angeles, he never realized there were so many places to go without leaving the City.

Mark Hardin, Conductor, was called to Texas due to the illness of his mother. Mark, we are wishing for her early recovery and your return to our ranks.

We are glad to receive the good news that William Rich, Train-master, after being confined to bed for several weeks, is again up and around.

We are also happy to hear that Conductor Dolly Gray and Motorman Charlie Phillipps are rapidly recovering from after their illness.

That famous bird, the Stork, has made recent calls to at least two families of the Southern Division forces, the home of Conductor K. F. Burke receiving a six pound girl and that of Conductor A. R. Allison being the recipient of an eight pound boy.

A. C. Vignes, Train-master, has returned from a vacation spent with his daughter and grand children on their ranch at Rosemead.



**ACCOUNTING DEPT.**  
By George Perry

Alice Ehlers, Stenographic Bureau, who has been in the service for seven years, left Saturday, May 21st, to take a position with the Salt Lake R. R. Co. Her many friends of the Pacific Electric wish her the best of luck. Miss Daisy Murphy has taken over Miss Ehlers work.

Eddie Uecker, Timekeeper, has been up north for the past two weeks checking time on the various Northern roads. He reports a nice trip with varied weather from rain to tropical heat.

Going into business for himself as an oil station operator, John Zetan, Freight Accts. Bureau, left the service May 26th. As a little token of friendship he was given a monogrammed pen and pencil set. His service station is located on Highland Ave., between Sunset Blvd. and Hollywood Blvd. Harold Huestis will have the desk that John formerly had.

A new typist was added this month to the Stenographic Bureau, under the able direction of Mrs. Dale. Her name is Miss Bessie Mullins.

With the warm days come the vacations. Here are the names of a few of those who have been enjoying their vacations in the early California summer:

Mrs. Nell Flanders	San Francisco
Emma Blossil	Bishop
Florence Haldeman	Home
Martha Gerbrick	Home
Mrs. Mathilda Johnson	Home
Elsie Comontofski	Home
Mrs. Davies	Kansas City, Mo.
Mrs. Louise Briggs	Long Beach
Aura King	Home
Helen Bettis	P. E. Camp
Bertha Stokes	Chicago, Ill.
Mildred Muth	Catalina
Clark Mathews	Oakland
R. E. Brewer	Yosemite
E. Moyer	Yosemite
T. E. Dickey	San Diego
Jack Rigby	Home

Miss Hazel Mayes, Conductors' Accounts Bureau, left on vacation April 30th. She returned on May 13, Hazel Allen. The surprise was on us. Good luck, Mr. and Mrs. Allen!

Mrs. Lucille Cornea, Conductors' Accounts Bureau, was called away to Minneapolis recently due to the illness of her husband. We have had no news, but hope for the best.

Mrs. Edythe Simeon, Conductors' Accounts Bureau, is taking a leave of absence, having been away for several weeks now and is enjoying a perfect rest. We hope to see her back with us soon.

Freddie Vanasek was "took" down at Santa Ana the other day. It just cost him the price of a new suit of clothes.

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

It is evident that the vacation season is on from the number of employees that have been talking about where they are going or where they have been. The early vacationists have had some thrilling experiences.

F. F. Lee, Motorman, is back on his run after an extended visit with relatives and friends in Columbus, Ohio. During his stay in Ohio, Mr. Lee spent some little time in looking over the railroad conditions there and says that in doing so he has come to appreciate his connection with the Pacific Electric more than ever before.

After an absence of thirty days, W. Crawford, Motorman, is again on duty on No. 10 Short Line. During his leave he visited points of interest in Texas and renewed acquaintances in El Paso and Fort Worth, the latter being his former home.

As further evidence that summer is upon us, L. Kibort, one of our Conductors from Cal. Tech., is again taking his turn giving two bells.

Feeling that he needed a change in environment, M. L. English, Motorman on the Short Line for a number of years, has bid in Glendora Run 52.

Mrs. J. C. Engle, Asst. Receiving Cashier, has returned from an extended visit with her mother and father in the "Show Me State."

Introducing new members of the Pasadena Terminal: W. J. Fox, L. H. Hawkins, H. C. Sweek, W. T. Scott, H. J. Wiley, J. A. Workman and B. J. Young.

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

As a representative of the Freight Department, Southern Division, this column will appear each month containing items of particular interest to employees engaged in our branch of the service. With the co-operation of the individuals of the force we will all receive some pleasure and, we hope, information that will be of more than ordinary interest as to the activities of our co-workers.

Ted Parker, Brakeman, is to take unto himself a bride on the 25th of the present month. Ted tells us that the bride will be Miss Mabel Dunlap of Monrovia, daughter of Gus Dunlap, P. E. Sub-Station operator at Azusa, and that the ceremony will be performed at the Womens Club House, Monrovia. Any of the "Boys" will be welcome at the wedding.

Ray Rothrock, Motorman, San Pedro, has a son in the regular lineup of the Boston Red Sox baseball

team. The boy is a 2nd baseman and has been showing some real hitting ability. Is it any wonder that Ray is "one proud Daddy".

The warm days have forced Pappe Lang and Tom Hammond to shake the iron kellys, but "Mile Away" Thomas sticks to his, hence the blush.

The P. E. Camp near Lake Arrowhead, with all its glory and beauty, is going to receive many visitors from the freight department this year. Many reservations have been made already, indicating the good intention.

While working on a motor at Butte Street early this month, Motorman Henry Tonerville received a severe bump over his left eye. The discolored optic has caused Henry to answer many questions as to the damages received by the other party.

"Archie" Jennings is so tired of deadheading to El Segundo every day that he is thinking of doing a "Lindbergh" and is now looking for a possible landing place among the big tanks.

Oil is being drilled for at Watts and if they strike it, oh boy, we know of certain parties who will be reporting for work in their Packards and Pierce Arrows.

Have you seen "Duke" Burnett's new hat? Hot doggie! For an honest opinion, just ask "Fat" McCarthy.

Yardmaster Lyle Foord has recently returned from a vacation and, although we have not found out all the particulars, it is evident that he had a most enjoyable time.

There are many new faces that have appeared in our ranks during the last few months, to all of which we extend a hearty welcome.

**CALENDAR DISTRIBUTION OF  
TOTAL RAILWAY REVENUE**

Out of the total railroad revenue collected during the year 1925, the receipts of only 20 days business could be allocated to the payment of dividends, according to information furnished by the Bureau of Railway Economics, Washington, D. C.

In arriving at this fact the total revenue collected during the year was divided into 365 units, comparable to the days in a year, and the distribution of funds was divided likewise, thus making a very clear graphic chart.

By applying this calendar method of distribution, it was found that out of the gross revenue of the entire year, it took the receipts of: 153 days for wages, 24 days for locomotive fuel, 69 days for materials and supplies, 25 days for all other operation expenses, 21 days for taxes, 41 days for interest and rents (fixed charges), 20 days for dividends, leaving only 12 days for improvements out of earnings—or to make up losses of former years—or to help create reserves against bad years in the future.





And now the question is: "Is beauty skin deep or knee high?"

Why are a man's eyes like a sparrow?  
Because they flit from limb to limb.

There are two kinds of men—those who do as their wives tell them—and bachelors.

Nurse: "Professor, a boy has arrived."  
Absentminded Professor: "Ask him what he wants."

#### Her Only Chance

"Then you think I'll never make an actress?"  
"Not unless you shoot somebody."

"My heart is with the ocean," cried the poet rapturously.  
"You's gone me one better," said his seasick friend, as he took a firm grip on the rail.

"What's on the menu?"  
"I have frog's legs, chicken liver, pig's feet, and—"  
"Never mind your deformities, what have you to eat?"

#### Not So Bad

Jack—"Pa, what are ancestors?"  
Father—"Well, I'm one of yours. Your grandpa is another."  
Jack—"Oh! then why is it that folks brag about them?"—Boy's Life.

#### Forecast

A small schoolboy came home one evening and said to his father: "The world is round, isn't it?"  
"Yes, son," the father agreed.  
Then if I wanted to go east I could get there by going west, couldn't I?"  
"Yes, son, and you'll be a taxicab driver when you grow up."—Exchange.

Father had company for dinner that night and everything was going along fine until his daughter, Virginia, said: "Isn't this meat, roast beef, Dad?"  
Dad—"Yes, why?"  
Virginia—"I thought you said you were going to bring home an old nut-ton-head for dinner."

#### How Do You Feel?

"Bully," said the Steak.  
"Punk," said the Firecracker.  
"Rotten," said the Apple.  
"Fit" said the Tailor.  
"Corkin'," said the Bottle.  
"Fine," said the Judge.  
"First-rate," said the Postmaster.  
"Great," said the Coal.  
"Grand," said the Piano.  
"Ripping," said the Trousers.  
"All done up," said the Shirt.

"How about some nice horseradish?" said the grocer to the bride.  
"Oh, no indeed! We keep a car."

#### Professional Touch

Dentist (extracting nail from a tire of his car)—"Quiet now. You won't even feel this."—Life.

"The short skirts women are wearing are beyond me," sadly murmured the near-sighted man, as he fidgeted with his glasses.—College Humour.

He: "Did you say I was no gentleman?"  
She: "No; I merely remarked that you preferred brunettes."

#### Getting Even

Teacher—"And why did Methuselah live to such a ripe old age?"  
Blond Child—"Oh, probably just to spite some poor girl who had married him for his money"—Chicago Phoenix.

Auditor: "Yes, we have two or three positions open. Do you know anything about figures?"  
Applicant: "Do I? I was lifesaver at Kidd Springs for two years!"

#### Easy to See

Mistress (to new maid): "Now, Nora, I am not hard to please."  
Maid: "I could see that, Mum, when I saw your husband."

The flowers that brighten  
Life's rugged way  
Are the things that we do  
and the things we say.

#### Left Him Flat

"There!" said the man who had silenced his opponent. "I guess that took the wind out of his sails."  
"Be modern," returned his companion. "You mean let the wind out of his tires."

Englishman, playing poker with U. S. colored troops overseas: "I don't know much about your bally poker, but I'll wager you a pound." "I doan know nuthin' 'bout yo' money," said the darkey with four aces, "but Ah sees yo' poun' an' raises you a ton."

#### Economy

"What's this?" asked the Scotchman excitedly, glancing at the headlines of the news-stand, "Edinburgh Express wrecked near Dundee?"  
"And my wife was on that train," he said as he turned to walk away.  
"Well, aren't you going to get a paper and read the details?"  
"Oh I'll wait for the later edition and get the football news at the same time."

Irene Thomas, pretty typist,  
Really made a hit  
With her new boss, Dave A. Meyer,  
But she had to quit  
When he noticed on each letter,  
She had signed—DAM-IT.  
—American Legion Weekly.

#### When Doctors Disagree

Lady—"You say your father was injured in an explosion. How did it happen?"  
Child—"Well, Mother said it was too much yeast, but Father said it was too much sugar."—Iowa State Green Gander.

#### Why?

The teacher was explaining to the class that "the bride always wore white because the wedding day was the happiest of a woman's life."  
"Then why do the men all wear black?" asked a precocious boy.—Railroad Telegrapher.

Selma Cohen had just engaged a new washerwoman, and after explaining what there was to be done, added: "My husband has a trick of writing his engagements on his shirt cuffs. I hope you don't mind."  
"Shure an' that's all right," answered the washerwoman. "I love a bit of scandal."

#### Chesterfieldian Papa

The man and the girl were saying good night on the doorstep when a window above them was pushed suddenly open and a weary voice said, "My dear sir, I have no objection to your coming here and sitting up half the night with my daughter, nor even your standing on the doorstep for two hours saying good-night, but out of consideration for the rest of the household who wish to go to sleep, will you kindly take your elbow off the bell-push?"

#### Life's Daily Doesn't

The alarm that doesn't go off.  
The check that doesn't come.  
The street car that doesn't stop.  
The fountain pen that doesn't write.  
The telephone that doesn't answer.  
The bank book that doesn't balance.  
The gift cigar that doesn't burn.  
The big deal that doesn't come off.  
The bootlegger that doesn't deliver.  
The information clerk that doesn't know.  
The weather prediction that doesn't come true.  
The latch key that doesn't unlatch.—Life.

A patron came into Sam's car one morning and, after a hasty glance at the menu said: "Bring me an order of ham and eggs." Later he called Sam back and said: "Hey, waiter, eliminate those eggs."  
"What yo' say about dem eggs, boss?"  
"I said eliminate them."  
Sam wandered into the pantry and finally returned, with a doleful air.  
"Boss," he said, "would yo' just as soon have dem eggs fried, our eliminatuh broke dis morning."



The laziest woman in the world is the one who puts popcorn in her pancakes so they'll turn over by themselves.

Flora—"I won't marry a man who won't look me straight in the eye when he's talking to me."

Dora—"Then wear them long, dearie."

#### New Version

"Mother, may I go out to swim?"

"Yes, my charming daughter; But don't hang 'round the camera man. Go on into the water."

#### Closed Case

The magistrate was dealing with a case in which two women were concerned.

"What is your complaint against the defendant?" he inquired of the plaintiff.

"Please, your worship," was the reply, "she called me a fool, and I have witnesses to prove it."

#### One Look Enough

An Alabama ducky was telling a friend of a certain church service he had attended.

"De preacher wasn't feelin' so good last Sunday," he said, "' an' he made de stove preach de sermon."

"Made de stove preach?"  
"Yessuh; made it red hot from top to bottom an' den tells de sinners to take a good look at it an' go to thinkin'!"

#### A Modest Request

A mother sent this note to the schoolma'am:

"Dear Teacher: Kindly excuse Johnnie's absence yesterday. He fell in the mud. By doing the same you will greatly oblige this mother."—Exchange.

#### Soul of Discretion

Flapper (in car and to traffic cop) —"Are my dimmers on?"

Cop (blushing)—Madam, I wasn't even looking."

City Girl—"What's worrying you, Dave, dear?"

Dave—"I was just wonderin' if dad would be sport enough to do th' milk-in' w'en we're on our honeymoon s'posin' yeh said 'Yes' if I asked yer." —Bulletin (Sydney).

#### Obituary Note

While Ye Editor was gone on a fishing trip last week our esteemed assistant, the dumbest of God's creatures, gummed up the parade as per usual.

The ladies of Jintown played a baseball game while we were away. Nine married women were matched against nine single girls, and the single girls won the game, due largely to errors made by the married women.

That bright assistant of ours wrote up the game and printed his story under the headline "ERRING WIVES."

He would have been twenty years old next Friday.

Giving all the sidewalk to a woman was courtesy; giving her all the road is discretion."

#### An Omission

Johnny—"Teacher, can anyone be punished for something he didn't do?"

Teacher—"No, John. Why do you ask?"

Johnny—"Well, I haven't done my arithmetic."

#### Extreme Measures

She—I have sad news for you, Jim. Father has gone into bankruptcy.

He—I'm not at all surprised. I knew he'd resort to every possible means to prevent our wedding.

#### Thrifty Bridegroom

Mr. MacDonald (arranging with clergyman for his second marriage)—"And I should like the ceremony in my yard this time, sir."

Clergyman—"Good gracious, why?"

Mr. MacDonald—"Then the fowls can pick up the rice—we wasted a good deal last time!"

An Englishman, just returning to London from a visit over here, was much impressed with our slang phrase, "So's your old man."

In telling his friends about it he explained: "You know they have a deucedly funny saying ovah thah when they question what you say. Instead of sneering, 'Fiddlesticks'—or 'you don't mean it, old chappie,' they say, 'youah fathaw is the same way.'" Clever, isn't it? Haw, haw."

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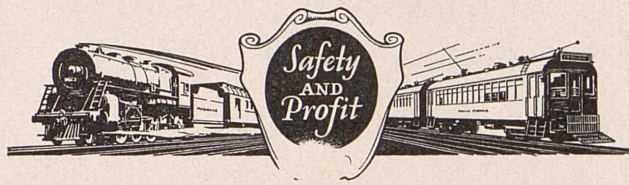
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**"To Get Ahead—**

**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**  
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**During the Month of May 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
Allen, Frederick H., Rheumatism .....	\$ 40.00	Hathaway, John B., Pain Right Shoulder .....	24.00	Presley, James A., Tonsilitis .....	10.00
Andrus, John B., La Grippe .....	13.33	Hawley, Harold T., Pleurisy .....	20.00	Pummill, Ernest S., Indigestion .....	6.66
Auford, Frederick W., Contusion left leg .....	46.00	Herring, Walter, La Grippe .....	32.00	Putman, Bruce, Cold .....	8.00
Buttkofer, Rose, Lumbago .....	22.66	Hill, James M., Jr., Influenza .....	52.00	Quillin, Harry D., Influenza .....	10.00
Collins, Edgar G., Cold .....	8.00	Jones, Robert H., Pain Right Foot .....	20.00	Stratton, Charles W., La Grippe .....	10.00
Culver, Claude, Influenza .....	32.00	Lanning, Lewis S., Cold .....	27.00	Stringfellow, Rush, Influenza .....	18.00
Crunk, Robert R., La Grippe .....	44.00	Leiter, Jules W., La Grippe .....	22.00	Stowe, Arthur E., Cold .....	16.00
Dupree, Hallis, Boil .....	10.00	Medley, Charles J., Lumbago .....	7.00	Trine, Darrel O., .....	360.00
Fellin, Angelo J., Bruised Wrist .....	16.00	Pearson, Russell C., Influenza .....	12.00	Wilkerson, Herbert A., Cold .....	24.00
Garn, Rulon W., Abscess Right Wrist ..	12.00	Perry, Samuel C., Pain in back .....	77.33	Williams, Roger S., Bruised Knee .....	22.00
Griffin, William E., La Grippe .....	14.00	Pont, Ernest W., La Grippe .....	26.00	Yowell, Roy E., Sprained Knee .....	22.00

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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 .....	47,143,982.75	<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.

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

**We Pay Interest on Time Deposits**

This Bank is Authorized, and fully Equipped to do,  
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