



THE PACIFIC ELECTRIC MAGAZINE



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No. 6



Pico Grade Separation, Now Nearing Completion

T O D A Y

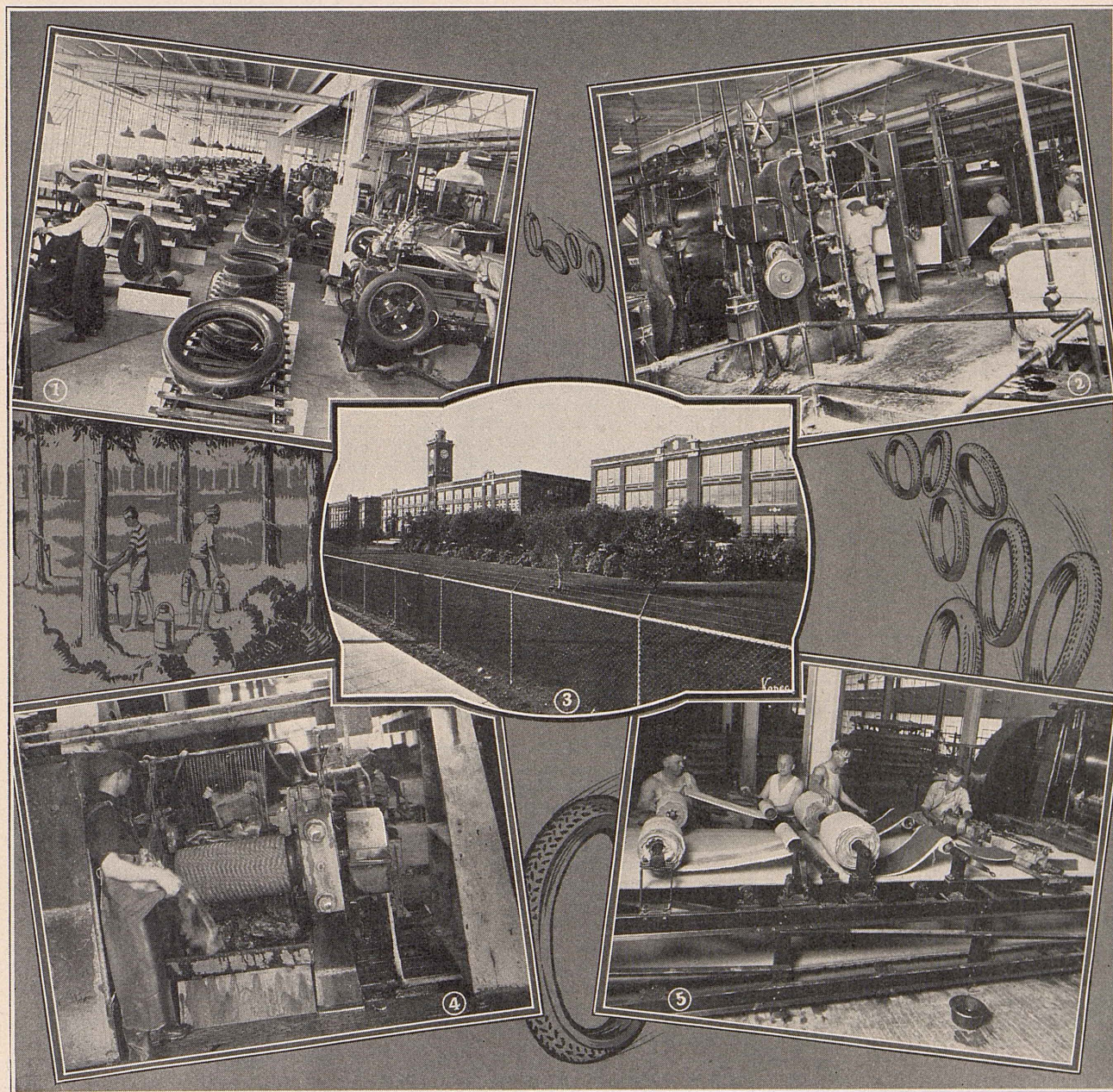
O'ER failures old we will not grieve,
But all behind us we will leave;
Forget the past and face ahead—
For yesterday's mistakes are dead.

ABOUT tomorrow we'll not fret,
Nor fear what has not happened yet;
For half the troubles we surmise
Are really blessings in disguise.

TOMORROW soon will come our way,
Today will soon be yesterday;
This day is ours to make or mar—
Let's shape today without a scar!

—Selected.

LOS ANGELES TO BECOME 'WESTERN AKRON'



WITH TWO nationally known tire manufacturers for a number of years operating to full capacity, and two more now erecting plants representing a combined investment in excess of \$10,000,000, Los Angeles is destined to become the greatest tire manufacturing center in the world. All of the four plants will be located within the confines of the city proper.

Blazing the trail in the tire industry on the Pacific Coast was the Samson Tire & Rubber Corporation, headed by Mr. Adolf Schleicher. Possessed of great vision and having previously fore-seen the natural and economic advantages of the district as a manufacturing and distributing center, this

Peeps into two of the local tire plants. 1. Conveyor bound to vulcanizing department, Samson plant. 2. Tandem calendars which apply the gum friction coat to cord fabrics in one operation; Samson plant. 3. Mammoth Goodyear plant. 4. Sprayed water cleanses raw rubber and supplies necessary moisture, Goodyear plant. 5. Where fabric and rubber meet, Goodyear plant.

pioneer some years ago startled the district with announced plans for a rubber tire plant at Compton, adjacent to the Pacific Electric tracks.

Beginning inauspiciously in 1918, the Samson Company, by virtue of a meritorious product, has made rapid progress until now its daily output has

reached 2,500 tires and the future looms brightly.

Closely following, in 1920, came the mammoth western plant of the Goodyear Tire & Rubber Company, which is today not only the largest tire and tube manufacturing plant west of Detroit, but also the largest manufacturing plant of any kind on the Pacific Coast. Representing an investment in excess of \$7,000,000, the net sales of the production of this plant in 1926 exceeded \$25,000,000. The factory now employs more than 3,000 men and women and produces an average of 7,000 tires and 8,500 tubes each working day.

Soon also to become identified with the industry in this section are the

Firestone and Goodrich companies, both of whom now have plants in course of construction. The former is erecting a great structure on a 40-acre site at Manchester and Santa Fe Avenues adjacent to Southern Pacific trackage, the completed cost of which will be \$6,000,000. When under operation, which is scheduled for next April, this plant will employ approximately 2,500 persons, with an output of 5,000 tires and from 6,000 to 7,000 tubes daily. An annual payroll of \$3,000,000 will be added by virtue of the Firestone company's operations.

Some 300 workmen are now employed in the erection of the great structure being brought to completion by the Goodrich company on a 45-acre plot at Industrial Avenue and East Ninth Street. Capable of being adapted to future planned expansion this plant, to cost \$4,000,000, will employ 1500 operatives and will produce 5,000 tires and 7,500 tubes per working day.

District's Advantages

The outstanding factors which have led these great industries to establish western manufacturing headquarters in Los Angeles is, not only the present and future consuming power of the western region, but also the favorable transportation advantages. In both the receipt of raw materials and distribution of the finished product, Los Angeles is ideally located.

Rubber, of which we are told that the automobile industry consumes 83 per cent of the world's production, is entirely imported from foreign countries, largely from the Far West. Laid down at our harbor by steamer there is a saving of several dollars per ton as against the mid-continent delivery of rubber which needs must forego a long rail haul. Cotton, being produced in increasing quantities in both the Imperial and Salt River Valley districts, is practically entirely consumed by the local rubber plants. On account of its proximity a material saving is affected by the short rail haul involved.

In addition to the facility of Los Angeles Harbor as a distributing point to both the Far East and South America, the tire manufacturers in locating in this region were not unmindful of the tremendous consuming power of western states. For instance, in the three Pacific Coast states alone the registration of automotive vehicles totals approximately two and one-half millions. The companies are finding a huge market for their products, not only as replacements, but also for new cars which are assembled on the coast. It is recorded that 44 per cent of new cars sold in the western region in 1926 were assembled in coast factories. With three great transcontinental carriers at their service the tire companies have at their command facilities for supplying other adjacent western states at a very considerable saving over what would prevail were shipments made from eastern factories.

Many persons are still imbued with the idea that tires are stamped much in the fashion of doughnuts. However,

To Celebrate Completion of Pico Separation

WITH final work rapidly nearing completion on the Pico Street viaduct and grade separation, plans have been made to fittingly initiate the mammoth structure with a public gathering and inspection on Wednesday, Nov. 16th, when it is scheduled to be completed in its entirety.

Mr. Pontius, speaking jointly for K. F. McClellan, Chairman of the Board of Supervisors, Mayor Cryer and himself late last month announced details of the planned public reception and dedication. Special trains are to be operated to the site, carrying city, county, traffic commission, automobile club, improvement associations and railway officials. All will be given the opportunity inspecting and riding over what our Executive termed "the finest electric railway grade crossing separation structure in the United States."

In addition to the general attractiveness and stability of our new thousand foot viaduct bridging the heavily traveled Pico Street, Mr. Pontius points out that owing to improved construction methods employed, noise and rumbling, which have been disagreeable factors in similar structures, have been practically eliminated.

Begun on May 3rd last, only the finishing touches now remain to be completed, the entire project having required but six months to put into operation. It represents a cost of \$306,000, jointly borne by this Company, the City and County.

such a misconception will quickly be dispelled after a visit to a tire manufacturing plant. Only a visit will convince one of the great skill, care and efficiency with which tires are made. The following is a brief description of the essential processes as practiced at the Goodyear plant from the receipt of the raw rubber until the finished product is ready for use.

The rubber is sent first to the washing machines, where it is run between two great rolls with water playing on them, which work the rubber up and make it more pliable and thoroughly cleans it of any foreign particles.

It comes out of the washers in sheets which are hung up for twenty-four hours to dry, then sent to the compound room where quantities of it are cut up and weighed to exact quantities and placed in metal pans along with the compounds which are to give it the necessary qualities of hardness, resistance to abrasion and long wear.

From the compound room the batches of rubber and compounds go to the mill room where they are run

through great 72-inch rolls which work the compounds thoroughly into the rubber so that it comes out one integral mass. From here the rubber goes into the calendar room, where it is impregnated into the fabric. Again by being carried between great steel rolls under pressure.

The idea in calendaring is to surround each cord in the cord fabric with an insulation of rubber, giving resiliency to the fabric and at the same time protecting it from chafing against the other cords under the tension of hard driving, thus heating it up and shortening the life of the tire. A portion of the rubber, however, when it leaves the mill room, goes to the tube department to be rolled on mandrels into inner tubes. Another part is diverted to the tread room where the real process of building tires begins.

Finishing Process

Beginning with a steel core, the tire is built up with one rubberized ply of fabric on another, the plies laying at right angles to each other to give reinforcement, the bead being put into the tire and locked closely into position by the overlapping ends of the plies; then to the finishing stands for the side walls and cover stock; then it is ready for the tread to be put on. When the tread is on, the tire is cured or vulcanized, being placed in great heaters where it is subjected to heat and pressure for a given length of time, varying with the size of the tire.

When the tire comes out of the heater, it is ready for the last of many inspections, for at every stage along the line from the time that the cotton bales and boxes of crude rubber go into the factory, through all the intricate processes of manufacture, a constant check is made of the product and method to make sure that nothing goes wrong and that every step is taken in exact conformance with the specification worked out in the laboratory. From the final inspection room it goes to the shipping room, where it is ready to be sent out to the branches, and from there to the dealer's stores.

P. E. ELECTRICAL FOREMAN ENTERS TIRE BUSINESS

W. A. Gillespie, for the past eight years Foreman, Substation Repairs, resigned from the service of the Company last month to enter private business. He has acquired and is now the exclusive owner of the Dowdell Vulcanizing Company, 1253 So. Figueroa Street, a long established firm specializing in tires, tubes, and repairing of all sorts.

Mr. Gillespie during his service with this Company made many friends who wish him well in his new undertaking.

What Else Could She Expect?

Teacher (sternly): "This essay on 'Our Dog' is word for word the same as your brother's."

Small Boy: "Yes, ma'am; it's the same dog."

STREET CAR FARES SHOW AN UPWARD TREND RECENTLY

"Most people realized the importance of their local transportation agency and recognized their company's claim to an adequate rate for the service it rendered. Accordingly, in 260 of the 313 largest cities in this country, increases were granted in the street car fares during the last few years." Thus Clarence M. Leeds, Statistical Department, American Electrical Railway Association, summarizes the recent trend of street car fares throughout the nation.

"There has been a large increase in the number of cities changing to an 8 cent or 10 cent cash rate while, the number of cities having a 5 cent, 6 cent, or 7 cent fare has declined. This decline has been so great that now 25 per cent, or more than half of the cities with a population of 25,000 or over, have a cash fare of 8 cents or more, while in 1923, 63 per cent of all the cities with this population had a cash rate of 7 cents or less.

"There are many causes to which the general increase in fares can be attributed," continues Mr. Leeds. "Those recognized to be the foremost are (1) continually increasing operating costs, and (2) loss in passenger traffic due to the increased use of the private automobile."

Traffic congestion resulting from the increased use of private automobiles has also exerted a great influence on railway fares due to the fact that in sections where congestion exists the speed of traffic has been greatly reduced, increasing operating costs.

"On streets where parking prevails the available space for traffic is reduced by one-third to one-half of the street's capacity. Because of this, automobiles are forced to travel on the railway's right of way thereby adding further to their delay.

"It is evident that, if given a certain standard of service, as the speed of railway cars is reduced it is necessary to operate more cars in order to maintain this standard. This was exactly the predicament in which many companies found themselves. Their cars could not keep up to schedule due to the congestion of traffic and additional equipment had to be used to remedy the situation as much as possible.

"Modern methods of controlling automobile traffic, such as signal lights, however desirable and necessary they may be for that purpose, have put an added burden of delay on the street cars. It may be highly desirable to move automobile traffic in fleets, but street cars are intended to run on schedules and bunching them in fleets with automobiles is destructive to schedules."

"The rapidly increasing divorce rate," remarked the newcomer, "proves that America is fast becoming the land of the free."

"Yes, but the continuance of the marriage rates show that it is still the home of the brave."

Former General Manager Passes to Reward



Joseph McMillan

ON OCTOBER 18, Joseph McMillan, former General Manager of the Pacific Electric Railway, passed quietly away at his home, 635 South Catalina Street, thus terminating a career that had much to do with the development of Southern California.

Mr. McMillan began his railway activities when fourteen years of age, as telegraph messenger for the Houston & Texas Central Railway, and while working as messenger boy, studied telegraphy, later becoming an Operator, then Station Agent, and ultimately a Dispatcher upon that railway.

Coming upon life's scene just at the close of the Civil War and its resulting desolation of the South, educational opportunities were closed to him, but by sheer courage and determination he won for himself a very high education in his chosen line of endeavor.

Later on he became connected with the Southern Pacific Company and step by step became Freight Agent, Commercial Agent, District Freight and Passenger Agent, and finally Division Passenger Agent, from which position he was selected by Epes Randolph, who had been chosen to construct the Pacific Electric lines by Mr. Henry E. Huntington, and became Mr. Randolph's chief clerk in 1903.

In 1904, because of ill health, Mr. Randolph was compelled to return to Arizona, although still retaining his interest as a consultant in the Pacific Electric, and Mr. McMillan was advanced to the position of Traffic Manager. Upon the retirement in 1906 of A. D. Schindler, who followed Mr.

DR. KAUFMAN RETURNS AFTER EASTERN INSPECTION TRIP

For the purpose of checking up what other industrial dentists are doing, Dr. Samuel Kaufman returned from a trip to the mid-west early last month. While away our genial dental head visited St. Louis, Chicago, Kansas City and Denver and made inspection of dental laboratories and practices of every large industrial plant having dental clinics similar to our own. He modestly reported that the Pacific Electric dental plan "compared very favorably" and that most all the industry dentists had not yet adopted the time-payment plan which was put into effect for our employees some months ago.

Like all good California boosters, Dr. Kaufman extolled the virtues of the "Golden State" in such splendid fashion as to effect the selection of Los Angeles as the convention headquarters for Industrial Dentists. Some fifty odd will journey westward early next year to attend the first gathering to be held.

During his trip Dr. Kaufman had a thrill not listed on his itinerary, he having been in St. Louis on the day of the hurricane which killed several hundred persons and wrought havoc to the extent of many millions of dollars. He was only a mile away from the center of the storm's wrath and reached the destroyed district only a few minutes after it had passed.

"The scene when I arrived beggared description," Dr. Kaufman reports. "Men, women with babies in their arms ran wildly in the debris-cluttered streets, unmindful of their injuries, as they sought only to get away from the frightful wreckage, from under which came piteous moans of children and adults in their death agony.

"Already fathers and mothers were tearing frantically at the smoke-dusty ruins of their homes, trying to release children from their prison. Furniture and other heavy objects which had been swept into the air were still falling several blocks away."

Relief work, in which he participated, was handled perfectly by police, militia and the Red Cross, Dr. Kaufman said.

Randolph as General Manager, Mr. McMillan succeeded to this position, holding that title, as well as that of Traffic Manager. In 1908 he became General Manager in fact, which position he held until 1918 when he retired from active service of the Southern Pacific and affiliated companies after a term of 44 years actively engaged in railway work.

During the few years since Mr. McMillan's retirement he has kept active in a few avocations, notably his interest in steamship development and only a few days prior to his demise did he finally release the reins of activity.

A great many of the old employees of the system extend their heart-felt sympathy to Mrs. McMillan and the bereaved daughters in their great loss.

Cash Prizes Await Trainmen for the Best Good-will Building Suggestions

WHAT can Trainmen do to make friends for their Company? For the four best answers to the above query cash prizes are to be awarded. And to win a prize it is not necessary that the contributor write a literary gem. The sole consideration of merit will be based on the value of ideas submitted.

The good-will of the traveling public is an element very essential in the successful operation of an electric railway. Trainmen, through their intimate contact with the traveling public, are, more than any other class of employees, our salesmen. Hence, it is imperative that they perform their duties in a capable, pleasant and business-like manner.

To clearly state just what is desired in these letters, let us reverse the situation. Suppose you were the boss. You, too, would want the good-will of the public. In that event, what are the things you would stress most upon for the guidance of Trainmen in the performance of their duties?

Here are the terms of the contest:

Conductors and Motormen only are eligible to compete.

Letters must not exceed 300 words, although it is not essential that they be that long.

Value of ideas alone to determine winners.

All letters must be received not later than November 27th.

Pictures of winners and their letters will appear in the next issue of the Magazine.

Three judges will determine the winners.

All letters to be mailed to Editor, P. E. Magazine, 664 Pacific Electric Bldg.

A total of \$25.00 will be awarded in prizes, as follows: 1st, \$10.00; 2nd, \$7.50; 3rd, \$5.00; 4th, \$2.50.

Let's go!

HOLLAND TUBES COMPLETED UNDER THE HUDSON RIVER

When, within the next few days, traffic begins to flow through the new Holland tubes connecting Jersey City and Manhattan Island, the world's longest vehicular tunnel will have been completed. While the Holland tunnel is not the first underground traffic lane to be put into use, it is by far the largest and the engineering problems encountered have presented difficulties not experienced in any of the other projects. From the mass of recently published information we learn the following:

The outstanding feature of the tunnel, of even greater importance than its size, is the great ventilating system specially designed to keep a constant supply of pure air in the tubes. The problem of freeing the tunnel of the deadly carbon monoxide gas contained in the exhaust from internal combustion engines occupied the attention of the engineering world for many months. Through experimentation it was found that as little as 0.5 and as much as 14 per cent of an automobile exhaust might be carbon monoxide. It was also found that a man staying in the Holland Tunnel for an hour must not breathe more than 4 parts of carbon monoxide to 10,000 parts of

air. Its construction was designed to meet these requirements.

This tunnel, which consists of two large tubes each 29 feet 6 inches in diameter and 9,250 feet in length, is virtually two huge pipes placed under the Hudson River and constructed so that the roadway and the ceiling divides each tube into three sections. Beneath the road a seventy-two-mile-an-hour storm rages in the long duct. From the duct branches lead to what is called an "expansion box" extending along the curb of the roadway. Out of grilled openings in the expansion box air emerges with a speed little more than that of a zephyr. In the roof of each tube is another duct into which the vitiated air rises through openings. Exhaust fans suck the air out.

Ventilation shafts, each as high as the ordinary ten-story building, house the draft creators. There are four of them—two on the New York and two on the New Jersey side—and their sole product is wind. Each supplies air to four sections of the tunnel, so that in reality four roaring storms ventilate the twin tubes.

It is estimated that 15,000,000 automobiles and motor trucks will annually pay their individual toll charges and pass through the Holland Tunnel which appears to be a seemingly endless,

brightly illuminated, white-tiled cavern. At the left is a raised sidewalk intended primarily for the traffic police. At the right is an endless train of heavy motor trucks, and between the sidewalk and the line of trucks is a stream of passenger cars.

This project, which has been in the course of construction for seven years, has cost the states of New York and New Jersey some \$48,000,000 dollars and derives its name from its young Chief Engineer, Clifford M. Holland, who in his zeal to bring the project to a successful completion, undermined his health and died in 1924 as his dream was almost to be realized.

TIPS AGAIN BRING BUSINESS

Three large group movements over Pacific Electric system and eight tickets over Southern Pacific lines, were the good results accruing from tips supplied by employees during the past month.

S. H. Hand, Asst. Trainmaster, Southern Division, was instrumental in arranging a two-car train excursion, 82 passengers, from Long Beach to Hollywood to attend the "King of Kings" performance. The excursionists were the Long Beach Commandery of the Knights Templar.

Likewise resulting in a good movement over our lines was the efforts of A. O. Williams, Trainmaster, who affected the sale of our service to 153 passengers, Long Beach Sciots Pyramid. The party required a three-car train and traveled from the beach city to Pasadena to attend a lodge ceremonial.

A. P. Smith, Trainmaster, Pasadena, also helped the good cause through arranging a tour of the harbor by students of the California-Tech. Institute from Pasadena. Sixty passengers were enrolled in this special party movement.

While special excursion rates are no longer in effect to eastern points, the opportunity is ever present to secure passengers over our owning company's lines, as is witnessed by the business secured by the following employees last month:

A. E. Robitson, Motorman, No. Div., 1 round trip to Chicago.

Wilbur Todd, Passenger Traffic Dept., one-way Dallas.

T. L. Wagenbach, Eng. Dept., 1 round trip Portland.

Jas. Gould, Acct. Dept., 1 one-way Memphis.

Hugo Dummer, Frt. Clerk, Glendale, 1 one-way Buffalo.

F. E. Billhardt, Pass. Traffic Dept. 2 round trips New Orleans.

R. Nywening, Conductor, No. Div., 1 one-way New Orleans.

E. F. Lowary, Conductor, So. Div., 1 one-way Clifton, Kan.

The professor was asked to give his definition of woman. After clearing his throat he began in his leisurely way: "Woman is, generally speaking—"

"Stop right there, professor," interrupted a lowbrow. "If you talked a thousand years you'd never get any nearer to it than that."

STUDY OF MATHEMATICS NOW AVAILABLE TO EMPLOYEES

Supplementing classes in Stenography, Business English and Traffic Management, Education Director Earl W. Hill arranged for and got under way last month a class in higher mathematics which will give further educational opportunity to ambitious employees. At the request of some 20 members of the Engineering Department the class was inaugurated for the special purpose of preparing employees to meet the problems that are likely to be encountered in the engineering field.

Classes are held each Tuesday and Thursday at 4:45 p.m. in Room 714, P. E. Building, and are presided over by Arthur C. Francis, a member of the City Teaching Staff and an Instructor in Mathematics at the Thomas A. Edison High School.

During the course of the year, which will end next June, it is planned to take up algebra, geometry and trigonometry. Although the course is given principally for Engineering Department employees, anyone interested in mathematics will be welcome to the classes.

The employees now in regular attendance at the mathematics class are: John Blackburn, C. E. Bowman, W. D. Boyle, Don Donovan, J. F. Farmer, Jr., Clifford Ferguson, James S. Foster, D. J. Fryrear, Everett C. Hall, A. Hildebrandt, Victor P. Labbe, Aaron Lanham, H. K. Nickerson, A. E. Norrbom, F. A. Rieber, H. R. Searing, J. A. Smith, Leroy M. Sullivan, Roy Swanson and C. W. Young.

The Business English and Stenographic classes being conducted by our Educational Department are progressing nicely. Mr. Hill also announces that employees of the system are invited to avail themselves of the opportunities afforded by these classes. Business English is given on Wednesday and Friday at 4:45 p.m. in Room 714 P. E. Building and the Stenographic class is in session during the same hour on Tuesday and Thursday in Room 715, P. E. Building.

MT. LOWE COVER PICTURE IS GIVEN WIDE PUBLICITY

Following the announcement in last month's Magazine that the Mt. Lowe cover layout would be reproduced on heavy coated stock and given to employees upon application, 2000 of them were quickly disposed of.

In addition to the large number given to employees, they were mailed to many of the large industries, Chambers of Commerce, newspapers and periodicals. Also Agents throughout the system were mailed a number of copies with the request that they be displayed in conspicuous locations about stations, and that copies be given to the public when asked for. Many Agents have sent in requests for additional supplies. Several periodicals made application for the loan of the cut, among them being the California Journal of Development. Much favorable publicity for Mt. Lowe will be secured through the

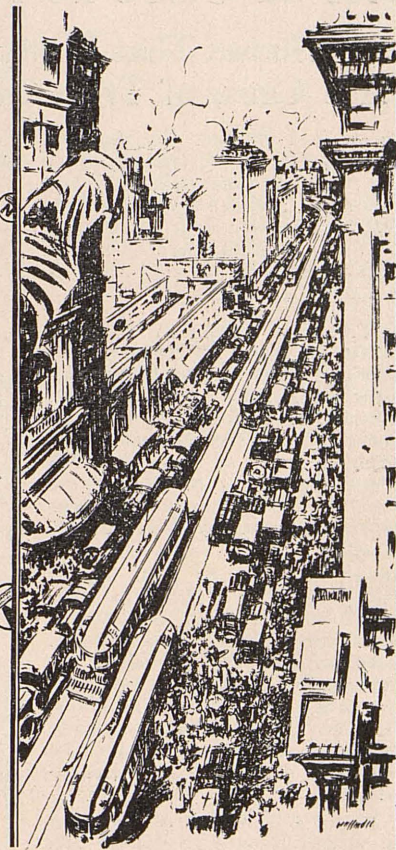


*It's the space
used for*
TRACKS
*that keeps the
Traffic Moving*

LOS ANGELES like other cities, has a traffic problem largely because the street-users have outgrown the street space. Roadways built in 1890 are not an inch wider today, and modern traffic leaves them sadly unable to carry their load. Cities grow larger, but streets only grow older—and congested traffic is the certain result.

Indeed, traffic could hardly move at all if so much of it did not move through the space given over to car tracks. In large cities, 75 per cent of all the street-users are transported by street cars. A street car occupying 400 square feet of roadway can carry 100 passengers—each passenger occupying four square feet of the street area. There is no other transportation method by which anywhere near 100 people can be carried in anything like 400 square feet of roadway. That is why the car tracks are the backbone of the traffic system.

Occupying only 2 per cent of the street space, but carrying 75 per cent of the street-users, the street cars prevent slow motion from becoming no motion. So keep an open mind toward the street car company. On it depends the movement of a city's life.



Westinghouse



The reproduced advertisement above appeared in full page form in a Los Angeles newspaper last month. Our Westinghouse friends are spending huge sums annually impressing the public with the important function the electric railways play in the welfare of the community. The story told above deals with vital facts and is convincing that the electric carriers are, and will continue to be, the transportation backbone of American cities.

picture appearing in these Magazines.

It was also decided to make free distribution of this picture to visitors at Mt. Lowe; 5,000 were ordered for this purpose. A mailing tube, address sticker, together with the picture, is supplied persons desiring to send one to a friend.

The Bureau of News still has a supply on hand which will gladly be given to employees desiring them.

Help Wanted, Female—FOUND: LADIES' hand bag; left in my car while parked. Owner can have same by identifying property and paying for this ad, or if she will make satisfactory explanation to my wife I will pay for ad.—Ad in a Conroe (Texas) paper.

Secret

First Class Scout: "The secret of good health is onion eating."

Wise Tenderfoot: "But how can onion eating be kept a secret?"

36 YEAR VETERAN PASSES

Listed among those whom death called (during the past month) was a veteran of the first rank, Herman Schryer, Switch Inspector. Mr. Schryer, a loyal and conscientious employee had the distinction of having been employed continuously since Jan. 6th, 1892, or more than 36 years.

While his early employment, many years before the Pacific Electric was organized, is not a matter of record, his first work with this Company was at the shops. Later he was employed as Foreman of work gangs for installing special work on our tracks in the city proper. For the past ten years he was employed as Switch Inspector on the City District.

Mr. Schryer had been ill for about ten months prior to his death and was highly regarded by many fellow workers, who extend their kind sympathy to Mrs. Schryer in her sorrow.

Lack of Care Is Accident Cause

Writer Shows That Hasty, Spontaneous Actions Are Cause of Tremendous Toll Annually

"Even a fool chicken, the dumbest creature on earth, rarely tries to cross a road in front of an automobile," is one of the satirical comments contained in the Timken Magazine article reprinted below. It is one of the most common-sense articles on the subjects of accidents to appear in some time.

DISTANCE seems to magnify perils of life, as witness our shudder when we read that 20,000 people are killed by snakes, tigers, etc., in India. And when we think of the tiger sharks of the southern seas, the sleeping terrors of Etna and Vesuvius and the perils of the Alpine dwellers, we congratulate ourselves that we live in a country where everybody is safe.

However, in the year 1926, ninety thousand people were killed in accidents of all kinds in the United States and more than 2,500,000 were injured. One fourth of these were children.

We have safety laws, safety councils, signs, warnings, campaigns of all kinds, yet the toll of accidents steadily mounts and there doesn't seem to be anything to do except keep on preaching and hoping.

The motor-car seems to be the greatest single menace to human life, in spite of the fact that no one is more strictly regulated than the motorist.

There are no laws, however, to regulate pedestrians, except the "jay-walker" law in force in many cities, so he continues to go his careless way. He walks behind parked automobiles and street-cars without looking to see if there is a machine coming. He moons along, thinking about everything else in the world except his own safety; and if he gets out of the hospital he may be more careful afterwards.

Heedless Children

The greatest problem is the protection of the children. The child is thoughtless, heedless and impulsive. While most municipalities exercise great watchfulness in the neighborhood of schools, providing officers to look after the children and placing warning signs for the motorists, it would take more than an entire police force to superintend the playing children in the streets. A ball rolls across the sidewalk onto the concrete highway and, looking neither to the right or left, a racing kid is after it—it may mean a home run if he doesn't retrieve it quickly. An automobile is coming down the road, traveling at twenty-five miles an hour, but he thinks he can beat it. Maybe he does, but that is only once.

It is all very well to talk and advise parents to keep their children from playing in the streets. It is a nice problem to solve theoretically—you just forbid them doing it and there you are. But try raising a family of say six or nine in the city and see

how you come out on this forbidding stuff.

Some time ago, somewhere, there was an idea started that might eventually bear fruit. It was to erect a large permanent bulletin at the scene of any fatal accident, giving the date, how many and who were killed. There is a certain psychological jolt to that—much like reading a tombstone.

If the accidents continue as in 1926 and the bulletins were spaced geographically in such a manner that would allow not too close congestion in their erection, it would make certain spots look like a graveyard within a few years, figuring at the rate of ninety thousand deaths a year. However, there would be constant reminders on every hand to be careful and we should look for a gradual reduction in fatalities.

This is a much greater problem than war.

In our last war, America was involved actively about a year and a half. We lost 50,300 soldiers in a field of action where many violent deaths are to be expected. Yet, in the peaceful year of 1926, we lost ninety thousand citizens in accidental deaths, a large percentage of these were preventable.

If money will do anything, the United States would be justified in spending a billion dollars a year in preventing accidents. If we can spend enormous sums for the prevention of potential dangers, it wouldn't be a bad idea to spend a like amount for the prevention of real ones.

Given plenty of money and a free hand, a competent body of men could probably work out plans that would cut the accident toll down considerably.

Twenty-five years ago when the automobile began to appear on the highways, horses were frightened, dogs, chickens, rabbits, cats, calves and pigs were frequently run down. The pres-

ent generation of domestic animals is not afraid of motor-cars. Even a fool chicken, the dumbest creature on earth, rarely tries to cross a road in front of an automobile.

But human beings are as dumb as ever.

It may take several generations to inculcate the instinct of safety in humanity; and at present it looks like a mountainous task to convince people that it pays to be careful—always.

Some Don'ts

Here is a good place to mention several don'ts. Don't step off the curb into the street without looking both to the right and left; don't walk behind a standing street-car; don't start across the street, hesitate, change your mind and walk back. In a crowded city street, always move with the traffic; don't try to read a newspaper in the street.

And do your share in protecting the children.

The taxpayers always hesitate to vote appropriations for improvements that do not seem absolutely necessary. The replanning of our cities to do away with street crossings for pedestrians, having instead subways or elevated sidewalks, might cost what would be considered prohibitive sums and even then the improvements might not be wholly successful.

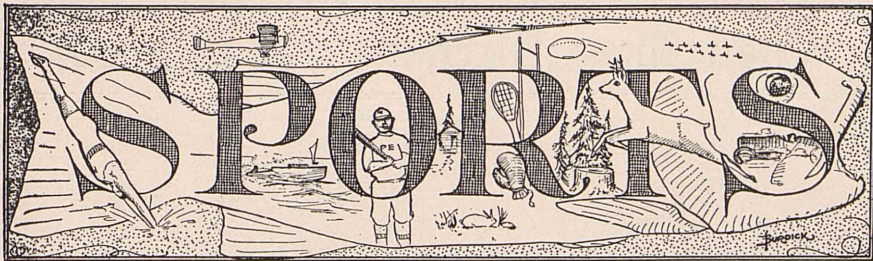
One thing at least could be done, and in fact is being done in many localities, and that is, provide playgrounds for children.

The big parks are all right for recreation centers, but they are convenient for only a few. The rest must come long distances for their outings and do so only on special occasions. Local playgrounds should be provided a few blocks apart in every city.

To carry out such a plan means condemning land valuable for commercial purposes, but it is surely worth it if such a plan will help keep the children off the streets. Such playgrounds could be properly supervised. In addition to preventing accidents these playgrounds would in many instances place the children in a more wholesome environment.

COMPARISON OF ACCIDENTS DURING SEPTEMBER 1926 AND 1927

	Northern Division 1927-1926		Southern Division 1927-1926		Western Division 1927-1926		Motor Coaches 1927-1926	
Interferences with Vehicles.	109	98	74	80	187	187	18	20
Collisions and interferences								
with cars	3	1	1	2	3	5	0	1
Persons struck by cars	2	3	4	2	5	7	0	0
Derailments	0	8	12	15	4	10	0	0
On and Off moving cars....	4	9	4	4	9	8	0	1
Miscellaneous	32	17	37	45	49	42	16	5
	150	136	132	148	257	259	34	27
	Inc. 14		Dec. 16		Dec. 2		Inc. 7	
			1927	1926				
Interferences with vehicles			388	385	3	Inc.		.77%
Collisions and Interferences with cars.....			7	9	2	Dec.		22.22%
Persons struck by cars			11	12	1	Dec.		8.33%
Derailments			16	33	17	Dec.		51.5%
On and off moving cars			17	22	5	Dec.		22.73%
Miscellaneous			134	109	25	Inc.		22.94%
			573	570	3	Inc.		.53%



Southern Trainmen 'Bump' That Baseball Hard

COMPOSED almost entirely of Trainmen, employees of the Southern Division, playing under the banner of the P. E. Harmony Club, have gathered a ball team that bids fair to make them all "Stop, Look and Listen." To date, in competition with the best of teams in the Southern California Baseball Association, this young club has won six of ten games, a creditable showing indeed.

The team was organized and is being managed under the capable direction of genial E. T. Barrett, Conductor on the Artesia Line, and to his efforts and knowledge of the game no small measure of the team's success is due. E. P. Ebbe is the capable first string pitcher, with J. L. Barnett ready to lend a helping hand when and if the opposition becomes too persistent. M. E. Turner and J. Trowbridge are the receivers, and both are heady and steady workers behind the willow.

In winning six of the ten games played to date, the team has been called on to face the best clubs playing under the banner of the So. Cal. Baseball Association. Among the teams with whom our club has crossed bats are: Glendora, Arcadia, Home Gardens, White Sox, Woodmen of America, E. M. Smith, Echo Park, Bevedere Gardens, Harold Lloyd Comedians and the El Paso Club.

Manager Barrett has appealed for the support of employees and will be glad to see a large turn-out of team supporters. Bulletins will be posted each week at the Main Street and Watts Terminals telling who and where the team is scheduled to play.

WANT TO PLAY BASKETBALL?

Several employees already having spoken to him concerning the organizing of a basket-ball team, Club Manager Vickrey is desirous of learning whether there is a sufficient number of employees interested in the sport to enter a creditable team in one of the leagues now forming.

Those wishing to become a member of a club should get in touch with Mr. Vickrey, and providing there is material and interest manifested, a meeting will be held and steps taken to get a team under way. The basket-ball season officially starts immediately after the completion of the foot-ball schedules.

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

P. E. BOWLERS SHOW CLASS

The fifty odd bowlers making up the ten teams composing the Pacific Electric Bowling League are enjoying some keen competition and sport in the games now being played each Friday evening at the Jensen Recreation alleys on Sunset Boulevard. With four evenings of play last month the relative strength of teams and players began to be asserted.

A survey of scores made showed that the Electrical and Signal Department teams were tied for first place, with the Southern Division team closely following. High score honors to date is held by M. R. Yeager of the Southern Division quintet, he having rolled a game of 222 points. J. M. Gowanlock, with a high series score of 590, is the Claim Department team member to distinguish himself. The honor for high individual average goes to R. D. McCubbin, also of the Claim Department team, his average being 185.1; second high average is held by M. R. Yeager, with a four evening's average of 173.7.

The high evening series score was made by the Southern Division team, that five having rolled up the creditable team score of 2400. The highest team single game score was registered by the Local Freight boys, 829 pins representing their most successful ef-

fort. Miss Blossil of the Ladies Accounting Department five registered the highest game yet made by any of the "weaker" sex, having rolled one of 165. The scores and average noted above are for games played up to and including October 28th.

BALL TEAM STILL WINNING

Six games were played by the Pacific Electric Baseball team during the month of October and our club came out a shade to the good, having won three, lost two and tied one.

On Sunday, October 2nd, Loren Ury's Pasadena Merchants were tackled and once more they emerged victorious, this time to the score of 6 to 3. It was during this game that Randolph Bell, star outfielder on the P. E. team, and who during the time he is not playing ball works out of the Butte Street Yard Office, was severely injured when he was hit on the head by a pitched ball, incapacitating him from his duties for three weeks.

The following Sunday our boys opened up the Ventura Ball Park and "took" them by a 7-4 score.

On Saturday, the 15th, the D. & B. Pump club sprung a big surprise and won—6 to 3. Something went wrong.

Sunday the 16th, at Santa Monica, the fans witnessed a great contest which the Pacific Electrics won, 2 to 0. This was one of the best games of the year and a record breaking crowd was present.

The Van Nuys Water & Power Team was defeated on Saturday the 22nd, by a score of 8 to 3.

The greatest game in many months was played at Brookside Park on the 23rd when our team and Crown City battled to a 2 to 2 tie contest, the game being called at the end of the 12th inning on account of darkness. Rojas, a burly Indian, was on the



Southern Division employees' baseball team. Left to right (kneeling)—E. T. Barrett, Manager; J. Huber, Jr., Mascot; Jack Henry, Captain, infielder. Center: J. L. Barnett, pitcher; M. E. Turner, catcher; A. W. Yeager, infielder; E. P. Ebbe, pitcher; C. Henry, utility; H. E. Haws, outfielder; F. L. Barrett, outfielder; J. Trowbridge, catcher. Top row: S. Newland, infielder; J. Turner, pitcher; T. Raskin, outfielder; C. Stecher, utility; D. W. Ziegler, outfielder; W. K. Woods, infielder.

ground for the Crown City outfit and pitched great ball, which, together with great support by his teammates and some loose base running on our part, enabled him to hold to a tie score.

Jack "Cy" Williams has continued his great work in the box and has proved himself one of the leading pitchers in Southern California. The veteran, Eddie Copeland, is still strutting his stuff in major league style behind the plate. Paul Rennie is catching the Saturday games and has also proven to be a wonderful relief chucker.

The Pacific Electric team's record for the last 35 games played is: won 27, lost 7 and tied one.

The Major Triple "A" League opens up on Sunday, November 6th, and our club plays the first game in the league at Ventura. Other league teams are Pan Gas, Pasadena Merchants, Santa Monica Merchants and Shell Oil.

P. E. BALL TEAM IS SECOND OLDEST IN THIS DISTRICT

Of some two hundred semi-pro and amateur baseball teams now playing in this section, the Pacific Electric team is next to the oldest organization of its kind in Southern California. The club was organized in February, 1913, and in that year won the championship of Southern California.

Among the members of the team at that time were "Slim" Layne, now General Agent at Long Beach; Paul Mann, at the present time Agent at Pier "A", Wilmington, and Badie Bouett, who, while not now employed by the Company, is still a member of the team and is one of the best and most consistent players on the roster.

Records show that in 1915 the Pacific Electric team won the State semi-pro championship and a trip to the World's Fair at San Francisco. Since then the team has distinguished itself in winning several league championships as is evidenced by the various silver trophies on display at the Pacific Electric Club and elsewhere.

The team is very popular in all the communities where games have been played, from Santa Barbara on the north to San Diego on the south.

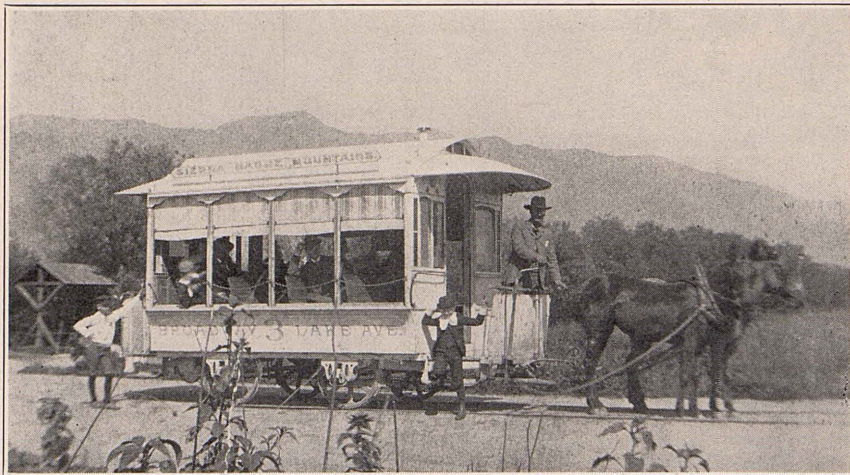
NEW FORM REFRIGERATION SHOWN IN NEW YORK

A new refrigerative agency in the form of a so-called "dry ice," one of the outstanding scientific exhibits at the recent electrical exposition held in New York, bids to aid materially in the advancement of cold storage, and some authorities predict that it will only be a question of a few years until the new "dry ice" will revolutionize refrigeration in its entirety.

Dry ice is solid carbon dioxide which has been frozen to a temperature of 109 degrees below zero, Fahrenheit, and is of the same gas as that utilized in the manufacture of carbonated drinks. This form of carbon dioxide has been known to science for a century, but only recently has any at-

10

When They Hitched 'Old Dobbin'



The sole public transportation medium in the city of Pasadena some thirty-five years ago.

THIRTY-FIVE years ago, or just about the time that work was begun on the Mt. Lowe incline railway, the accompanying contraption was the then de luxe transportation medium serving the "thickly populated" districts of Pasadena.

We are indebted to Edmund C. Fox for having supplied this picture, together with the following details:

"The extraordinary 'Fair of the Iron Horse' at Baltimore, where the Baltimore-Ohio Railroad celebrated the centenary of its birth on September 24th, brings to our minds the reminiscence of the transportation system in the city of Pasadena some 35 years ago. The photograph was furnished by Mrs. F. P. Kishbough who is a resident of Pasadena and widow of the late F. P. Kishbough, the driver and operator of this tram.

"This line was operated from the Santa Fe Station, which at that time was located north of the Raymond Hotel, the route was north on Fair Oaks to Glenarm, east to Broadway, north to Colorado, east to Los Robles, north to Villa, east to Lake and north to New York Ave.

"There were six cars of this type operated over the line and the progress outbound was very slow as it was all up grade. The car house and stables were located on Orange Grove and Lake Ave., now occupied by a Union Oil Company filling station.

"The line was an independent company, Geo. Swartwout being president and manager."

tempt been made to use it for domestic purposes, we are told.

It is said to be most valuable for refrigeration of foods in transit, as it lasts a long time and when it dissolves leaves no residue, as is the case where water ice is used. It is almost as light in weight as snow, and a small piece a few inches square will last for about six hours, gradually disappearing without losing its quality of cold or leaving any mark, as there is no melting.

P. E. MASONIC CLUB NOTES

More than two hundred members of the Los Angeles Railway Square and Compass Club and the Pacific Electric Masonic Club were present to witness the conferring of the Los Angeles Railway Square and Compass Club's famous Governor's degree upon four candidates at the Pacific Electric Club quarters at 514 East 8th Street, Tuesday evening, October 11.

The degree was conferred upon the candidates by Brother F. F. Slaughter, President of the Los Angeles Railway Square and Compass Club, assisted by a number of his fellow-members.

The joint meeting of the two clubs, in addition to furnishing a very enjoyable evening, served to renew old acquaintanceships and promote fellowship among the members of the craft in railway service.

At the conclusion of the degree work, music was furnished by the pleasing Los Angeles Railway Orchestra.

The Fifth Annual Reunion and Dinner of the Pacific Electric Masonic Club will be held at the Los Angeles Masonic Club, 623 So. Grand Avenue, on the evening of November 10.

This annual event has always created considerable interest among the members, and this year it is expected that the affair will surpass all previous efforts by a large degree, both in attendance and special features.

Judge B. F. Bledsoe, Past Grand Master of Masons of California, will be the principal speaker of the evening. During the dinner a continuous entertainment of feature acts will be presented.

Business Associates

"Who's the swell guy you was just talkin' to?" asked Tony, the bootblack. "Aw, him and me's working together for years," answered Mickey, the newsboy. "He's the editor of one of me papers."

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

P. E. EXECUTIVE COMMITTEE MEETING HELD AT CLUB

The Executive Committee met in the Auditorium of the Club Rooms for the October meeting on Wednesday, October 5, at 2:00 P. M. The following were absent: L. I. Mosier, L. H. Covell, R. G. Miller, C. A. Thomas, H. Z. Buck, O. C. Black, J. W. Anderson, H. R. Bullock, Wm. Moesby, B. F. Manley, George Chrystal, F. E. Geibel, and M. S. Wade.

Club Fund

Balance, 9-1-27	\$ 845.19
Receipts	1,098.50
Total	\$1,943.69
Disbursements	1,819.53

Balance, 9-30-27	\$ 124.16
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Relief Fund

Balance, 9-1-27	\$ 194.97
Receipts	820.00
Total	\$1,014.97
Disbursements	976.50

Balance, 9-30-27	\$ 38.47
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Unfinished Business

In the absence of Mr. Geibel, who was in the east, Mr. Lowell, a former President of the Club, took the chair. Mr. Hunkin stated that no check had been made on the base ball grounds at Torrance. Mr. Vickrey answered that Mr. Geibel had promised to do so, but his absence from the city had interfered with his plans.

Many of the Executive Committee-men attempted to explain their absence from the Club Dance on the evening of September 29, by stating that Mr. Geibel's letter with accompanying bulletin had not reached them. Mr. Geibel is very anxious to have the Committeemen attend these bi-monthly dances and will furnish a bulletin on each one, hoping thereby to keep this event in the minds of all employees. It is the plan of the Club management to give a report in the P. E. Magazine of each of these featured dances and to publish a list of the Executive Committeemen who attended.

New Business

Mr. Hatt asked for a hundred and fifty used railroad ties for leveling the parking space allotted to the use of Employees at Ocean Park for parking. Mr. Hatt generously offered to have the ties laid if they were furnished by the Company. Mr. Wagenbach replied that these would be supplied.

Mr. Rice asked for seats to be placed in the Mechanical Shops at Macy Street where men may be seated while eating their lunch. Mr. Stevens promised to send car seats for this purpose.

Mr. Otto requested toilet facilities for the Trainmen at Watts and a larger room to be used as a Trainmen's Quarters. Mr. Vickrey will investigate.

Mr. Schwartz requested drinking water at Morgan Avenue and Long Beach Boulevard for Trainmen and Mechanical Department employees at that place. Mr. Vickrey promised to check and investigate.

P. E. CLUB BULLETIN

From Nov. 15 to Dec. 15, 1927

Wednesday, Nov. 16:

Trainmen's meeting all divisions. Notice will be sent by letter where to meet.

Friday, Nov. 18:

General Staff meeting, 10:30 A. M.

Monday, Nov. 21:

P. E. Band rehearsal, 8:00 P. M.

Wednesday, Nov. 23:

Thanksgiving Ball in Ball Room, 8:30 P. M.

Monday, Nov. 28:

P. E. Band rehearsal, 8:00 P. M.

Monday, Dec. 5:

P. E. Band rehearsal, 8:00 P. M.

Wednesday, Dec. 7:

Executive Committee meeting, 2:00 P. M.

Thursday, Dec. 8:

"Old Fashioned Dance" in Ball Room at Club, 8:30 P. M.

Friday, Dec. 9:

Car Foremen's Club meeting in Auditorium at Club, 8:00 P. M.

Saturday, Dec. 10:

Agent's Association meeting, 7:45 P. M.

Monday, Dec. 12:

P. E. Band rehearsal, 8:00 P. M.

Tuesday, Dec. 13:

Masonic Club meeting, 7:45 P. M.

Wednesday, Dec. 14:

Rod & Gun Club meeting, 8:00 P. M.

HALLOWE'EN BALL SUCCESS

Despite the fact that the day had been rainy, a very large crowd gathered at the Hallowe'en Ball given at the Pacific Electric Club, on Thursday evening, Oct. 27.

Fully a hundred persons were in costume and added to the pleasure of the evening with their weird dress and mannerisms. The judges found it difficult to decide who were deserving of first and second prizes and selected four couples who were required to stand before the crowd while the choice was made by popular applause.

Mrs. C. S. Weatherley and Roy McDowell were given first prize and Mrs. Gladys L. Bruno and Charles Pennington were awarded second prize. Mrs. Weatherly is the wife of C. S. Weatherly of the Electrical Department and both Mrs. Bruno and Mr. Pennington are employed in the Mechanical Department at Torrance.

The Club Dances are drawing banner crowds and our members may assure themselves that they will enjoy a most delightful evening when they are able to attend one of these featured dances.

REAL GOBBLER TO LUCKY ONE AT THANKSGIVING DANCE

The Pacific Electric Club is making extensive plans to hold a Thanksgiving Dance on the evening of November 23, at 8:30 P. M. Patrons are requested to note that this date falls on Wednesday, instead of the customary Thursday. This is breaking away from a custom which was established at the organization of the Pacific Electric Club.

At the height of the festivities of the evening a huge turkey will be raffled off by number to those present and any employee, or his immediate dependents, will be eligible to receive a number—which may be the lucky one. The numbers will be distributed in the Grand March. Other prizes will be given out after the turkey has been awarded to the holder of the lucky number and all Club members are urged to save this date for a most enjoyable evening.

The dancing lessons are now in full swing and the latest dances being taught. Those who wish to modernize their dance steps are urged to come as well as those who wish to learn the "Old Fashioned Dances" which are now being danced regularly in the various public places.

FIVE DEATHS IN OCTOBER

During the month of October five deaths was the toll exacted by the grim reaper. Those called, the names being given below, all had long and honorable service records with the Company:

J. W. Carlson, Car Repairer, Mechanical Department; J. G. Cannon, Trolleyman, Southern Division; John Culver, Laborer, Engineering Department; Herman Schryer, Switch Repairer, Engineering Department, and Thomas Gill, Gateman, Transportation Department.

Group and Mortuary Insurance payments to the dependents of those who passed on, four of whom were Mortuary members, brought a degree of comfort and relief, a total of \$12,500 having been paid to the beneficiaries named.

Two new disability claims were approved last month, making a total of 17 employees who are now receiving monthly disability payments pending their complete recovery. The aggregate sum so disbursed in October was \$1,086.75.

A young man said to a girl, bitterly: "Why did you flirt with me? Why did you let me take you motoring and bathing and sailing every day? Why did you encourage me when you were already engaged?"

The girl sighed and answered: "I wanted to test my love for George."

He was subject to fainting spells, and before starting out he wrote this note, which he pinned to his shirt:

To the Doctor: If I fall on the street and am taken to the hospital, do not operate. My appendix has been removed twice already.



GOOD PROGRAM AT AGENTS MEETING LAST MONTH

The Agents Association meeting of October 8th was the first since June and bore somewhat the aspect of a reunion. It was marked by one of the best attendances of the year and was crammed with interest from opening to closing.

"One of the interesting developments of the series of talks throughout the year by Agents on matters pertaining to their respective stations and localities has been the talent brought to light in the preparation and delivery of these little speeches," writes G. W. Orr, Secretary. "Aside from this, the purpose of these talks is being accomplished. Agents are learning to break away from too much restraint and feel at home in their own meeting and are getting more intimately acquainted with one another and with each others' work.

Mr. Day reviewed briefly the past few months of freight business and is looking ahead to some good business in the future. He said the management is sending out soon a request to all employes to aid in solicitation of business, and finished his remarks by commending Agent Hall of Highland for the cleanly condition around his station.

Agent Hall was the next speaker and rendered a very entertaining and witty account of things as he finds them at Highland.

Mr. Marler stated that the passenger business otherwise slow for September was somewhat relieved by a good party business to Mt. Lowe and also to Wilmington for Catalina. A proposed party ticket for parties of 15 or more is being studied and would like to hear from Agents. He announced discontinuance of joint rates with the Motor Transit Company out of San Bernardino and the operation of a new arrangement with the Pasadena Pomona Stage line effective August 15th under which passengers from the East end should be routed to the bus line at La Verne whenever connection could be made.

Mr. Annable spoke briefly of the general condition of station buildings and some needing paint will be improved soon. Much importance is also attached to personal appearance of employees, he stressed.

Agent Newton, Huntington Beach, followed with an interesting account of the oil development at his station.

Mr. Squires told of his recent trips to Alaska and New York City and of the Auction docks of the Erie R. R.; describing the manner in which

Program Traffic Expert at Agent's Meeting

OR this month's meeting of Agents another splendid program has been arranged by President Clark.

The "main event" will be an address by Mr. Rex Sawyer, Secretary and Traffic Manager of the Associated Jobbers. A well versed authority on traffic matters, Mr. Sawyer will address the gathering on the work and problems of the Associated Jobbers in this district.

F. J. Leary, Supervisor of Freight Protection, will talk on the subject of claim prevention as practiced by this Company.

In addition, short talks will be made by the following Agents: J. W. Anderson, Los Angeles; J. M. Kinsey, Monrovia; L. S. Wilkinson, Newport Beach; George Caldwell, Ocean Park and J. W. Black, Orange. The alternate speakers of the evening will be: J. W. Smith, Palms; W. B. Foote, Pomona and W. C. Bonsor, Redondo Beach.

carloads of fruits and of grapes are sold. Comparison of equipment and facilities of some of the Eastern lines was very favorable to the Pacific Electric.

Agents Riley of Hollywood, Livingston of Inglewood and Young of La Habra responded in the order named with reviews of their stations and surroundings.

Mr. Farnham called attention to the fact that in making application for agencies, date from which seniority is reckoned must be date the applicant was actually appointed an agent.

EARLIER FREIGHT DELIVERY NOW BEING MADE IN L. A.

To more conveniently serve receivers of freight in Los Angeles, the steam lines, together with this Company on October 24th began the delivery of freight at 7:00 a. m. Heretofore freight deliveries were not available at any of the freight stations until 7:45 a. m.

This move on the part of the carriers was made on account of the desirability to assist Los Angeles business firms in obtaining earlier delivery of their freight. It not only will affect a considerable saving to them, but will prove a stimulant in relieving down-

BREEZES FROM THE HARBOR

By J. M. McQuigg,
Agent, San Pedro

The Los Angeles Cotton & Warehouse Co. dedicated their new press in a very fitting manner Oct. 19th. A large number of cotton brokers, railroad and steamship representatives were present. A splendid talk was made by Mr. Cole, General Manager of the Harbor Department.

This company has installed and is now operating a new Webb high-density press, which is capable of pressing 100 bales per hour. A second press, of the same type, is being installed. This port is now easily the largest compressing and shipping point for cotton on the west coast.

During the past month inter-coastal shipping shows a slight decrease over same period last year. The principal reason is that the movement on steel and pipe has dropped off to a very considerable extent. Coast-wise shipping is about normal, although at the present time there are more ships engaged in this traffic than ever before.

Lumber shipments out of the harbor to Los Angeles and So. Calif. points compares favorably with same period last year. On commodities imported bananas lead with 100,000 bunches.

We have had three special parties out of San Pedro during the month: The Boy Scouts to Hollywood, the Fifteenth St. school to Exposition Park and the high school band to Venice by motor coach.

LAYNE NEW GENERAL AGENT FOR LONG BEACH SECTOR

D. W. Layne, formerly Traveling Freight Agent, was last month selected to fill the vacancy of General Agent at Long Beach created by the transfer of W. R. Osborn to Huntington Beach. Mr. Layne's activities will include jurisdiction in both freight and passenger traffic matters in the Long Beach Newport territory of the system.

Experience, coming with many years devoted to railway service, together with the happy faculty of making friends wherever he goes, fits Mr. Layne to master well his new and large responsibilities. Many friends wish him success and happiness in his new post.

town traffic during the early morning hours.

Formerly the local trucking concerns brought their loads into the congested central traffic district anywhere from 9:30 in the morning until noon, whereas the new opening hour will permit them to enter the central traffic district 45 minutes earlier.

EMINENT ENGINEER CALLED

With the death of D. J. Macpherson, civil engineer of note and long-time resident of Altadena, Southern California lost a highly respected citizen of great achievements. His death occurred on the evening of October 16 as the result of a heart attack, he having been troubled for some time with that disease. His condition up to the time of his death, however, had not been considered serious.

Mr. Macpherson's outstanding accomplishment in the engineering field was the active part he took in the building of the now famous Mt. Lowe Railway. Years before actual construction began he had planned such a railway and finally interested Prof. Thaddeus Lowe in such an enterprise. Construction was begun and under the supervision of Mr. Macpherson the many difficulties encountered were overcome and the project carried to completion, the first public operation of the incline having been made on July 4, 1893.

The engineering ability of Mr. Macpherson is shown in the record of operation of the incline railway, for, during the 36 years of its service, without major alterations, not a serious accident has occurred, and, with the advancement of science, engineers have not seen fit to vary from the original general plan.

During the 40 years he lived in Southern California, Mr. Macpherson was active in many civic enterprises, taking a special interest in religious and educational causes.

He was born in London, Canada, on January 12, 1854, and graduated from the engineering department of Cornell University in 1878. His profession was followed in both the United States and Mexico with eminent success.

Funeral services were held at his residence in Altadena on October 19 and interment was at the Mountain View Cemetery.

ROOM FOR CARS AND BUSES

The Washington Post in a recent editorial declared that there is a place in national transportation for both buses and trolleys.

"The Street Railway Companies in general have been fair and unbiased in their attempts to make use of the motor bus," the Post said. "When buses first appeared on the transportation horizon, there was a definite attempt to ignore or fight them. Before long, however, railway executives realized that buses could provide transportation in certain cases to good advantage. Then began serious experiments to fit them into the existing scheme, both to supplant rail service and to supplement it. Here and there the bus has proved the better medium of the two. As a general thing, however, operators of street railway systems have found that to move large numbers of people quickly the trolley car is superior to the bus. If it is true that buses cannot be operated at a profit for less than an eight cent fare, whereas trolley cars can survive on an average fare of 7.75, economic law will tend to fix their respective fields of operation."

Employee Youth is Winner of Marathon Grind

YOU CAN'T always tell what's under the hood!

The above repeated expression seems particularly fitting in the case of John H. Barraclough, a youth of 21 summers, slender and, apparently, none too rugged. Nevertheless, this "apparently" unrobust youth distinguished himself early last month by winning a marathon race, the most gruelling tests of endurance known to competitive sports.

Not only did Barraclough win the event in competition with 30 starters, but in doing so he became lost from the course and actually covered a distance of 31 miles. He finished in the remarkable time of 3 hours and 25 minutes.

In addition to the 30 runners who toed the mark, there were three relay teams composed of 26 men, each scheduled to run a mile. Young Barraclough, so stiff a pace did he set, actually had outdistanced 22 runners who ran only one mile each, at the time he became lost from the course. He was the only one of the 30 runners scheduled to run the full distance who completed the entire course. Among the starters were full-blooded matured Indians, a people noted for their endurance.

The event was sponsored by the American Legion and was intended to create interest in the Olympic games which are to be held in Los Angeles in 1932. A beautiful silver trophy, all that is permissible under amateur rules, was awarded to the youthful winner. Barraclough has competed in endurance races since he was 15 years of age and exhibits many trophies attesting to his endurance qualities. In another event, which covered the full marathon distance, (26 miles 385 yards) he ran the

course in 2 hours and 45 minutes.

Barraclough is now training with the intention of entering a race from Los Angeles to New York City scheduled for March 3rd of next year which is to be staged under the direction of Charles C. Pyle, noted professional sports promoter. We certainly wish him well.

HOW DO YOU USE 'PHONE?

The need of courtesy over the telephone and the effect of properly conducting ourselves in this important feature of the day's work is splendidly told in the following extract from the Express Messenger written by L. W. Horning. He said in part:

It had been a hard day, too, no doubt, for the telephone operator at the Company switchboard, but as I heard her soft, pleasant voice over the wire, I was impressed with the courtesy and the cheerfulness of this unseen helper. There was no suggestion of weariness or impatience, although there were seemingly needless delays and irritating interruptions before the connection was finally achieved.

And I thought of the telephone operators, those gracious workers on duty hours after most of us consider ourselves entitled to well-earned rest; of their unflinching tact and politeness.

And I pondered over the potentialities of that power given to every employee of the Company who answers the telephone—not the gift of song, perhaps; not the genius of the orator or the glory of the singer; just the simple, kindly, heartwarming influence of the human voice—that "organ of the soul"—that mirror of an inner character that bridges the gap of unseen miles and sends its message of helpfulness and courteous efficiency to unknown listeners—the voice in the telephone.

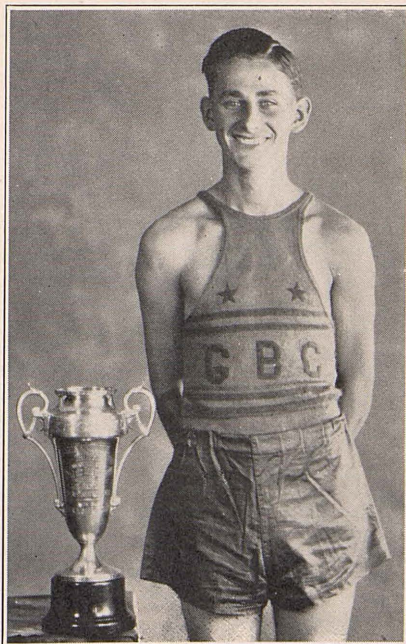
Then I glanced at my phone and the little card hanging on the mouthpiece which says: "Be Courteous—It Pays." It seemed to mean a great deal more to me in that moment of reflection.

I wonder if we employees all give heed to those little suggestions—I wonder if we realize that to the fellow at the other end of the telephone wire we are the American Railway Express Company. What we say over the phone in business hours seldom, if ever, acts for or against us personally, but it means a lot to the Company.

If we are courteous and pleasant in our phone conversations, if our voice has a smile in it, we make friends for the Company; otherwise, enemies. Who wants enemies, anyway? But who doesn't want friends? It is within our power to make either one. "The Voice in the Telephone" Will Do It.

A sturdy son of old Erin had been having a dispute with his wife. He had taken refuge under the bed. As she stood on guard with a stick in her hand, he called lustily from his retreat:

"Ye can lam me and ye can bate me, but ye cannot break me manly spirit. I'll not come out."



John H. Barraclough

THE PACIFIC ELECTRIC MAGAZINE

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

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

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

Thanksgiving

THE observance of this day, set
aside by the founders of the Re-
public, is a most splendid custom.
There are none of us but who has
something to be thankful for, and at
least once each year we should pause
and return thanks to the Giver of all
good.

Be thankful for life, even though it
may be hard.

Thankful for health, even though it
may not be perfect.

Thankful for happiness, although not
complete.

Grateful for friends, for home, for
family, for country, for all the many
things that, but for God himself, we
would not have.

EMPLOYEES of this Company
will shortly receive the first of a
series of letters dealing with the past,
present and future of this railway.
Facts, uncoated and truthful, are to be
told concerning the problems of the
management in a simple manner.

Back of these letters is a motive.
While our management is appreciative
and has pointed repeatedly to the loy-
alty of Pacific Electric workers, the
time has come when a still greater un-
derstanding and spirit of helpfulness
must need be had and manifested by
each of us. It is the intent of these
letters to acquaint employees with a
working knowledge of their company
and its affairs to the end that they
may be enabled to sell it to the public.

"Selling" this company to the pub-
lic has a very broad meaning, and
may be accomplished in many ways.
We sell it when we boost it; when
we speak approvingly of our manage-
ment; our service and some particu-
larly enjoyable trip over its lines. We
sell it in an effective and lasting man-

Editor Lauds Spectacular Night View As Seen From Inspiration Point, Mt. Lowe

*We are indebted to Mr. H. P. Sands, Editor of the Monterey Park Pro-
gress, for a kind and well-expressed editorial appearing in his newspaper re-
cently. He thus wrote concerning the celebrated night view from Inspiration
Point:*

THERE is always a lure about the night lights of a big city. That
is one reason why we appreciate having just received from the Pacific
Electric Railway a photograph of the view of the valleys at night as seen
from Inspiration Point on Mt. Lowe which, north of us, towers six thou-
sand feet above Monterey Park and her sister cities.

The feature of the picture is the mass of lights of Los Angeles and
twenty-six other cities of Southern California. We believe the picture to
be unique—that nowhere in the world could it be duplicated. It is a mar-
velous night scene and represents a camera exposure of three hours.

Thousands of people from all parts of the world who have enjoyed
the spectacular mountain-trolley trip up the steep side of Mount Lowe
have marveled at that picture of the night lights of Los Angeles and her
surrounding cities.

Standing there in the azure gloom at Inspiration Point they have ad-
mired that mass of gold stretching far beneath them from the mountains
to the sea. From that high place on the mountain, named in honor of
the distinguished Pasadena professor, they have gazed almost spell-bound
on those luring lights which are so numerous that they even color the
sky. They form a fairy mass of flame born of the waters of the High
Sierra.

For a moment, as you stand at Inspiration Point and gaze on those
electric torches from which the light appears to stream even unto the
stars, you can forget the weariness and the woes of this world and see
hues which have words and speak to you of heaven.

ner when we perform our duties in an
efficient, courteous and pleasing man-
ner. We help to sell it when we make
constructive suggestions for betterment
of service. We sell it when we affect
economies and prevent waste, as mon-
ies thus saved can be diverted to pro-
viding a still higher class of service.
Indeed, the loyal attitude and willing
responsiveness of employees are the
greatest sales mediums any business
organization can possess.

But to sell a product it is essential
to know its fundamentals and it is
with the thought in mind of enlight-
ening employees on various phases of
our operations and problems that this
series of letters is being prepared.

Each one of them will address you in
a straight forward manner; none will
make unreasonable appeals and all will
be found to be interesting and infor-
mative. Your earnest consideration of
their contents is urged.

"More Time to Read"

The average street car rider can read
the equivalent of 193 books of 30,000
words each while en route to and from
work during a year, according to Elec-
tric Traction.

Psychologists and statisticians say
that the average person can read about
17 600 words an hour. Allowing a
half hour for a ride to work and the
same time for returning home a per-
son can read 5,491,200 words a year,
the magazine states.

The claim is made that a street car
can be anybody's "university on wheels."

—Central Mfg. Dist. Mag.

Sayings of Wise Men

Things that we worry about most
never happen.

He that never changes his opinion
never corrects any of his mistakes.

To escape criticism, do nothing, say
nothing, be nothing.

Don't be misled by dislikes. Acid
ruins the finest fabrics.

Don't give anyone a piece of your
mind; you need it yourself.

If you are right inside you stand
anything from the outside.

Wise men make mistakes—fools con-
tinue to make mistakes.

Don't judge a man's knowledge by
the fool things he says when in love.

Be reasonably sure before you be-
come unreasonably positive.

IT DOES NOT PAY—

To "have a good time" at the expense
of an uneasy conscience.

To lose our temper at the expense
of losing a friend.

To cheat at the expense of robbing
our own souls.

To have an enemy if we can have a
friend.

To sow wild oats if we have to buy
our crop

To spend the last half of life in re-
morse or regret for the first half.

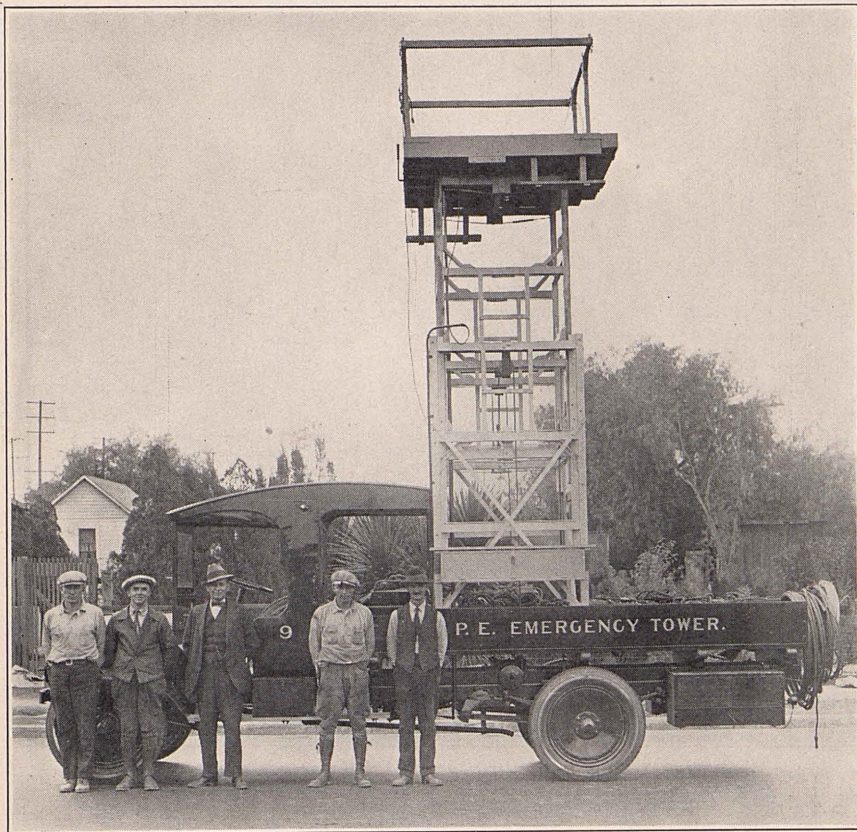
To be discourteous, cynical, irrever-
ent, cruel or vulgar.

To give God the husks instead of
the heart.

—Whistler.

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

Tower Truck Embodies New Ideas



Built in our Torrance Shops, Emergency Tower Truck No. 9 employs several features not heretofore used, among them being an automatic tower raising device.

A NEW additional emergency auto line tower truck constructed in the Pacific Electric shops at Torrance was recently placed in service for maintaining the overhead trolley construction on the Western Division lines.

This embodies a number of new operating conveniences to facilitate the handling of the work by the line crews, the principal feature being the automatic tower raising device by which the tower is raised with the engine as a source of power, through a power take-off from the transmission. The

raising device permits the tower to be controlled by either the driver or by the lineman from the top of the tower.

The line truck is equipped with pneumatic tires and is capable of making considerably higher speed than the older trucks now in service. The height of the tower platform with tower fully extended is 18 feet from the ground.

Another tower truck, similar in every detail, is nearing completion at the shops and will also soon be placed in service.

MANY IMPROVEMENTS LISTED FOR EARLY ATTENTION

Extensive track improvements, replacing with heavier rail; improvement of Watts station and a \$1500.00 outlay for Mexican camp betterment at Romona were among a considerable number of approved work orders receiving official okeh last month. W. Z. Shaw, Cost Engineer, supplied the following details of additional betterments now or soon to be under way:

Reconstruct, lower and pave tracks at 35th Avenue, Venice, on Lagoon Line. Estimated cost \$3221.00. This work is necessary in order to connect Pacific Avenue (or South Trolleyway) with 35th Avenue, to permit direct connection with coast highway.

Reconstruct tracks on present track

centers, renewing 75 lb. with 128 lb. grooved girder rail; change grade to conform to new city grade between Tenth and Fourteenth Streets. Reconstruct tracks with 128 lb. material across twelve streets. Change from center to side pole construction. Replace 26,000 square feet oil macadam with 3150 square feet oil macadam and 37,450 square feet of asphalt concrete pavement, Hermosa Beach, Del Rey-Redondo line, at an estimated cost of \$61,937.00.

Pacific Electric will permit condemnation of entire right of way from Tenth to Fourteenth Street; also strips on each side of tracks, reduce right of way to a width of 31.0 feet south of 29th Street, 30.5 feet north of 28th Street.

Improve Ramona section camp

grounds on Covina Line by replacing 450 feet of fence along right of way. New fence to be 5 foot wire mesh with steel posts set in concrete. Grade grounds; install trees and shrubbery; install laundry shed, cess pool and two pergolas, at an estimated cost of \$1447.00. The grading and shrubbery will improve condition and appearance of grounds.

Reconstruct and pave tracks across Fremont Avenue, Alhambra, Alhambra-San Gabriel Line, by replacing 256 feet of 60 lb. with 128 lb. grooved girder rail and fittings; renew gravel with crushed rock ballast and install additional crushed rock; renew redwood with treated ties, and oil macadam with asphalt concrete pavement, at an estimated cost of \$2648.00.

Install culvert, Fremont Avenue, South Pasadena, Pasadena Short Line. Culvert to be 75 feet in length and of 18 inch corrugated iron pipe, at an estimated cost of \$315.00. City of South Pasadena plans to construct culvert over two roadways of Huntington Drive.

Reconstruct and pave tracks across San Mareno Avenue, San Gabriel, on the Alhambra-San Gabriel Line, renewing 156 feet of 60 lb. with 75 lb. C. S. R. material; renew redwood with treated ties, and 216 square feet with 6308 square feet of oil macadam; install crushed rock ballast, etc. at an estimated cost of \$745.00—To conform to paving improvements being made by the City of San Gabriel.

To safeguard traffic and to reduce hazard of accidents automatic flagmen will be installed at Atwater Crossing of the Glendale Line, Redondo Boulevard, Venice Short Line, and at Sierra Street, West Limits of Arcadia-Monrovia Line.

Repairing abutment of bridge carrying tracks of Atchison, Topeka and Santa Fe Railway over Pacific Electric tracks near Highgrove, San Bernardino-Riverside Line, at an estimated cost of \$12,964.00.

Re-arrange interior of Station building located at Watts; enlarge agent's office; install new cabinet and counters, gas fittings and radiators; re-arrange doors, making entrance from Main Street, at an estimated cost of \$1027. This work is necessary to improve conditions at this station.

Machine Magic

As the watcher peered through the glass the girl seemed suddenly seized with a spasm. Her shoulders jerked convulsively, and her features were distorted. A wild look crept into her blue eyes as the machine remorselessly revolved.

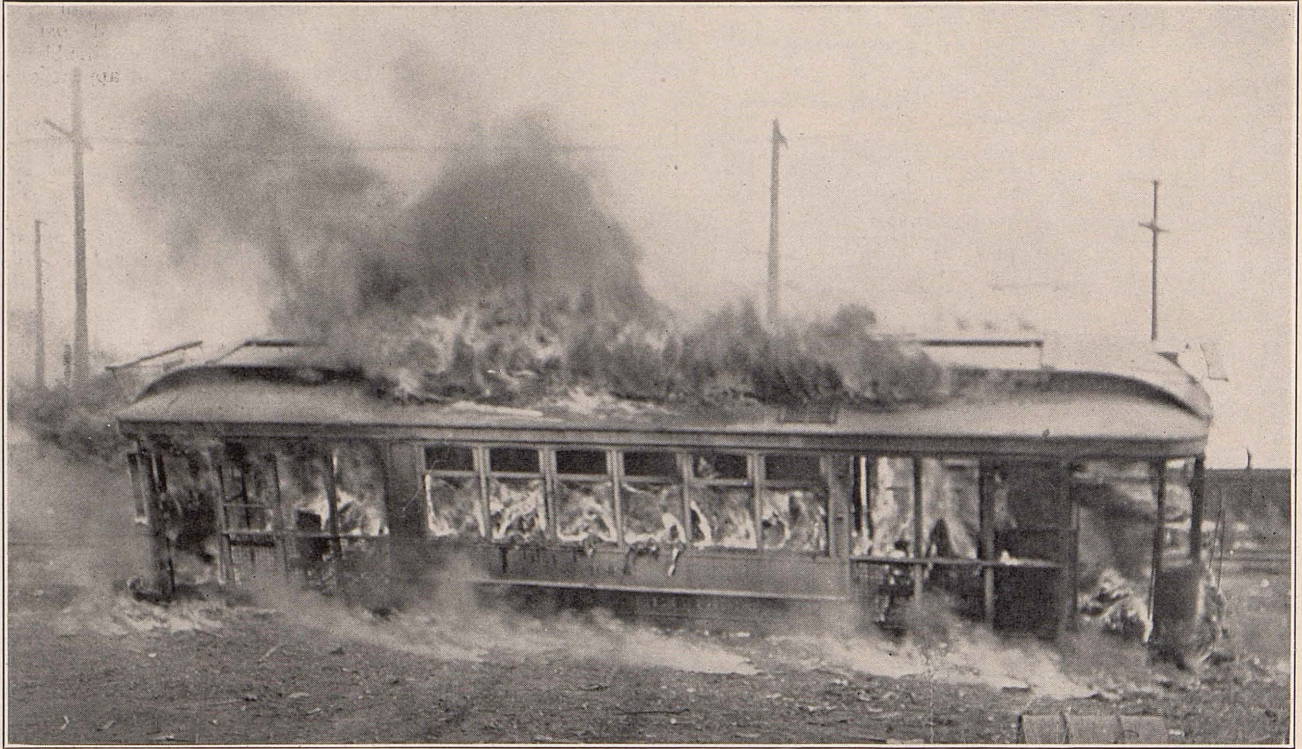
She seemed almost to have fallen into a trance; an automaton obeying the orders of another machine.

Then, just as suddenly, she came back to reality, and straightened up. She came out of the little glass audition compartment.

"I'll take this heebie-jeebies record," she said, sweetly.

—London Daily Chronicle.

ANTIQUATED CARS BOW TO TIME AND PROGRESS



Stripped of motors, usable mechanism, glass, seats, in fact, everything that can be utilized to advantage or sold at a price warranting removal, cars that have out-lived their usefulness are disposed of in the above manner at our Torrance Shops. The relic disappearing in the photograph was born some thirty years ago.

ANY INDUSTRY, be it public utility or otherwise, to prosper, must be progressive and nowhere in the country is the spirit of progress better exemplified than in our own Pacific Electric.

It was foresight coupled with the progressive urge that impelled the builders of the Pacific Electric to project its lines into sparsely developed territory. The foresight to know that this great southwest empire would some day teem with people eager to breathe its balmy air and live in the folds of its glorious hills. It was the call of the progressive spirit that urged them to be builders of this empire.

The Mechanical Department has in its charge, the rolling stock of the Company. It is the duty of this department to keep abreast of the times and as improvements in cars are perfected, or better methods of maintenance devised, to put such improvements in use on our system.

Let us digress here to state that by "Mechanical Department" is meant every employee in the department.

During the past few years 126 passenger cars have been retired and during the year 1928, there are 34 more which it is planned to dismantle.

A total of 334 freight cars have also been retired, and in 1928, 21 more are to follow a similar course.

No better, smoother riding, all steel city type cars than our 600 and 700 class can be found in any city. They

By **W. M. BROOKS,**
Mechanical Department

embody all the latest improvements in the city type cars, and were not definitely determined upon until after an exhaustive survey had been made of the best in modern street cars. They replace the 100, 200 and 400 class cars that were formerly used on the Hollywood and Watts lines, and which are now being destroyed. Where the seating capacity of the retired equipment was 40 to 44, the new cars comfortably seat 65 passengers.

The interurban equipment recently acquired (1100 and 1200 classes), like the city type car, embodies the latest in electric rapid transit. They are big, high powered steel cars, capable of transporting passengers at high speed with a maximum of comfort and safety.

What has been said of passenger equipment is relatively true of freight cars. To replace retired freight rolling-stock, 600 box cars, 150 flat cars and 600 gondola and general service cars, a total of 1350 freight cars, together with 16 additional electric locomotives, have been placed in use to serve the public.

It might not be out of place to mention that buying new rolling equipment is not a mere matter of selecting a pleasing type of car and placing the order. There are a multitude of factors that have to be considered, involving a long intensive study of the

service or traffic requirements, motor characteristics, trucks, specialties, etc.

To any of the traveling public who may read this article, an invitation is extended to prove any of the statements made by taking a ride (at regular tariff rates) on the 600 class city cars or on any of our interurban cars. The statement that we furnish adequate transportation at a minimum cost and at a maximum of speed and comfort will be answered, in the affirmative, to your entire satisfaction.

We who work for the public under the banner of "Pacific Electric" are proud of our Company. Proud of its record for achievement and proud to be identified with the largest and foremost interurban electric system in the world.

If

If we noticed little pleasures
As we notice little pains,
And forget our little losses—
Remembered all our gains,
Looked for people's virtues,
Their faults refused to see,
What a comfortable, happy,
Cheerful place this world would be.

A woman motorist recently set out to get as near as possible to the North Pole. Several male motoring correspondents are of the opinion that this sort of thing should be encouraged.

—Humorist.

GROWTH OF LOS ANGELES EXCEEDS OTHER CITIES

That Los Angeles, during the period 1920 to 1926 inclusive, added to its population at a greater rate than did any other American city, is one of many interesting facts disclosed in a population survey appearing last month in the New York Times, one of America's foremost dailies. In this seven-year period, 723,337 new residents took up abode in our city, while in the preceding ten years the population increased but 257,000. Our population was given as 1,300,000.

Indicating the tremendous growth of this city is the fact that the second city in growth in the period 1920-26 was Chicago, with a gain of 346,000, or less than half the population increase experienced by Los Angeles during the same period.

The following tabulation reveals an interesting study of the population trend since 1910:

City	Increase 1920-'26	Increase 1910-'20
Los Angeles	723,327	257,475
San Francisco	60,324	89,764
Atlanta	49,384	45,777
Chicago	346,295	516,422
Indianapolis	52,806	80,544
Kansas City, Kan.	23,823	18,846
New Orleans	31,781	48,144
Portland, Me.	7,128	10,701
Baltimore	74,174	175,341
Boston	38,940	77,475
Detroit	296,322	527,912
Minneapolis	53,418	79,174
St. Louis	57,103	85,868
Newark	44,476	67,055
Buffalo	37,225	83,060
New York	303,952	863,165
Cleveland	163,159	236,178
Oklahoma City	53,705	27,090
Portland, Ore.	82,452	51,074
Philadelphia	184,221	274,771
Memphis	14,649	31,246
Fort Worth	42,518	33,170
Houston	117,724	59,476
Seattle	96,188	78,118
Tacoma	9,035	13,222
Milwaukee	59,853	83,190

BEWARE—CARBON MONOXIDE

Carbon Monoxide is a poison in the exhaust gas of an internal combustion engine. It is dangerous under certain conditions, such as a small unventilated garage; you can neither see it nor smell it. First symptoms, dizziness, a feeling like you are going to faint. Get into fresh air quickly. Sometimes you haven't even time to do that.

Never work about an automobile with the engine running in a small unventilated room. A garage should be well ventilated, and if not, the doors should be open if you must work with the engine running—That is the answer.

Carbon monoxide will permit of no deviation from this rule, and if you insist on working in a small, unventilated room, with a running engine, better arrange with the undertaker before, because a doctor probably won't do you any good.

EMPLOYEES IN HOSPITAL

The number of Pacific Electric employees in hospitals as the Magazine went to press showed a considerable decrease as compared with previous months. The list is as follows:

California Lutheran Hospital—George Dowling, Millman; E. L. Crowder, Conductor; R. Powell, Conductor, and P. Alvarado, Laborer. Pacific Hospital—Edward Foster, Motorman.

Visiting hours at the two hospitals are from 2 to 4 and 7 to 9 p.m. daily. Friends are urged to visit the patients as often as their time will permit as a little cheer added in this way assists materially in effecting a rapid recovery.

DO YOU KNOW HOW FAR YOU TRAVEL EACH SECOND?

Fewer automobile accidents would occur if motorists had a full realization of the tremendous ground they cover, even within the legal speed limit.

A table, reducing speed to feet traveled per second, follows:

10 miles per hour covers 14.66 feet per second.
15 miles per hour covers 22 feet per second.
20 miles per hour covers 29.33 feet per second.
25 miles per hour covers 36.66 feet per second.
30 miles per hour covers 44 feet per second.
35 miles per hour covers 51.33 feet per second.
40 miles per hour covers 58.66 feet per second.
45 miles per hour covers 66 feet per second.
50 miles per hour covers 73.33 feet per second.

Nurse—"Mr. Maloney, you are the father of quadruplets."
Maloney—"What? Them things that be running around on four legs!"

Note On Hogs

"Do you think it healthy to keep your hogs in the house?" a social investigator asked.

"Waal, I dunno," was the reply. "But I been a-keepin' my hawgs there for 14 years and I ain't never lost one of 'em yet."

MOTOR COACH SERVICE FOR SAN MARINO DISTRICT

Intended to provide residents of the San Marino district with motor coach transportation service, announcement was made last month of changes in the route of the South Pasadena-Alhambra-Monterey Park line. The new route became effective on November 1st and motor coaches will operate over it for a period of three months. At the end of the trial period if sufficient patronage is developed to warrant the continuance of the extra mileage made necessary by the changed route it will be adopted permanently.

Under the temporary route to serve the San Marino district, motor coaches are now operating as follows:

Leaving Mission and Fair Oaks, west on Mission to El Molino Ave., south to Monterey Road, west to Milan Avenue, south to Huntington Drive, east to Garfield Ave., south to Monterey Park to terminal at Garfield and Garvey Avenue.

The time schedule was not changed under the new routing, the half hour frequency of service continuing as before. The schedule calls for 33 round trips in both directions daily.

Seven Deadly Errors

1. The delusion that individual advancement is made by crushing others.
2. The tendency to worry about things that cannot be changed.
3. Insisting that a thing is impossible because we cannot do it.
4. Attempting to compel other persons to believe and live as we do.
5. Neglect in developing and refining the mind by not acquiring the habit of reading fine literature.
6. Refusing to set aside the trivial that important things may be done.
7. Failure to establish the habit of saving money.

Limited

"Should evening dresses ever be worn to bridge parties?"

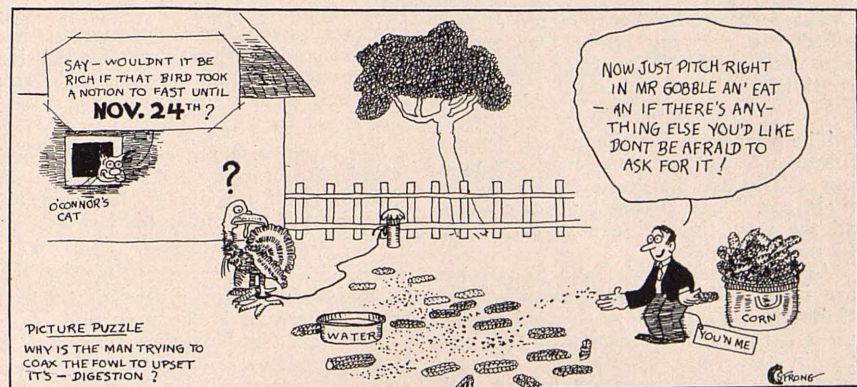
"No. In playing cards it is only necessary to show your hand."

What a Pity

"I hear that you have lost your valuable little dog, Mr. Taylor.

"Yaas, in a railway accident. I was saved but the dog was killed.

"What a pity!"



PICTURE PUZZLE
WHY IS THE MAN TRYING TO COAX THE FOWL TO UPSET IT'S - DIGESTION ?



ACCOUNTING DEPT.
By George Perry

We are very pleased to report the return of Mrs. Dale, Head Clerk of the Stenographic Bureau, who has been ill for several weeks. She is now feeling much improved and well on the way to complete recovery.

The appearance of the Accounting Department is greatly beautified by the glossy new paint job and remodeling it has undergone in the last month. A few headaches were sustained during the painting operation, but all agree that it was worth it.

A new junior clerk in Miscellaneous Accts. Bureau, Homer Bailey, is filling the vacancy left by Eugene Lince, who recently left the service.

Thursday is the day which "Daddy" Briggs has chosen to visit the employees who are sick in the hospital. He has a cheery smile and warm hand-clasp for all. However, we don't know just where we stand in his estimation as he always visits the Accounting Department on the **same** day.

The cold weather does not seem to have any effect on the little naked god cupid who recently shot an arrow in the direction of Peggie Giordan and a certain young man. Peggie surprised her many friends of the Accounting Department when she appeared at the office one morning about two weeks ago with a beautiful engagement ring sparkling on her left hand.

The vacations for the month are as follows: L. L. Lane and wife are taking a trip to Northern California in their car. They planned to camp out all the way, this being a regular back to nature trip.

Anna Beseman and Ruby Sodowsky are visiting the Grand Canyon of the Colorado for a few days. Harold Huestis is spending his vacation at El Centro in the Imperial Valley. Charles English spent his vacation fishing and

taking things easy at home listening in on his new radio set.

Things they don't like—MUCH!
Who What

"Bill" Keelin, "A certain partee-e."
L. E. St. John, Rate Hearings.
L. B. McNelly, B-Battery eliminators.
Byron Billhardt, Arguments.
Herman Grenke, Auburns.
Sam Taylor, Pipes.

WESTERN DIVISION
By E. C. Brown

A trip to Kansas City has been the pleasant vacation experience of Motorman J. Heflin and family. When Heflin returned to work he had that "California for me" smile on his face.

Our Actor-Motorman, B. B. Gardner, has just returned from a trip through the Northern States. Probably some of the boys are not aware of the fact, but B. B. spent many years on the legitimate stage, or as he says "doing big-time."

Trainmen W. Eyerrion, H. G. Edwards, W. Holt, I. E. Black and W. J. McPheeley are on vacation.

That long expected foot race between Motorman Sam Masterson and Bill McAllister was won by the latter. Sam was told that his running days were over, but he was not of that opinion and forthwith challenged his informant to a race, the same to be run any time at any place.

We learn with regret that our good friend, Motorman Gus Karnaghy, on the advice of his doctor, has gone to the mountains to regain his health. Our wishes are for his speedy recovery.

Wednesday, November 16, 8:00 p. m., at Sherman is the time and place of our next Get-Together Meeting. A large attendance is expected as items of special interest will be discussed.

NORTHERN DIVISION
PASADENA
By Edmond C. Fox

Motorman J. G. Rovai has returned from his vacation and reports a most enjoyable time. He was accompanied by Mrs. Rovai and their trip consisted of a tour to Northeastern California and Oregon. They visited Crater Lake going by way of Klamath Falls, returning by way of Rogue River, Medford, Crescent City and Tennant, where a hunting party was organized. Five deer were bagged consisting of three forked horn bucks, one three-point and a four point. Rovai sent the three-point home by express and several of the boys at the car house enjoyed venison steaks.

Three births were reported the first half of October. Conductor R. I. Schriber is the proud father of a 7-lb. girl born October 4th. Conductor W. C. Jones brings in the good news of a 6-lb. girl born October 9th. Conductor R. L. Leadabrand announces a 7-lb. boy born October 12th.

Conductor L. Tonopolsky and wife are spending their vacation with relatives in the east and central west.

Conductor W. H. Fanning is on Mt. Lowe, taking the place of L. Tonopolsky until the latter returns.

Trainmen C. Bennett, N. C. Brodet, D. W. Kelsey, and L. A. Keivel have transferred from Macy Terminal and are now working out of Pasadena.

The first Trainmen's Meeting of this season was held in the Club Rooms of the North Fair Oaks Car House on October 19. The meeting was called to order at 7:30 with a very good attendance. Conductor H. H. Sloane of Pasadena was elected Chairman of the committee.

These meetings are held once a month and will prove to be beneficial as well as entertaining and it is to be the best interests of every Trainman, that can possibly arrange, to be present.

SOUTHERN DIVISION
Samuel J. Mason,
Passenger Director

Events that held our attention last month:

The Harmony Ball Club won two more ball games, while Jack Trowbridge was spending his vacation in San Francisco.

U. S. C. beat California — Notre Dame next.

Mrs. Thomas J. Gill sent a card of thanks for the floral offering expressing the sincere sympathy of the P. E. employees on the event of her recent bereavement.

George J. Bauer, Motorman, Run 14, has been awarded a Carnegie Medal for his heroism in rescuing a baby from in front of a main line train just south of Slauson Junction some two years ago. We are proud to know that we have the type of men on our force who will risk their lives for the sake of another. Here's to you, George!

A. Hader, Motorman, Santa Ana Line, is spending a thirty days' leave in Chicago and other eastern points.

There will be no shortage of oil this winter as Bob Lowe has two derricks in the course of construction on his lease in Huntington Beach. Bob, we all hope it will turn out "oil right."

Jas. R. Frazier, Yard Master at El Segundo, had the painful, as well as extraordinary, experience of cutting a hole in his ear while attempting to swat a fly. Some one suggested that the moral of it was "Never try to kill a fly with a knife, that's what fly-swatters were made for."

Conductor Beardsley of Run 50, Balboa, has bid in Run 62 and will move his family back to Los Angeles.

The latest is: Have you been bumped or who are you going to bump?

Claude T. "Casey" Jones has gathered his apple crop and is back on the job telling the boys about it.

7TH ST. WAREHOUSE
By Daniel Sanchez

"It's rather hard to get out from under the nice warm covers so early these chilly mornings", quoth some of the boys lately, but, be that as it may, the force is on the job and ready to serve the public at 7:00 a.m.

Juan Martinez, Checker, has been receiving congratulations upon the arrival of a baby boy into his family. The family now numbers five, there having been two daughters to occupy Juan's attention before the arrival of the latest member.

Nord Millard, Trucker, is at present

in Oklahoma and, if all works out as he had planned before leaving, the "Old Swimming Hole" will receive a visit.

With fire in his eyes, Leo Hutter, Routing Clerk, is looking for the person who so kindly gave him the green apple two weeks ago.

We are pleased to have with us again Irene Cunha, Stenographer, who, after enjoying a vacation visiting friends and relatives up north, is now at her desk.

Some high-class and powerful cars have been displayed by the personnel of this terminal lately. Among the purchasers are Glen Day, C. V. Dickinson, Bill Clerk Brown, Night Cashier Albright and Glen Christian.

Chester R. Stover has been promoted to the position of Yard Clerk and Edwin Meesenheimer was appointed Yard Messenger to fill the vacancy caused by Stover's promotion.

A painfully injured finger was the misfortune of Louis W. Wise, Yard Messenger, who was off duty a few days nursing the injured member.

Edith J. Brown, P. B. X. Operator, and M. Mundell, Teller, have been at home for a few days due to bad colds.

FREIGHT DEPARTMENT
SOUTHERN DIVISION
By Thomas A. Lyons

Conductor McCarthy is arranging a three-round bout to be held in the near future between "One-Round" Pollack and "Battling" Day. The boys are shadow boxing daily in preparation for the big event.

Brakeman McLear suffered a painful injury at the 8th Street Yards recently when he reached down to throw a switch and in some way fractured two ribs. Mack had the ribs bound up and continued with his work. Pretty game is this fellow Mack, we would say.

Conductor "Jockey" Swartz is putting in long hours these days on a work train. The reason, Swartz says, is that he has several horses that must be fed this winter.

The sympathy of the entire force is extended Motorman Dan Deal, who was recently called upon to part with his beloved wife.

Brakeman George Roy is at the present time on a trip up north. Before leaving, however, he confidentially gave forth the information that he would be back in time for the Thanksgiving Handicap at Tia Juana.

Trolleyman Joe Cannon went to his final great reward last month. Joe had faithfully served the P. E. for twenty-five years and his passing is deeply regretted by all his associates and friends.

Conductor Ben Mobley has a wonderful radio set and a wonderful car; in fact, everything that Ben has is wonderful, even that "white horse."

General Yardmaster Frank Anders has been suffering from a boil on the back of his neck. Frank has to hold his head in practically the same position all the time, which is rather difficult to do as "they are rolling by him rather fast these days."

Have you seen Motorman Frank Howe? If not, he wants to see you, as he is collecting for the Community Chest and is counting on 100 per cent support from the whole force.

MACY STREET TERMINAL
D. B. VAN FLEET
Terminal Foreman

Freight Conductor H. G. Bracken is back on the job again after having made an extended and eventful auto tour into the great Northwest. When we say "eventful," we mean it, for on September 6th, Bracken became a Benedict, being united in marriage with Miss Leonoia Stickel, a native of Seattle, Washington.

Congratulations, H. G. and best wishes for greatest happiness, Mr. and Mrs. H. G. Bracken.

Conductor L. E. Segar, Sierra Vista Line, returned to work October 3rd, after a three months stay at the Pacific Electric Camp, where he efficiently performed the duties of Chef. Segar expressed the wish that his stay there could have lasted three months longer. This speaks well for the fascination of our beautiful camp.

Owing to shortage of Trainmen at the Pasadena Terminal, several were transferred from Macy Terminal to Pasadena.

October 3rd proved to be the fateful day for three of our men, namely, Conductors N. C. Brodet and D. W. Kelsey and Motorman L. A. Keivel, to make the transfer to Pasadena. However, this group merely started the ball rolling, for on October 4th, Conductor C. Bennett voluntarily transferred and a few days later Conductor M. H. Smith followed. Both Bennett and Smith now have motor coach runs.

Starting October 7th, service on the South Pasadena Line was increased to meet the traffic demand, by the addition of two trippers, one leaving Avenue 66 at 7:08 A. M. and the other at 7:18 A. M. Both trippers are so spaced that they drop into the regular service at the most opportune time to relieve the overloaded conditions the regular runs have had to contend with at the highest peak of the morning traffic rush.

October 9th marked a most important event in the life of another of our Trainmen, namely, Conductor L. J. Heim, Sierra Vista Line. On this date, Heim turned benedict, when he was united in marriage with Miss J. Sau-

hamel, of Los Angeles and native of Chicago.

Congratulations L. J., with sincerest wishes for yours and Mrs. Heim's continued happiness.

We are indeed glad to hear that Conductor E. L. Crowder, Macy Street, is on the upward road to recovery after his critical appendicitis operation on October 6th, last.

We all wish him a speedy return to his former good health.

TAXES EXCEED DIVIDENDS

One million one hundred thousand dollars a day is the sum that railroads now pay in taxes, according to T. O. Edwards, General Auditor for Southern Pacific.

"More than three-fourths of this amount is levied by state and local governments," Edwards said. "Altogether railroad taxes have increased 228 per cent since 1923 while in the same period dividends have increased only 22 per cent. In fact in six years since 1919 taxes have exceeded dividends.

"Everyone should know that these tremendous levies must come out of fares and freight rates passengers and shippers pay for railroad service, and that if taxes become much heavier they must be passed on to the public in the form of higher rates.

"Fortunately, through rigid economy and new high standards of operating efficiency, many railroads found themselves in better condition last year than at any time since returned from government control. Concern is felt, however, over the constant increase of state and local taxation.

"If citizens would insist that standards of efficiency and economy in local government be put on a par with those effective in railroad operations it would help to lower the high cost of living."

Tale of a Merchant

The absurdity of the position taken by some of the advocates of parking has seldom been more clearly demonstrated than during a recent hearing at Philadelphia. A prominent merchant appeared before the City Council in opposition to the parking ban in the downtown parking business district. He declared that the merchants in his neighborhood were practically unanimous in favor of automobile parking. He admitted, however, that some time previously he had asked the Police Department to place "no parking" signs in front of his own store. His explanation was that he did not think it practicable to permit parking in front of his particular store, but that he believed it should be allowed elsewhere.

—Electric Railway Journal.

She Got 'Em

Fussy Old Lady: "I wish you would give me two good seats in the coolest part of the theatre."

Ticket Seller: "Certainly, here's two in Z row."

20

GOVERNMENT IN BUSINESS IS DISAPPROVED BY EDITORS

Showing a strikingly strong sentiment against government ownership of public utilities and private business enterprises, 223 Illinois newspaper editors recently voiced their opinions on the subject in response to inquiries made throughout the state.

Only 2 of the 223 replies received favored government ownership, while 191 editors voiced their opposition to such a plan. Of the remaining 30 answers, 1 was undecided and 29 did not answer specifically.

It being generally conceded that the newspapers reflect the average of public sentiment throughout the country, the result of the above straw-ballot indicates that the State of Illinois is against the much agitated government ownership plan. And, also, for all practical purposes, Illinois can be considered as an average American State as it lies near the heart of the country, near the center of population and near the geographic center; it combines a typical representation in agriculture and industry; it has large cities and small town and villages; it comprises large numbers of democrats and republicans, Protestants and Catholics, Jews and Gentiles, and its metropolis, Chicago, is a most cosmopolitan center of population, representing all creeds and colors, nationalities and faiths.

It is considered safe to say that the newspapers of Illinois, therefore, represent the average public opinion of the whole country, reasons the Public Service Magazine.

"The result of this survey demonstrates once more how insidiously potent is the power of the clamorous minority," states the Chicago Tribune in commenting on this poll of the Illinois press. "When so great a portion of the press of a state speaks, as in this case, it is safe to say that it represents thoroughly the opinion of the state. And when the majority of a state as typical as Illinois is so overwhelmingly in favor of one side it is reasonable to suppose that majorities in other states hold a similar opinion.

"It is, as usual, a case of a fanatic minority, bound to get its way in spite of the majority desire. Facts are against government ownership and operation; history tells the same story. Yet—as in the case of the merchant marine—the minority sends its lobbies to Washington to persuade congress that government ownership is best and what the public wants. Particularly in the case of government ownership is minority pressure strong, for it has back of it the support of the bureaucracies that government ownership creates.

"The report of the Illinois committee on public utility information proves that our federal law makers would do well to listen more to the press of the country and less to the specious lobbyist who infests the capital."

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

PERILS OF PEDESTRIANS ARE GREATER THAN CAR RIDERS

It is one thing to claim that it is safer to ride a street car than walk, and another to prove it. That such a statement can be proven is revealed in an analysis of recent accident statistics, results of which are made public by the American Electric Railway Association.

The analysis shows that only one passenger out of every hundred million has suffered a fatal accident in recent years. Despite greater hazards brought about by increasing auto traffic, there has been a decrease in all classes of electric accidents since 1916. Further enlightenment on the subject is given in the Association's dispatch:

"This fine record of accident prevention by the electric railways of the country was reported by Arthur Williams, President of the Museum of Safety, in announcing that the Anthony N. Brady Medal, discontinued during the war, will be resumed this year.

"The Brady Award, given for outstanding work of the electric railways in accident prevention and health promotion, was found to be so effective in maintaining efficiency and safety that the American Electric Railway Association has asked for its resumption, and Mr. Nicholas F. Brady, at the request of the American Museum of Safety, has consented.

"The decline in the number of accidents on street railways in recent years," Mr. Williams said, "can only be attributed to the excellent safety work done by the street railways. This includes not only the promotion of the use of safety devices wherever possible, but also, the education of employees to a proper understanding of the importance of safety and caution at all times."

FREIGHT CAR MOVEMENT SETS HIGHEST MARK YET MADE

Freight cars are moving faster this year than ever before in the history of railroading, reports J. H. Dyer, General Manager for Southern Pacific Company.

The day's travel for an average freight car during the first seven months of 1927 was 29.8 miles, an increase of one-half mile over the best previous record, established by the Class I railways during the first seven months of 1926.

During the same period freight cars on Southern Pacific's Pacific Lines averaged 37.7 miles per day, or nearly eight miles better than the national average.

As these averages cover all freight cars, whether idle or moving, and include all time spent in loading, unloading and switching cars, the record, Dyer pointed out, evidences continued betterment in railway operating efficiency and railway service to the public.

The worst bankrupt—the soul that has lost its enthusiasm.

—Dr. Frank Crane.



The Difficult Season

Local Ad—Wanted a salesman; must be respectable, till after Christmas.—Lehigh Burr.

Stuffed Date

One—"Did you fill your date last night?"

More—"I hope so. She ate everything in sight."—Virginia Reel.

Saying It With Sales Talk

Pretty Saleswoman—"Don't you want a talking-machine in your home?"
He—"My dear, this is so sudden."

"Stop!" cried the porter as the pleasure steamer was about to leave the pier. "There's a party of about 70 coming."

The vessel was backed into the wharf again, ropes were made fast, and three gangways were placed in position.

An old lady then climbed slowly aboard.—Birmingham Gazette.

"You must say 'our,'" stormed Mrs. McNorter at him "I'm tired of hearing you say, 'my house,' and 'my car,' and 'my daughter.'" The constant use of that word gets my goat."

The next morning, McNorter arose in his usual rough frame of mind and spent five minutes rummaging about the room.

Finally she turned over in bed and yelled at him, "What are you looking for?"

"For our pants," answered McNorter sourly.

It Makes Me Furious

My wife uses _____'s Face Powder because Gloria Swanson recommends it.

She wears _____'s silk stockings because Corrine Griffith wears them.

She washes her hair with _____'s Shampoo since Mary Pickford said there was none better.

She uses _____'s Pomade because Gilda Gray declares it is good.

She drives a _____ two-seater since Betty Bronson drives one, too.

She bought me a _____ pipe when she saw a picture of Ramon Novarro smoking one of the same brand.

It makes me furious. My wife has no mind of her own. She'd use anything a film star recommended.

By the way, I've found the best make of golf clubs. Bobby Jones uses them exclusively.—London Opinion.

At a recent wedding, the bride's brothers, two soldiers, a policeman, and a sailor, were all present. The bridegroom went quietly, I understand.
—Passing Show.

His Doormat Love

"Go on," he remarked teasingly, "if I were to die tomorrow, you'd marry again in no time."

She wheeled from the gas range and said in a voice trembling with emotion, "I wouldn't wipe my feet on the best man who ever lived, except you."

And he went back to his work feeling real happy.

Service!

A minister was horrified one Sunday to see a boy in the gallery of the church pelting his hearers in the pews below with horse chestnuts. As the good man looked up, the boy cried out:

"You tend to your preaching, mister; I'll keep them awake!"

Mrs. Newrich (looking over house plan)—"What is this thing here going to be?"

Architect—"That is an Italian staircase."

"Just a waste of money. We probably won't ever have any Italians coming to see us."

A merchant, complimenting his uneducated negro clerk, said:

"Sambo, I don't understand how you can do all your work so quickly and so well."

"I'll tell yuh how 'tis, boss. I sticks de match ob enthusiasm to de fuse ob energy—and jes' natchurally explodes."
—Wall St. Journal.

Credit Not So Good

Abie needed some money and being without security, he didn't get so far with the bank. Next he visited his wealthy friend Cohen.

"Cohen, I've been to the bank to borrow some money, and they say all I need is that you should sign to this note your name."

"Ain't dat fine!" said Cohen. "Abie, why should you do such a thing when we have been such good friends for such a long time. I am surprised with you. To think that you go to the bank when you need it money. Abie, you just go again down to de bank and say that they should sign the note and Cohen will lend it the money to you."

"Why will a woman almost risk her life to BUY a bargain, but feel INSULTED if you suggest she's WEARING one?"

Under Two Flags

Store Manager—"They say brunettes have sweeter dispositions than blondes."

Clerk—"Well, my wife's been both and I can't see any difference."

Swear or Cuss

Lady: "Horrors! I've never heard such swearing since the day I was born."

Tough Kid: "Why, lady, did they cuss much when you wuz born?"

One evening in October,

When I was far from sober,
And dragging home a load with manly pride;

My poor feet began to stutter,
So I lay down in the gutter

And a pig came up and lay down by my side.

Then I warbled, "It's fair weather

When good fellows get together,"
'Til a lady passing by was heard to say:

"You can tell a man that boozes
By the playmates that he chooses."

Then the pig got up and slowly walked away.

There Was One A Girl Who Said

"I shall never marry a man who smokes tobacco in any form."

Her husband is wedded to a pipe.

"All I care about is intellect."

She married a prize-fighter.

"Give me a successful business man."

She married a poet.

"If a man is just and honest, it is all I ask."

She married a swindler.

"After all, money isn't the only thing."

She married a millionaire.

"These bookish men are such awful bores."

She married a popular novelist.

"I don't believe in divorce."

She married a film star.

"I can't stand these big, brainy men who know everything."

She married me.

—London Opinion.

Prompt Identification

"But I don't know you, madam," protested the paying teller to a woman who had presented a check.

The woman, instead of replying haughtily, "I do not wish your acquaintance, sir," merely gave him a glassy smile and said:

"Oh, yes, you do. I don't need anyone to identify me. I'm the 'red-headed hen' next door to you, whose 'imps of boys' are always running across your garden. You have to go in the back way when the porch has been scrubbed. When you started for town this morning your wife said, 'Now, Henry, if you want a fit dinner to eat this evening, you'll have to leave me a little money.'"

"Here's your money," interrupted the teller, faintly.

He who talks without thinking runs more risk than he who thinks without talking.

No Doubt About It

"I'm a father!" cried young Jones as he burst into the office.
"So's your old man," replied the boss. "Get to work."

Probably Wore a Mustache

Busy Boss to Stenog.—"Take the phone message—I'll get it from you later."

Stenog. (demurely)—"No, thanks! Your little girl wants to kiss you over the wire."

"That," said the guide, "that is a picture of A Gentleman, executed by Y. Stimpf!"

"Good for him; I'd have done it myself."

Old Man to Willie on a hot day—"Well, son, how is your grandfather standing the heat?"

Willie—"We ain't heard. He's only been dead a week."

A salesman, bringing his bride south on their honeymoon, visited a hotel where he boasted of the fine honey.

Sambo," he asked the colored waiter, "Where's my honey?"

"Ah don't know, boss," replied Sambo, eyeing the lady cautiously, "She don't wuk here no mo."

Sweet Adeline

Officer: "Here, you must accompany me."

Drunk: "A'right. What chu gonner sing?"

Down To Brass Tacks

Girls when they went out to swim,
Once dressed like Mother Hubbard;
Now they have a bolder whim:
They dress more like her cupboard.

Gates Ajar

"He put on speed, thinking he could beat the train to it."

"Did he get across?"

"He will as soon as the tombstone maker has it finished."

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

He: "I knew you painted the minute I looked at your face."

Prisoner: I admit, your honor, that I was exceeding the speed limit, but I was afraid of being late at court.

Judge: And what was your business in court?

Prisoner: I had to answer the charge of exceeding the speed limit.

Neither Did We

A man had been out fishing, and he was describing to his friend about the exact size of one of the fish he caught. "It was fully that long," he asserted, spreading his hands far apart. "I never saw such a fish."

"Probably not," remarked the friend.

Dorothy: "Do I look alright in my new dress?"

Frank: "Better get in a little farther, if there's room."

A little boy in a car kept sniffing and rubbing his nose. A lady sitting beside him asked:

"Have you got a handkerchief, sonny?"

"Yes," was the reply, "but I don't lend it to strangers."

Quick Getaway

"Why is that plane all decorated?"

"Oh, there must have been another air wedding."

"And who's that in the parachute?"

"Probably the bridegroom."

Price of Silence

A Missouri parson who has married 4,500 couples says that blondes make the dumbest brides. This may be another reason why gentlemen prefer them.—Judge.

"What did mama's little baby learn at school today?"

"I learned two kids not to call me 'mama's baby'."

Orders

Joe: I traveled as a salesman the entire summer, and only received two orders.

Sympathetic One: Too bad; who gave you those?

Joe: Everyone—Get out, and stay out!

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Let's Talk It Over!

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

PARTIAL LIST

Name and Disability	Amount	Name and Disability	Amount	Name and Disability	Amount
Ballinger, Raymond J., La Grippe	\$ 12.00	Goodwin, A. E., Jr., La Grippe	10.00	Newman, Andrew C., La Grippe	18.00
Batten, Marshall S., Appendicitis	24.00	Gregory, Frederick W., Sprained knee ...	10.00	Olson, Christian E., Autotoxemia	10.00
Bollard, Glenn N., Sprained back	52.00	Hardy, Thomas J., Bruised arm	180.00	O'Neill, John, Cold	6.00
Buterbaugh, Erastus L., Arthritis	40.00	Hendricks, Merald P., Tonsilitis	21.33	Plant, Warren T., La Grippe	10.00
Carlson, Joe W., Internal trouble	120.00	Johnston, Otterbein E., Sprained back ..	16.66	Quillen, Harry D., Ptomaine poisoning..	16.00
Chavez, Ben Y., Influenza	11.66	Jones, Archie A., La Grippe	14.00	Richards, J. P., Bronchitis	14.00
Cole, Ralph C., Cold	18.00	Jones, Walter C., Acute gastritis	80.00	Richmond, E. R., Broken heel	174.00
Daffern, John W., Bruised knee	10.00	Le Claire, Joseph H., Appendicitis	74.00	Smith, Robert F., Cut finger	16.00
Daffern, John W., La Grippe	14.00	MacLeod, Earle R., Influenza	14.00	Stevens, Glenn R., Influenza	14.00
Finley, Lloyd A., La Grippe	10.00	Mahon, John F., Bruised chest	26.00	Stewart, William W., Indigestion	34.00
Fisher, Lawrence A., Indigestion	18.00	Medley, Charles J., Cold	36.00	Stinson, Horace A., La Grippe	14.00
Fuller, H. N., Growth on eye	22.00	McQueen, Clifford B., Severe cold	10.00	Sublette, Frank J., Infected kidneys	60.00

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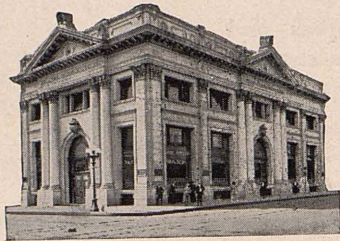
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