



# THE PACIFIC ELECTRIC MAGAZINE



Vol. 11

LOS ANGELES, CAL., MAY 10, 1927

No. 12



Story in Pictures of Our Camp's Growth

## Mother!

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**S**HE'LL never forsake you, whatever you do.  
Were you down in the gutter, she'd kneel beside you;  
Were you covered with shame, she would stand by your side,  
And the hurt in her heart for your sake she would hide.  
She will stick to you, lad, though you lose every test;  
So the least you can do is to give her the best.

All others may quit you and mock at your fall,  
But your mother, undaunted, will come at your call.  
She will follow you down to the depths of sin,  
And love you and nurse you through thick and through thin;  
And though she may suffer through what you have done,  
She will never forget or desert you, my son.

So long as she lives you are sure of a friend,  
On whom at all times you may safely depend.  
You may wound her by sinning and hurt her with shame.  
Should you fail to be true, but she'll love you the same;  
So remember, my lad, as you stand in life's test,  
That you owe to your mother your finest and best.

—Author Unknown.

*Mother's Day, Sunday, May 8, 1927*



# PACIFIC ELECTRIC VACATION CAMP



All in Readiness for Eleventh Season

**M**AY 28—that's the date! It is only a short time now until the doors of P. E. Camp will open for the eleventh season in its history. And, bearing in mind the provisions made for further bringing the Camp within the pocket-book of all, it is safe to predict that this year will be the banner one in point of attendance.

In addition to an expenditure of in excess of \$5,000, for cabins and a group of other improvements, free transportation from San Bernardino to the Camp, plus the privilege of paying the housing charge in three equal payments—this year's inducements should attract all who may have heretofore felt the financial pinch of a stay at the Camp.

### Housing the Only Expense

With every facility and provision for families to do their own cooking while at our resort, the housing fee represents the only outlay that need be made by vacationists, other living costs being practically the same as when at home. There need be no "extras" which invariably arise and must be considered in most vacations spent elsewhere.

Nowhere in the West can be found a more ideal place to spend a vacation where rest, relaxation and wholesome diversions are so happily combined.

The camp site consists of approximately 25 acres, thickly wooded with Pine, Spruce, Oak, Water Alders and numerous other varieties of trees, many of them of great size and beauty, the ground beneath being covered with ferns and other mountain flora.

Bordering the camp on the west side is Little Bear Creek, fed by mountain springs of crystal-clear, pure, cold water; and upon our own camp grounds are to be found three of the very best springs in the mountains. Within the past year our water supply has been enlarged and improved until it is today the most sanitary and wholesome to be found anywhere and absolutely free from any contamination.

The camp since its establishment in 1917 has been improved from year to year in such a way as to provide every

comfort without detracting from the natural beauty, so that today the investment for the pleasure of Pacific Electric employees in this recreational feature amounts to approximately \$100,000.

It is fully equipped for resort purposes, possessing a large rustic Social Hall, in which is located a splendid hardwood dancing floor, dining room, general store, swimming pool, bath rooms, laundry, in fact, every facility necessary to the comfort and maintenance of visitors to the camp has been provided.

Everything possible has been done to provide for the desires of our employees in the way of vacation diver-

sions and the camp is operated without a view to profit; but on the contrary to furnish a wholesome vacation resort for all employees at a minimum of expense.

### Free Attractions

No resort anywhere offers its guests the many privileges and pleasures without cost that are offered at our Mountain Camp. In line with the Company policy of furnishing everything possible at the least cost, the following are some of the free diversions provided:

1. Free fishing privileges on Lake Arrowhead. Free row boats (usual charges at all other resorts \$1.00 to \$1.50 per day).

2. Free launch rides around the lake; the number depending on the number of persons stopping in Camp. (Usual charge for this is \$1 per trip).

3. Free auto sight-seeing trips to points of interest surrounding Camp. Number of trips depending upon number of persons stopping in Camp. (Usual charge for these scenic trips from other resorts \$1 per trip.)

5. Free weiner bakes, marshmallow roasts, corn bakes, plunge bathing, croquet, games and amusements for both adults and children.

6. Free dancing in large dance hall. Fine new maple floor in 100 per cent condition.

7. Free auto parking space within camp grounds, conveniently located.

The housing accommodations of the Pacific Electric Camp consist of two dormitories of six rooms each, capable of accommodating one or two persons to each room; 18 single bungalows with accommodations for up to five persons each; two double bungalows, which will accommodate up to eight persons each; six cabins, each of which will accommodate up to five persons, and ten tent cottages, accommodating five persons each, and where families are larger in number than five, additional sleeping accommodations can be provided, adjoining tent cottages, or second cottage secured.

All bungalows, cabins and cottages are fully equipped, including bedding.

### Camp Opens With Three Day Week-end Party

**W**ITH Decoration Day, May 30th, falling on Monday, Club Manager Vickrey in response to many requests so to do, has announced the official opening of the P. E. Camp season for Saturday, May 28th.

This arrangement permits a week-end stay of three days, Saturday, Sunday and Monday, for employees who wish to enjoy a preliminary stay at the Camp previous to a trip of longer duration later in the season.

This year's Camp improvements are progressing rapidly and those who participate in the opening day celebration, special entertainment plans for which are being made, will find everything in readiness to greet them and all free amusements at their disposal.

Many have already expressed themselves as planning to be present at this year's opening ceremonies and others desiring to make the trip should arrange for their reservations early at the P. E. Club.

cooking utensils, etc. Dormitories are not equipped for cooking and none will be permitted therein. Coal oil for cooking, groceries, fruits and other supplies may be purchased at the store at cost to this company. Free wood is provided for heating purposes in the bungalows.

Vacationists may do all of their own cooking or may purchase cooked food at the store delicatessen or take meals at the dining room, as preferred.

Following is a table of charges for housing accommodations and meals:

#### Weekly Rates

Tent Cottage.....	\$ 7.50	Per Week
Cabins .....	10.00	" "
Single Bungalow.....	12.50	" "
Double Bungalow....	17.50	" "
Guests. Add Per Guest	4.00	" "
Dormitory—Single ..	5.00	" "
Dormitory—2 Persons	7.50	" "
Guests, Add Per Guest	3.00	" "

#### Day Rates

One Person, Dormitory.	\$1.00	Per Day
Two " " "	1.50	" "
Two " Tent Cot..	1.50	" "
Two " Cabin .....	2.00	" "
Two " Sgl. Bung..	2.00	" "
One Guest, Dormitory..	1.50	" "
Two " " "	2.00	" "
Two " Tent Cot. ..	2.00	" "
Two " Bungalow ..	2.50	" "
One Guest in Bungalow,		
Cabin or Cottage .....	1.50	" "

Employees may double and occupy same quarters and save money as follows:

	Per Week
Tent Cottage, occupied 4 or less.	\$10.00
Guests, Add Per Guest .....	1.00
Cabin, occupied 4 or less.....	12.50
Guests, Add Per Guest .....	2.50
Sgl. Bungalow, occupied 4 or less	15.00
Guests, Add Per Guest .....	2.50
Dbl. Bungalow, occupied 6 or less	20.00
Guests, Add Per Guest .....	2.50

#### Meals—Employees' Rates

BREAKFAST .....	\$ .50
Coffee and Toast .....	.20
Coffee and Hot Cakes .....	.25
Fruit .....	.10
LUNCH .....	.75
DINNER .....	.75

#### Meals—Guests' Rates

Breakfast .....	\$ .75
Lunch .....	1.00
Dinner .....	1.00

Occupants of Bungalows, Cabins and Tent Cottages may purchase prepared food, or do all or part of their own cooking. No cooking in Dormitories.

Guests of employees will be admitted to the Camp, but must occupy the same quarters as the employee, and an extra charge will be made for guests. Guest charges must be paid by the Employee and not by the guest.

#### Deferred Payments

Employees who so desire can arrange for deferred payments for housing accommodations through payroll deduction, but all supplies used while in camp must be settled for at the time purchased. This time payment provision is made for the purpose of assisting employees with large families to enjoy a vacation and spread the cost over a period of three months.

All reservations for camp accommodations must be made at the Pacific Electric Club, 514 East 8th Street, Los Angeles.

Effective with the opening of the present season, free transportation will be provided for employees and dependent members of their families from any point on the Pacific Electric system to the camp and return. This includes transportation from San Bernardino to the camp and return on new motor coach being built especially for this purpose. Free transportation on coach, however, applies only to employees and their families spending one or more weeks vacation in the Camp.

Week-end visitors to the camp, or those spending less than a week, will be required to use regular auto stage or provide their own transportation to and from the camp, the stage fare for which, San Bernardino to the Camp and return, is \$4.60 for adults and \$2.30 for children between the ages of 5 and 12 years.

Guests of employees will be transported only on regular stage at the fare named above.

Application for transportation, in line with the above, should be made through regular channels.

A reasonable amount of baggage, consisting of clothing and toilet articles, will be carried free both upon our special motor coach and the regular stage.

It is not necessary for employees to take bedding to the camp, there being sufficient in the camp equipment to take care of all needs.

#### Bus Two Days Weekly

Movement of vacationists to and from Los Angeles and the Pacific Electric camp will be made on Wednesdays and Sundays only, full particulars as to times of leaving both Los Angeles and the Camp will be given at the time reservations are made.

#### T. D. VEON CALLED BY DEATH

T. D. Veon, formerly Chief Special Agent for this Company, passed away at the Wakefield Hospital in San Francisco on Sunday, April 17th. His death, mourned by a large group of friends and associates, was due to a stomach disorder from which he had suffered for many years. A severe attack necessitated an operation from which he succumbed.

Mr. Veon was a veteran in local railroad circles, he having been employed by the Salt Lake & Los Angeles, Southern Pacific and this Company over a period of twenty years. He was an Accountant of excellent ability, much of his service having been rendered in that capacity.

Funeral services, attended by a large gathering of his staunch friends, were conducted on April 22nd by the Sierra Madre Lodge of Masons assisted by many members of the P. E. Masonic Club. He was a charter member of both organizations. Interment was at Rose-dale Cemetery.

Mr. Veon is survived by his wife, residing in South Pasadena, to whom the hand of sympathy is extended in her sorrow.

Plan your vacation now and make reservations at the earliest possible moment in order to avoid disappointment.

Assignments to living quarters will be made in the order which reservations are received for the class of accommodations as desired.

Every effort will be made to accommodate, so far as possible, occasional visitors and week-end parties, but first consideration will be given employees spending a full vacation term of one or two weeks at the camp. Families of two or more persons will be given consideration over single individuals.



Here's the evidence of fishing conditions in Lake Arrowhead, one mile from P. E. Camp. Jack May, Gus Siefield, and young May are seen exhibiting two limit catches, quickly landed, on the occasion of the Rod & Gun Club's expedition early this month.

## PICO BLVD. GRADE CROSSING AND OTHER WORK BEGINS

With the completion of preliminary work by this company on Pico Blvd. Grade Separation, the contractor began the work of excavating on May 3rd for the concrete structure. Our trains began operating both directions over shoo-fly track provided, which operation will continue pending completion of the project, which it is estimated will approximate six months.

Another important grade crossing separation, plans and expenditure for which were approved last month, is that contemplated for the La Cienga crossing on the Venice Short line. A concrete bridge is to be constructed at this location, the total cost of the work approximating \$185,000.

Other work orders officially approved last month and on which work is now in progress or scheduled to begin at an early date, are as follows:

Renewal of redwood with creosoted Douglas Fir ties at various points over entire system.

Experience has demonstrated that it will, in the long run, be more economical to use creosoted fir ties in replacement of redwood because of their greater life expectancy. Estimated cost is \$130,130.00.

Construction track connection, 758 ft. in length, at Azusa on the Glendora Line to the San Gabriel Canyon Railway, which is now being built by the County Flood Control. This track will extend to the site of the San Gabriel Dam which project will involve an expenditure of \$25,000,000.00

Construction of umbrella type waiting shed 6x40 feet at Watson Station on San Pedro Line at estimated cost of \$790.00. to serve employees of the Shell, Pan-American and Associated Oil Companies, who are patrons of the Pacific Electric.

Install Sanitary toilets, heaters and laundry shed (estimated cost \$1630.00) at Dominguez Section Camp on San Pedro line. The installation of these facilities is in line with the Pacific Electric Railway Co.'s policy of improving conditions in the camps.

Make various improvements at Pacific Electric Camp in San Bernardino Mountains, estimated cost \$5,374. This work is in line with the company's plan of continued improvement to the camp to provide all possible comfort and convenience for employees.

## VAUDEVILLE SEASON CLOSES

The excellent vaudeville shows which have been given by the Pacific Electric Club to members bi-monthly during the past season will be discontinued with the show scheduled for May 27.

The events have been very popular, there being a particularly large attendance by our out-of-town Club Members. Discontinuance now is just for the summer months and they will be presented again with the arrival of autumn months.

## Mortuary Fund Befriends 206 Beneficiaries

*Has the Mortuary Fund proven a blessing to the families of deceased employees?*

*Reply to that query may best be answered by stating that during the 9½ years the plan has been in effect payment has been made to 206 beneficiaries, aggregating a total of \$158,765.10. To that large extent have employees freely given to charity, yet in individual amounts so small as not to have been missed. Best of all, the plan relieves the recipient from the feeling of humiliation, which accompanies the acceptance of funds derived from a "passed hat."*

*Below Mr. Annable tells the origin and intent of the Mortuary Fund and the good it has accomplished.*

By F. L. Annable,  
General Superintendent

YEARS AGO it was the custom, when one of the employees of the Pacific Electric Railway died, to immediately start a subscription for the benefit of his widow and family. Many of the old-timers will recall that these frequent subscriptions often seemed a burden because pay checks were small in those days. Yet none of us would refuse to help because we all felt that sympathy which always goes out to those to whom sorrow has come and who may be in need. At the same time, there was always the feeling that for our own loved ones we would like to prepare a way so that they would be spared the necessity for accepting such assistance.

With the organization of the Pacific Electric Club, one of the first thoughts was to adopt some scheme which would do away with the subscription in shops, terminals and offices for such purposes.

First, an insurance was proposed, and a committee of the general officers, headed by Mr. Bishop, worked long and diligently to find a plan. This was not successful, and later the present Mortuary Fund was devised. By it, whenever a member dies his beneficiary is at once paid the amount of the fund, by the Treasurer, and each other member puts 25 cents into the fund to replenish it. All the book-keeping is done by the Accounting Department of the Company, without expense to the members, and the affairs of the Fund are handled by the Executive Committee of the Club and its Manager.

This is the simplest plan that could be devised—no red tape, and no formalities, except those of a precautionary nature which prudence demands. Ordinarily the fund is in the hands of the beneficiary within 24 hours after a death, and in many cases it relieves the first fear which comes of financial obligations without ready cash to meet them.

The beneficiary does not feel that charity has been bestowed and there is no humiliation.

There have been, from time to time, attempts to put this fund on an insurance basis, this undoubtedly because of a misunderstanding as to the intent of the founders of the Fund. Fortunately the arrangement by the Company for Group Insurance has filled

## CHOOSE TRAINMEN TO WORK ON SAFETY COMMITTEE

Official bulletins issued last month by the respective division superintendents announced the selection of Trainmen to serve on the Safety Committee during the months of May, June and July.

Those selected for this important work are as follows:

Northern Division: F. H. White, Conductor; R. Zieber, Motorman; H. Belew, Freight Conductor; L. A. Toothaker, Freight Motorman; H. K. Riordan, Conductor, and B. W. McCullough, Motorman.

Southern Division: F. E. Cornwell, Conductor; S. E. Matheny, Motorman; F. A. Vidano, Motorman; J. D. Henry, Conductor; J. O. Hardiman, Motorman; E. Vacher, Conductor.

Western Division: A. E. Einert, Conductor; A. S. Brumagin, Motorman; E. Craig, Motorman; N. J. Nyman, Conductor; J. H. Davis, Conductor; C. D. Hunt, Motorman.

It is pointed out that the work and value of this Safety Committee is largely dependent upon the aid received from other Trainmen throughout the system. Noting an unsafe condition or practice, attention called to any of the above Committeemen will result in the matter receiving full investigation. Bodily injury, minor or severe, may result from failure to report an unsafe condition.

## RIDE THE STREET CARS

A recent traffic check in Louisville, between the hours of 6 a.m. and 7 p.m., throughout the business district showed the average number of passengers carried by each automobile was 1.69, while the average number of passengers carried by each street car was 20.63.

A recent Detroit survey showed 81% of the people using public transportation and only 19% automobiles.

Modern Maid—You tickle me, Duke.  
Duke—My word, what an extraordinary request.

that need, and we can feel that this Fund is a true charity—a gift of love—to help the family of a fellow-worker when they most need it, and a monument to the loving solicitude of the one who is gone, for the welfare of his family.

Any employee may join it at any time and if he is old, with but a brief expectancy (to use an insurance term) there can be no objection when the purpose of this fund is considered. No one of us would hesitate to give 25 cents to a family left without the breadwinner in case of distress.

How much better to have it done with consideration and without humiliating the recipient?

We need have no hesitancy in urging our fellow employees to join the Mortuary Fund. It is a duty he owes his family and it helps him to do his full duty as a member of the Pacific Electric family.

# Some Facts About Municipal Electric Railways

## Authority Shows Three Glowing Failures in Cities' Attempt to Operate Electric Railways During Past Few Years

*Abstract of a recent address by Lucius S. Storrs, Managing Director, American Electric Railway Association.*

**T**HERE is more or less talk at present regarding the advantages of public ownership of public utilities. Sometimes, there is talk of cities taking over electric railway properties, though not as often as in other fields, it is conceded. A few cities have taken them over. Results have not been particularly gratifying either to the public who furnished the money with which to purchase them, the riders who paid higher fares, or the unfortunate management who tried their best to render good service and carry out orders of the politicians at the same time.

Too often, in discussing municipal operations of electrical railways, as well as other utilities, the advocates of it ignore many important points in connection with it. Usually, they discuss only low fares—which do not always result from public operation—and say nothing whatever regarding local transportation being an essential industry and a business entitled, by every principle of American fairness toward honest endeavor, to the right to earn a fair return for its owners, undisturbed by government. Yet it is just such a business. It has demonstrated its essentiality, meeting problems unprecedented in industry, and, therefore, is entitled to a fair deal and fair earnings which public ownership does not contemplate.

### Cites Examples

Detroit is a good example of what happens under public ownership. Fares there have been raised under public ownership, but that is not the worst thing that has happened there. Just as predicted, just as invariably happens in a case of public ownership of a public utility, local politicians soon got into the saddle. Detroit already has had three general managers of its municipal railways and only they alone know what a difficult job it has been for them to try to run the railway lines to suit the politicians. The fact that the property is shot through with politics, that because of this the morale of the men on the lines is low, and that this condition is likely to continue just so long as the city, which means the politicians, operate the cars.

San Francisco is having its troubles with a municipal line. Only part of San Francisco is served by the municipal property. It has been able to get along on a five cent fare by virtue of serving chiefly the territory of dense traffic and by a clever system of municipal bookkeeping which relieves the property of tax charges, depreciation costs, etc. Now extensions are needed and within a month Adolph Uhl, manager of the San Francisco City Efficiency League, a prominent local body,

has declared that proposed extensions and other costs would compel an eight cent fare.

Seattle's experience is well known. The city took over the street car line because the politicians objected to an increase from a 5 cent fare. Under municipal operation, a 10 cent fare was soon reached. Then, to prove that the way to make money was to have a 5 cent fare, it was restored. After the city had lost \$750,000 experimenting with the nickel fare, the ten cent cash, or three tickets for a quarter fare was returned. Now the property is having trouble meeting its interest charges and the rolling stock is going downhill.

These three outstanding examples of what municipal ownership of traction properties mean in the United States should be enough to warn any municipality against it. But their poor service, political entanglements and high fares are not the main point at issue in the situation. Even if service was tip-top, if fares were lower in these cities than elsewhere and if politicians kept their hands off the management, still public ownership would not be justified.

### Constitutional Rights

The public utility business, whether it be electric railways, power or gas properties, telephone lines or whatnot, is legitimate and has a right to function in an orderly way and make a fair profit the same as any other business.

### Deluxe Motor Coach Line • Beverly Blvd. to Sea

**T**HIS Company's initial entry into deluxe motor coach service, proven so popular on many eastern lines, is soon to begin with the inauguration of service on a new line to be operated between Pershing Square and Castellammare via the highly scenic Beverly Boulevard.

The four parlor coaches, which will be used to operate hourly service over this route, are to be the ultimate in motor coach design and comfort. Each coach will have a seating capacity of 29 passengers, with a large individual seat for each. No more than that number of passengers will be carried. The plans are to make this service of the very highest type, both as to running schedule and equipment used.

The exact date for commencing the new route has not as yet been set, no definite time being available until specific delivery date of coaches is received.

If private ownership and operation is not going to be permitted to make fair earnings, if they are to be hampered by a minority who believe that such a legitimate business is not to be permitted to prosper, it is time that the whole people knew it.

But nothing of the kind is going to happen. The people of America will not stand for any such unfair treatment once they know the facts. That is where our job as utility men comes in. What we should do—what we must do—what we shall do—is teach the general public the whole truth about this unsound public ownership situation. When the facts are known, then there need be no fear that the radical and half-baked notions will triumph. The people of this country want honest business to have a fair chance, and when shown that the utilities are being honestly conducted, the vaporings of the proponents of public ownership will fade rapidly.

However, it is important to bear in mind that the public must have the whole truth and nothing but the truth. It must be told to the public openly and above board. No other method will insure justice of the utilities, nor should it.

### FOREIGN AUTO TAX HIGH

The American automobile producers are placed at a serious disadvantage in competition with the lower-power European cars by the method of taxing automobiles in accordance with their horsepower used in most European countries, the automobile division of the United States Department of Commerce says.

All the chief industrial nations of Europe have heavy ownership taxes. The present British tax is £1 per horsepower; the German tax on a 20 horse-power passenger car is around \$300, while the Belgian tax is almost as high. The French levy is about \$87 on a passenger car of twenty horsepower, and there is in France an additional sales tax of 12 per cent. and a turnover tax of 1.5 per cent on the selling price. Automobile taxes in South American countries vary widely, ranging from \$2 in Bolivia to \$265 in Argentina.

### Poisoned Dagger

He—"The man who married Ethel got a prize."

She—"What was it?"—Life.

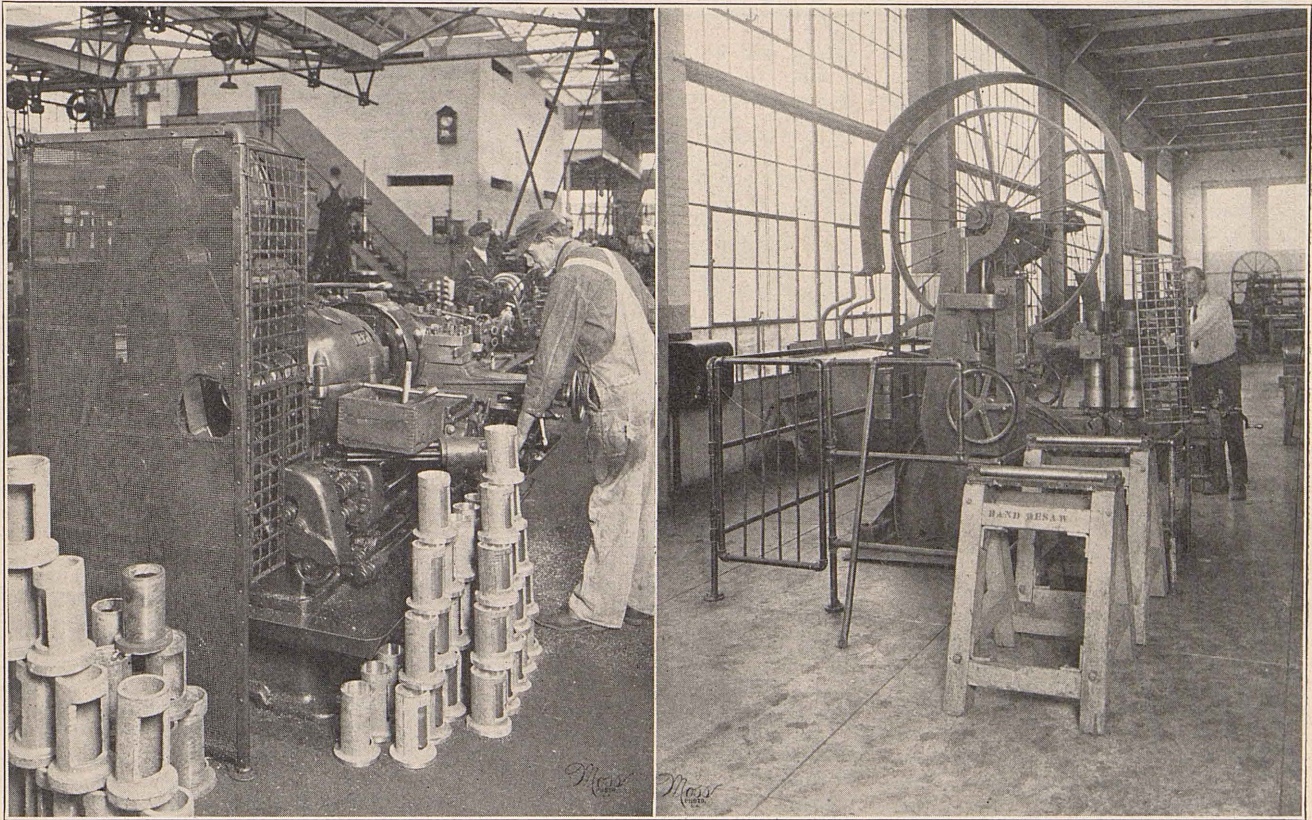
### Youthful Opportunist

A very small boy was trying to lead a big St. Bernard up the road.

"Where are you going to take that dog, my little man?" inquired a passer-by.

"I—I'm going to see where—where he wants to go first," was the breathless reply.

## OUR TORRANCE SHOPS ARE MODEL OF SAFETY



The infrequency of accidents at our Torrance Shops may be attributed to the number and effectiveness of safety devices and precautions employed. Note wire grills, guards, railings with ample light and working room provided.

A CASUAL comparison of the number and severity of accidents in our Torrance Shops and in the streets of any of our modern cities is convincing that our Shops are very safe indeed.

When the Engineers layed out the plan for the Shops they provided for ample aeration. The ventilating system provides a sweeping flow of fresh, pure air. Congestion is avoided. Each workman has sufficient room to perform his labor without danger of interference from an adjoining workman. Light is provided by immense ground-glass swinging windows and also swinging windows in the monitors. Where ventilation is apt to be obstructed, exhaust fans are provided.

The overhead area is remarkable free from shafting or other obstructions, even with the great number of machines operated. First impressions would be, "What a roomy, cheerful place to work."

The Blacksmith Shop, of course, must have its measure of smoke and hot gases from heated metal. The forges are all hooded, with chimneys extending high above the roof. Some smoke and gas, however, escapes, but who ever heard of an anemic blacksmith; from the swelling biceps and torsos of these chaps, there must be some elixir in the smoking forge and clanging anvil.

Machines throughout the Shops have

By WILLIS M. BROOKS  
Mechanical Department

all gears and pinions enclosed in metal cases. The larger machines are provided with direct connected individual motors, eliminating shafting and belting. The lathes in the machine shop, of necessity, are belt driven from overhead shafting, as different speeds are obtained by shifting the belt to different sized pulleys. As far as possible these belts are protected by wire grills. All belting on drill presses and similar machines is enclosed in wire grills. In the wood mill, the big wood working machines not only have their revolving parts enclosed and their belting screened by grills, but the machines themselves are surrounded by a metal fence or railing so that no one, intent on something else, can back into them.

It would seem as though every precautionary measure has been taken to insure safe operation in the Torrance Shops. An inspection of accident reports covering the Torrance Shops for the year 1926 shows but 4 minor accidents while operating any power driven machine. The most severe was a small splinter of wood in a man's hand.

The human equation is the greatest handicap toward absolute safety. Wherever mechanical labor is performed there is an element of hazard of some kind, and it is only by constant

care that the number of small accidents are kept at a minimum. During the year last past there were 313 accident reports turned in from Torrance. In about 90% of these reports, to the question "Could the accident have been prevented?" is shown the answer, "Yes, by being more careful." These accidents are mainly cut fingers, bruises, a fleck of metal in the eye, etc., and are treated in the last, but very important safety measure, the Torrance Shop Emergency Hospital.

A registered, trained nurse is constantly on duty here during working hours, provided with adequate appliance to give emergency treatments, sterilize and dress minor wounds, etc., and perform the many other duties of an industrial emergency hospital.

"An ounce of prevention is worth a ton of cure." Self preservation is claimed to be the first law of nature. Why not, then, be careful? Look before you leap. When working on a piece of equipment, be sure it is not going to fall and crush a toe or foot. When swinging a hammer, be sure there is nothing in the way of the downward stroke. And in conclusion, if for any reason you doubt your physical good health, consult your doctor immediately. You pay hospital dues for that purpose. Don't wait for the condition to become acute.

# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

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

The April meeting of the Pacific Electric Club Executive Committee was held Wednesday, April 6, 2:00 p.m. in the Club Auditorium. The following were absent: J. C. Campbell, C. C. Tibbetts, L. H. Covell, H. Gray, B. R. Hottinger, L. H. Newport, Glen Hatt, R. G. Miller, H. L. Legrand, P. H. Mann, J. W. Anderson, A. E. Stevens, M. T. Spencer, Harold Kuck, H. B. Ravey, T. L. Wagenbach, Wm. Moesby, Earl Haskell, and T. J. Day.

### Club Fund

Balance, 3-1-27.....\$ 75.78  
Receipts ..... 1131.00

Total .....\$1206.78  
Disbursements ..... 1106.03

Balance, 3-31-27 .....\$ 100.75

### Relief Fund

Balance, 3-1-27 .....\$ 264.12  
Receipts ..... 722.10

Total .....\$ 986.22  
Disbursements ..... 834.50

Balance, 3-31-27 .....\$ 151.72

### Unfinished Business

Mr. Vickery stated that the table tops at Ocean Park would be replaced in the next week or ten days.

B. F. Manley nominated Jack Bowman to take the place of Executive Committeeman from the Engineering Department at San Bernardino, made vacant by the resignation of Frank Wilcox. The nomination was at once seconded and the President authorized the election of Mr. Bowman to the Executive Committee.

### New Business

Howard Ross announced his resignation from the Executive Committee on account of leaving the service of the Company and asked that C. C. Rice be given his place. This nomination was at once seconded and the Executive Committee voted for the vacancy to be filled by Mr. Rice.

O. H. Martin, Committeeman from the Freight Car Repair Shops at Torrance, stated that he would be transferred to the Mechanical Department at Macy Street and would be unable to act as Committeeman from Torrance. Mr. Lovell asked the Committeemen from Torrance to arrange for some one to fill the vacancy.

John Jackson presented a petition signed by some thirty employees at Torrance requesting a tennis court at that place. Mr. Lovell suggested that Mr. Vickery and Mr. Geibel take the matter up and report at the next meeting.

W. J. Hodge asked for a table, chair, and washing facilities for the Trainmen's Room at State Street. Investi-

gation will be made by Mr. Vickery. John Jackson brought up the subject of a cafeteria for the employees at Torrance, suggesting that we follow along the line of the cafeteria established by the Union Tool Company. Mr. Vickery promised to look into the matter.

An excellent report was given by the various Committeemen on the Annual Ball held at the Arcadia Ball Room, 216 N. Western Avenue, Los Angeles, on March 24. The attendance was the largest in the history of the Company.

A "Pacific Electric Night" is being planned at the Mission Play in San Gabriel in connection with the Sou-

## P. E. CLUB BULLETIN

From May 15 to June 15, 1927

### Monday, May 16:

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

### Wednesday, May 18:

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

### Thursday, May 19:

Club Dance in Ball Room at Club, 8:30 p.m.

### Friday, May 20:

General Staff meeting, 10:30 a.m.

### Monday, May 23:

P. E. Band rehearsal, 8:30 p.m.

### Thursday, May 26:

Club Dance in Ball Room at Club, 8:30 p.m.

### Friday, May 27:

Vaudeville at the Club, 8:00 p.m. This is the last vaudeville show of the season.

### Monday, May 30:

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

### Wednesday, June 1:

Executive Committee meeting, 2:00 p.m.

### Thursday, June 2:

"Bride's Dance," in Ball Room at Club, 8:30 p.m.

### Monday, June 6:

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

### Wednesday, June 8:

P. E. Rod and Gun Club meeting, 8:00 p.m.

### Thursday, June 9:

Club Dance in Ball Room at Club, 8:30 p.m.

### Friday, June 10:

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

### Saturday, June 11:

Agent's Association meeting, 7:45 p.m.

### Monday, June 13:

P. E. Band rehearsal, 8:30 p.m.

### Tuesday, June 14:

Masonic Club meeting, 7:45 p.m.

The great thing in this world is not so much where we stand, as in what direction we are moving.

thern Pacific employees. This is in honor of our Vice-President and General Manager, who has taken a very important part in the furthering of this delightful play.

Mr. Vickery brought up the Camp situation for the coming season, asking everyone to do all in their power to further the attendance at Camp during the coming summer. In order to make it possible for employees and their families to avail themselves of these facilities at the least possible expense, a motor coach will be operated between the P. E. Camp and San Bernardino by the Company without expense to the employee, thereby providing free transportation for those who are to visit the P. E. Camp for a week or more. Effective with the opening of the 1927 Camp, employees may arrange to pay the rental charge for accommodations in three installments. One-third is to be paid at the time reservation is made and the remainder will be taken care of through payroll deductions the following two months. This arrangement will apply to rental charges only and does not apply to the purchase of supplies, etc.

Six new cottages of a different construction than those last built, will be erected and will be of such a character as to provide a slightly cheaper rental than the present cabins and at a cost slightly higher than the tent cottages. This will make three classes of housing accommodations adaptable to the employees whose needs vary with the size of their families.

## "BRIDE'S DANCE" AT CLUB

Following a custom begun two years ago, a "Bride's Dance" will be given by the P. E. Club to its members on June 2, at 8:30 p.m.

Miss Lillian "Brownie" Sherlock, a popular member of the Accounting Department in Miss Templeton's Bureau and daughter of "Daddy" Sherlock in the Treasurer's Office, is to be the bride of the evening. Miss Sherlock, who has already announced her engagement, will be attended by ten Bride's Maids and two Flower Girls. The Club is expecting to make this a most delightful event.

As a special compliment to the bride, a "Kitchen Shower" will be an additional feature of the evening. All those who desire may bring some article suitable for kitchen use as a gift to the bride-to-be. After the appearance of the bride the gifts will be opened by the bridal party in the presence of the assembled guests.

It is desired that each lady who attends this "Bride's Dance" carry a bouquet of flowers and each gentleman wear a flower in the lapel of his coat.

In the village street an old man was spoken to by a stranger, who said:

"Excuse me, but you must be a great age?"

"Yes," replied the ancient, "I be ninety-foive."

"And have you lived here all your life?"

"No, not yet," was the reply.



# Review of Motor Coach Service

## Red Coaches Alone Handle 800,000 Passengers Daily; Traverse 200 One Way Route Miles

By J. A. BIRMINGHAM,  
Manager, Motor Coach Service

IT MAY BE of interest to many of the Magazine readers to know some of the outstanding facts regarding our motor coach operations, that is, the various lines operated by this Company, communities served, route mileage, frequency of service, etc.

While much information as to schedules of all our motor coach lines may be found in the system time table issued from time to time, this does not in a way convey the idea to the casual observer as to what extent this branch of our transportation service has expanded during the past few years.

Like "Topsey," it has just "grewed" until now the monthly passengers carried average 820,000, covers 200 one-way route miles, requiring 85 motor coaches for regular service, and 31 spares to protect the service at various points. Approximately 140 regular motor coach operators are necessary to fill all the runs and a large number of experienced operators are kept for reserve service at various terminals. All motor coach operators are drawn from the train service after having first been trained and duly qualified for motor coach operation.

The greatest number of motor coaches operated at any one point by this company is at Pasadena, where more than a half million passengers are carried each month. There are nine distinct local motor coach lines covering a total of 34 route miles and requiring 43 coaches, of 25 seating capacity, with approximately 5 spares to operate this service, which varies from 5 to 30 minutes headway.

This Company also owns and maintains at Pasadena a large and completely equipped garage, where not only the servicing, etc., of motor coaches for local lines in Pasadena is handled, but also, coaches operating on Shorb, Flintridge, Alhambra and South Pasadena-Alhambra and Monterey Park lines are maintained at this garage. The Pasadena local coaches handle approximately 530,000 passengers monthly.

The Pasadena-Shorb line operates between Pasadena business section (Southern Pacific Station) and the town of Shorb located on the main line of the Southern Pacific, a distance of 5 miles, providing a connecting service with the S. P. passenger trains at that point. One coach of the combination passenger and baggage type and two 25-passenger coaches are used for this service.

The Pasadena-Flintridge line operates between the business section of Pasadena and the exclusive residential section of Flintridge, and is not only a great convenience to people of both communities, but is also a trip

of exceptional scenic beauty, 8 miles long. One motor coach supplies this service.

Two 16-seat motor coaches are operated between Mission & Fair Oaks (South Pasadena) and Monterey Park, a distance of 4.65 miles, passing through the thriving city of Alhambra, connecting with and providing feeder service to the rail lines of this company at Mission and Fair Oaks, Huntington Drive, Main Street, Alhambra, also at Garfield Avenue and Ramona Blvd. Thirty minute service is operated on this line.

Local service is also given in the city of Alhambra, covering 9 miles of route for which service two motor coaches are used, providing approximately 30 minute headway between the business and residential sections of this city. These local lines also act as feeders to the rail lines of this Company.

The San Bernardino-Patton and Highland line, 9 miles in length, requires 2 coaches and provides a convenient service between these communities. This line was the first motor coach service operated by this Company.

The Upland-San Antonio Heights line is 5.40 miles long, requiring one 16-seat capacity motor coach, providing connecting and feeder service with San Bernardino Electric line at Upland (Euclid Avenue).

One 16-capacity coach is used for service between the town of San Dimas and San Dimas station on the San Bernardino line, a distance of 1.9 miles, connections being made with most trains at that point.

In the city of Santa Ana there are three local lines covering in all 9.5 miles. Five 25-passenger coaches are

used in this service, which varies from 20 to 30 minutes headway. The Company also has a splendidly equipped garage at this point.

Four 29-capacity motor coaches are required for regular service on Long Beach-Huntington Park line, which is 16 miles long, providing from 30 to 45 minutes headway, serving the cities of Long Beach, Virginia City, Compton, Lynwood and Huntington Park, also several of the fast growing communities located along Long Beach Blvd. About 25,000 passengers are handled on this line monthly.

One 29-passenger coach provides service on the Venice-Compton line, 25 miles in length. The coach is routed through the cities of Compton, Gardena, Moneta, Lawndale, Hawthorne and Inglewood, making direct connections at Compton with P. E. trains, also at Long Beach Blvd. and Compton Main St. with Long Beach-Huntington Park Motor Coaches to or from Long Beach. Motor coaches for this, as well as Long Beach-Huntington Park line, are serviced at Long Beach car house.

Four 29-passenger coaches are required for service on Pico Blvd. line, operating between Vineyard and Santa Monica—a distance of 10.7 miles. Twenty minute headway is maintained during a.m. and p.m. rush hours between Vineyard and Veteran Avenue (Westwood), a distance of 6.1 miles, with hourly service between Vineyard and Santa Monica.

In the city of Glendale seven 25-passenger coaches provide local service over three different lines on a 30-minute headway, with extra coaches during a.m. and p.m. peak hours. These lines traverse a great portion of the business and residential section of the city and cover in all 15.5 route miles, all routes connecting with and acting as feeders to Los Angeles-Glendale-Burbank trains. A complete garage is also maintained at this point.

Two 29-passenger coaches are operated on Ventura Blvd. line, between Hollywood Boulevard and Highland Avenue and the town of Girard, 18.5 miles in length. Service on the line varies from hourly to two hour headway.

Four 16-passenger coaches are operated on Wilshire-Sunset Blvd. line, between Gardner Junction (Hollywood) and Wilshire and Fairfax Avenue, a distance of 7 miles. Thirty minute headway is operated between these points. This line also passes through the cities of Sherman and Beverly Hills. In addition, service is also operated between Fairfax Avenue and Beverly Hills Hotel, providing 15 minute headway between the latter two points, connections being made with L. A. Railway Motor Coaches at Wilshire Blvd. and Fairfax Ave., also with rail lines at Beverly Hills station and at Gardner Junction with Hollywood cars.

One 16-seat coach operates between Beverly Hills P. E. Station and Bel-Air District, via Beverly Boulevard, a distance of 3.5 miles. Thirty minute service during a.m. and p.m. peak

### Company Now Operating 165 Motor Coaches

**A** CHECK recently made shows that this Company is now operating a total of 165 motor coaches in the various sections of the system.

Of these 122 are used in points outside of Los Angeles proper, and 43 in local service within the city, this latter figure representing half of the motor coaches of the Los Angeles Motorbus Company, jointly owned by the L. A. Railway and this Company.

Our combined investment in garages, motor coaches and equipment incidental to their operation, exceeds \$1,500,000.

hours, while hourly service during balance of day, is maintained.

The Hyperion-Silver Lake and Glendale Boulevard line covers 3.5 miles, operating between Glendale Boulevard and Fargo Streets, and Sanborn Junction, also between Silver Lake and Sunset Boulevard and Sanborn Junction. One 16-capacity coach operates this service on thirty minute and hourly headway, according to direction traveling and territory served. This line also acts as feeder to Hollywood and Edendale car lines.

Hollywoodland line operates between Hollywood Boulevard and Vine Street, and Beachwood and Westshire Drive, a distance of 1.7 miles, requiring one 16-seat coach which provides 20 minute service, connecting with Hollywood cars at Hollywood Boulevard and Vine Street.

Garage facilities are maintained at Sherman for all motor coaches operating on Pico Boulevard, Ventura Boulevard, Wilshire-Sunset Boulevard, Beverly Boulevard, Hyperion-Glendale and Hollywoodland lines, and while it is not the intention of this article to cover the mechanical features of our motor coach operations, it may be well to state that all overhauling, painting and other heavy maintenance in connection with motor coaches is handled at the main shops located in Torrance.

Mention is not made of the L. A. Motorbus Company, jointly owned and operated by the L. A. Railway and this Company. In passing, the statement may be of interest that 70 motorcoaches are employed and in excess of 390,000 passengers transported each month.

#### SPECIAL SERVICE TO ORANGE SHOW AT ANAHEIM

In anticipation of considerable extra travel on account of the 7th Annual Orange Show to be held at Anaheim from May 19th to 29th inclusive, two extra trains are to be operated daily, in both directions. A special fare of \$120 for the round trip also has been arranged. Buses will be operated from Fullerton direct to the Fair Grounds at no extra charge.

The special trains will leave the 6th and Main Street station at 1:00 and 6:25 p.m. On the return journey buses will leave the grounds at 4:55 and 10:20 p.m.

This year's show promises to rival any of the six previous ones held at Anaheim.

#### EIGHT-CENT FARE FOR S. F.?

The San Francisco municipal 5 cent trolley line, frequently referred to by municipal ownership advocates as a great success, may soon have to ask for an 8 cent fare. So says Adolph Uhl, manager of the San Francisco City Efficiency League. He says proposed extensions and other costs will cause a \$520,000 shortage annually and an eight cent fare thus will be inevitable. He also says he does not think an 8 cent fare would be popular.

### Huntington Chosen New Camp Superintendent



George E. Huntington

PERMIT us to present George E. Huntington, last month appointed Superintendent of the Pacific Electric Camp for the coming season. You may have met Mr. Huntington before; he holds forth as Storekeeper at 6th and Los Angeles Streets, having been in the service of this Company for the past five years.

With the appointment of genial "George" to supervise the Camp's activities during the coming season, all may be assured that the important post is in capable hands. We make this prediction through having knowledge of his previous experience in similar capacities. For many years the new Superintendent followed the vocation of managing mountain resorts, having been manager over a period of years of three large vacation camps in the Santa Cruz mountains.

We are also pleased to announce that Mrs. George E. Huntington, for several years past employed in the office of Dr. Weber, will assist her husband in the camp's operation. Mrs. Huntington acted in a similar capacity during the time when George was engaged in the resort business and will be most helpful in adding to the pleasure and comfort of vacationists. Also, being a trained Nurse, her presence may prove beneficial should an emergency arise.

Club Manager Vickrey made arrangements for Mr. Huntington to leave for Camp late last month, so that he will have ample time to get everything in readiness for what promises to be the busiest and most largely attended of any year in the Camp's history.

"During the time employees are at the Camp, it is their home," said Mr. Huntington, "and it will be my most earnest effort to make every visitor's stay a happy one to the end that all will be boosters for our beautiful vacation resort." Knowing George, you

### MOTOR TRANSPORT COMPANY IS ORGANIZED BY S. P.

Entering into the field of motor transportation, the Southern Pacific Company last month filed with the Secretary of State at Sacramento articles of incorporation for the Southern Pacific Motor Transport Company, a corporation to operate motor vehicles supplementing rail activities.

The head office of the new corporation will be located at San Francisco, and its purpose, as set forth in the articles of incorporation, will be "to own, hold, control, lease, purchase, sell, operate and manage motor stages and motor trucks on streets and highways, public or private, within and without the State of California."

In commenting on the organization of the new company, Paul Shoup, Executive Vice-President of the Southern Pacific Company, said:

"The competition of privately owned machines and of motor-bus companies in connection with the construction of good highways in the territory served by this company has so decreased the earnings from certain trains, especially those engaged in branch-line service, as to necessitate taking off these trains.

"It is desirable wherever practicable that the gap thus created be filled by dependable motor-bus service established upon the highway, more especially that connections with trains may be maintained. In many instances this can be accomplished with the lesser operating costs of the motor bus, compared with the train, and the added support to be gained from the traffic adjacent to the highways traversed.

"For these reasons the Southern Pacific Motor Transport Company has been organized as a separate corporation with independent operation. This service will be developed as the need arises. The company will be empowered to engage in all forms of transportation, but for the time being its plans look only toward a passenger, baggage, mail and express service."

### LOSS AND DAMAGE REDUCED 300% IN PAST SIX YEARS

Since 1920 the railroads' annual freight loss and damage bill has been reduced from \$120,000,000 to \$36,000,000, according to R. G. Fagan, Superintendent of Freight Protection, Southern Pacific Company.

For the first time in the history of American railroads there has been a continuous reduction in loss and damage freight claims during a period of six consecutive years.

Fagan says that better locomotives and facilities, increased efficiency in service and educational work on the part of shippers and railroads resulting in better packing, loading and handling of freight are responsible for this record.

would know that he will do just that, and a little bit more.



## NEWS FROM THE AGENCIES

"Bursting buds, singing birds, babbling brooks and Agents on vacation are signs of Spring," are noted by Frank Farnham, Supervisor, Transportation Department, preliminary to another of his newsy contributions concerning the Agents throughout the system. Having sprung his spring stuff Mr. Farnham thus informs:

C. A. Brown, Agent at Highland, is "somewhere in Dakota," visiting relatives and, no doubt, stirring up unrest with his glowing tales of sunny California. During his absence the Highland station is in the hands of Relief Agent F. B. Speelman.

R. R. Corey, Assistant Agent at Beverly Hills, has just returned to duty after a month spent touring the Northwest. It seems that this young man has put one over on all but a select few. The facts of the matter have just been made public and it appears that on last New Year's Day Mr. Corey took unto himself a wife and, but for the complications which arise when time came for getting transportation, making reservations, etc., we might still be in ignorance of the happy event.

This trip served the double purpose of a delayed honeymoon and an opportunity for the young lady to exhibit to her family in Edmonton, Canada, what sort of a young man she had brought into the family. We are all desirous of congratulating the happy groom and welcoming the young lady into the Pacific Electric family.

J. N. Rountree, Assistant Agent at Azusa, is taking a month off duty which he calls a vacation, but from the amount of work he has planned to do upon his ranch near Riverside, we feel that this "vacation" might be put in that class by courtesy only.

Melvin Armstrong, Assistant Agent at Upland and Alvin Woodruff, Ticket Clerk at Riverside, are two others who have enjoyed two weeks of leisure, but what they did or where they went has not leaked out yet.

A. Z. Clark, Agent at Rubio, has returned to duty and claims to be almost as good as new. Mr. Clark had the misfortune to break his arm on March 14th, necessitating a month off duty for repairs and general overhauling. During Mr. Clark's absence, Rubio Station was in charge of R. L. McMichael who is now back at his old post in East Long Beach.

C. E. St. John, who has been acting agent at East Long Beach, since the closing of the station at Loftus, has "bumped" Agent Claude Anderson out

of Garden Grove. Mr. Anderson resumes the duties of Relief Agent.

During the first two weeks of April the Southern Pacific Company drafted our cashier, Alvin Hough, from Redondo to fill a temporary vacancy in their force at Long Beach. His position at Redondo was filled by Robert Neal from the Watts station.

Knowing the high qualifications required by the Southern Pacific Company in their station personnel, we can but feel complimented when one from our force is chosen for their organization. H. A. Johnson, who has been with us for several years as ticket clerk at Riverside, has just been sent to Santa Barbara to enter the office of the City Ticket Agent of the Southern Pacific at that point.

## NEW STATION FOR PASADENA

Pasadena patrons, effective June 1st, will have for their convenience a new ticket office, to be located at the corner of Union and North Fair Oaks Avenue.

The new station will be modern in every respect, with new counters, fixtures and other facilities.

In addition to being better located than previous station, jointly used with the Southern Pacific Company, Short Line passengers will henceforth have waiting room facilities, which have been lacking in the past.

## To Abandon Hill Street Surface Station Soon

**E**XCELLENT progress is being made on work involving the handling of all Western Division passengers from the main floor of the Subway Terminal Station.

Begun on April 1st, the structural steel for umbrella sheds has since been erected and is now in place. The concourse from station to umbrella sheds is practically completed. Also, good progress is being made on the Olive Street entrance into Subway Station. Work of remodeling the front entrance of present surface station was begun on April 28th, which date marked the progress mentioned above.

From present indications all but minor finishing touches will have been completed by June 1st, on which date it is planned to put this improved station arrangement into service.

## NEW RULING INSURES FAIR PLAY TO DEPOSED AGENTS

Adoption of a rule governing the procedure when an Agent loses his post, through no fault of his own, was brought about at the April meeting of Agents, reports G. W. Orr, Secretary. The need of some such ruling was brought to attention in several instances recently due to the closing of small stations.

After a brief review of the present seniority arrangement, Mr. Annable expressed his desire that the Agents work out a plan that would take care of situations of this kind, generously manifesting his confidence in the Agents by stating that any plan satisfactory to them was certain to be satisfactory to the management.

The following rule was therefore adopted: "An Agent losing his assigned position, through no fault of his own, if ability and seniority are sufficient, will be allowed to displace the junior regularly assigned Agent on the system. This right must be exercised within a period of ten days. The Junior Agent so displaced will retain his seniority and assume the duties of Relief Agent."

On motion it was also arranged for the Chair to appoint a committee of three to confer with Mr. Annable regarding a proposed plan to establish a seniority arrangement to govern the assigning of Assistant Agents.

## MISSION PLAY ACTIVITY TO BE PRIZE FOR AGENTS

A spirited talk on the Mission Play at San Gabriel, delivered by Norman Sprowl, Business Manager of that organization, was another incident at the last Agents' meeting reported by G. W. Orr, Secretary. Increased attendance is sought so that the play, now housed in its beautiful new theatre, may be made an all year attraction.

Agents may attend the Mission Play as guests at any performance by securing passes from Mr. Marler, and incidentally a prize of \$50.00 will be given the Pacific Electric Agent that does the most good for the Mission Play. This affords an unusual opportunity for Agents to pocket a substantial reward for their efforts in arousing interest in the Mission Play, and which should result in increased travel to San Gabriel over our line. Special days have been designated for different communities with lower admission prices, which should be an added inducement to attend this great portrayal-

al of the Mission Days of California.

Several good group movements to the Mission Play were secured last month from Agents throughout the system, the list below, furnished by the Traffic Department, giving an index of possible future Mission Play excursions:

Arranged through the co-operation of Agents and local Chambers of Commerce: Pasadena, 51 passengers; Santa Monica and Ocean Park, 50 passengers; Burbank, 39 passengers; Watts, 50 passengers, and Monrovia, 53 passengers.

In addition to the above, the five following schools and stores conducted Mission Play parties last month: McKinley Junior High School, Los Angeles, 78 passengers; Sierra Madre Grammar School, 207 passengers; John Muir Junior High School, Pasadena, 60 passengers; Washington Street School, Los Angeles, 81 passengers, and Bullocks' Department Store, Los Angeles, 136 passengers.

The month of May, however, promises to far exceed that of any previous month as regards special party travel to the Mission Play. The presence of Mr. Sprowl at the last Agents' meeting, in which he discussed plans for securing group movements and special award for Agent most successful in that activity, has stimulated interest to the point where indications early this month were that practically every performance during the month of May would be witnessed by some Chamber of Commerce, school, church or industry from the cities on our lines.

#### COMPTON NEW TERMINAL OF VENICE MOTOR COACH LINE

Eliminating duplication of motor coach service, the Company last month put into effect a new schedule and routing on the Long Beach-Venice Motor Coach line.

Under the new plan of operation, motor coaches will run between Venice and Compton only, making connections at the latter point with P. E. trains, thus providing faster service between Long Beach and points west of Compton. This service in the future will be known as the Venice-Compton Motor Coach line.

Connections will also be made at Compton (Main Street and Long Beach Boulevard) with motor coaches on Long Beach-Huntington Park line, providing those residing in Huntington Park, Lynwood and points along Long Beach Boulevard, including the City of Long Beach, with connecting service to and from Compton, Gardena, Hawthorne, Inglewood and Venice.

#### DEATH TOLL DURING APRIL

Sadness, occasioned by the passing of three of our fellows, reigned in the homes last month and among the wide circle of friends of Charles Tibbetts, Terminal Foreman, Pasadena; Fred A. Owen, Foreman, Mechanical Department and John J. Mettler, Conductor, Northern Division. We extend en masse sympathy to the bereaved families.

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## Trial Fares in Effect for Four Months on Glendale-Burbank Line

**T**RIAL FARES on the Glendale-Burbank line, which reduce single and round trip tickets and increase commutation fares, were made effective Saturday, April 16th. Under the terms of agreement reached, these new fares are to be effective for a period of four months.

The fares now in effect are as follows: One way between Los Angeles and Glendale, 15 cents; round trip, 25 cents; 30-ride family commutation ticket, 12 cents per ride. Between Los Angeles and Burbank one-way fare is 25 cents; round trip, 45 cents; 30-ride commutation, 20 cents, and 60-ride, 17.8 cents per ride.

On the basis of an analysis of a week's collection of tickets on this line, the class of tickets which have been materially reduced are used by 70 per cent of the riders, while those that have been increased are used by the remaining 30 per cent. Hence, it is apparent that the bulk of the riders will benefit by lower fares. In order to approximate revenues from former fares, an increase of 12 per cent in patronage under the new fares will be necessary.

As is generally known, this Company originally proposed to establish approximately the same fares as a trial on other lines, including the Glendale-Burbank line. Objection raised, however, by the different communities at the hearing before the Railroad Commission prevented its try-out on the system generally.

An extensive advertising campaign to acquaint the public with the plan and fares in effect has and is being carried on. Space in newspapers, pamphlet distribution to residences and on cars, street and car banners, and timetable placards are the mediums being employed to reach the traveling public.

The objective sought in the trial fare plan is to definitely determine whether reduced fares will encourage travel to the point of increasing total revenues. Meanwhile investigation of this Company's application for an approximate 14 per cent general increase in fares will continue, the next hearing being set for September.

No definite figures are yet available reflecting the effect of the new trial fares.

Group and Mortuary insurance was carried by each of the deceased, more than \$10,500 being paid to the beneficiaries named.

Two additional disability claims made by the Company were granted by the insurance company to Geo. W. Wilber, Switchman, So. Div. and Clifford Vallon, Motorman, Northern Div. At the present time 17 employees are receiving monthly disability payments, aggregating \$1083.83 pending their recovery.

#### FORMER P. E. TICKET CLERK MANAGING ROAD COMPANY

From Ticket Clerk to Road Manager of a mammoth traveling theatrical production is the good fortune that has come to John Moss, formerly of the Main Street Station, and before his retirement, employed in the Bureau of News. Mr. Moss was a welcome visitor last month.

Following his resignation from this Company, Mr. Moss took employment in the business field of a theatrical and amusement enterprise. Ability displayed and success achieved in that endeavor resulted in his appointment as Traveling Road Manager for L. E. Shubert, nationally known eastern theatrical producer. From Chicago he has accompanied William Hodge, playing "The Judge's Husband," on a western tour during which he has supervised business details incident to the production enroute.

Mr. Moss has many friends who will welcome news of his success and wish

#### DANGEROUS TRAFFIC HOURS

From 5 to 6 p.m. is the chief danger hour of driving, according to a compilation of more than 1000 motor accidents reported to the National Automobile Chamber of Commerce in 1926 by newspapers throughout the country.

Of the total 1107 deaths tabulated, there were 116 occurring from 5 to 6 p.m. and 109 from 7 to 8 p.m.

The next hours most frequented with traffic fatalities were 4 to 5 p.m. and 6 to 7 p.m., the total being 87 and 86 respectively for these hours.

The 1107 cases do not represent the volume of fatalities for the year, but constitute a total on which complete enough facts were reported to tabulate the fatal accidents with respect to the hour of the day.

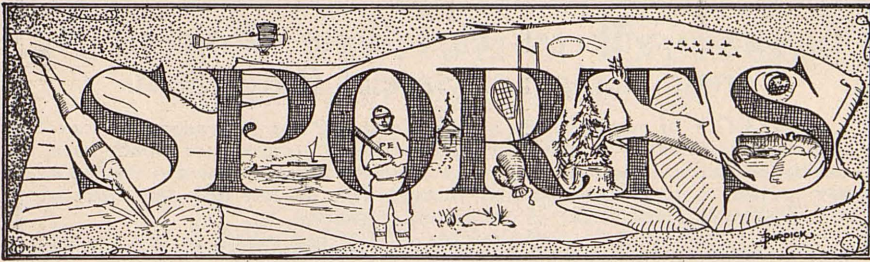
#### CATALINA OUTING PLANNED

Plans, already in the making, gave promise of this year's outing to Catalina Island being the most pleasant and largest attended of any previous en masse gathering at that location.

The date has been set for Saturday and Sunday, June 25th and 26th, and a record crowd is expected due to the Agents' Association having chosen these dates and this location as the scene of their annual outing.

Full details will be announced in next month's issue of the Magazine.

him an even greater measure of it in the future.



### BOWLERS CLOSE SEASON

Closing its season of 14 weeks of bowling, the P. E. Bowling League, composed of 8 teams made up of employees exclusively, concluded its games Friday, April 29th. During the season 66 bowlers engaged in the games played and that another league is to be formed is evidence of the success and pleasure of those who participated.

The compiling of averages shows that the Signal Department won first team honors, with 46 games won and 24 lost, the team averaging 885 pins per game. The following members composed the winning team: E. D. Ralph, Captain; Rob. Arzate; S. R. McNeil; J. E. Western and W. K. Wood.

Closely following in the final standing was the Southern Division team, with 43 games won and 27 lost; the also-rans in their order were: Macy Street; Local Freight; Rod & Gun Club; Western Division; P. E. Club and the Ladies Accountants.

The five leading bowlers and their season averages were as follows: A. Fleckel, P. E. Club, 170.4; E. D. Ralph, Signals, 168.3; Robt. Arzate, Signals, 166.4; E. R. Smith, Macy St., 163.4; and W. J. Hodge, Macy St., 162.11. To Martin of the Western Division goes the honor of bowling the highest game during the season, he having scored 230 pins. Mrs. Shreve of the Ladies Accountants team, had the distinction of bowling 175, a very creditable score for the supposedly weaker sex.

A loving cup and cash prizes were scheduled to be awarded the individual winners of special awards at the P. E. Club on Friday, May 6th.

### P. E. ROD AND GUN CLUB NEWS

Opening of the trout season, appointment of new Secretary and re-location of shooting grounds, were a few of the interesting topics brought up for action at the regular monthly meeting of the Rod and Gun Club on Wednesday, April 13th.

The trip to the P. E. Camp to open the trout season on May 1st naturally received the bulk of attention. Mr. Vickrey was present and outlined the programme for caring for the party while in Camp. He advised that boats would be available for about 30 fishermen. A committee was appointed to line up the party and work out the details with Mr. Vickrey.

The resignation of Chas. P. Hill as Recording Secretary was presented and duly accepted, after which J. M. Geopfert was elected to serve the unexpired term.

Tournament Chairman Spafford brought up the question of moving the blue rock traps to a new location and suggested that we might be able to secure the use of the Company's ground at Bangle on the San Pedro main line. On motion it was voted to take the matter up with the proper authority to secure use of this property.

Mr. Radcliff suggested that the Rod and Gun Club endeavor to secure the use of the Company's property lying adjacent to section camp at Los Patos for a camping ground where fishing and bathing could be had the entire year. It was duly voted to take the necessary steps to secure the use of these grounds.

The prize committee appointed at the March meeting to line up the season's prizes submitted a list and after considerable discussion the matter was referred back to the committee for a further study.

After the meeting all hands retired to the banquet room and partook of refreshments.

The next meeting will be held Wednesday, May 11th, 8 p.m. Come out and help boost the Club.

### SHOOTER'S ATTENTION

The next regular Blue Rock Shoot will be held at the Club's new grounds on Sunday, May 8th, starting at 10:00 a.m.

The new shooting grounds are located at Bangle Station on the San Pedro main line. Those going by auto should follow out Alameda Street to Bangle; grounds are on the west side of Pacific Electric tracks.

The first night shoot will be held Saturday evening May 21st. Grounds will be well lighted and a large turnout is expected for this event.

### RADIO INTERFERENCE DUE TO WIG-WAGS NULLIFIED

Interference experienced by radio fans brought about by wig-wag signals throughout the district served by our lines is rapidly being overcome, thanks to successful experimentation by our Signal Department forces.

Several months ago the management was appealed to for aid by residents of various districts adjacent to wig-wags, interference therefrom making it practically impossible to enjoy radio programs. After many months of experimenting a type of condenser was developed by our forces which gave the desired results with minimum outlay on the part of the management.

To date more than 100 of these condensers have been installed and in practically every instance the former difficulty has been overcome. Authority has been issued to install 100 more of these condensers, at an approximate expense of \$1500, and it is the intention to equip all wig-wags on the system within a reasonable time. Crossing signals to be installed in the future will all come equipped with this preventative device.

The management has received many letters in recent months from the public expressing their appreciation of the relief given. There is no legal obligation on the part of the Company requiring our action in this regard, but it has been done willingly that the public might enjoy their radios without interference, which has been caused by the making and breaking of circuit breaker in wig-wags.

### Everybody on the Job

Mother's in the kitchen  
Washing out the bottles;  
Sister's in the pantry  
Taking off the labels;  
Father's in the cellar  
Mixing up the hops;  
Johnny's on the front porch  
Watching for the cops.

Minister—"I hear, Paddie, they've gone dry in the village where your brother lives."

Paddy—"Dry, mon! They're parched. I've just had a letter from Mike, an' the postage stamp was stuck on with a pin."



Ladies' bowling team in the P. E. League just closed, who made a creditable showing against their male opponents. From left to right: Helen Spafford, Emma Blossil, Mrs. Mary D. Spafford, Mrs. Grace Shreeves and Mrs. Matilda Johnson. With the exception of Mrs. Spafford, the ladies are all members of the Conductor's Accounts Bureau.

# 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. II; No. 12

May 10, 1927

## CONTRIBUTORS TO THIS ISSUE

N. B. Vickrey .....P. E. Club  
Geo. Perry .....Accounting Dept.  
E. C. Brown .....Western Div.  
L. H. Appel .....Elec. Dept.  
Samuel J. Mason .....Trans. Dept.  
D. B. Van Fleet .....Terminal Foreman  
B. F. Manley .....P. E. Rod & Gun Club  
Geo. W. Orr .....Trans. Dept.  
V. L. Swart .....Mech. Dept.  
Frank Farnham .....Trans. Dept.  
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Willis M. Brooks .....Mech. Dept.  
J. A. Birmingham ..Mgr. Motor Coach Service  
Edmond C. Fox .....Trans. Dept.

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

## The Small But Essential Detail

WE HAVE all heard from time to time the expression "that is only a small detail." It is the failure of ourselves or others, however, to take seriously the "small details" that cause the greatest of life's trials and tribulations.

It is the small details of any subject or any object that create the perfect whole. Nothing of a material nature could exist without first having its electrons or molecules, which in turn become atoms and form the combination of which is made the object.

And so it is with our life and business, both of which, in order to be successful, must be built upon a multitude of details.

Illustrative of the value of a small detail is a story told of a disaster brought about by the omission of one comma in a telegraph message. It seems that the representative of a great grain buying firm wired his principals in a large city some distance away that he had an opportunity of buying 200,000 bushels of wheat at \$2.00 per bushel. The unpunctuated reply sent by his firm read, "No price too high." Whereupon the buyer purchased and as a result the firm subsequently lost very heavily, caused by leaving a mere comma out of the message following the first word.

It is true that the sender of the telegraphic reply was too sparing of words to convey a meaning that could not be misunderstood, but even with the words sent, the missing comma is illustrative of the value of small details in business.

None of us can cultivate carefulness in the handling of our business details to too high an extent. Especially is this true as it relates to the operation of a railroad, because upon the numberless details constituting this activity

## Employee's Travel Tips Bring Business To Parent Company. Special Rates Soon

ACTIVITY of employees in handing in travel tips of prospective travelers resulted in considerable business being secured last month over Southern Pacific lines. A total of 15 one-way and 5 round-trip travelers are known to have been secured through information thus supplied to the Passenger Department of our parent company.

Those manifesting a commendable activity last month in this regard and to whom appreciation is expressed, are as follows:

Lawrence Klein, Conductor, West. Div.; J. M. Hill, Motorman, No. Div.; G. B. Miles, Train Service Instructor; H. T. Bennett, Conductor, So. Div.; P. H. Lyon and Geo. Billhardt, Freight Traffic Dept.; C. E. Robitson, Conductor, No. Div.; Hugo Dummer, Frt. Clerk, Glendale; Reed Christiansen, Bureau of News, and S. A. Bishop, General Claim Agent.

With the summer season approaching and low summer excursion rates effective May 22nd, travel during the next few months will be unusually heavy and opportunities for securing passenger business will be open to all of us. A casual remark by friends or acquaintances relative to a planned journey if quickly transmitted to the Southern Pacific's passenger department may mean several hundred dollars in revenue.

As previously stated in the Magazine, our parent company maintains a corps of trained passenger traffic solicitors who render a service of great convenience to the traveler. Upon being notified of a prospective traveler a representative calls, quotes fares and berth charges, explains optional routes, stop-over privileges, arranges delivery of tickets, checking of baggage and even taxi service. Hence it is seen that a person planning a journey is relieved of much detail and is generally appreciative for the service rendered.

Following previous practice, the names of those turning in tips successfully solicited will appear in each month's issue of the Magazine.

rests the safety of human life and property. It is upon the foundation of safety, courtesy and comfort that our good name as a railway rests.

Some people are prone to go to the extreme in the matter of details, but better to be slightly an extremist in this regard in order that records may be fully completed and functions fully performed, than to leave out one small detail that would impair an otherwise perfect record or performance.

Especially is the matter of details essential in the making of reports and much time, annoyance and expense would be saved if the party making the report would carefully re-read it before submitting it, making sure that the party or parties who receive it will have a clear picture and a perfect understanding of what has actually transpired or is contemplated. Much of the time of many people would be saved and their efforts conserved were this practice adhered to by all who have to do with reports, correspondence, accounts and other work of a great railway structure.

We are prone to take "details" for granted and pass lightly many things that may cause ourselves or others discomfort in the future and create annoyance, expense and sometimes result seriously for others. Such failures, if carried too far or be too numerous, may prove to be a distinct handicap and obstruction to our progress in life.

## Yes, Sah!

"Look here, Mistah," said Mandy, as she settled herself in the dentist's chair: "Yo' all might be painless, but remebah Ah ain't."

## MEXICAN CAMP AT PASADENA HELD AS A MODEL ONE

City Health Officer Fox of Pasadena recently paid quite a compliment to our management in its care of the Mexican Camp located in that city. During the last week of April, which had been set aside as Health Week, this camp was pointed out as a model of cleanliness and well-kept surroundings that could well be patterned after.

During the week open-house was kept at the camp and much favorable comment was forthcoming from the many hundreds of visitors. Guides were on hand to direct the visitors through the camp and explain the methods employed in caring for the needs peculiar to such an establishment.

Although the Pasadena Camp was taken as an example, there are 19 others on the lines of this railway that are equally worthy of praise. The company has given freely to build up these Mexican Camps to their present high standard and is justly proud of the results obtained.

Pullman Conductor—"Sorry, sir; no chairs; can let you have a drawing room."

Passenger—"That wouldn't do me any good. I can't draw."

Officer (on transport): "Sick, Mose?"  
Mose: "Not sick yet—Jes' sleepy, suh."

Officer: "Why don't you lie down?"  
Mose: "Suh, eff Ah lay down Ah yawns and A'm skeered to yawn jes' now."

# Public Appreciation Expressed

## *Service and Courtesy Bring Their Reward.*

INDICATING that many of our trainmen are making special efforts to render high class service to patrons, numerous letters calling the attention of the management to specific instances of noteworthy effort, were received last month.

The letters came from all points of the system, told of the varying instances in the trainmen's daily routine where deeds of courtesy were performed or special care was given patrons, and all contained a word of appreciation for the service rendered.

Periodically we intend to compile a list showing the frequency with which individual employees are cited for special courtesy and service.

It is a pleasure to publicly acknowledge the names below of those commended by our patrons last month.

### Western Division

Conductor H. W. Sutton, Glendale line, for courtesy and helpfulness to lady passenger on frequent trips from Windsor Road to Louise Street.

Conductors G. F. Usher and R. H. Laird, Western Division, for diligence in keeping doors closed between closed and open section of car.

Conductor M. E. Shay, Glendale line, for assistance given lady in alighting from car at point where there was no landing.

Conductor E. Adler, Venice Short Line, for special assistance and care given disabled man during time when he was passenger on car.

Conductor E. E. Mopes, Sawtelle line, for courtesy to passengers, especially elderly people.

Conductor J. E. Hawksworth, Vineyard line, for special courtesy and consideration in caring for needs of passengers.

Conductor H. J. Hamilton, Vineyard line, for special courtesy shown passengers, men and women alike.

Conductor B. J. McCammy, Glendale Motor Coach lines for his gentlemanly conduct, as well as his kindness and attentiveness to passengers.

Motorman C. W. Mudd, Edendale line, for stopping car after he had started, in order that gentleman could board same, saving him a considerable wait.

Motorman F. J. Carhart, Vineyard line, for patience and efficiency in the operation of his car.

### Northern Division

Conductor F. H. White, Sierra Madre line, for special consideration shown passengers and his congenial attitude at all times.

Conductor E. R. Grinnell, Sierra Madre line, for walking several blocks to return book of tickets to lady who had left them on car and for making special stop to pick up lady who had been cornered by automobile and was unable to signal motorman to make stop.

Conductor E. C. Fox, Pasadena-Oak Knoll line, for special courtesy in paying fare for lady who had forgotten her purse.

Conductor Geo. D. Jeremiah, San Bernardino line, for special assistance given lady passenger to make connections at Los Angeles so that she could reach her destination at proper time, and for his cheerful, courteous conduct at all times.

Conductor E. G. Smith, El Monte line, for his courteous actions at all times and his constant endeavor to please.

Conductor L. L. Garrison, San Bernardino line, for attention to passengers and uniform courtesy shown.

### Southern Division

G. L. Fisher, Ticket Clerk, Compton, for special courtesy and attention to passengers.

G. E. Foskett, Agent, Compton, for courteous treatment of the public at large and for special attention given to passengers.

Conductor F. E. Cornwall, Santa Ana line, for courteous conduct and efficiency shown in the discharge of duties.

Motorman C. D. Cowan, Long Beach line, for good work in making emergency stop for little child who had wandered onto tracks at Compton.

Conductor L. C. Bartula, Newport-Balboa line, for kind, thoughtful, courteous service rendered passengers.

Operator P. F. Kerry, Huntington Park-Long Beach Motor Coach line, for his constant attention to his duty at the wheel and the careful and calm manner with which he so faithfully and pleasantly serves his passengers.

Motorman G. W. Nesbit and Conductor J. L. Telegdi, Newport line, for unflinching courtesy.

## DR. KAUFMAN SUGGESTS HOW TO CARE FOR TEETH

"Dentistry expense and much of the discomfort suffered through trouble with our teeth would be avoided were there a more general understanding in the care of the mouth," says Dr. Samuel Kaufman, Official Dentist of our Medical Department. His ideas on the subject, which include the brushing of the teeth and gums for a period of three minutes twice daily, are well worth recording for our guidance. Dr. Kaufman thus counsels:

"One of the most important factors in the care of the mouth is the proper brushing of the teeth and gums. One must bear in mind that the gums must be brushed, as well as the teeth.

"To keep gums healthy they must be stimulated with the brush. This causes the blood to circulate thoroughly. Proper circulation of the blood helps to prevent infection leading to pyorrhea. The massaging of the gums not only stimulates them, but it mildly irritates the tissues in a healthful manner. This irritation causes the soft tissue to react and harden.

"Most persons do not give sufficient time to the cleansing of the mouth. The mouth should be brushed at least twice a day for a minimum of at least three minutes at each brushing. Also, few people brush their teeth for that length of time. If they would time themselves they would find that the actual time spent is nearer thirty seconds than three minutes."

### The Boomerang

When a bit of sunshine hits ye,  
After passing of a cloud,  
When a fit of laughter gits ye  
And yer spine is feelin' proud,  
Don't forget to up and fling it  
At a soul that's feelin' blue,  
For the minute that ye sling it,  
It's a boomerang to you.

### The Other Kind

Country Kid: "Beat it, the bull's comin'!"  
City Kid: "Aw, stan' yer ground.  
We ain't done nothin'!"

### COMPARISON OF ACCIDENTS DURING MARCH 1926 AND 1927

	Northern Division 1927-1926		Southern Division 1927-1926		Western Division 1927-1926		Motor Coaches 1927-1926	
Interferences with vehicles	134	120	89	90	198	283	32	35
Collisions and Interferences with cars	3	3	2	2	5	5	1	1
Persons struck by cars	2	5	5	6	5	5	1	1
Derailements	14	5	19	11	12	8		
On and off moving cars	16	7	6	3	10	10	2	
Miscellaneous	26	30	41	40	44	44	12	8
	195	170	162	152	274	355	48	43
	Inc. 25		Inc. 10		D-81		Inc. 5	
			1927	1926				
Interferences with vehicles			453	528	75 Dec.		14.2% Dec.	
Collisions and Interferences with cars			11	10	1 Inc.		10.0% Inc.	
Persons struck by cars			13	16	3 Dec.		18.8% Dec.	
Derailements			45	24	21 Inc.		87.5% Inc.	
On and off moving cars			34	20	14 Inc.		70.0% Inc.	
Miscellaneous			123	122	1 Inc.		.8% Inc.	
			679	720	41 Dec.		5.7% Dec.	

## HOW TO CONVERT INSURANCE AFTER LEAVING SERVICE

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

Any insured employee may continue his Group Insurance by presenting his certificate to any office of the Metropolitan Life Insurance Company **within thirty-one** days from the date on which he left our Company's employ. The insurance company will issue, **without medical examination**, any standard policy applicable to the class of risk to which he belongs, exclusive of term insurance. The premium payable will be that applying to the kind of policy which he selects and his age at that time. The employee may continue all of his Group Insurance in this manner or any part of it in multiples of \$500.00, the minimum amount being \$500.00.

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

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

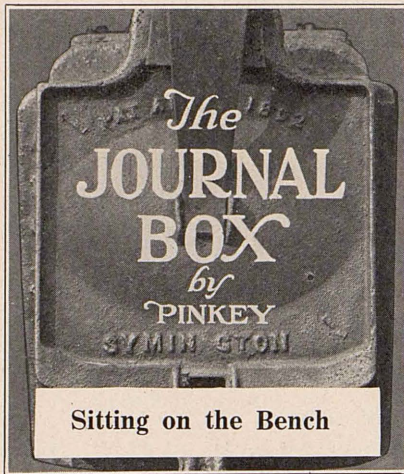
## P. E. A COMMUNITY BUILDER

"Things did not begin to 'break' for Burbank until the Pacific Electric came in 1911. From then until 1920 there was a fine steady growth, and from 1920 there has been a growth that has amazed Southern California itself."

Using the words above, Ralph O. Church, Vice President of the Burbank Security Bank, in a recent article, paid homage to the Pacific Electric as a community builder.

In recounting the history of Burbank, which city, incidentally, is this month commemorating its fortieth birthday, the writer quotes some interesting data on the phenomenal growth that city has enjoyed. "For seven years past," he states, "building operations have never been less than \$1,000,000 a year. During three of those years they exceeded \$2,000,000, and last year they came close to \$3,000,000. Population has increased 687 per cent since 1920."

The writer also corrected an erroneous impression quite generally held that the name of the city was taken as homage to the late Luther Burbank. The City took its name from Dr. David Burbank, one of California's picturesque pioneers, who drove a covered wagon across the plains while the famed plant wizard was yet a small boy.



*Here is a tale well told of "Porky," a railroader. He's a real one, too, as you will discover when you read of him.*

*There are many such characters on our own and every railroad. To no small extent it is they, their antics and thrilling, romantic tales (true, or told so often they really believe them), that makes railroading the fascinating game that it is.*

*The author, "Pinkey," as he chooses to be known, knows railroading and railroaders. He promises to tell you more of them in succeeding issues.*

**R**ACING, roaring, screaming through the mountain passes of Montana, a monster engine of the mallet type was threatening to split the granite walls of those great sentinels of creation which form the milestones of the superb Milwaukee Railroad.

Behind the engine, according to Porky, were the official cars of seven railroad presidents, who, strange to say, had abandoned their coaches to ride in the hot, dirty, smoky cab of the mallet.

Porky, red of face, eyes bulging from their sockets, hand on the throttle was leading the race of his life, shrieking through the canyons, endeavoring to pass the crack train of a competitive line running parallel to his own—and he did it.

The monarchs of industry, riding in Porky's cab, slapped him on the back and said, "Boy, we never would have believed it possible."

Anyway, that is the way Porky tells it. He is a conductor on a "juice line" now, but he never lets you forget he was once a great engineer.

Porky never buys overalls, no, he buys a tent and fastens it securely around his fifty-two or more inches of waist line. At a balloon field they might tie the ballast on the wrong balloon. But in the railroad yard, they know he is THE engineer, absolutely.

Sitting here on the switchmen's bench, in the dimly lighted yard, electric and steam locomotives moaning and puffing over the frogs, voiciferous switchmen shouting, lanterns swinging, and just the dim outline of figures darting about, rest assured Porky's outline is the biggest, and he is what is termed a "good car hand." "Yes," they say "Porky sure can get over the road." But oh, the stories he can tell. Man, oh man, I heard a few of them and they are bears. I would like

## MUNICIPAL OPERATION FAILS AFTER 10 YRS. IN BOSTON

After ten years of disastrous municipal operation, the street, elevated and subway railroads of Boston and adjoining municipalities are likely to be handed back to the Boston Elevated Railway Company for future operation, the Legislature having defeated a bill to continue for another ten-year period the experiment instituted in 1918.

Before the war the Boston Elevated Railway Company operated street cars, elevated, subway and bus lines of various ownerships, for a 5-cent fare, with universal transfers. In 1917 and 1918 the company got into financial difficulties and applied to the Legislature for a charter amendment permitting it to increase its fare.

At this time public ownership enthusiasts were in office and submitted a plan whereby the operation of the entire system was to be placed in the hands of a commission of five, described as "Public Trustees," who were to operate the lines "at cost." They were to increase fares, if necessary, and if any year showed a deficit the cities served by the system were required to raise the needed amount, pro rata, in their tax budgets.

"The fare is now 10 cents and there has been a deficit every year, usually exceeding \$1,000,000," according to the report of the Commissioners. "The deficit for 1926 was \$482,749.12, amounting to 11 cents for each passenger carried. It was one of the best years, from a financial standpoint, that the trustees have experienced."

It is believed that the Boston Elevated Railway Company will be glad to receive back its system, and that, through efficient management and a 10-cent fare, the company will be able to put the organization upon a sound financial basis, after which a 9 or possibly an 8-cent fare will take care of future operations.

to repeat a few of them here, but if I did, dear friends, the Journal Box would be abolished from this worthy periodical forever. No, they are not bad, not that—just impossible.

Judging by what he tells, Porky has worked on all of the railroads in North America; worked at all the trades from electrician at the Metropolitan Opera House to chief cook in the lumber camps of Idaho. He knows all of the trades forward and backward. When we add up his years of service in all of his various lines of endeavor, we figure his age about one hundred and fifty-four years, granting that he started working when a boy of about fourteen years. But he doesn't look it. No, not at all. He is young and spry with all of his weight and circumference. His voice is heard above all the roar and din of this busy yard. His reputation as a "hot-air merchant" has spread throughout the system. As a conductor, he is the "cat's meow," and I guess it is true, for they all—sitting here on the bench—say so.



## IRA R. PONTIUS ELECTED TO EXECUTIVE BANK POSTS

A visit by his brother, Ira R. Pontius, of Columbus, Ohio, is a pleasure which came to Vice President and General Manager Pontius last month. Developments shortly after Mr. Pontius' arrival conspired to make a permanent resident of the visitor, he having been offered and accepted executive posts with two Baldwin Park banks.

Press announcements early this month broadcasted the news of Mr. Pontius' election by the Board of Directors as Executive Vice President of the First National Bank of Baldwin Park and President of the Baldwin Park Savings Bank, succeeding Mr. C. H. Banks, who in the future will devote his entire time to the Citizens Bank of Monrovia, of which he is Executive Vice President.

Mr. Pontius has spent most of his life in the banking business in Ohio; has organized and placed in operation three banks with which he was directly connected and served with distinction as Superintendent of Banks in the State of Ohio.

His family, consisting of a wife and three children, are scheduled to arrive in Southern California about July 15th from Columbus, Ohio, where the family has resided for several years past.

### Fooing Himself

Two darkies were reading the inscriptions on the tombstones in a cemetery. One of them let out a raucous "Haw! Haw!", and when the other came up he pointed to the inscription which read: "Not Dead, But Sleeping." "Haw! Haw!" laughed the darky, "He ain't foolin' nobody but hisself."—Oil Pull.

## Torrance Forces at Work On Camp Motor Coach

SHOP FORCES are rapidly bringing to completion the motor coach being re-designed for free use of employees in transporting them from San Bernardino to the P. E. Camp. Asst. Superintendent of Equipment Geibel states that our handsome vehicle will be finished well in advance of the Camp's opening date, officially set for the week-end beginning Saturday, May 28th.

The coach being fitted at our Torrance Shops is a standard White chassis, the transmission of which is being changed to adapt chassis for mountain work. Including the driver, it will seat fifteen persons, comfortable seats trimmed in Spanish leather being provided. A closed baggage compartment will be fitted on rear of coach. The color scheme had not been decided upon at the time of this writing.

Club Manager Vickrey's tentative plans, subject to change if necessity demands, call for the operation of this motor coach two days weekly, Wednesdays and Sundays, two round trips to be made on each of these days. Details in this connection are found under camp article.

The saving to employees brought about by the use of this motor coach is considerably greater than would appear on the surface. To those not possessing automobiles it represents an out and out saving of \$4.60 per adult. (no special rate being available this year), whereas to those who own their own car and make the journey in the coach provided the saving is even greater.

## NEW JERSEY GRANTS PAVING RELIEF TO RAILWAYS

The New Jersey legislature has just passed over Governor Moore's veto a bill to relieve electric railway companies of the state of a large portion of their paving costs. The principal feature of the bill provides that electric railway companies are not compelled to put down new paving around their tracks when municipalities pave. The companies are compelled to repair paving for eighteen inches on each side of the track when damage is caused by the operation of cars, but not compelled to repair damage caused by anything but the cars.

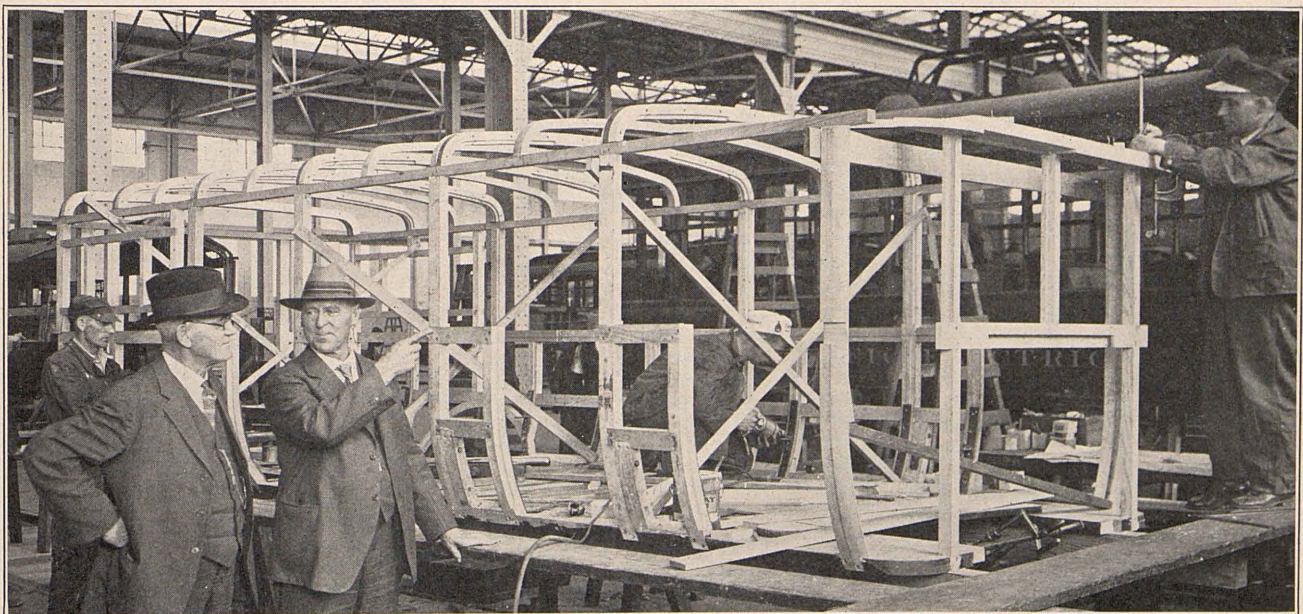
Four states, New Jersey, Connecticut, Massachusetts and Montana, now have granted similar paving relief to electric railway companies. More than fifty municipalities also have granted such relief in whole or in part to electric railways. Similar bills contemplating paving relief now are pending in half a dozen other states.

### P. E. MASONIC CLUB NOTES

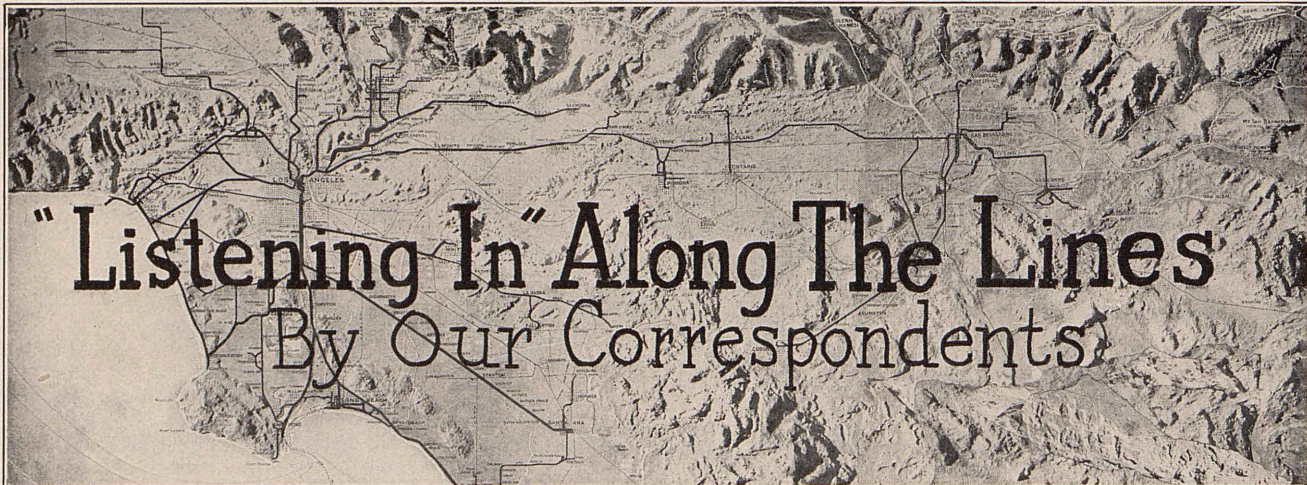
The next regular meeting to be held May 10, at the Pacific Electric Club, will be addressed by N. P. Moerdyke, President of the Pasadena Board of Education, and Chairman of the Committee on Masonic Education at San Pasqual Lodge; his subject being "The Antiquity of Freemasonry."

During April the Club and Team visited San Pasqual and Corona Lodges, in Pasadena, and Evergreen Lodge in Riverside, conferring the Master's Degree upon three fellow employees.

During May the Club will visit John Marshall Lodge at Sherman, Hermosa Lodge at Hermosa, Unity Lodge, Glendale, and Palestine and Florence Lodges, Los Angeles.



No, our shop forces are not building a dirigible. The frame seen above is the body for our P. E. Camp motor coach, which, with mechanical changes, will cost in excess of \$2,000. General Foreman Liston (left) and Shop Superintendent Straub are seen in the foreground.



# "Listening In" Along The Lines

## By Our Correspondents

### 7TH ST. WAREHOUSE By Daniel Sanchez

Transfers during the last month have resulted in Miss Carol C. Probst being added to our, O. S. & D. forces vice Peggy Oliver, Stenographer, and Checker J. H. Young being transferred from the harbor to the O. S. & D. department at our station.

Irene Cumba, Stenographer, is again at her desk after being confined to her home for some time on account of sickness.

While handling freight a short time ago, David Pardee, Trucker, met with a painful accident which has required him to take a leave in order that the injury may heal.

The company is facing a claim for one dented barrel, due to a collision between said barrel and the head of John Zimmers, Trucker. In denting the barrel, Zimmers received a slight cut on the head, but the wound was not serious enough to keep a good man down.

Odette Paten, Clerk in the Accounting Department, has returned from her vacation with a new name. She tells us that while in the east she was married to Chick Conlam, former Notification Clerk in the Cashier's Department. Judging from the Wedding Cake, the marriage ceremony must have been very appropriate. The whole force joins in extending best wishes to the young couple.

After serving for over ten years as Night Foreman, A. J. Gilvert has transferred to the day force. While the transfer is a loss to the night force, it is our gain and we are glad to have him with us.

William Collett, Stevedore, was the victim of a highwayman last month. While he was on his way home one evening, said high-jacker came from behind and slugged him, breaking his

jaw bone. He is now well on the way to recovery.

Not running any chances of there not being fish in the mountain streams during the coming season, Flood Orel, Foreman of Shed No. 2, has fixed up a nice fishing pond for personal use at his attractive home in Alhambra.

Among the early vacationists from the Freight Terminal are: J. C. Snow, Commercial Checker, spending vacation at home; J. S. Nauce, Night Chief Bill Clerk, at home; F. E. Moddox, O. S. & D. Clerk, at home; and Leo Malone, Stevedore, who is having a sad leave due to the death of his father at Springfield, Illinois.

### ACCOUNTING DEPT. By George Perry

Amelia Grenke, Freight Accounts Bureau, who has been on sick leave for several months returned to the office April 11th. She feels very much improved, after her long siege of illness.

Daisy Murphy, Stenographic Bureau, whose strained ankle has kept her at home for the past six weeks, is back again. However, she still has a slight limp to remind her of her experience.

Our good pal and friend, Mary Pontius, Disbursement Accounts Bureau, left the service April 30th to be married to Geo. Fields; the date is set for May 4th. On Thursday evening, April 21st, Alice Brown gave a surprise shower in Mary's honor and on Saturday, April 23rd, Mrs. Connors gave a luncheon for Mary. Several girls from the Accounting Dept. attended both. As a gift to remember the folks of the Accounting Dept. by she was presented with a 27 piece set of Gorham's Silverware. Philip Still will fill the vacancy left by Mary.

We are still waiting for Lee Smith to take us for a ride in his new car. (Yes, he has no Ford).

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

Early in April, Motorman R. L. Tozier severely sprained an ankle, and was consequently layed up for several weeks.

Motorman Z. P. Myers is now working out of the Pasadena, having bid in a run out of that Terminal.

Run 42, Sierra Madre Line, is truly "Clark's" run, as was proven by the last two bids.

Motorman F. H. Clark bid off the run after holding it for nearly two years, and when it was put up for bid again, Motorman Herbert Clark signed for it, thus retaining it as "Clark's" run.

Conductor L. E. Segar is the proud possessor of a new Whippet Coach, and is very enthusiastic over its performance.

The trainmen of Macy Terminal congratulate Conductor C. M. Steube for the splendid record he made in the Pacific Electric-Santa Fe baseball game on Sunday, April 17th, in which he pitched a no run, no hit game, the score of which was 22 to 0.

A team can always play better ball if the individual players know their friends are backing them up. Since we have a representative player on the team, we should prove our loyalty by going to the games when possible.

With the advance of spring our vacation list steadily increases.

Conductor T. H. Miles, San Bernardino Line, spent his vacation principally at home, catching up with some jobs around his place.

Conductor C. R. Deihl, South Pasadena Line, enjoyed his vacation in motoring to San Diego and vicinity.

Conductor J. H. O'Neill, returned the first of April from a vacation trip to his old home in Colorado. O'Neill witnessed some thrilling ski-jumping contests besides spending many happy hours in visiting relatives and friends.

Trolleyman J. W. Griffin, of the A. M. Yard Freight Run, devoted most of his vacation to the care of his bees.

We are glad to introduce and welcome into our midst the following new men: Conductors R. E. Atkinson, C. D. Harlan, E. L. Crowder, R. C. Francis, M. Goldman, J. F. Hann and W. P. Hibbard. Also Motormen E. C. Herschler, S. T. Sherreitt, L. A. Sprague and J. B. Thompson.

The attendance at the last Trainmen's meeting, which was held at the Macy Club on Wednesday night, April 20th, was small compared to some past gatherings. Those who failed to attend not only missed an interesting meeting, but good sandwiches and coffee as well.

With the addition of a dozen cues to our Macy Club supply, pool and billiards have become very popular again.

The freight business is still on the increase. Run 659, which formerly signed on at 3:25 p.m., now reports at 9:00 a.m. and another freight run was ordered out for 9:00 p.m. With this latest addition we now have eleven full freight crews working out of State Street Yards, four runs starting in the a.m. and seven in the p.m.

The Hostler jobs are now operated under run numbers. 666 is the day Hostler and 667 the night one. Both jobs have proven their worth, being the means of preventing possible serious delays in many instances.

Recent transfers to Brakemen in freight service are as follows: Conductor J. Brock and J. R. Housman, from Macy Street and Conductor R. O. Simpkins, from Pomona.

The Mission Play is still running before capacity audiences. During the month just past, several organizations have chartered special trains to San Gabriel, indicating unabated interest in the great pageant of the founding of the Missions.

It was with great sorrow that we received the sad news of the passing of C. C. Tibbetts, late Terminal Foreman at Pasadena.

The trainmen of Macy Terminal extend to Mrs. Tibbetts their sincerest sympathy in her sorrow.

#### WESTERN DIVISION By E. C. Brown

Wednesday evening, May 18th, is the date set for the next Get-Together Meeting at Sherman. The meeting will be called to order at 8:00 p.m. All whose duties will permit are urged to attend.

The Trainmen through this column extend to Motorman R. G. Miller their deepest sympathy in the loss of his wife who passed away on Wednesday, April 27th.

It is with pleasure we heard that Gateman Eugene Troy is fast recovering from his recent illness.

The little fellow with the bow and arrow seems to have his aim directed long and true amongst our fellows. His victims last month were Motorman C. B. Short, and T. L. Hinkle, Clerk at the Hollywood Freight House, following which Conductor H. Z. Buck has spread the tidings that he too would shortly follow in the march to the altar. We wish each of them long and happy wedded bliss.

The Trainmen who knew him in former years are welcoming Motorman I. Handler back into the P. E. family.

Conductor Joe Bookman has left the service to engage in business for himself and is now located in Sherman. Joe sends a special invitation to all his P. E. friends to pay him a visit.

To the Trainmen who have sent in pictures of their babies for publication in the Magazine, we wish to state that they will appear in an early issue.

Conductor E. T. Peterson and wife have returned from a vacation spent at Lindsay, California. Motorman Gus Karnaghy has also returned from his annual leave and reports that most of the time was spent touring in his new Dodge car, which is an extra pleasure due to the low price of gasoline.

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

April claimed another long expected wedding in that of Miss Iva Clarke, of the Long Beach force, and L. H. Talbert, a prominent oil man of Signal Hill.

Among the pre-nuptials for Miss Clarke was a surprise shower planned by Mrs. P. E. Scribner at which event a beautiful silver set was presented the bride-to-be by her many friends of Long Beach and San Pedro.

Mr. and Mrs. Talbert are motoring south to Louisiana on their honeymoon. Upon their return they will make their home in Long Beach.

"Fireman, save my child!"—ask Conductor Wilkerson, Long Beach.—"He knows."

We don't know what the open season is for turtles, but during a recent successful fishing excursion into the Toluca Lake region by General Foreman Green with his able assistant Mr. Boswell and party, Jim was assigned the task of bringing in the fish for supper while the rest of the party pitched camp. After hours of waiting by the tired campers, Jim came trudging into camp—not with a string of fish, but with a large, juicy turtle, accompanied with the remark: "It is just what I went after."

Be that as it may, the following day was ideal for fishing and the anglers

all reported in at night with dandy catches.

The Call of the Open Road is again making its appearance—Day Foreman Banks is now the proud owner of a Studebaker Standard Six.

Electrical Inspector F. H. Allen, Long Beach, has returned from a two weeks rest at Murietta Hot Springs. Fred has had a tough time of it during the past year, but appears to be coming into his own again. Here's hoping, Fred.

Bus mechanic Charlie Mitchell, Long Beach, is absent on his annual two weeks vacation, most of which will be spent in Seattle and vicinity.

Leonard Bright, a former P. E. employee, has again returned to the fold, and has been assigned to night duty at Long Beach.

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

Charlie A. Emmons, Chief U. S. Mail Handler, Sixth and Main Street Station, is on a thirty-day leave of absence. It was Emmons' plan to combine pleasure and business while on his trip to the East.

R. J. (Dick) Magle, upon returning from his recent vacation spent in San Francisco, tells of experiencing considerable difficulty in finding his way off from Market Street. It seems that after much effort had been spent in trying to find another street, it was necessary for some accommodating personage to come to his rescue.

Traffic Officer Harry Oulton, after a lengthy stay in the hospital, is again to be seen at Florence Avenue. Welcome back, Harry.

Also, we are glad to receive the good news from the Glendale Sanitarium to the effect that Trainmaster "Billie" Rich of San Pedro is speeding along on the road to recovery.

Jack Trowbridge is experiencing a good deal of difficulty in keeping strangers out of his house. On Saturday night, April 30th, his home was entered for the second time in the last few weeks. Visits of this nature have Jack wondering what it is that makes his home so attractive.

The latest Conductor on Run 92 is none other than our good friend Roy Newhouse.

Extra Conductor E. C. Buchanan has tendered his resignation to this company and has taken a position with the Owl Drug Company.

After several weeks spent in and around Hawthorne, Conductor L. K. Palmer is again on the job.

Watch Hawthorne grow! Although

L. K. Palmer has moved out, Harry Bidwell, Frank Wells and Bill Silvers have moved to that fair city.

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

C. C. Tibbetts, Terminal Foreman in Pasadena, passed away Tuesday evening, April 26th, after an illness of over a year. His condition was not considered serious until a few days before his death, when he was confined to his bed.

Mr. Tibbetts entered the service as Trainman Oct. 22, 1907. The news of his death brought grief to his associates as he was loved by all. Our deepest sympathy is extended to Mrs. Tibbetts in the great sorrow sustained through the loss of her beloved husband.

R. S. Peterson, a familiar figure about the office of H. E. Rodenhouse, for many years and formerly the Editor of this column, was transferred to Los Angeles where he will be active in the office of Mr. Bradley. Much as we hate to part with Peterson, as the old saying goes, "you can't keep a good man down." He was succeeded by L. A. Campbell.

H. E. Rodenhouse, Assistant Superintendent, has just moved into his beautiful new home on the northeast corner of San Pasqual and Santa Anita Avenue. We wish to add that Mrs. Rodenhouse is responsible for the architectural beauty of their highly attractive home.

**MECHANICAL DEPT.**  
By Willis M. Brooks

The engagement of Miss Arreen Miller, Stenographer of Mr. Straub's office, to Mr. Elmer Farmer, of the Union Tool Co., is announced.

Miss Miller is the daughter of Frank Miller, Foreman of the Truck Shop at Torrance, and is well known throughout the system, having been with the Company for the past few years.

The wedding is planned for November. The happy couple will, of course make their home in Torrance.

**FOR SUPER SUPERSTITIOUS**

There will be no more berths bearing the number "13" on the sleepers of the London & Northeastern Railway, according to a recent dispatch from London.

All rooms associated with the unlucky number will be 14-A in the future. Painters are now at work making the changes in order that passengers of superstitious tendencies can have a good night's rest although assigned to this particular berth. It has often been necessary to ask some person who was not superstitious to exchange with an unwilling holder of No. 13, states the dispatch.

**EMPLOYEES IN HOSPITAL**

The following list of employees confined to the Pacific Hospital was furnished by the Medical Department as the Magazine went to press:

Edward Foster, Motorman; Wm. Mudge, Brakeman; Theo. Stenzil, Tinner; Walter Kwickoski, Mechanic, Torrance; T. Slack, Conductor; B. E. Walton, Motorman; A. Domian, Laborer; M. Aseveda, Laborer; J. Castro, Laborer; F. Rosale, Laborer, Mary Kabande, Car Cleaner, and F. Lozano, Laborer.

A visit from friends often proves a boomerang to a convalescing patient and an occasional call is a duty which devolves upon us. Visiting hours at the hospital are from 2:00 to 4:00 and 7:00 to 9:00 p.m. daily.

Carry out the good resolution that you made on the first of the year to visit the sick at our hospital.

**A NEW TYPE OF CAR**

Rounding a crucial point in American street railway car design, the Springfield Street railway last month conducted a trial run of its "model" car, already the center of country-wide attention. The Springfield car, bearing undeniable evidence of the influence of the automotive idea in its construction, is the second attempt in this country to break away from the conservative trend which has heretofore ruled supreme in the field. The other attempt was made in Grand Rapids.

From its slanting automobile-like windshield, with the automatic wiper so familiar on automobiles, to the bumper that graces both ends, the influence of the motorcar on the trolley is clearly apparent.

As a crowning touch no longer will the harsh clang of a warning gong or the shrill shriek of a whistle warn of the approach of the new car. Far to the contrary, a melodious two-toned horn will honk its arrival and departure with due solemnity.

**FUTURE STILL BRIGHT**

A picture of a promising future for the electric car lines, and bus lines run supplementary to them, was painted by Lucius S. Storrs, managing director of the American Electric Railway Association in an address here, the Lincoln, Neb., Journal says. He finds that the industry has emerged from ten or more years of reverses, is physically fit and is anxious to serve the public.

The future of the industry, Mr. Storrs prophesies, depends a great deal on the personality of the management. The demand for this service, he believes, will always exist. The slipshod fare methods and the ill-advised expansions are of times gone by. On the whole, speaking of the future, Mr. Storrs says. "Conducted soundly, in close co-operation with state and local officials, local transportation will take its proper place once more among other leading industries."

**THE BUS'S PLACE SHOWN**

High class electric railway service usually results in the bus taking a subordinate place in local transportation, says the Louisville Courier-Journal.

"In no large city of the United States has the motor bus, as a daily passenger carrier, driven out the street-car," it declares in part. "Beyond a doubt, the bus has its place in the city transportation scheme. In many cities this place has proved to be largely supplementary. It might be competitive in others. In each locality the problem may have to be worked out to suit local conditions and the demands of traffic.

"In Chicago a coach-trolley war has been in progress for some years. This lately has been marked by placards in each mode of conveyance, setting forth the advantages of the one and the disadvantages and discomforts of the other. There has been a serious proposal by the motor coach operators to handle all surface transportation in Chicago and do away with street cars altogether. The best answer to this appears to be that the bus lines are still experimenting with various types of vehicles.

"Henry A. Blair, president of the Chicago Surface Lines, in his recent annual report, said that, while all other transportation agencies in the Chicago district showed an increase in traffic last year, the Chicago Motor Coach Company, despite additional routes, reported a decrease in passengers carried. President Blair attributes this to the wearing off of the novelty and failure to live up to promises of comfortable riding and a seat for every passenger.

**LONGEST TUNNEL IN U. S.**

More than 1,000,000 yards of earth have yet to be moved before what is to be the longest tunnel in the United States will be finished. The great bore, which will be eight miles long, twenty-one feet high and sixteen feet wide, is being drilled by the Great Northern through the Cascade Mountains.

As contrasting ancient with modern methods, there was the three-mile tunnel laboriously chiseled out by the Romans in A.D. 52, which required the work of 30,000 men for eleven years, while the eight-mile Cascade tunnel will require less than three year's work by a comparatively small force of men employing air-hammer drills and high explosives.—L. A. Times.

**AUTO ACCIDENTS RISE AND  
TROLLEY MISHAPS DECLINE**

One person out of every 24,451 who ride in aeroplanes is killed; one in every 5,973,436 in coastwise, lake, river and steamship vessels; one in 6,313,800 on steam railways; and one in every 8,422,460 on electric railways. Number killed in motor car accidents has not been figured out, but accidents in autos in the U. S. have risen from 2.2 persons per 100,000 to 15.7 since 1911, while the fatalities on street cars per 100,000 have fallen from 3.2 to 1.6.



Many a man's goose has been cooked by a hot mama.

It is only by grim energy and resolute courage that we move on to better things.—Theodore Roosevelt.

Fair Customer—"I'd like to try on that skirt over there."

Salesman—"I'm sorry, madam, but that is the lamp shade."

#### Careless of Pop

"Oo broke the winder, Charlie?"  
"Mother—but it was father's fault; 'e ducked."

#### Appropriate

Hobson: Why do you call your house a bungalow?

Dodson: Well, the job was a bungle and I still owe for it.

"I think there's company downstairs."

"How d'ya know?"

"I just heard mamma laugh at papa's joke."

"What a charming baby! And how it does resemble your husband!"

"Gracious, I hope not! We adopted it!"—Ex.

#### Weighed in the Balance

"I gave that man fifty cents for saving my life."

"What did he do?"

"Gave me back twenty cents change."

#### We've Met a Few

Walter —, 28, an electrical engineer, was killed Thursday by coming in contact with a wife carrying high voltage.—Ohio paper.

#### Knows the Ropes

Lady—Could I see the captain?

First Mate: He's forward. Miss.

Lady Passenger: I'm not afraid. I've been out with college boys.

#### Common Fraction

"Well," remarked a married man after visiting his friend's new flat, "I wish I could afford a place like this."

"Yes," said the friend, "you married men may have better halves, but we bachelors usually have better quarters."—Tit-Bits.

Cholly (to shopman)—I say—aw—could you take that yellow tie with the pink spots out of the show window for me?

Shopman—Certainly, sir. Pleased to take anything out of the window any time, sir.

Cholly—Thanks, awf'ly. The beastly things bothaws me every time I pass.

#### An Investment

Mike—This is a great country, Pat.

Pat—And how's that?

Mike—Shure, th' paper sez yez can buy a faive-dollar money order for three cents.

#### Sad Confession

Landlady—"I think you had better board elsewhere."

Boarder—"Yes, I often had."

Landlady—"Often had what?"

Boarder—"Had better board elsewhere."

#### The Reason

Mother: "Yes, dear, your father and I first met at a dance."

Son: "Oh, that's why he's always telling me to keep away from dance halls."

#### Just Like Dad

Tell me truly, does the baby really take after his father?" asked Mrs. Jones.

"Yes, indeed—why when we took the darling's bottle away, he tried to creep down the cellar stairs."

#### Fashionable Friends

"When you were abroad, did you see the Dardanelles?"

"Yes—we had dinner with them."

#### Get a Hook

A little girl at dinner table was given a dish of noodles. The mother noticed that she was eating nothing but the soup, leaving the noodles. She asked her why she did not eat the noodles, too.

Unconcernedly, she answered, "Can't catch 'em."

#### The Beefer "Biffed"

'Twas a restaurant near the railroad station. The young man decided to impress his girl. Calling the waiter, he said:

"Garcon, I want an extra nice cut of roast beef for two. Give my regards to the chef. Tell him to put the slightest tinge of garlic on the edge and make sure it is juicy. I will not have it rare; on the other hand, it must not be too well done—just right, tending to medium in the center. Plenty of gravy. Be sure and instruct the chef relative to my order. That is all."

"Sure," said the waiter, "Coitanly." Then he shuffled to the dumb-waiter at the rear, whistled down the tube and shouted:

"Hey! Joe! Two on da roasta bif!"  
—The Mutual Magazine.

"Mama," said little Elsie, "do men ever go to heaven?"

"Why, of course, my dear. What makes you ask?"

"Because I never see any angels with whiskers."

#### Confessions

Father (to youngster, just put to bed): Now, what are you crying for?

Son: I wanna drink.

Father: So do I—go to sleep!

A Scotchman paid a visit to New York and caused his friends grave concern by disappearing. Police were set on the trail and the city was scoured. Finally, after three days, the missing Scot was found—on a pay-as-you-leave trolley.—Powerfax.

#### A Clean One

"Let me read your PALM OLIVE."

"Not on your LIFE BUOY."

"Too bad, I'm out of LUX."

#### Scrambled

It was midnight . . . the bellhop of the Hotel Munn called a taxi. Then he escorted four slightly inebriated males from the foyer.

"This guy (putting him in the far corner) goes to 736 Washington Boulevard. This one (putting him in the near corner) goes to 1019 West Street. This fellow (putting him in the middle) goes to the Kirkwood Apartments, and this one (putting him on the jumper seat) goes to 2065 Glenwood Avenue."

The taxi driver nodded and gave his yellow the gas. In about five minutes he was back.

"Say! Would you re-arrange these guys? I went over a bump and they all got mixed up."—L. & N. Employees Magazine.

A priest offered twenty-five cents to the boy who could tell him who was the greatest man in history.

"Christopher Columbus," answered the Italian boy.

"George Washington," answered the American lad.

"St. Patrick," shouted the Jewish boy.

"The quarter is yours," said the priest, "but why did you say St. Patrick?"

"Right down in my heart I know it was Moses," said the Jewish boy, "but business is business."

#### Unnecessary Worry

The harm and foolishness of worry have often been remarked. Jake was negotiating a loan from his brother, Moe, who was willing to make the advance, but demanded 9 per cent interest.

"Well, said Jake. "I ain't kickin', you understand. But what'll our poor dead father say when he looks down and sees his son gougin' 9 per cent from his own flesh and blood?"

"Don't worry about that, Jake," replied Moe. "From where he is it'll look like 6 per cent."

She: "O, I wish the Lord had made me a man!"

He (bashfully): "He did. I'm the man."

Teacher—"Thomas, was your absence from school this morning due to the inclemency of the weather?"

Tommy—"No'm. I didn't come 'cause it rained."

A guest hurried up to the hotel clerk's counter. He had just ten minutes to pay his bill, reach the station and board his train.

"Hang it," he exclaimed. "I've forgotten something. Here, boy, run up to my room—No. 427—and see if I left my pajamas and shaving kit. Hurry! I've only five minutes now."

The boy hurried. In four minutes he returned empty handed and out of breath.

"Yes, sir," he panted. "You left them."

"I was sitting in the park one day," said a keen observed in the smoker. "A young fellow was sitting on a bench near me doing his nails. He looked as though he did little else. He asked me what time it was three times. It was plain as the gas bill that he was waiting for his girl. Pretty soon she arrived, in a vast hurry. Throwing her arms around his neck, perfectly regardless of me, she exclaimed:

"Harold, darling, do you love me as much as ever?"

"My Gawd," said Harold. "You ain't lost your job, have you?"

#### Brutally Described

Where's my golf socks?  
Didn't know you had any golf socks, replied the sympathetic wife.

Well, they're the ones with nine holes in them, retorted the unkind husband.

The city youth secured a job with Farmer Jones. The morning after his arrival promptly at 4 o'clock, the farmer rapped on the door and told him to get up. The youth protested.

"What for?" he asked, rubbing his eyes.

"Why, we're going to cut oats," replied the farmer.

"Are they wild oats," queried the youth, "that you've got to sneak upon in the dark?"

#### It Wasn't His Night

A lady sent her butler to a theatre with instructions to buy two orchestra seats "on the aisle." Later when she and her friend were ushered in they found the seats literally on the aisle, one in front of the other. They started to make the best of it, when she happened to notice the man sitting alongside and thought that he might possibly be induced to change places with her friend. The show had started, so she whispered, "Are you alone?"

The man showed no signs of having heard her, so she leaned a little closer and repeated, "Are you alone?"

Without changing expression nor turning his head, he responded, "Fly away, birdie, the whole damn family's with me."

#### Times Have Changed

It used to be polite to let a girl in to the car first. Now it's a treat.

Johannchen H. Schlagenhauer (endorsing her pay check at bank window)—"You have forgotten the 'H'," explained the teller.

Whereupon Miss Schlagenhauer took her check and said: "Ach, so I haff!" And then wrote hurriedly: "Age—23."

A man arrested for murder bribed an Irishman of the jury with a hundred dollars to hang out for a verdict of manslaughter. The jury was out for a long time, but finally came in with the desired verdict. The man rushed up to the Irish juror and said: "I'm much obliged to you, my man. Did you have a hard time?"

"Yes," said the Irishman, "a devil of a time. All the rest wanted to acquit you."—Exchange.

In the ordinary way Cottonwood Gulch was a peaceable town, although it was situated in the far west.

But one day a bad man came galloping into the town. He thundered up to the main hotel and flung himself from his foaming steed and strode into the bar.

"I'm Hardboiled Bill!" he roared; and he flourished his two guns in the air. "I'm crazy and looking for trouble."

"Well, sir," answered the clerk, quite unimpressed. "You'll find the marriage license bureau two doors down on the left."

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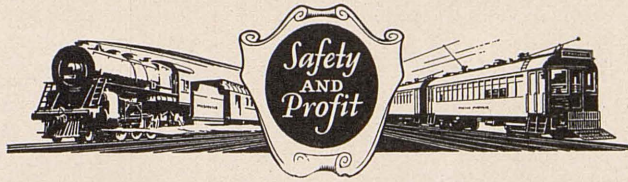
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**"To Get Ahead—**

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**

201 Pacific Electric Bldg., Los Angeles, California

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

Name and Disability	Amount		
Ballinger, Raymond J., La Grippe	\$ 16.00	Hoffman, Ellsworth O., Liver—Stomach trouble	12.00
Bennett, Clifford, Appendicitis	65.00	Holt, Oris J., Appendicitis	66.65
Brale, Scott, Infection—face	20.00	Hounsley, Wm. A., Indigestion	10.00
Brock, James, La Grippe	8.00	Johnston, Arthur A., Nervousness	30.66
Cain, David A., Acute Bronchitis	18.00	Jones, Ernest L., Influenza	14.00
Cooper, Russell A., Intestinal Flu	28.00	Kerchoff, F. A., Contusion—hip	14.00
Clark, Milton R., La Grippe	20.00	Mann, Otto V., Sprained back	12.00
Connolly, Michael, La Grippe	22.00	Marshall, Elmer R., Cold	10.00
Crippen, Lawrence R., Cut Finger	22.00	Miller, John E., La Grippe	18.66
Goddard, Byron F., La Grippe	6.00	Moon, Virgil C., Tonsilitis	8.00
Green, William J., La Grippe	30.00	Moorhead, Earl, La Grippe	26.66
		Neal, Andrew J., Cold	12.00
		Perry, Leland G., Bronchitis	28.00
		Rearson, Wm. F., Lumbago	12.00
		Renfrow, William A., Influenza	26.00
		Richards, Anson H., Operation	24.00
		Staudigel, William, Ulcer in throat	12.00
		Telegdi, John L., Tonsilitis	8.00
		Vacher, Edward, Fractured right foot	104.00
		Wagloy, Robert, La Grippe	6.00
		Welch, Charles H., La Grippe	40.00
		Whipple, Henry T., La Grippe	16.00
		Yorborough, Perry D., Cold	10.00
		Zepedu, Peter, Acute Tonsilitis	6.00

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Official P. E. Watch Inspector

631 South Main Street

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

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

**ASSETS**

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

**\$55,745,150.44**

**LIABILITIES**

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

**\$55,745,150.44**

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

(Signed) G. H. NAEGELE, Cashier.

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,  
and is doing, a Trust Business.

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

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

Corner of Fourth and Main Streets

**OFFICERS**

J. A. GRAVES, President

H. F. STEWART  
Vice-President and  
Trust Officer.

V. H. ROSSETTI  
Vice-President.

WM. LACY  
Vice-President

J. M. HUTCHISON  
Vice-President

A. E. ELLIOTT  
Vice-President

G. H. NAEGELE  
Cashier

E. L. POWEL  
Asst. Cashier

C. L. HOGAN  
Asst. Cashier

E. MADER  
Asst. Cashier  
FRED. S. HILPERT

Asst. Cashier  
ERNEST GARRETT

Asst. Cashier  
F. B. DICKEY

Asst. Cashier  
H. L. ST. CLAIR

Asst. Cashier and  
Asst. Trust Officer.

W. J. CROSBY  
Asst. Cashier

W. D. BAKER  
Asst. Cashier

F. B. PUTNAM  
Asst. Cashier

R. C. LEMMON  
Asst. Trust Officer.

P. E. Dental Surgeons

**Dr. Samuel Kaufman**

874-75 P. E. Building  
Sixth and Main Streets

**Dr. A. L. Foulk**

Santa Monica Blvd. and  
Larabee St.  
Sherman

**Newton Moore**  
**OFFICIAL WATCH**  
**INSPECTOR**

FOR

**Pacific Electric, Southern**  
**Pacific and Santa Fe**  
**Lines**

*Very best service offered in Repairing  
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*Watches sold on terms to new  
Employees*

**301-2 O. T. Johnson Bldg.**

**Cor. 4th and Broadway**  
Phone METropolitan 3967

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**OIL COMPANY**  
**SAN FRANCISCO**

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a century the name "As-  
sociated" on Petroleum  
Products has been syn-  
onymous with highest  
quality.

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