



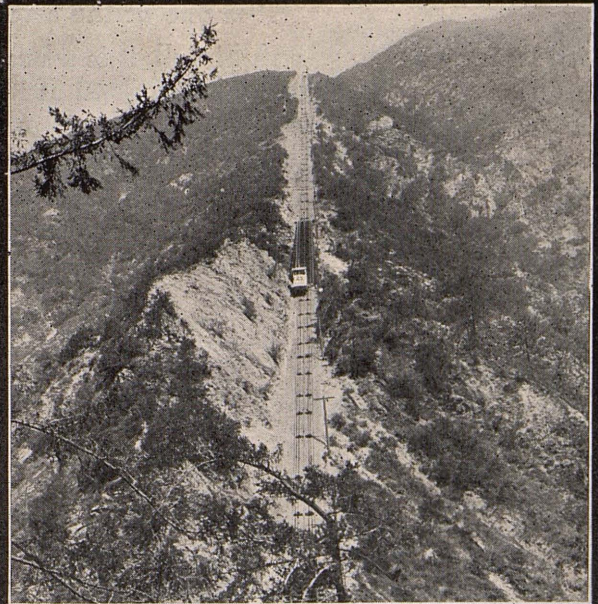
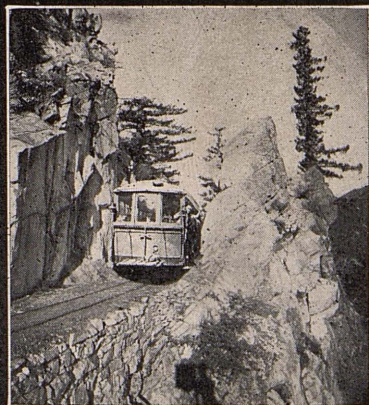
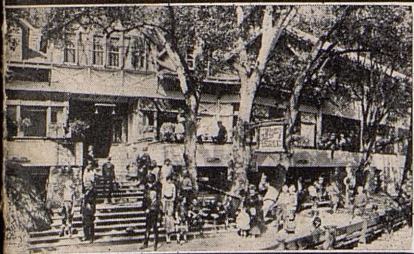
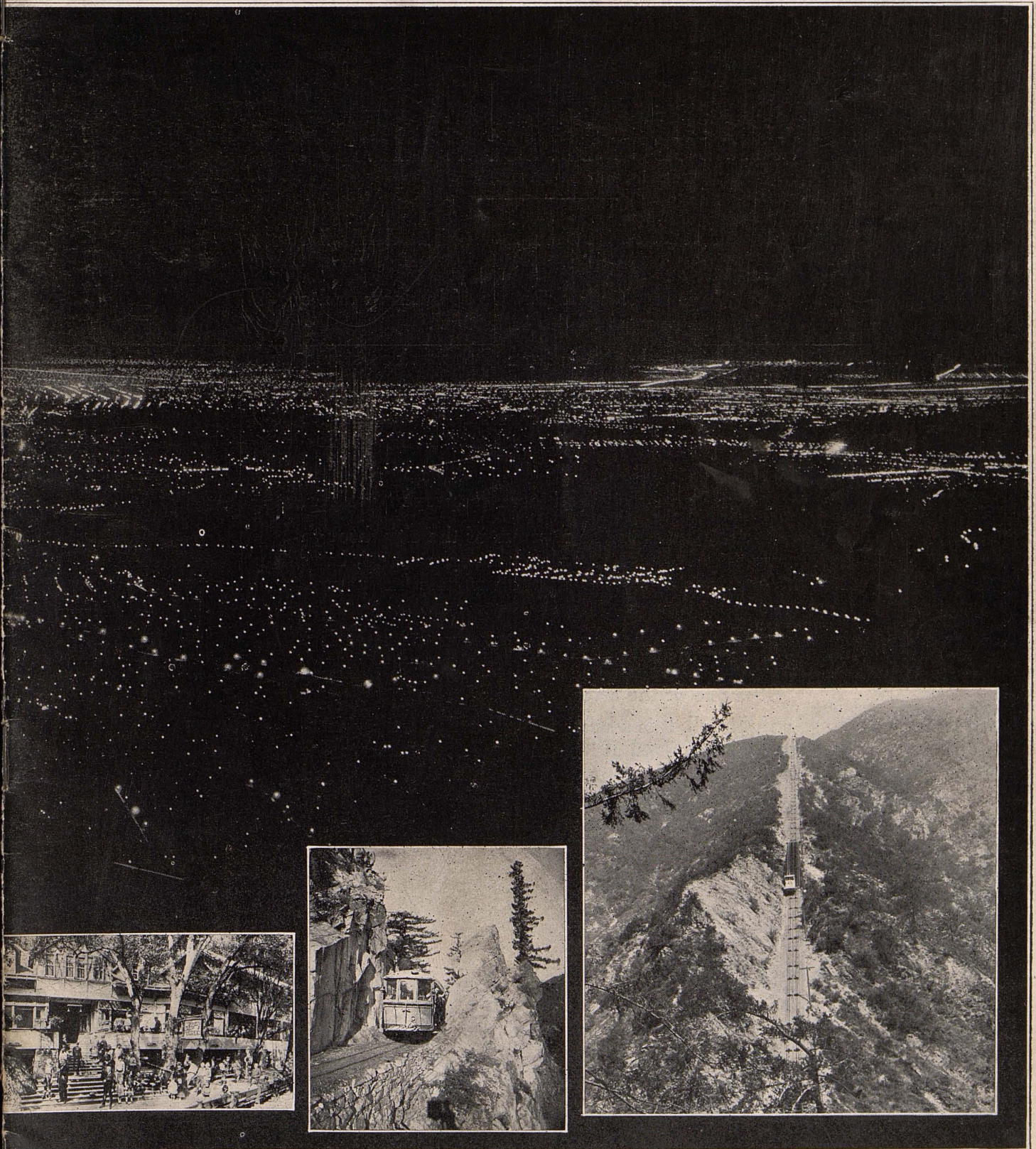
THE PACIFIC ELECTRIC MAGAZINE



Vol. 12

LOS ANGELES, CAL., OCTOBER 10, 1927

No. 5



What is a Street Railway?

A STREET RAILWAY is one of the chief allies of a modern growing city.

It is an efficient partner of business and a dependable servant of the individual.

It takes people to and from their work in stores, offices and industrial plants.

It brings customers to merchants, students to school and patrons to theatres and public gatherings.

It develops the city and increases property values.

It contributes to the revenue of the city through payment of taxes and upkeep of pavement; it buys its supplies at home and distributes its payroll among local people.

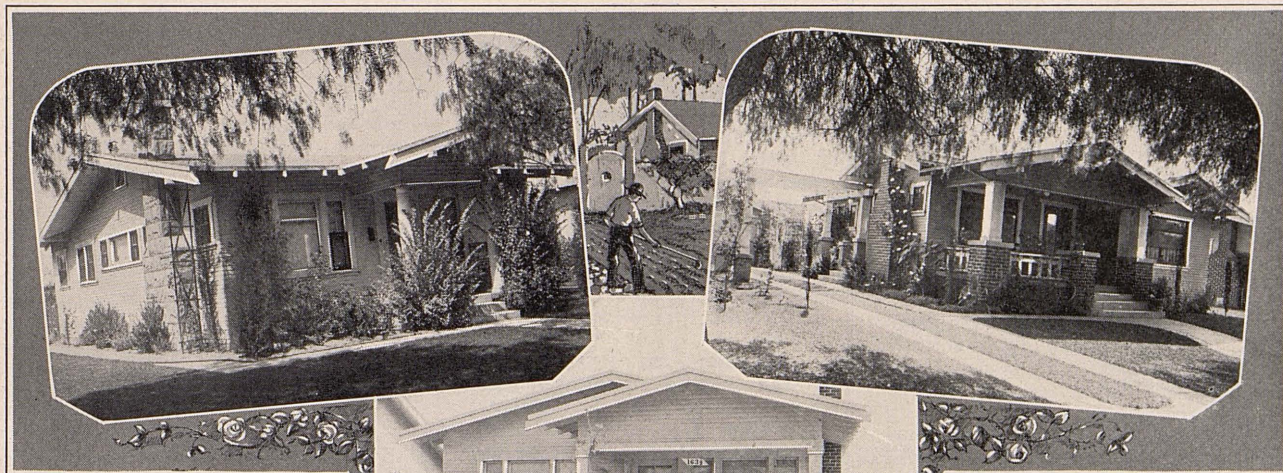
It is unexcelled for mass transportation at low cost, and is economical of street space.

It is one of the safest modes of travel.

All in all, it is a busy, reliable public utility dedicated to the good of its city and contributing to the progress of the community which it is privileged to serve.

—*Wilmington Journal.*

THIRTY-SIX HOMES CLEARED IN HOUSING PLAN



A SUMMARY of the results of this Company's housing plan for Torrance shop and store employees shows that it has been most helpful and worthwhile. Bearing out this statement a brief review of just what has been accomplished in aiding employees in acquiring homes will be of interest.

The plan has been in effect for the past seven years. During this time a total of 125 homes have been either constructed or purchased.

Of these 125 homes, a total of 36 have been paid for in full and deeds delivered.

This Company under the plan devised has invested in behalf of employees approximately \$465,000, of which amount \$225,000 has been paid toward the ownership of the homes.

The great majority of the original purchasers are still in the employ of the Company, well pleased with their investment and happy in the knowledge that they are well advanced toward the most treasured of life's possessions, a home.

Properties Advance

The care exercised by our management in the building of homes and appraisal of those purchased ready-built has insured stability of the investments made. This fact is borne out when it is recalled that several of the properties purchased have doubled in value, many have increased in worth very considerably, and the remainder of purchasers are enjoying a normal increase while their investment and saving mounts each succeeding month.

The plan of aiding employees in the purchasing of homes came about through acute conditions which arose in Southern California, and especially in the Torrance district, seven years ago. Due to increasing property values and accompanying sky-rocketing of rental rates, many of the 700 employees at Torrance were unable to obtain

One hundred and twenty-five employees of the Torrance Shops and Stores have purchased homes through the housing plan of this Company. Thirty-six have been paid for in full and many others are well on the way toward happiness that comes with possessing a home. The three homes shown are typical ones of those being purchased in the city of Torrance and its environs.

houses in that district at a rental charge within their income. The purchase of a home carried with it the obligation of a down payment of from \$500 upward, which also was prohibitive in many cases. The employees had no alternative but to locate in some distant city where rental rates were more in harmony with their pocket-books. Doing so, however, required that they travel exceptionally long distances twice daily to and from their work.

Appreciating the conditions that had developed the Company began working out details of a housing plan. Forthwith a revolving fund of \$360,000 was appropriated for financing the purchase and construction of homes. To make it possible for all employees to be able to avail themselves of the opportunity it was specified that an initial payment of only \$100 need be made by the employee purchaser. It was further provided that the monthly payment on the unpaid balance, including interest, would be only 1%. A limit of \$4500 for a home was placed.

Low Interest Rate

Another outstanding advantage given employees comes with the interest charge on the unpaid amount being set at 6%. While the difference between 6 and 7% may appear to be of minor importance, investigation will reveal decidedly to the contrary. For example, a balance of \$4500 at 6% in-

terest, \$45 being paid each month, will be liquidated in 139 months, while at 7% it would require 151 months to pay that amount. The difference in actual dollars and cents is \$519.30. The difference between 7 and 8% is even more pronounced.

Needless to say, profit by the Company in its transactions with employees in the purchase of homes was not sought. In fact, there are many advantages accruing to the employee that would not be gained elsewhere. The employee, under the plan made effective, is relieved of financing charges, mortgage and trust deed discounts, also, the insistence of the company that houses be built to a suitable standard has protected employees from excessive prices and poor construction.

Under the plans developed the purchaser has two methods of acquiring the type of home desired, they being as follows:

(a) He may select a home already built, and provided it can be obtained at a fair price, will be purchased by the Company for cash and resold to employee on the terms heretofore mentioned.

(b) The employee may also select a desirable and correctly priced lot anywhere in the city of Torrance or its environs, and submit his own plan. If plan is adaptable and approved by Engineering Department, working plans and specifications are prepared and work put out for competitive bid. Construction is carried through under the personal supervision of a Construction Engineer.

From the foregoing it is seen that our Torrance shop and store employees have been fortunate in being able to acquire homes financed and backed by the management. The opportunity is still available to them.

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

BUS SERVICE MORE COSTLY THAN ELECTRIC RAILWAY

Recognition of the fact that it costs considerably more to render bus service than electric railway and that the former must be self-sustaining is well evidenced in the experience of operation of buses in Cleveland. Too often communities insist upon similar fares being charged, despite the fact that it is well established that buses cannot be operated as cheaply as the time-proven trolley.

Last year, over the protest of experienced street railway men, city authorities in Cleveland decided to put buses in operation as a part of the local transportation system. Many vague promises and predictions were made as to the bus's ability to entirely solve the problem. This, despite a straight 10-cent cash fare, the bus has failed to accomplish.

"On the side of separating the bus operations—at least from a bookkeeping standpoint—from the steel rail operations," says the Cleveland Press, "it is pointed out that the proportion of street car riders to patrons of the buses is in the ratio of 20 to 1. In 1925 the sum of \$1,114,000 was taken from the street car fare boxes to buy the bus fleet. Bus operation is not retiring this cost. It is even failing at the present time to meet the cost of actual operation at a ten-cent rate of fare. The railway company asks to purchase 50 more buses. The money with which to buy these new vehicles would again come from the street car fare boxes. Bus operation for the 13 months ending in March, 1927, built up a deficit of \$296,180. That, too, was made up out of the street car fare boxes."

LOS ANGELES LEADS CITIES IN POPULATION INCREASE

Supporting the generally admitted fact that Los Angeles has shown the most remarkable growth of any city in the United States, figures compiled by the Wailes-Smith Company, Realtors, show that Los Angeles grew from 100,000 to 1,000,000 population in fewer years than any other American city.

With a claimed population of one and one-quarter million at the end of 1926, or by using the census bureau method for computing increases of population, 1,071,000, in a short period of 16 years Los Angeles has risen from the 17th to the 5th city in the United States.

In taking the higher ranking Los Angeles set a record that exceeded any in history: From a city of 100,000 in 1900 it took just 26 years to reach the million mark. Second place is held by Chicago, which required 29 years to accomplish the feat; Detroit is third with 32 years; New York fourth with 54 years and Philadelphia, with 81 years, takes fifth place.

Some Do

Wife—Every time you see a pretty girl you forget you're married.

Husband—You're wrong, my dear. Nothing brings home the fact with so much force.

Camp Closes After Best Season in its History

MARKING the end of the best season in its history, the Pacific Electric Camp was officially closed on Friday, September 30th, opening day having been May 28th.

Both in point of attendance and pleasure to visitors was the season just closed the banner one. Figures showing the total number of visitors are not yet available, but it is well established that this year's number will far exceed that of any previous season.

A banner June month was followed with a completely filled camp during July and August and until September 15th there hardly was a day but that our resort was filled to capacity. This means that there was constantly at the Camp approximately 120 persons during this time, that being the housing capacity. Two special parties, on week-ends the latter part of last month, made up of Store Department and Rod & Gun Club members, helped to swell the September attendance.

The factors which probably contributed most to the success of this season at the Camp were the operation of the motor coach from San Bernardino to the resort without cost to employees and the privilege of time payment for accommodations.

No small measure of credit is due Mr. and Mrs. George Huntington who labored untiringly in their efforts to add to the joy of visitors. Never was the Camp better handled nor as much done and provided in the way of amusement. Mrs. R. L. Brainard's nightly piano selections were a great source of pleasure. "Bill" Stewart did his "stuff" as pleasingly as ever, in fact, the entire Camp's personnel performed in a manner that indebted the appreciation of all.

STREET CAR TESTIMONIAL

In recording the death of George E. Patterson, builder of the world's first trolley car, the Seattle Times tells of the progress that has been made since the advent of the first horse-drawn street car and concludes with the following testimonial as to the part the street car has played in the development of cities and of its present day value as a means of transportation:

"Without the trolley car it is difficult to see how modern cities could have developed. And although the automobile is being used to such an extent that handling motor traffic is one of the outstanding metropolitan problems, it is still difficult to see how cities could get along without street cars."

SPECIAL PARTY MOVEMENTS INCREASE DURING SEPT.

Exceeding by 487 passengers September of last year, special movement party business for the past month showed a substantial increase in both passengers handled and revenue return.

Several exceptionally large party movements were recorded during the month, outstanding among them being the handling of 792 passengers from Colton to Redondo Beach and return. The going trip was made in less than three hours, a distance of 82 miles. Other details of this movement are elsewhere recorded.

Another outstanding movement during the month was the assembly of 753 members of the 160th Infantry from Los Angeles, Santa Ana and Pasadena to Laguna on the Whittier Line. The boys were assigned to police duty on Lindbergh Day.

The Sherman Institute student body was handled to the Riverside Fair, on the first day an even thousand passengers being taken in special cars. The Neighbors of Woodcraft, with 421 passengers, were also moved in a body to Riverside.

The "King of Kings" continued to attract throngs to Grauman's Chinese Theatre in Hollywood, seven separate car movements, comprising 297 passengers, being handled from points as far distant as Redlands.

Special party business to Mt. Lowe also proved encouraging during September, there being a total of 1142 transported enmasse. Among them were three groups gathered by the So. Calif. Tourist Bureau, a May Company excursion, L. A. City Club, Greeters and West Coast Theatre party from Pasadena.

Two special party movements were arranged through tips kindly supplied by Mrs. Elizabeth D. Wievers, Asst. Freight Agent, Santa Monica, and F. W. Nichols, Supervisor, Northern Division. These tips, adding 100 passengers from the All Saints Church and Jobs Daughters, further added to revenue for the month.

STATE GRADE CROSSINGS TO RECEIVE NUMBER-NAME

As a means of facilitating the identification of grade crossings, the California Railroad Commission has recently completed the assigning of a number to each of the approximately 15,000 crossings under its jurisdiction in this state. This plan is a part of the recommendation made by the Engineering Department of the Railroad Commission, and in turn made an order to all railroad companies.

With the numbers placed in a conspicuous position at all crossings, the plan is expected to prove a great convenience to the public as a means of positively identifying a crossing in regard to which there may be communications with the commission or the railroad companies. Much confusion has existed in the past because of faulty description of the crossings in correspondence on that subject.

L. A. UNION TERMINAL RIVALS NATION'S BEST



Early morning scene at Los Angeles Union Terminal, produce section. Rail transportation service for this bee-hive of industry is exclusively rendered by the Pacific Electric.

THE writer of "Yes, we have no bananas," never paid a visit to the Los Angeles Union Terminal.

The possibility of there ever being a shortage would have been dispelled had he for a moment cast his glance over the apparently inexhaustible supply that daily is to be seen there. As a matter of fact the improbability of shortage of any food supply, especially bananas, would instead have been the impression made. Having assured our readers on the all-momentous question of the banana supply, let us proceed with the other facts concerning this great terminal, which occupies a block of space adjacent to our local freight station.

Ten years ago when this mammoth structure was completed there were those who winked a knowing eye and shook their heads. The wise ones were quick to remind that Los Angeles had a population of a mere 575,000 (1917), whereas the area and facilities of this terminal were well capable of handling food products of a city four times as great. Too bad such a wanton waste of good money.

But time and subsequent developments have proven the far-sightedness and wisdom of the builders, the Southern Pacific Company. It now stands as a tribute to their foresight and judgment. Those responsible for this great undertaking planned, not for a city of

500,000, but rather for one of 3,000,000. The investment of more than three millions of dollars, which the terminal represented when completed in 1917, soon thereafter proved justified by subsequent growth. Space for expansion is available for the assured future growth of the city and district.

Occupies 21 Acres

Within this Terminal, occupying 21 acres of space, the bulk of the produce consumed in Los Angeles and neighboring cities is handled. The buildings have a floor area of approximately 2,000,000 square feet. Besides the produce section there is a portion of the property used for modern fire proof warehouses, comprising the largest group of warehouses in the West. In addition to general warehousing facilities, a large section of the space is utilized by food manufacturing plants, wholesale groceries. In fact, aside from fresh meats, most any article of food can be secured in wholesale quantities within the Terminal, which can well be likened to "a city within a city," providing employment for several thousands—the exact number varies throughout the year in keeping with the seasonal products.

The Pacific Electric Railway has the honor and privilege of exclusively serving the rail transportation needs of the terminal. That it is performing this function well we quote the re-

cent expression of the executive head of the Los Angeles Union Terminal Company, Walter E. Teague, Vice President and General Manager. "No where can a higher class of transportation service be secured than that enjoyed by the tenants of the Terminal, Electric switch engines, manned by highly capable crews, with equally proficient trainmen, move noiselessly in and out among the heavy traffic. Cars are placed at unloading doors and empties are removed after unloading within an hour after the patron has made known his wishes as to the placement of cars. I know of no superior service rendered anywhere." Cars are shuttled in and out every hour of the day.

Large Volume of Traffic

While from 12,000 to 15,000 carloads of freight are handled in and out of the Terminal in a year, this does not represent all of the traffic, as many of the tenants—especially those in the produce section, prefer to take delivery from adjacent team tracks. In fact, the availability of these team tracks, sufficient in capacity to take care of the peak of the various seasons, has had much to do with the development of the Terminal to its present size and attractiveness.

The produce market consists of an open market court approximately 1,250 feet in length and 200 feet in width,

providing for 275 trucks selling vegetables and local fruits. Buildings of the most modern type of architecture surround this court, housing approximately 75 commission firms, a portion of whom have tracks service directly in the rear of their premises; thereby permitting produce to be handled direct from car, through house to buyer.

Banana Business Increases

An outstanding feature of the Produce Market is the marked increase in the receipts and sale of bananas. This is a fruit that is in season throughout the year. It is interesting to know that during the year 1926, there was approximately one carload of bananas received at the market to every 2½ carloads of potatoes.

Oranges, lemons and grapefruit are also sold in large quantities. As high as 6,000 lug boxes of bulk oranges are sold in a day in the open market. In addition thereto the sale of packed oranges by commission firms reaches a correspondingly high figure.

At all times there is a wide range of fruits and vegetables to garnish the tables of our citizens. The first of the fruits and vegetables are received by express and it is interesting to watch the increase in volume from day to day, and note the relatively short time before car load shipments are received. Storage tracks for refrigerator cars are available close to the market, thus insuring fruits and vegetables being in excellent state of preservation until offered for sale.

Sanitation featured

The Terminal makes a feature of sanitation of premises and large forces of cleaners are kept busy constantly working sweeping up and washing the yards, with the result that when the day's work is over, the housekeeping compares favorably with that of the best maintained homes. Food inspectors from the Board of Health are present in the yard throughout the time that marketing is under way, to see that food stuffs offered for sale are wholesome. It must be stated to the credit of the Market Company, as well as the merchants and dealers in produce, that a constant effort is made to confine their efforts to food stuff of a wholesome quality.

All nations of the world are represented either in buying or selling within the produce market, and there has grown up more or less of a common language which permits buyer and seller to bargain and trade. An early morning visit to witness and overhear the bargaining of cross-tongue natives will well repay in amusement.

Plain English

"Doctor, if there is anything the matter with me, don't frighten me half to death by giving it a long, scientific name. Just tell me what it is in plain English."

"Well, sir, to be frank, you are lazy."

"Thank you, doctor. Now tell me the scientific name for it. I've got to report to the missus."

Six Deaths Recorded During September

SIX deaths, the greatest number of our fellow workers we have been called upon to lose during any month of the current year, were recorded during September.

Particularly unfortunate is the fact that of the six who passed from this life, only two were Mortuary Fund members. Certainly the thousand or more dollars would have been a source of solace and relief to the stricken families left behind. The financial obligation of carrying this form of insurance never would have been oppressive.

Pleasing, however, is the fact that Group Insurance, to the amount of \$11,000, was paid to the families of the deceased, which, together with two Mortuary Fund payments, brought the total amount paid to beneficiaries in excess of \$13,000, or an average of \$2166 per death.

Those whom death called and to whose saddened relatives we extend the hand of sympathy were: G. A. Himmelman, Mechanical Dept.; O. Rosa, Engineering Dept.; G. W. Passmore, Transportation Dept.; B. H. Chancey, Transportation Dept.; Christian Scottini, Mechanical Dept., and B. E. Walton, Transportation Dept.

Another disability claim was allowed last month, bringing the total to 17 employees who are receiving an aggregate of \$1,085.35 monthly.

DETAILS OF FLOOD RELIEF WORK DONE BY RAILROADS

No better example of the tremendous aid rendered by railroads in times of stress can be found than on the occasion of the recent rampage of the Mississippi when large areas were flooded with that river's over-flow, bringing death and destruction in its wake.

As has been the case in previous disasters, in which the railroads have always given freely of their assistance, they likewise responded when help was needed during the Mississippi Valley floods. Without thought of cost or recompense and hoping only to serve humanity, the services of eight great transportation systems were liberally donated to those in charge of relief activities.

How far-reaching were the services given by these carriers is shown in a recent report of the relief activities rendered from the beginning of the floods up to June 15, 1927, eight railroads:

Operated 304 special relief trains.

Brought out 104,788 refugees.

Saved 2,479 carloads of household goods and live stock.

GRAPE CROP OF THIS YEAR CALIFORNIA'S LARGEST

In making plans for the harvest of the largest grape crop the State of California has ever produced, the thousands of growers, with whom the railroads are co-operating, are working on every phase of the many details to be arranged in order that this year's harvest may be properly marketed.

As early as June predictions were being made, based on conditions at that time, that the 1927 crop would be heavy. With ideal weather conditions prevailing throughout the entire growing season the vineyards have done as the early predictions indicated, produced a crop that government officials estimate will reach 2,316,000 tons, the largest on record, and 10 times that of the rest of the United States.

In spite of the increased grape production, early indications point to a slight decrease in the volume of shipments from the State. This is due largely to the fact that the California Vineyardists' Association, in order to protect its markets, last month ordered a temporary curtailment in car loadings. Resumption of normal shipments was thought to be an early possibility.

This year's record production of grapes is the result of a steady increase in the acreage devoted to this crop that has been carried on for years in the past. When prohibition went into effect there were 320,000 acres of grapes in California. Many feared at that time that the enforcement of the new law would place a serious handicap upon the industry. However such was not the case, for there has been a steady increase in production each year until today there are 662,100 acres in this State devoted to the cultivation of grapes.

The increase in production has been of such magnitude that the grape industry is now in money value second only to California's famous citrus fruits.

Furnished 4,794 cars for temporary living quarters.

Transported 504 carloads of food and supplies.

The above services are in addition to the labor of thousands of their own maintenance employees; the transportation of tens of thousands of laborers from plantations to levee protection; and the transportation of many thousands of carloads of sand, rock and lumber used in protecting levees.

All these services were without charge. The railroads in question do not attempt to place a money value upon these services. The relief authorities, however, have estimated that value at not less than five million dollars.

The railroads participating in the Mississippi Valley relief work were the Southern Pacific, Missouri Pacific, Illinois Central, St. Louis-San Francisco, Texas and Pacific, St. Louis Southwestern, Kansas City Southern, and Chicago, Rock Island and Pacific.

INDUSTRY GATHERING TO BE LARGEST IN HISTORY

With Cleveland as their destination Messrs. Pontius and Geibel left late last month to attend the annual convention of the American Electric Railway Association, scheduled to be held Oct. 3rd to 7th.

Early indication pointed to this year's exhibition being a banner one, more than 120,000 square feet of exhibit space having been sold and registrations showing an attendance of 10,000 delegates.

Methods for selling electric railway and bus service to owners of automobiles will be one of the live subjects of the meeting. Association leaders say traffic congestion is becoming so bad in most centers that the harassed motorist is a live prospect for the public transportation sales agent.

Sales drives directed toward motorists are being conducted by electric railways in many cities. The managements are stressing the speed, economy and comfort of riding a car on rails, or a bus, compared with running a motor car. One big feature which is being stressed is that motorists do not have to park their street cars or buses.

Coincident with this sales drive, electric car manufacturers are making many improvements in cars designed to attract motorists. They have followed the lines of automobile manufacturers, supplying comfortable individual seats, stream line bodies, roller bearings and a minimum of noise.

ALLIED RAILROAD SUBJECTS TAUGHT AT UNIVERSITY

A recent bulletin issued by the University of California at Los Angeles, Extension Division, entitled "Courses of Interest to Railroad Employees" lists several studies that have a special appeal to persons engaged in railroad work.

Heading the list is a course in "Transportation" which is held on Friday evenings from 7 to 9. A general historical and modern survey of the agencies and problems of transportation are to be presented. Railways, ocean carriers and highways are considered with respect to their economic features and their problems of management. Rate making, valuation, and public regulation are given especial attention. The transportation service is described in its relation to present day business structure and problems.

Those interested in a study of transportation problems or any of the other subjects offered, which include Accounting, a study of the Workmen's Compensation Act of California, Foreign Trade and courses dealing with engineering and mathematics, will be supplied with further details by applying to our Educational Director, Earl W. Hill.

"Drink," said the Irish preacher, "is the greatest curse of any country. It makes ye quarrel with yer neighbors. It makes ye shoot at yer landlord. And it makes ye miss him."

Store Employees Visit P. E. Camp



Members of the Store Department who spent a pleasant week-end just prior to the close of the Camp for the 1927 season.

ON SEPTEMBER 17th and 18th about twenty Stores employees and ladies composed a week-end party at the Pacific Electric Camp, where they had the opportunity of renewing fellowship with another member of the Department, Mr. George Huntington.

There were a few among the party who were visitors at the camp for the first time, but most of the members were repeat customers, who were already familiar with the joys of the camp and eager to avail themselves of more such delightful experiences as had previously been enjoyed there.

At dinner Saturday evening our genial General Storekeeper, C. C. Fenimore, occupied the seat of honor, which was a large high-backed, well upholstered chair, with a truly inviting and dignified appearance, but which, much to his surprise and the merriment of those looking on, promptly seated its victim on the floor.

Mrs. John Jackson and Floyd Gill were lucky enough to win the weekly prize waltz money, or rather, we should say that their finished waltzing captured the prize, since Mrs. Jackson was generous enough to treat to ice cream cones with the prize money.

Other pastimes that added enjoyment were: launch trips, rides around the lake, horse-shoe pitching, dancing, baseball, cards, swimming and last but not least, a "wienie roast." Before coming away numerous vows were made that vacations would be spent at the P. E. Camp next year.

—FRED B. HOPKINS.

HUGE PASSENGER MOVEMENT RECEIVES RECORD SERVICE

The largest movement of passengers in a single body from the eastern district of our system took place on Saturday, September 3rd, the occasion being an outing of employees of the California Portland Cement Company at Colton. A total of 792 revenue passengers were handled expeditiously to Redondo Beach, 14 cars

EMPLOYEES IN HOSPITAL

Fourteen employees were receiving hospital attention under the supervision of our Medical Department as the Magazine went to press. Although the California Lutheran is now the official hospital, there are three members of our forces yet at the Pacific Hospital.

Those confined to hospitals are—California Lutheran: Louis Hall Lineman; Marie Jaroe, Mechanical Department; John R. Bell, Yard Clerk; Frank Haulman, Lineman; Sidney Torgan, Conductor; Ollie Cole, Freight Car Repairer; Thomas Gill, Utility Man; George Dowling, Mailman; Jonas Turner, Night Watchman; Theodore Stenzel, Tinner, and Faustino Aguilera, Laborer. Pacific Hospital: Joe Carlson, Car Repairer; Joe Cannon, Trolleyman, and Edward Foster, Motorman.

The above hospitals are located at—California Lutheran, 1414 South Hope Street—Pacific Hospital, 1329 South Grand Avenue. Visitors are welcome from 2 to 4 and 7 to 9 p. m. daily.

being required to move the large party.

Through well worked out plans the movement was handled from Colton to Redondo Beach in slightly less than three hours and when considered that the distance is more than 82 miles it is evident that details were carefully pre-arranged. The movement was made in four trains, they having been run at five minute intervals as extra sections of Train No. 28 leaving San Bernardino at 6:45 a.m.

Officials of the cement company expressed their pleasure at the splendid service rendered, which will, no doubt, result in our again securing the business as the outing is to be an annual affair.

They are beginning to broadcast plays by radio, and in a little while old eggs will be a total loss.

APPLY NEW ELECTRIFICATION METHODS TO PRACTICE

Because of the system being employed, and the retirement of one of the pioneer electrifications in America, the Great Northern Railway's electrification project now under way in the State of Washington has attracted the attention of railway officials and electrical engineers. The present undertaking involves the revision of the original electrification between Tye at the western end of the Cascade Tunnel and the eastern portal of the same tunnel, and the extension of the project westward to Skykomish, thus increasing the length of the electrified trackage from 4 to 24 miles, exclusive of yardage.

In order to secure the advantages of alternating-current transmission and trolley and the direct-current traction motors, the motor-generator type of locomotive was chosen. This will draw power from a 11,000-volt, single-phase, 25-cycle trolley. By using this type of locomotive it is possible to take advantage of the inherent merits of both the alternating-current and the direct-current systems. This means high-voltage transmission to the locomotives with a minimum power loss, static unattended transformer stations along the railway line, light overhead construction, plus the advantages of direct-current traction motors and practically unlimited flexibility of control in operation and regeneration.

The two new Baldwin-Westinghouse electric locomotives built for service in this section of the Rockies each consist of two cabs which are identical, mechanically and electrically, and each unit is self-contained. That is, both are fully equipped to operate alone. Present plans are to operate two cabs as a single unit, in which case each locomotive will weigh about 715,000 pounds and be 94 feet in length.

Simultaneously, with the rehabilitation and extension of the original electric section, a new tunnel through the Cascade Mountains was begun, and when completed this will be the longest railway tunnel in America—seven and three-quarter miles.

The present line crosses the divide at an elevation of 3,385 feet above sea level. It has sharp grades and curves, numerous snow sheds and several tunnels, one of which is the Cascade, 13,873 feet long. On account of heavy snow fall which reaches a maximum of 410 inches at one point and 670 inches at the Cascade Tunnel each season, it is both difficult and expensive to keep the line open for operation.

The new tunnel line will shorten the route more than $7\frac{1}{2}$ miles, eliminate nearly six complete circles of curvature and will escape most of the severe snow trouble. The grade will be the same as the present tunnel, but the elevation 500 feet lower. Electric power is being used throughout in its construction which it is expected will be completed in about two years.

If the moon had a baby would the skyrocket?

Largest Attendance Yet Greet's Pomona Fair

By W. B. Foote,
Agent, Pomona

THE best of all of the six annual affairs of Los Angeles County at Pomona closed in a blaze of glory on the night of September 24. It was a great show and Pomona may well be proud of its accomplishment.

A total of 123,000 people visited this exposition which is an increase of 16 percent over the attendance of last year. Each year has seen the Los Angeles County Fair greater than the preceding year, and it has grown in these few short years far beyond a County Fair. It has become the one great Southern California Annual Exposition at which are shown the products of agriculture, horticulture, viticulture, apiary and dairy, also all of the arts, including fine arts and the household arts of women. It includes also the industrial, educational and entertaining.

The mammoth fairyland tent—the largest ever set up—130 feet by 550 feet—will next year be supplanted by a permanent building.

An especially noteworthy feature of the fair is the Night Horse Show. Blue Bloods from the biggest and best stables of the United States, and even from Canada, are attracted here for the races and the horse show. Heavy harness horses gave demonstrations in front of the grand stand every day of the fair, competing for a \$1000 stake. The largest and most varied exposition of California agriculture and horticulture ever exhibited at a western fair was assembled and the enormous collection was marvellously arranged.

The poultry show surpassed anything ever held on the Pacific Coast, and was augmented by a large showing of rare fowls and aviary birds.

Ostriches, baby bears and trained fowls added to the attraction.

Every department, the Flower Show, Art Display, Women's Department, Junior Fair, Automobile Show, Industrial Department, Heavy Machinery, Entertainment, Stock Show, etc., put on a splendid exhibition, and one that, in many cases, exceeded some of the State Fairs.

Our Company co-operated with the fair in the extensive publicity and in granting a one dollar round trip fare from Los Angeles to the fair grounds. Also a special excursion rate from Long Beach was granted. Five White motor coaches were put in service to furnish transportation from Pomona direct to the fair grounds. During the five days of the fair the motor coaches handled 11,896 passenger, an increase of 2004 over last year. The Pomona-Los Angeles line travel was very gratifying.

The Boy Knew

Master—"If a customer comes and wants to look at a piano, flute or mandolin while I'm at lunch, you know what to show him?"

Boy—"Yes, sir."

Master—"And is a customer should want to see a lyre—"

Boy (interrupting)—"I'll send for you at once, sir."

Simplified Grammar

Heck—"Do you have any trouble with 'shall' and 'will'?"

Peck—"No; my wife says 'You shall' and I say 'I will.'"

Fair Warning

The first large floor which is elevated will seat six hundred persons, then there is a double gallery that will seat an additional number of people with upholstered seats.

—Webster (W. V.) Record.



STILL IN SERVICE!

Out of the picture so far as present day transportation service is concerned, but very much in pictures as produced by our movie studio friends are many antiquated cars that in times past served the public. Hardly a week passes but that one of these creaking relics are called upon to add realism to films showing transportation as it was, but isn't today. The scene above is the climax in a thrilling movie entitled "Stop That Man," recently released by Universay Pictures Corporation with Barbara Kent and Arthur Lake in the starring roles. Other scenes in the play were "shot" in our Sherman yards. This Company co-operates gladly with film producers whenever the opportunity affords.

Getting Your Dollar's Worth

Hastily Signing on the 'Dotted Line' Often Brings on Sorrowful Obligations

By L. H. APPEL,
Asst. Superintendent of Power

IT MAY BE due to our natural aversion or disinclination to read and analyze the import and meaning of a group of figures or a statement requiring real mental concentration to understand what makes the average person a comparative easy-mark as far as his dollar is concerned.

We would rather wade through a verbose explanation which probably doesn't explain, rather than attempt an analysis of a proposition in which we are supposedly interested, to ascertain if the statement made really means what we think it does, or if we are getting what we think we are. Glib statements, reduced to dollars and cents, take on a different meaning at times. It is more difficult to hide facts in figures.

The need of usury laws, to a large degree, is due to our indifference to figures. Our natural apathy, together with high pressure salesmanship, apparently hypnotizes us at times and we gladly sign on the dotted line, pay our dollar down, and for an eternity thereafter, wonder when the drain will ever cease.

Better Safe Than Sorry

Admittedly, the above statements may be rather broad in scope, but in effect they are to point out that we should be materially concerned to the extent of fully analyzing a business transaction before entering into it. This, whether it pertains to the borrowing or loaning of money, the purchase of property, automobiles, or other objects, especially on the installment basis, or any other transaction involving money.

It is not intimated that any or all of the transactions entered into are other than legal in all their phases. Nevertheless, it is a fact that we do readily enter into contracts with but a hazy understanding of our obligations. Afterwards comes a continual stress, be it financial or mental, in attempting to meet demands, which we did not anticipate. In many instances, the financial demands may not be onerous, nevertheless our frame of mind is considerably disturbed, owing to a feeling of unfairness, which, however, may be due to our own lack of foresight.

Of course, at times, necessity gives us no choice, and we, therefore, have to accept the only solution to a situation, regardless of the toll exacted. But even in such instances, we should have a full understanding of the contracted obligation.

A common practice is to borrow small sums, required in most instances for dire necessities, from loan companies, who do not require any security

except an ironclad written guarantee from responsible persons who must assume your obligations to repay, in the event that you fail to meet the small weekly or monthly payments as provided for in their system. This system of loans is probably the most satisfactory yet devised to meet the demand of the class of borrowers involved. But unless some interest is allowed the borrower on his repayment, he should understand that he is paying considerably more for the loan than the six or eight per cent extracted in advance from the sum borrowed.

This is due to the method of repayment, in consequence thereof, the borrower has the use of approximately but a third or thereabouts, of the total amount borrowed, for the period involved. Figure this out, it's simple.

When Buying a Home

Financing the purchase of a home, especially calls for careful consideration and understanding of all of the obligations involved. If you are considering building on your own accord, with limited funds, carefully consider the financing charges before you start.

A knowledge of the original financing of a building, in case consideration is being given to purchasing a structure already completed, may be of interest in order to ascertain whether or not the sale price is overloaded with financing charges. This can amount to a third or more of the original cost, especially in the case of speculative building, due primarily to the high discounts and costs exacted in the disposal of the mortgage and trust deeds by the builder. Investigate thoroughly before you buy and ascertain if you are obtaining value received.

Installment buying has its own

characteristics, which must be considered. Without question, the installment system has made it possible to enjoy both luxuries and necessities otherwise beyond the reach of the large majority, nevertheless it exacts its toll. Witness the apparent success of the numerous financing concerns.

Of course, volume production occasioned by the demand created by the installment system, may result in a lower cost for the commodity than would otherwise obtain, if sold strictly on a cash basis, thereby offsetting carrying and interest charges. The greatest demand lies in its possibility of inducing us to contract installment payments beyond our ability to meet them or without making a sacrifice, the need or benefits of which may be questionable.

These are but a few of the everyday transactions crossing our paths with what we should be familiar, at least to the extent of being able to accurately analyze the situation as conditions arise, so that we may be sure of knowing what we are getting for our dollar—whether it be one hundred cents worth or less.

COST OF OPERATING AUTO

Taking eleven automobiles, ranging in price from \$400 to \$1,800, the Iowa State College has determined the cost of operating a motor car is 10.27 cents per mile, the average being: Gasoline, 1.61 cents; oil, .31 cent; tires, .98 cent; service, 1.24 cents; depreciation, 3.16 cents, interest, 1.24 cents; insurance, .31 cent; garage .83 cent, and license .59 cent.

Watchful Waiting

The lecturer warmed to his task. "The consequences of drunkenness are terrible. If I had my way I would throw every cask of beer, every bottle of wine, every keg of brandy into the middle of the sea."

Voice from the Audience—"Bravo, Bravo."

Lecturer (very pleased)—"You are also a confirmed teetotaler, my friend?"

Voice from the Audience—"No, I'm a deep-sea diver."

COMPARISON OF ACCIDENTS DURING AUGUST 1926 AND 1927

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1927	1926	1927	1926	1927	1926	1927	1926
Interferences with vehicles	100	87	72	78	210	201	33	36
Collisions & Interferences								
with cars	1	2	0	3	3	7	0	0
Persons struck by cars	3	0	3	5	3	4	0	0
Derailments	6	3	13	6	13	7	0	0
On and off moving cars	3	6	4	4	11	8	1	0
Miscellaneous	19	19	43	28	28	49	13	7
Total	132	117	135	124	289	266	47	33
			1927	1926				
Interferences with vehicles			415	392	Inc.	23—Inc.	5.9%	
Collisions & Interferences with cars			4	12	Dec.	8—Dec.	66.8%	
Persons struck by cars			9	9				
Derailments			32	16	Inc.	16—Inc.	100.0%	
On and off moving cars			19	18	Inc.	1—Inc.	5.5%	
Miscellaneous			124	93	Inc.	31—Inc.	33.3%	
Total			603	540	Inc.	63—Inc.	11.6%	

Public Appreciation Expressed

Service and Courtesy Bring Their Reward.

PARTICULARLY pleasing during recent months has been the large number of written commendations received by the management regarding splendid service rendered by Trainmen.

The laudatory letters received have come from all points in the system and during the past two months 55 communications were received. Efficiency of operation, honesty, assistance to elderly patrons, alertness and courtesy, with the latter in the greatest number, were the features most often mentioned in letters received.

Space will only permit a summary of the names and acts for which Trainmen were commended, the following being such a summary covering the months of August and September:

WESTERN DIVISION

Trainmen	Line	Nature of Commendation
F. W. Brown	Edendale	Courteous treatment of passengers.
H. Gerlach	Redondo Beach	Special courtesy and efficiency.
S. J. Hayball	Redondo Beach	Special courtesy and efficiency.
H. Monaghan	Hollywood	Exceptionally courteous conduct.
H. J. Palmer	Santa Monica	Efficiency and courteous conduct.
J. H. Daly	Venice	Special courtesy and general efficiency.
A. L. Greutz	Vineyard	Returning lost package to passenger.
F. G. Volkhart	Vineyard	Special courtesy and efficiency.
G. R. Stevens	Hollywood	Pleasing personality and efficiency.
R. H. Jones	Hollywood	Special courtesy and efficiency.
E. R. Martin	S. Monica Blvd.	Special courtesy and efficiency.
R. W. Baugh	Bev. Blvd. M. C.	Special courtesy and efficiency.
L. D. Hall	S. Monica Blvd.	Efficiency of operation at time of accident
O. M. Nagle	Beverly Hills	Special courtesy and efficiency.
P. Steiner	Hollywood	Efficiency shown in the course of duty.
R. E. Shelton	Bev. Blvd. M. C.	Efficiency.
A. D. Hunt	Van Nuys	Efficiency shown at time of accident.
D. L. Davidson	Redondo	Returning lost package.
F. M. Wood	Edendale	Special courtesy and efficiency.
C. Pierce	Hollywood	General efficiency and courteous conduct.
F. A. Johnson	Venice	Special courtesy and efficiency.
L. Klein	Venice	Special courtesy and efficiency.
P. J. Hogan	Vineyard	Recovering lost beads for passenger.
L. L. Henthorn	Edendale	Efficiency in the conduct of duty.
J. P. Sawyer	Santa Monica	Special courtesy and efficiency.
J. B. Slinker	Santa Monica	Special courtesy and efficiency.
H. J. White	Sawtelle	Special courtesy and efficiency.
H. F. Huster	Glendale	Exceptional courtesy to passengers.

NORTHERN DIVISION

W. E. Coleman	Glendora	Special assistance rendered passenger.
B. F. Goddard	Glendora	Courteous conduct and general efficiency.
J. H. Ickes	San Gabriel	General efficiency in course of duties.
W. H. Walker	Pasadena	Courteous conduct toward passengers.
P. W. Hayes	San Bernardino	Special courtesy extended passenger.
R. P. Bird	Pasadena	Courteous conduct and general efficiency.
O. I. Gough	San Bernardino	Returning lost property; efficiency.
J. C. Hulet	Pasadena S. Line	Efficiency in the performance of duties.
F. H. White	Sierra Madre	Alertness and strict attendance to duties.
F. H. Clark	Sierra Madre	Efficiency in the operation of car.
C. B. Lay	Pasadena	Purchasing ticket for passenger.
E. Jackson	Colton	Kindly consideration shown public.
C. O. Gardner	Colton	Assisting lady to catch car.
G. G. Gaines	Sierra Vista	Courtesy in lending money to passenger
J. W. Bartholomew	Pasadena	Unusual courtesy.
W. F. Dougall	San Bernardino	Courtesy and efficiency.

SOUTHERN DIVISION

C. H. Bowman	Newport	Exceptional courtesy and thoughtfulness.
E. H. Brown	Newport	Thoughtfulness and courteous conduct.
H. W. Wills	Long Beach	Special effort made to return hand bag.
M. R. Yeager	Whittier	Faithful attention to duties; efficiency.
F. S. Cooke	Long Beach	General efficiency and pleasing conduct.
W. A. Blakely	Long Beach	Special courtesy and efficiency.
A. Jackson	Long Beach	Special courtesy and efficiency.
R. Tracewell	Long Beach	Efficiency at time of accident.
F. E. Cornwell	Santa Ana	Efficiency and courteous conduct.
E. F. Lowary	Long Beach	Special courtesy and efficiency.
A. Koehler	Newport	Courteous attention given passengers.

BREEZES FROM MT. LOWE

The Tavern did a rushing business over Labor Day, standing room only on Saturday and Sunday nights.

A number of special parties visited the resort during September. Among them were the Los Angeles City Club, in charge of Mr. Moselle, Executive Secretary, the Broadway Department Store and Illustrated News parties.

The Grand Movie Ball, given by the Pasadena Theatres as a wind up for Greater Movie Week, was a big success, over three hundred and fifty people attending. Special cars brought the party up by moonlight. Features were dancing to the strains of music furnished by an eight-piece orchestra from the Gables Club, a number of Fanchon and Marco entertainers and a buffet lunch served at midnight. The last car left the Tavern at 2:00 A. M.

Tatsuzo Yoneda, a prominent railroad official of Takada, Japan, made the Mt. Lowe Trip and was greatly interested in everything connected with it.

The Lynwood City Council came up in a body to partake of the Mt. Lowe Tavern Chicken Dinner.

Mrs. Gertrude W. Hood leaves Tuesday for a trip to her old home, Detroit, Mich. She will stop enroute at the Grand Canyon, Chicago and Cleveland.

Miss May Smith, "Yardmaster," Tavern Dining Room, is about to become an oil queen. The geologists tell her that her property in La Crescenta sits in the middle of the oil belt that has just been discovered and she is now negotiating with drillers to place a derrick at one side of the house where she can sit and watch the oil ooze out.

BARN DANCE DRAWS THROG

Some two hundred and fifty of our employees and their families gathered at the Barn Dance held at the Pacific Electric Club on Thursday evening, September 29. This is considered the largest crowd which has ever gathered for the popular Club dances on an opening night.

The many couples who came in rural costumes were asked to appear on the floor in a special dance, when the two winning couples were chosen by popular applause. The first prize was given to Mr. and Mrs. C. G. Gonzalez of the Electrical Department, and the second prize awarded to Mr. Carl Weatherly and his sister, Mrs. Silver. Mr. Weatherly is employed in the Electrical Department.

The music furnished by the newly organized male orchestra was splendid.

It is hoped that our Club members will continue to come out in force for the semi-monthly dances. A noticeably large number of members from out of town were present. The following Executive Committeemen were participants: Messrs. M. S. Wade, L. H. Tieman, H. J. Allen, E. A. Stevens, W. J. Drake, J. M. Geopfert and E. E. Hunkin.

THE PACIFIC ELECTRIC



MAGAZINE



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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 communications to the Magazine, to Bureau of News, Room 664, Pacific Electric Building, Los Angeles.

Thoughts

HE thought one day of a better way
To perform his daily task,
But he let it slide, so an idea died,
Will he succeed? Why ask?
Another man thought out a plan
To save his employer loss.
The plan was tried; worked, and besides
The thinker now is boss.
A worth-while thought may mean a lot
If given but half a chance,
And it's mighty plain, it's the active brain
That makes the world advance.

—Selected.

BEHIND the above little verse is a thought which merits studious meditation.

All the progress made in the history of the world developed from a thought. Every achievement in every human endeavor somewhere, sometime originated from a thought in the active brain of someone.

But thoughts in themselves are useless!

To be of any value they must be put into action. Permitted to lie dormant or pass from us without putting or endeavoring to put them to use shows a lack of initiative. Action is a quality invariably found to be one of the outstanding qualifications of a successful man.

The element of reward and joy of achievement are rainbows to thoughts that prove worthwhile. What greater satisfaction in life is there than that which comes with the knowledge that through our own thoughts or efforts

Want a Cover Picture to Mail a Friend?

WITH the thought that this month's cover illustration would prove suitable and desirable for framing, the Bureau of News has had extra copies of the two page photograph reproduced. It has been attractively printed on heavy coated paper.

Employees so desiring may secure one or more copies of this photograph. Sending the extra copies to friends will help spread the fame of our renowned resort.

Requests should be made in person or by writing to the Bureau of News, 664 P. E. Bldg.

we have contributed a better, quicker, cheaper or easier way to perform a task or service? And if we look about us we find in the more responsible posts throughout the organization men who have stuck, worked and acted on thoughts that came to them. That's the reward.

In our own chosen field of endeavor there is more than ever a need for constructive thoughts and ideas. Harassing conditions and problems make it imperative that we improve our service to the public and at a lower cost to our employers.

Thoughts in themselves are useless. Don't pass them by!

EIGHT BASIC CIRCUITS TOLD

"Contrary to the general belief there are just eight basic circuits in radio reception, and this despite the hundreds upon hundreds of so-called circuits." Authority for the foregoing enlightening statement is the Radio Corporation of America, who thus explain this misconception at length:

Nothing serves to confuse the layman so much as the weekly appearance of new circuits with high sounding names and lavish claims, producing the general but erroneous impression that radio is a constant experiment, with receiving sets rendered obsolete a week after they are purchased. The plain truth is that new circuits are very, very rare, although new names are plentiful.

Our present day basic circuits are as follows:

1. The simple crystal receiver, with a most elementary tuner.
2. The simple vacuum tube receiver, with a most elementary tuner and no provision for so-called regeneration or ratio frequency amplification.
3. The generative receiver, in which part of the output from the detector is returned to the detector to increase the strength of signals.
4. Audio frequency amplification, used in connection with all kinds of receivers in order to increase the sound volume in phones or loudspeaker.

INTERSTATE BUS AND TRUCK SOON TO BE REGULATED

After two years' of investigation into interstate motor bus and truck transportation, the Interstate Commerce Commission is ready to place before Congress in its next session the result of its findings and at the same time recommend that legislation be enacted subjecting these transportation facilities to regulations such as now govern other common carriers.

The increase in competition of buses and trucks with common carriers subject to the Interstate Commerce Act and the complications involved, caused the Interstate Commerce Commission on May 21, 1926, to order an investigation into "the general question of the operation of motor buses and trucks by or in connection or competition with common carriers subject to the Interstate Commerce Act . . . including the extent to which the traffic and revenues of carriers subject to the act are affected by the operation of motor buses and motor trucks . . ."

Hearings have been held in 12 cities in the United States with representatives of all parties concerned in attendance and a great mass of data on the subject has been collected. It is shown that Federal and State activities in the building of extensive hard road systems encouraged the phenomenal growth of bus and truck transportation facilities until a total of 2,684,222 trucks and 80,040 buses were registered in 1926. Estimates place the bus mileage in the United States at approximately 2,000,000,000 miles and the number of passengers carried in 1926 at 2,395,000,000.

Of the 80,040 buses in use in 1926, 34,000 were operated as independent passenger lines, 7,284 by electric railways and their subsidiaries, 756 by steam railroads and their subsidiaries, 2,650 by sightseeing bus lines, 2,550 by miscellaneous users and 32,800 by schools for the transportation of pupils.

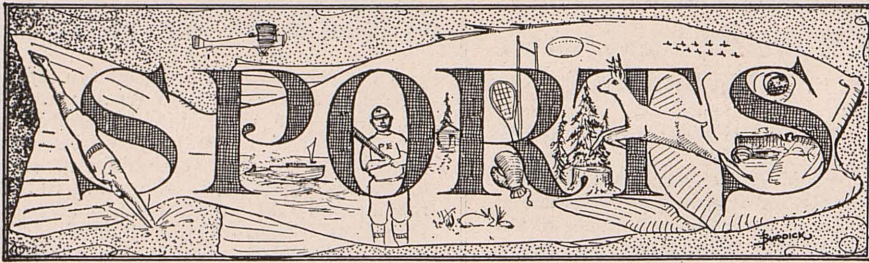
Regardless of whether or not Congress takes any action when the subject is presented at its coming session, it is admitted that the facts obtained through the investigation of the past two years are certain to be beneficial in arriving at a final solution of difficulties in connection with interstate commerce.

5. Tuned radio frequency amplification, in which each stage is tuned so as to secure the utmost transfer of radio energy from one stage to the next.

6. Untuned radio frequency amplification, utilizing fixed transformers which require no tuning or adjustment.

7. The reflexing arrangement, whereby a set of tubes does double duty, first as radio frequency amplifier and then as audio frequency amplifier.

8. The super-heterodyne, whereby the incoming wave is thrown into interference with a locally generated frequency, setting up a so-called intermediate frequency current which is amplified and then detected.



BALL TEAM WINS NINETEEN OF TWENTY-TWO GAMES

Our baseball team by its splendid play is well deserving of the distinction as the leading semi-pro organization in Southern California. Its record of nineteen wins out of twenty-two games speaks for itself, and exceptionally well for an outfit which has met during this time the very fastest opposition in the south-land.

The last and only game lost during the month of September proved to be as much of a surprise to the boys themselves as it was to their opponents, the Catalina Cubs, who, on Sunday the 4th, through the help of pitcher Charlie Bench, a real big leaguer borrowed for the occasion, and the ever-prevailing jinx attendant upon the first appearance in new uniforms, humbled our team by a score of 3 to 2, in the only game which the Cubs have won against them in the past three years. However, the boys faced Mr. Bench in a more recent game at Tournament Park, Pasadena, when revenge was sweet and he was somewhat badly defeated.

The Catalina Cubs were defeated on the following Monday (Labor Day) to the tune of 9 to 4; the San Bernardino aggregation was taken into camp the following Sunday 3 to 2 in an exciting exhibition. The fast Commercial Club team failed to make its appearance for game scheduled on the 17th and this contest was forfeited. The Monterey Park Chamber of Commerce team was

walloped 8 to 2 on Sunday the 18th; the D. & B. Pump & Supply Company's outfit was drubbed 8 to 2 on Saturday the 24th and the Pasadena Eagles were taken down the line 5 to 2 on the 25th.

The real feature of the contests during the past month, as in every game since he joined the club, has been the pitching of "Cy" Williams. The big "trolley-pup" has also waved a wicked stick on several occasions, having a few home runs to his credit. Vincent Campisi pitched two of the games and kept up his usual good work in the box.

Preparations are being made for the big winter league which will start on the first Sunday in November and which will, as heretofore, be composed of the strongest semi-pro clubs in the Association. Three veterans from last winter's team, "Rod" Murphy, "Vic" Ruedy and Tony Antista, have rejoined the club and have added considerable strength to the already imposing outfit.

P. E. BOWLERS FORM LEAGUE

Following the success of those participating in the P. E. Bowling League last year, another such organization was formed at a meeting held at the Club on September 16th. More than forty enthusiasts attended and worked out plans for the coming season.

Twelve teams are to form the league and play will take place one night each

week all games to be rolled at Jensen's Recreation Bowling Hall, 1706 Sunset Blvd. The season will be of twenty-two weeks duration, each team rolling two games against one another. The first games were played on Friday, Oct. 7th.

Excellent sport was enjoyed in all the games last year and those desiring to enter should immediately make application to any of the departmental or team captains.

ATTENTION SHOOTERS

The next shoot of the Rod & Gun Club is to be held on Sunday, October 16, at 9:30 a.m. There will be a Merchandise Order Prize for each of the winners in the A, B and C classes. In case of ties they must be shot off for place. Those losing in shooting off a tie will drop back into place according to scores made in shoot off. They will not be eliminated as in the past.

This will be a 100 bird shoot.

A Class 89 per cent and over.

B Class 80 per cent to 89 per cent.

C Class 70 per cent to 80 per cent.

Any shooter can declare himself into a higher class than his season average places him, but he cannot drop into a lower class than his season average.

New Uniforms For Ball Club

During the past month the ball team has blossomed forth in brand new, shiny white uniforms. The uniforms are of the very best quality solid white flannel, with large cardinal silk embroidered letters "Pacific Electric," and sox to match.

The team has been generally commented on as the most attractive appearing club seen on the local ball diamonds.



Members of P. E. ball team who have hung up a record of 19 wins and 3 losses in recent months. Reading, left to right—Top row (Standing): George H. Grace, Asst. Manager; Badie Bouett, outfielder; Norman Burbank, infielder; Paul Rennie, catcher; Johnny Lugo, 1st base; Randolph Bell, outfielder; "Rod" Murphy, infielder; Jack "Cy" Williams, pitcher; Vincent Campisi, pitcher; Charles P. Hill, Manager. Bottom row (kneeling): Clarence Abarta, infielder; Ralph Layne, infielder; Vic Ruedy, outfielder; Leo Hampson, outfielder; Dick Dodge, mascot; Eddie Copeland, catcher (captain); Bob Rachford, utility; Homer Scott, utility.



BREEZES FROM THE HARBOR

By J. M. McQuigg,
Agent, San Pedro

Custom collections for the month of August were \$655,874, an increase of \$149,000 over August, 1926. These figures show that imports are gradually increasing. Exports for this period dropped off to a considerable extent. Intercoastal and coastwise shipping show a slight increase over last year. Taken as a whole, the port's business shows a gradual growth, which is indicative of a bright future for the Harbor.

In the line of imports, bananas show an ever-increasing tonnage. During the third week of September, a total of 96 cars were received from five different ships. All of these shipments came in under refrigeration and were in first class condition.

It is rumored that the Standard Fruit Co. is soon to put their own regular ships in this trade on the west coast. Under this plan this port will be the regular distributing point for California, Arizona, New Mexico and Utah.

The dredging of the main channel of the Dead Man's Island to the Turning Basin is progressing nicely, being about one-half completed at this time. When completed the main channel will have an average depth of 35 feet at low tide.

Contract has just been let for the construction of a transit shed at berth 228 D & E at cost of \$127,494. When completed this will make six transit sheds on Terminal Island, or the Union Pacific side of the Harbor. There is a rumor that another dock is to be constructed on the Terminal side in the near future.

Application for permit to construct a dock in the connecting channel just east of the drawbridge for the Ford plant has been filed with the U. S. Harbor Engineer. This dock is to be 400 feet long.

The steamer British Monarch recently brought into this port 33,000 bags of sugar from Cuba. The shipment was handled for the account of the Dodwell Co.

The remodeling of old Cotton Compress No. 1, formerly operated by the Harbor Department and now leased to the L. A. Cotton & Warehouse Co., is nearly completed. It will be ready for operation about October 1st. A new Webb high density compress has been installed. The capacity of the press has been more than doubled. Last year there was exported 210,000 bales of cotton. The new company expects to handle considerably more than this the coming season. About 2700 bales of the new crop have already been received so far this season for storage.

Agents Resume Monthly Meetings at Club

FOLLOWING the usual summer respite, the Agent's Association will again resume their monthly meetings, the gathering this month being set for Saturday evening, October 8th.

In addition to working out a well planned programme for the next several months at the scheduled meeting, President H. P. Clark announces that Messrs. Annable, Day and Smith have been requested to address the assembly of system Agents.

The following agents were programmed to make short talks: H. C. Hall, Highland; J. C. Newton, Huntington Beach; E. A. Riley, Hollywood; B. L. Livingston, Inglewood and A. J. Young, La Habra.

As substitutes in the event of any failing to appear, those named below will act as emergency speakers: L. M. Anderson, Los Angeles; J. M. Kinsey, Monrovia and L. S. Wilkinson, Newport Beach.

AGENCY CHANGES

Now that agency forces are back from vacations and cool weather is coming on—watch the pep! Let's show 'em a flash of speed!

For the first time in many months there are a few changes taking place among the agent's positions.

Agent H. C. Bedwell, the Sage of Whittier, has taken a leave of absence and his station was put up for bid.

Agent W. F. Wiebers, after many years in charge of our station at Santa Monica, decided to try a change in climate, so bid in the Whittier Agency.

Agent J. C. Newton did not care for a change in climate, but evidently wanted to be nearer Hollywood or Los

Considerable activity now prevails in both shipyards at the Harbor. The Los Angeles shipyard has four large repair jobs and the Bethlehem Yards are working on three jobs.

San Pedro will soon have a new City Hall. Actual construction for the foundation has commenced. The building is to be seven stories, of brick and cement construction. This will be one of the greatest improvements San Pedro has had in several years.

ADVANTAGES OF NEW SYSTEM OF FORMS FOR TICKETS

The advantages and other details concerning a new system of assigning forms to tickets, which became effective recently, is explained by R. L. Brainard, Chief Clerk, Passenger Traffic Department:

For years, under the old system, when a new ticket was printed, it was assigned the next higher number, there being 524 form numbers assigned to the regular one-way and round-trip printed forms of tickets alone. The result of this method was that form numbers of many tickets which had become obsolete were not reassigned.

Under the new system it will be possible to rearrange ticket stock into a compact and more simple system, which will greatly facilitate the handling of tickets in the Ticket Stock Department. Considerable saving in time of Agents and the Accounting Department will be possible, in compiling of ticket reports. This is due to the fact that as new ticket stock is printed, numbering of tickets will commence with zero and the unit numbers will thereby be reduced. At the Los Angeles Main Street ticket office alone, approximately 600 forms of tickets are carried in stock. It is estimated that during a month, clerks are required to write approximately 3,100,000 figures in compiling ticket reports. Under the new system, when all ticket stock has been reprinted, the number of figures to be written will be reduced approximately 25 per cent.

A departure in the one-way printed form ticket has been adopted. All one-way tickets, now being printed, read between two destinations, instead of to and from. This means that where two separate forms have been necessary in the past, only one form will now be used.

For further particulars regarding the new form system, Agents should refer to Passenger Traffic Department's Circular Letter No. 336, issued August 8th, 1927.

Angeles. for he decided to quit Huntington Beach and consequently bid in Santa Monica.

At the time of going to press, it has not been decided who will be next to get restless and move to Huntington Beach.

His Letter Read—"I am enjoying Florence immensely."

His Wife Replied—"You can stay in Europe. I am having a good time with Oscar."

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

P. E. EXECUTIVE COMMITTEE MEETING HELD AT CLUB

The first meeting of the newly elected Executive Committee of the Pacific Electric Club for the coming club year was held in the Auditorium of the Club Rooms Wednesday, September 7, at 2:00 p.m. The following were absent: R. L. Tozier, F. L. McCulley, R. G. Miller, Glenn Hatt, E. A. Stevens, C. C. Rice, T. L. Wagenbach, Wm. Moesby and Geo. Chrystal.

Club Fund

Balance, 7-31-27\$ 769.44
Receipts 1103.25

Total\$1872.69
Disbursements 1027.50

Balance, 8-31-27\$ 845.19

Relief Fund

Balance, 7-31-27\$ 434.97
Receipts 855.00

Total\$1289.97
Disbursements 1095.00

Balance, 8-31-27\$ 194.97

Officers Elected

Owing to the fact that the principal business of the newly elected Executive Committeemen was the election of Club President and Club Manager the retiring president, L. A. Lovell suggested that the regular order of Club Business be changed and called for nomination for a new Club President. Sam Bishop, a former President, at once arose and reviewed the past history of the Club and many of its well-known activities. Mr. Bishop named the former Presidents, commenting on each and every one. He closed his remarks by nominating Mr. F. E. Geibel for the post of Club President for the coming year.

The nominations were at once closed and the Committeemen voiced their approval of the selection of the new President by standing in a body in response to Mr. Lovell's request for those who wished to vote in favor of Mr. Geibel. Mr. Lovell at once asked M. T. Spencer and Mr. Bishop to escort the newly elected Club President to the chair. Mr. Geibel thanked the Committeemen for the honor bestowed upon him and asked their fullest aid in the Club's work.

Upon a request for nomination of a Club Manager for the coming year, E. C. Thomas briefly nominated the present Manager, N. B. Vickrey, to succeed himself for the coming year. Again nominations were closed and the Committee in a body voted to elect Mr. Vickrey for another year as Club Manager. Mr. Vickrey generously thanked the Committeemen for

again electing him Manager and urged their fullest cooperation.

As has taken place in the past seven years, Mr. McCammond was voted to act as Secretary and Treasurer.

Mr. Geibel explained that it was necessary to appoint seven Committeemen to act on the Governing Board of the Club with the President, Manager, and the General Officers. The Committee at once went into a recess of five minutes and then voted to appoint the following men: F. E. Mayfield, L. H. Covell, J. H. Ickes, J. E. Flathers, W. A. McCammond, R. G. Miller and J. W. Anderson.

New Business

Mr. Hunkin asked that the baseball diamond at Torrance be made ready for games and Mr. Geibel promised to look into the matter.

Mr. Mayfield brought up the subject of vacations for employees before the time that it is due and was promised by Mr. Geibel that a thorough check would be made.

C. A. Thomas asked concerning the equipment of the Trainmen's Room at Hill Street Subway and was assured

that ample care had been made in the selection of this equipment and installation would be made as soon as consistent with other conditions.

Mr. Kraft requested that arrangements be made to exchange one of the two pool tables at Macy Street Trainmen's Rooms for a billiard table.

Mr. Jackson asked for an entertainment to be given for the employees of San Bernardino and vicinity at Pickering Park in the near future. This will be taken up at a later date.

E. C. Thomas briefly reviewed the work of the Mortuary Fund and asked that each and every Committeeman make it his business to try to increase the membership. At the present time the fund is nearly one thousand dollars.

—Or for a Bath

He was irascible and obstinate and he had ventured on the ice when common sense should have warned him against it. When the ice gave way and he found himself standing in four feet of cold water his language was calculated to widen the gap around him.

"Dear me!" said a sympathetic old lady. "How did you come to fall in like that?"

For a moment he glared at her balefully then:

"I didn't come to fall in," he said, snappily, "I came to skate."

New Club Chief Cites Purposes and Plans of Pacific Electric Club

WITH the close of our Vacation Camp the fall season of the Pacific Electric Club begins.

This year it is expected and planned that we can broaden the scope of all our activities, particularly the educational and relief features—the latter by an increased membership in the Mortuary Fund. In the social and sports activities we especially desire the renewed interest of our ladies. Plans are in the making designed to accomplish this end.

Organized by the Company in 1916 as an expression of good will and regard for the welfare of employees, the Club has ever had the generous support of our management, which aid has contributed greatly to its success. Such success, however, could not have been obtained except that behind the Club's activities there lies a real and noble purpose.

Its purpose is to promote a better understanding, a warmer friendliness and closer co-operation among our numbers. It aims to encourage our members in any laudable undertaking for the betterment of themselves and their families; and to foster any plan by which, we, as employees, may grow in usefulness to ourselves, the public and the Company which we serve.

The Pacific Electric Club is an employee's club; operated by and for employees. Its pleasure and usefulness to you and others will depend upon the interest we severally and collectively manifest in its affairs and activities.

For the ensuing year may I bespeak your pledge of interest and hearty support.

F. E. Geibel, President,
Pacific Electric Club.

P. E. MASONIC CLUB NOTES

The next regular meeting of the P. E. Masonic Club will be held at the P. E. Club quarters, Tuesday, October 11.

The Square & Compass Club of the Los Angeles Railway Co. will visit with us on that evening, and confer their famous "Governor's" side degree upon several of their candidates.

During September the Pacific Electric Masonic Club visited Henry S. Orme, Utopia, and John Marshall Lodges, and assisted in conferring the Master's Degree upon three fellow employees.

Coming Events

Big Annual Reunion and Dinner at the Los Angeles Masonic Club. November 10. Make your reservations early, as the number of tickets will be limited this year, to prevent overcrowding.

P. E. CLUB BULLETIN

From Oct. 15, 1927 to Nov. 15, 1927

Monday, Oct. 17:

P. E. Band Rehearsal.

Wednesday, Oct. 19:

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

Friday, Oct. 21:

General Staff meeting, 10:30 A. M.

Monday, Oct. 24:

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

Thursday, Oct. 27:

"Hallowe'en Ball" in Ball Room at Club, 8:30 P. M.

Monday, Oct. 31:

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

Tuesday, Nov. 2:

Executive Committee meeting, 2:00 P. M.

Monday, Nov. 7:

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

Tuesday, Nov. 8:

Masonic Club meeting, 8:00 P. M.

Wednesday, Nov. 9:

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

Thursday, Nov. 10:

"Armistice Ball" in Ball Room at Club, 8:30 P. M.

Friday, Nov. 11:

Car Foremen's Club meeting, 7:45 P. M. in Auditorium of Club.

Saturday, Nov. 12:

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

Monday, Nov. 14:

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

ADDITIONAL TRAINS ADDED LONG BEACH TO SAN PEDRO

Two additional early morning trains between Long Beach and San Pedro were added to regular schedule effective Wednesday, Sept. 14th.

From Long Beach a new train will depart at 12:25 a. m. each day. Formerly the last train left for San Pedro at 11:55 p. m. From San Pedro a new train will leave at 1:00 a. m., making the last train of the day 30 minutes later than on previous schedule. To better equalize schedule the train formerly leaving for Long Beach at 12:10 a. m. will leave instead at 11:50 p. m.

New Club President



F. E. Geibel.

ELECTION early last month of F. E. Geibel, Assistant Superintendent of Equipment, to the Presidency of the Pacific Electric Club, assures that the Club's affairs will be in capable hands. He succeeds L. A. Lovell, Auditor, who well served and directed the Club and its affairs during the past two years.

Mr. Geibel was not given the opportunity to state whether he "chose to run", having been promptly and unanimously elected following his nomination by S. A. Bishop, seconded by the venerable "Dad" Spencer. Mr. Bishop lauded his appointee's qualification for the post and recited the splendid work of past Presidents who have given freely of their time for the pleasure and well-being of the employee mass.

It is no exaggeration to state that there is not among the entire organization an employee who has taken a greater interest and done more to add to the pleasure of others than has Mr. Geibel. He is an enthusiast in anything he undertakes and we may be well-assured that the affairs of the Club will be conducted earnestly and constructively.

Equally as pleasing as the election of Mr. Geibel was the reappointment of Mr. Vickrey as Manager. His experience and good work in the past is well known and incurs a debt of appreciation from each of us. W. A. McCammond likewise was re-elected to the post of Treasurer, a position he has fulfilled capably for several terms past.

That Mr. Geibel intends all of us shall derive the utmost of pleasure and benefit through the activities of the Club is clearly seen in his first official statement of plans and activities he intends to put into action, his appeal to all appearing on opposite page.

FREE LESSONS IN DANCING

Now that the Club Dances have started in for the season, many of our Club members will be delighted with the opportunity of learning the latest dances and others there are who will wish to modernize their dancing.

The Lindy Waltz, The Kinkeryon, and the Decksey Stamp, are the best and are most highly recommended by the Convention of California Dancing Teachers' Association.

The Club has made arrangements to teach these dances to our members without expense of any kind. The dance lessons begin at 7:30 p. m. each evening on which there is a dance, and continue for one hour.

Those who wish to learn these new steps are cordially invited to attend the dancing classes. Especially welcome are those who have never taken any lessons in dancing.

Club members are requested to note carefully that dances are given each alternate Thursday and that it is on this evening that the lessons are given. The P. E. Magazine carries the Club Bulletin and may be used for reference.

AID PLEDGED TO COMMUNITY CHEST IN ANNUAL DRIVE

As in years past plans are now in the making for representatives of this Company to canvass employees for subscriptions to the Community Chest, annual drive of which is scheduled to begin on October 31st. The support given the Chest each year in this respect by our management is accorded by reason of the good work done and the belief that it is the ideal method of handling charity on the large scope necessary in a city of Los Angeles' proportion.

An army of 15,000 solicitors, 1000 more than last year, will take the field in the fourth annual appeal of the local chest organization. Persons desiring to enroll in this work should apply to the Community Chest campaign headquarters, 911 So. Grand Avenue.

Another responsible civic activity was entrusted to Mr. Pontius with his appointment as Chairman of the Chest's advance gift committee and through his efforts a large sum was pledged by responsible business firms and individuals prior to the active public campaign.

"In this community effort," said Mr. Pontius in a public statement last month, "we wish the public to know that not one solicitor for funds will receive one cent in any way in payment for his services. What each one does will be for the benefit of the whole city."

A quota of \$4300 has been assigned as the share expected to be contributed by employees of this Company and all are requested to make their donation through the regularly appointed representative who will solicit them, as by so doing full credit may be obtained.

Motorist: (changing tire) Muscle Shoals!

Passer-by: Why Muscle Shoals?

Motorist: It's the biggest dam I know of. —Exchange.

TRAFFIC TIPS AGAIN BRING RESULTS DURING SEPT.

Activity of employees in furnishing traffic tips of prospective steam line passengers was again in evidence last month. Records show that through information supplied a total of 15 tickets were sold over our Southern Pacific lines.

Personal letters expressing appreciation to the following employees were written by our owning company's Passenger Department:

R. M. Cobb, Gen. Foreman, Elec. Dept., 1 r.t. Chicago.

Hugo Dummer, Frt. Clerk, Glendale, 1 one way, Chicago.

O. O. Collins, Attorney, 2 one way, New York.

Lyle M. Brown, Clerk, Van Nuys, 2 r.t. Omaha and 1 one way, Chicago.

Sybil Mather, Infor. Bur. Director, 1 one way, Cincinnati.

J. H. Phillips, Store Dept., 1 r.t., Chicago.

Vernon C. Bowers, Tic. Clerk, 1 one way, Ft. Worth.

A. V. Knowles, Conductor, So. Div., 1 one way, Minneapolis.

F. R. Fysh, Chf. Spl. Agent, 1 r.t., New York City.

M. Mardin, Conductor, West. Div., 1 one-way, Chicago.

O. J. Culver, Gen. Foreman, Eng. Dept., 2 r.t., Memphis.

SAVING AND CONVENIENCE OF ELECTRIC RAILWAY TOLD

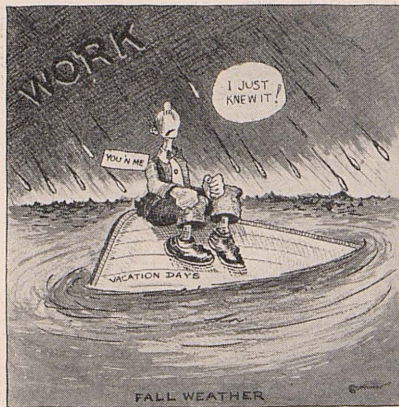
The value of electric interurban service to the individual and community is strikingly told in the following editorial appearing in the William Feather Magazine:

"For three years I was able to travel to and from my office and my farm in an interurban street car," he writes. "I always had a seat and the roadbed was so smooth that I could read newspapers, magazines and books. In the two hours I spent on the car each day I was able to go through a vast amount of print.

"Former patrons of the line drove to work in their own automobiles in increasing numbers each year. Then a bus line came into competition with the electric line. The income of the traction company was reduced to the vanishing point and the line was discontinued.

"I am compelled to drive. Traffic is so congested at the hours I am on the road that I have to give my entire attention to the task. I lose two hours of reading six days a week, and two hours of hard work are added to my day's grind. Further, the cost of transportation is at least \$1.25 more each day and this covers only parking, gasoline, tires and oil."

Mr. Feather closes his editorial with the observation that "private cars, busses and electric railways are all admirable accessories to civilization, but until each has finally found its proper place some of us are actually worse off than we were twenty years ago."



LATEST IN SUBWAYS TO BE BUILT IN CHICAGO SOON

Chicago according to reports from that city, is to have a subway system unlike any other underground construction in the world.

Instead of dark, murky bores, the planned Chicago subway will in reality be a lower street with stores on either side, brightly illuminated and open to sufficient extent to insure proper ventilation at all times. There will be no vehicular traffic and the walls separating the subway tracks from the sidewalks will be sufficiently high to insure protection to pedestrians. This will enable the subway trains to travel at high speed.

This plan removes the terror of fast trains careening through a dark tunnel and also does away with the terrific noise which is one of the banes of the New York bores.

For the present the lower street plan will apply to the downtown streets only, an area of about three miles north and south and a mile east and west, but eventually, the plan provides for the extension of the low street idea into the residential districts.

HALLOWE'EN BALL AT CLUB

Spooks, goblins, witches, ghosts, fairies, brownies and their legion of friends will gather at the "Hallowe'en Ball" which is given by the Pacific Electric Club to its members on Thursday evening, October 27, at 8:30 P. M.

Hallowe'en dances at the Club have always brought out a galaxy of costumes and members need not fear but that their many friends will come in costume. Should it be more convenient, costumes may be brought in packages and donned before the dance, which begins at 8:30 P. M. A large dressing room for both ladies and their escorts affords ample opportunity for changing of costumes.

The Club has several surprise features planned which will add to the pleasure of the evening.

"Thanks Awful"

Landlord: "I am going to raise your rent next month."

Tenant: "Thanks, old man, I was just wondering how I could do it."

DEFICIENCY OF AUTOS SHOW REASON FOR MANY MISHAPS

That 39% of the automobiles traveling the highways are defective in some major respect was revealed in a comprehensive safety drive conducted in the state of New York during July, the findings indicate that the queer pranks of motorists in emergencies in many cases are due to the failure of the car to respond. The number of cars examined represented about half of the entire state's registration, so that the conditions found to exist are representative.

The following are the highlights from the Motor Vehicle Department's report of results after examination of about 1,000,000 cars:

"The campaign revealed," reports Commissioner Charles A. Harnett, "that 39 per cent of the cars examined were defective in some respect. A total of 525,670 defects were found in 394,670 cars. Brake adjustments were required in 29 per cent of the cars and on 8 per cent the brakes had to be relined. Many owners frankly admitted that they had no idea the brakes were in such condition.

"Headlight readjustment or replacement was found necessary in 45 per cent of the examined cars and in 5 per cent the lights had to be entirely replaced. In the case of 6 per cent the drivers had no way to sound warnings to other drivers or pedestrians, 5 per cent of the horns being in need of adjustment and 1 per cent requiring new horns. About 10 per cent of the cars had faulty steering equipment and 1 per cent of the defective equipment was found in truck mirrors, which were out of focus.

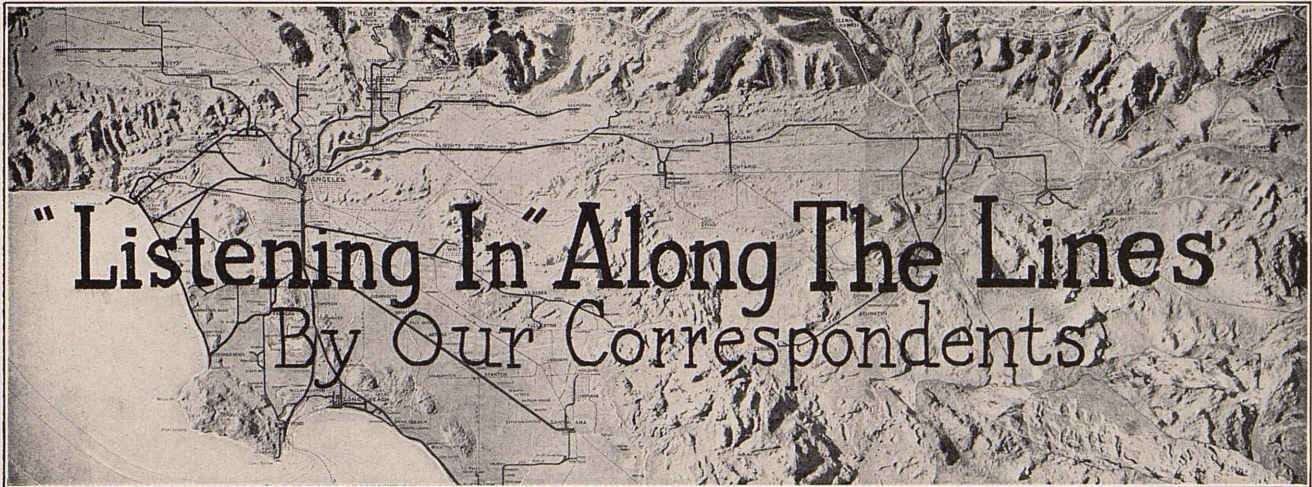
"The campaign demonstrated the value of periodical examination of all motor vehicles. It also proved that reckless driving is not the only serious condition to be met with in attempting to attain a high percentage of safety in motor-car operation. Many who were inclined to blame road conditions and reckless driving of others for accidents in which they had been injured or their cars damaged were surprised to learn that because of defective equipment their own cars could not be kept under perfect control."

EMPLOYEE WINS LONG RACE

The winner and only one of many starters to finish a Marathon race was the distinction and honor achieved by John Barraclough, Butte Street Yard Clerk, a few days ago. Thirty starters toed the mark for the long grind, the event being staged by the American Legion.

Full details, together with a picture of Mr. Barraclough and the trophy he won, will appear in the next issue of the Magazine, information having been received too late to cover fully in the present issue.

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



NORTHERN DIVISION
Eastern Lines
By Mary Surr

Among the late vacationists who are enjoying extended leaves of absence the following are noted: Conductors E. F. Cunningham, G. S. Keeley, and Motormen F. E. Lord, G. Grimsley and A. V. Ringo.

News of the death of Motorman G. W. Passmore was received with genuine regret amongst the employees on Eastern lines. He died in hospital after a long illness. His interment took place at Monrovia. Flowers and expressions of sympathy were tendered to Mrs. Passmore.

On September 3rd employees of the California Portland Cement Company were transported from Colton to Redondo Beach. This was one of the largest picnics ever handled from this district. Movement entailed the use of sixteen cars.

A number of inmates of the Patton State Hospital were taken by special car from Patton to Los Angeles on September 16th.

Special rate was put into effect on September 17th for the benefit of those who wished to see the "King of Kings" at Hollywood. A fair number availed themselves of this privilege.

Eleven special cars were used September 17th to handle movement of Women of Woodcraft from Los Angeles to Arlington, the occasion being the dedication of a home for the aged of that order.

The Santa Fe M. W. Dept. held their annual picnic at the Orange Show grounds Sept. 18th, under the management of M. A. Ray, Roadmaster. The Sherman Institute Band, consisting of 60 members, was brought over by special car for the occasion. Also special car movement was chartered to convey about 175 S. F. employees from the S. F. Station to the grounds.

The Riverside County Fair was held

September 27th to October 3rd, inclusive. The exhibits were large in number and of fine appearance. Attendance good and weather all that could be desired. The Indian Band from the Sherman Institute furnished music at the grounds each day. On Sept. 27th, 1200 Indians were transported from the Institute to the Fairgrounds and back. This was the largest movement at any one time.

Suverkrup Lumber Company, formerly of San Bernardino, has leased a piece of ground from the Pacific Electric at 1st and Main Sts., Riverside, and will establish their lumber yard there. This is one of the oldest lumber dealer in the vicinity.

Shipments of grapes have dropped off very considerably, owing to prices.

WESTERN DIVISION
By E. C. Brown

As was announced in the last issue of the Magazine, plans have long been under way for the Trainmen's Meeting at Sherman on Wednesday, October 19th. The program is now complete and the meeting is scheduled to start promptly at 8:00 p.m.

Conductors W. H. Smith and N. P. Lynch, two of our very congenial Trainmen of the Glendale Line, have returned from a trip to the eastern part of the United States.

Minor Music, Assistant Cashier at the Subway, received a hearty welcome from the boys upon his return from a vacation trip through Northern California.

All Western Division Trainmen join in extending their deepest sympathy to the family of Motorman B. H. Chansey, he having passed away on September 15th.

Although the Camp season is now over, the boys are still telling of the wonders of our mountain resort. There seems to be a movement under way whereby each Trainman of the Western Division will spend at least a week at the Camp next year.

ACCOUNTING DEPT.
By George Perry

We are pleased to report that Mrs. Dale, Head Clerk, Stenographic Bureau, who has been in the hospital for the last three weeks, is very much improved and on the road to recovery.

David Kincaid, Road & Equipment Bureau, returned to work Sept. 23rd, after a month's sick leave. He made a quick recovery and is feeling fine again.

John Rigby, Miscellaneous Accounts Bureau, has left the service of this company to take a position with the Bank of Italy. As a token of the esteem held for him, his fellow workers presented him with a brown suede billfold upon departure. Harold McCall will fill the vacancy left by John.

Miss Martha Brucher, Freight Accts. Bureau, who was on sick leave for the past month, has returned to the office. She is fully recovered from her illness and is glad to be back with us again.

Two new stenographers have been added to Mrs. Dales' Department, namely: Misses Esther Meman and Margaret Waldow.

Our heartiest congratulations to Mr. and Mrs. Wirz. Mrs. Wirz was formerly Maybelle Wood of the Conductors Accounts Bureau. The ceremony took place Sept. 24th.

Miss Virginia Gray gave her many girl friends more than a surprise the other day by coming to the office wearing a beautiful diamond engagement ring. We consider the donor of the ring extremely fortunate. Best wishes and good luck to the happy couple.

The Road and Equipment Bureau had a rather bare look on August 30th with only the Head Clerk and two clerks on the job. The rest, however, were at various stores and sections along the lines making the annual inventory check. Aside from a few sunburned noses there were no casualties.

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

Pasadena Terminal again played an important part at the Pomona Fair by furnishing four Motor Coaches and Operators for additional transportation from the City of Pomona to the Fair Grounds. Those chosen for this service were W. P. Robinson, C. A. Flanders, W. A. Rädig and J. H. Grunwald.

H. E. French and M. L. Anderson have returned from a hunting trip in the Mt. Shasta region with a four point buck. Entering the woods near Weaverville, H. E. French, being familiar with that part of the country, never fails to bring back the venison.

Numerous changes were made in the local service with the opening of the school season which necessitated the placing of 58 runs up for bid, and now that the bumping is in effect we will notice numerous changes over all the lines of this terminal.

R. H. Dorman, Terminal Foreman, is now occupying his new Spanish home in the San Pasqual district.

Introducing new members to the Pasadena forces: M. S. Batten, B. Beale, L. V. Thomas, C. C. Victor, E. C. Watson, H. L. Woodford, W. S. Douglas, W. D. McCollum, G. H. Pohlmeier

Conductors W. H. Walker, W. H. Owen, D. T. Tarr, B. B. Stewart, Dr. C. M. Winchell and W. P. Stewart have quite the regular forces for the school term and are working extra in the mornings and evenings

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

Joe Logan and "Dash Away" Wells are said to have entered the Male Beauty Contest at Venice. Just why they did not win first and second prizes, respectively, we are not informed, but from all appearances the boys still retain their boyish figures.

The boys are banking on the Yankees in the world series and expect to win back some of the cash they lost through playing with Julian Oil.

Conductor Fowler says he expects to be bumped off the 9:30 job by Jack Childs. Jack, being very accommodating, has expressed his intention of seeing that Fowler is not disappointed.

Howard Wholf has taken up the game of golf and, much to the surprise of some of his friends, appeared at the market a few days ago on "dress-parade."

Charlie Gardner, Motorman, and "Smokey" Johnson, Brakeman, have given up their dogs and give as their

reason for so doing "the game has gone to the bow-wow."

Be that as it may, George Paul Terry, the First, has taken unto himself a bride. In sailing their ship upon the sea of matrimony, we wish them every success and much happiness.

Gene Usher, "Pop" Davis and a few other of the younger brakemen have formed a class of switching to study how to best stop cars before they get rolling down grade too fast in the Butte Street Yards. Did you ever see Gene and "Pop" run after a car when it started? If not, you have a treat in store.

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

Saturday, September 3rd, was picnic day at Redondo Beach for the employees of the Portland Cement Company at Colton. It took 16 cars to accommodate the large crowd.

At 3 A.M. on the morning of the 3rd there was considerable excitement around Macy as the four extras of four cars each got under way. On the return trip from San Bernardino, history was made, as the four additional trains were run as sections to No. 28, leaving San Bernardino at 6:45 A.M. The sections were spaced at intervals of five minutes and the manner in which this space was maintained, spoke well for those who had the large movement in charge. The return from Redondo was also well taken care of.

On the morning of September 7th, at Valley Boulevard crossing of the San Bernardino Line at El Monte, a Mexican stepped onto track directly in front of a Pacific Electric limited train. Conductor B. J. MacElhenny of Macy street displayed bravery and rare presence of mind as he jumped and hurled the Mexican off the track as the train swept by where the Mexican had stood. MacElhenny was commended for his quick action and bravery at the risk of his own life.

Conductor Harry C. Hampton, San Bernardino Line, demonstrated his splendid attitude toward duty, when recently about midnight his house caught fire. In the great excitement Hampton kept cool, remembering that his run signed on at 1:30 A.M., for immediately after calling the fire department, he called the Foreman at Macy, telling him of his plight.

Hampton, by his thoughtfulness saved a possible delay to his run and is therefore worthy of commendation.

Friday, September 10th, Motorman T. M. Lloy, Sierra Vista Line, became the proud father of an 8½-pound baby boy. Congratulations, Mr. and Mrs. Lloy.

The Los Angeles County Fair which was held at Pomona from September 20th to 24th inclusive, proved to be a huge success. Those who failed to attend missed an exposition of beauty.

One exhibit on display in the household arts department is particularly worthy of mention and proved to be of great interest to Pacific Electric employees.

Mrs. W. C. Mosier of Los Angeles, mother of Conductor L. I. Mosier, Sierra Vista Line, crocheted a beautiful bedspread that not only took first prize at the Fair, but also on the first day of display sold for \$1000 cash. Twenty boxes of thread were used and seven months time consumed in making it.

Mrs. Mosier, who is 74 years of age, is to be congratulated for her wonderful piece of work. It might be of further interest to know that she pieced four quilts during the seven months time also.

Conductor A. R. Talbot, Macy Street, is back on the job after a nine weeks' forced lay-off on the sick list, due to a broken and sprained foot. Six of the nine weeks were spent on crutches. Talbot, we are glad to see you back.

A certain Trainman, nicknamed "Deadhead", was half asleep at the terminal a few days ago. The Terminal Foreman was talking on the telephone with a Trainman at an outside terminal and was having great difficulty in making him understand that he wished him to deadhead to Macy. To clear the line the Foreman had to fairly shout the word—deadhead.

"Deadhead" came out of his doze, grabbed his cap, rushed up to the window and asked, "Where to?"

Last month's items in this column carried the announcement that a baby girl had arrived in the home of Conductor R. E. Atkinson, which announcement was contrary to the pre-Stork predictions and desires of the happy father. Furthermore, we have since been advised that it was a baby boy. "I told you so before and after," quoth R. E. My mistake.

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

Chester E. Walley, Station Master, Sixth and Main Street Station, and wife have returned from a trip to Mason City, Iowa, where the time was spent visiting friends and relatives.

F. Blakely has put in an appearance after vacationing in Wyoming and Little Rock, Arkansas, having visited his Mother at the latter place.

Motorman W. L. Emery and Conductor Frank Wells, and wives, are among the satisfied visitors to the P. E. Camp. "It's the best mountain camp in Southern California," is the theme of all their boosting. Much praise is also forthcoming for Mr. and Mrs. Huntington who supervised the Camp during the past season.

Adrian DeWitt, Mail Handler, 6th & Main, is home again after visiting the

Sequoia National Park during his vacation.

Tom Gill, Depot Officer, recently underwent an operation at the California Lutheran Hospital and is now on the road to recovery.

Joe LeClare, Conductor, has also spent some little time in the hospital as a result of an operation. Joe is contemplating a trip to the New England States during which time he expects to recover completely.

Ben F. Hammock, Motorman, and wife are now visiting in New York. They will return by way of Fort Worth and pay a visit to Ben's mother.

A fish story of mammoth proportions is being told by George Bauer, Motorman, since returning from a trip to the mountains.

Boys, provide yourself with about a ten yard start and then ask Bob Lowe who won the fight in Chicago on the 22nd of last month. Bob just can't understand how Tunney did it.

"The grape and prune crops look mighty good," quoth F. L. McCulley, L. A. Street Terminal Foreman, upon returning from a visit to his ranch in Northern California.

7TH ST. WAREHOUSE By Daniel Sanchez

It is with much pleasure we welcome John Baker and Thiel Victor, Truckers, to our force again. Both boys have been on the sick list for several weeks, but now appear to be hale and hearty.

O. C. Black, General Foreman, is back at his desk after a two weeks' vacation.

Perry Netzley, Notification Clerk, while motoring near San Diego, was painfully injured as a result of a collision at a sharp curve. He is again on the job, however.

Ralph Malone, Expense Clerk, has secured a leave of absence to make a trip east.

J. M. Kenney, Terminal Market Clerk, has been receiving a goodly quantity of advice relative to Hulu Dancers since the force learned that he was going to spend his vacation in Honolulu.

Some rumors of a romance near Redondo are floating around, but Jimmie is Scotch, so who can tell.

C. C. Dickson, Claim Department, has been transferred to the General Offices of the Freight Traffic Department.

Louis F. Fink, Expense Clerk, has taken his "red flannels" with him to

Chicago in order to keep warm while vacationing there.

Among the last to enjoy their vacation this year are P. F. O'Neill, Commercial Checker; A. J. Hirt, Claim Clerk; C. C. Brown, Rate and Bill Clerk; J. H. Young, Commercial Checker; James Bowmen, Cashier's Department and Joe Dumonlin, Commercial Checker.

LONG BEACH & HARBOR By V. L. Swart

Assistant General Foreman Boswell left on September 22nd for a visit to his old home in Kentucky.

Inspector John R. Foster, Long Beach, is again on the job after a two weeks' absence on the sick list.

Mrs. Bessie Dilcom, Long Beach, was suddenly called East to her old home in Missouri because of her mother, who passed away soon after Mrs. Dilcom reached her bedside.

Mrs. Dilcom's many friends extend their deepest sympathy in her hour of bereavement.

Mrs. Susie Wooster, San Pedro, who recently underwent an operation at the California Lutheran Hospital, is reported as doing nicely and hopes to be around again at an early date.

Gene Tunney and the "Chicago Count" are responsible for the new "scenery" being worn by Air Inspector Tom Higgie, Long Beach. Tom held the lucky round (No. 10) in the recent drawing on the "Battle of the Three Million."

Knowing as we did that Tom was a strong Dempsey supporter, it was suggested that Mr. Higgie not spend the money right away as the Boxing Commission might reverse the decision. To which Tom replied, "Try and get it!"

Night Foreman Dick Anrood, Long Beach, has returned from his annual two weeks' vacation.

STORES DEPARTMENT By Fred B. Hopkins

September 30th witnessed the taking of the Annual Inventory in the Stores Department and as usual, due to previous and careful preparation, everything was handled "like clock work" and completed within the scheduled time.

During the latter part of August, a new Model F-2 Ribbon Print Addressograph arrived and was installed in service. The new machine which meets a long felt want, is equipped with a consecutive numbering device and dater attachment,—a counter, which registers impressions made; a selector attachment, which, with the aid of notched tabs, enables it to skip and print certain plates when properly

set for operation, and a sheet lister for such work as printing pay rolls, price book and catalogue pages. It is the "last word" in equipment of its kind.

Byron R. Sweaney, better known as "Bob", has returned after an absence of nearly two years and is engaged as Special Price Clerk for the Inventory in the Accounting Bureau.

The latter part of August and the first of September several of our well-known and popular young men left the employ of the Company to enter college or resume studies elsewhere. These included Arnold Campbell, Michael Turner McLean and George Smale. The two first named were enrolled at the University of Southern California, while George Smale returned to Polytechnic High School for his senior year. Also Norman McLeod, having received his A. B. degree from the University of Southern California last June and who has been with us for several summers, has accepted a position as Teacher of History on the Faculty of the Hollywood High School.

The P. E. Camp closed September 30th and Camp Supt. George Huntington, who has been a member of the Store Department for several years has gone to San Francisco with Mrs. Huntington for a two weeks' vacation.

Members of the Stores Department that have been guests at the P. E. Camp during the past summer are: C. C. Fenimore and family, Mr. and Mrs. Ward McCall, Eugene Holthaus, Mr. and Mrs. Floyd Gill, Mr. and Mrs. John Jackson, Hessel Vander Zee and mother, Mr. and Mrs. Charles Wakefield, Frank Winterberg, Mr. and Mrs. Francis Clark, Allen H. Nichols, Mr. and Mrs. Edwin Rieber, Theodore Sorensen, Mr. and Mrs. Thomas Ashton, Frank Carr and family, Ruth Batsch, Harriet Spencer, Mrs. Carl Gramling in company with her two daughters, Roy Ewing, Carroll Taylor, also Mr. and Mrs. C. S. Swartz and Mr. and Mrs. Thorburn of the Purchasing Department.

On Tuesday morning, September 20th, Section Storekeeper Roy Ewing was united in marriage with Miss Emily Jean Haffner of Venice by Judge Crawford at the Christian Church on Main Street in Los Angeles. The couple, who were attended by Miss Lorraine Haffner, a sister of the bride, and Harry Griffin of Los Angeles, reside at Santa Monica and will leave this month on a honeymoon trip to Roy's old home in Oklahoma. As a token of the esteem in which he is held by fellow members of the Stores Department he was presented with a handsome silver coffee urn.

Very Plain

"Does Miss Smith live in this block?"

"Yes, sir."

"Do you know her number?"

"No, sir, but it will be on the door."



Lord of Creation

MAN—with wife and team to work on farm.—Ad in a Rhode Island paper.

The radio religious service will never be popular, because the women can't see each other's hats.

English lad to his flame of the moment: "I say dear thing, you're positively ripping."

Flame of the moment: "Where?"

An Irish chiropodist announces that he has "removed corns from all the crowned heads of Europe."—Exchange

Why are a man's eyes like a sparrow?

Because they flit from limb to limb.

Without Half Trying

"Have you had static on your new radio?"

Mrs. Newlywed: "Well, Harold has had Portland and Cuba, and I'm sure he could get static if he wanted to."

Little Nellie's mother was entertaining the famous aviator. After he had finished a thrilling story, little daughter sighed deeply and said:

"I've clear forgot how it feels to sail through the air."

"Why, Nellie," said her mother, in a shocked voice, "you were never in the air in your life."

"Gracious! Mamma, have you forgot that the stork brought me?"

Looking Ahead

A ducky, being the father of twelve children, all of whom had been rocked in the same cradle, was putting the latest arrival to sleep.

"Rastus," said his wife, "dat cradle am 'bout worn out."

"'Tis 'bout gone," replied Rastus. "You all bettah get 'nother, an' a good one—one da'l last."

Show Me

I am a Missourian, but I've almost concluded that I ought to keep my mouth shut about it. The other day I met the sweetest young lady. She was in the lobby of a hotel, and, as usual we started a conversation about the weather. The girl said:

"Do you know, I find it so much colder up here than it was back home. There I wore light garments all winter, but since coming here I have had to put on heavier clothing. I'm from Georgia, you know."

"Is that so?" I said politely to show my interest. "I'm from Missouri."

She showed me a look I'll never forget.—Kablegram.

Sign on worn-out Ford: "I do not choose to run in 1928."

Globe-trotter—Have you been to the Occident?

Mrs. New-Rich—No, really! Was any one hurt?

If we must have signs on the rear of cars, why not something constructive, like this:

"If you like my driving, tell others; if not, shut up."

He—May I call?

She—I am sorry, I'm married.

He—'Sall right. I'm married and just as sorry.

Modest Expectations

Johnny, ten years old, applied for a job as grocery boy for the summer. The grocer wanted a serious-minded youth, so he put Johnny to a little test.

"Well my boy, what would you do with a million dollars?" he asked.

"Oh, gee, I don't know—I wasn't expecting so much at the start?"

Where the Shoe Pinches

"My wife has run away with a man in my car!"

"Good heavens! Not your new car?"

The judge—"This lady says you tried to speak to her at the station."

Salesman—"It was a mistake. I was looking for my friend's sister, whom I had never seen before, but who's been described to me as a handsome blonde with classic features, fine complexion, perfect figure, beautifully dressed and—"

The witness—"I don't care to prosecute the gentleman. Any one might have made the same mistake."

When Booth Tarkington was visiting Naples he was present at an eruption of Vesuvius.

"You haven't anything like that in America, have you?" said an Italian friend with pride.

"No, we haven't," replied Tarkington; "but we have Niagara Falls that would put the d—d thing out in five minutes."

"You're certain there are no alligators here?" he inquired of the guide.

"Nossuh," replied that functionary, grinning broadly. "Ain't no 'gators hyah."

Reassured, the tourist started out. As the water lapped about his chest he called back:

"What makes you so sure there aren't any alligators?"

"Dey's got too much sense," bel-lowed the guide. "De sharks done skeered dem all away."—Exchange.

William, don't you know it is wicked to sail your boat in the bathtub on Sunday?"

"Don't worry, Mother; this ain't a pleasure trip. This is a missionary boat going to Africa."

Two negroes meet. Says one—"Why, Rastus, where you bin all dis time? Ah, habn't seen you foh months!"

Rastus—Didn't you know Ah was wif de circus?"

The Other—"And what were was wif de circus?"

Rastus—"Ah was de lion tamer."

The Other—"Oh get along wif you . . . lion tamer! You mean lyin' nigger!"

Ad in Local Paper

The Ladies of the Helping Hand Society of the Prude Street Church have discarded clothes of all kinds. Call at the vestry room, 44 Prude St. and see them.

A banker called in his oldest employee and said to him: "Smith, you have been our employee now for 25 years. To mark our appreciation of this you will henceforth be addressed as MR. Smith."

A Gallant Salesman

Young Lady—"I would like to look at something nice in hand mirrors."

Salesman, arranging a tray full before her—"Yes, lady, just look into any one of these."

Virginia claims the record for court-essy on the part of a motorman. A street car was getting under way when two women coming from opposite sides of the street met on the track in front of the car. They began to talk. The car could not proceed. Restless passengers made sarcastic remarks. But the motorman, leaning over the dashboard, inquired in the softest of voices:

"Pardon me, ladies, shall I get you a couple of chairs?"

Betty was taking her first ocean voyage, and for the first three days the sea was smooth as glass. On the fourth day out a squall came up and the good ship bounced around like a broncho.

"Mother," finally asked Betty, "what's the matter? Are we on a de-tour?"

A well-known official of the Illinois Bell Telephone Company was rudely aroused from his slumbers by the ringing of the telephone. After bruising his knee on a chair, he reached the phone.

"Hello," he growled.

"Are you an official of the telephone company?" asked the voice.

"Yes, what can I do for you?"

"Tell me," said the voice, "how it feels to get out of bed at two o'clock to answer a wrong number."

Flashes

The Wife: "This is news—someone has invented a shirt without buttons."

The Husband: "Nothing new about that. I've been wearing them that way ever since I was married."

The bell sounded for the second round.

Wife—Well, dear, I shall have to do the cooking now. Cook left without warning this afternoon.

Husband—Not exactly without warning. She told me this morning I had better bring home some dyspepsia tablets, but I didn't quite understand what she meant.

A visitor at a country village went into the postoffice and, with the object of getting into conversation, asked the postmaster what his views were on vegetarianism.

"Haven't any views of that kind," replied the official, innocently, "but I've got some fine postcards of the new viaduct, the Baptist church and the library."

The Every-Ready Scot

Sandy was a leader of the kirk. His increasing redness of nose very much alarmed his brother elders, and a delegation waited on him to inquire the reason for the increasing color.

Sandy explained thus: "It is glowing wi' pride at never putting itself in anybody's business."

Passing the Buck

Henry: "Why is the history professor sore at you?"

George: "The prof. says to me, 'What German chieftain captured Rome?' So I says to him, 'It was Stillico, wasn't it?' So he says, 'Don't ask me. I'm asking you.' So I says, 'I don't know either, prof.'"

Mike was trying to pass an examination as pound keeper. To the question of "What are rabies and what would you do for them?" Mike answered: "Rabies is Jew priests, and I wouldn't do a d— thing for them."

Righto

Teacher—Surely you know what the word "mirror" means, Tommy. After you've washed what do you look at to see if your face is clean?

Tommy—The towel, sir!

Her Party Affiliation

At Denver some time ago a colored woman presented herself at a registration booth with the intention of enrolling and casting her first vote in the ensuing election.

She gave her name, her address, and her age; and then the clerk of registration asked this question:

"What party do you affiliate with?"

The woman's eyes fairly popped out of her head.

"That is the law," he told her.

"Den you just scratch my name offen de books," she said. "Ef I got to tell his name I don't want to vote. Why, he ain't got his divorce yit."

Where Men Are Men

"Abie, your shirt tail is out."

"Out? Vere is it out?"

"Out vere the vest bebins."

Signing Off

When little Bennie, who is fond of listening to the children's hour on the radio, knelt down to say his prayers the other night, he finished in an unusual way.

At the close of the customary string of petitions, he said: "This concludes our program for tonight. Good night and amen."

Justifiable Murder

He was on the stand and telling to a stony-faced business men's jury the story of his married life. How he married the girl he thought was the perfection of his dreams. How he endured thousands of sloppy breakfasts and canned dinners. How his savings quickly dwindled and his back grew wearied in toil for her, his wife. How he found her in his house with another man, and how she beat him up for finding them. (Not a change in the jury). How through years of this he had remained faithful and loving.

"But what, then, made you finally slay her?" thundered the prosecuting attorney.

"She squeezed the toothpaste tube in the middle!" shrieked the wretch, and with one accord, the jury rose and declared him innocent.

—Columbia Jester.

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Name and Disability	Amount	Name and Disability	Amount	Name and Disability	Amount
Auforth, Frederick W., Infected Foot ..	26.00	Haskin, Carl E., Abscess	10.00	Oliver, Richard O., Stomach Trouble ..	18.00
Barrett, Egbert T., La Grippe	12.00	Hataway, Amos E., Foreign Body in eye	4.00	Pont, Ernest W., Arthritis	10.00
Bostwick, Jack F., Fracture	106.00	Henderson, Harry E., Fractured Toe ...	174.66	Potter, Thomas B., Inflammation	12.00
Brown, Fred W., Cold	18.00	Himmelman, Gus, Appendicitis	6.66	Purves, Walter R., Acute Bronchitis ...	4.00
Buckley, Chas. C., Bruised Heel	14.00	Hoffnell, Thorton K., Appendicitis	60.00	Richmond, Everett R., Broken Heel ...	174.00
Ehl, John W., Bruised Toe	18.00	Hutson, Martin E., Infected Tooth	16.66	Senay, Origene E., Tonsilitis	24.00
Eskite, Wilbert H., Acute Indigestion ..	10.00	Lay, Charles, Lacerated Elbow	10.00	Stewart, William W., La Grippe	10.00
Gregory, Frederick W., Gastritis	18.00	Marshall, Lee, Appendicitis	96.00	Sublette, Frank J., Lumbago	12.00
Hall, Grover G., Henritis of Shoulder..	26.00	Martin, Caleb, Sprained Ankle	10.00	Trowbridge, John, Infected Foot	10.00
Hardy, Thomas J., Bruised arm	60.00	McCarley, Thomas, La Grippe	20.00	Watson, Jason, La Grippe	8.00
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COVER PICTURE

Even the remarkable photograph reproduced below gives but a small concept of the real beauty that unfolds to the eye from Inspiration Point, Mt. Lowe, where this photograph was taken.

The camera cannot provide the sparkling, scintillating beauty stretching before one from this famous mountain spot, upon any reasonably clear night. It would hardly be possible to compute the number of electric globes furnishing the dazzling array of light shown here.

This photograph was made by Luther Curtis of the Moss Photographic Company and is the result of a three hour exposure of the photograph plate. It is, undoubtedly, the best night scene picture ever taken from Mt. Lowe.

The cities from which lights are to be seen are: Santa Monica, Ocean Park, Venice, Beverly Hills, Sherman, Long Beach, Glendale, Hollywood, Flintridge, Altadena, Pasadena, Eagle Rock, South Pasadena, Garvanza, Los Angeles, Torrance, San Pedro, a brief touch of Inglewood, Huntington Park, Montebello, Whittier, Romona Park, Monterey Park, and a small portion of Arcadia. Insets are other views of famous Mt. Lowe scenes.

