



THE PACIFIC ELECTRIC MAGAZINE



Vol. 12

LOS ANGELES, CAL., SEPTEMBER 10, 1927

No. 4



Along Picturesque Shore Approaching Manhattan Beach.

Your Best!

When you hear somebody mutter that a slighted task will do,
Or some careless toiler tries to show an easier way to you,
Pay no heed unto his counsel, spurn his plea to stop and rest,
Nothing's good enough, remember, if you haven't done your
best.

If a little more of effort and a little extra care
Would improve the task you're doing, give it promptly then and
there;
Take the longer route to splendor, take the harder route to fame,
For a duty that is slighted is a blight upon your name.

Never leave a thing you've started till you know you've done it
well,
It's your honor and your courage that your finished work will
tell;
There are times when toil is irksome, and perfection seems afar;
But remember, by your labor men shall know you as you are.

Heed no man who counsels shirking! Here the course of duty's
plain,
By the pathway of indifference one shall never worth attain,
Face the world erect in honor, fit to meet the sternest test,
Good enough will lead to failure—to succeed requires your best!

—By *Edgar A. Guest.*

Annual Picnic Gathering is Another Classic

Huge Crowd Gathers at Redondo Beach to Participate in Big Yearly Assembly of Employees, Families and Friends

ANOTHER annual picnic and reunion of Pacific Electric employees, their families and friends has gone into history, the big yearly event having occurred at Redondo Beach on August 27th.

To say that it measured up to the high standard of those held in past years is not being elastic with the truth. Everywhere were smiling faces, enthusiasm and good-will. The kiddies were rampant in their joy, and after all, isn't any gathering a success that brings happiness and childish glee to some 5,000 youngsters?

Typical Redondo Beach weather prevailed, which means that neither heat, wind, fog or other elements were on the job. A heavy cloudiness inland during the early morning hours gave visions of possible weather disturbance, but upon reaching the festival city our fears were allayed. Never yet has anything but perfect weather greeted us on picnic day.

A wide range of games, sports and amusements were programmed as in years past and anyone who couldn't find plenty to amuse them surely had better see their doctor, quickly. So proficient and well-planned were details of arrangements by the committee in charge that everything went along with clock-like precision and nothing was left undone that would add to the pleasure of the day. Every member of the committee, from President Vickrey down the line, worked like Trojans and each carried his or her task through to a happy conclusion.

As to the attendance is probably ranked with any previous event, according to records of tickets disbursed for various purposes. Dance tickets, numbering 24,220 were distributed, slightly more than last years, while the number of bathing tickets, 3,437, was slightly less. It required 5,000 merry-go-round tickets, 5,000 souvenirs, 6,120 ice cream bricks, 10,000 cups of coffee and 12,000 cups of orangeade to meet the demand.

Extra Service Provided

As early as 9:00 a.m. familiar faces began to appear on the horizon and shortly thereafter three-car trains began pulling in with a frequency that showed the thoroughness of transportation arrangements. Extra service was provided from the most distant points on the system and additional cars were added to each outgoing Redondo Beach train. The Information Bureau was close at hand and here a corps of well-informed workers were diligent in their efforts to direct and give out identification badges entitling the bearer to the privileges of the day.

The El Paseo was again the scene of most of the athletic games and contests, some 7,000 persons witnessing the seventeen events scheduled, which

Picnic Appreciation Is Well Expressed

Worthy of more than passing mention is a kind expression of appreciation of the "thought, time and money" involved in connection with our annual picnic each year. The following letter, addressed to the Magazine, by Mrs. Ernest Packer, wife of Southern Division Brakeman, voices sentiments which we feel sure many others have felt, but failed to express. Mrs. Packer writes:

IN THESE days when we hear so much of commercialism, of individual and corporation, I think it would be in order to express an appreciation of the thought, time and money expended on the Pacific Electric picnic each year. I feel sure I speak for the majority; I know I do for the children.

"There were so many kindly deeds done by attendants that I could not help noticing them on picnic day."

were preceded by several snappy vaudeville stunts staged on the wrestling and boxing arena. Tug-of-war contests were dispensed with for the first time.

Each contestant found plenty of competition in the various events and several new amusing features were included on the program. Good sportsmanship marked every contest waged and cash prizes, to the tune of approximately \$400, were awarded to the winners.

The annual baseball game between the General Offices and Mechanical Department was a hard waged battle which required ten innings to decide the winner, the Torrance boys finally emerging with a 3 to 2 victory. Likewise, the shop forces were victorious in an indoor baseball game (or rather slaughter) which preceded the regulation game. Details of both these contests are more lengthily treated on the page devoted to sports. The shooters and fishermen also enjoyed a full day of pleasure, the scores and winners also being recorded on the sports page.

We could ramble on at length and dwell upon many of the other pleasures of the day, but space will not permit. We need must conclude with an enumeration of the entertainment provided, among which were: band concerts, vaudeville, boxing, wrestling, ball games, shooting, fishing, athletic contests, dancing, bathing, horse shoe pitching and plenteous amusements for the kiddies.

Back of it all the day "is the thing." It's planned with an ungrudging opening of the purse strings by the management that all may cast aside dull cares and workaday problems, re-new old friendships and make new ones. The pleasure of the kiddies and mingling with our associates alone makes the day well worthwhile.

Event No. 1—75-yard race for boys, over 8 and under 12 years: 1st, Alex Sentoya; 2nd, J. Justis; 3rd, H. Stanford; 4th, H. L. Bowman.

Event No. 2—75-yard race for boys, over 12 and under 16 years: 1st, D. Matthews; 2nd, M. R. Willard; 3rd, M. Miller.

Event No. 3—Novelty dressing race for boys: 1st, S. Blank; 2nd, L. Weber; 3rd, Joe Ayola.

Event No. 4—75-yard race for girls, over 8 and under 12 years: 1st, E. Pirry; 2nd, M. Waldron; 3rd, M. Coffin.

Event No. 5—75-yard race for girls, over 12 and under 16 years: 1st, Roberta Wright; 2nd, M. Waldron; 3rd, R. Matthews.

Event No. 6—75-yard race for ladies, over 16 years: 1st, Rowena Wright; 2nd, M. Coleman; 3rd, Frances Platt.

Event No. 7—100-yard horse race for boys under 14 years: 1st, Chester Jordan; 2nd, Max Miller; 3rd, Alf Bayless.

Event No. 8—400-yard relay race, each man to running 100 yds; 1st, Chas. Bowman, Chas. A. Squires, John Davis and Robert Justis; 2nd, Bob Ratchford, Lester R. Hill, Wm. Green and John Bell.

Event No. 9—Three-legged race for men over 20 years: 1st, Donald Matthews and Pat Matthews; 2nd, C. R. Johnson and Harold E. Heustis.

Special Event—Officers' race. Started by D. W. Pontius, Vice-President and General Manager. 1st, H. O. Marler; 2nd, C. W. Cornell; 3rd, E. C. Johnson.

Event No. 10—Sack race for men over 20 years, 75 yards: 1st, D. Kincaid; 2nd, George Williams.

Event No. 11—Sack race for boys under 20 years, 50 yards: 1st, Donald Matthews; 2nd, Pat Matthews.

Event No. 12—25-yard potato race for ladies over 16 years: 1st, Rowena Wright; 2nd, Mary Wilson; 3rd, Frances Platt.

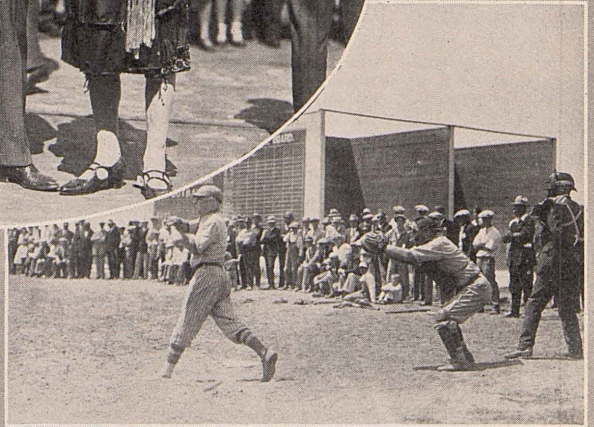
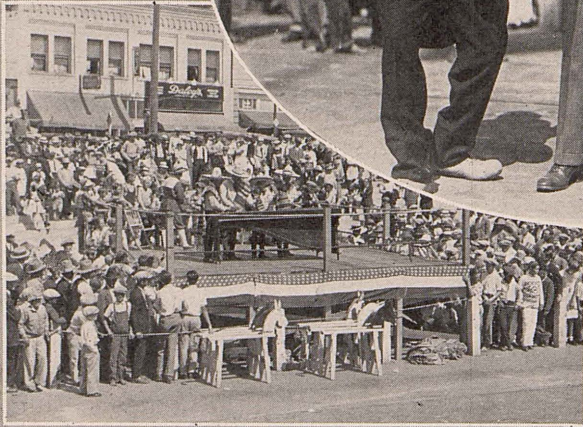
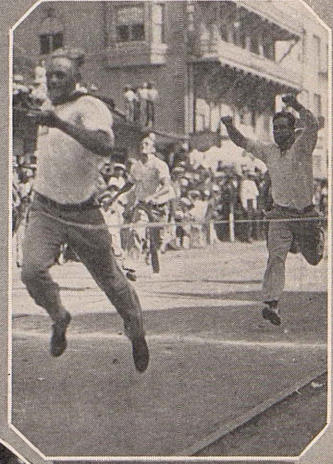
Event No. 13—25-yard potato race for boys under 16 years: 1st, Alex Sentoya; 2nd, Herbert Perry; 3rd, Donald Matthews.

Event No. 14—Free-for-all race for men, 100 yards: 1st, Chas. Bowman; 2nd, John R. Bell.

Event No. 15—Novelty egg and spoon race for ladies over 16 years: 1st, Ruth Mathies; 2nd, Mary Wilson; 3rd, Ethel Barrington.

Event No. 16—Milk bottle contest

GAMES AND SPORT MARK ANNUAL PICNIC



Just a few of the camera's glimpses of what took place at our annual picnic and re-union. Oval shows Vice President & General Manager Pontius being greeted by two rollickers.

for boys under 12 years: 1st, Frank Netha; 2nd, Paul Youngker; 3rd, Orville Johnson.

Event No. 17—Balloon blowing contest for girls under 12 years: 1st, Vera Grove; 2nd, Elma Foltz.

BUS SERVICE IS OPERATED BY 116 ELECTRIC RAILWAYS

"Everyone admits the bus has its place—is here to stay," opines the Ohio Brass Bulletin. "But the bus record thus far proves that it isn't going to push anyone out of the procession, for instance the electric railway. The latter has its place, too, up at the head of the transportation parade and it looks as if it were going to stay there without much trouble.

"Sure enough, the bus is coming right along, serving a good purpose, but so is the trolley. And the latter makes use of the former where it is economy to do so. The electric railways operate 40% more buses now than they did a year ago.

"At the end of 1925," continues this authority, "they were running 5358 buses, now 7749 are in operation. Electric roads numbering 280 owned and operated buses then, now 333 are engaged in the bus business. This all involves bus mileage extensions of 2650 miles, mostly in the way of additional service by 116 companies.

In spite of this bus development, small casualty has happened to electric railroad trackage since this bus extension has only meant additional trackage in territory not offering business inducements to the electric. Only 215 miles of car track have been replaced by bus service. On the other hand, several leading roads have found it advantageous to abandon the bus entirely, while a large number have felt it necessary to reduce bus mileage greatly.

As a result of this addition and subtraction, electric car trackage in the country remains about what it was a year ago, although there are many more buses running now than there were then. It is quite evident that both the bus and electric car have distinct operating fields, neither of which can be economically served except by that mode of transportation best adapted.

TREND OF HOME RADIO SETS

The battery and the radio set are not to be separated entirely during the coming year in spite of the new devices designed as battery eliminators, is the opinion of many radio authorities.

Men prominent in radio circles when questioned as to whether or not they looked for any radical change in sets for home use, answered to the effect that the trend is now toward the light socket receiver equipped with alternating current tubes. However, it is estimated upon the exhibits at the Trade Show in Chicago, that about 70 per cent of the new sets this fall will be designed for battery operation.

Paving in of Tracks Harmful

Slowing Down of Service Results in Unnecessary Paving in of Private Rights of Way

EXPLAINING that paving in of existing right-of-way on American Avenue, Long Beach, would seriously handicap the rendering of rapid transit, Vice President and General Manager Pontius last month in an article requested by the Long Beach Press-Telegram detailed this Company's opposition to such a plan. Mr. Pontius pointed out that while property owners in the immediate vicinity would profit, the public as a whole would suffer through the slowing down of service and the creation of additional travel hazards.

Frequent requests are made by various communities from time to time for similar paving in of private rights-of-way and the explanation of why it is not in the public interest to concede such requests is information on which we should be advised. In the same communication our Executive explained this Company's attitude regarding local service in Long Beach, the full text of his views on both subjects following:

"The Pacific Electric filed a proposition with the City Council of Long Beach under date of September 17, 1924, outlining conditions under which the railway company would deed to the City of Long Beach a strip 11½ feet wide on each side of its right of way for street purposes; the tracks of the railway to be lowered to grade; poles to be moved to the side of the street, which could be used jointly for carrying the railway's overhead and an ornamental lighting system, and tracks to be curbed in. This would leave a street between 40 and 50 feet wide on each side of the right-of-way, which would readily and safely care for all street traffic that would enter into American Avenue.

"Most of the property owners on American Avenue feel that the paving in of the tracks in that district would add much more to the value of their property than would be added if tracks were lowered, curbed in, poles moved to side of the street and the street widened. This district is adapted to the building of apartment houses and small business blocks.

Of Interest to All

"However, the improvement, regardless of the manner in which it is made, is not one in which only American Avenue property owners are concerned, but is of vital interest to all of Long Beach.

"The paving in of the tracks would increase the running time between Los Angeles and Long Beach, which is against the best interests of every property owner, and will increase the hazard of accident. Long Beach will double in population within the next few years and Southern California will have a million more people before a great while, and when this comes ra-

pid transit will be a necessity. If Long Beach is to justify its continued development as a residential and industrial city, the present Pacific Electric Long Beach Line should be preserved for rapid transit.

"It is reasonable to expect that the Pacific Electric will eventually build a rapid transit line extending south and east from the Los Angeles Sixth and Main Street station for removing trains off of the streets of the City of Los Angeles, in the interest of faster service and safety. The Pacific Electric built the Terminal and Subway leading from Hill Street Station for the purpose of removing the Glendale trains from Sixth Street, in the interest of safety and faster service. It would be poor business judgment to pave in the tracks on American Avenue between North Long Beach and Anaheim Road, thereby creating the very same condition that millions of dollars have been spent, and will be spent, by the railway company to remove cars and trains from the streets in Los Angeles. The railway in the interest of safety and rapid transit must of necessity use every possible effort to prevent further paving in of tracks on American Avenue. On account of the rapid growth of the City of Long Beach and increasing traffic, my own judgment is that these tracks will never be ordered paved in.

Local Service in Long Beach

The Pacific Electric in a letter to the Long Beach City Council dated December 7, 1926, agreed to install local railway and bus service to serve the City at a cost of service plan, which would include universal transfers, plus a reasonable return on the investment. The provision was to start in at 7 cent fare and a 3 1-3 cent fare for school children; to keep the accounts separately from other railroad accounts so that they could be readily checked by the City Auditor; if more than a fair return on the investment was received the fare would be reduced and if less than a fair return was received the fare would be increased.

True, the City of Long Beach can go into the transportation business, which would mean the property owners would put up several million dollars; have a high-class bus organization for future politicians and a political machine to use. The history of Seattle, Detroit, Boston and other places where the City or State has gone into the local transportation business and operated such lines, shows that the fare has been higher than when operated by a private concern, in spite of the fact that no taxes are paid while the property of individuals is assessed for such taxes, as well as assessed to pay a part of the fare of the users of the railway and bus lines.

The street car-bus fare in Seattle is

10c with 3 tickets for a quarter; in Detroit the fare is 6c with 9 tickets for 50c and a charge of 1c for transfers issued; and in Boston the fare is 10c with 7 tickets for 50c. The street car fare in San Francisco, which is the best street car city that I know of in the United States, continues at 5c, but there is again to be placed before the people a bond issue for necessary extensions of lines and it is confidently predicted that when this is done the fare must be raised. The Los Angeles Railway street car fare is 5c but there is now in progress a hearing before the California State Railroad Commission for an increase in the fare.

The fact should be kept in mind that it costs more to operate a bus system, if reasonably good buses are used and well kept, than it costs to operate an electric railway system; and certainly the City of Long Beach is entitled to comfortable buses and a well operated system.

PLAN MANY BETTERMENTS

Reconstruction of approximately one mile of double track on the Oak Knoll line on North Fair Oaks Avenue, Pasadena, at a cost of \$133,000, five industrial spur tracks, and several other important betterments were among the approved work orders last month for early action. Details are given in the following paragraphs by W. Z. Shaw, Cost Engineer:

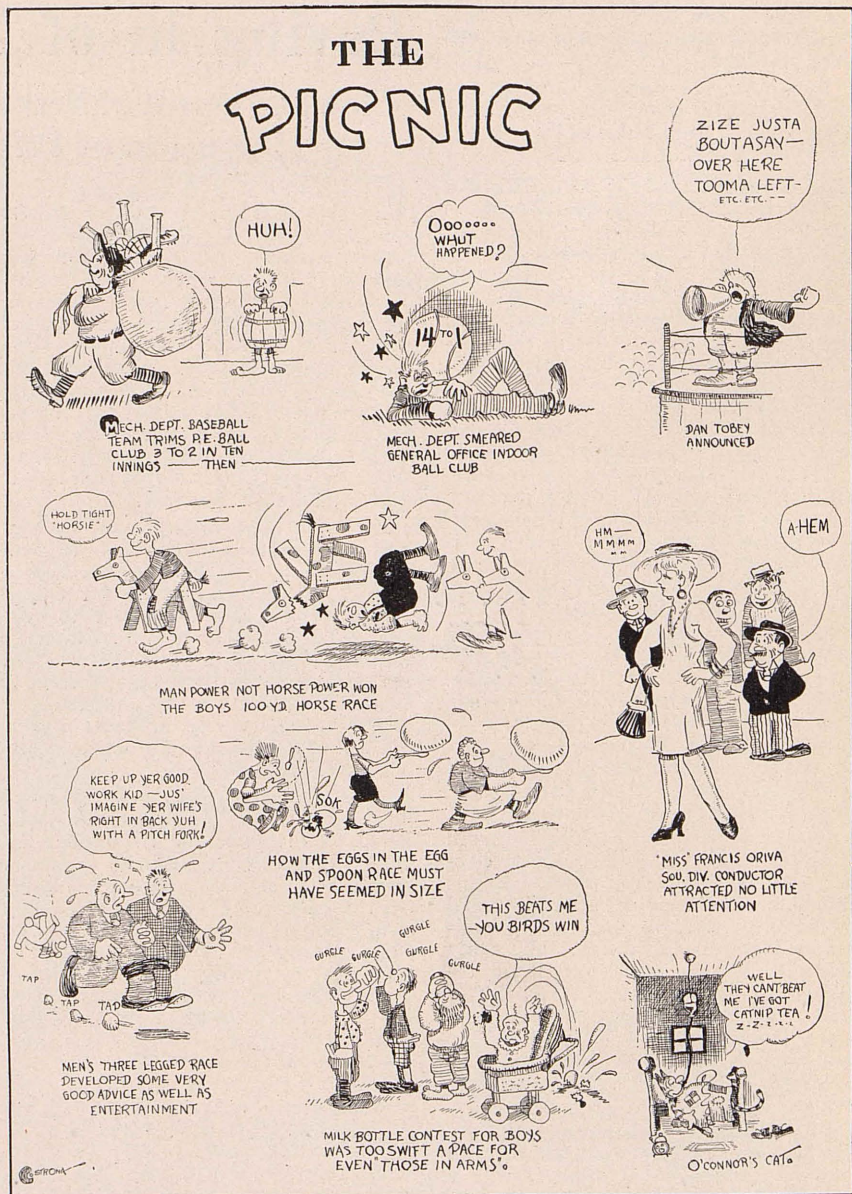
Authority to construct the following industrial spur tracks has been received: Spur near 3rd Street and Sherman Cutoff to serve the Pan American Petroleum Company. Spur track at Almont Street, Hollywood Line, to serve the Bawbell Lumber & Material Company. Spur track at Club View Drive, Beverly Hills, Sawtelle Line, to serve the Fox Studios. Spur at Home Junction, Santa Monica Air Line, to serve O. P. Adams. Spur at Wingfoot to serve the Western Oil and Refining Company.

To provide temporary crossing, at an estimated cost of \$1,050, at La Brea Avenue, across the tracks of the Venice Short Line, which crossing is to serve until the construction of a separated grade crossing at this point.

Renew present double track Pacific Electric over single track Union Pacific crossing with 90 lb. A. R. A. crossing, renewing ties, timbers, and ballast, and making necessary signal changes, at an estimated cost of \$4,989, at Clearwater Station on the Santa Ana Line. Present crossing was installed in year 1911 and is now worn beyond repair.

Reconstruct approximately 683 feet of double track, replacing 60 lb. with 75 lb. C. S. R. construction and renewing ties and pavement, at an estimated cost of \$8,048.00, on Oak Knoll Avenue, Pasadena, California. Present 60 lb. material was laid in 1906, and renewal at this time is necessary to put tracks in proper operating condition to prevent delays to traffic and to reduce operating costs.

Reconstruct approximately 4,658 feet of double track, changing track centers



C. D. Strong, Wireman, Torrance Shops, cartoons his impressions of picnic.

from 11.5 to 12 feet, lowering grade approximately .4 of a foot, renewing present 60 lb. with 128 lb. grooved girder rail, installing crushed rock ballast, renewing redwood with treated ties, replacing oil macadam with asphalt concrete pavement, etc., at an estimated cost of \$126,685.00, at North Fair Oaks Avenue, Pasadena, between Washington Street and North City Limits. This work is necessary to conform to the improvements which are to be made by the City of Pasadena.

Extend landings to a length of 100 feet at various stops along the Westgate Line, which work is necessary on account of two-car trains now being operated on this line. Estimated cost of this work is \$1,480.00.

Replacing approximately 420 feet of present pile bent bridge with a steel and concrete balasted deck structure, install and remove temporary light circuit, make necessary signal and overhead changes, etc., estimated to cost

\$133,637.00, at Los Angeles River Bridge, Glendale Line. This work is necessary to make bridge safe for traffic and to prevent delays in time of storm.

To safeguard traffic and to reduce hazard of accident, automatic flagman will be installed at Brand Boulevard and Colorado Street, Glendale, and at Watson Station, San Pedro Main Line.

To prepare ninth floor of the Pacific Electric Building for office use, it will be necessary to install partitions and doors, rearrange and remodel toilet rooms, install vault and cabinets, change steam lines, radiators and electric wiring, etc., at an estimated cost of \$11,350.00

The Fletcher Drive Grade Separation on the Glendale Line is nearing completion. All steel is erected, concrete trough has been poured for the outbound track, and as soon as track is placed the girders supporting inbound track will be installed.

Schools Offer Aid to Ambitious

Many Helpful Studies to be Taught. All are Invited to Consult Educational Advisor

WHAT are your plans this year for self-advancement? In looking over the list of special classes being offered, is there one that particularly appeals to you?

If there is, fill in the form herewith and mail it to the Educational Director, Earl W. Hill. He will be glad to tell you the nearest school where these classes are being given and also give you a special card of introduction to the principal of the school.

If you are undecided on what studies to take, make an appointment with Mr. Hill, and he will help you in making your decision, and will also be glad to consult with other members of your family who may desire advice on educational matters.

Most of the classes listed below will begin September 12. In order to get the full benefit from any course, it is desirable to enroll at the time classes start.

Special classes in Business English and Stenography will be conducted for Pacific Electric employees in Room 714, P. E. Building. The popular approval of and convenience to employees has prompted the management to set aside the same hour for class work as last year, 4:45 to 5:45 p.m.

It is especially desirable that all em-

Educational Director,
P. E. Club,
Los Angeles:

I am interested in taking up
the study of
Kindly advise time and loca-
tion of nearest classes.

Name

Home Address

.....

Present Work

Phone

Department

ployees entering classes this year register with our Educational Department so that credit may be given and a special form of recognition be handed those completing courses.

Bulletins will be issued from time to time announcing special classes as they are organized to meet particular needs.

All classes conducted by this Company are free of expense to employees. Likewise, those noted in the tabulation below, being high school classes, are also without tuition cost:

- | | | |
|---|----------------------------------|-------------------------|
| AUTOMOBILE MECHANICS | | |
| Automobile Engineering | Storage Battery | Automobile Electrics |
| ASSAYING AND CHEMISTRY | | |
| Qualitative Analysis | General Chemistry | |
| BUSINESS COURSES | | |
| Commercial Art | Accounting | Professional Law Course |
| Photography | Calculating Machines | Typewriting |
| Arithmetic | Business Law of Calif. | Penmanship |
| Bookkeeping | Stenography | Traffic Management |
| SALESMANSHIP & ADVERTISING | | |
| DRAWING AND DRAFTING | | |
| Architectural Drawing | Blue Print Reading | Structural Drafting |
| | Mechanical Drawing | |
| ENGLISH | | |
| Beginning Business English | Journalism & Short Story Writing | Literature—American |
| Dramatic Art | Public Speaking | |
| ELECTRICITY, PHYSICS AND ENGINEERING | | |
| Direct Current | Alternating Current | Wiring |
| | Physics | |
| LANGUAGES | | |
| Spanish | French | Latin |
| MATHEMATICS | | |
| Shop Mathematics | Trigonometry | Algebra |
| | Geometry | |
| MECHANICAL | | |
| Mechanics & Strength of Material | Concrete Construction | |
| Woodwork | Carpentry | Blacksmith Shop |
| Machine Shop | Oxy-Acetylene Welding | |
| SOCIAL & BIOLOGICAL SCIENCES | | |
| Ethics | Sociology | World History |
| Current Economics | Psychology | Civics |
| | Biology | |
| FOR THE LADIES | | |
| Sewing | Dressmaking | Millinery |
| MUSIC | | |
| | Orchestra | |
| PHYSICAL TRAINING | | |
| Men's Physical Training | Women's Physical Training | |

MANY EXCURSIONS ARE MADE TO MT. LOWE IN AUGUST

The month of August has been a busy one at Mt. Lowe Tavern, writes Manager Frank Clark, the travel having been greatly increased by several good sized special parties.

The regular Tuesday excursions from Long Beach have been good, and the Special Long Beach Excursion under the auspices of the Chamber of Commerce, brought over three hundred people, including the Long Beach Municipal Band with Director Herbert Clark and thirty-six pieces. The Band gave a beautiful concert lasting over one hour. As a result of these Long Beach excursions, many residents of Long Beach come back and spend a day or so at the Tavern.

August 6th, the Mary Pickford Popularity Contest winners visited the mountain and enjoyed a steak dinner at the Tavern. They were loud in their praise of the trip.

August 7th was Los Angeles Examiner day. Eight of the party came up the day before and stopped over night. Many of them have promised to come back for a week-end visit in the near future.

August 11th, the Gyro Club of Pasadena held a dance in the Ballroom, which was attended by about 175 members and friends. Luncheon was served from 9:00 to 10:30 p.m. and the party started home on special cars late in the evening, the last car leaving at 12:00 midnight.

On August 20th, Barker Bros. employees held a picnic and outing. Seats and tables were arranged in the playground for 400 people. Free coffee and ice cream were served, dancing afternoon and evening, and many of the party remained until the late cars to visit the Observatory and see the lights in the valley. The party was in charge of Mr. Irwin and Mrs. Franklin. They have promised to arrange another party this fall. The Tavern got several over night stopovers from this party.

Smaller parties from the Owl Drug Co. and the Liggett Drug Stores also visited the mountain.

August 25th, one of the largest excursions of the month was conducted by the Southern California Tourist Bureau. This Bureau is selling tickets at this time for another excursion on September 1st.

The excursions run by the May Co. and The Broadway Department Stores were all well attended, and were the means of the Tavern getting some extra business.

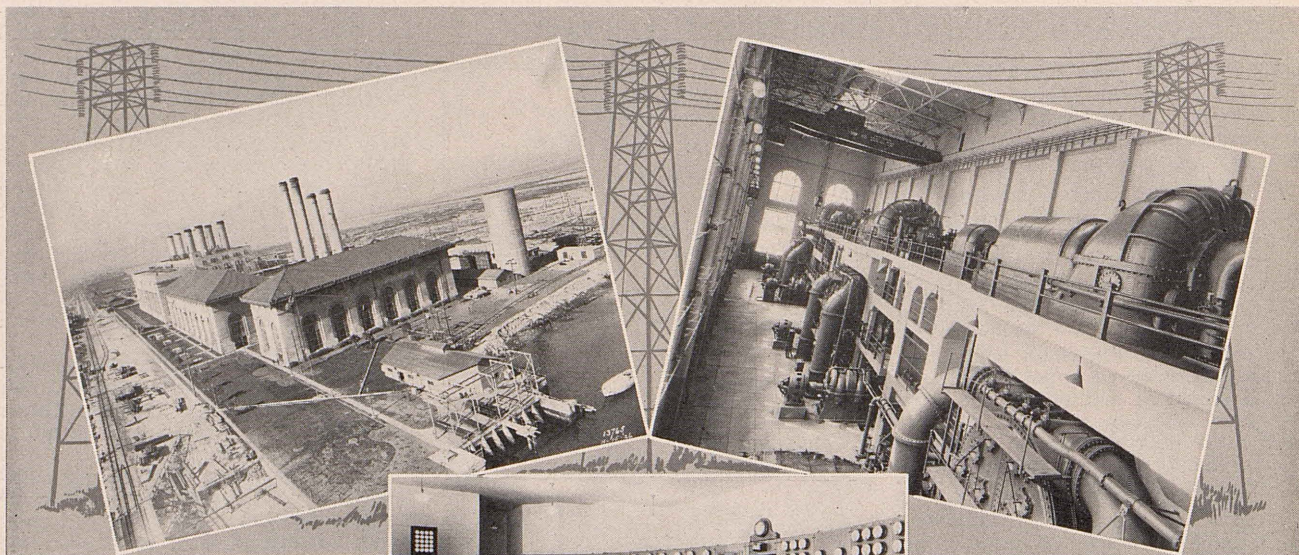
John Daggett and wife were at the Tavern for two days and are coming back at an early date. Mr. Daggett is better known as "Uncle John" of the Times Radio. Since returning to Los Angeles he has mentioned his visit, over the Radio, on several different occasions.

Visitor: "What does this painting represent?"

Artist: "The Daughters of Satan."

Visitor: "Oh! Hell's belles!"

PRESENT AND FUTURE POWER NEEDS ASSURED



ADEQUATE, dependable and a flexible source of electrical energy being outstanding elements in the successful operation of an electrical railway, the activity of the Southern California Edison Company, (from whom this Company obtains all power) in meeting present and future demands is well worth recording.

That the Edison Company is alive to its responsibility and the tremendous demands that the future growth of Southern California will develop is well exemplified in its stupendous steam generating plant, the ultimate cost of which will be \$100,000,000, now in course of construction.

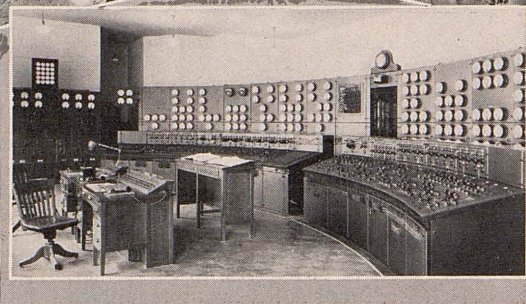
This mammoth new plant is being erected on Terminal Island, just across the channel from the city of Long Beach, construction now being underway on the first of eight new 125,000 horsepower units, which, when completed, will give a total capacity to the Long Beach steam plant of one and one quarter million horsepower, making it the largest steam generating plant west of Chicago.

In Heart of Harbor District

This plant is situated in the very heart of the harbor industrial district, a district which is growing faster than any other portion of Southern California, and which promises to make California a predominating factor in industry.

Since the availability of low priced electric energy ranks with good transportation facilities in the mind of the manufacturer seeking a factory site, it is to be expected that this concrete evidence that the Edison Company is preparing to take care of any possible demand for energy will do much to stimulate even the present rapid growth of this territory.

The Edison Company as early as



1—General view of present Long Beach Steam Plant located on Terminal Island. This plant has a capacity of 288,000 horsepower. The first of eight new 125,000 horsepower units is now under construction on the site immediately adjacent to this plant. With the completion of the eight units the Long Beach Steam Plant will have a total capacity of 1,288,000 horsepower and will be the largest steam generating plant west of the Mississippi River.

2—Interior of turbine hall of the Southern California Edison Company's steam plant No. 2 at Long Beach, having a total capacity of 194,200 horsepower.

(3)—Control board of the Long Beach Steam Plant of the Southern California Edison Company. The operator in this room is in direct touch with the dispatchers at the General Office in Los Angeles and sends out the energy developed by the great steam turbines as directed.

1912 appreciated the fact that the harbor district was to become a great industrial center and acting on that basis began the construction of a tide-water steam generating plant which has since become famous for its size and for the efficiencies attained.

There are two distinct parts of this modern steam plant. One of them, the turbine hall, as its name implies, houses the great whirring turbines in their sombre gray jackets. These modern giants lay end for end humming busily, but not loudly, day after day, turning out vast amounts of electrical energy into the network of distribution lines covering all Southern California.

In a separate part of the plant will

be found the second major division, the boiler room. To the layman's mind the idea of a boiler room brings with it the vision of noisy, dark places, filled with grimy looking men, feverishly shoveling great quantities of coal into the yawning mouths of long rows of furnaces, to the accompaniment of clanging slice bars.

But not so in this modern steam generating plant. Down through the long boiler room corridor between the towering boiler walls, there is no confusion, no dirt, and no noise, with the exception of the cheerful roar of the burners under the boilers. The floor in the boiler room is so clean that it fairly glistens. Occasionally one of the boiler room men may be seen passing quietly from one set of burners to another turning a valve here, glancing at a gauge there. His uniform will be spotless, even as his workplace is above reproach in that respect, and his whole aspect will be one of a man who is truly enjoying his job.

How Distributed

In a building entirely separate from that in which the turbines and the boilers are located, will be found the electric control room. This control board occupies a relatively small space, but it is at this point that the nerves of the plant may be said to center. In this small room the operator is in constant communication with the central dispatching room office of the company located in Los Angeles. All the throbbing power developed by the turbines is under the control of this operator. By the touch of a control switch button on his board he is able to send out thousands of kilowatts of electric energy over the transmission lines to the distribution centers where needed.

When this railway has an unexpected load thrown onto its lines our dis-

patchers get out extra cars and divert others thus meeting the unusual conditions. When an unusual load is placed upon the Edison lines their dispatching office has power diverted from one line to another or directs that additional units in the steam plant be turned onto the line and thereby meets its unusual conditions. Electricity has been very properly termed, "the backbone of civilization" and when anything interferes with the function of this "backbone," civilization stagnates. Consequently, it is of the utmost importance that electric service be continuous. The skill of the men in the dispatcher's office is very largely responsible for the short duration and low number of interruptions to the electric service of Southern California.

To keep "the big red cars" moving throughout Southern California requires about 550,000 kilowatt hours for a twenty-four hour day, which is approximately 10 per cent of the power now being sold by the Edison Company. The Pacific Electric is the largest single user of electric energy in Southern California, and one of the largest in the United States.

It is expected that the eight new units which the Company is beginning at this site will cost approximately \$100,000,000.00. The first unit will be ready for operation early in 1928, while an additional one can be constructed in not more than ten months' time. This is definite assurance that the Southern California Edison Company is prepared to meet any and all demands which may be made upon it for electrical energy.

WHY TAXES ARE HIGH

The State of New York owns and operates the Erie Canal, representing a capital investment of \$170,000,000. The annual fixed charges for carrying this investment—interest charge at an estimated rate of 5 per cent—is \$8,500,000.

Between the years 1919 and 1925, twelve million tons of cargo have been freighted on the canal at an operating loss of \$84,000,000—nearly seven dollars a ton—a deficit the New York taxpayer has been called upon to meet.

During this same period, railroads operating in New York State have paid \$141,000,000 in taxes. It amounts to this: Privately owned railroads have been called upon to pay the state for the losses sustained by the state in maintaining a transportation system in competition with the railroads. A snug arrangement.

In his report to the Governor of New York, the Superintendent of Public Works says:

In 1925 it cost the state \$4.51 a ton for all freight floated on the canal, regardless of the length of the haul. From these figures it is evident that it would have been cheaper for the state if all the freight carried on the canal had been put on railroad cars and the state paid all the freight bills.

—Nation's Business.

How Do You Answer Your Telephone?

JUST as we unconsciously form an opinion of an individual immediately upon his entry into our office, so does the party on the other end of the telephone make a mental picture of us based upon the voice and manner in which we answer the 'phone.

Were uncomplimentary impressions made of the individual alone, the matter would be strictly a personal one, but such is not the case. Both the Company and individual are judged by the reception given to a telephone call. If it is done in a pleasing voice and courteous manner both are pleasantly remembered; if in a snappy gruff, curt tone each suffer a bad impression, which frequently is particularly costly to the employing company.

A Jeffry Service writer throws some interesting thought on the mental picture conjured in the mind of the average person calling over the 'phone, thus expressing it:

"Lo!"—A lazy cuss, as sure as I'm a biped. I can just see him resting on both elbows.

"Aw-right!"—It's a sure thing that he has a mouth full of tobacco and no cuspidor within range.

"Yeh!"—Some little dried up shrimp. Likely he thinks it would be a crime to use more than one syllable.

"Hello!"—He's old fashioned. I'll bet my garters that he sips his coffee from his saucer. He's courteous, anyway.

"HEL-LO!"—The old grouch! His wife must have burned his toast this morning. Perhaps the youngster left a piece of taffy on the driver's seat.

"Wal-!"—Another ingrown and warped disposition. I wonder if he ever bites the transmitter?

"Commence!"—A fresh fellow that has a diving girl painted on his slicker, and still labors under the delusion that a Chaplin moustache is cute.

"John Modern speaking," or "Department eighty-six!"—Ah! There's a fellow up on his toes, wide awake, and efficient.

You ought to be driving a horse and buggy or using a coal oil lamp if you answer your phone in the following manner:

Thick: "Hello!"

Thin: "Hello, is this number 234?"

Thick: "Yes, this is number 234."

HUGE BEACON OF MILLION CANDLEPOWER INITIATED

With appropriate ceremonies, the world's most powerful searchlight, in fact, one said to be five times as powerful as any heretofore to cast its rays through stretches of atmosphere, was dedicated on Aug. 16th near Charlottesville, Virginia, shortly after the evening darkness began to settle over Montecello, the home of Thomas Jefferson.

The giant searchlight has a beam of 1,385,000,000 candlepower and is visible for a distance of 200 miles. The crater arc of the light, it is said, "is the hottest spot on earth," when 17,200 watts are turned on to give the light its full power. The temperature of the crater is approximately 38,000 degrees F. and its brightness rivals that of the sun at high noon.

This monster beacon throws forth a light so strong that it will produce the effect of sunburn at a distance of two miles and will blister the skin of a person standing 1,000 feet away.

Many tests are planned for the new beacon, included in which will be checks of certain of the theories of Prof. Albert Einstein and the current conception of the speed of light.

Speaking of skirts, the shorter they are, the longer they look.

ROSE FESTIVAL PARADE IS TO TRAVEL NEW ROUTE

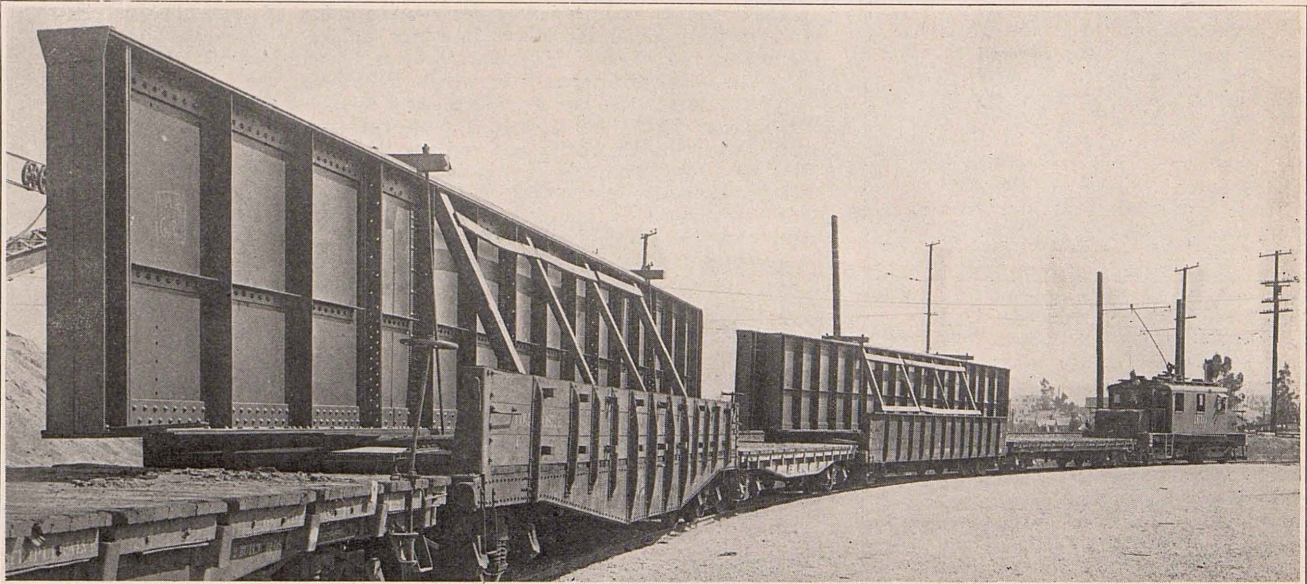
Planned to correct conditions that have not in past years been altogether satisfactory, the route of the annual Tournament of Roses parade next New Year's Day will follow a new course in its journey through the City of Pasadena. The floats will proceed from a point on East Colorado Street straight west on the City's main thoroughfare to the Rose Bowl in the Arroyo Seco, where the New Year's Day intersectional football game is played.

In establishing a new route for the parade, the Tournament of Roses Association announced that they had a three-fold purpose for so doing: To decrease the congestion along the line of march; shorten the distance, which had become too long for those in the parade who have had to walk the entire route, and to decrease the last-minute congestion at the Rose Bowl before the football game.

Heretofore the famous midwinter pageant has followed a winding course which included Colorado Street and Lake and East Orange Grove Avenues.

"My wife has been using a flesh-reducing roller for nearly two months."
"And can you see any result yet?"
"Yes—the roller is much thinner!"

PICO GRADE SEPARATION PROGRESSES RAPIDLY



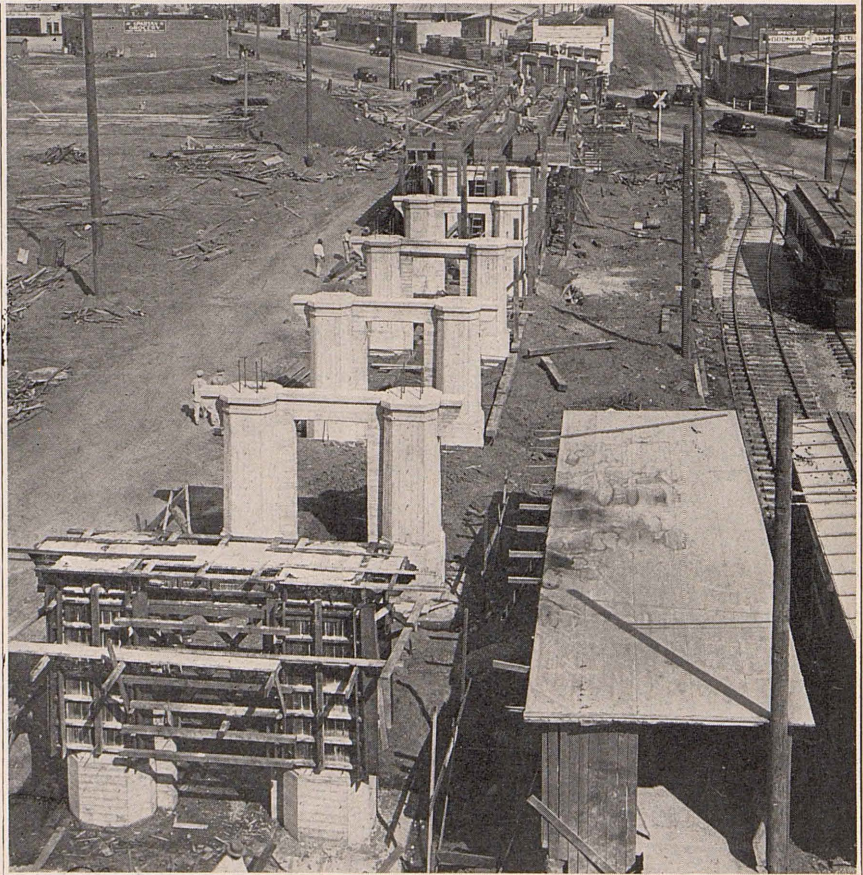
Three of the 72-foot steel girders for the Pico Street grade separation; note that five cars are required to transport them. Lower picture shows work in progress. The project is expected to be completed and in service by November 1st.

SPLENDID progress is being made on Southern California's longest and costliest grade separation by contracting and Pacific Electric forces engaged in completing the mammoth structure at Pico and San Vicente Boulevards. If the present headway is continued, the completed unit will be ready for service by November 1st, it is predicted.

Early this month all of the concrete had been poured in the twenty-two sustaining piers and work of placement of the steel girders was well under way. With this completed forces will begin the laying of track and stringing of overhead. Work having begun on May 3rd last, completion by November 1st will bring this grade separation into service in less than six months, which may well be considered an achievement in view of the scope of the project.

Involving an expenditure of \$306,000, the Pico Boulevard grade separation is looked upon as the most important traffic separation measure undertaken in this district in many years. Of steel and reinforced concrete structure, the viaduct is 1007 feet in length, and is designed to separate vehicular traffic and Pacific Electric trains over not only the heavily traveled Pico Boulevard, but Tremaine and Longwood Avenues, north of Pico, as well. These latter two streets have not previously been open to traffic across Pacific Electric tracks.

The steel section of the unit proper is 291 feet in length and is to be installed across Pico Street, this type of structure being used so as to utilize the minimum amount of road space. The remainder of the viaduct, 716 feet



in length, is of reinforced concrete, the entire unit being supported by huge concrete piers spaced at 32-foot intervals.

The first three of the steel plate girders arrived in Los Angeles early last month, their size and bulk being evidenced by the fact that five flat cars were required to transport them. They are 72 feet in length and their

combined weight exceeded 160,000 lbs. The remaining girders, some of which were fabricated in this city, are being rapidly installed.

The entire structure was planned through the co-operation of the City's engineering forces, the Board of Public Utilities and Pacific Electric engineers. It is to be of ornamental design and will harmoniously blend with

the street widening and improvement program recently completed by the city on Pico Boulevard.

The work is being done by the Lynch-Cannon Engineering Company, with M. C. Halsey, Structural Engineer of the Pacific Electric in supervisory charge.

With the Pico Boulevard separation in service and the recent completion of the Hyperion Boulevard structure, there will be a total of 62 grade separations in service throughout the Pacific Electric system.

ELECTRIC RAILWAY OFFICERS TO CONVENE AT CLEVELAND

Transportation men from all parts of the world will gather in Cleveland the first week in October to attend the greatest transportation convention and exhibit that ever has been held. This will be the forty-sixth annual gathering of the American Electric Railway Association. One hundred and eighteen thousand square feet of space has been taken by railways and manufacturers to show the latest cars, motor coaches and equipment available for the public service.

Street cars next year will be a riot of color. The car builders and operators have felt the urge toward the beautiful that now is dominant in the public mind. Street cars are being painted in varied colors and instead of being merely numbered they are being named after prominent citizens in the cities in which they operate. Linoleum is being put on the floors. Some of the interurbans, like the Illinois Traction System and the Interstate Public Service Company, operate sleeping cars that have all the comforts of home. Many of these new and more beautiful cars will be shown at the Convention.

It is expected that between nine and ten thousand street railway executives and mechanical men will attend the Cleveland meeting. The Convention will open Oct. 1st, and close Oct. 7th.

P. E. MASONIC CLUB NOTES

Monthly meetings of the Pacific Electric Masonic Club will be resumed Tuesday, September 13, 7:30 p.m. at the Pacific Electric Club, 514 East 8th Street. A prominent speaker has been delegated to address the meeting on a pertinent Masonic subject.

During August the Club visited Long Beach Lodge No. 327 and assisted in conferring the Masters' Degree upon R. G. Vincent of the Electrical Department.

On September 15, the Club will visit Henry S. Orme Lodge No. 458, Westgate Masonic Temple, Pico and New Hampshire Streets. On this occasion the Square and Compass Club of the Los Angeles Railway will also be present and confer the Masters' Degree upon a fellow employee.

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

Two Deaths in August

WE REGRET to record the passing of two more of our fellows, those called last month being Eugene M. Frey and Sam A. Bragunier, Motorman, Western Division and Carpenter, Mechanical Department, Torrance, respectively.

The families of both the deceased received group and Mortuary Fund insurance to the total amount of \$6,000.

During the month two additional claims made upon the insurance company were allowed, Anna B. Smith, Clerk, Accounting Department, and George L. Buntin, Conductor, Northern Division, being the recipients of \$51.75 and \$82.25 for a period of 30 months, or less, depending upon the period of their being incapacitated.

A total of 16 employees are now receiving \$1,033.60 monthly pending recovery of their health.

EXCURSION BUSINESS GAINS DURING MONTH OF AUGUST

Showing an increase of 1,805 passengers over August of last year, the Transportation and Passenger Traffic Departments last month arranged and handled a total of 90 special parties and excursions to various parts of the system.

Mt. Lowe attracted seventeen special parties, with a total of 2,568 passengers, the special excursions conducted by the May Company and Broadway Department store, doing much to swell the number of visitors to our mountain resort. Fourteen special movements were handled to Grauman's Chinese Theatre in Hollywood, 800 passengers being the total.

One of the unusual movements of the month was the transporting of 120 Chinese daily for nine days from Los Angeles to Culver City, where the Sam Goldwyn Studio is filming a new picture in which orientals form an important background.

The largest individual movement of the month occurred on August 8th and 9th with the arrival of the Japanese fleet. The first day 693 and the next 725 sailors were handled from San Pedro to Los Angeles.

Find a Cameo Pin?

A treasured cameo pin was lost somewhere on the El Paseo on picnic day by Mrs. Wm. C. McPherson Division. Mrs. McPherson resides at 2420 Plum Street, Alhambra, or if the finder will return the pin to the Bureau of News, 664 P. E. Bldg., we will be glad to see that the owner receives the pin.

Seventeen times 65,359,477,124,183 equals 1,111,111,111,111,111.

TWO-DAY MT. LOWE OUTING RATE STILL IN EFFECT

The increased travel to Mt. Lowe last month, recorded elsewhere in the Magazine, brings to mind that general information regarding the \$7.50 two-day Mt. Lowe Outing, which, if passed on to the public whenever the opportunity affords, will add further stimulus to the patronage of our famed mountain trip and tavern.

Under the provisions of the tariff these special two-day Mt. Lowe outing tickets, which include transportation, meals and sleeping accommodations, are sold at the Los Angeles Main Street Station and the Pasadena City Ticket Office. Upon arriving at Mt. Lowe the purchaser of a special outing ticket is entitled to one luncheon, one dinner and lodging for one night for one person on date of issue, one breakfast and one luncheon on day following date of issue. Hence it is seen that for \$7.50 the visitor is supplied transportation, lodging and four meals.

While every visitor to Mt. Lowe is a potential advertiser of our famous resort, those who stay over-night and have the opportunity of viewing the lights in the valley below from Inspiration Point are invariably better boosters for having done so, as this sight is considered one of the outstanding features of the trip.

LAST FISCAL YEAR BUSIEST ONE FOR RAILROAD BOARD

Closing the busiest year of its history, the reports of the California State Railroad Commission for the fiscal year ending June 30th show that never before has that body been confronted with such a large number of important proceedings in any twelve month period.

The report reveals that the Commission rendered 1539 decisions during the year, and received 906 applications and 130 formal complaints. The number of applications was lower than during the preceding fiscal year, due to the removal from the Commission's jurisdiction of private contract motor carriers, and the Commission's ruling that it had no jurisdiction over motor carriers not conducting regular trips between fixed termini. The smaller number of applications concerning motor carriers was more than made up, however, in the great increase in matters affecting ordinary public utilities.

The Commission also received and adjusted 2945 informal complaints, representing complaints from consumers or patrons of public utilities and not calling for a formal hearing and decision by the Railroad Commission.

Camp Closes Soon

The Camp closes September 30th. Every reservation was booked until September 11th, after which date there will be some vacancies available.

If you are counting on a stay at the Camp, make your reservation NOW!

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

P. E. EXECUTIVE COMMITTEE MEETING HELD AT CLUB

The last meeting of the Executive Committee for the year 1926-1927 was held August 3, at 2:00 p.m. in the Auditorium of the Club Rooms. The following were absent: Geo. H. Grace, L. H. Covell, H. Gray, L. H. Newport, A. C. Russell, H. L. Legrand, P. H. Mann, J. W. Anderson, Walter Burgess, C. C. Rice, Harold Kuck, H. R. Ravey, T. L. Wagenbach, John Bowman and W. A. McCammond.

Club Fund

Balance, 7-1-27\$ 948.03
Receipts 1094.75

Total\$2042 78
Disbursements 1298.34

Balance, 7-31-27\$ 744.44

Relief Fund

Balance, 7-1-27\$ 482.97
Receipts 753.00

Total\$1235.97
Disbursements 801.00

Balance, 7-31-27\$ 434.97

Unfinished Business

In answer to complaints from various Committeemen as to why they were not supplied with tickets for the Hollywood Bowl for the nights of July 29 and 30, Mr. Vickrey replied that the Club was only given one thousand of these tickets for July 29th and one thousand for July 30th, which amount was very small for our large number of Club Members. However, these tickets were all sent out and our request for an additional amount was unfulfilled, hence the shortage in supply.

Mr. Vickrey stated that he had taken the subject of repairing the roof of the Club Rooms in Riverside up with Mr. DeNyse, who promised to have it repaired ere the rainy season is again upon us.

Mr. Geibel stated that an effort had been made to gather news items in the Mechanical Shops at Torrance for the August issue of the P. E. Magazine, but that up-to-date none had been turned in for publication. Those having news items for publication should forward them to the Mechanical Department office for the coming issue of the Magazine.

Mr. Manley stated that the Engineering Department is figuring on an estimate for toilet facilities to be installed at State Street Terminal and doubtless these will be forthcoming in due time.

Mr. Geibel informed the Committee that the water at Torrance has been pronounced pure by the Health Authorities at Torrance and that no one need fear using it freely.

In the absence of Dr. Weber, who had expected to be present at the Ex-

ecutive Committee meeting, Mr. Vickrey briefly outlined some of the outstanding points in the change from the Pacific Hospital to the California Lutheran Hospital for the use of Pacific Electric employees and their families.

Mr. Vickrey briefly reviewed the excellent work which the P. E. Camp is doing this summer and urged that the month of September might be well filled with our employees.

Plans for the employees' picnic were briefly reviewed.

Mr. Vickrey informed the Committeemen that the election ballots for the 1927-1928 Executive Committeemen were in the mails and that the ballots would be counted on August 18, 1927. Mr. Lovell appointed the following men to assist the Manager in counting these ballots at that time: Harold Kuck, W. M. Brooks, P. H. Lyons, O. D. Harris, K. Thompson, O. C. Black, Bob Corey, R. G. Miller, G. H. Grace and B. L. Brown. The appointment will be confirmed by a letter from the Manager telling them when to report for duty at the Club.

P. E. CLUB BULLETIN From September 15 to October 15

Friday, Sept. 16:

General Staff meeting, 10:30 a.m.

Monday, Sept. 19:

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

Monday, Sept. 26:

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

Thursday, Sept. 29:

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

Monday, October 3:

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

Wednesday, October 5:

Executive Committee meeting at 2:00 p.m.

Saturday, October 8:

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

Monday, October 10:

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

Tuesday, October 11:

Masonic Club meeting, 7:45 p.m.

Wednesday, October 12:

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

Thursday, October 13:

"Autumn Ball" in Ball Room at the Club, Dance begins at 8:30 p.m.

Friday, October 14:

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

FEATURED DANCES AT CLUB

The P. E. Club is carefully planning an entire season of featured dances to be given each alternate Thursday evening at the Club to members and their dependents.

There will be something of special interest besides delightful music, which will be furnished by a newly organized P. E. Club Orchestra.

Club Members are requested to watch the bulletin in the P. E. Magazine for the date of each of these featured dances so that they may attend as many of them as their time will permit.

The holiday season will be given special attention as well as other events of interest throughout the coming months.

The Club will open the season with a "Barn Dance" given on Thursday, September 29. As usual members are requested to come in suitable costume for such an event. Ladies should wear simple house dresses and men their overalls and colored shirts. Prizes for the most rural costumes will be awarded by judges during the evening.

Her Size

"What size shoe do you wear, madam?"

"Well, five is my size, but five and a half feels so comfortable that I wear sixes."



No, the fair ladies did not run the fish down to catch 'em. They were caught in the usual method and there are 66 cat-fish on the string, taken from their habitat in Lake Arrowhead, near our Camp. The ladies shown are Mrs. F. Volkhart, Misses Rachel Bailey and Peggy Rogers, and Mrs. George E. Huntington

FOREIGN CITRUS SHIPMENTS INCREASE DURING YEAR

Showing the progress being made in the development of foreign markets for California's citrus fruits, a bulletin issued recently by Clarence H. Matson, Manager of the Trade Extension Department of the Los Angeles Chamber of Commerce, gives much interesting data in the form of figures as to results obtained.

The bulletin, which covers the fiscal year ending June 30, last, shows that \$900,000 worth of citrus fruits was exported from Los Angeles Harbor to foreign lands in the six weeks beginning with July 1. Indications are that the fresh fruit exports from Southern California for July and August of this year alone will equal more than half of those of the preceding twelve months, although the last fiscal year had shown an enormous increase in such exports.

Two years ago the total exports of citrus fruits out of the local port amounted to less than \$500,000 in value and considerably less than 5,000 tons in volume. In the fiscal year just closed, such exports had increased to a value of more than \$2,000,000 and to a volume of 22,000 tons.

At present, Great Britain is by far the best customer for the famed Southland products. It absorbed approximately \$1,300,000 worth of oranges and \$200,000 worth of grapefruit in the past twelve months. Two years ago the orange shipments to the United Kingdom totaled \$323,000 and the grapefruit, \$10,000.

Citrus fruit shipments to Hamburg in the fiscal year closed last June, showed a value of \$82,104 and Stockholm paid \$42,710 to the Southland for these products. The Orient paid California \$301,536 for her citrus products in the same period.

SAN FERNANDO VALLEY CITY NOW "NORTH HOLLYWOOD"

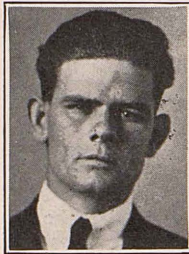
North Hollywood has taken its place on the map of Southern California and, theoretically at least, Lankershim has been erased from existence, the official change taking place last month when orders from Washington, D. C., changed the name of the post office at that location.

The valley city has been contemplating the change for about a year, being backed by the Chamber of Commerce in the project. It is pointed out that a number of motion picture interests have moved into the old Lankershim district, which has in reality become a part of Hollywood, hence the justification for the new name.

No immediate change will be made in the tariffs of the company nor of signs on the cars. However, when new tariffs are printed and signs are repainted they will carry the official name, and ere many years have passed Lankershim will be but a memory of the past.

Conductor Seeks Laurels in Literary Field

IF AMBITION and energy are stepping stones to the writer's rainbow trail, Glenhope R. Stevens, Conductor, Western Division, is well equipped to travel the route.



G. R. Stevens

Despite rebuffs and discouragements that would cool the ardor of most of us and cause one to seek other fields, Mr. Stevens recently proved his unshakable belief in himself, when, after tiring of delays of publishers, he financed, from his savings, the publishing of his novel entitled "Gold Hungry." Early indications are that it will be a winner, in which case this Company will soon lose a valued Conductor.

Since coming into the service in 1923, this genial Trainman, whose courteous demeanor has won him many friends among our patrons, has unceasingly sought to better his position in life through writing. In his spare time he has written, with a fair degree of success, four novels, three of which have appeared in press publications. A desire to test the "pull" of his writing in book form prompted his financing personally the publishing of the book which came off the press only last month.

It's a long, hard trek to success in the literary field and few vocations are there that entail the degree of effort, energy and ambition that too infrequently reward those who seek fame and fortune from their pens. Mr. Stevens' perseverance is indeed commendable and he has many friends who are hopefully watching for news of his assured success.

An autographed copy of "Gold Hungry" was kindly presented to the Club library by the author. Anyone desiring to purchase a copy may do so by applying to the Hollywood Book Store, Fowler Brothers and other of the leading book dealers.

P. E. BALL TEAM ENTERTAINS

The Pacific Electric baseball team entertained at the weekly meeting of the Baseball Association on Monday night, August 29th.

The features of the evening were the several songs rendered by Gene Frost, one of the members of the team, and several instrumental numbers by Art Pabst, connected with the Claim Department. Both of these boys are regular performers over the air and are very popular with the radio fans locally.

Four girl singers and dancers completed the performance.

One of the largest crowds that ever attended a meeting was present and the entertainment was of high order.

SAN BERNARDINO TRAINMEN RECEIVE COMMENDATION

Showing that courtesies to a patron not only make a friend of the one to whom the kindness is extended, but also to other members of the family, a letter of commendation received recently from Mrs. Marion L. Goodcell, wife of the late "Judge" Henry Goodcell of San Bernardino, carries with it a warm expression of appreciation. The letter was prompted due to unusual consideration shown to Mr. Goodcell, a long time resident and venerable character in San Bernardino, he being both lame and well-advanced in years at the time of his death.

It is with a feeling of pride that we record Mrs. Goodcell's letter and the Trainmen of the D Street line in San Bernardino, who created this kindly feeling, will receive a measure of reward in knowing that their thoughtfulness was duly recognized. Mrs. Goodcell thus kindly wrote:

"I wish to thank the motormen of the D Street line who have for many years been so kind and considerate to Mr. Goodcell. They have helped him on, until it became compulsory to enter by the rear end, have saved for him his preferred seat when possible, have waited to start the car till after he was securely seated, and in many ways have shown themselves thoughtful and considerate.

"I do not mean to slight the Conductors who have been courteous and careful, but the Motormen have been so especially friendly and helpful that I should like to have them know that Mr. Goodcell appreciated it and that I appreciate it and thank them for the consideration shown."

MORE SERVICE IS PROVIDED ON HOLLYWOODLAND LINE

To further serve the needs of patrons of the Hollywoodland Motor Coach line, additional service was inaugurated Monday, August 22, to be operated during morning and evening rush-hours and two additional trips are now being made at a later hour in the night than heretofore.

The new schedule provides for 15 minute service between 7:00 and 9:30 a.m. and between 3:30 and 6:30 p.m., replacing the former 20 minute headway. The two additional night trips call for a departure from Hollywood Boulevard and Vine Street at 11:50 p.m. and one from the terminal at Hollywoodland (Westshire Drive) at 12:02 a.m.

This addition to our service follows closely with a similar increased frequency of operation during rush hours on the Pico Boulevard line early last month. Increased patronage in the rapidly growing districts served by these two motor coach lines made it necessary that additional service be provided. Future developments will be closely watched in order that further increases in service may be arranged as conditions warrant.

UNVEIL TABLET AT P. E. CAMP

Two ceremonies of moment have taken place at our mountain camp since its founding in 1917, ten years ago. The first was upon the occasion of the flag-raising on July 4, 1917, at which time the camp was formally opened.

The second occurred on Sunday, September 4, at which time a bronze tablet, permanently anchored to one of the ancient pines near the social hall, was unveiled, the tablet being the gift of D. W. Pontius, our Vice President and General Manager, who has ever had a keen interest in our beautiful mountain resort.

Full description of the new bronze tablet was made in the last issue of the Magazine, it being dedicated to the disciples of Izaak Walton, whose chief recreation and pleasure is fishing; and to the taker of the largest trout from the streams and lakes of the region each year will be awarded a bronze strip, attached to the great tablet, reciting his name, the year and the weight of the prize fish.

At the formal ceremonies of unveiling, music was rendered by Mrs. Bernice Brainard, who also accompanied Mrs. B. F. Goddard, the talented vocal soloist of the occasion.

Presentation of the tablet was made by F. E. Geibel, Assistant Supt. of Equipment, in an address of more than usual merit. Mr. Geibel was preceded by L. B. Young, Special Representative, Executive Department, who briefly reviewed the history of the Camp.

Acceptance on behalf of the Camp was made by N. B. Vickrey, Manager, P. E. Club and Camp.

The unveiling was performed by Miss Margaret Fenimore, daughter of Mr. and Mrs. C. C. Fenimore. Following the unveiling, refreshments were served in the form of punch.

As a finale to the proceedings, Mr. and Mrs. Geo. E. Huntington, who with this month complete their first season in charge of the Camp, were formally presented and given an ovation of cheers of good-will for their splendid conduct of the resort.

SAD ACCIDENT AT P. E. CAMP

Many of his fellow employees extend their very great sympathy to Mr. and Mrs. C. E. Hunt because of the recent accidental death of their young daughter Audrey while vacationing at our mountain camp on August 14.

The magazine extends to Mr. and Mrs. Hunt sincere sympathy in their loss.

Lesson in Zoology

Rastus had taken Mandy to the circus menagerie and was having a great time explaining all about the animals to his girl.

"Lawzee, Rastus, whut's 'at?" asked Mandy, when they came to the zebra.

"Don't you know, gal? You sho' has neglected yo' animology. Dat's nuthin' but a spo't model jackass."

Stunts at the Camp Enliven Pleasure of Visitors

THAT life in the Pacific Electric Camp is not one of routine details nor of positively fixed conventions is well evidenced by the accompanying picture showing a stunt parade which was presented during the week of August 1st, it being one of many similar merriments of the present vacation season.

The picture represents the inauguration of "Queen of the Camp" for that week in which approximately 120 members of the Camp family participated and quite a wild inauguration ensued.

Chief among those present were A. J. Speak and family of the Transportation Department, together with their guests Mr. and Mrs. H. Matson; A. S. Brumagin and wife of the Transportation Department; R. F. Walton and family, Electrical Department; W. E. Scott and wife, Mechanical Department and Mrs. Florence T. Gretz, Real Estate, Tax and Resort Department, who was accompanied by her husband and a guest, Mrs. Betty Dudlext. These, however, comprise only part of the processional in the day and evening of rare fun.

With Mr. and Mrs. Huntington of the Camp management, Mrs. Brainard, the official musician of the mountain resort, ably assisted by Bill Stuart and Ted Row, who are prime favorites of all visitors, our Camp is drawing to a most successful close. The season will be one long remembered by all who have been to camp this year.

The most valuable of returns from a stay at our mountain camp is the friendship formed between the personnel of the various departments, and the cultivation of a "family" spirit. Among all who have been there this season there is the expressed desire that the

EMPLOYEES IN HOSPITALS

Records of the Medical Department listed the names of 12 employees who were receiving hospital attention as the Magazine went to press. As was recorded last month, the official hospital of the Company is now the California Lutheran, however, there are five fellow employees still confined to the Pacific Hospital.

The list is as follows—California Lutheran: G. W. Passmore, Motorman; John Thomas, Motorman; F. Augilera, Laborer; Torfirio Franco, Laborer; B. Meta, Laborer; G. Himmelman, Mechanical Dept., and David C. Kincaid, Auditor's Office. Pacific Hospital: Joe Canon, Trolleyman; Joe Carlson, Car Repairer; Edward Foster, Motorman; Antonio Domian, Laborer, and A. Rosas, Laborer.

Under the supervision of our Medical Department, the above listed employees are receiving the best of care and, although everything possible is being done for their comfort, a little assistance from friends in the way of a visit to the hospital will do much toward bringing about a speedy recovery.

Camp Closes Soon

The Camp closes September 30th. Every reservation was booked until September 11th, after which date there will be some vacancies available.

If you are counting on a stay at the Camp, make your reservation NOW!

Little Johnnie, seeing his mother nod pleasantly to the minister passing by, inquired, "Who's that, mother?"

"That's the man who married me, dear," she replied.

"Then if that's the man who married you," said Johnnie, "what the thunder is pa doing at our house?"

acquaintances be renewed again at the mountain camp in 1928.



A few of the vacationists in a recent "day of fun" at the Camp.

THE PACIFIC ELECTRIC MAGAZINE

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Employees of the Pacific Electric Railway.

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

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Contributions of Items of Interest by all
employees solicited. Address all communica-
tions to the Magazine, to Bureau of News,
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Angeles.

Consistency!

THERE is a familiar story told of a young lieutenant who was recommended to Napoleon for promotion because he had shown rare courage and bravery in a battle a few days before. When the recommendation was made to the General he is said to have expressed himself to this effect: "Splendid, but what did he do the next day?"

Many of us can find a lesson in Napoleon's doubtful compliment to the young lieutenant. Nearly all of us are entirely too spasmodic in our good habits. We do not drive ourselves enough, and when we let down on the day following a victory, the victory of the day before counts but little.

Take the matter of savings, for instance. With a great number of us this is our most spasmodic habit. We deny ourselves one week and put what we consider a good sum in our savings account. In our enjoyment of the gesture, we forget to add anything the following week and the week after that. We'll "do it sure next pay day." Maybe we do, but more often we don't.

To be effective, saving must be systematic. One dollar a week regularly is far better than the spasmodic ten when in a sacrificing mood, because a single dollar at a time involves very little hardship and in time will mount to quite a pile. Hence, small victory over self-indulgence once a week is better in the long run than the great sacrifice done with a flourish at infrequent intervals.

One of the steadiest and surest prin-

Are You Sure You'll Live 100 Years?

IF YOU are, and if, combined with that certainty you feel no responsibility to your fellow-man to the extent of giving 25-cents each time one of your fellow employees dies to relieve financial distress brought upon a saddened family—then and only then, can you afford not to be a member of the Mortuary Fund.

Notwithstanding the fact that in the ten years this fund has been in operation 218 deaths have occurred among employees and \$175,000 paid to their beneficiaries, there is the far bigger, better reason for its existence than the mere money it pays. Of the 218 families who have benefited from this fund, a very large per cent of those who received it needed it, and badly, at the time it was paid.

Before the organization of the Mortuary Fund, which is a voluntary association of Pacific Electric employees, paying 25 cents into a common treasury for the benefit of the family of those who have passed, hardly a week elapsed but that in some department of the Company the "hat was passed" to assist a family in distress due to the death of the wage earner. Afflictions preceding death frequently wipe out the entire savings set aside for the "rainy day."

The organization of the Mortuary Fund took the sting of so-called charity from the act of contribution. It was, and is still, a charitable act, but it was preferred to make it of a brotherly nature on a business basis, rather than mere charitable relief.

Twenty-five or fifty cents per month means really nothing to the average man—a small part of his cigar or cigarette bill, one picture show, would cover this necessity several times over during the course of a month. Not only does he help his close associates and his fellow man by contributing 25 or 50 cents per month, but he expresses a true helpfulness and the greatest manifestation of charity with the sting of personality removed by joining this association. It has done much for many during the past ten years and should grow and do more for others of our associates in the ten years to come.

The Mortuary Fund is not a Company affair. It is an organization of the employees themselves. **EVERY CENT COLLECTED UPON THE DEATH OF ANY MEMBER OF THE FUND GOES TO THE BENEFICIARY!** The Company acts only as a collecting, accounting and disbursing agent and pays the bill in so doing. All of the time and expense devoted by the Accounting and Treasury Departments is an outright gift to the employee organization as an expression of endorsement of the help we extend to our associates in their hours of great sorrow.

If you are not a Mortuary Fund member, take advantage of the privilege and perform a duty by applying for an application form. And do it now!

principles of savings is insurance. Every man should take out as much insurance to protect his family as he can possibly handle without depriving himself and them of the necessities of life.

Take our group insurance. There is the stated payment of a small sum by the employees for this insurance. No one feels this small deduction from the pay envelope, yet if anything happens to the breadwinner the families of insured employees, their dear ones are not thrown upon the charity of relatives and friends.

Then again, there's the matter of health. We may guard our bodies and go through all the prescribed motions of health practice and disease prevention for a day, a week or even a month at a time. But if our bodies are not to remonstrate with us when we come to a break down and inquire 'what we did the day after,' the week after or the month after, we must condition them every day.

To attain and maintain a victory in health and thrift, in safety or in any other of life's problems, the thing to do is to practice it every day.

RESERVE PUNCH

Just the fractional part of a second marks the difference between the winner and the "field" in a horse race. A group of horses will travel the circuit for an entire season, finishing in relatively the same order day after day—the second best horse almost winning but never quite getting there. Another pound or two of energy in the final stretch and the trick would be turned. But the reserve punch is not in the "field." One horse has it and he takes the prize money. This reserve force, this ability to snatch victory from defeat, is all that marks out the leaders in the world. Mediocre ability can handle a business in any time except a crisis. That win-or-die spirit, that driving will that forces aching, tired muscles to respond when the body is calling "quits"—this is the quality that commands attention and wins the best the world offers.—Bagology.

The city of happiness is in the state of mind.

**TRAINMEN, DOCTORS, RAILWAY
THANKED BY PETER BROWN**

"I am very grateful to the Conductors, Motormen and other employees of the Company who have so kindly assisted me so much since my eyesight has been bad. I thank them very much.

"Also the railroad company for what they have done for me and the doctors who have been such a big help to me."

In a shaky, but determined hand, our old friend Peter Brown, veteran Blacksmith, wrote the foregoing letter to the Magazine last month.

Affectionately esteemed by his many friends at the Torrance Shops and elsewhere in the Company, Mr. Brown is now on the retired list and residing at San Bernardino. His health and eye sight have not been of the best, but he is better now. Many well-wishers within the ranks hope he has a number of years ahead to enjoy his well deserved rest.

**PENITENTIARY LOOMS SOON
FOR ABSCONDING CASHIER**

The old axiom that "crime does not pay" was again forcefully vindicated last month with the capture of Roger C. Hale, formerly relief cashier at Sherman, who with an accomplice, absconded with \$3500 of this Company's funds on July 15th last. The partner-in-crime, one D. Kirkland, also was apprehended and the bulk of the stolen money recovered.

Aided by special agents of several railroads and the American Railway Express Company, F. R. Fysh, Chief Special Agent of this Company, in his usual relentless manner, took up the trail of the fleeing abscondors. They were trailed from city to city until they reached Seattle where inevitable capture was brought about and both found themselves within prison walls.

A full confession was obtained from each of the guilty pair who have stated they would enter pleas of guilty, penalty for which involves long penitentiary terms.

**TWENTY-ONE TICKETS SOLD
THROUGH TRAFFIC TIPS**

Twenty-four tickets to distant points in the United States resulting from tips supplied to Southern Pacific headquarters was the record of our employees during the month of August.

Outstanding among those who turned in successful tips last month were two Watt's line Motormen, whose diligence is worthy of special comment. C. E. Robitson is credited with having 6½ round trip tickets—1 to St. Louis, 1 to Memphis, 2 to Chicago and 2½ to Marlowe, Okla. A close second was Patrick Pope, through whose tips 5 round trip tickets were sold, one each to Boston, Chicago, Chatanooga, and two to Indianapolis. Very good, indeed.

Others supplying successful tips last month and to whom appreciation is expressed, are as follows:

- W. E. Masingale, Conductor, No. Div., 1 r.t. Kansas City.
- George Fielder, Conductor, No. Div., 1 r.t. Winnipeg.
- H. T. Bennett, Conductor, So. Div., 1 r.t. New York and St. Joseph.
- Carl M. Magill, Substation Opr., 2 r.t. Des Moines.
- W. E. Hayes, Motorman, West Div., 1 r.t. New York City.
- B. B. Ayres, Mechanic, Macy St., 2 r.t. Cincinnati.
- L. V. Greene Conductor, West Div., one one-way Philadelphia.
- Ray C. Robinson, Motorman, So. Div., 2 r.t. Milwaukee.

Popular Names

The ten most popular names in America, according to Simon Newton, who compiled them from telephone and city directories, are John, William, James, Charles, George, Thomas, Henry, Robert, Joseph and Edward. In an average list of 100,000 names, John appears 8,280 times; William, 7,611; James, 4,258; Charles, 4,253; George 4,171; Thomas, 2,710; Henry, 2,366; Robert, 2,308; Joseph, 2,266 and Edward, 1,997 times.

**85% OF ALL MOVIES PRODUCED
IN WORLD MADE IN L. A.**

"The motion picture industry is to California today what the discovery of gold was in '49. The one brought the State out of oblivion into national prominence, while the other has sustained, nurtured and built up the State to a point where its future is no longer a matter of conjecture."

In the above quotation of Joseph M. Schenck, noted figure in the motion picture world, he sums up, what, in his opinion, is the part motion pictures have played during recent years in the remarkable development of Southern California and in support of this contention he offers the following facts:

The motion picture industry has an investment in California of \$1,125,000,000. The amount of money that is invested in films, stories, costumes and the like, is approximately \$375,000,000.

During the year 1926-27, more than \$102,800,000 is to be expended on new productions in Southern California. This figure practically represents the world's activities due to the fact that nearly 98 per cent of the American productions—which in turn is 85 per cent or 90 per cent of the world's production—is centered in Los Angeles and its environs.

Motion pictures stand at the head of the 35 basic industries of California. When it is considered that the annual production of film entertainment exceeds in monetary value the combined output of petroleum products, fruit canning and vegetable canning, its position becomes clearly defined.

The combined payroll of the motion picture studios represents the staggering total of more than \$100,000,000 a year. There are 25,000 persons constantly employed by the film industry, besides an army of extras who only work intermittently.

**MT. LOWE PATRONS OBTAIN
LOW PARKING CHARGE**

For the accommodation of patrons who drive to Pasadena and desire to make a trip to Mt. Lowe Tavern, it has been arranged with the Goulds Garage at 40-50 W. Union Avenue, Pasadena, (opposite Pacific Electric Station) to park automobiles of Mt. Lowe patrons at a special rate of 25 cents a day as against their regular rate of 50 cents per day.

In order to secure this special parking rate it will be necessary for patrons to have their claim check stamped by ticket agent at Pasadena Ticket Office so that the garage people may identify them as patrons. It is understood that only pay passengers, that is, holders of regular tickets, excursion tickets, Two-day Mt. Lowe Outing tickets, or any other form of paid transportation, will be entitled to this reduced parking fee. Pass holders will not be entitled to this privilege.

She: "If I had known what a fool you were I would never have married you."

He: "You might have guessed it, my dear, when I proposed to you."

COMPARISON OF ACCIDENTS DURING JULY, 1926 AND 1927

	Northern Division		Southern Division		Western Division		Motor Coach	
	1927	1926	1927	1926	1927	1926	1927	1926
Interferences with vehicles	95	89	89	75	185	168	24	24
Collisions & interferences with cars	5	1	2	0	1	6	0	0
Persons struck by cars	2	1	3	3	3	9	0	0
Deraillments	6	8	11	7	12	9	0	0
On and off moving cars	5	14	5	4	7	8	0	0
Miscellaneous	26	26	47	31	58	40	5	9
	139	139	157	120	266	240	29	37
			37 Inc.		26 Inc.		8 Dec.	
					1927	1926		
Interferences with vehicles					393	366		7.4% Inc.
Collisions & interferences with cars					8	7		14.3% Inc.
Persons struck by cars					8	13		38.5% Dec.
Deraillments					29	24		20.8% Inc.
On & off moving cars					136	100		36. % Inc.
Miscellaneous					136	100		36. % Inc.
					591	536		10.3% Inc.
					Inc. 55			



7TH ST. WAREHOUSE
By Daniel Sanchez

Those who have spent their vacation at our Camp in the San Bernardino Mountains continue to tell of the wonderful time they had while there and of their intention to go more often and stay longer. Among the recent visitors to the Camp from the Warehouse are Assistant Agent George W. Orr and family, Foreman Theodore O. Flood and family, and Clerks L. Flood and L. Lipschults.

We hesitate to repeat the fish stories told by L. A. Post, Cashier, upon returning from his vacation. To say the least, the tales were very unusual.

F. F. Tomblin, C. V. Clerk, has returned from a trip east. Frank Maddox, Checker, also chose the east as his vacation place, he being there at the present time visiting the "folks."

"Never argue with an automobile," is the advice of O. C. Dickson, O. S. & D. Clerk, upon returning to his desk after having spent several days in bed due to an automobile accident.

An accident to his son came close to causing Inspector Lichtz's vacation to be a tragedy. However, the injury was not as serious as first thought and the boy is well on the way to recovery.

A. H. Stillson, Assistant Chief Claim Clerk, is laying plans for his vacation to be spent "up north." Fishing is to be on the program as is evidenced by the fact that he has several big ones staked, according to the file "2nd under."

Frank Reynolds, Foreman Shed 3, met his Waterloo while handling a sample trunk. It happened that the trunk came to rest on his toe, causing him to stay home for a few days.

Isidro Tellechea and Earl Lowe, Checkers, were the first prize winners in the horse shoe pitching contest on Picnic Day.

Foster Whitehead, Foreman Shed 4, and wife are spending a two-weeks' vacation in the northwest, Seattle and Portland being the main points of interest.

Edith J. Brown, a new voice on our local switchboard, takes the place of May Nelson, who is on a leave of absence.

Another new member of our family is James A. Podou, Expense Clerk.

SOUTHERN DIVISION
Samuel J. Mason,
Passenger Director

Say folks, that was some Picnic!

John Marrell, Motorman, has resigned to accept a position in the Sheriff's Office. Also, S. C. Hortan, Conductor, to fill a position in the County Recorder's Office. We are sorry to lose these two boys, but what we lose the County gains. It will have to be admitted that the County knows where to come to find good men.

Carl D. Bowers, Assistant Train Master, has returned to work after a 30-day vacation spent in San Francisco and Seattle. Mr. Bowers is very liberal with his praise for the wonderful scenery and the splendid transportation service afforded him at all stages of the trip.

A month's leave has also been the vacation pleasure of Motorman Tom Clifford of the Watts line. The time was spent visiting at Buffalo, N. Y. and other eastern points.

The prize fish story of the year is told by Harry Bidwell. He says that while visiting in Wyoming he spent some little time in the great outdoors. The fishing was particularly good, according to Harry, who insists that it was necessary to climb a tree every time he baited his hook in order to keep the fish from getting the bait before he could get it in the stream! !

C. N. Hoffnell is well on the way to

recovery after undergoing an operation recently. We are hoping to see him back on his switching job in San Pedro soon.

The Harmony Base Ball Club is back at it again. They have played three games—won two and lost one—which accounts for a pretty good average in the percentage column. See Conductor Jack Trowbridge for dates of future games.

It is said that Conductor Copeland, Santa Ana line, had a particular reason for wanting to change off for Car 1032 on August 31st.

J. Bliss, Motorman, has resigned from the company and gone to San Diego, where he will take up his old calling—that of an Electrician.

WESTERN DIVISION
By E. C. Brown

Trainmen of the Hill Street Station, through this column, wish to express their thanks to the management for the installation of the fine pool tables in the Trainmen's quarters. They have been a source of much pleasure and have aided materially in pleasantly passing away spare time between runs.

The Western Division was not to be out-done by any of the others at this year's Picnic, a good representation was on hand and many of our members made splendid showings in the various athletic events during the day. The Picnic in years past has always afforded much pleasure to those participating and this year cannot be judged as an exception.

W. W. May, Director of the Glendale and Van Nuys lines, is winning many friends through his courteous and business-like conduct.

C. D. Cole, Collector at the Subway, is spending his vacation at Spokane and British Columbia. A card

from him says that all is well and that he is having a splendid time.

Our next Get-Together Meeting will be held at Sherman in October. The notice at this time is to allow Trainmen plenty of time to jot down their suggestion and have them ready to present at the meeting.

Members of the Western Division forces will find a breezy column of much interest, conducted by H. W. Swihart, each week in the Sherman Tribune. Mr. Swihart pecks a "wicked" typewriter and in addition to giving a keen account of the doings around the local station, takes a fling at some of the P. E. employees.

MECHANICAL DEPT.
By Willis M. Brooks

Mrs. Beulah Curtis is planning to spend her vacation in her old home in Lincoln, Nebraska. This will be the first visit Mrs. Curtis has made east since coming to Los Angeles some seven years ago.

Miss Mae Chisholm is vacationing on the desert sands of Santa Monica.

E. A. Stevens, of Mr. Geibel's office, informs us he plans to spend his vacation planting figs at Romola. Later, however, he qualified this to Mexico City, but didn't say anything about planting figs at this latter point.

Mr. and Mrs. D. W. Houghton are on a tour to northern Alaskan points.

Miss Marjorie Howard, file clerk in Mr. Geibel's office, spent the first week of her vacation on Catalina Island.

Miss Clara Doll has returned after a two weeks vacation at Catalina.

Miss Muriel Ridgway has joined the family as a stenographer in Mr. Geibel's office and has already become a member of the Pacific Electric Club and the Mortuary Association, which merely demonstrates that she has a ready perception of a good thing when she sees it.

An interesting letter was received from Chas. E. Brown, Head Janitor at the paint shop, which owing to its length and lack of space in this issue, cannot be printed in full. Briefly, Mr. Brown pointed out the fact that janitors fill just as important a role as other employees and that serious results would ensue were they not on the job. Which is a true statement of fact, and to which we can add that janitor service at our Torrance Shops is of a higher standard than in many industrial plants with which we are acquainted.

NORTHERN DIVISION
Eastern Lines
By Mary Surr

As the summer months are drawing to a close, the vacation list is showing a marked decrease. Last month, however, is credited with its full quota, the following employees being listed among those having August vacations: Conductors E. F. Cunningham, J. Roberts, C. G. Young, E. V. Severson, I. L. Myers, F. C. Woodburn, B. F. Mann, C. G. Jones; Motormen L. G. Wilson, D. W. Brown, F. C. Westphal, R. B. Snedaker, G. Grimsley; Brakeman F. Sauerwein, and Dispatcher John Cadd.

Upon returning from his vacation, Conductor C. G. Young announced that he had assumed the role of "Benedict." We are not advised as to the former name of the present Mrs. Young, but extend to the happy couple best wishes.

All departments on the Eastern lines were fully represented at the Annual Picnic, there being about 150 employees from our forces in attendance. "It was a great success," is the opinion voiced by each picnicker.

Employees of the Pacific Fruit Express at Colton held their annual picnic at Redondo Beach on September 3rd. Fully 900 attended the gay festivities.

Shipments of grapes have commenced to move in the vicinity of Cucamonga, Etiwanda and Alta Loma and will continue throughout the month of September.

About 50 cars of peaches have been shipped out of Alta Loma to Eastern points. If the venture proves to be a success this year, it will undoubtedly be tried on a larger scale next season.

FREIGHT DEPARTMENT
SOUTHERN DIVISION
By Thomas A. Lyons

Walter Polson, Conductor, claims he has traveled 187,284 miles in Caboose No. 1915 in six years. It is rumored that this is a record on the P. E.

Charlie Monroe, Conductor, is boxing every day with Brakeman Broberg as part of his training program for the next person who cleans him out of clothes and other property at Long Beach.

Brakeman George Corey and Dutch Kircherfer have just recovered from their initiation into a certain fraternal organization.

Motormen Conklin, R. C. Johnson and Harvey Land are becoming known as the "Three Musketeers." Like Mike and Ike, they all look alike.

Ray Thomas, Conductor, is now running the rock job at Balboa. The crew

on the beet job disliked very much the thought of losing Ray.

Link Mallory had a job on the S. P. at one time where if the letters N. S. appeared on a man's card he would not be forced to switch cars. Link remarked that that system would be rather funny on the P. E.

"Missouri" Holt picked the wrong one in the Dempsey fight and now Arkie Jennings is in possession of Holt's oil rights and titles in the district of Watts.

MACY STREET TERMINAL
D. B. VAN FLEET
Terminal Foreman

On the afternoon of August 4th, while off duty Motorman W. E. Thompson, Sierra Vista Line, was struck by an automobile at a street intersection and seriously injured. He is now progressing along in fine shape and we hope to see him back on the job in the near future.

H. F. Tieman, former Macy Conductor, whose home is now at Felton, California, paid us a visit at the terminal last month. He requested we give his best regards to all his old friends. He reports that he is getting along fine in the fruit business, and also rightfully boasts that the outdoor work has done him lots of good.

We all wish Tieman continued success in his chosen field.

The Banner goes to Macy!

Four of our Trainmen became proud fathers during the month of August, announcing the arrival of three baby girls and one baby boy.

O. C. Jordan, Freight Conductor reported a 9 pound baby girl, born August 4th; A. L. Norris, Conductor San Gabriel Line, reported an 8¾ pound baby girl; R. E. Atkinson, Conductor, reported a six pound baby girl; H. C. Thornton, Conductor, South Pasadena Line, reported a 6 pound baby boy.

Congratulations Mr. and Mrs. O. C. Jordan, Mr. and Mrs. A. L. Norris, Mr. and Mrs. R. E. Atkinson and Mr. and Mrs. H. C. Thornton.

It is the "personal" signature of a Trainman that is wanted on timecards and not his forged signature. Few of us would knowingly permit some other man endorse our pay checks, but there are a few Trainmen who are negligent when it comes to signing timecards. Timecards represent the equivalent of money due a man, therefore they should be accorded the same care as a check.

Recently a Conductor who had been in the habit of signing timecards for his regular Motorman, forgot himself when his regular Motorman took a day off, and instead of having the extra man sign the timecard, the Conductor signed the name of his regular motorman.

This error was caught by the Timekeeper, though it caused quite an addi-

tional amount of unnecessary work to all parties concerned.

Buster, the fine white dog Conductor A. P. Baker, Sierra Vista Line, rescued from the Macy Street Yards one day last month, is getting along great. However, Baker reports some characteristics of the dog that proved beyond a doubt that the canine is a highbrow.

Buster's favorite dish is roast beef and brown gravy and creamed carrots are greatly appreciated as well. The heart of a slice of bread may be nibbled at, but the crust doesn't exist for him. However, a sweet pickle is a relish to him. For dessert, Buster simply goes into ecstasies over chocolate pie.

When bedtime comes, Buster must be put to bed by one of Baker's family, and will then lie quietly in his bed in the garage till morning.

On August 13th, Conductors R. C. Francis and A. E. Hataway left for the National Guard Encampment at Del Monte. Both men show that they have been out in the outdoors and report the encampment a great success.

The new vacation plan continues to show its efficiency, the Trainmen being relieved from duty per schedule without one failure.

Macy Street Terminal was well represented at the Annual Employees' Picnic. Reports are that it was an enjoyable outing indeed.

On August 21st last, Conductor A. Richter and Motorman R. E. Sanders were working Run 136, South Pasadena Line. Sanders stopped the car at Avenue 62 for a prospective lady passenger. This conversation ensued:

"Conductor," inquired the lady, "are dogs allowed on the cars?"

"Yes," replied Richter, "providing you hold the dog in your lap."

"Oh!" she exclaimed, "I would just as soon hold you in my lap; my dog is a big Saint Bernard."

ACCOUNTING DEPT. By George Perry

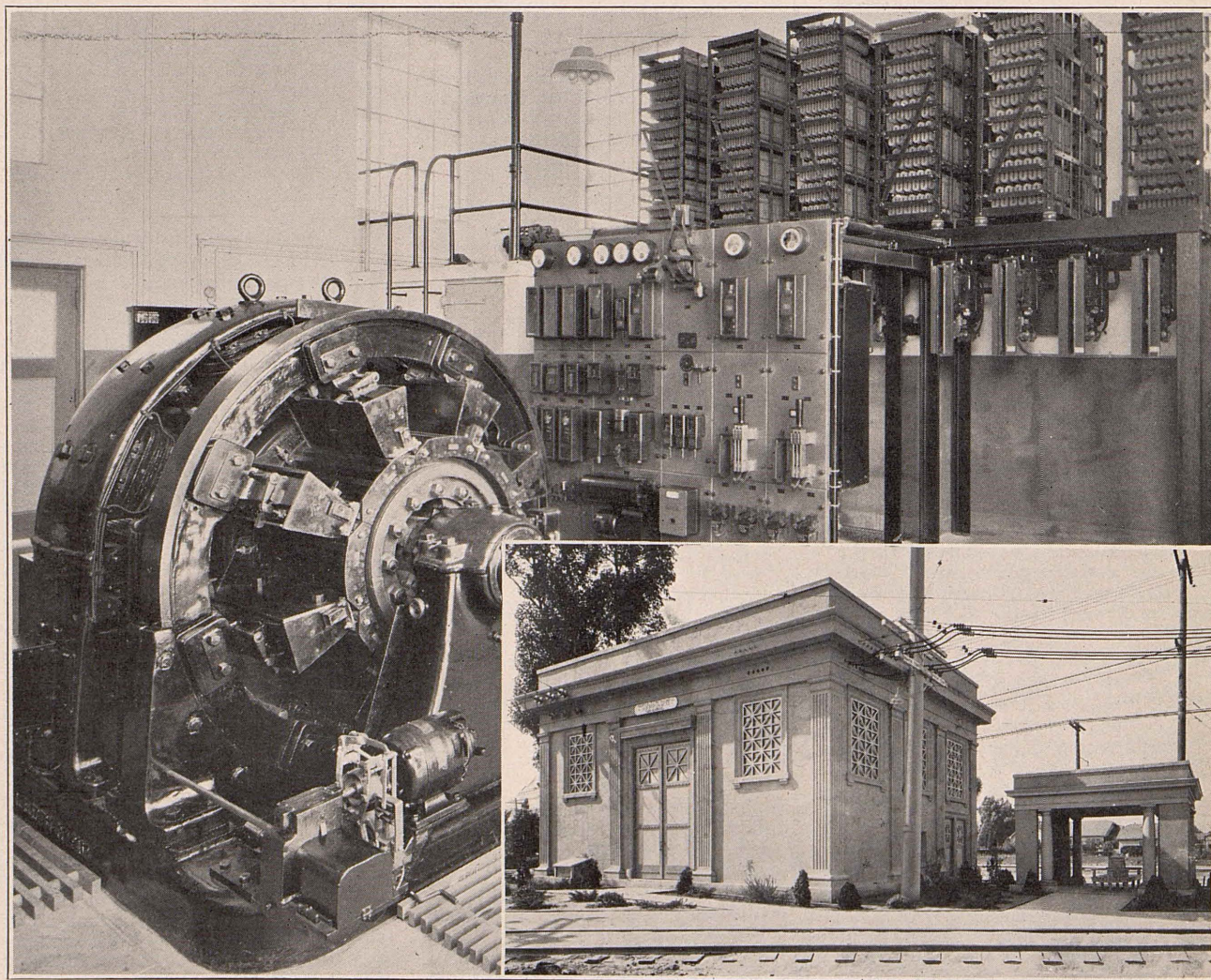
Another of our beautiful stenographers has been married this month.

Doris Lakey married a certain Mr. Davis and they are going to reside at Torrance. As a wedding present from her many friends in this department, she was given an electric coffee percolator.

Mr. McDonald, Miscellaneous Accts. Bureau, has taken over another job along with his present duties. On August 12th he was married and started on his honeymoon to Sequoia National Park. On his return he was surprised with an Electric Coffee Urn with the wishes of all his Pacific Electric friends.

Mrs. Fields, formerly Miss Mary Pontius of this Department, entertained two parties of her girl friends from the Accounting Dept., one group on August 13th and another party on August 20. A delightful time was reported by both groups.

Miss Dorothy Reese, Conductors Accts. Bureau, left the service August 26 to be married. She is to take an extended tour of the east as a honeymoon trip. Our hearty good wishes!



San Gabriel Substation No. 52 placed in service June 15, located at Las Tunas Drive and Shorb Road, serving the San Gabriel line and Temple extension. Substation is equipped with 1000 kw. General Electric Synchronous converter, automatically operated. San Gabriel is the fifteenth automatic substation to be installed on the Pacific Electric system. The building was designed by Engineering Department and equipment and wiring installed by Electrical Department.



Fed Up

Joe—"Shall we sit this out?"
Coe—"Oh, I'm so tired; let's dance."

Make It Unanimous

Artist (to friend)—"See that picture over there? Well, I painted it, and a million wouldn't buy it!"
Friend—"Well, I'm one of the million!"

Johnny (seeing a zebra at the Zoo)—"Mother, is that a white animal with black stripes, or a black animal with white stripes?"—Passing Show.

Annual Wash

"Where do you bathe?"
"In the spring."
"I didn't ask you when, I asked you where."

Camp Closes Soon

The Camp closes September 30th. Every reservation was booked until September 11th, after which date there will be some vacancies available.
If you are counting on a stay at the Camp, make your reservation NOW!

Repentant "Central."—

O Lord, for all I done to-day
To cause annoyance and delay
To make a person rant and rave,
For all wrong numbers I have gave
And gave and gave when I'd been cryin'
For five three seven, thrrree seven
ni-yun,
For all the needless irritation
When I cut off a conversation,
The cusses—calls for information
Because of me—the slaps and slams,
The smashed receivers—darns and
damns
I've caused this day—O Lord, for these
And all my sins,
Excuse it, Please!
—Oliver Herford in Life.

Life's Darkest Moment

The return to the home town of the "local boy" who has made good in the big city is rarely, we have understood, what it might be. In connection with this we have to report the particularly sad experience of a young banker who, after eight years of absence, alighted at the station of the town of his birth. There was, despite his expectations, no one on the platform whom he knew. No one. Discouraged, he sought out the baggage master, a friend since boyhood. To him at least he would be welcome, and he was about to extend a hearty greeting when the other spoke first.
"Hello, George," he said. "Goin' away?"—New Yorker.

Soft words often solve hard problems.

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

Not Intentionally

Customer: "Are you showing your spring underwear?"
Saleslady: "Goodness, I hope not."

Co-ed Medic: "How long could I live without brains?"
Cruel Prof.: "Time will tell."

Mrs. B.—"Mrs. Binks always asks the price of everything."
Mrs. C.—"And what's she been trying to find out now?"
Mrs. B.—"She wanted to know how much I paid for this dress."
Mrs. C.—"Such inquisitiveness! How much did you tell her?"

Not So Good

I have a car.
It never breaks down.
It never skids.
It never gets a puncture.
It never gives me bother up steep gradients.
It never gets overheated.
It has never got me into a collision or an accident of any kind since I got it.
I wish to goodness I could start it.
—Dublin Opinion.

Infant Sherlock Holmes

"Be observing, my son," counseled Willie's father. "Cultivate the habit of seeing and you will become a successful man."
"Yes," added Willie's uncle. Don't go through life like a blind man. Learn to use your eyes."
"Little boys who are observing go on much faster than those who are not," Aunt Jane put in.
The youngster took their advice heart. A day passed and once more he stood before the family council.
"Well, my son," said his father "have you been using your eyes?"
"Yes," he nodded.
"Tell us what you've learned."
"Uncle Jim's got a bottle of whiskey hid behind his trunk," said Willie.
"Aunt Jane's got an extra set of false teeth in her dresser, and pa's got a deck of cards and a box of chips hid behind Emerson's Essays in the book case."
"The little sneak!" exclaimed the family with one voice.—Boston Transcript.

What you do counts for a great deal more than what you say.

Angry Motorist—Some of you pedestrians walk along just as if you owned the streets.

Irate Pedestrian—Yes, and some of you motorists drive around just as if you owned the car.—Judge.

Some Song

Sailor: "P-p-p-p"
Captain: "Well, sing it if you can't say it."
Sailor: Should ole acquaintance be forgot and never brought to mind—the bloomin' cook's fell overboard and is twenty miles behind."

"So you're looking for a job in a musical comedy," inquired the theatrical manager. "What can you do?"
"I can sing," modestly replied the pretty applicant.
"Go on, girl! This ain't no church!"

The class composition was on "Kings," and this is what one boy wrote:

"The most powerful king on earth is Wor-king; the laziest, Shir-king; one of the worst kings is Smo-king; the wittiest, Jo-king; the quietest, Thin-king; the thirstiest, Drin-king-the slyest, Win-king, and the noisest, Tal-king."

Tommy, who had no great love for soap and water, was observed by his mother washing the forefinger of his right hand. "What's the idea of washing only one finger?" she inquired.
"The boy next door has asked me to come over and feel his baby sister's new tooth," explained Tommy.

A Practical Answer

"If I cut a beefsteak in two," asked the teacher, "then cut the halves in two, what do I get?"
"Quarters," returned the boy.
"Good. And then again?"
"Eighths."
"Correct. Again?"
"Sixteenths."
"Exactly. And what then?"
"Thirty-seconds"
"And once more."
"I'm stumped, we

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So Thoughtful

"Where'd you all get that derby hat?"

"Hit's a surprise fum mah wife."

"A surprise?"

"Ah cum's home de other night unexpected an' found hit on de table."

Bly—"Give me a sentence with the word 'fascinate' in it."

Guy—"My wife has ten hooks on her dress, but she is getting so stout that she can only fasten eight."

A Welcome Charge

Awkward Dancer—"The Charleston becomes rather monotonous, don't you think?"

The Unlucky Girl—"Well, try jumping on my other foot."

Mrs. Mandy Johnson: "I want to see Mistah Hamlin."

Office Boy: "Mr. Hamlin is engaged."

Mrs. Mandy Johnson: "Go long, boy. Ah don't want to marry him. Tell him his washlady wants huh money."

Bossy's Epitaph

A farmer was trying hard to fill out a railway company claim sheet for a cow that had been killed on the track. He came down to the last item: "Disposition of the carcass." After puzzling over the question for some time, he wrote: "Kind and gentle."—Tawney Kat.

Boomerang

Browne—"Did you give your wife that little lecture on economy you talked about?"

Baker—"Yes."

"Any result?"

"Yes—I've got to give up smoking."

It's easy enough to be pleasant
When your wife signs your name
to a check;

But the guy worth while
Is the one who can smile
When she's shaving the back of his
neck.

Tommy, very sleepy, was saying his prayers.

"Now I lay me down to sleep. I pray the Lord my soul to keep—

"If," his mother prompted.

"If he hollers, let him go, eeny, meeny, miney mo!"

Presence of Mind

He was boring her to tears when in came her dog.

"Ah," he exclaimed, "have you taught him any more tricks since I was here last?"

"Yes," she said sweetly, "if you whistle he will bring your hat."—London Chronicle.

Old Lady—"Why don't you try to cheer your little brother up?"

Small Boy—"Didja ever try to cheer anybody up who'd just eaten five bananas, a hot dog and six ice cream cones?"

Sweet Revenge

Mrs. A.—"That woman next door bought a hat exactly like mine."

Husband—"And now I suppose you won't speak."

Mrs. A.—"Not after she finds I've given mine to her cook."—Boston Transcript.

Never

"Feyther," said little Mickey, "wasn't it Patrick Henry that said, 'Let us have peace?'"

"Niver," said old Mickey. "Nobody by the name of Patrick iver said anything like that."

There was a young man from the city,
Who met what he thought was a kitty;

He gave it a pat,
Said "Nice little cat!"
And they buried his clothes out of pity.

The Reason

And now, officer, tell me what that strap under your chin is for.

Officer—That, lady, is to rest my poor old jaw when it gets tired answering silly questions.

Static

Son—"Our garage man's got a better radio than ours, mamma."

Mother—"What makes you think that, dear?"

Son—"He said he knew he'd get hell when he went home tonight."

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Name and Disability	Amount	Name and Disability	Amount	Name and Disability	Amount
Andreae, Fred, Sprained Ankle	\$ 35.00	Ely, Elwin E., La Grippe	12.00	Raub, Herman D., Fractured Skull, Acci-	1500.00
Ball, Galen C., Cold	44.00	Franklin, Ivanhoe W., Neuralgia	18.00	dental Death	34.00
Blackwell, Edward J., Gas Burns	840.00	Fuller, Howard N., La Grippe	12.00	Rogers, Edward C., Crushed Finger	20.00
Blume, Gordon H., Intestinal Disorder ..	14.00	Geist, Joseph E., La Grippe	14.00	Rindone, Joseph, Rheumatism	10.00
Costner, Ford M., Fracture and Cuts....	32.00	Grenage, Jesse M., Lumbago	12.00	Shelton, John Herbert, Bruised Thumb ..	18.00
Chaffin, Roy M., Stomach	26.00	Haberman, Christopher, Infected Jaw		Skimp, Milton R., Neuralgia	14.00
De Hann, George, La Grippe	68.00	Bone	54.00	Small, Guy, Autotoxemia	14.00
Douglas, Jno. H., Bruises	36.00	Henderson, Harry E., Fractured Toe	48.00	Stevens, Thomas, Lumbar Muscles	240.00
Du Pray, Leland S., Nervous Headaches	30.00	Le Claire, Joseph H., Sprained Side	11.00	Smith, Warland A., Lump on Chest	14.00
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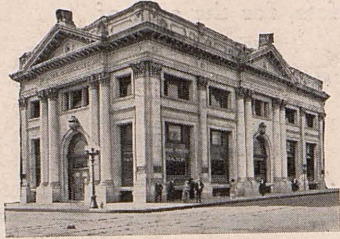
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