



THE PACIFIC ELECTRIC MAGAZINE



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No. 3



Enroute sea-ward via Beverly Blvd. Motor Coach; University of California under construction in background.

New Club Building Authorized

COMING as a complete surprise, members of the Executive Committee, P. E. Club, at their regular monthly meeting on August 1st, were told by Vice-President and General Manager Pontius of plans to start construction of a new club building.

The pretentiousness of the plans proposed give assuring evidence that the new club headquarters, to be located on Los Angeles Street, south of and connecting with the Pacific Electric Building, will be an agreeable and pleasant surprise. Our Executive gave assurance that in refinements, furnishings and facilities the new home of our Club will rank with the best clubs of Southern California.

Full details will be given later, but the following will suffice to enlighten on some of the plans proposed:

A theatre of 900 seating capacity, equipped with upholstered seats on an incline floor and a modern pipe organ. Weekly shows will be given in which the latest releases of high grade pictures will be displayed.

A large ballroom for dances, parties and other forms of entertainment, a tennis court on top of building, also hand ball court and possibly equipped for other forms of athletic pastimes.

Other features provide for a lounge room, equipped with comfortable lounges, settees, and chairs; class rooms, shower baths, barber shop, restaurant, pool and billiard rooms, card rooms, library, Rod and Gun Club headquarters and other provisions that will provide comfort and pleasure.

With such facilities as the new Club will have available, it is the intention to stage entertainment events on a scale not heretofore done, which will of course entail a considerably larger operating expense. In view of the diversified and entertainment features to be staged, the Club Committee, representing all departments, by unanimous vote, en-

dorsed a proposal to increase the monthly dues from 25c to 35c.

It should here be understood that the additional increase in revenue to be thus produced will be used EXCLUSIVELY for Club activity purposes. Also, this increase, if made, will not become effective until the new Club headquarters are occupied.

Likewise, it should be understood that dues do not and will not cover all operating expenses of the Club, they having failed in 1927 by approximately \$12,000 to cover operating costs. The deficits have been assumed by the Company. Interest on investment, taxes, upkeep, maintenance of building and furnishings always have been paid by the Company and this policy will be continued.

The Executive Committee by resolution referred their action of increasing dues 10c monthly to the membership as a whole, each of whom is requested to fill in and return the ballot sent in connection with this proposal. The increase will not be made unless a 60% favorable vote is received.

Another interesting announcement made by Mr. Pontius was that effective about September 1st our present Club quarters would be abandoned and until the completion of the proposed new Club building headquarters would be located on the 9th floor of the Pacific Electric Building at 6th and Main Streets, where arrangements have been made to accommodate our members with quarters practically equal to those now occupied. This will make temporary rooms far more convenient until such time as we can get into our new building.

The Club Committee expressed itself to Mr. Pontius as being deeply appreciative and grateful to the management for the fine new Club building employees are soon to enjoy. In behalf of the Club members as a whole, the Magazine extends a similar expression of appreciation.

Re-examinations Disclose Physical Faults

Check-up in Health of Trainmen Aids Individual Greatly and Contributes to Economy and Efficiency

By Dr. W. L. WEBER,
Chief Surgeon

Following is text of address delivered by Chief Surgeon W. L. Weber at the recent convention of the California Claim Agents' Association:

MR. HORACE DOBELL, a London physician, in 1861 in a series of lectures said—"I am perfectly convinced, from my own observation and experience in practice, that patients never think of consulting their doctors till these conditions of impaired general health have advanced far enough to have been developed into some form of disease; that thousands and thousands of people, believing themselves to be in health, are nevertheless undergoing these early, occult, and erosive stages of defect in the physiological state; and that such persons may consider themselves to be in health, not only by themselves, but by any one accustomed to associate with them, even though it be a physician, and that even if they submit to a medical examination, as ordinarily conducted, they may be declared to be in health."

"I wish then to propose as the only means by which to reach the evil and to obtain the good, that there should be instituted, as a custom, a system of periodical examination, to which all persons should submit themselves, and to which they should submit their children."

True Today

The advice given by the astute and able London physician in 1861 applies with even greater force today. Since that time there have been many discoveries made as to actual cause of diseases, and their eradication or treatment has been to a certain extent standardized. No person, no matter of what age or sex, is too young or too old to submit to a thorough physical examination at regular and frequent intervals.

The force and significance of Dr. Dobell's statements relative to the insidiousness of disease has been exemplified and forcibly impressed upon me as a result of the periodical physical examination of the Trainmen of the Pacific Electric Railway Company. During the course of these examinations there has been discovered disease that would have remained latent except for a thorough physical examination. It was an astounding fact that men suffering from locomotor ataxia,

advanced heat disease, diabetes, and extreme hypertension were actively daily engaged in the pursuit of their duties and which entailed the handling of thousands of persons by means of a rapid transit interurban railroad system covering a large territory.

The most significant thing, perhaps, is that the most seriously afflicted men were the most careful in the discharge of their duties. This can be explained on the assumption that these men realized that something was wrong with their physical well being, but yet not appreciating its seriousness nor significance, and therefore in the discharge of their duties exercised even greater care than the individual whose health was not affected, and who, by reason of confidence stimulated because of good physical health, might become

orers, are obliged to submit to a thorough medical examination before final acceptance into the employ.

This examination is made by a full time doctor whose office adjoins that of the employment bureau, thus facilitating the handling of the men. This doctor's time is largely occupied in the examination of new applicants and in the reexamination of men already employed.

The Medical Department has a full time staff consisting of Chief Surgeon and two assistants, three office nurses, and other clerical help. The office organization is quite complete, having a well equipped X-Ray Laboratory in charge of a competent Radiologist and Technician; there is a physiotherapy department and a full time masseur; the laboratory work is done by a competent laboratory staff—the material being called for once daily and reported upon promptly. In addition, there are specialists in every line whose services are free to the employee.

Perhaps one of the most valuable acquisitions to our Medical Department has been the installation of a dental clinic. This is under the direct supervision of a competent dental surgeon, and while not an integral part of the railroad organization, it is so closely associated with the men that it has become a definite and important factor in our organization.

The Dental Department has had signal success in the treatment of dental disorders among our employees and has long since passed the experimental stage. The charges are very moderate, being about half of the usual charge made for similar work done elsewhere. The dentists doing this work are not on a salary, but make a charge directly to the individual having the work done. This service is extended to dependent family members as well as to the employee and needless to say has more than justified its existence.

With the foregoing facts in mind, it can readily be understood that with such an organization the re-examination and subsequent care of any number of cases can be effectually done.

The basis of this report is founded upon the fact that during 1925-26-27, 2,956 Trainmen were re-examined. Up

Periodical Examination by Reputable Physician a Sane Health Measure

FOR the protection of the traveling public, an obligation that rests heavily upon the shoulders of all transportation companies, this railway at two year intervals makes it a practice to physically re-examine all Trainmen in the service.

Misunderstood as to the motive and intent, as well as to the benefits to be derived, the plan at first did not meet with universal favor. Since, however, the value to the individual himself has been shown and many physical disorders corrected before having reached a dangerous stage, Trainmen now welcome this periodical check-up of their physical well-being. An outstanding feature is the fact that never has an employee been relieved permanently from the service, although in a few cases it has been necessary to assign ailing ones to other duties.

The saneness and wisdom of all persons submitting themselves to a periodical physical examination by a reputable physician is becoming more and more recognized as a health insurance measure. So doing insures correction of organic disorders before they shall have reached an advanced stage where the restoration to health is costly, difficult and painful, if at all possible.

In the accompanying article Dr. Weber tells of the plan and benefits derived from this practice.

careless and thus be a greater menace than the sick man.

Few large corporations as a preliminary requisite to employment subject their applicants to a thorough physical examination; and fewer still conduct periodical health rechecks of their employees. Many concerns have no Medical Department at all; some that have are more or less indifferent in their attitude toward the employee.

Company Organization

Perhaps I may be pardoned, therefore, should I digress for a moment and explain briefly the workings and personnel of the Medical Department of the Pacific Electric Railway. This Company employs some 7000 individuals, who, excepting the Mexican Lab-

to 1925 the re-examination of Trainmen took place every three years and consisted in testing visual acuity, auditory, and color perception, and noting the general appearance of the applicant. Only in isolated instances was an applicant given a detailed examination such as is in effect at the present time. This may account, and probably does, for the large number of men who were found to be suffering from serious organic disease as revealed by our re-examinations of 1925.

Broaden Work

This crude method was unsatisfactory in that the time limit seemed too long between examinations, and the examination not sufficiently thorough. Therefore, after conferring with F. L. Annable, General Superintendent, it was deemed advisable that Trainmen report for a medical re-examination after taking their "Book of Rules" examination. The Trainmen take this examination every two years and are not permitted to return to duty unless they present to their immediate superior a clean bill of health from the examining doctor. Thus the periodical medical examination of all Trainmen was brought under definite and accurate control.

The man to be examined removes all of his clothing, even to his shoes and stockings. He is then thoroughly gone over, the examination taking in the general fitness of the applicant, the cardio-vascular system, the teeth, the nervous system, blood pressure records are taken, including in all cases both the systolic and diastolic readings, and a urinalysis of a specimen voided in the doctor's presence. Vision, hearing, and color perception are carefully noted. In any case where a more detailed examination, such as X-Ray of heart, lungs, gastro-intestinal tract, including the teeth, Wasserman tests of the blood or cerebro-spinal fluid, blood chemistry, etc., the patient is referred to the laboratory doing such work.

All findings, whether normal or otherwise, are carefully recorded on the respective applicants blank provided for the purpose. These blanks at the close of the day are placed before the Chief Surgeon for inspection, and should any defect of sufficient rank be found, the man is requested to return for further re-checking. However, should the examining doctor find any defect that in his judgment is of sufficient gravity to be a menace, the applicant is withheld from duty until further examination and disposal of the case can be made.

When this system of re-examination was first inaugurated it created quite considerable consternation and ill feeling among some of the employees, but when they became convinced that they were the actual beneficiaries, and that it did not mean their loss of position, the feeling changed so that soon there were no more complaints; and instead of resentment the men welcomed the careful going over which they received.

The question as to the ultimate disposition of a given case in which a serious disqualifying defect might be

Introduce Another Monthly Pass to Patrons

PROVIDING both a lower cost to the regular commuter, as well as offering a further saving through the privilege of free use of local cars in the 5 cent zone in both Los Angeles and other cities, further extension of the monthly pass was announced last month. To be sold at \$13.00, the new pass is now available to regular commuters of this railway in Long Beach, Wilmington, San Pedro, Alamitos Heights, Redondo Beach, Hermosa Beach, Manhattan Beach and El Segundo.

To be tried out for a period of three months to determine its popularity with regular riders this reduced form of transportation is being introduced to further encourage travel and with the achievement of that result will be permanently adopted.

Sold at a lower rate than the 60-ride 40-day commutation ticket book, the new pass is good for an unlimited amount of transportation both for the purchaser and other members of his family. It further effects a considerable saving to the user through the privilege carried with it of free transportation within the 5 cent zone of both the city in which sold and Los Angeles. The only restriction upon it is that pass is good only for use of one person at one time on any train.

Sold by Conductors on both interurban trains and local cars, also by Ticket Agents in all cities affected and Los Angeles, sale of the new pass began Monday, July 30 and continued for several days after the beginning of August. As an adjustment to purchaser of 60-ride ticket holding unused coupons provision is made for actual cost refund for such tickets as holder may still have in his possession at time of purchase of new pass.

Introduction of this form of monthly ticket follows its hearty reception by patrons of the Company in Pasadena and Santa Monica Bay District.

found, naturally arises. In no case has an employee ever been discharged from service because of physical disability. Those men who were found to be suffering from organic disease of sufficient gravity as to render them a hazard to the traveling public, their fellow employees, or to themselves, were removed from that position and employment less exacting provided. Motormen with high blood pressure and serious heart disease are removed from the front end and given work as Conductor, station, or trolley holding positions.

In 1925, 1586 men were re-examined, and of this number 157 were instructed to return for re-checking.

In 1927 there were 1237 men re-examined, and of this number only eighty-four were instructed to return for re-checking.

In all cases of re-checking the patient was instructed to return for further examination and treatment, if necessary, at definite intervals, varying from a few days to one month, de-

pending upon the character of the ailment found.

I am unable to state whether or not the benefits derived from health improvement resulting from treatment together with the removal of markedly defective men to other positions, has lessened the number of accidents during the period governed by these re-examinations. This question perhaps could be answered by our Claim Department. However, there can be no question but that tremendous benefits have accrued to the men thus examined—not only by the improvement in their health by reason of detecting incipient disease, but also the improvement following treatment in the cases showing more advanced defects.

Health Improves

Almost without exception the men have responded and co-operated in a most satisfactory manner in the effort to detect disease and improve their health. The search of the cause and treatment of the various defects included complete blood examinations; X-Rays of teeth, the gastro-intestinal tract, the heart and the lungs; Wasserman tests of the blood and cerebro-spinal fluid; basal metabolism studies; blood chemistry; electro cardiographic study; referring the patient to various specialists for examination and treatment. The fact that in 1927 our X-Ray Laboratory took one thousand more dental X-Rays than in 1926 shows conclusively that the employee appreciates the value of detailed and careful physical examination.

In conclusion, I wish to state that the careful and periodical re-examination of Trainmen is a vital factor in the safety movement which at the present moment has reached universal and extensive proportions. The part that such examinations also play in increasing the general morale of the men, in my opinion, is a tremendous asset to any organization having at heart the physical welfare of its employees. In short, any individual, no matter what his station in life may be, can function properly only to the extent which his physical well being permits.

WORLD'S HIGHEST RAILROAD IS IN SOUTH AMERICA

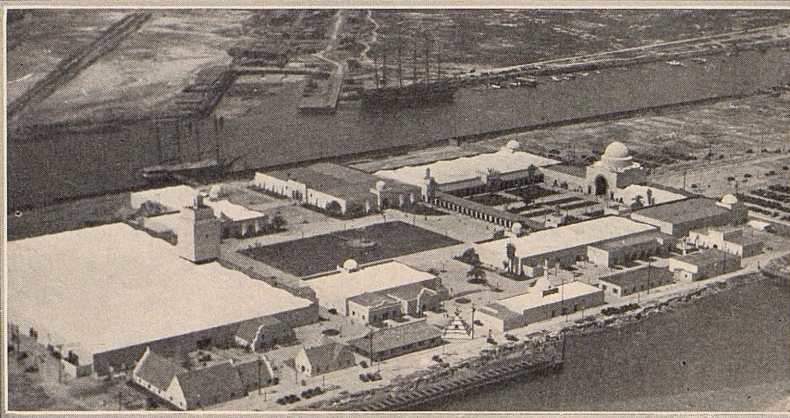
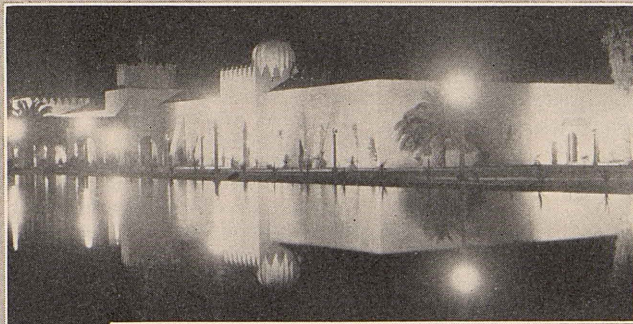
With lines extending some 3,000 miles through the mountainous regions of two South American Republics, the Antofagasta, Chile and Bolivia Railroad gains at times an altitude of 16,000 feet, and by virtue thereof has the distinction of being the highest railroad in the world.

In its winding trail through the Andes, the railroad serves the nitrate and copper mines of Bolivia, as well as one of the greatest tin mines in the world. Its greatest height is reached at Condor, Bolivia, which is also the location of the rich mineral deposits above mentioned.

Bolivia also boasts of the highest golf course in the world, a course 13,500 feet above sea level.

"Do you think backing horses is wrong?"
"The way I do it is."

EXPOSITION THRILLS, EDUCATES AND AMUSES



AT THE Pacific Southwest Exposition, Long Beach, exhibits from twenty-four foreign nations and every section of the United States are artistically displayed among the massive walls and towers of a "Tunisian City."

Perhaps a brief description by Hugh R. Davies, the architect of the exposition, will give the reader an idea of this fine exhibition sponsored by the energetic and ambitious city of Long Beach.

"Passing through the entrance gate with its typical Moorish arches, the bleakness of the exterior is cut off and transformed into a garden of great beauty. The large quadrangle, around which are grouped Palaces of Exhibition, is planted with grass and shrubbery interspersed with gravel paths and streets. Shrubby is abundant and so grouped as to leave no long in-

Airplane and close-up views of Pacific Southwest Exposition at Long Beach where throngs are daily attending mammoth displays of agriculture, industrial, arts and classics from this country and abroad.

tervening spaces. Beyond the arcade the idea of vastness and expanse is carried out. In the center of a second portion of the quadrangle is the Pool of Reflection surrounding the bandstand in its center. This pool of placid water is so designed as to carry a clear and perfect reflection of the Palaces surrounding it.

"The Palaces of Exhibition," this writer continues, "are all grouped about the quadrangle and their entrances lead to it. Passing through the main entrance and westerly along the south side of the quadrangle one sees the Cafe, the Palace of Fine Arts, the entrance to the Street of Nations, the

California Building and the small theatre. Across the west end of the quadrangle is the Palace of Varied Industry. On the north side one finds the Marine Building, the street leading to the Ship Cafe, the Textile and Woman's Building and the Educational Building. The east side of the quadrangle is taken up with the main entrance and the Administration Buildings.

"Outside of the quadrangle and on the south side of the Exposition grounds is the Street of Nations. It is reached by a wide street leading from the quadrangle and also by a narrower street at another point. The general grouping of the buildings in the Street of Nations places the tropical and semi-tropical countries to the east of the main entrance and the northern countries to the west. In

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Annual Picnic Plans Complete

ALL IS IN readiness for our Annual Picnic and Reunion to be held at Redondo Beach, Saturday, August 18th. In fact, two Company picnics are to be held on this date, provision having been made to stage a separate outing for Mexican employees of the Company at Rose Hill Park. A committee charged with arranging details for the entertainment and pleasure of these worthies reports a full programme of games, amusements, sports, dancing, refreshments; also ice cream and gifts for kiddies and other features that will make their outing a day to be remembered.

The outing at Redondo Beach promises to measure up to any similar event staged in years past. Free dancing, bathing, refreshments; ice cream, rides and souvenirs for the youngsters will again be offered. Vaudeville, ball games, bowling, athletic events, band concert, shooting, wrestling, boxing, fishing and other pastimes that will contribute pleasure to all are among the features programmed.

Nothing has been left undone to provide plenty of amusements for the youngsters for whom the picnic is a day of days.

Again it will be the policy to relieve from duty every employee possible and those who cannot be released from service will be given a day with pay, free dancing and bathing at Redondo Beach on a later date.

Details of arrangements for bathing and dance tickets, transportation, ice cream, rides and gifts to the children, together with a complete programme of the day's events will be distributed within a few days.

The success of this or any other outing depends upon all being present and entering into the day's festivities with zest and enthusiasm, which in view of the extensive plans made for our pleasure seems an obligation due from all of us.

SUGGEST HIGHER FARES FOR CITY OWNED RAILWAY

That the Detroit Municipal Railway cannot liquidate the cost of the system out of earnings under the present fare schedule, is the opinion expressed by Ralph Stone, Chairman of the Board of the Detroit Trust Company, in his recent report on the Detroit Street Railway Department.

Unless the Street Railway Commission refinances the debt of the D. S. R. so as to extend it over a longer period of years than is provided under the present scheme, an increase in fares is necessary to comply, at least, with the spirit of the Detroit charter, the chairman stated.

About three months ago Mr. Stone was requested by the Mayor to make the report for the purpose of reconciling the two separate audits for the year ending June 30, 1927, which he found to be at variance with each other because of a difference in accounting practices.

Commenting editorially on the report, the Electric Railway Journal states that "Mr. Stone's is a carefully worded document, but for all that it reflects the impression long felt in quarters outside of official Detroit Department circles that an advance in fares is inescapable. The problem in all its details is too complicated for an analysis in a discussion of this kind, but the reports of operation from month to month have for some time pointed in the direction of an increase in fares. The political consequences of such a step would of course not rest lightly on those responsible for taking it, but it is to be hoped that the issue, if it is the real issue which Mr. Stone's report indicates, will be met on an economic rather than a political basis."

Manpower of U. S. Railroads

"If we had to use manpower to carry the freight transported by the railroads, it would require 1,200,000,000 men, each carrying a load of 100 pounds an average of 15 miles per day, every day in the year, says Dr. Henry Mace Payne in his book, Natural Resources and National Problems. "This is approximately equivalent to the total population of the world, of which only about 40 per cent, including women, are capable of becoming burden bearers."

Gnashing of Teeth

"Brethren and sistern, when the last day arrives there shall be weeping and gnashing of teeth."

"Oh, Lord Gawd!"

"Sister Mandy, what ails you?"

"I ain't got no teeth."

"Teeth will be furnished," added the parson.

MANY BETTERMENTS ARE IN PROGRESS OR PLANNED

Work orders calling for the expenditure of a sum aggregating \$167,467.41 were approved by management last month informs W. Z. Shaw, Cost Engineer. Being for immediate improvements and betterments on various parts of the system, the work will be done at the earliest possible date.

Between the south limits of the City of Glendale and the new Hyperion Bridge the Pacific Electric tracks are to be reconstructed and lowered approximately two and one-half feet, and grade crossings are to be opened at Edenhurst and Revere Avenues, the cost of the project being estimated at \$88,175.

The Pacific Electric tracks are to be shifted to the center of the street, reconstructed and paved between Mt. Vernon Avenue and F Street on Rialto Avenue in San Bernardino. Asphaltic concrete paving and 128-lb. grooved girder rail will be used calling for expenditure of \$63,979.

On the West 16th Street Line at Burlington Avenue, in Los Angeles work will soon begin on the installation of a 128-lb. manganese double track narrow gauge turnout from combination gauge track to replace the 72-lb. manganese turnout of the same type that is now in service, at cost \$5,511.

Other projects soon to be under way are the making of changes at the interlocking plant at Amoco Junction on the Long Beach Line by installing individual polarized relays, cost \$990; install automatic flagman at Slauson Avenue on Long Beach Line and at West Broadway in the City of Long Beach, and the extending of passenger landings at various locations on the Covina Line between Valley Junction and El Monte.

The four-channel, sixty foot tile trestle bridge at Edgewater on the Whittier Line is to be retired and replaced by a quarry waste fill; likewise the bridge at Elftman on the San Bernardino Line is to be retired and replaced with the same kind of fill.

COMPARISON OF ACCIDENTS DURING JUNE, 1928 AND 1927

	Northern Division 1928-1927		Southern Division 1928-1927		Western Division 1928-1927		Motor Coaches 1928-1927	
Interferences with vehicles ..	90	92	92	68	159	172	21	24
Collisions and Interferences with cars	1	2	5	1	2	2	0	1
Persons struck by cars ...	0	3	3	2	7	2	0	0
Derailments	6	7	11	13	3	7	0	0
On and off moving cars	4	9	3	2	6	14	0	0
Miscellaneous	15	27	19	34	33	49	4	10
	116	140	133	120	210	247	25	35
	Dec. 24		Inc. 13		Dec. 37		Dec. 10	
			1928	1927				
Interferences with vehicles			362	357	2 Inc.		33.33%	
Collisions and Interferences with cars..			8	6	2 Inc.		33.33%	
Persons struck by cars			10	7	3 Inc.		42.85%	
Derailments			20	27	7 Dec.		25.92%	
On and off moving cars			13	25	12 Dec.		48.00%	
Miscellaneous			71	120	49 Dec.		40.83%	
			484	542	58 Dec.		10.70%	

MAKES SUNDAY PASS RECORD

The "Champion Sunday Pass User" is the title which might aptly be applied to Mr. George Livesey of Long Beach. On four different occasions this gentleman has sought to outdo himself in point of mileage travel with one of our \$1.00 Sunday Passes.

Not content with an aggregate mileage of 334, 254 and 363 miles on previous Sundays, Mr. Livesey, on July 15, had the distinction of traveling a total of 401 miles through the use of this cheap form of transportation.

In a communication to the management he commends most highly the service and outlines his Sunday Pass travels as follows:

"Using a Pacific Electric Sunday Dollar Pass yesterday I traveled 400.77 miles in twenty-one hours. Leaving Long Beach on the newspaper train at 4:05, the return to Long Beach on the last train from Los Angeles which arrived here at 1:10 Monday morning.

"The stopping places were in the following order: Newport, Los Angeles, Castellammare, Beverly Hills, Hollywood, Owensmouth, Van Nuys, San Fernando, Los Angeles, Sierra Madre, Los Angeles, Upland, Los Angeles, Redondo, Los Angeles, Los Angeles, Pasadena, Oneonta Park, Glendora, Los Angeles, and back to Long Beach.

"On three other occasions, Sunday Passes carried me 334 miles, 254 miles and 363 miles. So, for \$4 have gone more than 1350 miles in four Sundays. The 400 miles could have been exceeded if some of the trains I wanted to catch had been just a little bit late, or if the Pacific Electric would furnish a free box lunch after each 100 miles, so that a person would not have to stop and eat.

"The trains are always on time, the service is good, the men courteous, seats are plentiful. A passenger can spend the warm part of the day at the beaches. Those who spend their rest-day in fishing can try any or all of the beaches."

DOING THINGS WORTH WHILE

This is doing things worth while—
Meeting people with a smile,
Being cheerful, keeping true,
Planting roses at your gate,
Walking head-erect and straight,
Being helpful when you can
To a troubled fellow-man.

You don't need the stamp of fame
Or its luster on your name
To be truly useful here;
You can serve in any sphere,
Be it high or humble post,
Serving where you're needed most;
You can always play the friend,
Staunch and faithful to the end.

If the old red, white and blue
Has a loyal friend in you,
If the ones who know you best
Find you faithful to the test,
If within the home you keep
There is little cause to weep,
If you help the world to smile,
You are doing things worth while.

—By Edgar A. Guest.

Whoozit?



WHO IS this husky young chap?

And when we say husky we might add that he arrived that way on this planet on October 16th, 1885, since which time he has continued to grow in height, width and breadth until today he out-measures in stature any member among our officials.

Born on a farm near Sterling, Illinois, his family moved to Los Angeles when he was eight years of age and he grew up in that section known as "East-side," (now Lincoln Heights) where boys were boys in the real sense of the word. In this city he received his education, finishing school in the old Los Angeles High school on Crown Hill, later taking up a business course.

In choosing the vocation that was to prove his life's work he made a connection as Solicitor in this city with the Missouri, Kansas and Texas Railway. Coming to the Pacific Electric as a stenographer by his close application and keenness he advanced with distinction through a number of intermediate posts and finally was rewarded with his appointment as the head of one of our largest departments.

Like most of us he has a hobby, his weakness being radio, a subject to which he has devoted much of his spare time and we might add, money, in learning its intricate details. With associates he has succeeded in getting some of the most distant receptions over the radio ever made in the United States with hook-ups he and his friends have perfected.

He is an Optimist, both by name and nature, having been head of the local Optimist Club and International President of that organization several years ago.

The husky young chap is O. A. Smith, Passenger Traffic Manager.

AMERICA'S LONGEST TUNNEL SOON TO BE COMPLETED

Resulting from novel methods employed in its construction, a new record for speed in tunneling is being set by the forces boring America's longest tunnel through the Cascade range of mountains in northwestern United States. While two-thirds of a mile of solid rock still remains to be taken out, by early fall it is estimated the tunnel will be completed thus bettering by several years' time the construction period required for tunnels two and three miles shorter.

Two and one-half years ago the construction forces moved into the Cascade mountains to begin the job. In order to attack the route of the main tunnel at many different places, a second bore was started from the west portal paralleling the route of the main tunnel at a distance of sixty feet. As the smaller tunnel advanced, cross-drifts were run to the route of the main tunnel where additional crews began work in both directions.

At the same time advantage was taken of a deep valley two miles from the east portal where a shaft was sunk 622 feet and crews began working westward from the base of this shaft. Another temporary tunnel was driven westward from this point to connect with the one from the west portal. The temporary tunnel was "holed through" May 1 of this year.

These ingenious devices have enabled the construction forces to keep more than 1,500 men continuously employed in the interior of the mountain. The two-thirds a mile remaining to be bored through is being attacked in eight different places.

Concreting operations have followed closely on the heels of the crews that are gnawing out the gigantic bore.

The tunnel when completed will reduce the climb of the Great Northern Railway over the Cascades by 500 feet, shorten the line by nearly eight miles and eliminate curves that are equivalent to six complete circles.

SUNDAY PASS INTRODUCED TO OAKLAND TRAVELERS

Sunday Passes are gaining in popularity, not only on the lines of this Company, but in other parts of California. This fact is borne out by the announcement last month of the introduction of the Sunday Pass on the Key System in Oakland.

Acting on the recommendation of the California Railroad Commission, the Key System Transit Company inaugurated, for a trial period of sixty days, on July 15, a Sunday Pass selling at twenty-five cents and good on all street cars and buses. To be used under the same conditions as the Sunday Passes of the Pacific Electric, the Key System pass is transferable and is good for any number of rides, anytime on the day of purchase.

As was the case in Southern California when Sunday Passes were introduced, the people of Oakland took to the idea enthusiastically.

New Bridge Structure to Span Los Angeles River

INVOLVING an approximate expenditure of \$130,000, construction work is soon to be started on a 300-foot steel bridge over the main channel of the Los Angeles River on the Glendale-Burbank Line of this Company. Replacing a like distance of the present wooden trestle, the structure in general appearance will resemble the Walker Bridge, which was completed last winter. It will be a steel and concrete, ballasted deck type of bridge, into which is to be incorporated all the newest features making for the safety of operation and the lessening of noise.

At present there is a wooden trestle some 1,200 feet long, supported by pile bents placed at fifteen foot intervals, which extends over the channel of the Los Angeles River and also over the wash on either side which has been caused by the River over-flowing during seasons of heavy rainfall in years past. The highway bridge being constructed by the City of Los Angeles a short distance up-stream from the Pacific Electric trestle has been so designed as to confine the waters of the River to a definite 300 foot channel. It is to provide for a like passage under our tracks that the new steel section is to be constructed.

The steel section is to be supported by seven concrete piers equally spaced so as to make six spans of fifty feet each. The contract for the erection of the piers has been let and actual construction work will be started immediately, as it is necessary to have them completed before the rainy season starts. As soon as the piers are completed the steel is to be placed and the entire project rushed to completion.

Although the entire wooden trestle is built on a curve, the new steel section is to be built on a straight line, which will be a material aid in the construction work as it will not be necessary to make provisions for the handling of the heavy traffic of the Glendale-Burbank Line during the major part of the construction period. Being built in a straight line, the new section will be inside the curve of the present trestle and can be practically completed before the wooden structure need give way to the steel bridge. In order to connect the steel section with the wooden trestle, new piles will be driven, giving the trestle a few degrees more curvature than at present.

With the new structure complete, concrete piers at fifty-foot intervals will take the place of the present pile bents placed at fifteen foot intervals and thus the backing up of debris brought down by the waters of the river during the rainy season and which has caused much trouble in the past, will be eliminated and interruptions to traffic on that account minimized.

Customer: Chicken croquettes, please.
Waitress: Fowl ball!

DETROIT HAS ITS TROUBLES UNDER CITY OWNERSHIP

"It transpires that part of the sinking fund set aside by the city of Detroit to pay for the street railway system which is now municipally owned, has been used to pay for improvements," the Toledo Blade declares. "This financial policy has been criticized and the city street railway commissioner says that on account of lack of operating funds, increase in car fare from six cents to seven cents at once is imperative.

"Detroit car fare has been lower than the fare in ninety per cent of American cities, but the trend there, as elsewhere, is upward.

"Detroit street railways were the subject of continual controversy under private ownership. The quarrels continue under municipal ownership, and extensions of service are said not to keep pace with the growth of the city.

"Public ownership is no panacea for transportation troubles."

The Sunday Pass Public Appeal Increases

THE success of the Sunday Passes as a permanent travel attraction to residents of Southern California seems assured.

Record of these passes sold shows that there has been a steady increase in their use by the traveling public and with the passing of time it is expected that their advantages and saving will be further impressed resulting in their being used much more extensively. It is the plan to continue advertising, and other sales methods to increase their popularity will be adopted.

These passes were first introduced on April 29th, on which Sunday there was a total of 975 of the \$1.00 and 84 of the \$2.50 Mt. Lowe passes sold. Barring a few Sundays where unfavorable weather conditions prevailed, records of the number sold show a steady increase. The peak was reached on Sunday, July 15, when the combined total reached a sale of 2587.

The plan of selling them on the cars by Conductors has proven most popular and fruitful. In the case of the \$1.00 passes, records show that Conductors sold about double the number disposed of by Station Agents.

O. A. Smith, Passenger Traffic Manager, states that he is in receipt of many letters commending Conductors for the aggressive and intelligent sales efforts made by them. Mr. Smith attributes the success of the sale of these bargain passes largely to the continued splendid efforts of Conductors and Station Agents.

Change Pasadena Routing on Oak Knoll Line

TO PROVIDE a direct interurban service to North Pasadena and Altadena, a re-routing of the Oak Knoll Line in the City of Pasadena is soon to be made. Complying with requests of civic bodies of Pasadena and Altadena, and authority granted by the State Railroad Commission, instead of turning west on Colorado Street, as at present, the new route will continue north on Lake Street, to Woodbury Road.

The re-routing is to be tried out for a period of six months, at the end of which time it will be definitely determined as to the advisability of making the change a permanent one.

In order to make the change it will be necessary to construct the south-bound track across Colorado Street so as to complete the double track which will then extend to Woodbury Road. This work, which is to be done by our Engineering Department, will be rushed to completion as soon as the necessary switches and crossings are available. The total construction involves the laying of approximately 192 feet of track in which 128-lb. grooved girder rail will be used.

A one-way fare of twenty-five cents and a round-trip of forty-five cents is to be established in connection with the new service between the intersection of Lake Avenue and Woodbury Road, in Pasadena, and Los Angeles. The present fares between Los Angeles and the intersection of Lake Avenue and Colorado Street, in Pasadena, will be continued and transfers will be issued between the latter point and the intersection of Colorado Street and Fair Oaks Avenue. The operating schedule will be the same as at present.

The territory along Colorado Street from which the Oak Knoll service is to be removed, is served by local rail and motor coach lines and will not want for adequate transportation facilities.

TWO GRADE SEPARATIONS

The southwest retaining wall of the La Brea Avenue Undergrade Crossing was completed July 26th and work of constructing the southeast retaining wall will be finished about the 10th of August at which time the job will be entirely completed.

The stairways of Riverside Drive Grade Separation on the Glendale Line have been completed and the contractor started erecting the structural steel August 1st.

In her brougham, Madam was about to make a round of calls, when she found she had neglected to bring her cards. So she sent the new footman back for them. She had left them on the mantelpiece in her boudoir, she told him, and that he could put them into his pocket.

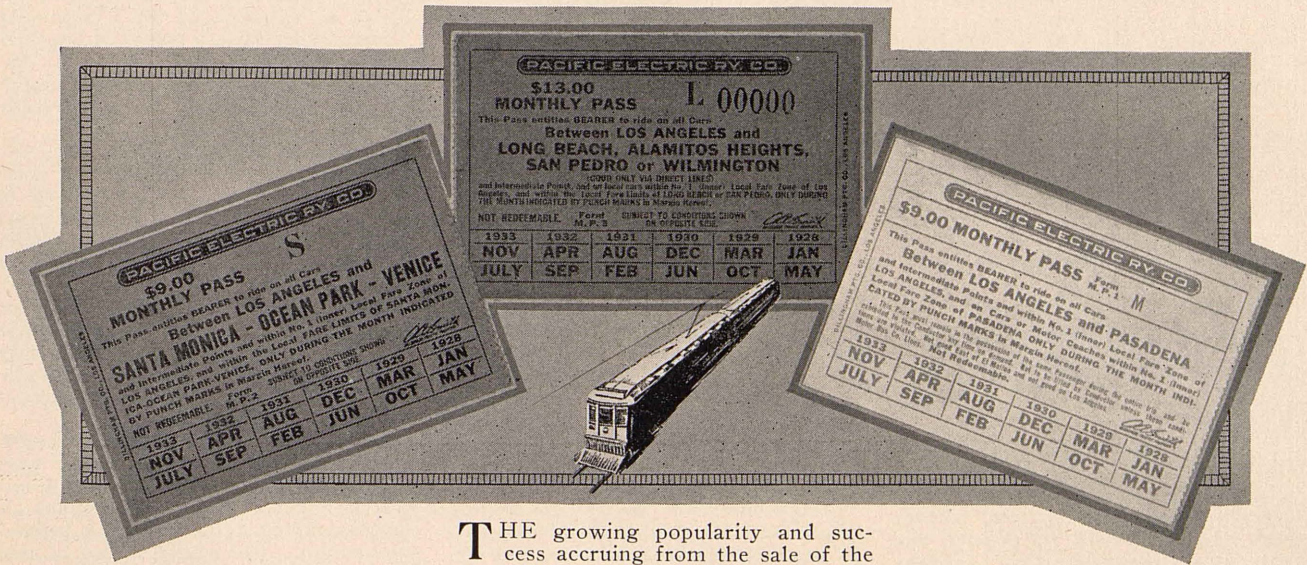
At various houses he was told to leave one—sometimes a couple. Finally, he was instructed to leave three.

"It can't be done, mum."

"Why not?"

"I've got only two left, mum—the ace of hearts and the seven of spades!"

MONTHLY PASSES PLEASE P. E. PATRONS



LETTUCE CROP LEADS STATE IN VEGETABLE ACREAGE

Lettuce last year continued to lead all other California vegetable crops in crop area with a total of 76,410 acres, of which 34,400 were in Imperial Valley. The production from the total acreage, it is reported in The American Trust Review of the Pacific, was 9,627,000 crates of four dozen heads each, the total value being \$15,381,000.

In six years the lettuce acreage of the State has increased more than five times, and ten times in eight years. Quantity production of lettuce in this state received its start in Imperial Valley, which district in 1921 had 7,000 acres devoted to its cultivation.

Asparagus is the second ranking vegetable crop in point of acreage, it is stated in the Review. The total acreage last year was 58,380, which compares with 56,280 acres in 1926, approximately eighty per cent of which, year by year, is devoted to the cultivation of the canning varieties. The 1927 production of canning asparagus amounted to 53,100 tons, valued at \$3,717,000, while the production of table asparagus was 1,341,000 twenty-four pound crates, valued at \$4,010,000. The asparagus exports last year were above \$2,250,000.

The cantaloupe industry is another truck garden enterprise that has had a remarkable development in California in recent years. The largest area devoted to the cultivation of this vegetable lies in the irrigated lands of the Imperial Valley. The State's total cantaloupe acreage last year was 47,560, of which 39,760 acres were in the Imperial Valley. Since 1919 the cantaloupe acreage has almost doubled.

Safety First

"Offisher, you'd better lock me up. Jush hit my wife over the head wish a club."
 "Did you kill her?"
 "Don't think sho. Thash why I want to be locked up."

THE growing popularity and success accruing from the sale of the monthly pass last month resulted in further extending the sale of this form of transportation ticket. Henceforth commuters residing in Long Beach, San Pedro, Wilmington, Alhambra Heights and beach cities lying between Redondo Beach and El Segundo may purchase this pass for the calendar month at \$13.00.

As is known, the advantage of this pass lies in its use to the holder, both in his daily commuting travels on interurban trains, together with its acceptance on local cars or buses within his home town, and also being good for passage on local cars within zone No. 1 in Los Angeles. Too the pass is transferable and may be used as frequently as desired by other members of the purchaser's family.

It was first introduced with the inauguration of lowered fares which went into effect on April 27, the Pasadena Line being the initial one on which it was tried out. Due to a lack of knowledge, despite considerable advertising activity of the privileges that are available with this pass, its first month's sale did not come up to expectation. But in June and July a gratifying increase in its purchase was recorded. On July 1 it was introduced to passengers traveling to West Coast beach points and indications were that August would show a large increase in sale and that it would continue to gain in popularity with each succeeding month.

Recording the collection of these passes by Conductors has worked out very satisfactorily. As the Conductor on interurban cars has them presented they are registered as "Ticket Collected." The number is then listed on special card form which is sent to the Auditor with other ticket collections. On interurban lines one of these card forms is turned in with each trip, whereas on local lines only one card is turned in for the entire day's collection.

When a passenger is sold a card pass

GRADE CROSSING ACCIDENTS IN 1927 SHOW DECLINE

The long, energetic campaign that has been carried on for the prevention of grade crossing accidents has begun to show results.

The number of persons thus killed in 1917, as compared with 1926, declined four per cent, the American Railway Association announced late last month, in spite of the fact that there was an increase of five per cent in the number of automobiles in use, and an increase of ten per cent in the number of fatalities due to accidents on highways.

Persons killed in highway grade-crossing accidents in 1927 numbered 1,974, while there were 2,064 killed in 1926.

The report showed 23,497 fatalities on highways last year and 21,431 in 1926.

There was one fatality for each 11,716 automobiles at grade crossings and one for each 984 on the highways in 1927.

by Conductor on car the accompanying Auditor's stub is detached and turned in with ticket collection to the Auditor. The pass upon going into possession of purchaser is then accepted by Conductor and registered as "Ticket Collected" and number entered on card form. Sunday Passes are similarly registered and number noted on special card form.

If the sale of these passes continues to grow in favor they will have the effect of very materially reducing printing costs, as it is obvious that the cost of producing the card is very much less than that of printing a book containing numerous tickets.

Blessed are the meek, for they shall inherit what is left of the earth after everybody else gets through.

Courtesy Great Aid to Success

Constant Use Also Pays Great Dividends in Good-will and Satisfaction

Worthy of consideration and practice by all of us is the statement below issued to employees of the Los Angeles Motor Coach Company, which points out the value of constant courtesy in their dealings with the public. The statement was signed by G. J. Kuhrts, President & General Manager, L. A. Railway; D. W. Pontius, Vice-President & General Manager, Pacific Electric, and F. Van Vranken, Manager of the Motor Coach Co.

THE success of this Company, as well as of yourself, rests greatly upon the carrying out of the real meaning of one word, that word being "Courtesy."

By the constant use of the intent of this word, is made and preserved the right relations between the Company, represented by you, and our patrons upon whose goodwill we depend, and upon whose patronage this Company must exist, are preserved.

Embodied in "Courtesy" will be found the following elements:

1. Kindliness of intent.
2. Politeness and affability.
3. Strict attention to duty, yet with smiling consideration for patrons.
4. Service pleasantly rendered.
5. Forbearance with impatience.
6. Willingness to impart correct information.
7. Tactful consideration.
8. Respect for the views and desires of others.

Properly viewed, "Courtesy" is a word containing many meanings, may be used with little effort and will return large dividends from its use; nothing, not even money, can equal its purchasing power.

Aid to Patronage

As salesmen of the "merchandise" of the Los Angeles Motor Coach Company, which is transportation, the use of Courtesy as a stock in trade at all times will most certainly increase patronage for the Company and develop many valuable friends for you. The selling of transportation by you for this Company and of increasing the volume of that transportation from day to day is the only real reason for the Company's existence and the only real insurance of its successful future, and in its success lies your own.

Often you may receive discourteous treatment from patrons, in exchange for courtesy rendered by you, but your continuance to exercise courtesy toward all cannot help but break down the barrier of discourtesy and win for you a friend and for us a patron.

Many people take the stand that courteous service rendered by you is theirs by right of the payment of fare, and strictly speaking, this is true; but by the continuous exercise of courteous and polite friendliness toward such patrons, gradually this view upon their part will be transformed to friendly interest and insure continuous

patronage, as well as prompt them to recommend you and this Company to their friends.

Diplomacy Urged

The management appreciates the fact that there are many times during the day when patience is tried to the utmost, but we must keep in mind that our patrons, in many instances, do not know of the difficulties or trials that beset us and many times do not care as long as their desires are gratified; but we should bear in mind that even under conditions of this kind a **courteous smile** and a little extra **courteous attention** will usually calm a storm of disapproval and become a real opportunity to make friends and increase respect for your efforts.

Courteous and kindly considerate treatment should always be extended to patrons regardless of the petty annoyances that may beset you, and, if courtesy in its full application is adhered to, the services of this Company and those of yourself are bound to make for popularity, better understanding and increased patronage. So we earnestly request your assistance to this better end.

SEVEN DEATHS RECORDED

Recording the greatest number of deaths among our ranks for many, many months, a total of seven of our fellow workers made the inevitable passing during July. Five of the deceased were members of the Mortuary Fund.

To the beneficiaries named by each of the seven, group insurance payments were made, the total being \$11,500, which, together with \$5,000 paid through the mortuary plan, an aggregate of \$16,500 went to the saddened families in their hour of need.

One additional disability claim was granted during the month upon application of this Company for such payment to George B. Worcester of the Mechanical Department at Torrance, there now being thirteen receiving similar benefits to whom is paid a total of \$1,086.75 monthly.

The names of those whose death occurred during July to the families of whom our kindest sympathies are extended are as follows:

Noah M. Taylor, Motorman Western Division. Frank White, Messenger, Mechanical Department. Erlois Blechinger, Janitor, Building. Felix Colas, Retired Draftsman, Mechanical Department. Wallace W. Gilbert, Shopman, Mechanical Department. Thomas J. Curley, Motorman, Southern Division. Eva Peterson, Nurse, Engineering Department.

Judge: "How did the accident happen?"
Autoist: "I dimmed my lights and was hugging the curve."
Judge: "So you were. That's how most accidents happen. Ten days."

CHEST TO AID CHILDREN

One of the problems of juvenile delinquency in Los Angeles was temporarily solved late last month when the board of directors of the Community Chest, acting upon a report of Superior Judge Robert H. Scott, voted an emergency clothing fund of \$2000 a month for dependent wards of the juvenile court.

According to Judge Scott, hundreds of cases of juvenile delinquency coming before him are directly traceable to poverty. The placing of juvenile court wards who are too young to be wholly or partially self-supporting in foster homes, he states, has in many instances failed to solve the problem of their upkeep. This, he stresses, is because the State allows as a maximum only \$25 a month apiece for their room, board and clothing, an amount usually found inadequate.

"The state legislature will undoubtedly increase the amount at their next session," Judge Scott said, "but Community Chest fund is an emergency allowance much needed pending legislative action. The whole matter is now before the Commission for Problem Children appointed by Governor Young."

The clothing fund will be administered at the request of the Community Chest directors, by the Parent-Teachers' Association. Amounts of money available for clothing will be furnished on court orders issued by Judge Scott.

Mrs. Robert A. Heffner, juvenile court assistant, will represent the court in maintaining the strictest economy. Judge Scott said. She is familiar with the minimum market prices for all kinds of clothing for children, and has made a study of the functioning of the juvenile courts in Denver and other cities in this respect.

CHICAGO IS SOON TO HAVE STRAIGHT TEN-CENT FARE

The Chicago Rapid Transit Company won a point in its fight for higher fares when a temporary injunction was granted on July 16, restraining the city from interfering with the increase. Application for the rate increase was recently denied by the Illinois Commerce Commission.

The new schedule provides for a straight ten-cent fare for adults, the elimination of three-for-a-quarter tickets and the \$1.25 weekly pass, while the school rate of five cents and three cents for children is retained.

This action by the Chicago courts follows closely a similar situation and similar action in New York where a few months ago, the Interborough Rapid Transit Company was granted a temporary injunction for it to increase its fares.

The fact that the courts have intervened in both of these centers of population and given temporary relief shows that authorities are beginning to realize that street railways are now, and have been for some time past, operating at a loss, and that the only solution is an increased fare.

AUGUST 12 DATE OF ROD & GUN CLUB QUAIL SHOOT

Departing temporarily from blue-rock shooting, the Rod and Gun Club has scheduled for August 12 at the Bangle Grounds what is anticipated to be one of the most interesting shoots ever staged by that organization. The special event is to be a quail shoot and is so arranged as to give the field shooters an advantage over the regular blue-rock men.

All participants will be allowed to stand as close as fifteen feet to the traps and targets are to be thrown over head, as well as from the ground.

A large supply of spring-fryers, donated by Dr. Samuel Kaufman, will be given away as prizes and additional awards will be forthcoming to any shooter breaking 25x25 who will be allowed to shoot free in the next squad.

This shoot is a practice event for the picnic day competition which comes just six days later, and the P. E. Rod & Gun Club, as in past years, will stage a shoot in connection therewith.

Approximately six five-man teams representing different departments will enter in competition on a fifty bird shoot and cash prizes will go to the individual members on high scores.

The shoot will be held over the traps of the Redondo Beach Gun Club and a company bus will be on hand to transport any employees to and from the shooting grounds.

Captain Estes of the fishing section will handle a charter boat for those wishing to enter the fishing contest.

Quite Obliging

Don—"You look sweet enough to eat."
Dora—"O.K. Where'll we eat?"

The P. E. Masonic Club is Notable in Southland

THE Pacific Electric Masonic Club was organized during the latter part of 1922 with a charter membership of about 200 Master Masons employed by the Pacific Electric Railway Company. At the present time the Club has a membership of approximately 500, indicating a substantial and steady growth throughout the period of its existence.

The Club has visited Masonic Lodges in practically every town adjacent to Pacific Electric lines, as well as a large majority of the lodges in Los Angeles, and the Degree Corps has actively participated in conferring the Master Degree upon 150 fellow employees. Monthly meetings are held in addition to the visits to the neighboring lodges at which time prominent personages in public life are obtained to address the members.

During the life of the organization, the following have enjoyed the distinction of serving as President:

J. J. Staddon, N. D. High, I. J. Williams, C. Thorburn, F. E. Geibel, A. R. Ireland and F. B. Patterson.

Those in the accompanying picture are, back row—left to right: F. B. Patterson, President; H. G. McDonald, Treasurer; W. M. Moesby; U. L. Drake; J. W. Houghton, First Vice President and E. S. Mills.

Front row—left to right: J. M. Plymale, C. F. Olsen; J. Jackson; N. D. High, Director of Degree Corps; L. H. Appel, Secretary; A. B. McLeod, Second Vice President; G. Barclay and F. E. Geibel.

ADDED RECOGNITION WON BY EDUCATIONAL DIRECTOR

Further recognition came to our Educational Director, Earl W. Hill, last month when announcement of his appointment to serve in the capacity of Director of Educational activities for the Western Air Express was made public.

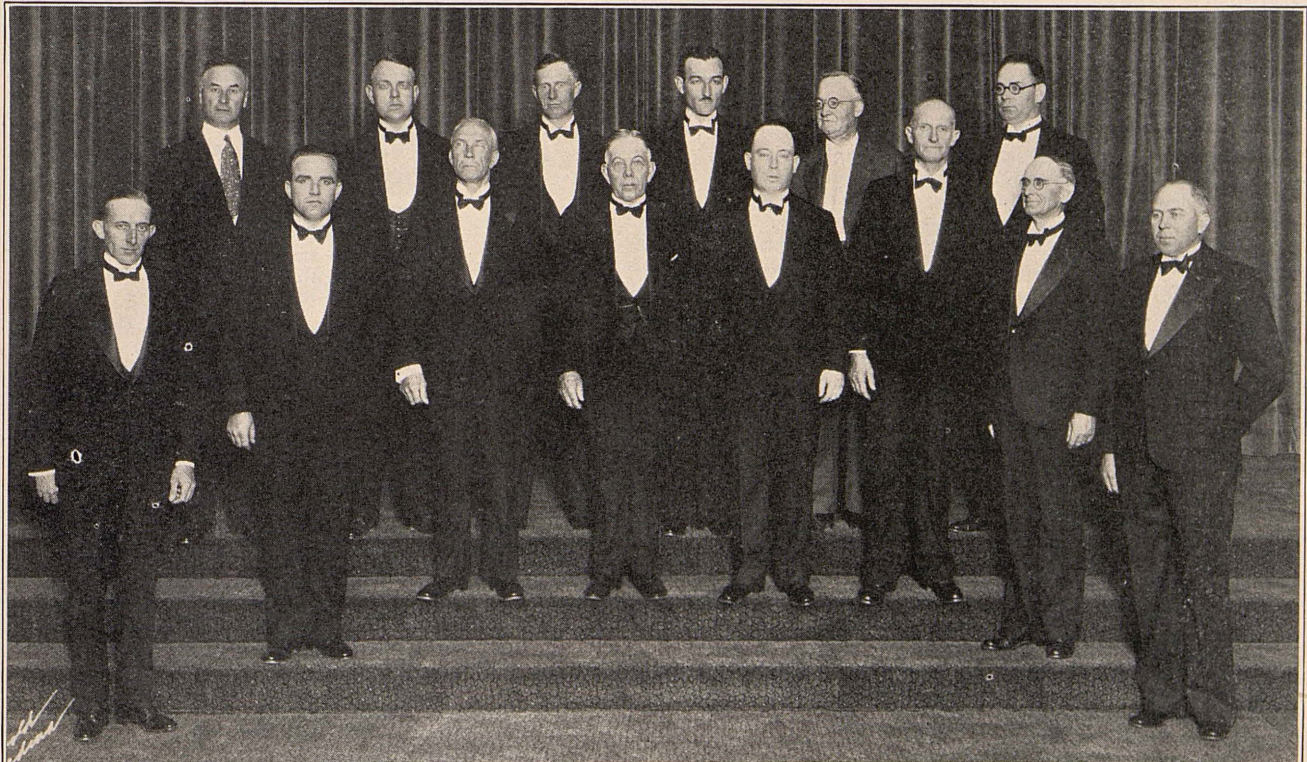
Mr. Hill, who is also a Professor of Traffic and Transportation at the University of Southern California, has been active in educational matters as they concern transportation for several years past. He organized and personally conducted a U. S. C. course in economics of commercial aviation last fall, which was the first one of its kind ever offered in the United States.

In February of 1924 Mr. Hill was appointed Educational Director of this Company. Under his supervision our educational activities were organized and each year new courses of study added to the list until last year there were seven studies being conducted in the Pacific Electric Building with others available to employees through special arrangements with outside institutions. A total of 106 diplomas were issued in June to employees who had successfully completed courses of study during the last term.

Plans are under way at the present time for the inauguration of one or two new courses when school opens again in September, it also being planned to again offer all studies conducted last year.

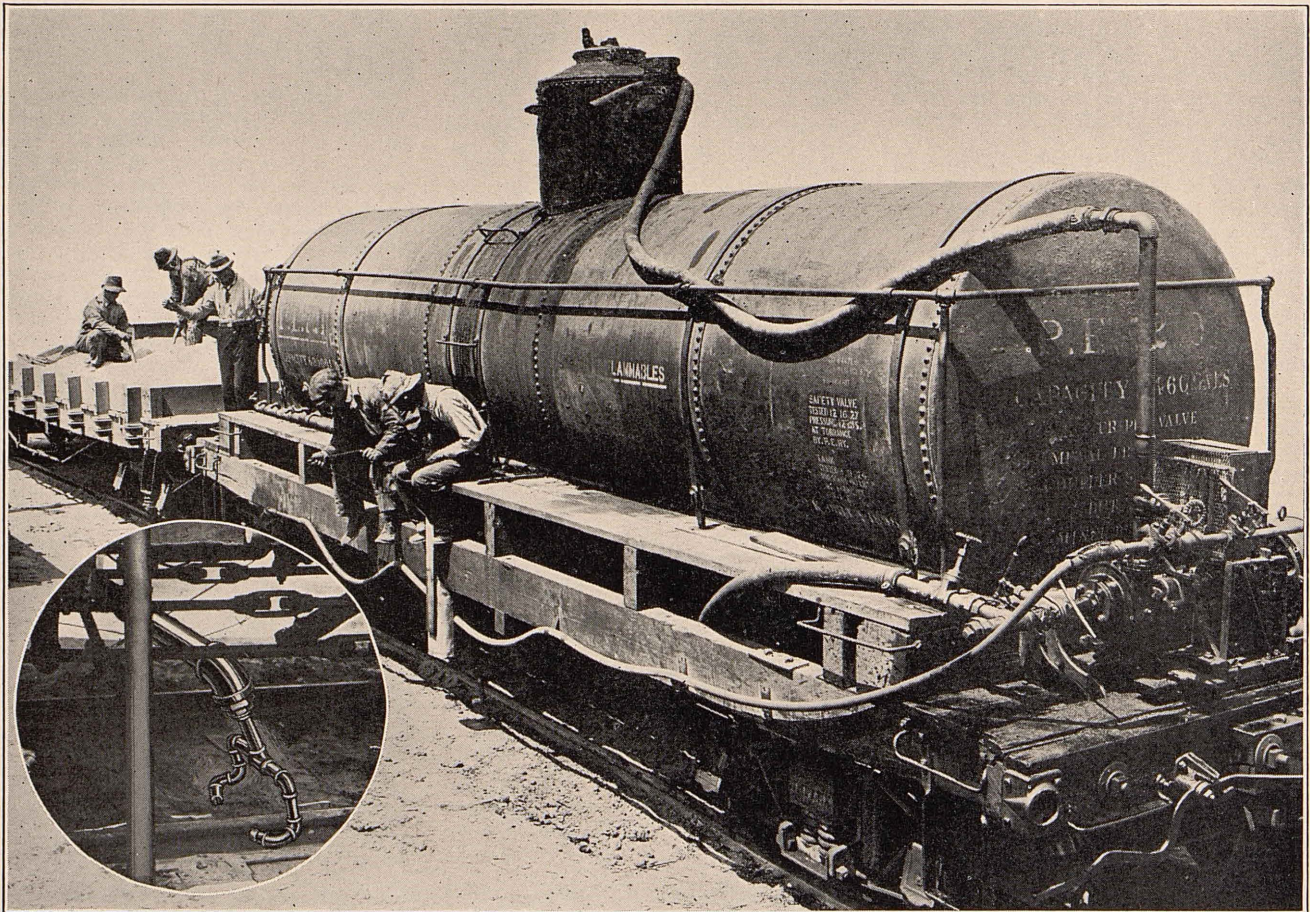
Conductor: She seemed like a good, sensible girl.

Brakeman: Yeh, she wouldn't have anything to do with me, either.



Officers of the Pacific Electric Masonic Club and members of the Degree Corps.

LONGER LIFE COMES WITH OILING THE RAIL



Equipment used in painting rails with asphaltum base oil as a preservative agent. Insert shows close-up of fittings used to spray oil on heel of rail. The same oil car is also equipped to spray rights-of-way, details of which will appear in a subsequent issue.

SAVE the Surface and You Save All" has long been the slogan blazoned throughout the breadth of this country by a nationally known paint manufacturer. The soundness of this admonition and theory is generally accepted, but putting it into practice without prohibitive costs in material and labor is the "insect in the ointment."

Such was the problem confronting our Engineering Department in the matter of preserving and obtaining the maximum life from rails. This question with our Company was intensified due to the proximity of rails to the salty breezes of the Pacific. Many, many miles of track lie at the waters ebb, and much more not so far distant as to escape being adversely affected. Spikes, joints and tie-plates are even more susceptible to corrosive effects of salt-laden breezes than is the rail itself.

Paint Too Costly

True, chemical science has developed many high-grade and effective paints whose pigments would have solved the problem of premature destruction, but the cost of such products and application necessary by human hands entirely withdrew them from consideration.

With mixed paints eliminated, thought was given and experiments were made with a low grade asphaltum base oil, it seeming to have that all-necessary clinging and penetrating quality. Also the market price stood out in bold relief. A series of experimentations showed that rust and corrosion deposits were successfully penetrated and on new rail this oil demonstrated its clinging and staying qualities.

With a covering agent obtainable at a not prohibitive cost, thought was next turned to developing an ingenious and inexpensive method of application. Experience under varying conditions has proven the following method effective:

Depending entirely upon gravity flow, a standard type of oil car is equipped with a three-inch connection with discharge leaders, reduced to one inch, to either rail below. The discharge pipe at rail is so designed that the slowly flowing oil strikes underneath the ball of rail. In its flow downward the oil covers ball, base, tie-plates, spikes and joints. It should be stated here that the oil is heated and applied at a temperature of approximately 225 degrees F. It is a common western

grade petrol oil of fourteen degrees gravity.

In applying the oil to rail of considerable age the heavy accumulation of corrosion makes necessary several applications of the treatment before the original surface is reached. In such cases applications are made at 30 to 90 day intervals.

In order to overcome the spray of oil that may be deposited on the surface of rails a sand car is used with screened hoppers, into which two men constantly shovel sand. The sand car is attached to oil car. Another worker wipes off insulated joints to prevent signal failures.

To Continue Practice

With good results assured from the process adopted, it will henceforth be the policy to so treat all new rails installed anywhere on the system and at regular intervals apply this protective coating to all rails lying adjacent to the ocean.

The method and process of oiling rails over our system has been largely developed by G. S. McClure, Assistant Engineer, and Foremen S. S. Williams and Sam Daniels.

NO PARKING RULE PROPOSED FOR DOWNTOWN DISTRICT

That a strict enforcement of non-parking regulations in the downtown business area is the only immediate solution to the present traffic problem in Los Angeles, was the message of C. A. Copper, Executive Secretary of the Building Owners' and Managers' Association, upon his return from the East where he made an extensive study of the subject.

"The present local traffic rules have proved extremely successful in the handling of vehicular traffic," he said, "but they do not increase the efficiency of the handling of pedestrians, which is of more interest to downtown merchants. In Chicago, the non-parking in the Loop has been so effective that although it was started merely as an experiment, the Association of Commerce recently decided to continue it in force until after the first of the year."

In a report made by E. J. McIlraith, Staff Engineer of the Chicago Surface Lines, it is pointed out that during the period the no-praking regulation had been enforced accidents had been reduced twenty-three per cent and street-car running time reduced from fifteen to twenty-five per cent through the loop area.

Reports from the Chicago Association of Commerce indicate that 14.1 per cent more automobiles entered the central district during May of this year, than in May of 1926. In spite of this increase there was an appreciable decrease in the number of automobile accidents, stated Mr. Cooper. Merchants reported a more efficient car service because of faster transportation.

Chicago merchants, Copper said, found the night deliveries to their stores, as necessary under the non-parking restrictions, were cheaper and more convenient. The Loop district occupies about three-quarters of a square mile. A restricted district in Los Angeles, he continued, would be somewhat larger. It probably would include all the territory between First and Pico streets, and between Los Angeles and Figueroa.

FRED F. SMALL IS CALLED

Friends of Fred F. Small, formerly Mechanical Superintendent of this Company, were grieved to learn of his passing at his home in San Anselmo, California, on July 22. Death came after an illness extending over a period of several years.

Mr. Small left the employment of this Company dating back many years, in October, 1922, to assume duties with the Southern Pacific Company as Special Mechanical Engineer in San Francisco.

The deceased left a wife, daughter and two brothers, to whom is extended sympathy in their loss. In token of their sorrow, a beautiful floral offering was dispatched by a group of Mechanical employees, and officials of the Company likewise expressed their regrets.

**Public Appreciation Expressed
Service and Courtesy Bring
Their Reward.**

R IDERS of the "Big Red Cars" continue to express their appreciation of the courteous and efficient service being performed by Employees of this Company. In the many letters received commending individuals for specific acts of exceptional courtesy and special assistance rendered at various times there is a testimonial for the high type of Trainmen in Pacific Electric service.

While the majority of commendations are for courtesy and efficiency, there are others for returning lost articles, paying passengers fare, supplying special informations and many other acts covering the broad field of railroading.

The seventy-two commendations listed below were received during recent months:

WESTERN DIVISION

Trainmen	Line	Nature of Recommendation
A. W. Young.....	Edendale	Exceptionally courteous conduct.
P. D. White.....	Burbank	Courteous treatment of passengers.
H. J. White.....	Sawtelle	Efficient, courteous attention to duty.
W. J. Green.....	Sawtelle	Courteous assistance to passengers.
J. E. Fisher.....	Santa Monica	Exceptionally courteous conduct.
E. W. Frazee.....	Hermosa Beach	Special courtesy and efficiency.
C. L. Andrews....	Hollywood	Agreeable personality and efficiency.
G. R. Stevens....	Hollywood	Unfailing pleasant attitude.
H. Everson	Santa Monica	Courtesy and efficiency.
C. Forsyth	Sherman	Exceptionally courteous conduct.
M. O. Keith.....	Santa Monica	Efficient attention to duties.
H. L. Miller.....	Santa Monica	Special courtesy and efficiency.
J. H. Nichols	Santa Monica	Exceptional service to passengers.
H. Standigal	Edendale	Courteous and efficient conduct.
F. G. Watson	Echo Park	Exceptional courtesy.
A. L. Gardner....	Burbank	Special courtesy to elderly people.
R. H. Jones.....	Redondo	Outstanding courteous conduct.
H. M. Ayers.....	Venice	Unfailing courtesy and efficiency.
J. A. Howard.....	Venice	Exceptional Courtesy and efficiency.
J. Mellen	Venice	Efficiency in line of duty.
J. H. Rowe	Glendale	Special courtesy and efficiency.
R. Houich	Sherman	Unusual efficiency shown passengers.
J. B. Snelling....	Hollywood	Special courtesy and efficiency.
P. J. Hogan.....	Hollywood	Special courtesy and efficiency.
R. P. Casey.....	Hollywood	Agreeableness toward passengers.
H. J. White.....	Sawtelle	Pleasant attitude at all times.
W. B. Dixon.....	Santa Monica	Courtesy and efficiency.
L. V. Greene.....	Sawtelle	Exceptionally courteous conduct.
I. J. Shaffer.....	Santa Monica	Cheerful attitude and efficiency.

SOUTHERN DIVISION

F. W. Auforth....	Long Beach	Special courtesy and efficiency.
C. R. Shields....	Santa Ana MC....	Efficient operation of motor coach.
A. Pedvin	San Pedro	Unusual courtesy and efficiency.
G. Bauer	San Pedro	Efficiency in operation of car.
W. E. Wicks	Santa Ana	Special assistance to passengers.
E. Whiteside	Trainmaster	Courtesy and efficiency.
P. A. Stephens....	Yardmaster	Special courtesy and efficiency.
A. H. Fickett....	Dispatcher	Efficient service.
J. E. Beardsley....	Torrance	Courteous conduct toward passengers.
W. Herring	Long Beach Local.	Agreeable manner handling passengers.
K. F. Burke.....	Santa Ana	Special courtesy and efficiency.
H. E. Wilmot....	Redondo Beach	Exceptionally courteous conduct.
G. B. Dossey.....	Santa Ana	Pleasing personality.
P. G. Winter.....	Fullerton	Attention to passengers' comfort.
W. F. Bayliss....	Fullerton	Special courtesy and efficiency.
R. Neal, Jr.....	Watts Station	Assistance rendered passengers.
J. L. Menich....	Compton Station ..	Courteous and efficient conduct.
W. H. Otto.....	Watts	Outstanding efficiency and courtesy.
B. E. Wasserman..	Long Beach Local.	Unusual courteous conduct.
F. E. Cornwell....	Santa Ana	Exceptional courtesy and efficiency.
S. W. Carpenter...	San Pedro	Thoughtful courtesy.
R. W. Cooper.....	Long Beach	Special courtesy and efficiency.

NORTHERN DIVISION

H. Kraft	Monrovia	Special courtesy and efficiency.
G. H. Attride....	Riverside	Exceptional courtesy to passengers.
B. Perry	Covina	Unfailing courtesy and efficiency.
B. Beale	Pasadena	Courteous manner handling passengers.
E. H. Heydenrich..	Sierra Vista	General efficiency and courtesy.
G. E. Whitehurst..	El Monte	Efficient and courteous conduct.

R. Hunsley	Redlands	Geniality and efficiency.
M. L. English	Sierra Vista	Courteous treatment of passengers.
E. J. Ballinger	San Gabriel	Attention to passengers' comfort.
R. T. Forsythe	Monrovia	Exceptional courtesy and efficiency.
A. P. Baker	Sierra Vista	Agreeable manner handling passengers.
H. D. Collins	Pasadena	Assistance rendered passengers.
C. D. Harlan	Pasadena	Pleasing personality and efficiency.
H. D. Carey	Sierra Vista	Special courtesy to passengers.
W. M. Jagoe	Sierra Vista	Exceptionally courteous conduct.
P. A. Lackas	Mt. Lowe	Courteous conduct toward passengers.
W. A. Haden	San Bernardino	Special courtesy and efficiency.
J. B. Burch	Upland	Unfailing courtesy.
A. R. Butler	Claremont	Courtesy and efficiency.
F. B. Ream	Covina	Returning lost letter to passenger.
Lee Pulliam	Dispatcher	Assisting to recover lost letter.

S. S. DOCKS WELL SERVED BY PACIFIC ELECTRIC TRAINS

The frequent service operated by this Company between Los Angeles and the Harbor District makes it convenient for travelers desiring to reach the docks of any steamship company, or the battle-fleet base, to use the Big Red Cars.

There are at present nine steamship lines operating regular passenger service into and out of Los Angeles Harbor. These companies have sixty-three vessels cruising the briny waters which combine to offer transportation to practically every large port upon the face of the globe.

Following is a list of the companies, the number of vessels each operates and directions for reaching each company's docks via Pacific Electric:

Dollar Steamship Company operating seventeen vessels, all of which are named for Presidents of the United States—Leave car at Fifth Street, San Pedro; take ferry to Terminal Island.

Los Angeles Steamship Company operating six vessels, not only in coastwise service but also between Los Angeles and Honolulu—Leave car at Pacific Docks, Wilmington, and walk one block east.

McCormick Steamship Company operating nine ships in a coastwise and South American service—Leave car at Avalon Boulevard, Wilmington; take local bus to pier.

Panama Mail Steamship Company, six vessels—Leave car at Avalon Boulevard, Wilmington; take local bus to pier.

Pacific Steamship Company, ten ships—Leave car at Pacific Docks, Wilmington, and walk one block east.

Panama Pacific Line, four vessels—Leave car at Pacific Docks, Wilmington, and walk one block east.

Los Angeles-San Francisco Navigation Company operating two vessels in a coastwise service—Leave car at First Street, San Pedro.

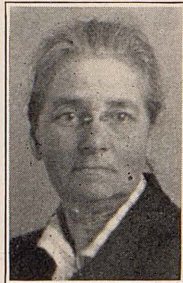
Nelson Steamship Company has six ships calling at Los Angeles Harbor—Leave car at Pacific Docks, Wilmington; walk one block east and four blocks north.

Wilmington Transportation Company operating three ships between Wilmington and Avalon, Catalina Island—Leave car at Avalon Boulevard, Wilmington; take local bus to pier. Catalina special operated direct to pier

Veteran Nurse Passes On To Great Reward

MISS EVA C. PETERSON is no more!

This sad bit of news caused a deep feeling of regret among Engineering



Eva C. Peterson

Department employees and many others who knew her in life. To those who did not have the good fortune of knowing her, Miss Peterson was Head Nurse, Engineering Department, in charge of health and sanitation in the twenty-odd Mexican Camps throughout the system.

Born in Sweden on September 21, 1865, Miss Peterson has been actively engaged in social welfare work for many years. In 1918 she entered the service of this Company as Camp Nurse, prior to which time she had been doing social work in eastern United States. Her good work earned the appointment of Head Nurse, Engineering Department, on July 15, 1926.

The deep affection she held for particularly the five hundred children in the Mexican Camps, most of whom she knew by name, and the esteem with which all the Camp residents regarded her was characteristic of the regard with which she was held by all with whom she came in contact.

Approximately one year ago Miss Peterson's health began to fail her and after several leaves-of-absence, during which her condition did not improve, she was confined to the hospital where every care was given her and effort made to combat the affliction which would not be denied.

Her death occurred at the California Lutheran Hospital on Sunday, July 29. Services conducted at the W. A. Brown Funeral Parlors on August 1 were attended by many Engineering Department and other employees. The many beautiful floral offerings still further emphasized the loss which was felt by her passing. Interment was in the Odd Fellows Cemetery.

Him: And why do you call me Pilgrim?
Her: Well, every time you call you make a little progress.

MORE VISITING DAYS SOON AT HUNTINGTON LIBRARY

Heeding the public's increasing desire for admission to the Huntington Library and Art Gallery, the number of visiting days each week are soon to be increased, announcement of Max Farrand, Director of Research at the Institution, stated last month. Beginning October 2 the visiting days will be Tuesdays, Wednesdays, Thursdays, Fridays and Saturdays, and, as heretofore, the first and third Sundays of each month. The visiting hours on all open days are from 1:30 to 4:30 p.m.

The Library and Art Gallery will be closed during the month of September to allow for a general cleaning and renovating of the art treasures and will be re-opened again on Tuesday, October 2, under the revised schedule of visiting days.

Those wishing to visit the Library between now and August 31 may apply for tickets on Mondays, Wednesdays and Fridays, the ticket quota for Saturdays and Sundays having been exhausted.

Application for cards of admission should be addressed to the Henry E. Huntington Library and Art Gallery, San Marino, California, specifying the date and number of admissions desired, and enclosing a stamped and addressed envelope for reply. Requests will be filled in order of receipt, but not more than five cards of admission will be issued to any one applicant, and children under ten years of age will not be admitted. Admissions are limited to approximately 400 per day.

Persons going via the Pacific Electric Railway should take the Sierra Madre cars to the Huntington Library Stop, then walk a short distance north on San Marino Avenue to Stratford Road, following this through the double gates to the Library.

PAVING TAX IS BURDENSOME

Drawing attention to the enormous paving bill that annually confronts street railways of the United States, Secretary Woodward of the Rochester, New York, Chamber of Commerce in a recent address told his audience of the inequities brought about by legislation which requires street railway to pay for the paving of that portion of the street used by the tracks and of the burden it places upon the public.

"It requires 50,000,000 fares in one year to pay the street railway companies paving bill in New York State," informed Mr. Woodward. "The answer, of course, is that the street car rider doesn't know the load that is being put on his back. He doesn't know that in the end he will have to pay the bill somehow.

"Whenever government cripples a great public convenience or necessity by unjust taxation, by unjust restriction or regulation, those who need and use that necessity suffer first, suffer most and suffer longest."

THE PACIFIC ELECTRIC MAGAZINE

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

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

Vol. 13, No. 3 Aug. 10, 1928

CONTRIBUTORS TO THIS ISSUE

N. B. Vickrey P. E. Club
Geo. Perry Accounting Dept.
Samuel J. Mason Trans. Dept.
Thos. A. Lyons Trans. Dept.
G. W. Orr L. A. Freight Terminal
D. B. Van Fleet Terminal Foreman
L. H. Appel Electrical Dept.
Chas. P. Hill Trans. Dept.
Leroy V. Greene Trans. Dept.
Ruth Thompson Trans. Dept.
E. D. Arthur Mech. Dept.
Mrs. Lon Bishop Ladies' Auxiliary
B. F. Manley Eng. Dept.
W. Z. Shaw Eng. Dept.
C. L. Andrews Trans. Dept.
Willis M. Brooks Mech. Dept.
Dr. W. L. Weber Chief Surgeon

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

THIS Company has always prided itself upon its general appearance as relates to clean yards, clean cars, clean buildings and all of the appurtenances that constitute a railway's property. We realize, however, that from time to time, notwithstanding the systematic clean-up that is indulged in, it is necessary to go over our housekeeping very thoroughly to see that unnecessary accumulations do not occur, that things are properly brightened up and the entire house placed in order.

Let's Make Every Day Clean-up Day

Ways and methods of railway housekeeping have been the subject of lengthy discussion at General Staff meetings with a result that at this time plans are going forward for a thorough rejuvenation of our physical properties.

There is a fundamental value to a "general clean-up" aside from the fact that it is of economic value in preserving the property. Some of the reasons are that it instills in all of us a greater pride in our avocation and in our surroundings, is conducive to better work; creates an orderliness in the arranging and care of tools and prevents waste of materials and deterioration of property.

A feeling of refreshment surrounds us after a general clean-up; the world looks brighter; we have a better outlook upon our jobs. In addition, there is a pleasant reaction upon our patrons who cannot but help notice the improved, cheerful, cleanly appearance of their mode of transportation.

It is also of very great advertising value when the clean-up and neatness relates to the condition of our equip-

EMPLOYEE TRAVEL TIPS ARE BUSINESS PRODUCERS

Travel tips furnished by P. E. employees last month again resulted in the securing of considerable business for both this Company and the Southern Pacific. Records show that from this source came information through which 574 revenue passengers were secured for Pacific Electric lines, while our parent company benefited to the extent of thirty-two round trip and twelve one-way tickets for trips to distant points in the United States.

A Los Angeles Moose Lodge excursion to Catalina, consisting of 350 passengers, was organized by A. P. Baker, Conductor, Northern Division. Mr. Baker also assisted very materially last March in securing a movement consisting of 781 Moose Lodge members for a tour of Southern California, including the famous Mt. Lowe trip.

On July 10 sixty passengers from the Congregational Sunday School were cared for in a special round-trip movement between Sherman and Los Angeles. This business was secured by F. J. Burdge, Freight Conductor, Sherman.

The following day, July 11, results were forthcoming from a tip furnished by E. M. Thurston, Tariff Clerk, Freight Traffic Department, when one motor coach was chartered by the L. A. Wholesale Terminal Co. for a trip to Universal City and Hollywood.

Mrs. E. D. Wiebers, Assistant Freight Agent, Santa Monica, organized a Job's Daughters of Santa Monica excursion to Catalina on July 15 consisting of seventy-one passengers.

A special movement of Veterans from the Soldiers' Home was handled in a through car from Sawtelle to Long Beach and return on July 31. This business was secured by A. O. Williams, Trainmaster, Long Beach.

Following is the list of employees whose tips were productive of Southern Pacific business last month:

Wm. E. Ruppel, Mech. Dept., Torrance, one round-trip, Sidney Mines, N. S.

L. O. Bowman, Road Master, San Bernardino, one one-way, El Paso, Texas.

ment. Everyone enjoys going into a clean, neat place of business rather than a place illy kept in disorderly manner. When our salemen (the Trainmen) exercise a small amount of effort to keep their sales room, (the car) from being littered, they are doing much, not only to satisfy their customers, the passengers, but to attract new "trade."

The management appreciates the efforts being made along the lines of greater cleanliness and better order. It extends its appreciation with the request that all of us pay still more attention to this important factor in our public service to the end that we may be known as a railway of orderliness, comfort and reliability.

R. S. Dewire, Lineman, Alhambra, one one-way, Washington, D. C.

L. J. Bush, Engineer, Los Angeles, one round-trip, Chicago.

C. R. Zoll, Conductor, Southern Div., one round-trip, Denver.

Richard Santell, Cashier, Freight Dept., Los Angeles, one round-trip, Kansas City.

F. J. Leary, Trans. Dept., three round-trips, New York.

Wm. Mathison, Assistant Head Clerk, F. & P. Accounts Bureau, five one-ways, Richmond, Va.

C. E. Ives, Conductor, Riverside, one round-trip, Pittsburgh, Penn., one round-trip, Chicago.

M. R. Riggs, Conductor, Upland, one round-trip, Kansas City.

Andrew Osgoodby, Freight Dept. Shops, Torrance, one round-trip, Seattle, Wash.

M. S. Wade, Treasurer, one round-trip, Chicago.

Elgin T. Johnson, Elec. Dept., Sherman, two round-trips, New York.

Bruce S. Holbrook, Conductor, Alhambra, one round-trip, Chicago.

C. Thorburn, Purchasing Agent, one one-way, Chicago.

Joseph C. Furst, Conductor, Southern Div., one round-trip, Denver, Colo.

Noble Greenstreet, Mech. Dept., Pasadena, two round-trips, New Orleans.

M. L. Anderson, Conductor, Northern Div., one one-way, Little Rock, Ark.

Joe Ingmar, Terminal Trainmaster, Long Beach, two round-trips, Youngstown, Ohio.

H. C. Cantrell, Wilmington, one one-way, Springfield, Ohio.

Mr. Wickham, Electric Dept., Los Angeles, four round-trip tickets, Buffalo.

Marquio L. English, Pasadena, one round-trip, San Francisco.

George T. Brown, Passenger Department, one one-way, Ogden, Utah.

George H. Webster, Machinist, Torrance Shops, three round-trips, Houston, Texas.

H. R. Blake, Bill Clerk, El Monte, one round-trip, Boston, Mass.

T. G. Cooney, Conductor, West Div., one round-trip, Chicago.

E. F. Cunningham, Conductor, Northern Div., one one-way, Chicago.

Roy Runsley, Conductor, Northern Div., two round-trips, New York.

Reduced Air Mail Rates

Greatly reduced air mail rates became effective on August 1. Under the new rate structure announced by the Post Office Department last month, a letter weighing not in excess of one ounce will be carried anywhere in the United States by the winged postmen for five cents. For each additional ounce over the first the rate is ten cents per ounce.

Conductor: "Can't you see the sign 'No Smoking?'"

Sailor: "Sure, mate, that's plain enough. But there are so many dippy signs here. One says, 'Wear Brown's Corsets.' So I ain't payin' attention at any of them!"

"All men have tasted defeat. The successful ones are those who refuse to swallow it."

Well Filled Camp Is Assured Throughout August

JULY, in point of attendance, was the largest month experienced in the history of the Pacific Electric Camp. It had to be, for, with the exception of one or two nights every reservation throughout the month was occupied.

August bids fair to also be a record-breaking month, as on July 30th there were 63 reservations covering the visit of 188 persons, which is slightly in excess of reservations recorded on the same date the preceding month. While there are yet some few reservations available during August, those who contemplate a visit to the Camp this month must need act hastily.

With the beginning of school in September, the attendance naturally falls off to a considerable extent, but for those who may be disappointed in not being able to visit the Camp during August applications should be made to their respective department heads for vacation date change. If it is possible to do so, those making such application will be granted the privilege of changing their vacation period so as to attend the Camp.

Cool, balmy nights and lower temperatures during the day, together with the approach of fall, combine to make September an ideal vacation month at the Camp and there are many who prefer it to any of the other three months the Camp is open.

The following is a list of employees who will visit the Camp from the period August 10 to September 10, this list having been compiled on July 30th:

H. J. Jensen, Brakeman, wife and daughter, Aug. 12 to 25.

Chas. H. Dyer, Mech. Dept., wife, Aug. 19 to Sept. 1.

Gerald Townsend, Mech. Dept., son, Aug. 19 to 25.

L. S. Uglade, Mech. Dept., wife and two children, Aug. 12 to 18.

E. E. Bauer, Elec. Supt., son and guest, Aug. 8 to 10.

T. F. Ryder, Eng. Dept., wife and child, two guests, Aug. 5 to 11.

R. H. Smith, Trans., wife and two guests, Aug. 15 to 21.

W. E. Reed, Acc. Dept., wife, Aug. 15 to 21.

Family of A. C. Moll, Trans. Dept., wife and three children, Aug. 8 to 14.

Olin Seeman, Eng. Dept., one guest, Aug. 1 to 7.

R. L. Bird, Mech. Dept., wife and baby, Aug. 6 to 12.

A. E. LaChance, Mech. Dept., wife and three children, Aug. 5 to 11.

C. O. Pierson, Trans., wife and two children, Aug. 19 to 25.

W. B. Blevins, Trans., wife and two boys, Aug. 12 to 18.

John G. Newswanger, Mech. Dept., wife and two children, Aug. 26 to Sept. 1.

C. B. Worsham, Trans. Dept., wife and two boys, Aug. 12 to 18.

Family of J. H. Daly, Trans. Dept., Aug. 29 to Sept. 11.

L. L. Lundholm, Trans. Dept., wife, Aug. 8 to 14.

Mrs. Ophus, Trans. Dept., Aug. 8 to 14.

L. T. McCabe, Trans. Dept., wife and two sons, Aug. 8 to 14.

A. H. Periard, Eng. Dept., wife and five children, Aug. 1 to 7.

H. F. Miller, Mech. Dept., wife and two children, Aug. 19 to 25.

Mrs. J. M. Gustafson, Trans. Dept., two boys, Aug. 8 to 21.

J. B. Green, Mech. Dept., wife and two children, Aug. 19 to Sept. 1.

S. Wickersham, Mech. Dept., wife, Aug. 19 to Sept. 1.

L. B. Bower, Trans. Dept., wife, Aug. 12 to 18.

R. M. Cobb, Elec. Dept., wife and two children, Aug. 18 to 25.

H. E. Draper, Trans. Dept., wife and boy, Aug. 12 to 18.

Laura Feddema, Mech. Dept., daughter, Aug. 5 to 18.

C. W. Stock, Store Dept., wife and five children, Aug. 5 to 11.

Elsie Pejisa, daughter of Anton Pejisa, Mech. Dept., guest, Aug. 5 to 11.

Joe Wilson, Janitor P. E. Club, Aug. 19 to 25.

Maude Winter, Acct. Dept., Aug. 8 to 17.

A. C. Lutes, Trans. Dept., wife, Aug. 15 to 21.

Thos. H. Green, Mech. Dept., wife and son, Aug. 19 to 25.

W. H. Smith, Trans. Dept., wife, three children, and father, Aug. 26 to Sept. 1.

Mrs. Chas. Gaskin, Trans. Dept., daughter and two guests, Aug. 26 to Sept. 1.

E. H. Heydenreich, Trans. Dept., wife, Aug. 12 to 18.

Chas. W. Davis, Mech. Dept., wife, two daughters, Aug. 29 to Sept. 4.

R. E. Labbe, Acct. Dept., wife and two children, Aug. 5 to 18.

P. C. Cross, Pass. Traffic Dept., wife and daughter, Aug. 5 to 11.

E. B. Jackson, Trans. Dept., wife, Aug. 12 to 18.

L. S. Jones, Trans. Dept., wife, Aug. 11 only.

C. H. Jones, Gen. Supt., San Bernardino, wife and son, Aug. 1 to 7.

Father of C. H. Jones, Agent, San Bernardino, Sept. 12 to 18.

Madelyn M. Mathews, Mech. Dept., son, Aug. 5 to 11.

B. Stevens, Eng. Dept., wife, and baby, Aug. 8 to 14.

J. P. Hoaglund, Acct. Dept., wife and daughter, Aug. 19 to 25.

W. A. Leach, Trans. Dept., wife, July 28 to Aug. 3.

Chas. W. Wood, Trans. Dept., wife, Aug. 12 to 14.

Dependent son of Joe L. Roberts, Eng. Dept., guest, Aug. 5 to 11.

E. A. Lock, Mech. Dept., wife and two sons, guest, Aug. 5 to 11.

H. R. Clark, Mech. Dept., July 29 to Aug. 4.

Margaret Scarisbrick, Car Service, Aug. 5 to 11, two guests.

Wm. Fenwick, Trans. Dept., wife, Sept. 5 to 11.

A. K. Hartman, L. A. Frt. House, wife, Aug. 8 to 14.

A. C. Smith, Elec. Dept., wife, two children, Aug. 8 to 12.

P. E. MASONIC CLUB GUESTS AT LONG BEACH TEMPLE

During July, the Pacific Electric Masonic Club participated in two very important events:

On the evening of July 25, the Club visited San Pashqual Lodge No. 452, in their new Masonic Temple in Pasadena, and conferred the Master Degree upon Robert King of the Mechanical Department.

The Club was distinctly honored by Queen Beach Lodge No. 540 F. and A. M. of Long Beach when an invitation was extended by that lodge recently to bestow the Third Degree of Masonry upon Merle Gerco, a Trainman of the Southern Division.

The honor is particularly distinctive as it was the first degree work performed in this lodge since its occupancy of the wonderful \$850,000 dollar Temple at Long Beach which undoubtedly is the peer in point of furnishings, equipment and general beauty, of any Masonic Temple in the United States, and well worthy of inspection of any member of the craft.

The ceremony at the Temple on Monday evening, July 30th, was also unique in that the work was begun at 12:30 midnight, concluding at 3:00 A. M., at which time breakfast was served to those in attendance in one of the banquet rooms of the Temple.

For the past several years it has been the custom of this lodge to hold midnight ceremonial in order to accommodate two different classes of members, some of whom are employed during the daytime and others employed at night; by holding services at midnight members of both classes may be accommodated.

On this occasion the degree work was wonderfully augmented by music provided by an orchestra of 25 pieces which played during the entire services.

About 60 Pacific Electric employees were in attendance and enjoyed the hospitality of Queen Beach Lodge of which A. O. Williams, Trainmaster at Long Beach, is the Master.

"A negro stoker was crossing the Atlantic for the first time," says the Open Road. "One day he came up on deck to get a breath of fresh air, he looked out over the broad expanse of water, with no object whatever in sight, and said in disgruntled tones: 'Shucks! We is right whar we was dis time yister-day.'"

Dinah, crying bitterly, was coming down the street with her feet bandaged.

"Why, what on earth's the matter?" she was asked. "How did you hurt your feet, Dinah?"

"Dat good fo' nothin' nigger done hit me on de haid wif a club while I was standin' on de hard stone pavement."

Mrs. Wm. Smart, Trans. Dept., sister, July 29 to Aug. 4.

P. R. Bedding, Agent, Fullerton, Aug. 12 to 18.

W. T. Lichty, Frt. Claim Dept., wife and two sons, Aug. 19 to 25.

Lee Cash, Eng. Dept., three guests, Aug. 12 to 18.

Joe Galbavy, Mech. Dept., wife, daughter, guest, Sept. 8 to 18.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

The P. E. Club Executive Committee met in the Auditorium of the Club Rooms for the July meeting on Wednesday, July 11. The following were absent: E. C. Thomas, F. B. Egge-man, L. I. Mosier, H. Kraft, J. H. Ickes, R. L. Tozier, L. H. Tieman, R. G. Miller, W. F. Powers, C. E. Moser, R. H. Bennett, F. E. Mayfield, A. E. Stevens, E. E. Hunkin, W. L. Swartz, M. T. Spencer, H. R. Bullock, J. M. Goepfert, Wm. Moesby, C. S. Alexander, Geo. Chrystal, John Jackson, and M. S. Wade.

Club Funds

Balance, 6-1-28\$ 300.18
Receipts 1070.50

Total\$1370.68
Disbursements 982.61

Balance, 6-30-28\$ 388.07

Relief Fund

Balance, 6-1-28\$ 130.12
Receipts 1180.00

Total\$1310.12
Disbursements 908.80

Balance, 6-30-28\$ 401.32

Unfinished Business

Mr. Geibel stated that Mr. Davis is looking into the matter of additional Run Books for the use of the Trainmen at Hill Street.

A sign for Mission Road at the Macy Street Yards will be taken care of by Mr. Bradley.

Mr. Thomas again asked for shower baths for the Trainmen's Room at Hill Street Terminal.

New Business

Mr. Vickery reported that a Baseball Team is being organized at San Bernardino and Macy Street Mechanical Department. These teams will compete for the prize offered the winning team at the P. E. Picnic on August 18.

H. J. Allen asked that transportation may be furnished for the use of those who attend the baseball game on picnic day, to and from the ball grounds.

Mr. McCammond requested Committee to spread the news of free dancing and vaudeville at Redondo Beach on each Wednesday afternoon.

Mr. Vickery stated that the P. E. Employees' Annual Picnic would be held at Redondo Beach on August 18, 1928.

Mr. Geibel asked that nominations be made for the president and other officers of the Picnic Committee. Mr. Bailey moved that the officers who were responsible for the big success of the last year's Picnic be again nominated for this office. This was moved and seconded by the Committee. Mr. N. B. Vickrey again will act as President of the Picnic Committee and W. A. McCammond as the Secretary and Treasurer.

LADIES' AUXILIARY TO JOIN IN PICNIC CELEBRATION

The Ladies' Auxiliary of the Pacific Electric Club is to take an active part in making the Annual Picnic "a particularly happy event" reports Mrs. Lon Bishop, official scribe for that organization. The Auxiliary will be well represented at Redondo Beach on the 18th and all members are to wear a special identification badge.

The Auxiliary holds a session each month and for August the meeting place is the Picnic grounds, this meeting having been combined with the annual celebration.

Last month's all-day meeting was well attended, many new and prospective members being present. The day was spent in rounding out work for the coming year which promises to be a most profitable and interesting one. There have been many opportunities offered the Auxiliary for study and it is planned to take advantage of as many as possible, with special consideration to be given our own Educational Department.

September 13 is the date for the next regular meeting, it is to be called at 2:00 p.m. and will be known as "President's Day." A very interesting program is rapidly rounding into form and the details will be given in next month's issue of the Magazine.

MORE BOOKS GIVEN LIBRARY

Eighteen books of fiction, in splendid condition, were added to the Club Library last month, the entire lot being the generous gift of Mrs. Ethel M. White, wife of J. O. White, Mechanical Department, Torrance Shops.

The new books, together with their authors, are as follows: John Ermine of the Yellowstone, Frederick Remington; Claribel's Love Story, Bertha M. Clay; The Outlaw, Le Roy Armstrong; While It Was Morning, Virginia F. Townsend; Lena Rivers, Mary J. Holmes; Bulldog Carey, Ralph Connor; The Foreigner, Ralph Connor; On The Wave, Adelaide F. Samuels; The Lost Tar, Palm Land, and Little Cricket, Adelaide F. Samuels; Harold, Last of the Saxon Kings, Edward B. Lytton, 2 Copies; The Last of the Barons, Edward B. Lytton; The Boss, Alfred H. Lewis; Marmion, Sir Walter Scott; A Speckled Bird, Augusta E. Wilson; Macaria, Augusta E. Wilson.

Mr. Manley spoke highly of the delightful time which he and his family enjoyed at the P. E. Camp.

Mr. Geibel gave a report of the work of the Ladies' Auxiliary and made some mention of the work which will be taken up during the coming year.

ALL NOW IN READINESS FOR THE BIG BOISE OUTING

Have you made your reservations for the big Boise Excursion? If not, there is need of some immediate action as only a few days remain during which reservations will be accepted. August 12 has been set as the deadline and all those not having made arrangements at that time will be out-of luck, informs L. R. Spafford, Transportation Department, who is in charge of Pacific Electric arrangements for the outing.

As announced last month, a special chartered U. P. train will leave the Central Station, Los Angeles, at 5 o'clock on the evening of Friday, August 24. It will be routed so as to pass through the Rainbow and Bear River Canyons in daylight, which in itself will make the trip well worthwhile.

Upon reaching Boise, all the excursionists will be the guests of the Union Pacific at that Company's sectional track meet. There will be no admission charge to the meet, nor any other expense while there other than for the meals. The itinerary calls for two days in Boise with the return trip being made so as to arrive in Los Angeles on August 29.

A special rate of \$8.00 has been made for Pacific Electric Rod & Gun Club members who desire to make the trip. This charge includes transportation and Pullman charges for the entire 3,000-mile excursion.

From the large number of reservations made to date, indications are that all accommodations will be taken when the Boise Special leaves Los Angeles on its five-day tour.

EMPLOYEES IN HOSPITAL

The sunny weather seems to have been co-operating with our Medical Department in the matter of keeping employees out of the hospital. It is pleasing to note that fewer of our co-workers were so confined during the first week of August than have been for any similar period for some time past. The seven employees who were in the hospital the first part of August are:

A. H. Newberry, Carpenter, Mech. Dept.; R. Skaggs, Motorman; G. H. Conant, Signal Maintainer; H. E. Miller, Chief Dispatcher; E. P. Albrachten, Armature Winder, Mech. Dept.; L. W. Thomas, Lineman, Elect. Dept., and Ramon Baios, Truck Driver.

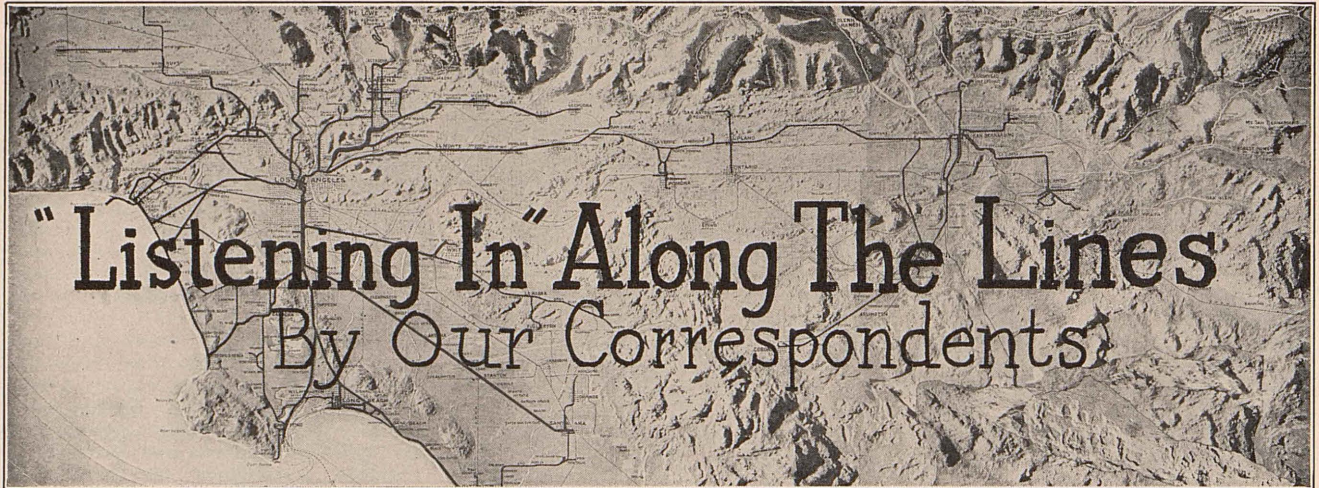
Friends of those confined in the hospital are urged to call, as a little encouragement from the outside often does much toward effecting an early recovery. The California Lutheran Hospital is located at 1414 South Hope Street, Los Angeles.

"I can't marry him, mother, he's an atheist and don't believe there's a hell."

"Marry him, my dear, and between us we'll convince him that he's wrong."

Husband (studying bills)—"Look here, you'll have to get your dress-maker to cut out some of those dresses you've ordered!"

Wife—"Thank you, darling. I'll phone her to start on them at once! They're perfectly sweet patterns!"



7TH ST. WAREHOUSE By Daniel Sanchez

Dorothy Collins, Stenographer in Accounting Dept., is spending a two weeks' vacation and a short leave in her "home on the hills," and will no doubt visit many friends and places before she returns to her duties.

F. B. Spencer, Chief Accountant, after several mishaps finally got away on his vacation and reports a most delightful visit with relatives in and around Salt Lake City. Fred says he caught plenty of fish and took pictures of them but has not shown any yet.

Robert Morgan, Bill Clerk, has an eight-pound baby girl at his home, and Bobby is again wearing the smile. Congratulations.

James Sisk, Car Chief, has returned from leave bringing with him a blushing bride, formerly Miss Mary V. Dunlap of Monticello, Arkansas.

Teller Mundell has returned from a trip to Wichita, Kansas, driving his Essex both ways. Reports a good time but some bad roads.

Expense Clerk Victor Lynn says he left Wyoming just in time. Wonder what he means?

Chief Revising Clerk Chas. Salazar returned last month from that long planned trip to Chicago "where he visited relatives." The cigars were good Charlie.

L. C. Flood and L. Lipschultz are on vacation, the former at Yosemite Park and Louis at the P. E. Camp.

J. Anderson, Chief Claim Clerk, also enjoyed his vacation last month and feels very fit since his return.

Night Revising & Bill Clerk James Coyle is back on the job again with the usual smile.

R. V. Rachford, Chief Car Clerk, writes from the "old home town" that L. A. is a good place to be.

Others to go on vacation this month are Tom Walker, Ed. Hume, Inspector W. T. Lichty, Cashier L. A. Post, R. O. Schwindt and J. C. Snow.

If current rumors are true, John Hamilton, Stevedore, has taken unto himself a wife. How about it, John?

The following Warehouse workers are now on their annual leave:
W. M. King, Foreman Shed 1, Salt Lake and San Francisco.

J. Martinez, Checker, Arizona.
Wm. Turner, Checker, Home.
Charles Keller, Stevedore, Seattle.
V. C. Dittmar, Checker, P. E. Camp.
Herman Kuch, Trucker, Home.

H. Holland, Trucker, Home.
H. Jodon, Trucker, Home.

Wm. Hernades, who has just returned from a vacation spent in New Orleans, states that the south is too hot for him and that he is glad to be back.

We take this means of telling John Roy that the boys are always glad to see him and invite him to pay us a visit as often as he can.

As a member of the Mexican Employees' Picnic Committee, the writer of this column has heard many comments regarding this year's plans to provide the utmost of pleasure to these faithful workers. Many expressions of appreciation have been spoken and the Mexican employees are looking forward to a big day, as well they may, considering the extensive plans made to entertain them.

MACY STREET TERMINAL D. B. VAN FLEET Terminal Foreman

We all have to admit Conductor F. H. Morrison, Macy Street, pulled a fast one on the gang when it became known just the other day that he has been married nearly two months without our knowledge.

This eventful occurrence took place on June 14th in Portales, New Mexico, when he was wedded to Miss Nadine Huffman, of that city.

The happy couple spent their honeymoon visiting friends in New Mexico and traveling to points of interest in Southern California. Congratulations and best wishes.

On Sunday, July 1st, a new trial schedule was put into effect on the Los Angeles-Alhambra-San Gabriel-Temple Line. Several trains are scheduled over Las Tunas Drive between Shorb Road Junction and Mission Street Junction. Two A. M. and two P. M. limited trains are called for on this new schedule.

Present indications are that the change is for betterment of the service.

Effective July 1st, shorter running time for runs after 6:30 P. M., was put into effect on the South Pasadena Line.

Beach travel on the Venice Short Line on July 4 was exceedingly heavy this year. Macy Street contributed to the service by furnishing five extra crews in addition to five extra trailer-men.

On the morning of July 15th, Freight Conductor H. G. Bracken, Macy Street, became the proud father of a 7-pound baby girl.

The girl arrivals were surely in the majority last month for on July 28th, Conductor L. J. Heim, South Pasadena Line, also joined the happy ranks of fatherhood when he became the father of a 7-pound baby girl.

The vacation list at Macy Street still maintains its high average. Many interesting trips have been taken with a goodly number taking

advantage of our own Camp. Those returning from our Camp all report it a most delightful spot to spend a vacation.

On July 28th, two 170 class cars were assigned to Macy Street for the handling of the Mexican workmen from Ramona Camp, Covina Line, to work and return.

This assignment now permits the keeping of the 1000 and 1450 class equipment for passenger and express service respectively.

We are glad to introduce the following new arrivals to Macy:

Motorman C. Holman, a transfer from the Western Division, and Motorman M. Simao, a newcomer into our midst. Also we include the following Conductors, all newcomers: W. E. Beck, C. N. Heard, T. V. Hoyle, J. G. Ralston, H. F. Van Fleet and B. F. Way. Welcome to Macy, boys.

FREIGHT DEPARTMENT SOUTHERN DIVISION By Thomas A. Lyons

In lieu of water Ben Mobley used milk in a hot radiator out on the desert one day this summer and when Ben removed the cap he found 10 pounds of fresh butter. If anyone doubts this story just ask Ben for proof of its truthfulness.

After a very short sickness Trolleyman Curley passed away last month. He was in the freight department for a very short time, but those who came in contact with Curley found him a likeable sort. His passing is deeply regretted.

Jim Leathy and Charlie Ventriss are next store neighbors and they advertise that fact to everyone.

Bob Beale is back in the market with a fresh stock of stories. Bob tells his stories and he is sure everyone believes him. They do, but with reservations.

Brakeman Schmidt is holding trolley days. He says he don't want the stitcher ripped out, and for that reason will always let go the rope in plenty of time.

Terminal Trainmaster Whiteside had a hard time keeping his Chevie behaving while on his vacation. Said Chevie did not act at all natural until it was back around P. E. territory. Now it is as docile as an old faithful mare.

Did you ever walk into the 8th St. switch shanty about 6:30 a. m. on a Monday morning? All we have to say it that it has the Hill St. or the Orpheum beat to death. There for real comedy.

George Roy has moved to Hawthorne in order to work at El Segundo. Jack Childs will miss George.

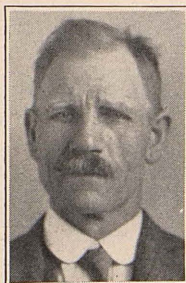
Business must be good, there are eight Trolley-men on the day board. Four of them have work, the other four work too-on pushers and the merry-go-round.

MECHANICAL DEPT.
By Willis M. Brooks

Installment number four of the Old Timers' series presents a brief life history, told best in his own words, of another "Son of Torrance", whose past record shows many years of faithful service.

"Oh, for the life of a sailor!"

At the age of sixteen, I, Reckard Johnson, left my mother and farm in Norway, where I was born in 1866, for ships and the open sea. I began as a cabin-boy, and in my spare time learned to be a cook. I later received a position as such on another vessel. After sailing for about three years, I went back to see my mother. Out to sea again! I sailed for eleven years to all parts of the world.



Reckard Johnson

During my sailor life I was in only two ship wrecks, the most serious of which happened on a trip from England to San Diego. We had many a frolic until after passing Cape Horn, where the weather became warmer. The paint began peeling off the vessel and

on investigating the cause we found the cargo was on fire.

We stripped the vessel of everything we could in a very short time and took to the life boats.

This being about 500 miles from San Diego, we had hoped to be picked up by other ships, but at the end of twenty days hope of rescue had about left us and we were nearly famished. On the twenty-first day we sighted a vessel which picked us up.

After learning the carpenter's trade in Europe one winter, I went as such on a vessel. I later gave up my life as a sailor and came to the United States as an immigrant.

I worked for the Chicago Northwestern Railroad three years and then came west to Los Angeles where I worked building houses. The Steamship San Mateo came and I got a job as quartermaster on it for the Southern Pacific. In 1899 I started work for the L. A. Railway as a carpenter, but when the new Pacific Electric shops were opened I was among the first to move.

I became acquainted with Jacobine Thompson, who was also born in Norway, and as the saying is, "If you like the girl, marry her." The wedding took place at San Pedro in 1904. We built a home in Los Angeles in which we still live. We have three children, the youngest is a twelve-year old boy, and the others are girls, who object to having their ages told, but the oldest one is married and I am "Grandpa" to a sweet little seventeen months old baby.

LONG BEACH & HARBOR
By V. L. Swart

Day Foreman D. W. Banks, wife and son Donald, returned July 31st from a three weeks visit to Portland and vicinity. Dan says it has been twenty years since leaving the "old stamping grounds," and reports a most enjoyable time re-newing old acquaintances and motoring about the old familiar haunts.

September 1st will see Night Foreman Dick Anraad, Long Beach, enroute to New York, where he sails September 8th on the S. S. Rotterdam from Amsterdam and Brussels to spend a sixty-day leave of absence. Fifteen years have passed since Dick saw the old home-place and he anticipates a happy reunion with his folks and friends of his boyhood days.

The P. E. Camp is enjoying its most successful season, and with such enthusiastic boosters as Mrs. Millie O'Malley it will no doubt continue so. Mrs. O'Malley and family recently returned from a two weeks vacation spent at "our" Camp in the mountains, and informs us

that it was two of the happiest weeks of their lives.

Mr. F. H. Allen and wife have returned from a two weeks vacation spent at Camp Curry in the Yosemite Valley, and have taken a cottage at the Beach for another month during the warm weather.

San Diego and Coronado proved to be the vacation choice of Inspector John R. Foster, wife and son, "Bob" Jr. Oh, yes, John R. visited that quaint old town of Tia Juana while in that vicinity.

"Moonlight on the Wabash," and "Indiana" are proving to be most popular songs at the American Avenue Terminal since Bus Mechanic Ray Jones returned from a thirty-day leave of absence spent in the old home of Evansville, Indiana.

"Long Beach Invites The World" and the world is coming! The Pacific Southwest Exposition set up in the dream city in the industrial section of Long Beach is well under way with its exhibit, the object of which is to link together the nations of the Pacific.

Excellent transportation facilities have been provided by our Company, and thousands are daily attending the greatest exhibition ever attempted in the Southland.

WESTERN DIVISION
By Leroy V. Greene

Hey-Hey! Aren't we collegiate, and how! You should see our sweet "girl graduates." Yes, sir, and they just graduated with diplomas, 'n flowers 'n everything. Who? (Use the soft pedal, professor, with tender music). None other than a whole flock of Western Division "Bosses". Prof. Hill's class came to an end for the term and now our foremen are armed with the famous sheepskins. A. W. Day, the popular "Big Beach and Sand Man," who makes things hum at Ocean Park, was there and so was H. H. (Handsome Harley) Hapgood, who makes the wheels go 'round at the Park. After graduating these two well-known "Men about Venice", Prof. Hill should feel he had done enough for one term, but he graduated Sherman's, a hem, pardon, "West Hollywood's" impressario, none other than O. L. McKee, as well as J. L. Kincaid, "ruler of destinies" at Hill Street, Benj. Porter, "to whom the boys go when in doubt," and L. S. Jones, "he of the red lantern fame."

Their Past Will Find Them Out!

'Jever wonder what some of the boys you work with every day used to do before they railroaded? Strange and unusual, varied and surprising were some of them. For instance—

Emil Brauer used to be a personal body guard to Kaiser Wilhelm. Can't you see him all decked up in a high-powered uniform and high hat doing the goose step for the benefit of the beautiful young ladies of the court?

P. O. Ingram (not B. O.) used to be a flour miller in the old days.

Charlie Robinson was a—they don't have 'em any more since prohibition. Anyway he spent a number of years as a Pullman Conductor, besides.

E. B. Turner did squads right for Uncle Sam.

W. V. Thompson is an ex-ventriloquist.

Horace Averill has worked at electrical engineering.

Tom Sawyer broke mules in the U. S. Cavalry.

Al Cockran was a Sergeant in the English Hussars.

Joe Snelling was a champion swimmer in the Navy.

Jim Willoughby was on the Kansas City police force.

A. C. (Big) Johnson wielded a night stick on the Seattle force.

L. R. Crippin was a campus football hero in university.

G. J. Garen was a hotel man in L. A.

R. K. Wilcox was a "Big Juice and Cable man" in New York.

(There will be more next month—watch out, you may be next).

We Wonder Why?

It seems that Motorman H. E. Tooker has

been walking around as though he were hump-backed and the boys have been wondering why. Somebody with the inside dope spilled the beans on him and revealed the fact that he went to a sale recently and purchased "beeveedees" at a big reduction. If we have the story right, his wife told him they would be too short after they were washed. He, in no uncertain terms, told her she was all wrong and he knew what he was doing. His wife proved to be right and now he wears 'em anyway to win his argument. Who do you suppose could have told us?

Con. R. C. Lowe's daughter Ada, is to be married to Oliver Schenck, August 23, 1928. Congratulations to the lucky man and the best of luck.

H. H. Hapgood, foreman at the Ocean Park barns, is now a grandpa. Does he look it? Not at all! In fact, he says he feels ten years younger every day he thinks about it. Proud? Plenty!

George Stewart, who usually handles the dispatcher's board from 3:00 p. m. to 1:00 p. m., is on the day trick for a while. Now the boys on the night runs will have to save their "pet stories" for a while.

Harry Piel, Cashier at the Park, has come back from his vacation. Once again we hear his famous war cry, "Waaaal—how much?" But the thing the boys like best about Harry is that when they come to turn-in, and are in a hurry to get away, he is able to take their turn-in and give them a receipt just as fast as they are able to give it to him. Speed is Harry's middle name and what's more, his "wise-cracks" are famous.

Since our mustache contest we see a lot of new lip adornments springing into existence, but its no use boys. We will take no more chances with our lives in picking winners.

Radio O-P-C-H

By the use of a very clever arrangement conceived by "Kid" Doyle (The Beach Play-boy) a program was given by Radio O-P-C-H with the assistance of K-F-I. Numbers were dedicated to the Trainmen, who were greatly surprised. They were probably no more surprised than K-F-I would be had they known it. Radio O-P-C-H is a big secret, but if you want to hear it, drop in sometime.

When you walk in the door it is as liable to tell you to jump in the lake as it is to tell you that you were seen in the company of somebody else's wife the night before. Two announcers are on duty, Bill (Red) White handles the microphone at night, and Arthur (Kid) Doyle by day. Terminal Foreman Charles Auch is the Consulting Engineer for this budding station and it is whispered that sometimes he "says things" over the air. Regular broadcasts are soon to be held. Listen in!

SOUTHERN DIVISION
Samuel J. Mason,
Passenger Director

A trip to Yosemite National Park and a two-weeks' visit at the P. E. Camp was the vacation pleasure of Chester E. Walley, Station Master, and wife. Chester has just returned to work and has much to say as to the attractions at the Camp, which is more to his liking than Yosemite. Incidentally, Chester won a prize while learning to play five hundred which no doubt, made the trip all the more interesting.

C. F. Gates and family have returned to Los Angeles after a visit with "the folks" in southeastern Nebraska. Although they had a very nice trip, C. F. informs us that the whole family was glad to get back to California.

Pat Keane, Gateman, Sixth and Main Street Station, is now visiting in Vancouver, B. C. It is rumored that he took a bride with him. How about the rumor, Pat? If its true, we'll enjoy the cigars when you get back.

A trip through Washington and Oregon was the vacation pleasure of O. O. Swinson, Conductor, San Pedro Line, who has just recently returned to work.

Thirty-days in the East, where sunshine shineth and the thermometer she almost busts,

is on the vacation calendar C. Van Ornan, Asst. Trainmaster at San Pedro.

Desiring to be in the City of the Big Exposition, W. D. Everhart, Conductor, Extra Board, Los Angeles, has bid in a one-man-car run at Long Beach.

"A vera nice run is No. 92 of the Long Beach Line," quoth John B. Riley, Motorman, formerly of Run 71.

Bill Otto, Motorman, Watts Line, is back on the job after several days of waiting for one of his fingers, which had the misfortune of being painfully injured, to heal.

The Trainmen's Ball Team has been going like a house-a-fire lately, they having won their last three games. Santa Barbara was beaten 6 to 2; Reseda fell before the onrushing Trainmen by the same score and the Home Garden nine were taken into camp by an 8 to 1 count.

NORTHERN DIVISION Eastern Lines By Ruth Thompson

A deep sea fishing party, organized by our Cashier J. C. Engle, and including the following men, H. S. Zink, O. H. Hawcs, L. E. Neal, J. C. Hulet, C. F. Richmond, L. G. Bate, G. F. Tate and E. C. Fox, chartered a fishing boat from Long Beach on the morning of July 23rd, and went trolling for Baracuda. The fish were running fine and the party returned after five hours with a catch of ninety



Baracuda and one lone sea bass landed by Engle who wanted variety. J. C. Hulet won the prize for landing the first fish. Everybody had a wonderful time including our friend C. F. Richmond. Fish dinners were enjoyed by many about the Pasadena Terminal.

Motorman W. F. Judge has returned from a delightful vacation in the East and is back on his run again.

Introducing the following new men to our terminal: O. H. Forthun, G. H. Gordon, R. N. Penny, who are now breaking in our City lines.

Conductor I. M. Cook is on his vacation visiting with friends and relatives in San Francisco.

Conductor R. N. Skeeters announces the arrival of an 8½-lb. boy, born July 12th. Congratulations Mr. and Mrs. Skeeters.

Motorman I. C. Arko, also received an addition to his family on July 21st when a 9-lb. girl arrived. Congratulations are also extended to this couple.

Among those now on vacation are H. T. Hawley, J. F. Glines, L. V. Shove, A. F. Simpson, L. F. Hawes, W. A. Dickinson, J. D. Elderkin, R. W. Damon, C. J. Gandy, W. R. Lumis, and P. D. Wheeler.

SHERMAN TERMINAL By E. D. Arthur

B. F. Jurdon and family enjoyed part of his vacation period motoring to Sequoia National Park, one of California's many natural beauty resorts. Mr. Jurdon is employed as Electrician in the Winding Room at Sherman.

E. H. Osborne, who has been ill for the past two months, is spending a month with friends and relatives at Vancouver, B. C., while convalescing.

Dallas Weeks, Door Engine Inspector, recently returned from a two weeks' visit with his parents near Birmingham, Alabama. Mr. Weeks reports a fine trip and crops looking good in the Southern States. (He estimates 40 gallons to the acre from corn in most localities).

The P. E. Camp is one of the best places in the world to spend your vacation, so say employees of the Western Division Mechanical Department returning from the Camp. If you have not had your vacation yet, take a tip and go to the Camp.

E. F. Koster, Clerk in General Foreman's office, Western Division, purchased a new Imperial Landau sedan the first day of his vacation and spent eleven days seeing Los Angeles and its environs. He traveled approximately 1100 miles and then did not see all that is to be seen in and around the City. He expects to venture beyond the city limits on his next vacation.

M. T. Spencer, Air Shop Foreman, reports the P. E. Camp the only place to spend a real vacation. He regrets the fact that he was only able to spend one week in this paradise for vacationists.

A floral offering was given by Western Division Mechanical Department employees as a token of respect and esteem of Fred F. Small, former Mechanical Superintendent, whose last rites were held Tuesday, July 24th, at San Francisco.

Marked improvements are being made in beautifying shops and yards at Ocean Park, Glendale and Toluca Yard. Special note was taken of Mr. Haggood's improvements at Ocean Park, planting scrubbery and his special efforts in cultivating a lawn on the unused portions of ground about the shop. Mr. Knoff, Garage Foreman at Glendale, and Mr. Byrd at Toluca Yard are making a like improvements.

ACCOUNTING DEPT. By George Perry

The vacation gossip for the month of July is as follows:

Mrs. Sadowsky accompanied by her husband spent the first week in San Francisco and the second week she and her mother whiled away time at Idylwild in the San Jacinto Mts.

Dean Watson and wife motored to P. E. Camp where they report spending a most enjoyable week.

Miss Polhemus remained at home a week just resting.

George Chrystal took a trip up the coast visiting Portland and Seattle, thence to Butte, Mont. and returned via the same route.

Miss Bell toured the northern part of the state by automobile, visiting San Francisco, Oakland, etc.

Louis Tighe and family are at P. E. Camp for a week, "Louis" took his fishing tackle along and a map showing the best place in the lake to fish (Map donated by J. W. Buchanan of the Valuation Dept.)

"Eddie" Uecker stayed at home in Long Beach going in the surf and lying around on the beach the greater part of the time. He and Elsie went to the Pacific Southwest Exposition where they chanced to meet J. P. Hoaglund, who was staying in Long Beach for a week or so.

Hal McCall spent a few days fishing near Bishop; the balance of the time he spent at the beaches and in the vicinity of Los An-

geles. "Bill" Mathieson and family are at Nelson, B. C. He sent a postal card to "Dixie" Brand which read: "Arrived O.K.—terribly hot here—know of only one place hotter."

Daisy Murphy vacationed at home taking life easy and having a good rest.

Kathryn Fox went to San Francisco for a few days, but spent the remainder of her vacation at home.

Andrea Nielson visited in and about Los Angeles.

Margaret Bell spent her vacation in Alhambra.

Lorena Hockenberry visited Los Angeles and vicinity. She had quite a narrow escape at Balboa Beach when the boat which she and a companion were riding capsized.

"Mike" Levin and family are spending their vacation at Santa Monica.

S. W. Howe took a three-day trip to the Grand Canyon. He visited all the points of interest along the rim.

Johnny Thatcher is at Catalina for two weeks and judging from the postal card which he sent E. L. Williamson he is having a "large" time.

Those on vacation in the Conductors Accts. Bureau are the following: Helen Wegerer, at home; Emma Blossil went to Lake Tahoe; Grace Shreeves, at home; Edna Abell and Esther Ross, Seattle, Portland and Vancouver; Esther Quast went to P. E. Camp.

Congratulation to Mr. and Mrs. Earle Moyer upon the birth of a son, Robert Thomas, on July 10th. Mother doing well and ohpes still held for father.

A complete surprise was the news that on Saturday, July 28th, Mildred McMahon became Mrs. W. W. Edwards. Her many friends in the Accounting Dept. extend heartiest good wishes.

An old friend of ours, "Bill" Rhoten, formerly of the Freight Accts. Bureau, who has been at Hayden, Arizona, for the past four years, is making a trip to Los Angeles soon on his vacation. William Keelin of the Misc. Accts. Bureau, who has been corresponding with "Rhoten," reports he will drop in for a visit.

Asst. Supt. F. E. Peachey spent last week-end at Balboa, where he found the weather much cooler than in San Bernardino.

Gen. Agent C. H. Jones is spending a week at the Pacific Electric Camp.

Asst. Frt. Agent A. G. Yates has resigned to go into the painting business. Mr. Bailey Burch, formerly Ticket Clerk at Upland, will take his place.

Conductor E. D. Whelchel has resigned to take another position.

Conductor R. A. Shaw has lately become a full-fledged Motorman.

B. W. McCullough is spending his vacation at Kansas City.

Brakeman P. J. Moore, Motorman G. Grimley, Conductor J. Roberds and Conductor E. B. Severson are vacationing in Southern California.

Postponed Ablution

Mother—"Junior, you didn't wash your face this morning."

Efficiency Expert's Little Boy—"No, Mother, I heard you say we were going to have grapefruit for breakfast."

Extravagant

"I've heard there's folks in these large apartments that buy butter by the quarter pound."

"Aw, no! Maybe, when they have company."

College Man: Take my seat, madam.

Madam: Thanks, I get off at the next stop too.—Jabberwock.

"What time do we get to New York, George?"

Porter: "We is due to get there at 1:15, unless you has set your watch by Eastern time, which would make it 2:15, then, of co'se, if you is goin' by daylight savings time, it would be 3:15, unless we is an hour an' fifty minutes late—which we is."

LONG BEACH EXPOSITION

(Continued from Page 5)

this group of buildings are represented Spain, Persia, Italy, Mexico, China, Guatamala, Czechoslovakia, the Anglo-Saxon countries of Denmark, Holland, Norway and New Zealand, Belgium and Ecuador.

"Again outside the quadrangle and situated some on the west side and some on the north side are a stadium for seating eight thousand people with a stage seventy feet by one hundred and forty feet, an athletic field with room for five thousand spectators, and a large and commodious amusement zone."

"Within this setting, illuminated after sunset by a system of colored floodlights, the Exposition functions. The atmosphere of the Orient everywhere prevails. At various points the grounds are used for "market places" and "bazaars," the tradesmen being dressed in the costumes of Northern Africa. "Tunisian" entertainers intermingle in dance and song and merriment. The camels, donkeys and elephants of the caravan are in evidence.

"The exhibits within the great Palaces and in the various foreign and state buildings fully illustrate the achievements of civilization past and present.

"In the Fine Arts Palace is the most elaborate and selective display of paintings, statuary, etchings, pastels, water colors, seen on the Pacific Coast since 1915. Co-ordinated with these are elaborate showings of crafts and craftsmanship, illustrative of "Art in Industry as it Relates to the Home Beautiful."

"In the Educational Palace the standards of modern education are set forth, with displays of the instruments and equipment used by our public schools and colleges.

"In the Palace of Varied Industries which is in reality five Palaces in combination, every conceivable item relating to the everyday life of the people is displayed. Special emphasis is given to articles of household equipment. Land and Community Development is portrayed on an elaborate scale. Oil and Mining are fully demonstrated. The Automotive and Machinery industries are fully exploited. The visitor could spend days in this immense exhibit palace and be constantly entertained and instructed.

"The Palace of Transportation illustrates the beginnings of all form of transportation from the primitive ox and hollowed-out log canoe to the modern railway train de luxe, the palatial motor-bus, the gigantic ocean liner and the latest wonder in aircraft.

"The Palace of Modes is set on an elaborate scale, illustrating the progress of textiles and their relations to the fashions of the past and the present; with a modern "Style Show," in which the apparel and articles of adornment are displayed by living models.

**Not the First One**

She: How dare you! Papa said he would kill the first man who kissed me.

He: How interesting. And did he?

Invitation

"If you keep looking at me like that I'm going to kiss you."

"Well, I can't hold this expression much longer."

Prof.: "What is the difference between 'I will hire a taxi' and 'I have hired a taxi'?"

Student: "Usually about seven dollars and a half."

"I had my nose broken in three places during the summer."

"But why do you persist in going to those places?"

Very

Bim—"So your wife is very broadminded?"
Bam—"Yes, she believes there are always two sides to an argument—hers and her mother's."

Another way for a girl to keep her youth is not to introduce him to her girl friends.

Good Bait

"Why are you putting 'personal' on that letter to Mr. Durand?"

"I want his wife to open it."

Sweet Sheba—"How do you like the clocks in my stockings?"

Avenue Arab—"Fine—but they ought to have hands on them!"

Male Straphanger—Madame, you are standing on my foot.

Female Ditto—I beg your pardon. I thought it belonged to the man sitting down.

He Should Know

"And so you are the lady who is giving my wife painting lessons? What sort of a pupil is she?"

"Well, I find her very apt, to say the least."

"That's funny. I always find her very apt to say the most."

Teacher—Make a sentence with the word Pudding in it.

Johnny—We're pudding a new sink in our kitchen.

Ethyl: My Scotch uncle sent me his picture this morning.

Methyl: So? How does he look?

Ethyl: I don't know; I haven't had it developed yet.—Colgate Banter.

Summer Boarder—"But why are those trees bending over so far?"

Farmer—"You would bend over, too, miss, if you wuz as full o' green apples as those trees are."

Shrunk in Her Estimation

Mr. Pewee: "Why did you get me such big shirts? These are four sizes too large for me."

His Wife: "They cost just the same as your size and I wasn't going to let a strange clerk know I married such a little shrimp as you."

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 into a collision or an accident of any kind since I got it.

I wish to goodness I could start it.

New toast: Here's to your new car and here's to my new car—may they never meet.

"And how have you been getting on, Mrs. Mumble?"

"Ah, miss, not too well. My poor 'usband 'ad a parallel stroke, and we've had a 'ard time to make both ends meet."

Yawn Provoker

"I wish," said the club bore, "that one of you chaps would give me a cure for insomnia."

"Have you ever," remarked one of his victims, "tried talking to yourself?"

Exposing a Rascal

Ballplayer—"We gave the umpire fifty bucks to let us win the game."

Friend—"And still you lost?"

Player—"Yeah—the umpire was crooked."

A Scotchman sent his fiancée a package of flower seeds in which he put this note: "Plant these seeds now and you will have a nice bouquet for your birthday."

Detour Makes Difference

She—"Men are all alike—whatever you say to them goes in one ear and out of the other."

He—"And what is said to a woman goes in one ear and out at the mouth."

Strange Interlude

"At last!" shouted the young husband.

"We're out of debt."

"That's fine. Don't we owe anything at all?" inquired his wife.

"No, there isn't another installment due until next month."

They Know Better

If wives only knew what stenographers really think of their husbands, they would quit worrying.

Wrong Scent

Mother—"Son, do I smell tobacco on your breath?"

Son—"Yes, mother."

Mother—"Then you will have to stop going out with those girls."

He Takes After Her

The schoolmaster wrote on the back of a boy's monthly report:

"A good worker, but talks too much."

The father wrote under this: "You should meet his mother."

"Psst!" hissed the inmate of the asylum.

"I've made a great discovery."

"Ah! I knew you were a wonderful man", the keeper informed him.

"Ssshsh! I've found they take the holes from doughnuts and use them to fill macaroni."

"Do you act toward your wife as you did before you married her?"

"Exactly. I remember just how I used to act when I first fell in love with her. I used to lean over the fence in front of her house and gaze at her shadow on the curtain, afraid to go in. And I act just the same way now."

Carnivorous

A scrub-woman applied to a lady for work.

"What do you charge a day?" the lady asked.

"Well, mum," was the reply, "a dollar and a quarter a day if I eats myself, and a dollar if you eats me."

Rastus and Liza were sitting at the foot of the Statue of Liberty, hand in hand.

"Rastus," said Liza, "does you' all know why dey has sech small lights on de Statue o' Liberty?"

"Ah dunno?" replied Rastus, "unless it's because de less light de more liberty."

The Canny Scot

Too: What is a Scotchman?
Troo: A person who eats salted peanuts on his way a friend's house for a little drink.

Is That Nice?

"Yes, madam, I arrived at my present position with nothing to help me but my intelligence."
"How nice to be able to say that you started with nothing at all."

Didn't Envy Him

"What would you do if you could play the piano like I can?"
"I'd take lessons."

Wouldn't Fit

Mrs. Tellit—Cousin Dorothy, you know, always wanted to have a little baby daughter so she could name her "June."
Mrs. Askit—Yes. Did she do it?
Mrs. Tellit—No. The man she married was named "Bugg," and it wouldn't do, you see.

Student—"What's the death rate in California?"
Librarian—"Sixty miles an hour."

There's a Difference

Child (in bus to stranger): "Daddy, Daddy!"
Mother: "Hush, darling. That isn't Daddy. It's a gentleman."

Young Graduate—Will you pay me what I'm worth?
Railway Manager—I'll do better than that; I'll give you a small salary to start with."

Explains It

Father (proudly)—Yes, my daughter is now receiving a man's wages.
Visitor—Oh! When did she marry?"

"You can't stop here," the traffic cop yelled to the fellow whose car stalled on the street car track.

"You don't know this car," replied the owner with a sad smile.

Is This Possible?

"Is she pretty? Say, boy, she's so good looking that she can walk down University avenue at noon and not a single fellow will know the color of her stockings."

Under Home Rule

Neighbor (just returned from afternoon's golf): Good heavens! You don't mean to say you've been gardening ever since seven o'clock this morning? I wouldn't think of doing such a thing!

Exhausted One: I wouldn't either; it was my wife who thought of it!

"Write an order to Smith-Brown & Company for two lengths of air hose."

After making several pot-hooks and scratches, the stenographer, placing an order form in the typewriter, transcribed her notes as follows:

"Please furnish us the following material: 'Two links of air holes.'"

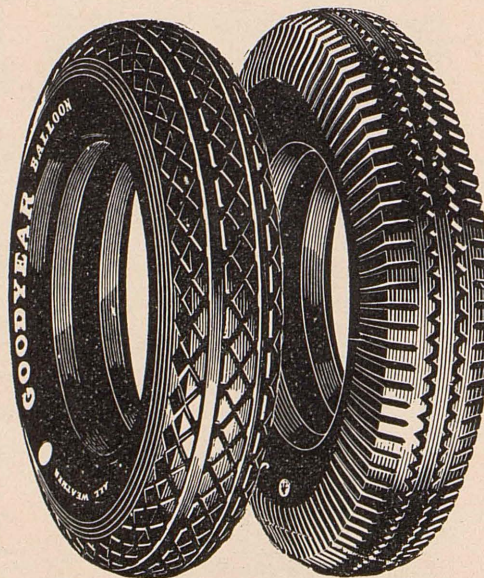
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Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid
Averill, Horace C.,	Appendicitis.....	\$81.00	Francis, Russell,	Abscessed teeth	\$60.00	McCafferty, Paul N.,	Sunburn	8.00
Bender, Delano L.,	Appendicitis.....	66.00	Groom, Oliver,	Infected teeth	30.00	Moulton, Paul S.,	Influenza	12.00
Bidwell, Merle F.,	LaGrippe	16.00	Hall, Grover G.,	Sprained back	28.00	Paulsen, Lewis C.,	Infected teeth	60.00
Bowman, Raleigh,	LaGrippe	12.00	Hampton, Harry C.,	LaGrippe	10.00	Rainwater, Wm. A.,	Ulcerated tooth	21.33
Burnett, Elijah,	Bronchitis	60.00	Hoffnell Thornton,	Broken thumb	48.00	Senay, O. E.,	Strained ligament	38.00
Chaffin, Roy M.,	Influenza	28.00	Jacobson, Herbert,	Broken bone	59.00	Thomas, Lale W.,	Fractured leg	60.00
Clement, Fred C.,	Cold	12.00	Johnston, Frank,	Poisoning	96.00	Tindall, George M.,	Mumps	14.00
Eastman, Franklin,	Bruised back.....	112.00	Jones, Orestes R.,	Bronchitis	60.00	White, Edw. J.,	Bruises	18.00
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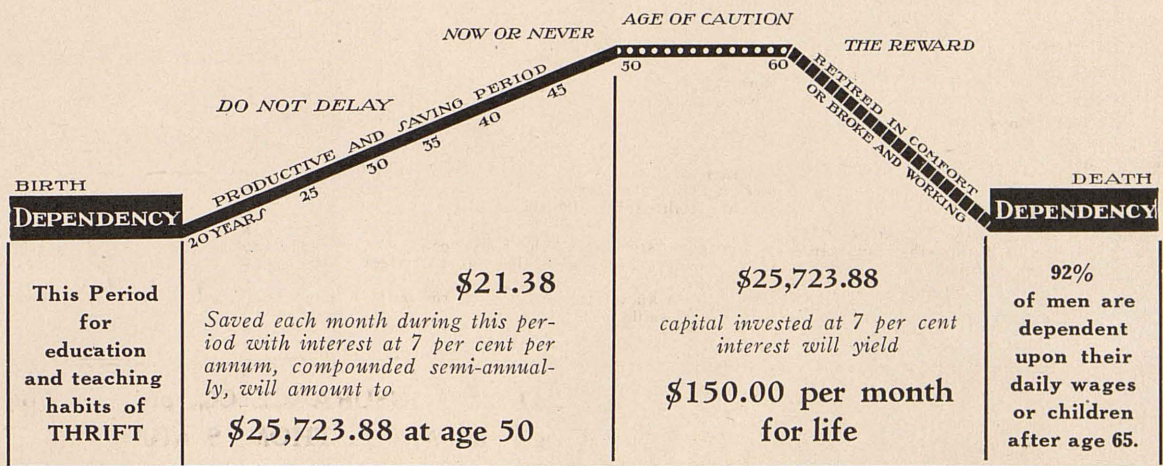
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