



# THE PACIFIC ELECTRIC MAGAZINE



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No. 7





## Yuletide Greeting

**N**OT because it is a custom, but because it is an opportunity brought about by the Yuletide season, I express a message of good-will and thanks to the members of the Pacific Electric Railway family.

The past year has brought much to us as a Company for which we have reasons to be glad, as well as some of the trials that go with business; but on the whole have far more to be grateful for than we have to bemoan.



Our equipment and roadway is in good condition; our service to patrons has improved steadily, and we feel that good-will between this institution and the public has been established more firmly.

These accomplishments have been attained through the cooperation of each employee and it is only through such combined efforts that our Company's usefulness to the public can continue to grow.

For the loyal cooperation manifested by employees of the Pacific Electric Railway, I extend the sincere thanks of the management, and solicit a continuance of your whole-hearted support.

May the Christmas Season bring to each of you much joy and happiness and may the New Year prove a harbinger of better things to come.

A handwritten signature in cursive script, reading "G. B. Pontius". The signature is written in dark ink and is positioned above the printed name.

Vice-President and General Manager.



# Hospital Deduction Change January First

## Committee Report on Condition of Association, and Recommendations, Approved by Management. Advisory Committee Appointed

The Pacific Electric Employees Hospital Association, of which every employee of the Company is a member, has been operating very successfully and very beneficially to all employees for a great many years, and during that time, under the management of the late Dr. Hutchinson and since his demise, under the able supervision of Dr. W. L. Weber, has kept pace with all of the progress made in medicine, surgery, and hospitalization and is today not excelled by any similar institution in the country.

Because of the policy of keeping abreast of the times and providing for essentials necessary to the welfare of disabled employees, the cost of operating this association has for sometime past far exceeded the revenue, creating a deficit in the hospital finances. Because of this condition, which could not continue indefinitely, and in order that a thorough knowledge of all matters relating to the Hospital Association might be gone in to, a Committee consisting of L. A. Lovell, Auditor, C. Thorburn, General Purchasing Agent, N. B. Vickrey, Manager of the Club and Dr. W. L. Weber, was appointed by D. W. Pontius, Vice President and General Manager, to make a study of hospital conditions. Since the 24th of July they have devoted a great deal of time to the investigation, not only of our own Hospital Organization, but of similar organizations of many other companies, resulting in very favorable commendation of our own activities, together with recommendations for a slight increase in hospital deduction dues and the modification of some of the rules relating to treatment and hospitalization, none of which materially differ from those now in effect, but which will clarify the understanding as to the rights of employees in our hospital plan.

That improvement, in a great measure, has been made during the past few years is already known to the majority of our employees who remember the transition for the accommodations provided at the old Crocker Street Hospital, later improved by moving to the Pacific Hospital, both of which were of wood construction, and more recently brought to perfection, so far as hospitalization is concerned, by the occupation of quarters at the California Lutheran Hospital, a reinforced concrete, fire-proof structure.

The increased demand by employees for treatment was indicated by the statement that for the six months period ending June 30, 1926 there were 129 patients in the Pacific Hospital for a total of 1248 hospital days; whereas for the six months period ending June 30, 1928 there were 184 patients in the California Lutheran Hospital for a total of 2189 hospital days, an increase of 70 per cent.

The activity of our medical staff can

easily be seen from the statement that for the six months ending June 30, 1928, 2700 patients were given 9486 treatments and the total expense of the Hospital Association for that same period of time was \$38,707.05.

Undoubtedly there are no employees of the Pacific Electric Railway, who are entitled to the benefits of the Hospital Association, who would desire to reduce the efficiency of the Medical Department or to do away with any of the fine facilities we now have for the treatment of the sick and injured; nor would they desire to decrease the operative force and thereby handicap our physicians and surgeons; and it is because of this knowledge that the Committee has recommended the small increase in dues necessary to make the hospital department self-sustaining, and by approval of the management of this Committee's report, the following increases will be effective January 1st, 1929. The increases proposed vary according to the amount of salary or wages received by employees, thereby equitably distributing the increased expense in proportion to the earning power.

Wages	Present Amt.	Proposed	Inc. Per Mo.
Up to \$99.50 . . . . .	.50	.60	10c
\$100.00 to \$199.50 . . .	.75	.90	15c
\$200.00 to \$299.50 . . .	1.00	1.20	20c
\$300.00 and over . . . . .	1.50	1.80	30c

The Committee also recommended,

and it is approved, that the use of the California Lutheran Hospital be continued; that the railway company increase its contribution to the Hospital Department to approximately \$2000 per month.

The Hospital Department rules are amended as relating to duration of treatment in which employee would remain in hospital as follows:

(A) "No employee will be permitted to remain in the hospital at the expense of the fund for a period exceeding four months without the special consent of Chief Surgeon and members of consulting board."

(B) "Treatments will continue for injury or sickness as long as in the opinion of the attending surgeon, it is necessary, but will not exceed the length of service with the Company, except in acute illness or personal injury, and in no case shall it exceed one year."

The management has further instructed that the Committee named be continued in the form of an Advisory Committee to the Chief Surgeon in the general administration of the Hospital Department and that the Committee will render annual report on the activities, policy, expenses and revenue of that department and make any recommendations as to them seem to be warranted, working in cooperation with the Chief Surgeon.

The recommendations and activities of this Committee, together with the approval of the management will without doubt receive the hearty commendation of all employees, knowing that such action has been taken in their direct interest.

### Medical Dept. Renders Increased Service

**S**OME interesting data is revealed in the report made by special committee appointed to render findings in connection with our Hospital Department, from which we learn that:

There has been a large increase in the number of employees confined to the hospital in recent years. During the first six months of 1926 a total of 129 were confined 1248 days, while in same period of 1928, the number was 184, confined 2189 days.

During the first six months of present year 2700 employees were given 9,486 treatments in the main offices in the P. E. Bldg.

The active permanent staff consists of the Chief Surgeon, three physicians, masseur, X-ray technician, secretary, three nurses and receptionist. A total of 60 physicians and surgeons in points outside Los Angeles are also members of the staff and subject to emergency call by employees.

### RAILWAYS AND PROSPERITY

In no other country has the wealth and average income of the people approached those of the people of the United States, and this is due more to the development of our railways than to any other single cause. The United States has only 9 per cent of the area and only 7 per cent of the population of all the countries that have railways, but it has more than one-third of the world's railway mileage, and our railways each year handle more tons of freight than all the other railways of the world combined.

On the average our railways handle each year six times as many tons of freight per inhabitant as do the railways of Europe, and nineteen times as many tons per inhabitant as are handled by all the railways of the world excepting ours. No country which so largely owes its development to railways, and which is still so largely dependent upon them for its progress and prosperity, can afford not to pay them the rates and let them earn the return essential to the constant expansion and enlargement of their facilities.—Samuel O. Dunn, Editor, Railway Age.



## JUVENILES JOURNEY TO JOYOUS SCENES

ONE OF THE most interesting movements in passenger traffic handled by the Pacific Electric Railway twice yearly are the excursions of the Nature Study Classes of the Los Angeles Public School System, this branch of study taught in the elementary grades of our public schools.

Each spring an excursion is made to Sierra Madre, from



amount of commendation on this interesting class of work and the manner in which it has been handled.

Not once in the many years of Dr. Edwards direction of this work has a child become lost or any untoward accident or incident happened.

Our Trainmen and representatives of the Passenger Traffic Department who look after the

Three views of young school students at Pt. Fermin last month where these youths make a yearly invasion under the direction of Dr. C. L. Edwards. A total of 2238 students from various city schools made the jaunt this year.

which point the young students, under the direction of their guide and patron, Dr. C. L. Edwards, Director of Nature Study Classes of the schools, who is assisted by various teachers, delve into the canyon of the Sierra Madre Mountains back of the city of Sierra Madre. There they study the mountain wild flowers, rock formations, ferns, varieties of trees and many other details of their studies to be found in the mountain section.

Each fall an excursion is run to Point Fermin where studies are made of characteristics of the seashore, different rock formations and various forms of sea life such as sea urchins, shell fish of different kinds and many other objects of marine life.

On each of these excursions the hundreds of children take their lunches and the day resolves itself into not only one of study, but also in the nature of a picnic; and one of the greatest of their amusements is the collection of specimens of various kind. At the close of a day such as this our inbound trains bringing the children home carry not only many

tired youths, but also buckets, baskets and small boxes full of different specimens that have appealed to the young minds.

Up to the present year the average number of children taken on these excursions has been approximately 1500 or a total of 3000 per year for the two excursions. The one this fall, however, was the largest ever made out over our lines, being to Point Fermin as usual, and numbered 2238. The number from schools of the different sections of the city were, Los Angeles central district, 1259; Sierra Vista and Rose Hill, 62; Hollywood, 135; Carthay Center, 109; Torrance, 145; Bell and Maywood District, 89; Watts, 245 and Atwater, 194.

It is needless to state that Dr. C. L. Edwards, Director of these nature study classes, is a very popular individual with the children of the elementary schools, for he has been engaged in this line of education for a great many years and his success in handling these features has been really phenomenal. To him and to the teachers who assist him is due a large

transportation comforts of these kiddies have been very happy in doing their part toward the enjoyment of the youngsters, and are proud of the record of their achievement in special passenger traffic work.

### RUBBER USED ON CROSSINGS

Paris is putting down a rubber carpet at dangerous street crossings and on steep hills to prevent automobiles from skidding. This novel method of paving is part of the war on asphalt waged by city engineers.

Asphalt, which has a very bad reputation with automobilists in the wet climate of Paris, is still paving 15 per cent of the city's streets, though the highways department has promised to do away with it altogether.

It will take eight years to rid Paris of smooth asphalt. Meanwhile, a kind of rubber carpet, laid on the asphalt, is the best remedy engineers have been able to devise. Rubber mixed with bitumen composes it. One such "carpet," laid down as an experiment in 1926, is still in good condition, and similar ones are to be undertaken at once.

Concrete will also be largely employed in repaving the streets.



# Accident Analysis Encourages

## Comparison With Previous Years Indicates Reduction Through Vigilance of Trainmen

By F. L. ANNABLE,  
General Superintendent

SOME people are fatalists and think that accidents will happen no matter how much care and effort is expended in attempts to prevent them. This attitude is not that of the majority of Pacific Electric employees and the figures which have been compiled during the first ten months of 1928, and which have been printed from month to month in the Magazine, show results in accident reduction which may well make us proud.

During this period there were reported by the Transportation Department 5,194 accidents of all kinds. Of these, the largest single item is collisions with vehicles, or automobile accidents, a total of 3,696 accidents. These figures are large enough to shock anyone, but when they are considered with the record for the same period of 1927, they show a decrease of more than 14%. This ratio of decrease is almost exactly the same for the total number of accidents and for the collisions with vehicles.

When we recall the large increase of automobile population and the great amount of street operation of our cars and busses, we must realize that much real effort has been made by the men on the cars and busses to avoid accidents.

### Splendid Records

Many fine individual records have been made by Motormen and Conductors. Some of them hardly know what an accident report blank looks like. If a Trainman finds himself filling out such blanks frequently he should give some thought to his methods of operation, to find out where he is not doing everything he can to avoid accidents and follow this up with greater attention to that detail. In several such instances recently where attention has been called to records, marked improvement has been made and this has contributed to the good showing recorded above.

We are all familiar with the consequences of accidents; the delays to service and inconvenience to our patrons; the annoyance of accident reporting; getting names of witnesses; attendance on investigations, formal or informal; to say nothing of property damage and, worst of all, injuries to persons who may be so unfortunate as to be involved in the more serious accidents. All of these may many times be avoided by that little extra care and precaution which the record shows are being used by many Trainmen.

The Safety Committees are doing good work in calling attention to unsafe practices or appliances and these are being corrected so far as possible. The cooperation of every one is needed

to continue the good work in accident reduction.

There is every reason to believe that a still further reduction in accidents is possible; that we have not yet reached the full degree of safety that can be developed by our own efforts. We should expect the cumulative benefits of increased efficiency of Trainmen, and of warning devices, and safety devices, and all efforts that are being made continuously to increase safety.

### Matter of Fitness

Much depends upon the human element, the alertness and judgment of the men. This human element is influenced very greatly by the physical and mental condition of the men. Most people have the idea that only the athlete, the football player, prize fighter, etc., need to train for their work or play. That is a very serious mistake. Everyone should be in constant training for the work he is engaged in; should study himself, and work out a system of taking care of himself, including right diet, plenty of sleep, exercise, and recreation, to keep in good condition. Mental worries are poison and especially to a railroader.

Take a strong hold of anything of this kind and clear it up; arrange your affairs on a reasonable, practical basis, and when you have done everything the best you know how, quit worrying and put your mind on the job.

### THE LONGEST TRAIN?

What is thought to be the longest train with the greatest number of cars ever operated by any railroad with one locomotive was run west out of Victoria, Va., on the Virginian for Roanoke on July 16, say "Transportation." The train had 201 cars, four of which were loaded, 4573 tons. The train proceeded to Roanoke (123 miles) without the assistance of a pusher engine in seven hours and 35 minutes, including all delays, passing over the Stone Mountain range of the Blue Ridge Mountains, where there is a grade of 0.6 per cent. The train was 8482 feet long, or more than a mile and a half. It was delayed 32 minutes en route meeting and allowing other trains to pass, with practically no delay to other trains. The train consisted of 189 empty coal cars, 8 empty box cars, 2 cars of gasoline, one car of steel and one car of asphalt.

The type of locomotive used is a 2-10-10-2 Mallet which is handling eastbound in loads from Roanoke to Victoria trains of 14,000 tons, averaging from 125 to 160 cars, and making the run in about 12 hours.

"What will the modern girl be twenty years from now?"  
"Oh, about three years older."

### OPERATION OF HARBOR BELT LINE DELAYED SHORTLY

Unified operations at Los Angeles Harbor under the Harbor Belt Line Railroad will not commence on January 1st as was anticipated prior to the issuance on November 17th of a proposed report to the Interstate Commerce Commission by Shelby S. Roberts, Assistant Director, Bureau of Finance.

Generally, the report submitted by Mr. Roberts approves the organization plan of the Harbor Belt Line Railroad, but injects three suggested modifications of the plan as submitted in the application to the Commission by the parties to the Unification Agreement. These modifications involve an enlargement of the zone of unified operation to extend northerly to Reyes Street and to include the Long Beach Harbor District, and changes in representation on the Boards of Control and Operation.

The four member railroad companies and the City of Los Angeles do not favor the modifications recommended and exceptions have been filed with the Commission to the suggested issuance of a conditional certificate of public convenience and necessity. It is believed the Commission in rendering its final decision will grant the application without such additional conditions as suggested by the Bureau of Finance.

The proposed report is not the final decision of the Commission, but is only in the form of a recommendation. After consideration of the exceptions filed by the parties to the Unification Agreement, as well as the proposed report, the Commission will render its decision, which it is anticipated will be forthcoming within the next sixty days.

Details of the plan for operation of the Harbor Belt Line Railroad are nearing completion as soon as a favorable decision is rendered by the Commission, unified operations will be undertaken without delay.

### 1929 EXPO AT ATLANTIC CITY

The Executive Committee of the American Electric Railway Association announced today that the 48th annual convention and exhibit will be held in the Atlantic City Municipal Auditorium at Atlantic City, September 28 to October 4, 1929.

Once each year the Association members and men of the local transportation industry from all over the United States, Canada and some countries of Europe convene. They review the progress made in new vehicles and modernization and join in the discussion of common problems.

For the past three years the Convention has been held in the Public Auditorium, Cleveland, Ohio. It was at Cleveland that the Convention established a precedent of occupying over 109,000 square feet of space. Leaders of the Association's activities expect that the coming year will show an increase in space occupied and attendance.



# What to Do About the 'Flu'

## Chief Surgeon Weber Gives Pertinent Advice as to Prevention and Treatment

By Dr. W. L. WEBER,  
Chief Surgeon

**I**NFLUENZA, la grippe or what is commonly known as the "Flu" is with us again, the first visitation of this disease in epidemic form since 1918. Fortunately, the present epidemic does not seem to be as virulent, nor the dread complication of pneumonia as frequent, as that of 1918.

The disease, thus far, seems to be largely confined to the Western Coast, and especially to California. It has as yet not assumed the pandemic proportions of past epidemics, but it may be that as the numbers of infected persons increase, and at the same time the virulence of the infection becomes greater, that it will become pandemic in scope; that is, the disease spreads to all parts of the world.

During the nineteenth century there were four pandemics 1830-32, 1836, 1847-48, 1889-90. Practically every epidemic has been followed by secondary outbreaks of greater or less severity for a period of two or three years.

Influenza is contagious, the infecting micro-organisms, which are present in large numbers in droplets of the secretion expelled by the patient in coughing or sneezing, produces the disease in susceptible persons when it enters the body of the air passages. In the present epidemic probably 25% of the population has suffered from the disease. Fortunately, most of the cases have been comparatively mild in character and with but few of the distressing complications that attended the epidemic in 1918.

Influenza in itself is really fatal, death, when it does occur, is invariably the result of secondary infection, and in the vast majority of cases is due to pneumonia.

The treatment of influenza is usually simple and largely symptomatic—that is, the symptoms and complications are treated as they arise. In many cases it is not necessary to do anything more than to put the patient to bed, with plenty of fluid to drink, and keep him warm.

Influenza, uncomplicated, is a self limited disease, running an acute course, with variable fever and prostration, within a few days. Therefore, the heroic treatment as carried out by some, such as cold packs, excessive cold or draughts in the room and too strenuous purgation, should not, in my opinion, be done. The most important thing for one to do who is coming down with the disease is to go to bed and stay there. This means bed, and not getting up for meals nor to go to the toilet. It is true that many persons have, as they call it, fought it out, and did not go to bed nor otherwise take care of themselves. Their recovery under these circumstances, means that their resistance was good, that their infection was not

a virulent one and also because the "Devil takes care of his own." Great care should be taken to burn all secretions, such as sputum, and which should be collected in special containers well covered. The sick person should of course be isolated and should keep to bed for at least three days, better a week, after the temperature is normal.

During an epidemic individuals should avoid crowds, theatres, public gatherings, and all meetings that are not essential to one's business or welfare, should be shunned until the epidemic is well on the wane. During any epidemic, confusion and a tendency to panic must be avoided—maintaining a proper balance and a clear insight will do much to alleviate the seriousness of the situation and hasten a return to normalcy.

An announcement was recently printed as follows:

"Reverend Doctor Smith will administer another sermon next Sunday morning, after which this church will be closed three weeks for repairs."

### New Motor Coach Service Joins P. E. Service

**T**HE Pacific Motor Coach Line, operating at the present time between Newport and San Juan Capistrano, for a distance of 23½ miles, over new state highway between these two points, has been added as a traffic tributary to the Pacific Electric Railway. This line has been in operation for several years, and this Company has had traffic arrangements with it, which, together with its connection at San Juan Capistrano with Santa Fe gave through service by way of Long Beach, Newport and Capistrano to San Diego.

The route from Newport to San Juan Capistrano is a very scenic one. It touches Balboa, Laguna Beach, Three Arches, Coast Royal and Dana Point, as well as many other points of scenic interest and taps a territory that is growing very rapidly and will undoubtedly make development within the next few years.

Two new busses of the deluxe type, similar to those used on the Beverly-Castellammare line are scheduled to be placed in service as soon as delivery can be made on the equipment.

### IMPROVEMENTS ANNOUNCED

The total amount appropriated for Engineering Department work during the month of November, 1928 aggregates a sum of \$128,070 of which some of the most important jobs are as follows:

Reconstruction paving across Nordhoff Street, San Fernando Line, using 128 pound grooved girder rail and fasteners. This work is necessary in order to conform to the improvements being made by the City of Los Angeles.

In order to conform to improvements being made by the City of Los Angeles in paving Hortense Street, it will be necessary to reconstruct tracks of the Hollywood-Van Nuys Line at this location using 128 pound grooved girder rail and asphalt concrete pavement. The estimated cost of this work is \$1607.

The City of Los Angeles has already improved Washington Boulevard in Culver City by paving. It is therefore necessary to install grooved girder rail in its Santa Monica air line tracks located in the street and place paving to conform with that placed by the City. Estimated cost of this improvement is \$2559.

To place track in proper operating condition it is necessary to reconstruct inbound track of the Hollywood Line through Sherman, replacing present 56 pound and 60 pound rail and special work with 75 pound material, replacing gravel with crushed rock ballast, etc., at an estimated cost of \$8598.

In order to reduce delays to traffic and heavy maintenance costs, it is necessary to place the tracks of the Pasadena Shortline across Oak Street, Bank Street and Linden Street in South Pasadena in proper operating condition by renewing present 60 pound with 75 pound C. S. R. rail, redwood with treated ties, gravel with crushed rock ballast and renew oil macadam pavement. This work is estimated to cost \$3751.

The County of Los Angeles plans to improve Atlantic Avenue by widening and paving same. This improvement affects our tracks of the Whittier Line at this location which will necessitate their being reconstructed replacing present 60 pound material with 128 pound girder rail, replacing oil macadam with asphalt concrete pavement. The estimated cost of this improvement is \$2532.

The City of Corona plans to improve Third Street by placing oil macadam and widening on north side of street, which improvement necessitates the reconstruction of this Company's Corona Line between Grand Boulevard and Merrill Street. Estimated cost of this work is \$17,831.

The crossing located at Sixth and San Pedro Street will have to be renewed at an estimated cost of \$7034. This crossing is subject to the use of all Northern Division trains, as well as the Edendale Line local cars and freight traffic in San Pedro Street.

In order to provide storage facilities

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## World's Largest Telescope Looms for Southland

ONE OF THE most important announcements in recent years to the scientific world was made on the morning of October 29 by Dr. Robert Millikan of the California Institute of Technology, that the Pasadena institution had been given several million dollars by the International Education Board of New York to build a new gigantic telescope to be erected in the immediate mountain vicinity.

The new telescope, which will be part of a magnificently equipped astrophysical observatory, will be a 200-inch reflecting instrument similar to the 100-inch Hooker telescope on Mt. Wilson, but will be twice its size and approximately ten times its power. The Hooker telescope is at present the largest in the world.

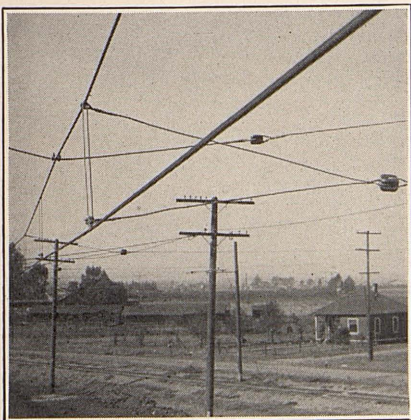
With the new telescope it is expected that several hundred million more stars will become visible, as the borderland of the unknown will be pushed out into space millions of light years more.

A single light year, translated into miles, is **six thousand billion** miles. It is a matter of simple mathematics to reduce a million light years to miles, but the task of compelling the human imagination to visualize such a distance is considerably more complex. It might help to point out that if light, traveling at the rate of 186,000 miles per second, were to start today on its way from one of the stars to be placed on the new frontier by the 200-inch telescope, it would be several million light years reaching the earth; possibly the period covered by a complete chapter in the history of creation.

For the first time in the history of the manufacture of large mirrors, an attempt will be made to use fused quartz.

A block of fused quartz of the proportions that would be required for the 200-inch mirror will weigh approximately 30 tons and would be 12 feet thick. About one year would be required to construct the mirror alone.

The observatory will have a 200-foot dome.



Standard type of catenary construction showing former practice of curve construction.

## New Catenary Construction

By Julian Adams,  
Asst. Superintendent of Power

THERE has recently been installed for trial on the Perry curve of the Redondo via Gardena Line a section of "inclined catenary" trolley wire suspension. This construction is shown by the accompanying photographs. It is a radical departure from the ordinary type of catenary trolley wire suspension in general use.

In the ordinary catenary construction the trolley wire is suspended vertically under the messenger cable, the messenger cable in turn being supported from cross span wires and bracket arms on the poles. One of the disadvantages of such construction is its complication on curves due to the necessity of having frequent pull-offs to both trolley wire and messenger in order to bring both to the approximate curvature of the track. These pull-offs in turn are usually fastened to an auxiliary span wire stretched between poles, longitudinally with the track, and commonly known as a "back bone." Even with this rather complicated system of pulloffs and "back bone" there are, in ordinary catenary construction on curves, noticeable angles or kinks in the trolley wire at the hangers. These are objectionable from the standpoint of wear on the trolley wire and the smooth passage of the trolley wheel around the curve.

### Advantages

The "inclined" system of catenary trolley suspension on curves has been worked out in order to secure more simple and less expensive construction and in order to obtain a smoother curve and longer life of trolley wire. With this system of suspension the trolley wire is not held vertically under the messenger, as in ordinary catenary construction, but is allowed to swing out to one side of the messenger and is supported from it by "inclined" hangers. These hangers also act as pull-offs so that the ordinary back bone and pull-offs are entirely eliminated. On a curve such as the Perry curve, this reduces by more than one-half the total wire and insulators needed in the support and alignment of the trolley wire with a corresponding reduction in labor cost. A further advantage to be secured from the "inclined catenary" trolley suspension lies in the greatly reduced strain on the poles.

In regard to the length and the incline of the hangers to be used, it is necessary to calculate, in advance of the installation, the location which the trolley wire will take with reference to the messenger both vertically and horizontally. This can be determined, for any degree of curvature, from the weight of the trolley wire and the tension to which the trolley wire and messenger is to be pulled. When the location of the trolley wire with reference to the messenger is determined this fixes the length and the incline of the hangers.

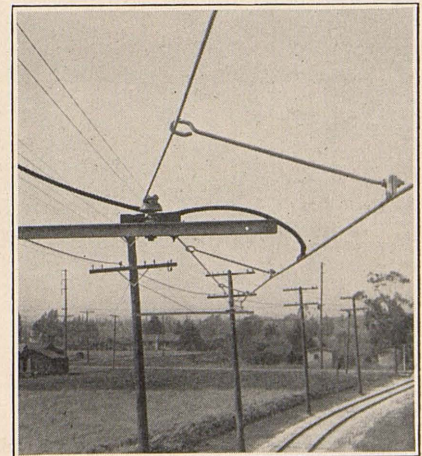
## Defends Steam Line Entry Into Motor Coach Field

IN JUSTIFICATION of its proposal to substitute railroad controlled motor coaches for branch line trains that no longer pay operating expenses, Henry W. Hobbs, Southern Pacific attorney has replied to an open letter recently broadcasted throughout the state by a motor transit company and answered, as Hobbs puts it, a discussion of "various phases of public utility regulation from the viewpoint of a bus operator desiring more business, who is willing to have established carriers with which it now competes withdraw from the public service so that the local bus operator can enjoy a monopoly in public transportation."

If railroads were to cease operation for one week, Hobbs said, industry would come to a standstill and the nation would face famine; but the stoppage of all bus and truck lines in the country would have little or no effect upon the wellbeing and prosperity of the public. For this reason, he insists, the railroads, being necessary in the public interest, are entitled to protection as well as regulation by the public service commissions.

"In the transportation of passengers and express," writes Hobbs, "railroads necessarily have a heavy investment in fixed property; maintain their own roadbed; are compelled by law to meet costly safety requirements; and, in California, pay 7 per cent of their gross receipts in taxes; whereas bus companies have no investment in roadway or other fixed property; do not have to maintain their own roadbeds; have no costly safety requirements to meet such as 'full crew' laws, block signals, etc., and pay only 1/4 per cent of their gross receipts in taxes. Yet they have been generally permitted to enter the field of transporting persons and property in competition with railroads.

The highway motor coach service which the Southern Pacific purposes to operate in California will be confined, Hobbs points out, to feeder service connected with mainline trains at junc-



Inclined catenary showing advantage of improved construction on curves. Note simplicity.



tion points or to perform local service along the main rail lines in lieu of local trains. This, Hobbs insists, referring specifically to one of the charges, hardly could be called "a 'preconceived design' to dominate the bus field which now extends throughout the length and breadth of California, and interstate.

The transit company in its open letter declared that economies in public utility operation are not of public concern.

Hobbs quotes from the Public Utilities Act to show that the State Railroad Commission is particularly enjoined to promote economies. "In fact," he continues, "many major railroad projects for which certificates of public convenience and necessity have been issued by the Interstate Commerce Commission have been for the very purpose of effecting economies in railroad operation."

"Cheaper transportation," Hobbs emphasizes, "makes for cheaper rates. This is in the public interest."

Hobbs concludes by declaring that in spite of the fact that the railroads are now required to make elaborate and costly showings in support of applications to substitute cheaper forms of transportation for trains that are not sufficiently patronized to pay operating costs the railroads will continue to do so because: "It is not in the public interest for the railroads to withdraw from the field in favor of a competitor who does not and cannot render to the public the same full and complete service it has heretofore enjoyed."

### MEXICAN KIDDIES' XMAS

The Pacific Electric Santa Claus is very busy at this time getting ready for his big distribution of Christmas wares to the 800 children that constitute the families of our Mexican employees.

Under the guidance of Miss Ashby of the Engineering Department, who has been especially delegated by Mr. and Mrs. Santa Claus to supervise this work, assisted by the ladies of the Accounting, Engineering, Legal and other departments, have been very busy dressing dolls, putting clothes into condition, loading stockings with candies, fruits, nuts and other dainties. The big rooms assigned for this work resemble a very pretentious Santa Claus headquarters.

The Ladies' Auxiliary of our Pacific Electric Club have contributed a large amount of good warm clothing that the Patron Saint of Christmas will distribute at the time he makes his rounds.

Because of the large number to be visited this year, 800 of them located at different points on the system, Santa Claus will begin his journey three days before Christmas in order that all may be reached.

For many years, under the loving care of the late Miss Eva Peterson of the Engineering Department, this feature of our Christmas holiday has been carried on and many hundreds of kiddies of our foreign forces have come to know of the holiday and its beautiful symbolism. This work is now carried on by Miss Ashby who is taking the same great interest in the matter as

### OPENING OF 8-MILE TUNNEL

The longest railway tunnel in America, an eight-mile bore through the Cascade range 100 miles east of Seattle, Wash., will be ready for train operation on Dec. 28, C. O. Jenks, Vice President of the Great Northern Railway, announced yesterday. Arrangements are being made to observe the occasion, he said. President Coolidge pressed the key that "holed through" the pioneer headings on May 1.

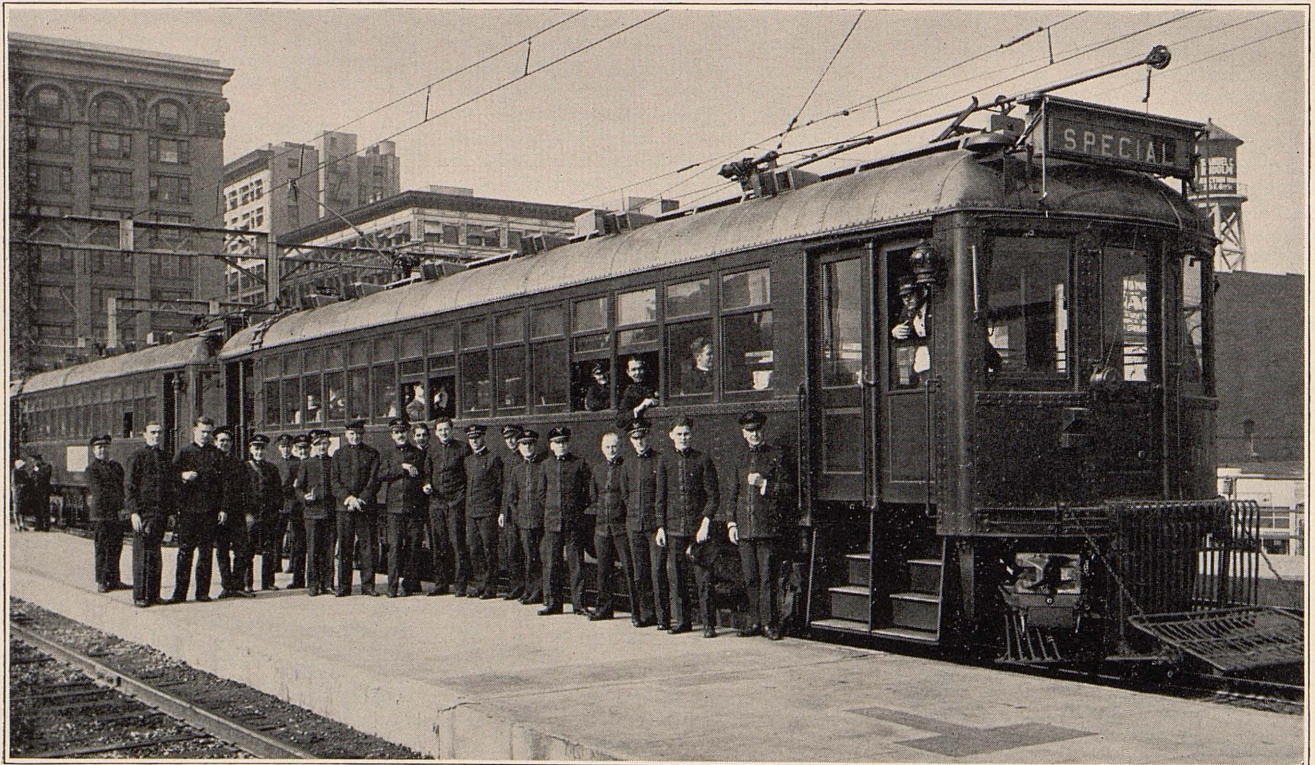
The railway's entire route through the Cascades, comprising about seventy-five miles of mainline trackage, will be changed from steam to electrical operation on the same date. The tunnel cost about \$14,000,000, and including electrification and other improvements entailed the expenditure of about \$25,000,000. The Cascade tunnel lifts the American record from the Moffatt tunnel in Colorado, six miles long, and is exceeded by only four tunnels in the world: the Simplon, St. Gotnard, Loetschberg and Mount Cenis tunnels in the Alps.

#### Making It Easy

Tramp—Can yuh give me a dime, mister?  
Stranger—I never give money to people in the street.

Tramp—Then call at me office and settle wid me seekerterry.

did Miss Peterson and each year more and more interest is being taken by employees of the various departments of the Company in making it a season of great happiness for these youngsters.



Phillip Sousa and his celebrated band of 125 members, now in the vicinity fulfilling a series of engagements, choose to travel via P. E. lines whenever the opportunity affords. The picture shows a few of his artists prior to leaving for Pasadena late last month for an engagement in the Crown City.



## San Gabriel Dam Erection Scheduled to Begin

THE long-heralded San Gabriel dam is soon to be under way, following the awarding of the contract plum last month to Fisher-Ross-Kahn & McDonald. The ultimate cost of the project, which will require five years to complete, will approximate \$25,000,000.

Work is to be begun as quickly as minor legal matters can be cleared, the contractors have announced, and already materials, equipment, and organization plans are well under way. Early in January it is expected that hundreds of men will be on the job increasing in number with progress until a working force of about 1800 men are daily engaged in the tremendous undertaking.

To be the largest dam in the world details of its expansiveness almost exceed one's ability to correctly visualize it. According to its sponsors this dam will require about four times as much concrete as was ever poured into a single job—more than 4,225,000 cubic yards, or more than in the Pyramids of Egypt. Its base thickness is to be 400 feet, which foundation is to be uniform the entire 600 feet from either canyon wall. It will possess a safety factor more than double that ordinarily considered necessary.

The foundation of the huge structure will be 60 feet below the present stream bed of the San Gabriel. The height of the constructed wall will be 430 feet and its length along the crest will be 2400 feet. The drainage area of the dam proper is 212 square miles, and when the reservoir is full, if ever, it will impound 240,000 acre feet of water.

While the San Gabriel Dam is designed primarily as a flood control measure, its construction embodies, or rather provides another far-reaching and beneficial virtue in that it will conserve the water in the ground for irrigation purposes. It is quite generally known that water levels all over the San Gabriel Valley basin have been gradually dropping for a number of years past. The dam's storage volume will automatically restore previous underground water levels.

### AVERAGE FARE IS 8.23 CENTS

The average fare for the electric car ride is now above eight cents. Competition of the private automobile has caused this rise, according to the latest bulletin on fares issued by the American Electric Railway Association.

"Increased cost of operation, exclusive of labor and materials, is due to the fact that the traffic lost to the automobile has been largely off-peak traffic such as pleasure riding, midday riding by agents and salesmen and the necessity of keeping cars and their operating crews in readiness for the rush hours," the official statement explained.



ON MONDAY, December 1st, ten years ago, a drive for subscriptions to our emergency relief fund was begun and considerable cash was realized for that feature of the Club work. Since that time our Company has established a revolving fund for emergency relief purposes under supervision of the Club Manager. It would be impossible to over-estimate the good that has been accomplished by this fund.

The Pacific Electric Auxiliary to the Red Cross raised \$1600 for the purchase of an ambulance which was given to the Red Cross organization of Los Angeles. For several years this vehicle was in service on errands of mercy. The raising of this money was largely due to the untiring efforts of Mrs. S. E. Wilson, whose untimely demise we chronicle this month.

The great epidemic of "flu" was raging ten years ago this month, and the medical department taxed to its utmost to care for all our ill employees.

Announcement was made by H. B. Titcomb, our then Vice President and General Manager, that owing to conclusion of the war, requests for steam line rate orders and passes would again be honored. There had been an embargo on transportation for some time.

Our Bowling Team was organized in December, 1918, with C. H. Belt as Captain and Manager. L. H. Covell was also an interested party and is still an active participant after ten years. Looks as if his arm will never wear out.

Ten years ago this month, we were called upon to chronicle the passing in death of Carter Owen Damerow, Conductor Northern Division; Fred Hayes of the Southern Division; Joseph F. Wolf, Conductor, Northern Division; A. F. Black of the Eastern District; N. M. Nelson of the Western Division and Olaf Munson, Trainmaster of the Western Division, all of whom were well-known employees of the railway.

Many letters from our boys in war-torn France were coming in and word was received of the supreme sacrifice of Sergeant W. R. W. Hart, one of our employees, who went "over there" from the train service of the Western Division.

Request was made by the Club Executive Committee that additional deduction be made from Mortuary Fund members, so that two assessments would always be on hand. This was

## 1928 Orange Crop Value is Largest in History

DESPITE a smaller crop, the 1927-28 citrus crop season yielded a return of more than ten million dollars in excess of the bumper crop the year before, the annual report of the California Fruit Grower's Exchange revealed last month. More than \$130,000,000 was paid to California growers. In value the season just closed was the greatest return ever enjoyed by growers of California's famous crop.

The total citrus shipments for the year were 59,536 carloads, consisting of 46,922 cars of oranges and grapefruit and 12,474 cars of lemons, the report showed. Shipments through the exchange represented 75 per cent of the total yield. The delivered value of the entire crop totalled \$165,000,000, of which \$34,800,000 represented freight and refrigeration.

The favorable position which citrus fruits occupy with consumers must be attributed in large measure to the educational publicity carried on by the exchange for the last twenty-one years, based upon research work demonstrating their beneficial attributes as a part of the daily diet for young and old," said Mr. Dezell, Secretary of the Exchange.

More than \$10,000,000 has been invested by the exchange in placing the healthful and delicious qualities of citrus fruits before the people. The Sunkist magazine campaign, for example, reached a total of 159,000,000 impressions appeared in fifteen national publications and reached 37,000,000 homes.

Every other street car in the United States and Canada, excepting California and Florida, carried a Sunkist or Red Ball orange or lemon card continuously from November to April, inclusive.

Educational and dietetic activities were announced to teachers, nurses and dietitians by means of a series of more than 900,000 individual advertisements in nine technical food and nurses' magazines.

In the season just closed 6,000 large Sunkist fruit-juice extractors were sold. There are now 47,614 in operation. An annual consumption of 6,000 standard carloads of citrus fruits is represented in the operation of these machines. This represents a volume of drinks with a retail sales value at 10 cents a drink of \$55,660,766.

"I have always had a presentment," she said, "that I should die young."

"Well, dearie," remarked her woman friend, "you didn't, after all, did you?"

done and the practice has been continued.

L. H. Appel was the contributor of a very interesting article to the Magazine of December, 1918, entitled "Behind the Scenes." It told very graphically what took place in the Power Department before the Motorman turned on "the juice."



### U. S. LEADS IN TELEPHONES

That America leads the world in telephone service is shown in a compilation of telephone and telegraph statistics recently published. Over half, or 60% of the 29,378,430 telephones in the world, are in the United States. In all of Europe there is less than one-half the number of phones that we have in our country, the remainder being scattered over the globe.

Out of 20,423,876 telephones operated by private companies throughout the world, 17,746,168 are in the United States. It is interesting to note that the extent of telephone service in relation to population is markedly greater in this country than in Europe. In the United States there were 15.3 telephones per 100 population as compared with only 1.6 telephones per 100 population in Europe, where nearly 88% of the telephones are under government operation. The only country approaching the United States in point of density of telephone facilities is Canada, which, on January 1, 1927, had 12.6 telephones per 100 of its inhabitants.

### JITNEYS CEASE IN DETROIT

Detroit has finally succeeded in getting rid of the jitneys. It found a place for itself in Detroit because the street railway company changed hands at a time when the city was in a period of exceptionally rapid growth.

The D. S. R. is now using twenty-two cars that have been rented from the Cleveland Railways until their shipment of one hundred new cars arrives. Likewise, to take the place of the jitneys the D.S.R. has a proposal for a de luxe bus service on Woodward and Grand Avenues.

### Marler Tours the East To Promote the West

**C**ERTAIN to have the result of influencing a large volume of passenger traffic to our lines, H. O. Marler, Asst. Passenger Traffic Manager, returned early this month from an extensive eastern invasion on a business-getting tour. His journey took him to all the principal cities of the United States in each of which he made it his business to get in touch with organizations whose functions are of a character that would offer the medium of promoting passenger business.

In each of the large cities visited, Mr. Marler, through advance arrangements, was given the opportunity of speaking to the staffs of General Agents of the Southern Pacific Company. To such groups he glowingly told them of Mt. Lowe, the Orange Empire trip, Catalina and many other points located on our lines. He advised them of special party fare rates and urged these travel salesmen to stress on Southland visitors more than ever before the use of Pacific Electric in visiting around Southern California.

Mr. Marler reports that in every city he visited Southern Pacific representatives received him most cordially and in all instances he was pledged 100% co-operation in influencing business to our lines.

In addition, Mr. Marler got in touch with travel and tourist agencies in the various cities to whom also he stressed Pacific Electric service, made arrangements for future distribution of thousands of pieces of advertising literature, quoted party rates and otherwise made contact that will prove in-

valuable in gaining business for our lines. He also made it his business to get in touch with itinerary and amusement chairmen of the Shriners, Elks and Bankers Association who will hold conventions in Los Angeles during 1929. To such committees he also gave forth sales talk with the result that several large movements will likely result.

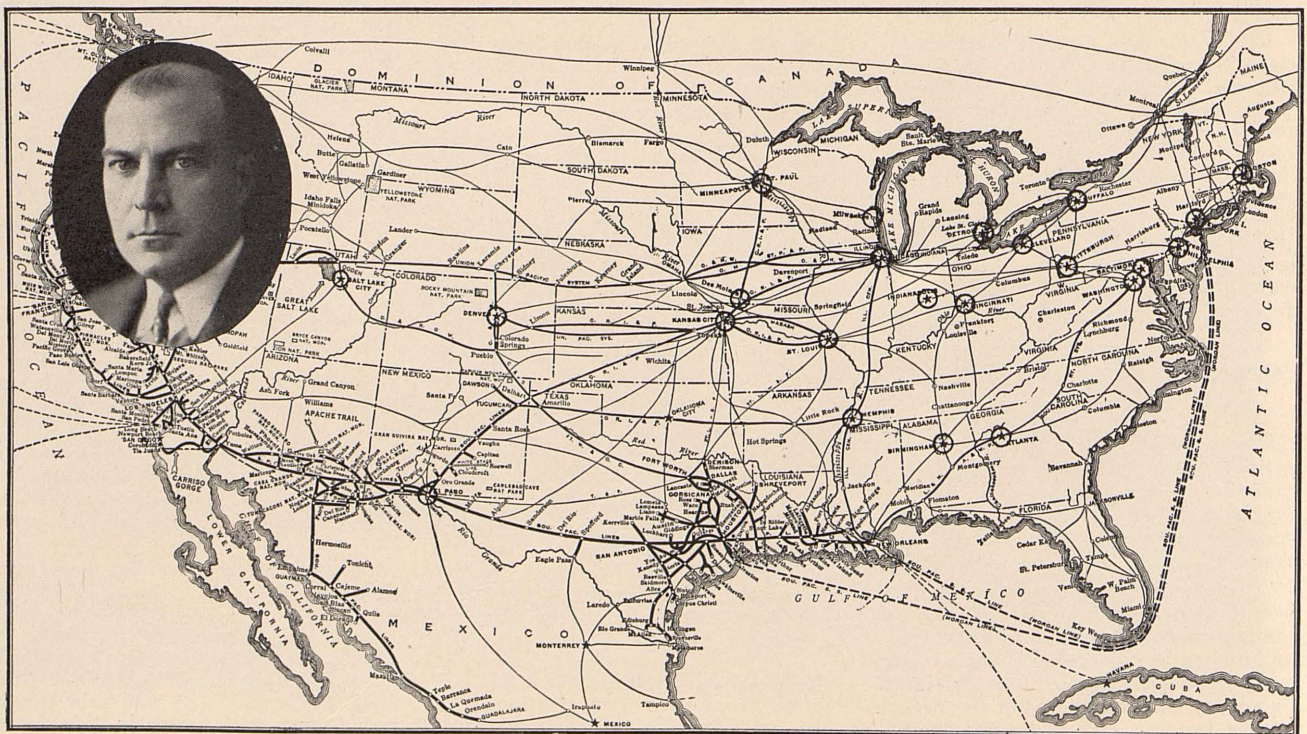
Like other officers of this Company who have made eastern journeys to observe operating conditions and practices of other railways, Mr. Marler returned with the conviction that the Pacific Electric "compares more than favorably with any eastern property." "I endeavored to view these eastern railways in an unprejudiced manner and to observe advanced and constructive operating practices that might be employed to our own advantage," said our passenger traffic officer. "Our roadbed, equipment, overhead and safety devices are superior to most, and equal to any railway property over which I traveled. And the courtesy of our Trainmen was not excelled, if approached by those of any other line."

Concluding, Mr. Marler said that since the election business conditions throughout the east had picked up considerably and the utmost confidence prevailed for a banner year in 1929. Favorable eastern weather accounts for the light winter tourist travel to date, with indications pointing to a large movement after the new year.

Old Man (to daughter's suitor)—"Young man, do you know what time it is?"

Youth—"Y-y-yes-s, sir. I was just going to leave."

Old Man (after youth has fled)—"Daughter, what was the matter with that fellow? I wanted to get the correct time so I could set my watch."—Passing Show.



Visiting practically every large eastern and mid-west city, H. O. Marler, Asst. Passenger Traffic Manager, last month completed a journey to the cities indicated on map, taking contact with various travel agencies.



**WHERE THE REVENUES GO**

The money received by railroads for the carriage of freight and passengers is turned back to the public quite as rapidly if not more rapidly than any other items of revenue originating in connection with modern business.

Out of every dollar collected by the railroads, 75 cents is expended either in the same month in which it was collected or in some month previously.

Fuel must be purchased in advance of requirements, and this requires working capital. Other materials and supplies must be purchased in advance of requirements, and such expenditures require funds even before the service is performed.

Wages amounting to 45 cents out of every dollar earned are paid to employees often before collection of the freight charges which accrue through the effort of those same employees.

In addition to this there are taxes, rentals and miscellaneous charges to be paid out of current revenues. After all these requirements are met there are interest payments due to investors and dividends due to stockholders.

Fuel and wages have the first claim upon railway revenues, while interest and dividends come last. Thus the entire revenue collected by the railway company is almost immediately turned back into the channels of trade. These moneys pass to the pockets of the miner, grocer, butcher, merchants, and the city officer. The amounts disbursed as interest and dividends eventually find their way into these same channels through the expenditures of the people who receive them.

General prosperity cannot be promoted by limiting railway revenues to an unduly low level, because such restriction tends to limit all classes of expenditures enumerated.

—Transportation.

**REAL RAILROAD PROGRESS**

Following are milestones of railroads' progress since 1920:

In 1920, an average of 24½ per cent of all freight locomotives were in bad order. In 1927, this had been reduced to 16.2 per cent; representing a gain of 33.8 per cent in condition of serviceable locomotives.

In 1920, an average of seven per cent of all freight cars in the country were in bad order. In 1927, this had been reduced to 5.9 per cent, representing a gain of 15.7 per cent in condition of serviceable freight.

In 1920, the average distance traveled by a freight car was 25.1 miles per day. In 1927, this had been increased to 30.3 miles per day, a gain of 20.7 per cent in effectiveness of freight car movement.

In 1920, the average freight train was 36.6 cars. In 1927, this figured to 46.5 cars, an increase of 27 per cent.

In 1920, the average freight train carried 708 tons of freight. In 1927, this increased to 778 tons, a gain of 9.9 per cent.

In 1920, car shortages were severe and costly. In 1927, with greatly increased traffic, car shortages were practically eliminated.

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

Commendations for excellence in service rendered by Transportation Department employees of the Company continue to flow in to the various division heads and the letters received together with their commendations are very gratifying to the management of the Company.

The reasons for gratitude on the part of the writers of these letters range from expressions of appreciation for ordinary courtesies received at the hands of our employees, as well as for valuable assistance rendered in many cases and for the retrieving of lost articles carelessly left upon the cars by patrons.

All of these kindly attentions of employees of this Company cannot help but build up respect and esteem for such employees, and they merit and are given not only the thanks of these patrons, but of the officers of the Company.

**NORTHERN DIVISION**

Trainmen	Line	Nature of Commendation
W. C. Huddleston	South Pasadena	Special courtesy to passenger.
H. Dupree	South Pasadena	Special assistance to passenger.
G. G. Gaines	San Bernardino	Cheerfulness and courtesy.
H. L. Woodford	Stevenson Ave.	Special act of courtesy.
R. N. Hosford	Oak Knoll	Efficiency and courtesy.
J. W. Crouch	South Pasadena	Exceptional helpfulness to invalid.
L. A. Strople	Pasadena	Special act of courtesy to elderly man.
R. T. Forsythe	Monrovia	Kindness to elderly people.
R. J. Ballenger	Alhambra	Willingness to assist passengers.
H. K. Richardson	San Bernardino	Courteous treatment of passengers.
E. A. Montgomery	Pasadena	Special courtesy to passenger.
O. I. Gough	Riverside	Unfailing courtesy.
G. R. Attride	Riverside	Exceptionally splendid conduct.
G. Foster	Pasadena	Cheerfulness and courtesy.
H. A. Bates	Riverside	Special help in finding lost suitcases.
A. P. Baker	Sierra Vista Local	Courteous conduct.
C. W. Knight	Pasadena Bus	Efficient and courteous conduct.
L. F. Hunt	North Fair Oaks	Unfailing courtesy.
H. K. Riordan	San Bernardino	Special assistance given passenger.
F. J. Griffin	Monrovia	Unfailing courtesy.
W. M. Alexander	Monrovia	Unfailing politeness.
Herbert Clark	El Monte	Splendid service rendered.
I. M. Cammack	Alhambra	Courtesy and competency.
R. A. Chute	Pasadena	Exceptional courtesy.
R. N. Hosford	Pasadena	Cheerful attitude and efficiency.

**WESTERN DIVISION**

Trainmen	Line	Nature of Recommendation
L. F. Boyvin	Glendale Bus	Courtesy.
T. G. Cooney	Glendale Bus	Courtesy.
E. Christie	Sawtelle	Courtesy and Efficiency.
A. E. Brown	Sawtelle	Courtesy and Efficiency.
R. W. Tuttle	Venice Short Line	Courtesy shown to elderly lady.
H. J. White	Sawtelle	Efficiency and Courtesy.
W. K. McPheeley	Hollywood	Courtesy and strict attention to duties.
E. E. Mapes	Pico Motor Coach	Outstanding courteous conduct.
E. Sutton	San Fernando	Thoughtfulness and courtesy.
A. Charbonneau	Western Div.	Kindness to elderly woman.
W. H. Walker	Hollywood	Outstanding Courtesy.
G. R. Stevens	Hollywood	Exceptional Service to Passengers.
R. O. Stringfellow	Hollywood	Cheerfulness and courtesy.
H. Z. Buck	Los Angeles St.	Unusual efficiency.
R. Sutton	San Fernando	Outstanding services rendered.
H. J. Hamilton	San Fernando	Exceptionally splendid conduct.
I. E. Black	San Fernando	Special courtesy and kindness.
E. D. Sale	Pico Bus	Unfailing Courtesy.



E. W. Frazee .... Redondo Beach ... Exceptionally splendid conduct.  
 J. R. McCracken.. Redondo Beach ... Special courtesy to passenger.  
 J. H. Stanford .... Los Angeles St.... Courtesy and Efficiency.  
 W. E. Smart ..... Sawtelle ..... Pleasant discharge of duties.

**SOUTHERN DIVISION**

Trainmen	Line	Nature of Commendation
J. L. Van Wal- kenburg .....	San Pedro .....	Special courtesy to passenger.
W. H. Downing..	Long Beach .....	Kindness and courtesy.
C. O. Pierson ....	Watts Local .....	Special assistance rendered passengers.

**CARRIERS REDUCE ACCIDENTS TO WORKERS ON DUTY**

The accident rate among railway employees on duty was reduced about 17 per cent during the first seven months of 1928 compared with the same period in 1927, according to the Bureau of Statistics of the Interstate Commerce Commission. There was an improvement in every railway operating department resulting from continued safety campaigns which the railroads have conducted for years.

The measuring rod which the commission applies in determining the relative degree of safety is the figure showing "casualties per million man-hours." This covers the actual number of hours worked by all employees of the steam railroads during the period under consideration.

The commission reports that casualties per million man-hours, covering both killed and injured employees on duty, in the first seven months of 1928 stood at 17.07, a reduction of 3.58 or 17.3 per cent, as compared with the first seven months of 1927.

The casualties per million locomotive-miles (killed and injured), which covers both employees and passengers, amounted to 24.48 for the first seven months this year, a reduction of 3.33 or 11.9 per cent, as compared with the same period of 1927.

Fatalities resulting from highway grade crossing accidents in July this year totaled 148, compared with 227 in July last year, or a reduction of 79, according to reports filed by the carriers with the American Railway Association. Reports also showed 434 persons injured in such accidents in July, which was a decrease of 77 compared with the same month the preceding year. Highway grade crossing accidents in July, 1928, totaled 374, compared with 430 for the same month one year ago, or a decrease of 56.

For the seven-month period, 1245 fatalities were reported due to highway grade crossing accidents, compared with 1288 for the corresponding period last year, or a decrease of 43, although there was an increase of eighteen in the number of such accidents. Persons injured in accidents at highway grade crossings for the first seven months this year totaled 3368, compared with 3412 in the same period in 1927.

It was a Kansas editor who left town for keeps when his machine printer left out two capital letters in a social note and it read: "James Taaley and Miss Sarah Sorrenson, a long hollow school teacher, were visiting friends in this city today."

**CONDOLENCES**

The deepest sympathy of many friends within the Pacific Electric organization go out to S. E. Wilson, Assistant superintendent, Western Division, and to H. G. McDonald, Chief Clerk, Executive Department, because of bereavement that has come to their families.

The untimely death of Mrs. Wilson occurred November 27, after a brief illness of pneumonia. Interment was held in the Hollywood cemetery, December 1st, in the presence of a large number of friends.

Mrs. Wilson endeared herself very much to employees of this Company during the war period, when she was very active in Red Cross and other relief work engaged in at that time. She was a lady of very charming personality and had won many friends within the Pacific Electric family.

Mr. McDonald's bereavement occurred through the death of his beloved mother, which happened on November 28, after an illness of long duration. Interment was held at Hollywood cemetery, November 30.

In the demise of Mrs. McDonald, she is survived by nine children, as well as a number of grandchildren and great grandchildren. She came to California in 1871 and has resided in this state almost continuously since that time; and since 1876 has been a resident of the city of Los Angeles.

**L. A. HARBOR TRAFFIC BOOMS**

Commercial commodities of 1,903,444 tons, valued at \$84,000,000, moved to and from the Los Angeles Harbor during the month of November, figures compiled by the Marine Exchange early this month revealed.

The valuation exceeded that of November, 1927, and neared the epochal total for October of this year, the port's all-time record, \$93,000,000.

November's shipments, foreign, hit a new high with a value of \$13,327,327,727. Other trades were normal except that the in-and-out coastwise trade rose to more than \$35,500,000, leaving intercoastal trade materially behind. They usually are close together.

Oil shipments comprised 9,391,309 barrels during the month, a drop of 600,000 barrels under October and the same amount under November last year.

Lumber receipts from ninety ships were 90,208,276 board feet, bringing the year's total to date to 1,095,640,398 feet. It dropped 15 per cent under October with 105,711,668.

During the month 630 commercial vessels of 1,731,942 tons, net, entered this port, of which 182 ships carried passengers and freight; 227 general cargo, 135 oil, 75 lumber exclusively, and 11 classed as miscellaneous. American flags flew from 500, followed by British, 48; Norwegian, 19; Japanese, 20; French, 8; German, 7; Dutch, 7; Danish, 7; Mexican, 6; Swedish, 4; Italian, 3; and Panaman, 1.

The month's commerce is shown by trades, tons and values as follows:

Trade	Tons	Value
Foreign inbound ..	50,236	4,161,748
Foreign outbound ..	493,162	\$13,327,727
Hawaiian outbound ..	20,541	873,371
Hawaiian inbound ..	5,156	372,184
Intercoastal outbound ..	216,510	8,677,677
Intercoastal inbound ..	101,933	20,902,168
Coastwise outbound ..	700,837	13,780,269
Coastwise inbound ..	315,069	21,957,344
Totals ..	1,903,444	\$84,052,488

**COMPARISON OF ACCIDENTS DURING OCTOBER 1927 AND 1928**

	Northern Division 1928	Southern Division 1927	Western Division 1928	Motor Coaches 1927
Interferences with Vehicles .....	102	100	90	92
Collisions and Interferences				
with Cars .....	3	3	4	1
Persons Struck .....	2	2	3	3
Derailments .....	4	2	6	17
On and Off Moving Cars .....	5	10	6	4
Miscellaneous .....	14	26	22	49
	130	143	131	166
	Dec. 13	Dec. 35	Dec. 75	Same
	1928	1927		
Interferences with Vehicles.....	374	432	58	Dec. 13.42%
Collisions and Interferences with Cars..	8	7	1	Inc. 14.28%
Persons Struck .....	9	7	2	Inc. 28.57%
Derailments .....	14	21	7	Dec. 33.33%
On and off Moving Cars .....	32	21	11	Inc. 52.38%
Miscellaneous .....	82	154	72	Dec. 46.75%
	519	642	123	Dec. 19.16%



## LADIES' AUXILIARY ACTIVE

The first November session of the Auxiliary was held on the 8th and a little too close to election day not to feel the after effects of that eventful day. It was really like one had given a big party and everything was over and no plans made for another day—so after the minutes of the previous meeting had been read by the Secretary, Mrs. White, and a short talk and drill on Parliamentary Law given by Mrs. Tyler, the ladies just talked "politics."

Mention should be made that Mrs. Tyler expects to have some good material for club presidents, etc., in a very short time.

The card party held on the 15th proved a very pleasant afternoon for quite a number of players. Honors at bridge were carried away by Mrs. Charles Ives, of Riverside and Mrs. Sadler being the lucky one at five hundred. The next card party will be held the third Thursday in January, the approaching holiday season making it impossible for many of the ladies to attend this month.

Miss Ashby, Engineering Department nurse, made another urgent request for clothes, etc., for the Mexican families, so look over your things and send your contributions direct to the Pacific Electric Club.

The second meeting of the month held on the 22nd was a very delightful one. Miss Mina Streeter, Assistant Professor of Home Economics in charge of Household Administration at U. S. C., who was Director of Nutrition Service, Central Division of American Red Cross, gave a splendid talk on "Family Budgets"—a subject of importance to every housewife.

Beginning her talk she said she realized that a family budget was a personal one, to be worked out a little differently by each family, yet a general plan of procedure could be followed. Her first item to be placed on the books was "Savings"—an entry we all want to make, but which seems so hard to do. Her point was Save, even though it be but fifty cents.

She advised budget for the satisfaction of knowing where our incomes are spent, how to get the most out of them, and as budgets make us face facts, we are more likely to keep a closer tab on our expenditures than without one.

One expense which held a column by itself was the automobile and she made quite a hit by adding, that could be materially reduced by riding the street cars.

Her talk was given at a very opportune time, for with the New Year almost here and new resolutions to be made, the "Family Budget" will be the first resolve of every lady in the Auxiliary. Following a social half hour the meeting adjourned until December 13th at 1:30 P.M., the hour being changed from 2:00 P.M. to accommodate our out-of-town members.

When you lose, your head, hold your tongue.

## Latest Twin Coach in Service



New type of twin coach serving Western Avenue line patrons of the Los Angeles Motor Coach Company. They seat 39 passengers.

**T**HE last word in modern motor coach construction, four new Fa-geol twin coaches were placed in service last month on the Western Avenue line of the Los Angeles Motor Coach Company, jointly owned and operated by the Los Angeles Railway and this Company. Other units of similar type and design are to be added at an early date.

Particularly well fitted to cope with heavy rush hour travel, such as is experienced on the Western Avenue line, the new coaches with seats for 39 passengers, met with instant and hearty approval of patrons. Large and spacious, yet handled with the ease and facility of a much smaller unit, the new equipment with its dual six-cylinder 33.75 horsepower motors represent the most luxurious and comfortable motor coaches yet introduced in city service on the Pacific Coast. If the manufacturer's claims as to endurance and performance are subsequently sustained we may confidently look to far-reaching improvements by all builders of motor coaches.

### Resembles Modern Car

The body of the "Twin-Coach," as it is called, resembles in appearance to a very strong degree a modern street car, the front and rear ends being shaped identically. The unusual seating capacity for a single deck coach is obtained due to the extraordinary length, being 31 feet 10 inches overall. The overhang, from axle to front or end of coach is 83 inches. The wheel base measures 194 inches.

Outstanding in the claims of the manufacturer is the fact that the new coach is easier riding due to an even distribution of torsional stresses throughout its semi-flexible body. And

too, this desirable quality is obtained with a weight saving of 30 per cent per passenger seat over former types of coaches. The body and chassis are built as one complete unit with two main channel beams running its full length and serving as a "backbone" for the entire coach.

### Comfort Featured

The comfort of passengers is looked after to a degree not heretofore introduced in coach construction. Seats are of the deluxe leather type, full spring and deep cushion. The distance from ground to step level is 13 inches and 12½ inches from step to floor of coach. It has a minimum head room of 6 feet 5½ inches with level floor throughout coach. Aluminum hand rails for the accommodation of standees are attached to ceiling and supporting stanchions are located conveniently at either exit or entrance doors. Thirty-five standees may be carried without unusual discomfort.

Other interesting features included in the specifications are: Doors are of two-leaf type; front hand operated and rear treadle controlled. Brakes are of air type on all four wheels. Front tires are 40x10.50, rear 38x7-in. dual. Gasoline tank 65 gal. capacity. Engines have detachable heads and blocks; 3¼-in. bore and 4½-in. stroke, piston displacement 298.8 cubic inches; 6 cylinder 33.75 horsepower.

Six additional coaches of this same type have been ordered for early delivery and others are to follow.

"What you say to me," said a smart young man, "goes in one ear and out the other."

"Of course," said his friend, "nothing is there to stop it."



## CONFIDENCE IS NECESSARY TO ACCOMPLISHMENT

We do what we expect to do. That's it. The reason more of us do not do more is because we do not expect to do more.

I asked a business man, "How's business this year?"

"Well," said he, "I haven't done as much as I expected, but, then, you know, I didn't expect to do as much as I expected."

What's the use of expecting if we don't expect?"

Not so long ago I met a salesman who heads the list of all salesmen in his line. He had just made the largest sales ever recorded in his field.

"How did you do it? I asked, after I had visioned such a sale and figured his commission—"How did you do it?"

"I did it," he said, "because I expected to do it."

And that's about all there is to doing things. We do what we expect to do. But when we expect to do a thing we must expect to do it.

No doubting, no hesitating, no crossing of the fingers. We must expect."

—Edwin Barker.

## WANTA BE AN AVIATOR?

Guido Roldder, Car Clerk, at the Butte Street Yards, who for some time has indulged in aviation, is organizing a class in flying and intends to organize a club in aviation. Any of the employees interested in this subject will find it to their advantage to get in communication with him. Roldder now has three planes ready for service.

## HARBOR TONNAGE INCREASES

One thousand more freight cars were moved in and out of the Los Angeles Harbor by rail lines in October than in the same month last year, port officials stated early this month. The total movement for the 31-day period this year aggregated 12,000 cars.

The increase in the movement is attributed to gains in exports as the inbound movement of cars overbalanced that of the outbound, slightly. It is estimated that an equal tonnage was moved to and from the harbor area on motor trucks, making the month's total in excess of any similar period recorded for freight movements.

### A Handy Cow

The following ad from the Yorkshire Post reminds one of the want ad for "a strong horse to do the work of a country minister:"

"Man wanted for gardening, also to take charge of a cow who can sing in the choir and blow the organ."

### Fruit Salad

Her eyes were big and dark as PLUMS,  
Her lips as red as CHERRIES,  
He gave one look at the little PEACH,  
And murmured, "You're the BERRIES!"  
She is the APPLE of my eye,  
We'd make a dandy PEAR;  
"This should be GRAPES for me," he said;  
"To make a DATE I'll dare."  
RAISIN her eyes, she quickly said:  
"You're a LEMON through and through,  
I don't give a FIG for what you say;  
RASPBERRIES—for you!"

## The Teeth, Their Healthy and Proper Care

By Dr. Samuel Kaufman  
Dental Consultant, Medical Dept.

EVERYONE in this day and age cares for their teeth and gums. They brush them regularly, or fairly so. Immediately upon evidence of decay or pain they consult their dentist. And the wisdom, both from the standpoint of preserving the teeth and also economy, of going to the dentist twice yearly is rapidly becoming universally known. The decreasing number of plates made each year is evidence that the public is awakening to the manner of avoiding major dental treatment.

So much has been said and written regarding the condition teeth have upon general health that one hesitates to repeat the timeworn warning. But it is a known and unquestionably a proven fact that many human ailments are traced to infections that are present in the mouth either from abscessed or dead teeth. The body will not long remain healthy if it has to combat the destructive elements forthcoming from a diseased member in the mouth.

### Time Required

Once the teeth receive necessary attention it is not a difficult task thereafter to keep them remaining in a cleanly and healthy condition. Right here, however, let me state that not one person in ten takes sufficient time in the brushing of his teeth and gums. The job cannot possibly be done, thoroughly, in less than three minutes. Yet the average person hardly consumes more than half of that time. Time yourself—you'll be surprised.

A good stiff brush should be used, along with a standard, well known brand of tooth paste. If you will take a few minutes to study the contour of your teeth and gums you will realize the many opportunities that bits of food have for lodging between the teeth. The brush should be applied vigorously and in fashioning the stroke of the brush to remove the debris, the

gums automatically receive a stimulation that causes the blood to circulate and keeps them in a healthy condition.

The teeth and gums should be brushed at least twice, and preferably three times each day. The most important time is before retiring, because of the fact that any bits of food that may remain in our mouths will stay our allotted eight hour sleep period, during which time it forms a destructive film. After your teeth are thoroughly cleaned the first film is microscopic in thickness, but unless kept in that condition the film becomes thicker and impregnated with tartar and stains. Brushing the teeth the last thing before retiring lessens the possibility of this formation while we sleep.

Summarizing what has been said in the foregoing paragraphs:

(1) Use your tooth-brush twice, and preferably three times daily.

(2) Use a stiff brush and a good brand of tooth paste.

(3) Brush your teeth and gums at least three minutes. (Time yourself).

(4) Apply the brush vigorously to both teeth and gums in a rotary motion; remember that the gums need stimulation.

Once the teeth are placed in a healthy condition by your dentist and thereafter you follow the four fundamentals listed above your dental worries will be of a minor nature. A twice yearly cleaning will in most instances insure long life of your teeth. Delay is poor economy.

It is no exaggeration to say that health and happiness in a large measure depend upon our maintaining healthy teeth and gums. The largest industries in this country, by reason of their employing dental staffs in connection with their medical departments are evidencing their views on the bearing healthy teeth has to the body. Today the person who neglects his teeth is the exception, rather than the rule.

In conclusion:

Guard your health by guarding your teeth!



Pasadena High School football team enroute to the camp of the "enemy" last month. P. E. Motor coaches were popular with gridiron teams during the past season, 25 coaches having been chartered for handling the warriors.





**BALL TEAM HITS FAST CLIP**

The Pacific Electric Baseball Team has entered the two fastest Winter Leagues of the Association, i.e., Sunday Triple "A" League, consisting of four of the strongest teams in Southern California, San Clemente Dons, Ventura-Shell, Local Union No. 37, I.T.A.S.E., and Pacific Electric and Saturday, Major Industrial League, which league is composed of Boyle-Dayton Company, Whiting - Mead Company, A. J. Bayer Company, Poultrymen's Co-operative Milling Association, Water and Power Department, Broadway - Manchester Merchants, Vermont-Manchester Business Association, and Pacific Electric.

In the latter league our team has gotten away to a flying start, winning all four games played, and on Saturday, December 8, they meet the strong Whiting-Mead Club, which has a similar record, and are thereby tied for first place honors. "Slingshot" McClung was the outstanding star in the first three games played, his pitching and heavy hitting helping a long way towards the three victories. In the last game played, which was versus the A. J. Bayer Company, McClung's flu kept him out of the game but he was very ably replaced by Paul Rennie in the box, who performed like a veteran.

In the Triple "A" League the boys have played three games and have lost two of their contests, which were against the strong Ventura-Shell aggregation. In the game on December 2 the Electrics had smooth sailing for the first five innings, with a 1-0 score in their favor, when a bad muff on the part of the infield killed a double play which would have retired the side, but which was followed by a five-run rally by our opponents which was never overcome.

The second game in this league resulted in a win for the Pacific Electric boys over the Local Union No. 37 picture outfit, the game resulting in a score of 9-4. Pitcher Joe Marty of the New York Yankees falling the victim. The team certainly has given the boys of this company and their many other followers something to crow about as in the last 27 games they have been defeated but four times. All of these games could have been put in the win column for our boys had they gotten a "break" in the luck. Three of the four games were lost to the Ventura-Shell team.

Both Pitchers Wetzel and McClung have been hurling stellar ball and the balance of the team has been backing them up in a truly spectacular manner, and in every game the team work has been improving and our team will be one to be reckoned with in both leagues in which they are playing. The caliber of ball our team is playing is deserving of the very heartiest of sup-

port and compares favorably with any in this part of the country. Manager Hill is to be complimented on the team he has lined up, both from a ball-playing standpoint and from a standpoint of clean play and sportsmanship. The boys are fighting hard to win and with a break in the luck we can expect to have two championship pennants flying from our standard when the two leagues complete play.

**ROD AND GUN CLUB DOINGS**

Sunday, November 25, was Turkey Day at the Bangle Shooting Grounds and some thirty shooters toed the mark and "done their durndest" to cop one of the coveted birds.

In all, over three thousand targets were thrown and twelve turkeys went to the lucky shooters. Another one of these big events is scheduled for Sunday, December 16, so plan now to be on hand to get your Xmas turkey.

The final meeting of the year 1928 for the Rod & Gun Club will be held on Wednesday night, December 12. At this meeting the election of officers for 1929 will take place, the usual prize drawings will be held, and refreshments will be in order.

**Our Own Football Hero**

**A**CCOUNTS of the California-Stanford football game may vary considerably in all particulars save one: All sporting writers agree that the one bright particular star of the game was one Bill Simkins, substitute full-back.

To the general public that probably means nothing more than the fact that Stanford has a darned capable understudy to Biff Hoffman at Full: To those of us who know that Bill Simkins spends his summers at Manhattan Beach where he is a life-guard during the months when he isn't full-backing, it means much more.

For this same Bill Simkins is, by relationship, a member of our own Pacific Electric family, he being the youngest son of Mr. William Simkins, our Valuation Engineer. Some of us there be who remember the advent of Bill, Jr., upon the gridiron of life, and who congratulated his proud parents upon that occasion.

We take this occasion to again extend congratulations because of the development of that same baby into a fine manly boy and a whiz of a football player.

Lest you forget, right now is the time to plan for the annual Rod & Gun Club pilgrimage to Las Vegas, Nev.

The annual excursion to participate in the Tri-state games which are scheduled for February 9 and 10, 1929, promises to exceed all former affairs.

The following sports are included in the program this year: Trap shooting, rifle shooting, baseball, tennis, horse-shoe pitching, basketball, dancing and others, and a big banquet will be the final curtain before boarding the train for home Sunday night.

**P. E. MASONIC IN REUNION**

Surpassing all previous such events, the sixth annual dinner and reunion of the Pacific Electric Masonic Club, held on the evening of November 17th, at the Los Angeles Masonic Club, fulfilled all expectations as the banner event of the Club's Masonic year.

Filling the spacious dining room to capacity, the members and guests sat down to one of the finest dinners that it has been their pleasure to enjoy on similar occasions. Turkey with all the trimmings were the order of the evening.

During the dinner hour the Club was entertained with music by the Albion Quintette, one of the best known musical organizations before the public at this time and who enjoy a wide popularity over the radio.

As surprise events the Club was entertained by two of their own members, "Pacific Electric" Art, otherwise known as our good friend Art Pabst of the Claim Department, and Geo. J. Curtis of the Engineering Department. Each rendered a generous number of selections which contributed greatly to the pleasure of the evening.

Another feature event of the evening was the story telling by A. B. McLeod, in his own inimitable way, which is sufficiently explanatory.

Following talks by several of the officers of the Club; also by D. W. Stephenson, Inspector of the 85th District, the members were addressed by I. F. Thompson, Associate Justice, District Court of Appeals, State of California, his subject being the "Courts of California."

The election of officers will feature the next regular meeting December 11th at 7:45 P. M. in room 711, P. E. Bldg.

**ILL AND INJURED EMPLOYEES**

The following employees are now at the California Lutheran Hospital, 1414 So. Hope St., and will welcome calls from their friends:

W. L. Browning, Cond. Sou.; Ben Hershey, Cond. West.; J. E. Hoover, Mot. West.; Albert Nolan, Mot. Sou.; Theresa du Bois, Janitress; Wm. Johnson, Mech. Dept.; E. P. Albrachten, Mech. Dept.; Geo. Reid, Mech. Dept.; Clara Painter, Mech. Dept.; J. A. Walrath, Eng. Dept.; Roy Thym, Frt. Traffic Dept.; Wm. Bratton, Asst. Agt.; N. Chavez, Laborer.

Teacher: "Has anyone a question to ask?"  
Bright Boy: "Yes, sir. Can a short-sighted man have a far-away look in his eyes?"



(Continued from Page 6)

for locomotive used in switching service at Wingfoot it is necessary to construct spur track approximately 211 feet in length, at Slauson Junction, Long Beach, which will cost approximately \$2377.

Authority to construct the following spur tracks was received:

Construct Spur track at Texas Street and San Bernardino Avenue on the San Bernardino-Redlands Line; spur to be 340 feet in length and is necessary to handle increased loading capacity of the packing house of the Redlands Heights Groves, Incorporated.

Spur track 112 feet in length is to be constructed at Long Beach on the Newport Line to serve the Pacific Refining Company which industry handles shipments of oil and gasoline. The estimated cost of this work is \$1990.

A spur track 255 feet in length will be constructed at La Verne Station on the San Bernardino Line to serve the co-operative Citrus Association. The estimated cost of this is \$2000.

This spur is necessary in order to provide additional trackage to handle additional shipments of citrus fruits in this packing house.

### NEW BRIDGE ON S. B. LINE

The division of Highways, State of California have requested the construction of a steel and concrete undergrade highway bridge 44 feet in width to replace present 20 ft. concrete structure located each of Upland Road on the San Bernardino Line.

The existing structure 20 feet in width, constructed in 1913, was adequate at that time to carry vehicular traffic. Improvement of the highway and the increase in number of vehicles using same has rendered the present structure inadequate. Entire cost is estimated at \$69,496.00.

### STOCKTON FARE INCREASED

Permission was granted last month by the State Railroad Commission to the Central California Traction Company to collect a cash fare of 7 cents on the Sunnyside Line at Stockton with transfer privileges to cars of the Stockton Electric Railroad system. Four rides will be sold for 25 cents under the new plan.

Motorcycle Cop—What's your name?  
Girl Autoist—Mabel—what's yours?

Until a husband can obtain alimony by crossing his legs and exhibiting his garters to the judge, "equal rights" will be only a snare and a delusion.

### Keeping It Dark

At a dinner party the guests were discussing whether women or men were the most trustworthy in business.

"No woman can keep a secret," said one man, scornfully.

"I don't know so much about that," retorted the forbidding looking woman sitting opposite him. "I've kept my age a secret ever since I was 24."

"Oh," he replied, "you'll let it out one day, though."

"I doubt it," she answered. "When a woman has kept a secret for twenty years she can keep it forever."

## Plans Are Made to Expedite Xmas Mail Movement

By Frank Farnham,  
Supervisor Mail, Express and Baggage

ONE OF OUR mid-winter activities which is of general interest is the handling of the enormous volume of Christmas mail. Inasmuch as our records each year for the past number of years have shown an increase of from 10% to 15% in the volume of such movement, plans this year have been made looking to the largest volume yet handled during the Yuletide season.

To meet this increase additional facilities have been provided at the 6th and Los Angeles Street receiving room where platforms have been widened and extended in the north side of the building, and the outside platform covered by corrugated iron roof. Several thousand dollars were expended to provide these permanent improvements.

Thanks to the constant urging of the postal department, the movement of the mountain of mail has started earlier each year so that now, instead of being confined to a week or ten days, it begins to move shortly after the first of December and the peak is reached several days before Christmas. Many thousands of hearts have been made happier on account of the expected presents being received on Christmas instead of several days later as was so often the case in former years.

Our method of handling United States mail during the coming holiday season will differ from former years in that all mails in transit are to be delivered to our baggage room directly

### NEW MEMBER JOINS TRAFFIC DEPARTMENT FORCES



Mrs. Ruth Todd

The Passenger Traffic Department has just acquired a new member in the person of Mrs. Ruth Todd, who will devote her full time to the solicitation of passenger traffic for our famous Mt. Lowe Resort.

Mrs. Todd has been in the business world for a number of years, where she became well trained in meeting the public and in sales methods. Her last business experience was with the Pacific Southwest Expedition in exploitation work.

Employees learning of organizations or small parties, desiring an outing excursion, a dinner-dance party, or convention, should phone Passenger Traffic Department, Metropolitan 7400—Station 202, and Mrs. Todd will be assigned to interview the parties and endeavor to secure the business for Mt. Lowe.

from the steam roads. This will make necessary our sorting out, storing and dispatching to destination over our lines. Mail originating in Los Angeles will be delivered in time for the departure of the train upon which it is due to be dispatched as is done at other times of the year.

This requires that our baggage room remain open and that a large force of men be on duty during the entire 24 hours receiving and sorting mail.

The local post office will assign dispatchers who are familiar with all mail movements and who will be on duty during the entire 24 hours of the day to supervise all dispatches.

Railway mail service will supply clerks to direct the dispatching of mails brought in on our various lines destined for points reached via steam lines.

In addition to the regular baggage room crew, Trainmen are to be called upon to help in the sorting, loading and unloading.

That the postal department recognizes the speed and efficiency with which this Company handled Christmas mail during the last Yuletide season was reflected in the letter received from the Postmaster stating that never before had the mails moved with the speed and efficiency that was shown last year.

Some idea of the amount of work involved in our Christmas movement is indicated by the figures for last year which show that on December 19 there were more than 20,000 bags, sacks and packages moved over our lines and carried by 267 different trains.

A book could be written upon many things observed in handling such a number of Christmas presents. Some are amusing; some, pathetic.

One dear old lady back in Iowa wanted to bring a touch of home to her loved ones at Long Beach for their Christmas dinner. She took four quarts of preserved fruits in glass jars, wrapped them up in a pretty cardboard box and started them on their way. It is not necessary to tell what happened to this glassware at the first bump it received.

When the box reached our baggage room it was suspiciously moist and was a rich red color. Here its journey had to end as it was about ready to fall to pieces and what that would have done to other mail in the load can be imagined.

One package reached us for delivery to a point on our lines which had come from some far Eastern point by Air Mail and proudly sported \$78 in stamps.

Californians are always being accused of claiming to be the biggest or best in everything, but we can make this claim, and back it up with figures, that no electric railroad in the world comes anywhere near handling the volume of mail that moves over the Pacific Electric.

Bobby (disputing with his small sister): "Fleas are black, I tell you."

Small Mary: "Not either, 'cause it says: 'Mary had a little lamb; its fleas was white as snow'."



# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

The Pacific Electric Club Executive Committee met in room 711, P. E. Building for the November meeting on Wednesday, November 7, 1928, at 2:00 P. M. The following were absent: P. T. Porter, F. E. Billhardt, H. L. Young, L. H. Covell, E. C. Seivers, E. A. Stevens, J. M. Geopfert, B. F. Manley, J. E. Flathers, Wm. Moesby.

## Club Fund

Balance, 10-1-28 .....\$ 554.73  
Receipts ..... 1093.35  
Total .....\$1648.08  
Disbursements ..... 1034.39  
Balance, 10-31-28 .....\$613.69

## Relief Fund

Balance, 10-1-28 .....\$ 697.95  
Receipts ..... 1376.92  
Total .....\$2074.87  
Disbursements ..... 942.87

Balance, 10-31-28 .....\$1132.00

## Unfinished Business

The minutes of the October meeting of the Executive Committee were read by Mr. Vickrey and approved by the members of the Executive Committee.

Mr. Geibel stated that the City has installed lights at 76th Street which will furnish the lighting asked for at that place.

Mr. Rice said that the seats which were requested for Macy Street Shops have been properly installed.

Mr. Vickrey informed the Committee that Mr. O. P. Davis is looking into the subject of suitable shelter for the motormen's stools at Ocean Park Terminal. A report will be made at a later meeting.

## New Business

Mr. Osborne asked for a relief nurse in the shops at Torrance during the days on which the regular nurse is off duty.

Mr. Rice asked that the street number be placed on the sign at Macy street.

Mr. Thomas and Mr. Shay spoke at some length concerning the destitute condition of a family at Glendale. At once there arose a discussion as the best method to pursue and Mr. Geibel and Mr. Vickrey promised to look into the matter.

Mr. F. E. Mayfield informed the Committee of a dance to be given for the employees of Torrance and vicinity in the Women's Club House, Torrance on Friday Evening, November 23, 1928, at 8:00 P. M. A good time is assured all who come.

Mr. Shay asked for a dance to be given for the employees living in and near Glendale.

Mr. Spencer asked for some improvement in the various conditions in the Mechanical Department at Sherman. Mr. Geibel replied that conditions are rapidly shaping themselves and everything will be O. K. in the near future.

Mr. Hooper asked for a dance for the employees of the Western Division to be given in Sherman sometime in the near future.

A date in December was given for a dance in Pomona should it be found that a hall would be available. Mr. Evans will make a report at once.

## HAPPY PARTY AT TORRANCE

The employees living in and near Torrance enjoyed a most delightful dance at the Women's Club House, Torrance on the evening of November 23, 1928, at 8:00 P. M.

The outstanding events of the evening were as follows: Miss Camille Fearheily, a niece of J. S. King, sang "Ramona" accompanied by the P. E. Orchestra, Mr. and Mrs. Harry Pierce led the Grand March, and light refreshments were served by Mr. F. E. Mayfield assisted by Mr. P. H. Osborne.

New and popular music as well as many old-fashioned numbers were skillfully rendered by the P. E. Orchestra while the employees never seemed to tire of the delightful dances in this beautiful Club House.

## Sign of Sabbath

If all the motor cars in the United States were placed end to end it would be Sunday afternoon.

## No Employees "Pass" During November

**N**O DEATHS of employees during an entire month! For lack of opportunity which seldom comes feast your eyes on the statement above and enjoy the good news that none of the families of our fellow employees were called upon to part with a loved one during the entire month of November.

This pleasing incident is all the more unusual due to the rather prevalent epidemic of "flu" raging through Southern California in recent weeks. Our workers were not immune to the attack of this sickness, however. Many departments had their ranks thinned very considerably due to this illness, but happily all survived.

Delving back into the records we find that since January, 1924, there has been only one month in which a death to one or more employees has not resulted. That month was October, 1926. Since January, 1925 there have been three months in which the death list reached eight employees. The average for 1928, January to November, is five deaths.

## MORE BOOKS GIVEN LIBRARY

Fifteen new books of fiction were added to the Club Library last month for which we are indebted to our friend H. A. Crocker, who has added many fine volumes to our collection.

The names of the books together with their authors are:

The Spaniard, Juanita Savage; The Country Beyond, James Oliver Curwood; The Woman in Mauve, Mac-Millan; Black Buttes, Mulford; The Everlasting Whisper, Gregory; The War Chief, Edgar Rice Burroughs; The Long Chance, Peter B. Kyne; The Return of the Night Wind, Vandy; The Treasure of Hidden Valley, Willis George Emerson; The Vanishing American, Zane Grey; The Silent Battle, Gibbs; The Winning of Barbara Worth, Harold Bell Wright; From Jest to Earnest, E. P. Roe; A Young Girl's Wooing, E. P. Roe; The Free Range, Elwall Lawrence.

## SANTA CLAUS AT XMAS DANCE

During the past year, Santa Claus has worked very industriously for his many friends have always greeted him at the Big Christmas Dance given by the Pacific Electric Club to the Club Members. This year the dance will be "bigger and better" than ever. In fact Santa expects no less than five hundred of his many friends both big and little to await him with a broad smile and a merry "thank you" when he has the pleasure of presenting each and every one with a present and a box of candy.

The spacious hall at 955 So. Olive Street, called the Forrester's Liberty Hall will be the scene of this grand good time and the time for Santa's appearance will be at 9:30 P. M. on the evening of Thursday, December 20, 1928.

The P. E. Orchestra will have new and most up-to-date music for this dance as well as a special Christmas number entitled "Jingle Bells."

## 1929 ORANGE SHOW PLANNED

Naming the period February 14 to 24 for the twentieth annual National Orange Show, preliminary plans were set in motion for the 1929 exhibition at a duck dinner sponsored by the orange show management on November 21st. The coming show is being planned on a scale equal to any previous effort of the orange industry boosters.

San Bernardino business men, who largely make up the management personnel, headed by H. M. Hayes, President, will again serve without pay, as the orange show organization is a non-profit one. From a humble beginning twenty years ago the show has increased in magnitude and attendance, climaxing last year when 285,000 persons visited the exhibition.

Mr. Pontius, together with other officials and representatives from various Southern California cities attended the duck dinner at which approximately 400 persons partook in the festive event.



# THE PACIFIC ELECTRIC MAGAZINE

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Employees of the Pacific Electric Railway.

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

Vol. 13, No. 7 Dec. 10, 1928

### CONTRIBUTORS TO THIS ISSUE

- N. B. Vickrey ..... P. E. Club
- Thos. A. Lyons ..... Trans. Dept.
- D. B. Van Fleet ..... Terminal Foreman
- L. H. Appel ..... Electrical Dept.
- Mrs. Lon Bishop ..... Ladies' Auxiliary
- W. Z. Shaw ..... Eng. Dept.
- Margaret E. Maitland ..... Eng. Dept.
- H. Vander Zee .....Stores Dept.
- Willis M. Brooks ..... Mech. Dept.
- George Perry .....Acct. Dept.
- Daniel Sanchez ..... L. A. Freight Terminal
- H. F. Bell ..... Western Division
- Ruth Thompson ..... Northern Division
- Dr. W. L. Weber .....Medical Department
- F. L. Annable ..... General Superintendent
- C. P. Hill ..... Transportation Department
- Julian Adams .....Electrical Dept.
- Frank Farnham.....Transportation Department

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.

**J**UST at this time we are in the midst of three notable days that mark the close of the old and beginning of a new year, Thanksgiving having recently passed, Christmas a few days hence, and New Year just around the bend.

Much indeed did we have to be thankful for on our Thanksgiving celebration. Most of us enjoy splendid health, this earth's richest blessing. We have loved ones who become dearer and more fully appreciated with the passing of each year. We live in an era when life never before was so interesting or worthwhile. We are fortunate to reside in a district that the Creator must have patterned with exceptional effort and pride. And lastly, we are permanently employed by a great utility whom we aid in rendering a vital and necessary service to the public. Yes, we have much to be thankful for!

The festive season of Christmas, only a few days distant, is symbolic of the greatest gift to mankind. We commemorate it by gift and tributes to our loved ones and friends. And in so doing we are impressed with the truth of the holy rite "It is more blessed to give than receive."

The New Year affords a splendid opportunity to review our work in the coming year. Too, in our musings it is well to remember how our own personal interests are interwoven with those of our employer. Our Company's good times, or its difficulties, are directly reflected in us. Its failure

## Smile! Smile!

**W**HAT good did it do when you frowned? let me ask;  
Did it help you at all to accomplish your task?  
Did it lighten your burden or help you along?  
Did the frown that you wore make a right out of wrong?

What good did it do to be grouchy today?  
Did your surliness drive any trouble away?  
Did you cover more ground than you usually do  
Because of the grouch that you carried with you?

If not, what's the use of a grouch or a frown,  
If it won't smooth a path or a grim trouble down?  
If it doesn't assist you, it isn't worth while;  
Your work may be hard, but just do it—and smile.

—Detroit Free Press.

### XMAS CARDS COST \$5,500,000

The Christmas card has grown greatly in popularity in recent years. Nearly all of us send them, get them, or both. Yet we don't think of the making of them as a big industry.

It is, however. A writer in the current North American Review reveals that the American public pays \$55,000,000 a year for its Christmas cards. There are 40 factories engaged in the trade, employing some 5000 workers. Designs are guarded as jealously as possible.

Oh, yes—there's one more point to it. The practice of sending Christmas cards instead of gifts, this magazine writer has found, originated in Scotland.—Exchange.

### SUCCESS CHARACTERISTICS

To be able to carry money without spending it.

To be able to bear an injustice without retaliating.

To be able to do one's duty even when one is not watched.

To be able to keep at the job until it is finished.

To be able to make use of criticism without letting it whip you.

to gain or achieve would find its counterpart in our own affairs. If only for selfish personal reasons our 1929 resolutions should include an intention to serve better, be more loyal to our Company's welfare and more zealous in guarding its best interests.

Supplementing Mr. Pontius' good wishes, the Magazine extends to all members of this great family and to those near and dear to them the hope that 1929 will see fulfilled all that will contribute to their happiness and well-being.

### REDUCED SIZE CURRENCY IS SOON TO BE INTRODUCED

Reduced size of United States currency is to become the vogue during

### INCREASED LETTUCE CROP

The tremendous increase in the production of lettuce in California and Arizona approximating 300% in the past five years, is shown in an interesting news bulletin from the Southern Pacific Company.

From 9,740 carloads in 1922, shipments of California lettuce to eastern markets last year reached the amazing total of 27,493 cars. Arizona's 1926 shipment of 3,500 cars soared to 9,121 in 1927, an almost three-fold gain in two years, the bulletin stated.

Owing to the soil and climatic advantages of the Pacific Coast there is not a single day in the year in which lettuce is not being harvested and shipped under refrigeration to eastern markets. Production in the Imperial Valley continues from January to March, when the Arizona spring crop comes in, continuing into April.

From May until November the market is supplied principally from the spring and fall crops of the Watsonville-Salinas district, the lettuce year being completed by the Arizona fall crops, which continue until the Imperial Valley lettuce fields again come into production.

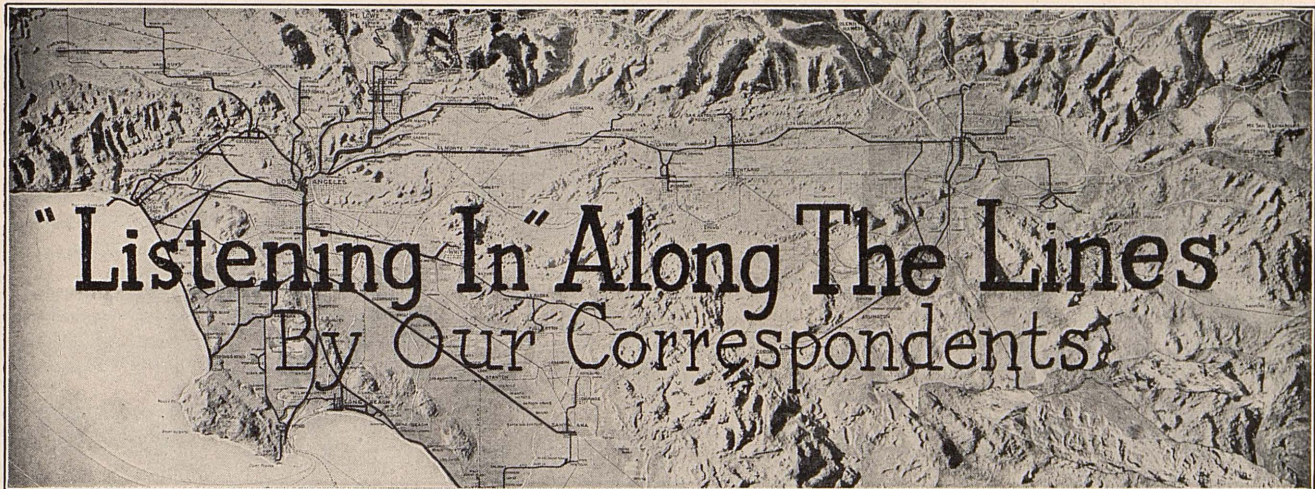
1929, according to a recent statement from the Bureau of Engraving and Printing at Washington. The new size is to be 6 5/16 by 2 11/16 inches.

The Bureau has been working on the smaller size currency bill for the past two years and simultaneous with the release of the smaller size the Treasury Department plans the gradual recall of former bills. It contemplates the issuance of the new bills not later than July 1.

According to latest published information there will be eleven denominations of the new reduced size currency. Each will have a portrait on the face. All bills of \$100 and under, except the dollar denomination, will have engravings of buildings on the back. The dollar and higher denominations will have ornate backs.

"The secret of success is the determination to succeed."





### STORES DEPARTMENT By H. Vander Zee

The annual inventory and pricing of cards for 1928 was completed this month and the temporary employees hired for the work have all been released, namely Edna M. Connaghan, Myrtle Gilbert, Comptometer Operators, and Earl M. Dixon, Price Clerk. Mr. Dixon is again with the Southern Pacific Co. at Los Angeles, Mrs. Connaghan with the County and we hope Mrs. Gilbert is as fortunate as the above named in finding other employment so soon.

Send in your news items! Especially the outside Storekeepers who seem to be rather backward in helping to keep our column in the Magazine. Lots of things which don't seem of any great importance to yourselves might prove to be very interesting to the other employees, so please let us hear from you occasionally.

Theodore Sorenson, Bill Clerk, spent his vacation in Seattle visiting his brother who is attending the university there. Traveling by steamer on which he had his car shipped to the northern metropolis, and driving it all the way back, we can readily see why Ted reports such a wonderful vacation.

Born to Mr. and Mrs. Earl McCall of the Purchasing Department Nov. 14th, an eight and one-half pound boy.

Alpha Barrett, Addressograph Operator, and Harriet Spencer, Comptometer Operator, spent Sunday, Nov. 18th, viewing the wonders of Mt. Lowe. The girls report the trip as being well worth while, especially the ride on the incline.

The monthly meeting of Storekeepers was held at Torrance Nov. 14th with a full attendance.

Mr. Thorburn was present and addressed the meeting, dwelling especially on the subject of "General Clean Up" pointing out that back of many improvements of the modern store such as stock books, unit storage, shop delivery, in fact practically all of them, was the thought of cleanliness of stock or property with economy as the final result.

Quite a number of the employees in this Department have had a light attack of the Flu in the past month. No serious cases have developed so far and we hope it will remain this way, as this sickness even in a very mild form is very disagreeable according to the reports of several of the victims.

With the idea of simplification of stock by making one item take the place of two or more, stock in material class 17 "Metal parts for cars and locomotives" is being rearranged from grouping by classes of equipment on which used, to grouping by commodities. In other words, all bolts will never be grouped together. Likewise bars, beams, levers, etc. In this way likeness of two or more items may be brought more forcibly to attention of all concerned by actually seeing them side by

side with the likelihood of many items being eliminated.

Clifford Curle, Storekeeper, San Bernardino, enjoyed his vacation during the month of October in and around San Bernardino. Sorry to have overlooked this last month.

Herman Shaefer, formerly with the Stores and Purchasing Departments, and now with the Pacific Fruit Express Co. at San Francisco, was a visitor at Torrance a few days ago. Herman comes down south every so often to visit his folks who are residents of Los Angeles, and incidentally absorb a little sunshine which is very rare where he lives.

### 7TH ST. WAREHOUSE By Daniel Sanchez

After more than thirty years of service, Joe Holloway, Janitor, is now on the pension list. Joe has seen the Company when it was very small and has watched it grow to its present size. We will miss Joe very much and we hope he will call on us as often as he can.

It seems that the present epidemic by the name of "Flu" is playing a game of tag with most of the boys. Glad to say that those who have been tagged have been "laid out" for only a day or so. Among the victims were Checkers E. Gregory, Earl Lowe, T. LaFoya, I. Tellechea and William Hernandez. Among the trucker ranks were, Z. Marschmer, J. R. Provencio and Melecio Lopez.

Andy Moreno is out on his yearly vacation and it seems his yearly adventure, as Andy believes in trying and trying until he succeeds. This time we are wondering who she is. Stay with it, Andy, and let us know the results.

Pat Keyes and William Hunt, both Truckers, are out on leave of absence looking out for some personal matters.

Among those going on late vacations are: Irene R. Cunha, Stenographer, visiting through the middle west; Mary Fair, Claim Clerk, spending her vacation in and around Los Angeles; A. H. Stillson, Assistant Chief Claim Clerk, visiting in the southland; C. P. Schye, Interchange Clerk, J. A. Sisk, Car Clerk, at home; Joe Provincio, Tucson, Arizona.

A considerable amount of sickness seems to be prevalent of late. Some of those recently affected are: Jos. Dumoulin, Claim Department; R. O. Schwindt, Accounting Department; P. F. O'Neill, Claim Department; F. B. Spencer, Chief Accountant; L. A. Post, Cashier.

J. C. Snow, O S & D Clerk, has taken a 90-day leave of absence in order that he may take care of some personal business.

A. K. Hartman, Transfer Clerk at Butte Street, suffered a painful injury the other day in getting off a box car. He forgot to get his hand out from under top grab iron and wrenched it severely.

### OCEAN PARK CAR HOUSE By H. F. Bell

Considering that a "very serious operation" was performed on Conductor Ben Hershey we are glad to state he is improving rapidly. The regular commuters are inquiring almost daily about you Ben and welcome your return.

Motorman G. E. Rice was struck by an automobile near Windward Ave. on Trolleyway, Venice, breaking his ankle. He was forced to use crutches for some time.

Conductor A. C. Tanner is taking advantage of his vacation by getting acquainted with Los Angeles and surrounding communities with the aid of his Ford.

A car load of firewood was delivered to O. P. CH. to help keep some of the boys warm during our wintry days.

Those who ordered are more than pleased with the wood and some were badly fooled on just what a cord of it was and the room it would take.

V. E. Button went to Tia Juana with a yearning to see a horse race.

"Imagine my embarrassment when the immigration officer told me there were no races and that I had made a futile trip." Nevertheless he says he enjoyed his vacation.

Those of you who have not visited the Club quarters in the 6th & Main Sts. Station on the 9th floor should do so.

As you enter, the view of the club arrangement gives you that feeling of mental and physical relaxation from the business and labors of the day, generally present when someone suggests "Let's go to the Club, whatyasay".

J. B. Slinker, Conductor, toured the East taking in all points of interest and thoroughly enjoyed every day of it.

He received quite a setback in Pittsburgh. He was under the impression that all the men wore colored collars there but all he observed was neat white shirts and collars. "That must have been where Niagara fell and they are trying to keep it a secret," he said, to smooth it over for the Penn. State boys.

Overheard from the best mule breaker the Texas Army ever had, W. C. Cochran.

"Under the table for you—this is fourhanded pinnocle. How do you expect me to concentrate or possess ability to manipulate these cards successfully.

"In this intricate game, Gentlemen, I must premeditate to disentangle the complicated plays of our, at this time, superior opponents.

The talent of Ray Eastham provides good entertainment for the night crews with his singing.

Anyone visiting his cashier cage at night—leaves with a smile, and also has a desire to join him for the barbershop chimes. He knows and sings a'l the latest song hits. He is far ahead of the average music lover on



the latest out and to show you how far advanced he is, when asked the name of the song he was singing, he quickly replied "You can't drive a nail with a sponge no matter how hard you soak it."

I never heard of that one, did you? But he sure could sing it.

One afternoon a man with a burlap sack of fresh caught mackerel got on the car at Santa Monica. He went to the open section and sat in the front seat of a baldface car leaning his catch against the front end.

A longing, far away look was noticed in the eyes of H. J. Howard, Motorman after that trip.

Wondering if boyhood memories of those old fishing days in Colorado were revived he decided to investigate. Dan Tucker, the inventor of fishing through the ice, was asked.

He says "Everything's O. K.—H. J.—and to forget about it because trout don't smell like that."

The Trainmen of Ocean Park House extends to Assisat Superintendent S. E. Wilson, their deepest sympathy in his bereavement with the passing of his wife.

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

On October 31, last, Motorman H. S. Dowding, Sierra Madre Line, became the happy and proud father of a 6¼-pound baby girl. Congratulations, Mr. and Mrs. Dowding.

We take pleasure in announcing the marriage of Brakeman H. F. Trockel, State Street, to Miss Edna Miller, of Des Moines, Iowa, on the evening of November 14th. The happy couple have postponed their honeymoon trip to the brides former home, to some later date.

Congratulations and best wishes.

We are certainly glad to welcome Conductor W. C. Osborn, Glendora Line, back on the job again, after his extended layoff due to a serious leg injury while on duty.

The most recent arrivals to Macy Street as new employees are Conductors J. W. Colbert, J. L. Gilmore, R. H. Frantz, and C. A. Keller.

Welcome to Macy, boys.

Early Sunday morning, November 18th, a large party of Pacific Electric Rod and Gun Club members united forces at Palmdale, on the Mojave Desert, and conducted a very successful rabbit drive. Macy Street trainmen were well represented in the small army of hunters. All participants in the outing report a great day of sport and a good supply of rabbits.

The passing of November and arrival of December signalizes the time for the citrus growers of the Southland to order their oil for smudging purposes, consequently our present heavy freight business was supplemented by several large smudge oil consignments to various parts of the citrus belt.

This year the growers are ordering early in preparation of any sudden drop in temperature. The valuable citrus crop will surely be protected this season.

On Monday, November 26th, Trainmen on the extra board at Macy welcomed the addition of a new line car crew for a few weeks work on the Covina Line.

With the ever dangerous "flu" epidemic upon us, it behooves us who have fortunately escaped being stricken, to be extremely careful during these damp and cool months, that we do not neglect the care of our bodies.

Do not take chances with your health, but with the first symptoms, get to a Company Doctor for treatment or advice.

We should remember that it is up to the majority of us to keep fit, to see that our high class of service is maintained.

It is indeed gratifying to note the splendid co-operative spirit that is evident amongst the majority of our trainmen during these trying days of sickness, when doubling up on the work is so necessary, due to the large sick list.

The management appreciates your co-operation.

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

Jack Cody has returned from a visit to an old pal's home, Frank Bone, who worked for years with many an old timer on the P. E. when the system was part of the L. A. P. Mr. Bone invites any old friends to stop and see him at Morgan Hill, California.

"Red Horse" Osborne went back to passenger for the winter; those cabs on the passenger cars are warmer than 1600 class, Osborne says.

Frank Haag had a narrow escape when a Greek went insane in a cafe at Santa Ana and was going to shoot Frank, but the mad man was disarmed and sent to the Police Station under guard.

Dan Terry, Roy Soule, and P. O. Morse went up north on a shooting trip. P. O. Morse looked out of a port hole in a blind and saw a big buck coming right at him and coming fast too. P. O. had to shoot the buck to save his own life. This he did and made a kill. The buck was ten feet away when he fired. How could he miss?

Walter Bayless expects a telephone call any day now to return to his home at once. Walter has bought the cigars and is all prepared.

Business is good; everybody on the extra list is getting work. Looks like a good winter.

Lindsey Britt buys Fritz Miller a milk shake every day. Lindsey is finding out that Fritz knows the rule book backwards.

Victor Hemphill is now running the board at 8th Street. The task is not an easy one, and the sand house Committee have delayed judgment, but on Monday morning they watch with bated breath.

To all the men who have been off sick during the past month, here's luck, and to those who have had sickness at home, a smile, and a hope for more sunshine.

### ACCOUNTING DEPARTMENT By George Perry

After a six months' lecture upon the merits of the new Ford car by Clayton Scholl, Disbursements Accts. Bureau, he finally cancelled his order and purchased a Chevrolet roadster, which all goes to show that "Henry" lost another customer.

Heartiest congratulations and best wishes for a happy married life to Mr. and Mrs. Charles J. Weaver. Mrs. Weaver was formerly Violet Radford, Conductors' Accts. Bureau. The ceremony took place on Nov. 17 at Santa Ana. The newlyweds will spend their honeymoon in and about Southern California.

Frances Jensen, Stenographic Bureau, has returned to the office after a short leave of absence. She appears to be much improved for the rest and we sincerely hope that she is entirely recovered from her illness.

Charles English, Freight Accounts Bureau, has been advanced to fill the vacancy occasioned by the resignation of Milton Smith, who has taken a position with the Pan-American Petroleum Corp.

Our deepest sympathy is extended to Mrs. Edna Abell for the loss which she has sustained through the passing of her mother, who succumbed November 17.

Bessie Mullins, Stenographic Bureau, has left the service to remain at home. She formed many friendships in her stay with the company, who regret seeing her leave. We all join in wishing her good-bye and good luck.

November seems to be a popular month with the vacationists as the following list indicates:

Vacationists:  
Betty Gorrell—Home.  
Jessie Kremer—Kansas City, Mo.  
Violet Phillips—Home.  
Lilian Toley—Home.

Edna Ware—Home.  
Marvel Workman—Home.  
Albert Eurich—Home.  
J. H. Goldsworthy—Home.  
P. M. Still—Home.  
Clayton Scholl—Home.  
Alston L. Marsh—Home.  
M. T. McKnight—San Francisco.  
Dale Hyde—Perris, Calif.  
F. E. Loucks—At the ranch.  
Eugene Lince—Home.  
Herman Grenke—Home.

### NORTHERN DIVISION Eastern Lines By Ruth Thompson

Asst. Superintendent Peachey went to Imperial last Sunday in the interests of the National Orange Show.

General Agent Jones, who with a party of friends, spent last Sunday in Arizona on a hunting trip, reports that the quail pies are exceptionally fine this year.

Conductor O. I. Gough is vacationing in Washington.

The Pacific Electric Masonic Club banquet at Los Angeles was attended by several from San Bernardino. A good many also attended the Evergreen lodge at Riverside, on the evening of Nov. 30th, where the Pacific Electric degree team conferred the third degree on Al Bristol of the Mechanical Department.

Motorman G. W. Woodbury has just bought a new home and has moved into it.

Motorman Geo. Smithson is away for two weeks on a hunting trip.

Naval oranges are now being shipped from Highland, Crown Jewel and Sunkist, which is much earlier than last year.

Agent O. J. Hamble of Rialto was seriously injured a few days ago, having been run over by a truck. The latest report is that he received two broken ribs and a broken shoulder which will confine him in the hospital for some time.

We wish to extend our sincere sympathy to Motorman W. W. Cooper, whose mother died recently. Mrs. Cooper had been ill for several months.

### MECHANICAL DEPARTMENT By Willis M. Brooks

William B. Spaulding, Foreman Machine Shop, has worked half of his life for the Pacific Electric Railway.

He was born in La Porte, Indiana, in 1864. His father was Engineer on the old L. S. and Michigan Southern railroad.

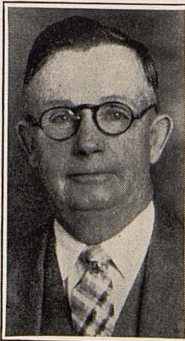
At the age of 14, he had to leave school and help make a living for his widowed mother and grandmother. He started to work in the Elkhart Knitting Mills as bobbin boy at \$3.00 a week, and at the age of 17, started to work in the L. S. & M. S. Shops as Machinist Apprentice at 10c an hour, and 10 hours a day.

He married Florence I. Blackwood on May 2nd, 1893, at Elkhart, Indiana.

After the death of his mother and grandmother, he had the Gold Fever and left for Alaska with four other shopmates, having made the round trip for Skagway, going by way of the White Horse Pass to Dawson City, stopping at all the mining towns, and landing at St. Michaels on the Bering Sea.

After experiencing many hardships, he started for home, but arriving in California, fell in love with this part of the country and decided to locate here, so sent for his wife.

Started working for the L. A. P. as Machin-



William B. Spaulding



ist. At that time there was no Hollywood, Ocean Park, or Venice.

The road used a small dummy locomotive for freight work.

Mr. Spaulding feels that he is one of the old pioneers of this company, as up to the present time he has worked continually for thirty years, and cannot recall a time that he has been late to work through his own negligence.

### ENGINEERING DEPARTMENT By Margaret E. Maitland

Just at a rough guess about forty of the Wash. St. Yard labor dodgers have been compelled to lay off on account of "flu", gripe, too much turkey or what have you, also the main office, Signal and Field Depts. & Bonding employes have been affected in the same manner.

Laddie's guardian angel: Geo. Curtis is on vacation, so Wesley Rake has to do the flag raising and other boy scout acts pro tem.

We extend our heartfelt sympathy to D. G. Foyle on account of the death of his Father.

John Ford is gradually recuperating from his financial losses on this year's Election and Football.

There is something wrong with either the doves or J. P. Gould's new gun. They just don't seem to connect.

A. de Pfyffer is spending his vacation in Yosemite, enjoying the skating and skiing.

We are glad to see Mr. Wm. Simkins, Val. Engineer, back at his desk after a pleasant vacation, a part of which was spent at San Francisco.

J. A. Conley, Foreman Extra Gang 12, has written a song "Won't You Take a Chance with Me" which is quite a success.

Miss Emma Smith is spending her vacation at her home in Tucson.

Wiley F. Gilley is spending his vacation remodeling and decorating his home.

Paul Morris returned from his vacation. He has been touring Southern California.

Ernest Harmon is still on the sick list, but fortunately on the road to recovery.

"Bob" Langston, who had been laid up with a broken right arm, is back on duty. "Bob" was lucky in being a southpaw so his injury did not interfere with the handling of his pipe.

If any of you boys at Washington Street Yard are a little short on your pay-check, just remember that our timekeeper, Fred Linne, just got married and is building a new home, and that takes dough.

We hear that Max White has applied to the City Fathers for a new street sweeper for Washington Street and vicinity. In the meantime the old one better keep away from in front of Max's Essex.

Rosie's Beanery changed hands and the new owner does not do any credit business. Whether there is any connection or not, but McFarland has lost quite a bit of weight and is now trying to sell his Ford. Antiquarians, please take notice.

Lyle Cox manages to get a cut-rate on Doctors' visits by having the whole family including himself sick with the "flu" at the same time. Talk about Scotch. On the money saved this way he has built a new home in Alhambra and moved in there last week.

Lester Knight was "pinched" the other day for some traffic violation but being a good pupil of Earl Haskell's, he pleaded his own case in court and not only got off without a fine, but left with an apology from the Judge and one of his stogies.

#### Try It

Science Teacher—"Name some liquid that won't freeze."

Bright Pupil—"Hot water."



#### Skipper Skipped

"I hear the sea captain's wife ran away."  
"Yep, he took her for a mate and she turned out to be a skipper."

Mike (with heat): "I wouldn't throw ye a rope if ye was drownin'."

Pat (with more heat): "An I wouldn't ketch hold of it if ye did!"

"Uncle John," said the little nephew from the city, "which cow gives the buttermilk?"  
"All of them," said John, with a twinkle in his eye. "What else could a cow give but'er milk?"

#### Unanimous!

The teacher of a rural school one day received the following note, which might easily pass for an example of conciseness in writing:  
"Please excuse Willie from school today. He caught a skunk."

#### Helpful Suggestion

"Willie," said the Sunday school teacher severely, "you shouldn't talk like that to your playmate. Had you ever thought of heaping coals of fire on his head?"  
"Gee! No, ma'am, I hadn't, but it's a peach of an idea."

#### The End

"What!" exclaimed Mandy's mistress as she appeared at the home one day, after a prolonged absence, carrying a little black baby, "Another little Carr?"  
"Yessum Mistress—an' I don hopes dis here is de Caboose."

#### You Don't Say!

"With all due deference, my boy, I really think our English custom at the telephone is better than saying 'Hello' as you do."  
"What do you say in England?"  
"We say, 'Are you there?' Then, of course, if you are not there, there is no use going on with the conversation."

#### Thinks She's a Soda Fountain

City Lad: Say, Dad, how many kinds of milk are there?

Father: Well, there's evaporated milk, buttermilk, and—but why do you want to know?

City Lad: Oh, I'm drawing a picture of a cow, and I wanted to know how many spigots to put on her.

#### Cats

A grammar school boy passed in the following composition on Cats:

"Cats that you can maul and tease is called Maultese cats. Some cats is reckernized by how quiet their purs is and these is named Pursion cats. The cats what has very bad tempers is called Angorie cats. And the cats with deep feelin's is called feline cats."

#### Properly Stung

Sandy bought two tickets for a raffle and won a \$1,500 car. His friend rushed up to congratulate him, but found him looking miserable.

"Why mon, what's the matter wi' ye?" he asked.

"It's that second ticket. Why I ever bought it I canna imagine."

The judge had just sentenced the negro prisoner to a long term and the guards were taking him out the door when the judge shouted, "Bring back that prisoner. Don't you know better than to use such language to me and in the court room? I have a good mind to add five years to your sentence."

"Honest, jedge," said the prisoner, "Ah didn't say nothin' against you. Ah was just thinkin' that if ah couldn't get justice on this earth ah would get it in heaven, and ah was sayin' to myself, 'God am de jedge, God am de jedge,' jest like that!"

#### Bright Youngster

A lady had taken her four-year-old son into the booth while her husband voted in that adjoining. When they met, after casting their ballots, the little chap said to his father:

"Daddy, mother must love all the politicians."

"How is that?" the father wanted to know.

"Well, I saw her mark kisses after a lot of their names."

#### Boston's Traffic Jam

Motor Cop (to professor of mathematics): So you saw the accident, sir. What was the number of the car that knocked this man down?

Professor: I'm afraid I've forgotten it. But I remember noticing that if it were multiplied by fifty, the cube root of the product would be equal to the sum of the digits reversed.

#### Couldn't Keep Up Installments

An insurance company wrote out a \$1,000 life policy in the name of one Samuel Johnson. Premiums were paid promptly for a few years but suddenly stopped. After sending a few delinquent notices, the company received this reply:

"Deer sirs: Please excuse us as we can't pay no more premiums on Sam. He died last May.—Yurs truly, Mrs. S. Johnson."

Two negro expressmen mixed their trucks at the depot.

"Hey, dar, culled man," yelled one to the other, "I'll knock yo' out of house an' home ef yo' don' back up."

"I'se got no home," retorted the other offending driver. "Now what yo' gwine do 'bout it?"

"I'll dig you' one, black boy—I'll dig yo' one."

"Bredern an' sistern, youall been to Birmingham an' seen dem steel foundries ain't ye?"

From all parts of the church came the nods and answers in affirmation.

"An' youall done seen dat white hot iron runnin' like watch outh dat big pot, ain't ye?"

Again came the affirmation.  
"Well, bredern an' sistern," said he with great impressiveness, "In Hell dat stuff's ice cream soda."

#### And Then the War Began Again

For years a bitter feud had existed between the Browns and Robinsons, next-door neighbors. The trouble had originated through the depredations of Brown's cat, and had grown so fixed an affair that neither party ever dreamed of "making it up." One day, however, Brown sent his servant next door with a peace-making note for Mr. Robinson, which read:

"Mr. Brown sends his compliments to Mr. Robinson and begs to say his old cat died this morning."

Robinson's written reply was bitter:  
"Mr. Robinson is sorry to hear of Mr. Brown's trouble, but he had not heard that Mrs. Brown was ill."

After much advertising, one lone applicant called relative to the position of general houseworker. There was a lengthy interview, most of the questioning being done by Mandy, a dusky daughter of the Sunny South. Finally negotiations were completed and Mandy agreed to start work at 9 o'clock the following morning. The family was jubilant, but at 9 no Mandy arrived. Ten o'clock came, but still no Mandy. At 11 the door bell rang, and there stood the new incumbent, with her boxes and bags. She beamed on her new mistress and explained: "Ah do hope you folks will 'scuse mah lateness, but just as Ah waz a-coming out mah teacher called to give me mah music lesson. Ah done forgot to ask last night if you-all was fond of the saxophone."



There there was the Scotchman who gave a penny to a blind man. He needed the pencil.

Father: "When I was young, I thought nothing of a ten-mile walk."  
 Jimmie: "I don't think so much of it myself."

Impassioned youth (throwing himself to his knees): "Light of my life! Light of my existence! Light of—"

The Lady: "Aw, douse the glimmer kid, and while you're down there will you buckle my galoshes?"

An Irishman was undergoing an examination in court for throwing a stone through a plate-glass window.

"Was the stone as large as my fist?" asked the judge.

"Sure, your honor, it was larger," said the Irishman.

"Was it as big as my head?" asked the judge.

"It was as long, your honor, but not so thick," replied Pat.

Did you ever read Kipling's books? No, she replied, but I sure like his herring.

To make a peach cordial in these prohibition days, send her a box of candy.

"You remind me of Abe Lincoln."  
 "Thanks for them kind words."  
 "Yeh! you don't shave either."

Guest (angry at having been kept waiting at railway station): "So you had difficulty in finding me, eh? Didn't Mr. Jones describe me?"

Chauffeur: "Yes, sir; but there are so many baldheaded, bowlegged, fat gentlemen with red noses."

"Jimmie," I wish you'd learn better table manners; you're a regular little pig at the table."

Deep silence on Jimmy's part. So father in order to impress him more added, "I say, Jimmy, do you know what a pig is?"

"Yes, sir," replied Jimmy meekly, "it's a hog's little boy."

Altogether now, three cheers for the pedestrian—hop, hop, hurry!

"How do you like bathing beauties?"  
 "I don't know. I never bathed one."

**Chance For Television**

Mother (proudly)—I wish, my son, that your father would stay home one evening to see how well you behave when he is out.

**A Gentle Hint**

He: I can tell by looking in a girl's eyes just what she thinks of me.  
 She: How annoying.

**How Long?**

The judge had pronounced sentence of execution, "You may be granted any one wish before you die," he said.

"All right; Oi want to learn Chinese," replied the Irish prisoner.

"But that takes a lifetime!" complained the judge.

"Oi know that," was the calm reply.—Mutual Magazine.

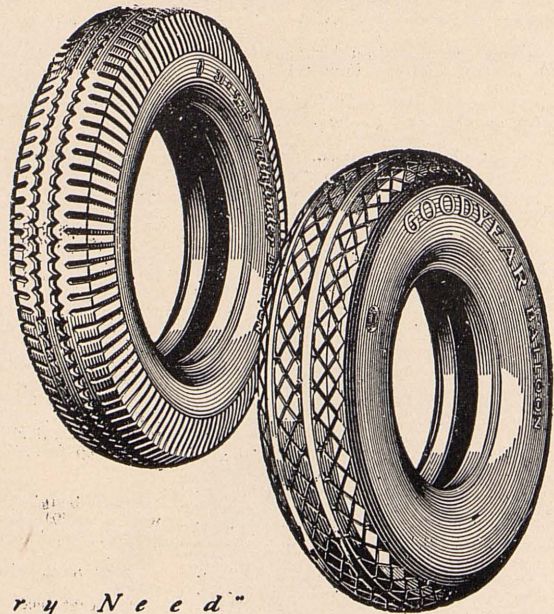
**During the Month of November THE PACIFIC MUTUAL LIFE INSURANCE CO. paid the following P. E. Employees Disability Benefits Through the WM. L. THOMAS AGENCY**

**PARTIAL LIST**

Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid
Ammerman, Harry B.	La Grippe	\$ 6.00	Hess, Charles K.	Indigestion	38.00	Ramsey, George M.	Influenza	20.00
Arzate, Robert	Bruised Finger	26.66	Holson, C.	Cold	8.00	Sabicer, Rudoph	Acute Gastritis	10.00
Bancroft, Theodore B.	Influenza	10.00	Humiston, Harry W.	Influenza	26.00	Schambers, John P.	La Grippe	300.00
Blake, James G.	Erysipelas	26.66	Jenkinson, Wallace H.	Influenza	14.00	Simmons, Newton	Bronchitis	14.00
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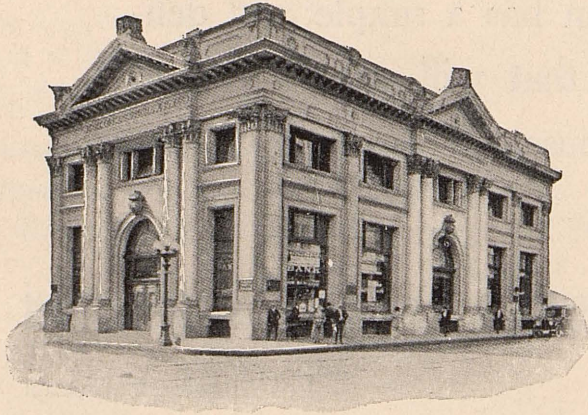
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