



THE PACIFIC ELECTRIC MAGAZINE



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*When day begins near ocean spray
We start our journey - P.E. way;
Thru orange groves to mountain heights
And romp in snow before the night!*

An Open Letter to Spence T. Taylor

(Valiant twelve-year-old "defender" of P. E.; son of Frank T. Taylor,
Chief Draftsman, Torrance.)

HELLO there, Spence!
I'm going to write you a letter and publish it, so a lot of other young boys and girls who have daddies working for the P. E. will know just what you did. I heard all about it; and it was splendid, too.

So in this letter I'm writing you, Spence, I've got to tell all that I heard, just as I heard it, but you won't care. Perhaps it will inspire other boys and girls to do just as you did when the occasion arises.

Now here's the way the story came to me: You're a young fellow, 12 years old. In your school a few days ago your class was talking about airplanes, motor buses, trains and electric railways. Someone said something that didn't sound so good about your daddy's company. This stirred your pride a bit; didn't it Spence? Then I'm told that you arose and defended the P. E. It seems that you told the class that this railway was a fine one; that it gives good service; has splendid cars—in fact, you said a lot of nice things, all of them true, too.

You seemed to know so much about the railway your daddy works for that your teacher asked you to prepare a little talk. You studied up a bit and came loaded for fair and gave this talk. And when you got through the whole class knew a lot of things they didn't know before.

You know, Spence, most all the trouble we have in this life is due to a lack of knowledge and understanding.

For instance, take this railway. Without meaning to be unfair, many people condemn it; say things that are harmful and untrue. Yet if they knew the facts, these same people who condemn would be the first to praise.

If they had ridden on other electric railways throughout the United States they would know that our cars, and roadbed,

and overhead are splendid. They would soon learn that our service is fine, and that our fares are as low as the average, and lower than many other electric railways. And they would also learn that our Trainmen are courteous and an exceptionally fine lot of men. We who work for this railway don't need to make any apologies!

Then again, Spence, if people would just think a little bit they would soon realize what this railway has done and is doing for them and the entire district. Let's figure out some of them:

Every day, rain or shine, it carries many, many people to and from their work, or wherever they want to go. Carries them quickly and safely. We haul their freight to and from their factories and stores; also mail, (more than any other electric railway in the country) express and baggage.

The building of this railway has helped very much to build up all of Southern California. Wherever P. E. rails have gone, towns have sprung up and prospered and millions of dollars added to property values. Our tax money, about a million and a half a year, helps to maintain law and order, create schools and other worthwhile things of life.

Another splendid thing this railway does is the work it gives to 7,000 persons year in and year out. Out of the eleven million dollar pay roll each year, many, many homes, where happiness dwells, are maintained. It makes possible the joy of bringing into the world such fine young fellows as yourself and developing them into upstanding and useful manhood and womanhood.

Hearing how you defended your daddy's company, Spence, gave a lot of us a thrill of pride. I know you'll do it again when the occasion arises. Thank you, ever so much.

—Editor.

Keeping Our Trolley Wires in The Air

Lowest Number of Breaks Yet Recorded and Much Lower Than the Average in U. S. is Outstanding Feat During 1927

By L. H. APPEL
Assistant Superintendent of Power

THE problem of trolley wire breaks, their cause and prevention, has had the continuous study of the electric railway industry for many years. It has been one of the principal subjects for investigation by the American Electric Railway Association since 1921. And the Pacific Electric Railway, in addition to participating in this joint investigation under the auspices of the Association, has studied the subject independently for the past twenty years.

In view of this comprehensive study of the subject, it may occur to the casual observer that the originating factors should be fully understood by this time. They are well understood. While the causes of wire breaks are relatively few, which theoretically should reduce the problem to one of comparative simplicity, unfortunately all of the contributing factors are not controllable by those responsible for the maintenance of the overhead lines.

The Causes

Fatigue of metal, formerly and erroneously termed crystallization, burn-downs, pulldowns, defective wire, splices and other devices, constitute the principal causes of breaks. And of these causes, the larger proportion of all of the breaks are due to fatigue, or what has been suggested as a better term to describe the phenomenon common to all metals, of failure under repeated stress—i.e., "progressive failure."

The remainder of the breaks are divided among the other contributory causes.

Of all the various causes, fatigue of metal presents the chief difficulty. This type of break is caused principally by the failure of the wire at points of support, due to the repeated hammer blows of the trolley in passing, combined with the vibratory ac-

Only 206 Trolley Breaks Registered During 1927

INTELLIGENT inspection, aided and abetted by co-operation of operating and other departments, last year made possible the smallest number of trolley breaks in the history of this Company.

During 1927 records of the Electrical Department show that there were but 206 such breaks to occur over the system, which is a substantial reduction over 1926. As indicating that the preventive measures employed are effective it is noteworthy that a reduction has been effected over the previous year for many years past.

On the basis of results achieved during 1927 an average of but 0.17 breaks were registered per single track mile of overhead operated, as against an average record of many other electric railway properties of 0.5.

Mr. Appel tells the complete story of how the problem of trolley breaks is being solved on our system.

tion of the wire. This is an accumulative effect and while the force of a single blow or contact is relatively light, it is the repeated passing blows that ultimately break down the crystalline structure of the wire.

It is with this complete information and understanding previously referred to, that has enabled the Pacific Electric to attack the problem of reducing the breaks to a minimum without the sacrifice of economy and consistent

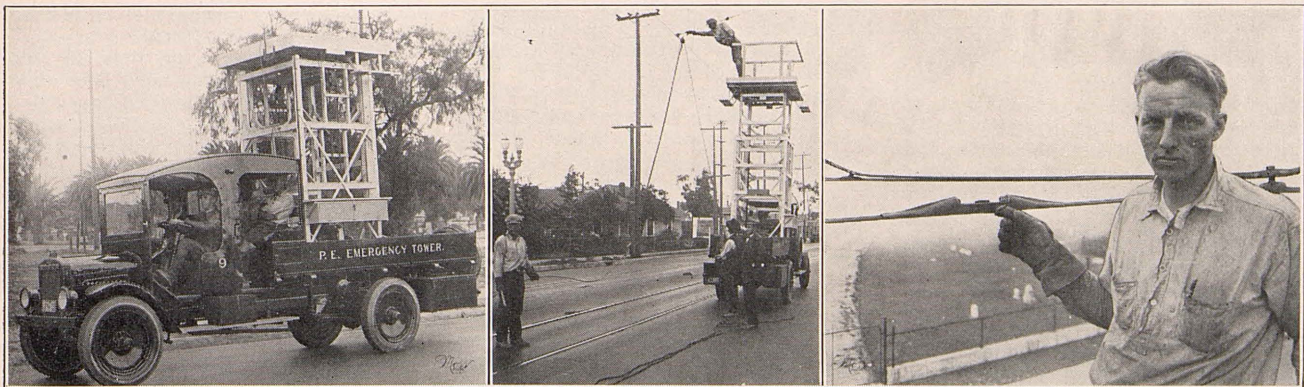
with existing operating conditions, line construction, available materials and facilities. And though it has necessitated persistent methods involving routine inspection, it has permitted the line crews to obtain maximum results with a minimum expenditure of time. In short, it has provided a basis for intelligent inspection which is unquestionably required when it is considered that there are in excess of 300,000 trolley supporting hangers on the system to be inspected.

The average life of the trolley wire on the entire system is approximately ten years, with a minimum of two years and a maximum of fifteen years, the life depending upon the class of service, and it is important that the economic life of the wire be obtained as far as practicable.

System Employed

The overhead lines of the Pacific Electric Railway are maintained by divisions, and it is required that the line crews be entirely familiar with the operating characteristics of their respective divisions. Class and frequency of service, type of equipment and general roadway conditions, naturally, are all important factors in the ultimate life of the trolley system. These facts, together with the known age of the wire in service, provide a substantial basis for intelligently anticipating trolley wire breaks to a large degree, particularly of the "fatigue" type referred to.

It is, of course, impossible to eliminate this class of break entirely. The crews are at a disadvantage to a certain extent, as normally the fatigue failures invariably occur under the trolley hangers, ears, switches, and other supporting members, and while it is the practice to shift ears and hangers in order to equalize the points of wear, it is not always possible to



Left: Type of emergency line tower used for maintaining overhead line wires on city lines. Center: Emergency line crew repairing trolley break. Picking up broken trolley wire with "come along." Right: Break repaired. Showing type of trolley wire splice used for repairing breaks. Splicing ear is 21 inches in length; weighs about three pounds and is made of bronze.

observe the fine hair-line fractures that may have started in the wire.

Also despite all precautions, failures will occur, as materials are not infallible, and a fatigue break is as likely to occur occasionally with comparatively new wire of recent installation and full section, as with wire of reduced section, which has been in service for an extended period. Further, varying results are obtained with wire of different manufacturers, purchased under identical specifications.

Speed has a great influence on the fatigue type of break, as the hammer blow at the point of support is a function of the square of the speed. Incidentally, this readily accounts for the relatively few breaks of this character on slow speed local lines. It is the practice to stretch the trolley wire to a high degree in order to provide a smooth under-run, and reduce the tendency to vibrate.

A smooth track with flexible but constant pressure trolley, on a tightly stretched wire with a minimum of hard spots, providing a smooth under-run, provides the ideal operation. And the results we obtain will be proportional to the extent that we approach these ideals.

During 1927 there were 206 trolley breaks, including all causes, on the Pacific Electric system involving approximately 1165 miles of trolley wire. This is an average of 0.17 breaks per single track mile per year or less than one break for every five miles of single track operated per year. This is equivalent to one break for each 190,000 car miles operated. For comparison, during 1926, the latest data available at this time, the average for the electric railways reporting to the American Electric Railway Association was 0.5 breaks per single track mile, or approximately one break for every two miles of single track operated.

While the foregoing has dealt particularly with the line crews' responsibilities and activities in reducing trolley breaks, it should not be overlooked that there are many breaks caused by conditions beyond the control of the line crews. This class can be, and is being proportionately reduced by co-operation of all concerned.

IMPROVEMENT ON WHITTIER LINE BRIDGE COMPLETED

The work of replacing the 303 ft. of double track trestle bridge with a single track combination steel and wood bridge, 495 ft. in length, over the Los Angeles River at Walker Station on Whittier Line, was completed on February 6th. D. E. Plank, Supervisor, Bridge and Building, had charge of this extensive project.

The installation of the concrete piers for the 495 ft. single track combination, steel and wood bridge was done by Lynch—Cannon Engineering Company, Contractors.

The cost of this work was approximately \$108,000.00.

Six Travel Tips Bring 379 Passengers

SIX group movements of passengers, involving the sale of tickets totaling 379, were the good results accruing from tips and solicitation efforts of employees during January. In addition several excursion parties already have been arranged for February full details of which will be stated next month.

A. O. Williams, Trainmaster, Long Beach, arranged two movements, one Masonic Club members, Long Beach to Compton, and another Sciots Pyramiders, Huntington Beach to Long Beach. These special movements are becoming a monthly habit with Mr. Williams.

E. E. Wilcox, Conductor, Western Division, was responsible for a movement of San Fernando Elks from their home town to Long Beach.

Motorman A. C. Russell, Western Division, arranged a movement of Santa Monica Elks to Whittier.

R. W. Baugh, Operator, Hollywood Motor Coach Line, secured the business of I. O. O. F. members from Sawtelle to Montebello.

L. R. La Voy, Conductor, Northern Division, inspired the successful solicitation of a special party from Pomona to Los Angeles.

Alertness to the Company's interest on the part of those named above is highly commendable and fully appreciated by our management.

CHEAP RATES TO BATH-HOUSE

Five Redondo Beach bath-house tickets for \$1.00, secured merely through presentation of pass or other identification bearing out employment with this Company, will henceforth be available to employees.

All anyone desiring these books of tickets need now do is present identification at the Cashier's office in bath-house. Each coupon is good for one plunge or tub bath and includes use of suit, towels and locker.

Formerly these tickets, sold in books of seven tickets, were secured by obtaining an order from heads of departments. This feature has been eliminated.

Good indefinitely for employees and dependent members of their families, purchase of a book of five tickets at 20 cents each, as against the regular charge to the public of 50 cents, represents a saving of \$1.50.

The Redondo Beach bath-house, one of the finest in the country and said to be the largest hot salt water plunge in the world, is open week days from 10 A. M. to 10:30 P. M., and on Sundays from 8 A. M. to 6 P. M.

HUNTINGTON ART GALLERIES NOW OPEN TO THE PUBLIC

Public inspection of the famous Huntington Art Galleries, in line with the expressed desire of the deceased benefactor, was inaugurated on Friday, January 27th. The rare opportunity of viewing the treasured art collections of the late Mr. Huntington will henceforth be available to the public of this district on each Monday, Wednesday and Friday. From 1:30 to 4:30 p.m. is the hours set by the committee in charge of the treasures.

For the present the number of visitors to be received at the mansion residence in San Marino, where the collection reposes, will be limited to 200 persons daily. Permission to visit and view them must be secured by applying for cards of admission addressed to the Henry E. Huntington Library and Art Gallery, San Gabriel. The number in the visiting party should be stated, also the desired date of visit, and a stamped addressed envelope enclosed for reply.

Applications will be filed in order of receipt and not more than five persons admitted on a single application. Children under ten years of age will not be admitted.

This widespread collection of books, manuscripts and paintings, obtained at a cost aggregating millions, has attracted attention the world over. In 1919 when Mr. Huntington publicly announced that with his passing, the library and art gallery would go in trust for the benefit of the public, there was widespread approval and appreciation expressed. The grant was made to five trustees in whom is vested the power and responsibility of carrying out the donor's wishes.

Opening of these treasures to the public should aid materially as a travel attraction over our lines and Trainmen particularly, and employees generally, should be acquainted with the above details. Also it should be kept in mind that Sierra Madre and Glendora-Azusa line trains pass San Marino station from which it is but a short walk north to the library.

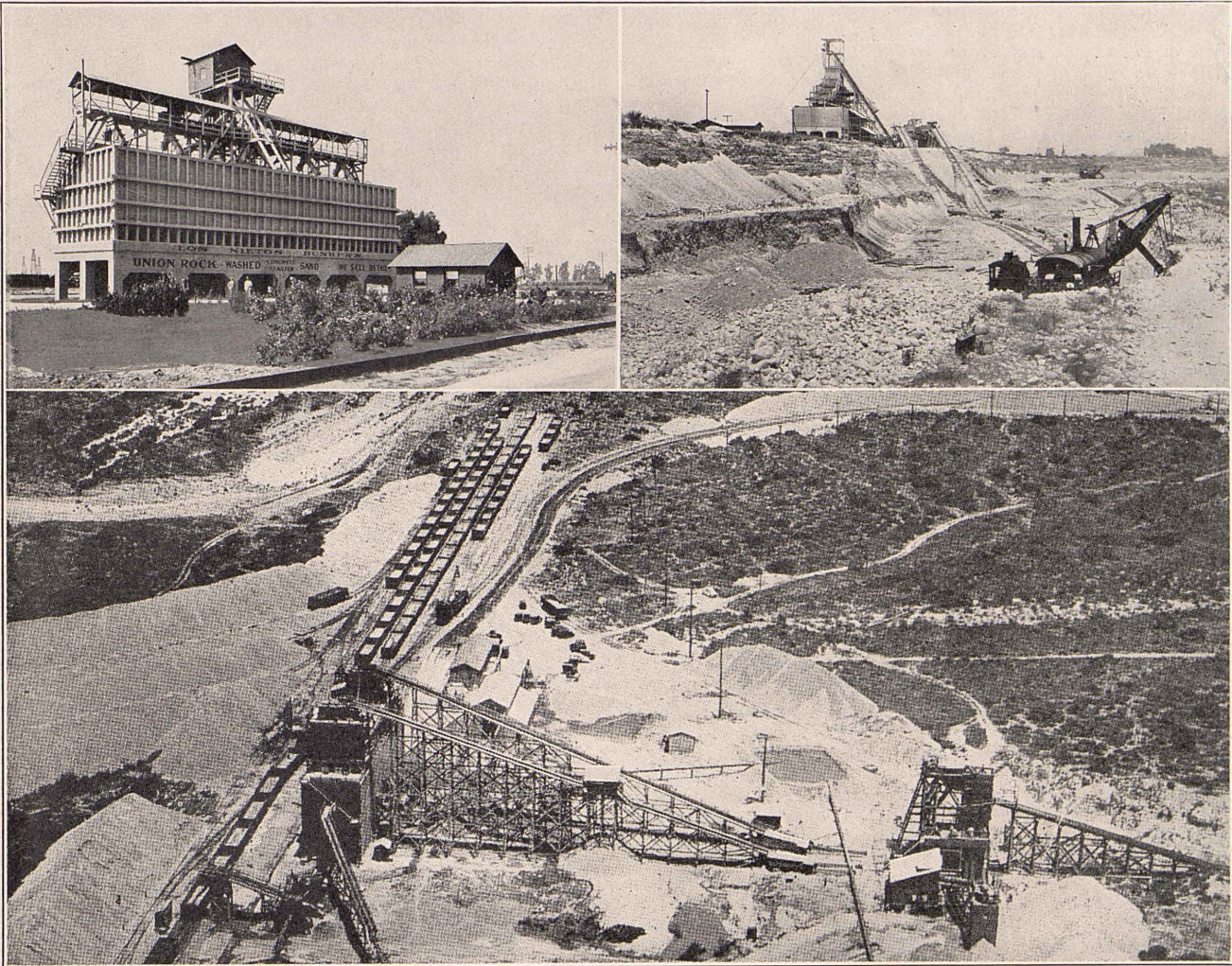
WOULD END PAVING TRACKS

Efforts of New York electric railways to obtain legislative relief from paving taxes are strongly endorsed by the Syracuse, N. Y., Herald.

The Herald points out that the tax is indefensible in every way. The only excuse ever made for it, the paper declares, is that trolley companies wore out the paving. This is ridiculous today when motor cars and trucks do so much damage to pavements and pay no direct tax upon this damage, the Herald says.

"When we load it down with unfair taxes," the paper continues, "we hasten the inevitable end either of bankruptcy or ten-cent fares. The sensible far-seeing policy for every community is to encourage the trolley service by just and liberal laws or ordinances, and to enable it to co-operate with the various branches of auto transportation for the public convenience and welfare.

HANDLING ROCK PRODUCTS ON P. E. SYSTEM



Upper left: Los Nietos Bunkers of the Union Rock Company, a pioneer of the industry in this district. Right: One of the pits and crushers of the same company. Lower: Airplane view of the Reliance Rock Company's plant near Azusa.

GREAT acreages of rock deposits in dry river beds found in many places throughout Southern California are today contributing in no small degree to the upbuilding of this district. Washed down from higher levels by streams many years ago that sought the lowlands these rock beds, then looked upon as a great waste, are today providing products most essential in creating our great roadways and structures.

Too, Nature seemed to have taken unto itself the placement of these deposits and strategically located them. They abound in widely-separated districts, just as though a wise Providence had foreseen that to concentrate them would prove a handicap in bringing them to where they could best serve their ultimate purpose.

Few of us realize the intensive and wide-spread usages to which rock, sand and gravel are put, nor the unbelievable quantities in which they are consumed.

It has been estimated that 10,000,000 tons of rock products are annually

consumed for various purposes in Southern California. Here let us pause to sympathize with the statistical fiend in his problem of determining how far these would reach if placed end to end.

We gain a vague idea by reflecting upon the material in our highways. Authorities tell us that in paved roadways there is imbedded 5500 tons of rock products per mile, or more than a ton per lineal foot. In Los Angeles County alone there is a total of 701 miles of paved highways exclusive of that within Los Angeles and other communities. Sharpen the pencil.

Nor do highways represent the entire consumption, as witness the great structures whose tensile strength is made up by the intelligent blending of these earthen products with water and cement. Buildings, foundations, bridges, sewers, sidewalks, and curbing all demand a big proportion to bring about their creation. In fact there is no form of construction in

which rock products do not play an all-important role.

The expansiveness of this Company's operations and adjacency to the many locations where these products are available have brought about our handling a tremendous volume of rock, sand and gravel annually. In fact, these products represent the greatest individual tonnage of any freight commodity transported. To be more explicit, rock, sand and gravel represent 38 per cent of our entire freight tonnage handled, although taking a low rate and contributing but 21 per cent of our annual freight revenue.

Several years ago when it was seen that the shipment of rock products would produce a large volume of business this Company began to make preparations for handling it. Industry spurs were constructed at many locations and team track unloading facilities provided at strategic points throughout the system. With the permanency of the business assured, additional equipment purchases followed,

culminating with the purchase of 600 dump gondolas in 1924, which brought the total cars in this service to 1350, the bulk of which are of the 50-ton type.

The business has grown from year to year until now we are handling in excess of 38,000 car loads or about 2,100,000 tons of rock products annually, the yearly car mileage being about 1,250,000. The largest portion of the business is handled a distance of between 35 and 40 miles, while the average load per car is approximately 56 tons.

Located on the lines of the Pacific Electric are six of the major rock companies operating in Southern California, owning and operating eleven producing plants. The greatest bulk of the product is shipped from mammoth crushing and separating plants by rail to distributing bins throughout the system and from there handled to the point of consumption by trucks.

As showing the magnitude the industry has reached in this section it is pertinent to state a combined investment of \$20,000,000 has been made for plants and equipment and that 1,800 persons are employed to whom more than \$3,000,000 is annually paid in wages.

CHICAGO NOW BANS PARKING

Beginning January 10, parking in the downtown section of Chicago was barred in practically all streets from 7 a.m. to 6:30 p.m. on all week days except Saturday. Four hundred additional policemen are required to enforce the ordinance.

Call For Beatrice Fairfax

Joe—Say, yesterday I caught my wife kissing the ice-man. Today I found her kissing the milkman. What will I do?

Tom—Just wait. Maybe it's your turn next.

Insurance Plan Pays \$117,000 During Year to Dependents of 46 Deceased Employees

INSURANCE, Group and Mortuary, in the sum of \$117,045, was paid in the cases of deaths of breadwinners of 46 bereaved families during 1927, a summary of the Auditor's report for the year reveals.

Of the above amount \$81,702 was Group Insurance payments, while the Mortuary payments totaled \$35,343. Thirty-five of the 46 deceased employees carried the Mortuary insurance. The average amount paid per death (Group and Mortuary) was \$2,544.45.

Since the establishment of the Group Insurance plan, four years ago, there has been a total of 163 deaths of employees carrying this protection, to whom has been paid the sum of \$285,338.72.

Established about ten years ago, the Mortuary plan has befriended a total of 233 families, to whom has been paid in excess of \$181,000.

At the present time there is in effect a total of 6,367 Group Insurance policies on the lives of Pacific Electric employees, the aggregate amount of insurance being \$10,980,000.

With the exception of a few cases where there were involved problems in connection with the payment of policies, all payments were made very promptly. This detail is cared for by our Insurance Bureau, whose familiarity with the proper methods of filing claims enables speedy action by the insurance company.

PASADENA-LONG BEACH BUS LINE DECISION SOON

With hearings now nearing completion before the Railroad Commission, favorable action is hoped for upon this Company's application for a permit to operate a motor coach line between Pasadena and Long Beach. The line, if granted would be the longest operated by this railway, the distance between the two termini being 29.6 miles.

Commutation fares, considerably lower than round trip tickets, are provided for the frequent rider in the application filed by this Company.

To be served with 25-passenger deluxe buses, similar to the high standard equipment used in the Beverly Blvd.-Castellammare line, a very broad expanse of territory will be benefited through inauguration of the new service. In addition to providing serv-

ice between Pasadena and Long Beach via Atlantic Avenue, and serving intermediate cities of South Pasadena, and a portion of the easterly section of Los Angeles, this service will make direct connection between the various cities enroute and Long Beach. Much of the territory to be traversed is quite well populated and now without public transportation means. In addition, the new line will provide a connecting or feeder service to and from ten existent Pacific Electric rail lines.

Under the tariff filed with the Commission the round trip fare between the two termini will be \$1.30, with 80 cents as the one way toll. The tariff filed also provides for special round trip excursion fare of \$1.20 with a time limit of seven days. An even lower special week-end excursion rate is contemplated during the months of June to September. Travelers over this proposed new route will be extended the privilege of going one direction by motorbus and return via our rail lines. The contemplated schedule filed with the Commission, pending definite establishment of travel needs, plans the operation of seven round trips daily, and eight on Sundays.

The following is the proposed route filed with the Commission:

Commencing at the intersection of California Street and Fair Oaks Avenue in the City of Pasadena, thence east via California Street to Raymond Avenue, thence north via Raymond Avenue to Union Street, thence west via Union Street to Pasadena Pacific Electric Railway Passenger Station located at the intersection of Union Street and Fair Oaks Avenue, thence west via Union Street to Delacy Street, thence south via Delacy Street to Green Street, thence east via Green Street to Fair Oaks Avenue, thence south via Fair Oaks Avenue to Columbia Street, thence west via Columbia Street to Fremont Avenue, thence southerly via Fremont Avenue, passing through the cities of South Pasadena and Alhambra to Coyote Pass Road



The raw material in its virgin state adjacent to a Union Rock Company plant. These river washes are worked to an average depth of fifty feet.

(the latter sometimes known as Monterey Pass Road), thence in a south-westerly direction via Coyote Pass Road, Floral Drive, Midnik Avenue, Third Street and Fetterly Avenue to Whittier Boulevard in the District commonly known as Belvedere or Belvedere Gardens, thence easterly via Whittier Boulevard to Atlantic Avenue, thence southerly via Atlantic Avenue through the Bandini District, Maywood, Bell, Virginia City, Signal Hill Oil Fields and other communities, to the intersection of Atlantic Avenue and Ocean Avenue in the City of Long Beach, thence westerly via Ocean Avenue to the Long Beach Pacific Electric Railway Passenger Station located at Pacific Avenue and Ocean Avenue in the City of Long Beach, California.

TAPS FOR VETERAN FREIGHT TRAFFIC WORKER SOUNDED

Bringing to a close 40 years of devotion to railroad work, Spaulding E. Cooper, Traveling Freight Agent, passed away peacefully in his sleep on the morning of January 18, at the California Lutheran Hospital, after an illness of many weeks. He had been suffering from heart trouble for some time, which combined with an attack of the "flu," was the cause of his death.

Mr. Cooper began his railroad service on the Pacific Coast in the Traffic Department of the old Los Angeles Pacific Company on April 1, 1906, he having been employed in railroad work at Dallas, Tex., previous to this time. The Los Angeles Pacific Company was later absorbed in the consolidation of lines now comprising the Pacific Electric Railway.

For many years Mr. Cooper was engaged in the development of excursion business for the Balloon Route, famous in times past, and later was engaged in the development of excursion travel to Catalina Island. On April 2, 1919, he was assigned to the position of Traveling Freight Agent, specializing in development of freight traffic movements through the Los Angeles Harbor, which work he was still engaged in at the time of his death.

During his many years of railroad service in Southern California, Mr. Cooper has won a host of friends in the steamship fraternity and among the many hundreds of Los Angeles shippers. He was highly esteemed among his associates, who extend condolence to the bereaved wife, his sole survivor.

Funeral services were held on January 21 at the Graham Isabell Funeral Parlors, 915 West Washington, interment being at the Val Halla Cemetery.

Raising the Ante

The auctioneer, who had been whispering excitedly to a man in his audience, held up a hand for silence.

"I wish to announce," he said, "that a gentleman here has had the misfortune to lose a wallet containing five hundred pounds. He tells me that a reward of twenty-five pounds will be given to anyone returning it."

After a silence a man in the crowd shouted: "I'll give thirty pounds!"

Loss - Damage Claims Lowered

Best Showing in Our History Marks Results of 1927 Campaign to Reduce Such Losses

By F. J. LEARY
Supervisor, Freight Claim Prevention

Again, as was likewise accomplished during the past several years, loss and damage freight payments during 1927 showed a material reduction over preceding years. Details of the saving made and how this has been affected is told below by Mr. Leary.

AFTER the tremendous expenditure of money and hard work and energy to earn the revenue that a railroad receives, it is discouraging to have to pay out large amounts of this revenue to settle claims for loss and damage to freight shipments.

With the belief that much of such loss and damage could be avoided by proper care on the part of all concerned, all of the railroads have been conducting a definite Freight Claim Prevention campaign.

Pacific Electric joined heartily in this work, realizing its importance, and the results have been gratifying.

In 1925 the ratio of Loss and Damage payments was reduced 33 1-3 per cent, saving \$29,000, compared with the previous year.

In 1926 the ratio of the previous year was cut in half, resulting in a decrease of \$31,000 in claim payments under the previous year.

In 1927, after making such a record the previous year, it did not seem possible to better such a record, but after the figures are all in, and the smoke has cleared away, we are able to show a further reduction in the Loss and Damage ratio of 22 per cent, or a decrease of \$5,865.92 under the claim payments of 1926.

The ratio of Loss and Damage for the year 1927 was .42 per cent (less than half of one per cent) of the revenue.

That is a record for this Company, or for any other railroad, to be proud of.

Scope of Prevention

Claim prevention work goes into every phase of freight handling; proper marking of packages by shipper, so that it will not go astray; use of proper containers, so that contents will not be damaged; proper stowing in the cars, to avoid damage; proper loading and bracing; correct checking of packages with Bills of Lading; taking of proper exceptions to condition of freight received; sealing of cars; locking of warehouses; careful handling in warehouses and docks; correct routing, and, on the part of freight train crews, the careful handling of equipment to avoid damage to contents, as well as cars. Elimination of delays is also an important part of the work.

It will be seen that practically every employee of the Company is in position to help the freight claim prevention work by his interest and co-operation. Loss and damage to freight have

far-reaching effects on the shippers, the receivers and on the railway.

Each one of us has a great responsibility in our homes. The comfort and safety of the old pay check that comes regularly and without fail, is a mighty important thing for us. Every one of us should be happy to give our very best interest and efforts to help make the Company successful and prosperous. We have made a fine record in this claim prevention work, due to the splendid co-operation of all. Let's keep up the good work, and make a record for 1928 that will beat all the others.

The tabulation following tells the story of the splendid results achieved during the past four years.

Ratio of Loss & Damage to Revenue

	Freight & Switching Revenue	Loss & Damage Payments	Per cent age
1924	\$6,196,725.66	\$93,658.93	1.53
1925	6,147,632.05	64,653.63	1.05
1926	6,060,386.52	32,995.40	.54
1927	6,332,372.42	27,129.48	.42

Note increase in revenue of \$271,985.90 in 1927 over 1926, and in the same period a decrease of \$5,865.92 in claim payments.

INCREASE SERVICE BETWEEN LONG BEACH & SAN PEDRO

Providing greatly increased service between San Pedro and Long Beach, an entirely new passenger schedule was made effective on February 1.

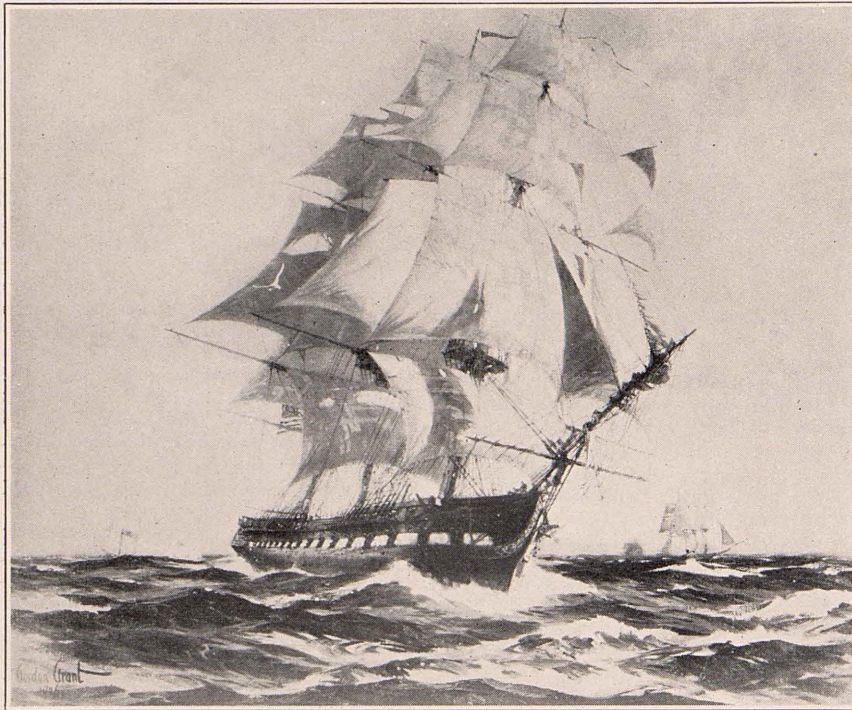
Through the new schedule provided, ten additional round-trips daily are being operated and instead of a 40-minute mid-day headway, trains are operated on a 30-minute schedule. In the peak hours of travel even greater frequency of service is to be established.

For the convenience of those desiring to reach Long Beach earlier than was before possible, the first train now is scheduled to leave San Pedro city at 6 a.m., while before the initial train of the day left at 6:25 a.m. The new runs added will make a total of 40 round trips daily to be operated between the two terminals.

The new schedule now available to travelers of this line is the result of a recommendation by the engineers of the Railroad Commission who recently made a survey of this part of the Pacific Electric system, which recommendation was quickly acted upon by the railway.

Dear Old Lady (to shop-walker):
"I want to buy one of those wireless fans I've read so much about; my room gets so frightfully stuffy."

'Old Ironsides' Sends S. O. S.



"Constitution," first warship of the United States, being restored, by public subscription, as a historic relic at the Boston navy yard.

BEARING the scars of 42 victorious combats, the United States' first warship, Constitution, affectionately known as "Old Ironsides," is now being saved from the ravages of time by the citizens of the United States. The gallant old frigate was fast going to decay in the Charlestown Navy Yard at Boston, until the rebuilding program was undertaken. Through a national committee, headed by Rear Admiral Philip Andrews, an appeal is made for the support of patriotic citizens in an effort to raise sufficient funds to finance the reconstruction of the historic ship into a floating monument of our early history.

The work of restoring this old warrior as a naval relic, authorized by Act of Congress in 1925, is being financed through the sale of prints of Gordon Grant's painting, "Old Ironsides," and of souvenirs made from her original hull in the process of rebuilding. Congress did not appropriate the necessary fund for rehabilitating the ship, it being decided to permit the public to subscribe funds for so doing, the patriotic impulse thus evidenced adding further to the romance and glory of the old warrior.

There is no relic in our country more symbolic of the early heroism of the nation than the U.S.S. Constitution, which was launched during the administration of President George Washington. Seeing the British solid shot bounding off the oak sides of the "Constitution" during the engagement with the Guerriere, the American sailors called her "Old Ironsides" and

as such she has been known throughout the world ever since.

To date \$474,000 has been raised and approximately \$300,000 more is required to complete the fund. It is intended to raise this amount, as mentioned above, through the sale of 17x21 inch reproductions of Gordon Grant's masterpiece, "Old Ironsides." These pictures are printed in ten colors and sell for 25 cents each. Printed by a new process, the pictures have every appearance of the original painting and enhance the beauty of any room.

"Old Ironsides" has never known defeat, but the ravishing hand of time has rested heavily upon this gallant old defender of our young nation. She should and shall be saved so that our posterity may see this unique veteran of the early and stormy days of the Republic and be inspired to carry on the patriotic traditions she began.

The form accompanying is provided for convenience in ordering the picture. Clip out and mail to address given.

National Save "Old Ironsides" Committee

Navy Yard, Boston, Mass.:

Enclosed please find (check) (money order) (stamps) in the amount of \$..... for which send copies of the reproduction of Gordon Grant's painting to the following:

Name

Address

.....
.....

CHARACTER ANALYSIS TALK GIVEN TO EMPLOYEES

With Character Analysis as his subject, Dr. Robert S. Fisher, nationally known authority on this particular subject, delivered a special lecture to the members of the Personal Leadership class on Wednesday evening, January 18th. No further evidence of the qualities of the lecture need be given than the alert attentiveness throughout the lecture of the overflow attendance.

Intermingled with his logical method of presenting some of the outstanding individual characteristics upon which character analysis is based, Dr. Fisher used the blackboard to illustrate many of his points and brought into play considerable timely wit to further implant on the minds of his listeners the message he had for them.

To assure the class that what he had been talking about was more than a theory and that it could be brought into actual practice, Dr. Fisher made a short study of 10 or 12 members of the class, not one of whom he was acquainted with, nor had ever seen before. He read from their faces and hands their general characteristics just as truly as if the story had been written by a friend who had known the individuals for years. H. G. McDonald, Chief Clerk, Executive Department, was the recipient of a particularly complimentary analysis.

The lecture was arranged by Educational Director Earl W. Hill, who will gladly supply details as to how further information on the subject can be obtained.

TWO ADDED TRAINS GIVEN TO S. F. VALLEY PATRONS

Another morning inbound train and an additional evening rush hour train was provided San Fernando Valley patrons beginning February 1st.

Making a total of three early morning trains, the new fast addition to the schedule now leaves Owensmouth at 7:03 a. m., running local to Van Nuys, where travelers on the 7:04 San Fernando train may board and take advantage of the rapid through service to Los Angeles. The San Fernando trains follow the limited and pick up patrons at the non-stop stations passed by the limited.

A saving of about nine minutes' travel time is effected to riders of the three limiteds, only two stops being made between Van Nuys and Calhuenaga a distance of 10.46 miles.

An additional train for San Fernando Valley points now leaves the Subway Terminal Station at 5:29 p. m., the train formerly leaving at 5:20 being scheduled to leave at 5:12 p.m. instead. Other slight modifications in leaving time of trains are also effective under the new schedule.

Don't Mention This!

If you have a secret, keep it to yourself. If you tell it to anyone else and ask them not to say anything about it, you are asking them to do something you are too weak to do yourself.

THE PACIFIC ELECTRIC



MAGAZINE



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

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

Vol. 12; No. 9 February 10, 1928

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G. G. WoodsTrans. Dept.
Frank FarnhamTrans. Dept.
F. J. LearyTrans. Dept.
E. M. GoreOrange Show

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.

RESULTS and information coming into the various departments regarding the "Better Business" Campaign, so called, are most encouraging.

Not only are the results apparent in direct response with new business tips but throughout the system there is evidence of the developing of a better spirit of co-operation in the performance of service that is due to the public we are paid to serve.

An appreciation of what this Company is and spirit of loyalty that should be within every employee is manifested, in part, by the action of one of the junior members of our big industrial family, an account of which will be found in another part of the Magazine.

The spirit that was shown by this small boy can well be emulated by all of us, but like him we must know our subject, and too, we must have the spirit of the company's principle deeply embedded within ourselves.

The incident referred to is only one of many that have come to the attention of the management, which is grateful for the acknowledgement of these meritorious accounts in its interests.

SCHOOL DIPLOMAS AWARDED THIRTY-EIGHT EMPLOYEES

Bringing to a conclusion the first course in Personal Leadership conducted by our Educational Department, an appropriate program and banquet was held at the Club on the evening of Wednesday, February 1, at which time 38 members of the class, who had successfully completed the prescribed work, were awarded certificates. The awards which were the first that have ever been made by the company for educational work, were signed by Mr.

Mechano Watchmen for Subway Guard Soon

TO PROVIDE a still greater measure of safety in operation through the Hollywood-Glendale-San Fernando Valley subway, work is rapidly being completed for the installation of additional auxiliary safety equipment. The new devices are scheduled to be in service by February 25th.

Already protected with the most modern railway block signal system, the new installation will practically make impossible a mishap in operation through our mile-long subway. The new devices being installed are known as automatic stops and with them in service insure, regardless of the presence or action of Motormen, the bringing of a train or car to a dead stop before it reaches an obstacle or forbidden point ahead. The devices act in the event of a Motorman passing a block signal showing red.

The installation being made requires auxiliary equipment on each of the 13 block signal standards, as well as to the 210 cars operated to the Glendale, Burbank, Hollywood and San Fernando districts.

The type of equipment selected is of a design successfully operated on Boston elevateds and New York subways for many years and was favorably passed upon by Railroad Commission engineers.

Pontius, P. E. Club President Geibel and Educational Director Hill.

President Geibel, acting for our Executive, complimented those who had taken the course upon their diligence and good attendance and pointed out to them that the subject had been presented in a very able manner. He also stated that none of those who had taken the course could have failed to benefit themselves by so doing.

Mr. George G. Morgan, representing the Los Angeles Board of Education; Dr. E. W. Tiegs Dean of the University College University of Southern California and Dr. Robert S. Fisher all delivered noteworthy addresses during the course of the evening's entertainment. Messrs. Karr, Annable, Thorburn, Maisson and Dr. Weber responded with short talks when called upon by Toastmaster Earl W. Hill.

Following is the list of employees who received the awards:

J. W. Anderson, Edw. L. H. Bissinger, O. C. Black, R. L. Brainard, Edward Clark, E. A. Cole, S. H. Cox, J. E. Dickson, J. E. Douglas, Henry Eggert, F. E. Gill, John J. Grant, J. B. Green, R. T. Knowlton, H. C. Kuck, Arthur Levin, Fred L. Lindner, W. H.

PUBLIC SPEAKING COURSE STARTS FEBRUARY 13

The Educational Department has just completed arrangements with the Los Angeles Board of Education for a course in Public Speaking and Parliamentary Law to be conducted for the benefit of P. E. Employees. The first class will be held on Monday, February 13, from 7 to 9 p.m., in Room 714, P. E. Building, and will convene each Monday evening thereafter for a period of 5 months.

Educational Director Hill advises that this new course, besides being open to all members of the P. E. Family, will be available to the wives of all regular employees. Upon the completion of the course certificate awards will be made as in other courses that are now being conducted under the direction of our Educational Department.

TEN-CENT FARE FOR MACON

Macon, Ga., is the latest city to install the ten-cent cash fare for the casual rider. This makes a total of 220 cities in the United States that now are paying the ten-cent cash fare.

The famous Holland vehicular Tunnel connecting New York and New Jersey was used during its first six days of operation by 136,303 vehicles, for which an aggregate toll in excess of \$71,000 was collected. During this six day period, one truck caught fire in the tunnel, but its fire was put out in fifty seconds.

The world's largest submarine the V-4 was launched from the Portsmouth Navy Yard, November 10.

Diesel engine of 2800 horse-power will carry her through the water at 15 knots on the surface and 8 knots submerged.

The V-4 is a mine-laying type of U-boat, capable of cruising with the battle fleet.

Logan, Paul H. Mann, A. C. Moll, H. G. McDonald, J. M. McQuigg, F. W. Nichols, A. E. Norrbom, H. E. Norton, G. W. Orr, P. H. Riordan, N. T. Sewall, Jas. A. Smith, J. Leland Smith, E. A. Stevens, A. H. Stahl, E. O. Straub, B. W. Todd, Zee J. Vander, E. B. Whiteside, H. L. Wiggam, L. B. Young

His Collar Size

Jay C. Flippen of "Padlocks" tells about a colored woman who went to buy a collar for her husband.

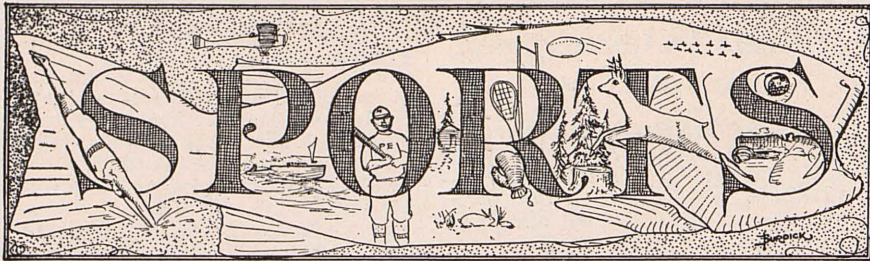
"What size?" asked the clerk.

"I done forgot," replied the woman, "but I can jes' manage to reach aroun' his throat wif bofe my hands."

"We've had the best time playing postman," exclaimed the small hopeful of the family. "We gave a letter to every lady in the block."

"But where did you get the letters, dear?"

"Oh, we found 'em in your trunk in the attic, all tied up with a blue ribbon."



ANOTHER LAS VEGAS OUTING

With every indication pointing to an attendance rivaling the former large outings to Las Vegas, Nevada, officials of the P. E. Rod & Gun Club early this month were checking applications and making final plans for the enmasse party scheduled to leave Friday evening, February 10th. Three special Pullman cars were arranged for and a programme of sports and activities planned that will suit the fancy of any excursionist attending.

Among the pleasure features arranged are shooting contests, baseball, banquet, dancing and excursions to either the proposed Boulder Dam site or the highly scenic Valley of Fire, a \$3.00 fare having been arranged for those who wish to take advantage.

Possibly the largest shooting programme ever arranged by the Club will be staged, a total of more than \$300. in cash prizes being scheduled for those who tote the most prolific weapons. There will be double and single contests, shooters being divided into three classes.

Through well-arranged plans of the committee in charge the entire outing is available to those who desire to attend at a total expense, for meals and lodging on Pullmans of only \$8.00, which, considering that the journey will consume three nights and two days, is exceptionally low.

BASKETBALL, a sport not previously indulged in by hardy P. E. athletes, is now going to have its fling. In fact, a team has already been formed, entered in league play and to date has made a most creditable showing.

Organized by Max White, Washington Street Store Department, as Manager, coached by J. T. Wislow, and supplied suits and paraphernalia by P. E. Club Manager Vickrey, the team is entered in the Municipal Basketball League, Major Division, Section B.

To date five games have been played, of which our club has won four, the lone loss being to the Cudahy Packers in the first game of the league season. The team has been considerably strengthened since and the boys have strong hopes of reversing the score in a subsequent meeting.

Team practice is indulged in two nights weekly, Monday evening from

7 to 8 p. m. at the Central Junior High and Saturdays at the same hour at Recreation Center, 1632 St. John Street.

The teams making up the league are as follows: Cudahy Packers, Pacific Mutual, Richfield Oil, Paramount Lasky, Globe Mills, Ducommun Hardware, American Tile, Power Executives and the P. E. Club.

Manager White has been untiring in his efforts to put a creditable team in the field and states that spectators are welcome to attend the games. Also it is his desire to further strengthen the team, and those who wish to try out should make application to him.

Games scheduled during the next month are as follows: Feb. 16th, American Tile, at Lincoln High School; Feb. 21st, Paramount Lasky, Belmont High School; Feb. 28th, Ducommun Hardware, Belmont High; March 6th, Globe Mills, at Belmont High.



P. E. Basketball Team, which has entered and made splendid showing in Municipal League. Top row (left to right): Coach J. T. Wislow; V. Bowers, Captain; F. Richardson; M. Blizzard; L. Howell; H. Hamilton and Max White, Manager. Bottom row: Wm. Wood; J. Foster; Reginald Walton; Mascot T. Hamilton; Walter Hounsley; L. T. Leary and J. C. Davidson.

BALL TEAM LEADING LEAGUE

Pacific Electric base ball team is leading the Major Industrial league with five games won, two tied and one defeat; and from all indications they should cinch first place well in advance of the close of the league.

Those who were fortunate enough to be present at the game with the Commercial Club at Manchester Playground, January 28th, witnessed a wonderful contest, viewed from any angle.

Tallying their first run in the first inning, the team failed to get another man across the plate until the 7th, when the score stood 2 to 1 in favor of the Commercial Club.

In the 7th, Antista started the show with a home run drive to left, tying the score. Adams walked, went to 3rd on a single by Ruedy and scored on Murphy's sacrifice. Bouett hit a single, scoring Ruedy, later being caught off 1st for the second out. Owens fanned, with the score 4 to 2.

Commercial Club scored their first run in the 2nd inning and added another in the 4th, but failed to tally for the remaining five innings.

During the game five double plays were completed, three being credited to the Pacific Electric.

Several hundred fans witnessed the game, which was played in one hour and thirty-five minutes.

P. E. BOWLERS STILL AT IT

Bowlers of the P. E. League bettering their individual and team standing with improved scores, they now nearing the close of the second round. The third series begins on February 24th.

Outstanding in the past month's play was the high game of 916 rolled by the Signal Department quintet, this being the highest score recorded by any of the teams in the league thus far. They are still in second place, but gained a notch or two on the Claim Department leaders. Macy Street managed to work themselves out of last place during the month.

As indicating the good scores being made it is noteworthy that 15 bowlers have rolled games of 200 or better.

RAILWAY RUNS ALL BUSES

The last independent bus company in Akron, Ohio, has just been taken over by the Northern Ohio Power and Light Company, which operates the city's street cars as well as all its buses.

Akron is the city where it was predicted, a few years ago, the "buses soon would swallow up all local transportation." Buses are rendering a helpful service in Akron, but they are merely supplemental to the street car lines.

Handy for a Jane

ONE nicely furnished room, excellent location, 8 minutes walk to congenial gentleman.—Adina Hattiesburg (Miss.) paper.

Calling Company Medical Aid

Chief Surgeon Weber Reminds How to Reach Our 87 Staff Physicians Throughout System

AT A RECENT Club meeting the question as to the proper method of securing the services of one of the Company's doctors arose; also, whether or not dependent members of the families of employees are given a reduction from the usual fees charged for medical service.

Dr. W. L. Weber, Chief Surgeon of our Medical Department, was present and answered both of the questions, which, because of their importance, it is deemed well to discuss in the Magazine for the information of employees generally. Dr. Weber thus advised:

During office hours the proper procedure, of course, is to telephone the general offices of the Medical Department, giving such details as is necessary. After office hours, and until 12 o'clock midnight, get in touch with our Telephone Operator at Metropolitan 7400. After midnight the Dispatcher, reached via Metropolitan 7400, should be called, who will in turn make arrangements for a doctor.

Dr. Weber further suggested that employees who live outside of Los Angeles should acquaint themselves with the names and addresses of the Company Doctor nearest to his place of residence. To enable employees to do so, the complete list of those making up our entire medical staff is printed in accompanying paragraphs. The fact that this staff is made up of 87 Surgeons and Physicians, located in 58 cities and communities in Southern California, makes it possible to secure medical service at all times and with the minimum of delay.

Regarding whether employees' dependent family members received reduction from regular fees, Dr. Weber explained that in such cases it had been the practice of his office to make a fee commensurate with the salary and ability of the employee to pay. Our Chief Surgeon stated that he had long recognized that when some member of an employee's family becomes ill, and especially when an operation is called for, the needed relief in some cases cannot be obtained on account of the lack of funds. In such cases the financial condition of the family is taken into consideration and a charge made accordingly. In many instances payments are arranged for on a small monthly payment plan.

Dr. Weber has long been most extremely liberal and considerate in regard to handling cases of family members of employees. In the case of such illness or necessity of operations employees should not fail to lay the fact and confronting problems before our Chief Surgeon. There will be no obligation in so doing and certainly his advice will be helpful. The very low rate available to dependent family members at the California Lutheran

Hospital was instigated and effected through the efforts of Dr. Weber.

Below is shown the residences and where to get in touch, if no answer, with Doctors Weber, Scholz and Kidder, together with the names of physicians and business addresses throughout the system of the various members making up the medical department staff:

Chief Surgeon—Dr. W. L. Weber, 2320 Wayne Avenue. (If no answer, call Los Angeles County Medical Assn.)

Assistant Surgeons—Dr. F. W. Kidder, Los Angeles County Medical Assn; Dr. A. M. Scholz, 737 Highland. (If no answer, call Los Angeles County Medical Assn.)

Alhambra—Dr. B. H. Chamberlain, Weber Bldg., 2 N. Garfield.

Arcadia—Dr. C. W. Shier, 100 N. First Ave.

Azusa—Dr. John E. Hill, 357 Foot-hill Blvd.

Balboa—Dr. G. H. Grundy, Irwin Bldg., Newport Beach; Dr. C. Richter, Ninth and Central Ave.

Bell—Dr. George D. Wells, 4317 Downey Road.

Bellflower—Dr. J. S. Sims, 850 Belmont.

Beverly Hills—Dr. E. C. Houle, 412 Professional Bldg.

Burbank—Dr. J. L. Lamb, 569 N. Tujunga.

Claremont—Dr. A. V. Stoughton, 142 W. Seventh St.

Colton—Dr. C. F. Whitmer, Arcade Bldg.

Compton—Dr. F. E. Abbott, 66 Security Bank Bldg.

Corona—Dr. W. S. Davis, First National Bank Bldg.

Covina—Dr. W. P. Magan, 155 College; Dr. S. S. Mangan, 155 College; Dr. G. D. Jennings, 100 Citrus Ave.

Cucamonga—Dr. A. L. Weber, Cucamonga and Upland.

Culver City—Dr. F. A. Rhodes, Community Hospital.

El Monte—Dr. W. S. Wilcox, 211 Main St.

El Segundo—Dr. R. S. Anthony, 131 Richmond.

Fullerton—Dr. G. C. Clark, 117 W. Whiting.

Gardena—Dr. R. W. Cavell, 1016 Palm Ave.

Garden Grove—Dr. C. C. Violett, Price Bldg.

Glendale—Dr. Russell Farnham, 1327 S. Central Ave.

Glendora—Dr. C. H. Wood, 101 W. Bennett Ave.

Hollywood—Dr. L. J. Huff, 1046 Hollywood Blvd; Dr. W. F. Clark, 7046 Hollywood Blvd.; Dr. Theo Wright, 6778 Hollywood Blvd.; Dr. R. W. Avery, 6778 Hollywood Blvd.

Huntington Beach—Dr. G. A. Shaik, 414½ Walnut St.

Huntington Park—Dr. G. D. Wells, 4317 Downey Road.

Long Beach—Dr. G. H. Galbraith, 416 Metropolitan Bldg.; Dr. D. C. Sigworth, 209 Metropolitan Bldg.

Maywood—Dr. G. D. Wells, 4317 Downey Road.

Newport Beach—Dr. G. M. Grundy, Ninth and Central; Dr. C. Richter, Ninth and Central.

Ocean Park—Dr. Raymond Sands, 118 Pier Ave.; Dr. Russell Sands, 118 Pier Ave.; Dr. E. N. Reed, 118 Pier Ave.; Dr. Leonard Croft, 118 Pier Ave.

Orange—Dr. D. F. Royer, 191 S. Orange St.

Ontario—Dr. S. A. Craig, 206 Fallis St.

Pasadena—Dr. J. S. Hibben, 65 N. Madison; Dr. W. F. Fox, 11010 N. Garfield.

South Pasadena—Dr. A. J. Supple, 202 Rialto Theatre Bldg.; Dr. C. F. Metcalf, 537 Sec. Bldg., Pasadena.

Pomona—Dr. E. P. Wallace, McGown Bldg.; Dr. Robert Smith, 334 Investment Bldg.; *Dr. James E. Rea, First National Bank Bldg.

Redlands—Dr. H. G. Hill, 47 E. Vine St.

Redondo—Dr. A. T. Membree, First Nat'l Bk. Bldg.; Dr. J. F. Spencer, First Nat'l Bk. Bldg.; Dr. E. G. Butt, 10 Pacific Ave.

Rialto—Dr. L. P. Barbour, 120 N. Riverside.

Riverside—Dr. W. W. Roblee, 652 Main; Dr. C. Van Zwalenburg, 652 Main; Dr. Paul E. Simonds, 304 Loring Bldg.

San Bernardino—Dr. Steele Forsythe, 569 Fourth St.; Dr. C. H. Lashlee, 208 Chamber of Com. Bldg.

San Fernando—Dr. J. E. Wheat, 201 Maclay.

San Pedro—Dr. F. McLean Campbell, 111 W. Seventh St.; Dr. R. J. Thompson, 110 Sixth St.; *Dr. J. L. Redmond, 383 Sixth St.

Santa Ana—Dr. J. F. Boyd, 801 N. Main St.; Dr. W. C. Dubois, 610 N. Main St.

Santa Monica—Dr. C. E. Rooney, 631 Wilshire Blvd.; Dr. D. Anderson, 631 Wilshire Blvd.

Sawtelle—Dr. H. E. Bogue, 1547 Corinth Ave.

Sherman—Dr. J. R. Perry, 8937 Santa Monica Blvd.

Torrance—Dr. J. S. Lancaster, First Nat'l Bk. Bldg.; Dr. G. P. Shidler, First Nat'l Bk. Bldg.

Upland—Dr. William H. Craig, 142 Second Ave.; Dr. S. A. Craig, 206 Fallis Bldg.; Dr. John B. Craig, 404 Second Ave.

Van Nuys—Dr. C. B. Canby, 6277 Sherman Way; Dr. Robert W. Cooke, California Bank Bldg.

Watts—Dr. A. D. Snyder, 201 Rosella Ave.

Whittier—Dr. C. R. Coate, 118½ N. Greenleaf Ave.; Dr. L. D. Johnson, 508 W. Washington.

Wilmington—Dr. H. C. Mowat, 809 Avalon Blvd.; Dr. F. M. Campbell, 326½ Avalon Blvd.

Yorba Linda—Dr. W. V. Marshburn, Yorba Linda Blvd.

*Eye Specialist.

From Just a Single Tip 200 Will Make a Trip

SUGGESTING a particularly fertile field for the many employees who are furnishing travel tips, the details of a large excursion of Elks to Mt. Lowe secured by two faithfuls is worthy of repeating.

Members themselves of a Pasadena Elk Lodge, Louis Tonopolsky, Conductor, Mt. Lowe Division and Hiram Ravey, Line Crew Foreman, Northern Division, appointed themselves as a committee of two to sponsor an excursion of the lodge to Mt. Lowe. They brought the matter up at a meeting, finding out in advance the excursion rate fares and other details.

Success crowned their efforts and on February 9th, a party of 200 Elks and their ladies all journeyed to our mountain resort there to hold a dinner-dance, returning late in the evening on special cars.

Excursions of lodges and similar organizations to Mt. Lowe offers a particularly strong appeal, both from the stand-point of novelty and the ability to well entertain such excursionists. The fares available in enmasse movements are exceptionally low, and Manager Clark will gladly provide a special dinner and make other appealing attractions to such parties.

Messrs. Tonopolsky and Ravey are to be commended for their initiative and it is hoped their action will inspire others to do likewise.

BOOKLET ON CARE OF TEETH

Designed to educate employees in the proper method of caring for their teeth, Dr. Samuel Kaufman, Official Dentist, Medical Department, is just completing a small leaflet on this all-important subject.

Couched in language that can be readily understood and without resorting to technical terms, Dr. Kaufman points out the very distinct bearing that the care of the teeth and gums has upon the general health of the body. He lays down some fundamentals that may well be practiced and explains the proper technic in this important daily health function.

The leaflet will shortly be mailed to all employees and the informative instructions contained therein may well be put into daily practice. In case extra copies are wanted they may be secured by applying to Dr. Kaufman, 875 P. E. Building.

Dolling Up the Freaks

"You say your sister makes up jokes; then she's a humorist?"

"No; she works in a beauty parlor."

THREE LOST GIRLS RESTORED BY ALERTNESS AND ACTION

Another most pleasing incident of real action occurred last month when three stranded little girls were picked up in Alhambra and restored to their home and desperate parents in Long Beach.

A group of Long Beach school children had visited the San Gabriel Mission, going via a chartered bus. The failure, in due time, of the three girls to arrive home caused the parents to get in touch with Trainmaster A. O. Williams, to whom it was explained that the wanderers were without funds.

Mr. Williams promptly got in touch with the Dispatchers who quickly relayed the predicament of the girls to the Conductors of the Alhambra-San Gabriel line and asked that they keep a look-out for them.

Conductor H. L. Poor observed three young girls at Stoneman Avenue, Alhambra, one of whom appeared to be crying. He approached them and learned that they were the lost trio. He took them aboard his car and paid their fare to Los Angeles out of his pocket, seeing to it that they were placed on a Long Beach train. Mr. Williams paid their fare to Long Beach.

The panic-stricken parents expressed their hearty gratitude, as did Supt. Stevens of the Long Beach Schools. Mr. Poor and all others concerned may justly feel pleased and are to be heartily congratulated.

NOVEL DISPLAY FOR ORANGE SHOW NOW BEING MADE

Following the custom of many years, this Company will again enter an elaborate display exhibit at the forthcoming 18th National Orange Show.

This year's entry will vary somewhat in nature to those of former years, a large map of the Pacific Electric system, 7½x26 feet, being used as the background for the display. Miniature pictures and displays placed at various points on the map will convey to the looker the particular industry, agriculture or pleasure pursuit, that features the location.

A miniature freight and passenger train will circle the map, suggesting the thoroughness with which Pacific Electric service covers the Southland; also numerous small cars and trains will be placed, showing the expansiveness of our service during peak hours. Color and atmosphere will be created by a frame inlaid with oranges. Early day transportation, together with that of the present, is also depicted in a novel manner.

In addition to the advertising medium this display will give to the quarter million persons expected to attend the show, after the exhibition, it will be removed and placed permanently in the waiting room of the Subway Terminal Station, there to further exploit the service rendered by this Company.

I. C. Wood, Electrical Department, working in conjunction with Geo. H. Blyth, Advertising Manager, is in active charge of creating the display.

Annual Reign of 'King Orange'

Display Space Enlarged by Adding Third More Area to Auditorium. Peachey Heads Show

By E. M. GORE
National Orange Show Staff

THOUSANDS upon thousands of tourists in Southern California climb aboard the "Big Red Cars" each year and are whisked over the rails which penetrate the "orange kingdom" outside of Los Angeles. For the marvel of golden luscious fruit, for many years the chief attraction of the Southland, still persists in the face of fresh competition; remains the outstanding lure despite the fact that new years have brought forth new enticements to tourists—movies, the homes of screen stars, oil wells, bustling harbor scenes, etc.

The newcomer to California wants, of course, to see all these offerings; things which are so different from the trite attractions of the drab Mid-West or the staid old East. But, first of all, he wants to see the orange groves; to breathe the fragrance of the flowers in blossom time, or pluck the golden fruit from the trees when the oranges have ripened.

This season, now, is harvest time. And the grand celebration of the occasion—literally a gorgeous annual "harvest festival"—is the yearly classic exposition: the National Orange Show at San Bernardino. This year it will be held from February 16th to 26th, inclusive, 11 gala days and nights including two Saturdays and two Sundays.

Quarter Million to Attend

Last year, despite bad highway conditions, following extraordinary storm conditions which swept out bridges and roads interlying Los Angeles and San Bernardino, the National Orange Show drew a total gate of 250,000 persons. This year, with the show enlarged and actually made bigger than ever before, an even greater attendance than a quarter million is expected from the augmented population of this teeming section.

Since the highways between Los Angeles and San Bernardino, even widened and bettered as they are, are bound to be more or less congested during the show, many prospective show visitors are planning to take advantage of the comfort and convenience of the red cars which roll directly to the portals of the orange show. To accommodate them, the Pacific Electric has laid plans for National Orange Show specials and extra equipment.

The visitor that goes by electric train to the Eighteenth National Orange Show will find the view enroute most superb. On either side of the track the groves will be glowing green and golden under the brilliant sun rays. Atop the tall mountains back of this tropical setting he will see the purple mountains decked in their snowy caps. It will be a picture of prosperity even the most casual can appreciate—wealth



F. E. Peachey, President, 18th National Orange Show, but more familiarly known as our Asst. Superintendent at San Bernardino.

hanging on the trees, and the wealth of potential rivers and life-giving waters lying in the form of snow and ice on the hills waiting for spring to bring it down to the fertile soil.

This year, it will be noted, the strong co-operation which the Pacific Electric Company always has given the National Orange Show is emphasized by the fact that one of the company executives was chosen chief of the exposition. The selection of F. E. Peachey, Superintendent of the San Bernardino division of the Pacific Electric Company, as President of the eighteenth exposition of the orange was, it is agreed, not only a tribute personally to Mr. Peachey and his work for the show in past years, but also an appreciation to the company back of him for the ardent support it always has given the orange industry and the National Orange Show.

Exhibit Space Enlarged

Under President Peachey's direction, the big permanent home of the National Orange Show was, during the last year, made larger. An addition, 200 by 100 feet in dimensions, was built to house the by-products, citrus educational department, and the packing house showings. His official organization also arranged for a tent of equal size to house the forestry exhibits and those of heavy machinery. So that 40,000 square feet of floor space has been added to the 121,500 square feet that the show boasted last year.

The Eighteenth National Orange Show will be picturesque and colorful. The finest of bands will swell their symphonies, marches and overtures.

MASONIC CLUB ACTIVITIES

Installation of officers for the ensuing year was held on the evening of January 10, at the Pacific Electric Club, 514 East Eighth Street, at which time A. R. Ireland, Past Master Glendale Lodge No. 544, was given charge of guiding the destinies of the Club for the coming year.

Suitable tokens were presented to F. E. Geibel, retiring President, as an expression of the Club's appreciation of his untiring efforts during the past year. The Treasurer, H. G. McDonald, and Secretary, L. H. Appel, also were recipients of gifts in the form of emblematic Masonic watch charms.

Continuing a precedent established a year ago, engraved leather pass-cases were presented to members of the Club who had served as Masters of their respective lodges during the past year. Those receiving cases were G. H. Blyth P. M. Unity Lodge, Glendale; B. L. Manley, P. M. Bell Lodge, Bell, and B. H. Logue, P. M. Rialto Lodge, Rialto.

During January the Club visited Southland, Compass, Eagle Rock, Veteran and Lankershim Lodges, and assisted in conferring the Master Degree upon six fellow employees.

Next regular meeting, February 14, 7:45 p. m.

AGENTS' TALKS TO APPEAR IN THEIR LOCAL PRESS

Agents and their talks before the monthly meetings of the Association will henceforth come more before their respective communities. Arrangements have been concluded for the publishing of these interesting talks in the local newspapers of the various cities.

Under the plan now adopted Agents will be requested to prepare in advance their talks before the Association, the same to be sent to the Bureau of News, which office in turn will submit, after editing, to the publisher of the newspaper in the city concerned.

This arrangement will bring before the residents, business men and civic organizations of the various communities evidence that their local Agent and this railway is interested and advancing the welfare of their particular community. The talks made at each monthly meeting have long been an interesting feature, covering as they do the outstanding assets of the various cities, the industrial and agricultural growth, the business handled, as well as general business conditions and prospects.

The hurdy-gurdy of the "Orange Trail" and its mardi gras enticements will float into the main building from the outside carnival attractions. It will be a veritable exposition of Southern California activities from every angle—industrial, agricultural, horticultural and cultural—with King Orange, however, seated regally on his throne.

All aboard! San Bernardino—February 16th to 26th. The Big Red Cars will take you right to the entrance!



AGENTS' JANUARY MEETING

With the newly-elected officer personnel in charge, the January meeting of the Agents' association laid extensive plans for activities during the coming year. "It All Depends On You" was the adopted slogan for the year, the same being suggested by A. C. Mathews, Agent, West Alhambra.

The attendance committee named by President McQuigg are: Northern Division, C. E. Moser and C. J. Hileman; Southern Division, W. R. Osborne, R. L. McMichael and E. S. Donaldson; Western Division, J. W. Smith and H. L. LeGrand.

The entertainment committee named will be composed of C. P. Hill, chairman; E. C. Thomas, G. F. Squires, H. O. Marler and Frank Farnham.

The Northern Division, with an attendance average of 74 per cent, was again adjudged winner of the attendance contest. Details of the annual banquet are elsewhere related on this page.

Secretary G. W. Orr requested that all attending meetings sign the attendance roll and urged more support from Agents generally in keeping the Agents' page in the magazine filled with interesting doings and data. He suggested that the Freight and Passenger Traffic Departments use this page to call Agents' attention to important changes in tariffs, schedules and other announcements of particular interest to station forces.

The new President, J. M. McQuigg, pointed out the purposes of the association, namely, Social, Educational and Business. He stated that the policy of calling on Agents for station talks would be continued and that outside traffic men would be secured to talk on matters of kindred interest from time to time. It is also planned to have Assistant Agents preside at some early future meeting.

IMPROVED SERVICE TO LONG BEACH VIA MOTOR COACH

Adding two afternoon trips during the heavier hours of travel, improved service on the Company's motor coach line between Huntington Park and Long Beach became effective Tuesday, Feb. 7th.

The two new round trips now available to patrons of this line were added to the schedule between the hours of 2:15 and 6:15 p. m. each week day. Under the new schedule nine round trips will be operated between these hours, both school children and regular late afternoon patrons being benefited by the new runs.

Big Program Scheduled for Agent's Dinner

A LARGE evening is in store for the Agents of the system on Saturday, February 25th. The occasion is the sixth Annual Banquet of the Agents' Association, to be held at the Masonic Club at 623 South Grand Avenue.

While all attending are assured an evening well spent, the Agents of the Northern Division particularly will enjoy the festivities. These worthies, by virtue of having excelled the Western and Southern Division station forces in attendance at monthly meetings, will dine at the expense of their fellow Agents.

The feature speaker of the evening will be Mr. Walter L. Thornton, Executive Head of the local Community Chest. This gentleman is a public speaker of rare ability and his services are much sought for by the various organizations throughout Southern California.

That law and order will prevail is assured by the selection of Sam A. Bishop as Toastmaster. Those scheduled for short talks during the evening are Messrs. Pontius, Karr, Annable, Geibel and President McQuigg. Special entertainers will render song and dance numbers amid and interspersed with P. E. Orchestra selections.

A complete program is being prepared and will be issued on the menu.

Increased patronage of this motor coach line was the reason for the added service. The improved service now effective is the third additional service provided on this line during the past year. A total of 24 round trips each week day is now available to riders between Long Beach and Huntington Park, while 23 round trips are operated on Sundays.

Says He

Landlady: "I think you had better board elsewhere."

Boarder: "Yes, I often had."

Landlady: "Often had what?"

Boarder: "Had better board elsewhere."

BREEZES FROM THE HARBOR

By J. M. McQuigg, Agent, San Pedro

Tonnage for the year just ended, handled at the harbor totaled 24,073,475, as against 22,094,976 in 1926, a gain of approximately two million tons. The value of cargo for 1927 exceeded by \$26,000,000, that of the previous year.

Port business for the month of January will show a substantial increase over December. General building activities seems to be the direct cause for the increase, as shown by the heavy movement of iron and steel and other construction materials. The local movement of lumber to California points for the last few days of the month is very encouraging.

A general reconstruction of its coast-wise freight and passenger schedule has been announced by McCormick Line. A fleet of nine ships will be in the run giving this port 3 sailings a week for the North.

The United Fruit Company is reported to have made contracts with three European Lines for the movement of Central American bananas to this port. This arrangement comes as a solution to the constant rumors that the United Fruit Co. would dispatch its own vessels to this port.

Twenty-five New Ford's were brought from San Francisco during the month by the Pacific SS Co. for Los Angeles dealers.

The Los Angeles Bureau of Light and Power expect to start the construction of a new standby plant in the Harbor District in the next few months. The plant is expected to cost around \$3,320,000. There has been some litigation with the Southern California Edison Company over this project, but a recent decision of the Superior Court is said to be entirely satisfactory to the city.

The establishment of a new paper box factory in San Pedro has been announced. Waste paper is to be converted into boxes, boxboard and cartons. The plant bought the buildings at the old Trona plant served by our line. The plant when in operation will employ about 100 persons. They expect to ship several carloads of machinery from the East which will move via our line. It is expected a good L. C. L. and carload business will develop from this new industry.

Voice (on phone): Hello! Is this the fire department?

Lieutenant: Yes. What is it?

Voice: How far is it to the nearest alarm box? My house is on fire and I want to turn in an alarm.

**IMPORTANT CHANGES MADE
IN TRANS. DEPT PERSONNEL**

William L. Rich, Trainmaster on the Southern Division, after a service of over 25 years with the Pacific Electric, has been retired on account of ill health. Beloved by all who had the privilege of knowing him, Mr. Rich has a staunch host of comrades and friends within the organization who are earnestly hoping for early and complete restoration of his health. Mr. Rich first came to this Company as a Motorman in July, 1902. From November, 1903, to April, 1905, he was Dispatcher, then returned to Train Service as Motorman until February, 1907. He was appointed Traveling Inspector and acted in that capacity from February, 1907, until May, 1911, at which time he was appointed Trainmaster, which position he filled up to the time of his retirement. Previous to coming to Pacific Electric Mr. Rich had ten years' service on the Los Angeles Railway.

Carl D. Bowers, Assistant Trainmaster, has been promoted to the position of Trainmaster, vice Mr. Rich, at San Pedro. Mr. Bowers began his railroad work in 1907 in the east; started work with the Pacific Electric May 2, 1911, and has been successively Conductor, Terminal Foreman and Assistant Trainmaster, having taken the latter position in 1917. Mr. Bowers has earned this promotion by his efficiency in his work, considerate treatment of the men under his supervision, and having the Company's interest always at heart.

C. N. Van Ordstrand, Supervisor, has been promoted to the position of Assistant Trainmaster, vice C. D. Bowers. Mr. Van Ordstrand entered service of the Pacific Electric as Conductor in September, 1920, and served as Conductor and extra Terminal Foreman until his appointment as Supervisor in February, 1927. He has worked with Mr. Bowers for some time.

Lawrence Antista was advanced to the position of Supervisor, vice C. N. Van Ordstrand. Mr. Antista formerly worked as Conductor on the Los Angeles Railway, and since September 3, 1919, as Conductor, Train Dispatcher and Supervisor on the Pacific Electric. In September, 1926, after having been two and a half years Supervisor, he returned to Dispatcher's office, but was again called on to become a permanent member of the outside staff as Supervisor on the Southern Division.

Laurel S. Jones was appointed to fill vacancy of Supervisor on the Western Division, effective December 13, 1927. Mr. Jones has served as Conductor on these lines since August, 1922, and since March, 1926, has been also acting as Relief Dispatcher.

All of the above promotions are in line with the Company's policy of advancing those within the ranks, length of service, commensurate with ability displayed, being the governing factors.

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

DURING the past two months a total of 81 commendations from patrons commenting on courtesy and efficiency of Trainmen were received.

Among the kind letters of patrons were many of glowing praise for service well rendered which we would like to repeat at length, but which space forbids. The level-headedness of Trainmen at time of accidents were the subject of a number of letters, one coming from the Los Angeles Railway expressing appreciation for aid rendered in such a circumstance.

Of the 81 letters received, 32 commended Trainmen of the Western Division, 29 Northern Division and 20 Southern Division:

The names of Trainmen, lines on which employed and nature of commendations were as follows:

SOUTHERN DIVISION

Trainmen	Line	Nature of Commendation
M. F. Wygal.....	Santa Ana.....	Special efficiency.
F. L. Barrett.....	Santa Ana.....	Exceptional courtesy and efficiency.
W. E. Renfrow....	Long Beach.....	Courteous conduct.
C. H. Bowman.....	Newport.....	General courtesy and efficiency.
H. E. Wilmot.....	Redondo.....	Courtesy conduct and efficiency.
J. W. Leiter.....	Santa Ana.....	Special courtesy and efficiency.
O. Holland.....	Seal Beach.....	Courtesy and efficiency.
S. G. Randall.....	Seal Beach.....	Courtesy and efficiency.
M. H. Stowell....	Watts.....	Gentlemanly conduct and efficiency.
N. A. Schmidt....	Watts.....	Exceptional courtesy.
P. H. Paulson....	LaRambla.....	Courtesy shown passengers.
J. L. Edwards....	Long Beach.....	Efficiency and courtesy.
C. A. Rost.....	Redondo-Gardena.	Special courtesy.
O. V. Mann.....	Long Beach.....	Courtesy and efficiency.
O. C. Holland....	Long Beach.....	Exceptional courtesy to passengers.
W. Herring.....	Long Beach.....	Special assistance to crippled lady.
F. A. Vidano.....	Long Beach.....	Assisting elderly passengers.
E. N. Martin.....	Long Beach M. C..	Efficient operation of motor coach.
G. A. Wolff.....	Torrance-Gardena.	Efficiency at time of accident.
M. Connolly.....	Torrance-Gardena.	Efficiency at time of accident.

WESTERN DIVISION

G. R. Stevens....	Hollywood.....	Ability to make friends for company.
S. Corlis.....	Hollywood.....	Special courtesy.
R. C. Lowe.....	Sawtelle.....	Courtesy and efficiency.
I. Iverson.....	Venice Short Line.	Exceptional courtesy and efficiency.
R. P. Cain.....	Redondo Beach....	Efficiency at time of wreck.
B. B. Gardner....	Redondo Beach....	Assisting blind man.
P. Porter.....	Hollywood-Venice.	Courtesy and efficiency.
H. J. White.....	Sawtelle.....	Special courtesy and efficiency.
W. J. Holt.....	Redondo Beach....	Courtesy extended passengers.
O. M. Naegle.....	Venice Short Line..	Paying passenger's fare.
R. Honich.....	Santa Monica Blvd.	Courteous conduct toward passengers.
V. A. Carlson....	Wilshire M. C.....	Courtesy and efficiency.
W. A. Stewart....	Santa Monica Blvd.	Helpfulness to passenger.
R. H. Jones.....	Venice Short Line..	Courtesies shown passengers.
J. S. Taggart....	Santa Monica Blvd.	Efficiency and exceptional courtesy.
E. L. Griffin.....	Venice Short Line..	Unfailing courtesy.
A. F. Crstens....	Santa Monica Blvd.	Courtesy in performance of duties.
R. C. Hawkes....	Hollywood.....	Courtesy and efficiency.
H. Clark.....	Venice Short Line..	Courtesy and efficiency.
W. E. Stephens....	Venice Blvd.....	Returning lost pocket-book.
W. K. Spier.....	Santa Monica Blvd.	Returning change to lady.
E. R. Richmond...	Santa Monica Blvd.	Efficiency in handling car.
R. D. Webb.....	Hollywood.....	Special courtesy and efficiency.
R. G. Humes.....	Franklin Ave.....	Exceptional courtesy.
L. L. Buck.....	Girard M. C.....	Efficiency in operating motor coach.
J. B. Slinker....	Sawtelle.....	Helpfulness to passengers.
C. W. Brady.....	Lagoon.....	Efficiency in handling car.
M. W. Dawson....	Hollywood.....	Special courtesy and efficiency.

Trainmen	Line	Nature of Commendation
W. C. Lambert	Girard M. C.	Special assistance to children.
M. C. Baker	Venice Short Line	Special assistance at time of accident.
L. E. Hawley	Hollywood	Assisting to clear up accident.
R. C. Durkee	Hollywood	Assistance at time of accident.

NORTHERN DIVISION

F. H. Morrison	Sierra Vista	Returning lost article.
P. A. Lackas	Pas. Short Line	Courtesy shown passengers.
R. L. Schreiber	Oak Knoll	Exceptionally courteous conduct.
W. R. Purves	So. Pasadena	Courtesy and efficiency.
G. G. Ganes	Alhambra	Special courtesy and efficiency.
B. B. Stewart	Pasadena M. C.	Efficient Motor Coach operation.
L. V. Shove	Pasadena M. C.	Courtesy toward passengers.
J. W. Loyal	Sierra Madre	Exceptional courtesy.
R. N. Hosford	Pas. Short Line	Exceptionally courteous conduct.
J. H. Lundy	So. Pasadena	Efficiency and special courtesy.
C. H. Miller	Monrovia	Gentlemanly conduct and efficiency.
W. D. Rose	So. Pasadena	Special courtesy to passengers.
B. B. Ayers	So. Pasadena	Courtesy and efficiency.
O. W. French	So. Pasadena	Special courtesy.
W. G. Cole	Monterey Pk. M. C.	Helpfulness to passengers.
E. H. Heydenrich	Sierra Vista	Exceptionally courteous conduct.
J. C. Hulet	Oak Knoll	Courteous and efficient conduct.
J. S. Alexander	Glendora	Special courtesy and efficiency.
J. W. Bartholomew	Pasadena M. C.	Returning lost purse.
W. B. Blevins	Yardmaster	Special assistance rendered lady.
L. E. Segar	Sierra Vista	Aid rendered mother and sick child.
J. A. Wilton	El Molino M. C.	Kindness to elderly people.
H. E. Hampton	San Bernardino	Pleasing personality.
B. B. Stein	San Bernardino	Kindness to elderly people.
W. A. Haden	San Bernardino	Courteous and efficient conduct.
H. L. Poor	San Gabriel	Special effort to find lost children.
C. S. DeBaum	Pas. Short Line	Exceptional courtesy to lady.
C. M. Winchell	Pasadena	Paying passenger's fare.
J. H. Ream	Pasadena Local	Supplying special information.

MANY BETTERMENTS SOON TO BE BEGUN OVER SYSTEM

Entailing a total expenditure of \$265,000, numerous betterments were last month approved by the management for early attention at the hands of our construction forces.

Outstanding in the many projects reported by W. Z. Shaw, Cost Engineer, is the reconstruction and double track paving of the Lincoln Avenue line in Pasadena 13,640 single track feet, between La Mesa Place and Montana Street. Present rail will be replaced with 93 and 128 lb. material and treated ties installed. Track centers will be standardized. The cost of this work will be \$159,000.

A total of 1440 feet of double track on Glendale Boulevard from Temple Street to Colton Avenue is soon to be reconstructed with 128 lb. grooved girder rail replacing present 72 and 87 lb. Treated ties, crushed rock ballast and 7 inch asphalt concrete pavement will be installed. This job entails an expenditure of \$32,500.

Another important project soon under way is a block signal installation on the Glendora line between Rivas and Glendora at an estimated cost of \$28,600. Additional freight in recent years and further stimulation of such movement expected with the construction of the San Gabriel Canyon Dam makes this installation advisable.

Reconstruction of double track 3 part wye and replacing with 128 lb. material at Colorado and Fair Oaks, Pasadena, will be done at an early date. cost \$25,600.

Among other of the larger projects scheduled or now under way are the following:

Removal of 13,982 feet of Country Club and Smiley Heights lines in Redlands.

Relocation of Van Horne Ave. crossing over Pasadena Short Line.

Reconstruct and pave track across Pico Blvd., Santa Monica Air line.

Reconstruct and pave tract across Hauser Blvd., Venice Short Line; 128 lb. grooved girder rail construction.

Provide recess, 3 feet wide and 35 feet long in front of P. E. Main Street Station to facilitate unloading of automobile passengers.

Construct 395 feet of spur track and relocate 180 feet of team track at Bellflower to provide storage for passenger equipment.

Install water culvert on San Bernardino Line; automatic flagman at Gifford Ave., Bell; 21 fire extinguishers at Mexican Camps throughout the system and enclosing base of interlocking machines at various plants are among the smaller projects soon to be begun.

NEW GAS-ELECTRIC SIGNS AT P. E. STATIONS

Installed recently are three of the latest type Neon electric signs glowing forth in the brilliancy of Southern California's business districts and telling the world about Pacific Electric services. The signs are attractively designed and the color combinations employed are very pleasing.

At the entrance of the Subway Terminal is a sixty-foot perpendicular sign with the words "Subway Terminal" brilliantly beaming. The sign has two faces, each of which are five feet wide, and each having identical wording. The "S" in Subway and the "T" in Terminal are both 36-inch letters, while the remaining letters of the sign are 30 inches in height. Set off with red (orange) letters and an illuminated blue border, the sign has attracted much favorable comment.

On the new Long Beach Station are two single-faced Neon signs, one reading "Pacific Electric" and the other reading "Catalina-Mt. Lowe." All the initial letters are 18 inches high, while the remaining letters are of the 12 inch variety. The color combination employed in the Long Beach signs is the same as that used at the Subway Terminal.

The possibility of using neon, which is one of the rare gases of the air, in the field of electric illumination was first brought to light by a French scientist, Georges Claude, who found that neon, properly purified and inserted in glass tubes under certain pressure and made active by the use of electricity, produces a brilliant orange light. It was further found that by placing in the vacuum tube containing neon a few drops of mercury a blue light could be produced. And thus it is that the colors employed in our new signs are produced.

COMPARISON OF ACCIDENTS DURING DECEMBER 1926 AND 1927

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1927-1926	1927-1926	1927-1926	1927-1926	1927-1926	1927-1926	1927-1926	1927-1926
Interferences with vehicles	113	140	129	110	206	224	50	31
Collisions and interferences with cars	8	3	10	5	6	5	0	0
Persons struck by cars	2	10	3	4	9	4	0	0
Derailments	5	2	17	10	13	15	0	0
On & off moving cars	12	9	15	7	22	10	0	1
Miscellaneous	11	20	24	37	44	40	12	12
	151	184	198	173	300	298	62	44
	Dec. 33	Inc. 25	1927	1926	Inc. 2	Inc. 18		
Interferences with vehicles	498	505	Dec. 7	1.38%				
Collisions and interferences with cars	24	13	Inc. 11	84.61%				
Persons struck by cars	14	18	Dec. 4	22.22%				
Derailments	35	27	Inc. 8	29.63%				
On and off moving cars	49	27	Inc. 22	81.48%				
Miscellaneous	91	109	Dec. 18	16.51%				
	711	699	Inc. 12	1.71%				

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

P. E. EXECUTIVE COMMITTEE MEETING HELD AT CLUB

The P. E. Club Executive Committee met in the Auditorium for the January meeting on Wednesday, January 4, at 2 P. M. The following were absent: E. C. Thomas, E. T. Albert, H. C. Berg, B. R. Hottinger, H. A. Wilkerson, J. M. Geopfert, T. L. Wagenbach, C. S. Alexander, George Chrystal and T. J. Day.

Club Fund

Balance, Nov. 30, 1927...\$ 98.79
Receipts 1,131.50

Total\$1,230.29
Disbursements\$1,121.09

Balance, Dec. 31, 1927...\$ 109.20

Relief Fund

Balance, Nov. 30, 1927...\$ 229.62
Receipts 999.50

Total\$1,229.12
Disbursements 670.00

Balance, Dec. 31, 1927...\$ 559.12

Unfinished Business.

Mr. Geibel made the following report through Mr. Annable: At the present time it will not be possible to furnish a Trainmen's Room for the men at Watts. Those on the Van Nuys line are requested to use the public toilet at Owensmouth, which has not heretofore been placed at their disposal. A light will be placed in the telephone booth at Van Nuys.

Mr. Buck stated that the pool tables in the Trainmen's Room at Hill Street Terminal have been leveled as much as it is possible for them to be in their present condition.

Mr. Kraft again brought up the subject of an exchange of a pool table for a billiard table at the Macy Street Terminal. Mr. Vickrey replied that the matter would have to be taken up with Mr. Pontius.

New Business.

Mr. Thomas asked for heat in the Trainmen's Room at the Subway Building.

A request was made for some sort of shelter for the flagman on duty at the Hill Street surface terminal.

Mr. Miller stated that the music rendered by the Pacific Electric Band on New Year's Day while in the Rose Tournament parade was excellent and that the band should be complimented on their splendid showing.

Mr. Kraft asked for leather cushions for the benches in the Trainmen's Room at Macy Street.

Mr. Miller asked that the seat for the convenience of the public at Nogales be moved up to the place where the electric light has been installed. Mr. Manley promised to look into this.

Dr. Weber, by special request from Mr. Vickrey, was present at the meet-

ing and outlined the procedure of getting in touch with the Company doctors. Full details are carried elsewhere in the magazine.

Mr. Vickrey stated that the Mortuary Fund is now paying a thousand dollars. This is considered a high-water mark and it is hoped that this amount may be held indefinitely.

P. E. CLUB BULLETIN

From February 15 to March 15, 1928

Thursday, February 16:

St. Valentine's Masquerade Ball at the Club, 8:30 P. M.

Friday, February 17:

General Staff meeting, 10:30 A. M.

Monday, February 20:

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

Saturday, February 25:

Agents' Association Banquet at Masonic Club, 623 South Grand Avenue, Los Angeles, at 6:30 P. M.

Monday, February 27:

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

Thursday, March 1:

"March Hare Ball" at the Club, 8:30 P. M.

Monday, March 5:

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

Wednesday, March 7:

Executive Committee Meeting, 2 P. M.

Friday, March 9:

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

Saturday, March 10:

Agents' Association meeting, 7:45 P. M.

Monday, March 12:

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

Tuesday, March 13:

Masonic Club meeting, 7:45 P. M.

Wednesday, March 14:

P. E. Rod & Gun Club meeting, 8 P. M.

Thursday, March 15:

"St. Patrick's Ball" at the Club, 8:30 P. M.

ST. VALENTINE'S MASK BALL

A novel St. Valentine's Masquerade Ball will be given at the Pacific Electric Club on the evening of February 16, at 8:30 P. M.

It is suggested that Club members choose characterizations from comic valentines and come in mask. Wherever it is convenient to do so, it is suggested that those attending bring their costumes and masks in a bag or suitcase and avail themselves of the spacious dressing rooms for donning their costumes.

First and second prizes will be awarded to gentleman and lady in most characteristic valentine costume.

Julia—"What is the cure for love at first sight?"

Amelia—"Second sight."

DEATHS DURING JANUARY

We are pleased to record that not only is the present sick list of employees unusually small, but also that but three deaths were recorded during January. The number has been larger for several months past.

Those called to their reward during the month were:

Spaulding Cooper, Traveling Freight Agent; George Brooks, Janitor, Mechanical Department and Harry H. Smith, Trucker, L. A. Freight Terminal.

To the beneficiaries named by those taken from this life a total of \$9,500 was paid through Group and Mortuary insurance plan of the Company. The Mortuary payment has gradually increased, due to new members, and the sum paid to beneficiaries from this source now approximates \$1,025.

The whole-hearted sympathy of the entire P. E. family is extended to the relatives of those taken by death.

EMPLOYEES IN HOSPITAL

Gratifying, indeed, is the fact that only seven employees were confined to the hospital as the Magazine went to press. The following is the list furnished by the Medical Department:

D. Cain, Motorman, Southern Division; George Tate, Motorman, Northern Division; C. W. Stratton, Conductor, Western Division; W. Carson, Conductor, Southern Division; Mrs. Emily Hogue, Mechanical Department, and Mrs. Anna Smith, Accounting Department, in the California Lutheran Hospital, and Edward Foster, Motorman, who is still in the Pacific Hospital.

The above employees would appreciate having their friends call at the hospital to see them. By so doing, the visitors will aid in the early recovery of our co-workers through bringing a little more cheer into the dreary days they spend during their illness.

LA BREA GRADE SEPARATION NOW BEING CONSTRUCTED

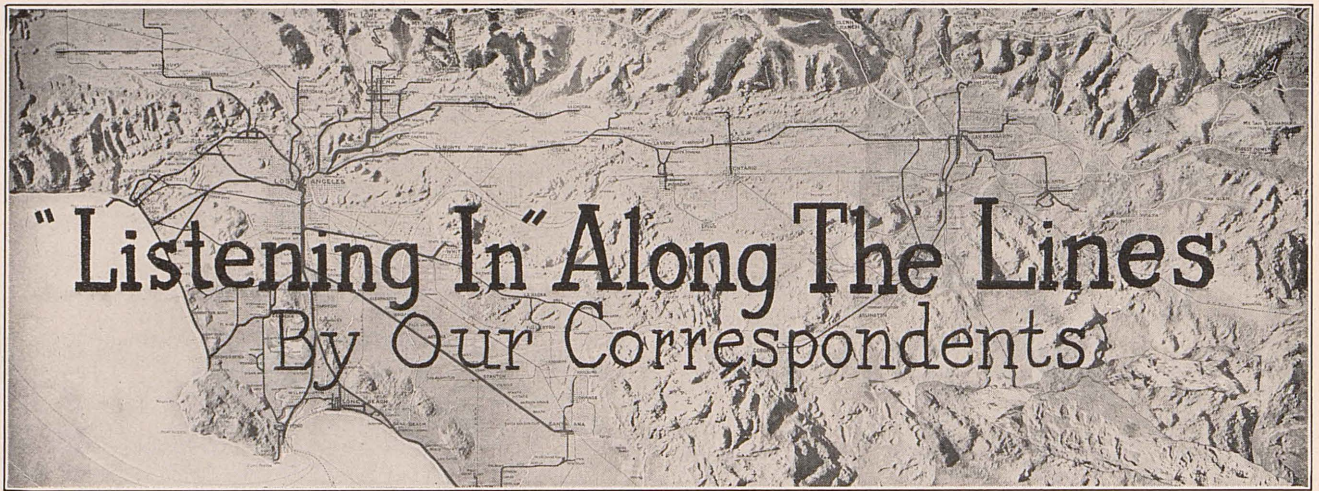
Active work on the La Brea grade crossing, Santa Monica via Sawtelle line is now under way.

The installation of a temporary shoo-fly and trestle to be used pending completion of the new overhead was begun on January 16th and trains routed over them on February 2nd.

Work of constructing concrete abutments, piers, and retaining walls will be done by contractor Ralph Homann. Company forces under the supervision of D. E. Plank, Bridge and Building Supervisor, will then install the steel structure which will be 120 ft. in length, after which the Contractor will place the reinforced concrete deck.

The entire job is under the direct supervision of Milo C. Halsey, Structural Engineer.

"Well, if they put you in a glass bowl without your swimming suit, you'd turn red, too," protested the goldfish.



"Listening In" Along The Lines By Our Correspondents

SOUTHERN DIVISION
Samuel J. Mason,
Passenger Director

The call of the Northwest, combined with the desire for more education, has resulted in Extra Conductor William D. Everhart, Santa Ana Line, leaving the service for a few months to attend the Oregon A. & M. College.

Dispatchers Richard Kerwin and Albert Fickett are back to work after being on the sick list for a while. During the time both were away they were conspicuous by their absence. Welcome back.

Jack Trowbridge and L. R. Spafford made a trip to Las Vegas last month and completed the arrangements for the Rod & Gun Club outing to the Nevada city on the 10th. Among the many entertainment features scheduled, the P. E. Trainmen's Ball Club will play three games. Other activities to be participated in over the week-end assure an abundance of entertainment for all who make the trip.

Motorman William (Velaska) Sirtatt is mighty blue since Conductor Burke has left him and bid in Run No. 50, Newport Line.

Boys, have you seen anything of Conductor S. J. Thomas' hat? It appears that said hat was lost, has strayed, or been stolen from the locker room at the Los Angeles Street Yards. The case has been turned over to Congressman Frisby, so immediate recovery is anticipated.

Motorman L. A. Hurtle is spending his vacation in San Francisco.

Frank Hughes, Switchman Los Angeles Street Yard, has returned from Boston, where he was called to the bedside of his sick mother, he having arrived there a few days before she passed away. Frank's father made the return trip with him and contemplates

making his home in Southern California.

All you P. E. employees that want to see a good ball game on Sunday afternoon are reminded that the P. E. Trainmen's team is still on the job and is playing a good brand of ball. Mr. McCulley can always tell you where the team will play.

FREIGHT DEPARTMENT
SOUTHERN DIVISION
By Thomas A. Lyons

After getting lost on the Northern Division while looking for a wrecker (and on New Year's Day at that), Brakeman Charlie Ward has expressed himself as being content to stay on the South, where he knows how to find things.

"Spud" Murphey threw a derail over on his big toe a short time ago. Yes, the toe is practically OK again, but it has been pretty sore.

"Frenchie" Neville is giving out sandwich tissue to all his friends and claims that the supply is unlimited. What's the big idea?

Conductors Bob Beale and Charlie Monroe (the committee in charge) are putting the finishing touches on the arrangements for the big party to be given in honor of Conductor Beer. And what a party it will be!

Yardmaster Lang has made "Yeh—All Right" famous.

Long Beach is now an open port and in case you are not aware of the fact, it's a mighty nice place down there.

With the first of the spring business already taken care, indications are that the coming summer will be a banner one so far as activities on the Southern Division are concerned.

LONG BEACH & HARBOR
By V. L. Swart

Vacations for the year 1928 are in full swing in the Harbor District.

Inspectors O. W. Stewart, Thomas Bocox and Thomas Higgin enjoyed January leaves.

Mrs. Ada Price, San Pedro, is on leave of absence in London, England, because of serious illness of her mother.

Mrs. Millie O'Malley, Long Beach, is again with us, after a week's absence on the sick list.

The hill on which stands the old San Pedro Hotel is rapidly disappearing via the steam shovel route. The First street boys can now get the full benefit of all breezes. The past week or so demonstrated plainly the service the old hill has so quietly performed in years gone by.

A recent campaign in the Harbor District netted many new members for the Mortuary Fund. If not a member, you should join "One of this Company's many benefits to employees"—one that stands as a monument to some one's thought and endeavor in the past.

Mrs. P. E. Scribner, formerly of the Long Beach force, who recently underwent a major operation at the California Lutheran Hospital, is reported as doing nicely. Her many P. E. friends wish her a speedy recovery.

Mystery surrounds the reported spouting of steam from a "cold" water pipe at the certain New Year's party. Dame Rumor has it that W. H. "Tex" Lowry, San Pedro, could throw some light on the subject if so inclined. How about it, Tex?

WESTERN DIVISION
By E. C. Brown

Well, boys, it had to come! Ticket Clerk Dave Martin issues a challenge to any member of the P. E. family for a game of golf. After watching Dave play, I'll say he may not be a Bobby Jones, but he who accepts his challenge had better know his golf.

Two more this month. Motorman G. R. Walker and G. E. Tolbert are each the proud father of a future president.

Motorman Hornbuckle's family has returned from a trip east, where they visited with the "folks."

Conductor William K. McPheeley, the radio bug who gets distance, is planning on shortening the distance from his house to work so that he will not have to hurry so much in order to get into his uniform and report for duty on time.

Conductor H. H. Richardson, after driving a motor coach in Glendale for some time, has bid in a run on the Hollywood Boulevard Line.

Motorman D. L. Davidson, after spending three years in Redondo, has returned to the city and is also working a Hollywood run.

Conductor S. J. Hayball and Motorman C. C. Carney have returned to work after vacations. Carney reports his oil well is doing fine or will be after the cement sets.

February 15th at Sherman will be the next Get-Together Meeting. A large attendance is expected, as our meetings are getting more interesting each session. From the casual remarks being passed out among the boys there is a busy evening ahead for Superintendent Davis.

ACCOUNTING DEPT.
By George Perry

Carlos Robinson, Junior Clerk Road & Equipment Bureau, who has been ill with the "flu" for the past month, is now nearly recovered but will not return to the office, as his physician finds it inadvisable for him to work inside. His place will be taken by Homer Bailey, who has been transferred from the Miscellaneous Accounts Bureau.

Roberta Stokes, Calculations Bureau, who was in the hospital, returned to the office Jan. 1st, completely recovered and looking as happy and sunny as ever.

Harry Caplan took a few days' vacation to attend the convention of the Aliph Zadik Aliph fraternity held in Oakland. In speaking of the conven-

tion, Harry mentioned that the girls in Oakland were pretty, but they did not compare with sugar. (Who's "sugar"?)

A young man in this Department to come into the limelight recently was Charley Sein, who was held up, robbed and taken on another robbery by the bandits. He had quite a thrilling time but was released unharmed by the thugs, who generously gave him a dollar to get home on. It's too long a story to tell here, so see Charley for particulars.

Leap year! Ah, the advantages this gives the so-called weaker sex over we abused male!

The first evidence of the open season was noticed in the Conductors' Accounts Bureau. Marie Aubert was seen sporting a trophy of the chase, namely, a beautiful diamond engagement ring. We were unable to learn the name of the lucky man; however, we wish them an abundance of happiness.

A good Scotch story is going the rounds about George Chrystal, who, when asked what he did with his old razor blades, answered, "I shave with them."

Charles Schmidt, Miscellaneous Accounts Bureau, is to spend his vacation in his old home town, Durango, Colorado.

MACY STREET TERMINAL
D. B. VAN FLEET
Terminal Foreman

On the night of January 15 Motorman T. Harrison, San Bernardino Line, while operating an inbound train to Los Angeles from San Bernardino, had the novel experience of being delayed fifteen minutes by a genuine snow storm between Rialto and Etiwanda.

Harrison reported that his whistle became temporarily inactive, due to the moisture, that is always present in compressed air, freezing in the whistle pipe and valve. This and the fact that the windows at front of train were coated with snow, necessitating Harrison holding his head out the side window, consequently delayed the operation of the train for sake of safety.

Harrison, we'll all have to admit your delay excuse to be original.

Two fine examples of voluntary service in time of distress on our lines occurred during January.

On night of January 11th, Motorman J. R. Walden, Macy Street, while enroute to downtown Los Angeles on a Sierra Vista local car at Indian Village, observed a serious trolley break behind an outbound train. Though off duty, Walden got off local car, called Dispatcher and flagged until released an hour or so later.

The other incident involved Motor-

man L. C. Paulson, South Pasadena Line, who was off duty and homeward bound on a South Pasadena car, when the car he was on was stopped by a line blockade. Paulson called Dispatcher and volunteered his services and was assigned a flagging job which helped speed up the clearing of the line.

The unselfish acts of these two men were out of line of regular duty and are gratifying to say the least and are appreciated most heartily by the management.

Motorman J. T. Wilkinson, San Bernardino Line, just recently traded his house and lot in Alhambra for a house on an acre about three miles south of San Gabriel. Wilkinson intends utilizing the extra space of his new place by raising some poultry and also delving into truck gardening on a small scale.

The Mission Play was officially opened for the 1928 season with a special evening performance on Monday, January 16th. Starting Tuesday, January 17th, the regular routine of play was adopted as heretofore; that is, with matinees daily except Mondays, with evening performances on Wednesday and Saturday nights only.

Conductor J. H. Ickes and Motorman P. A. Bowles were again assigned to the Mission Play run. This crew has charge of the special train that is run to accommodate patrons of the play who care to go to the performance via the Pacific Electric.

Wednesday evening, January 18th, the Northern Division Trainmen's meeting was held in the Macy Street Club Rooms. The meeting was well attended and the suggestions were spiritedly discussed. After the business session was over light refreshments were served.

On Wednesday, January 25th, the system weed-burner was put on, with a crew composed of a Northern Division Conductor, Western Division Motorman and Brakeman, and Southern Division Brakeman and Trolleyman. Conductor P. W. Hays, Pomona Line, was the Conductor to get the temporary assignment from the North.

In a few days now, members of the Rod & Gun Club will be on their way to the big Tri-State Trap Shoot at Las Vegas, Nevada, which will bring together in competition representative teams from California, Nevada and Utah on February 11th and 12th.

Macy Street is represented by Motorman W. J. Hodge, San Bernardino Line, as first man on the first team, and Conductor E. R. Smith, Pomona Line, as second man on the second team. Several other Macy Trainmen are making the trip to lend their support. We who remain at home wish all a safe and pleasant journey and success to the Pacific Electric teams.

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

The vacation list for 1928 is now ready and reservations will be received according to the seniority rule. Forward, please.

We take great pleasure in introducing Motormen R. W. McWhirter and C. F. Wizenread, who recently joined the P. E. family and are breaking in on the Pasadena Lines.

Motorman Gilbert Reid, who left the service about five years ago, answered the call of the rails and is back again. All who remember Mr. Reid will welcome him with a hearty hand.

The following is published in order that our readers may be better acquainted with the personnel of the Pacific Electric Ticket Office in Pasadena: G. A. Schmidt, Agent; Joseph Schraub, Catalina Island Representative; R. C. Wells, Assistant Agent, and M. S. Wagner, Clerk.

Conductor R. T. Bowen has transferred to Macy Street Terminal and is holding a run on the Sierra Vista Line.

Conductor W. R. Lummis is the proud father of a baby girl born January 16th. Conductor R. L. Hurlburt announced the arrival of a six-pound boy January 24th. Congratulations are extended to the happy couples.

Motorman G. F. Tate was taken suddenly ill and is in the Hospital, pending an operation.

"A friend of mine started out in his car the other day, happy and care-free, and bing! the crash came. It was his last ride."

"Great Scott! Killed instantly, eh?"
"No—the sheriff took his car."

**Answers to Questions
Asked of Trainmen**

DURING the past month several inquiries were received for answer through the medium of this column.

In order to be of further service it has been decided to broaden the scope of questions to be answered. Henceforth queries asked by patrons, as well as any feature of our operations with which Trainmen, or other employees for that matter, are not familiar, will gladly be answered in the following issues of the Magazine if received not later than the first of the month. There is a reason for every practice and here is an opportunity to learn that which may not be clear to us.

As stated before, questions need not be signed by the sender.

Below are those received during the past month and their answers:

Question.—Where is the proper place to transfer passengers from Edendale Line to Santa Monica Boulevard cars or vice versa?

Answer—Outbound, transfer at Echo Park Avenue. Inbound, transfer at First Street.

Q.—Does the Pacific Electric make connections to San Diego?

A.—Yes. Trains from Los Angeles on the Newport Line, also from San Pedro and Long Beach, transfer passengers at Newport Beach to Pacific Coast Motor Coach Line. The motor coaches take passengers to San Juan Capistrano, where they make connections with Santa Fe. This makes a nice trip along the coast by train and motor coach, with stopovers allowed.

Q.—How should passengers be directed to reach Southern Pacific-Central Station?

A.—Take cars marked "Central Station" going east on Sixth Street.

Q.—Does the Pacific Electric operate any sight-seeing trips?

A.—Yes. The Orange Empire Trolley Trip, through the Orange King-

dom, to Riverside, Redlands and San Bernardino and return to Los Angeles. Leaves Main Street Station, Los Angeles, on Wednesdays and Sundays, at 9 A. M. This is a personally conducted tour, with a guide to announce the points of interest. Stop is made at the famous Mission Inn in Riverside for lunch. The cost is only \$4 for the entire round trip, and lasts all day, from 9 A. M. until 5:36 P. M.

Right now the trip is especially delightful, as the immense orange groves are a mass of golden fruit and blossoms, a wonderful sight, especially for tourists from the east.

Q.—When will the Orange Show be held?

A.—At San Bernardino, Feb. 16th to 26th.

Q.—How should patrons be directed to reach Brookside Park?

A.—Take Pasadena Short Line train at Main Street Station, and get off at Colorado and Fair Oaks, taking the "B" bus westbound to the Park.

Q.—Where does the new Castellammare Motor Coach Line of the Pacific Electric run?

A.—These DeLuxe motor coaches leave from Hill Street (Pershing Square) between Fifth and Sixth Street, going over Beverly Boulevard, through Beverly Hills, Westwood District, location of the new University of California in Los Angeles, Pacific Palisades, right down to the ocean beach at Castellammare.

This is unquestionably one of the most beautiful trips in Southern California, through delightful scenery, with large estates and beautiful new homes and landscape gardening enroute. The round-trip fare is only \$1.00, and lasts nearly three hours.

Mixed His Cues

Bob Jenks upon his wedding day
Was a most excited creature;
He handed his bride the marriage fee
And tried to kiss the preacher.

Hospitality

The good wife apologized to her unexpected guests for serving the apple pie without cheese. The little boy of the family slipped quietly away from the table for a moment, and returned with a cube of cheese, which he laid on the guest's plate. The visitor smiled in recognition of the lad's thoughtfulness, popped the cheese into his mouth, and then remarked:

"You must have sharper eyes than your mother, sonny. Where did you find it?"

The boy replied with a flush of pride:

"In the rat-trap."

Good Boy!

The following extract from a love letter written home to his wife by a soldier on active duty in France will evoke tender memories in the hearts of many ex-service men.

"Don't send me no more nagging letters, Lottie! They don't do no good. I'm three thousand miles away from home, and I want to enjoy this war in peace."



Recently equipped Trainmen's quarters in the Subway Terminal Station provide many comfort and pleasure facilities for the 250 Motormen and Conductors who work out of this terminal. Two pool tables, card tables, 100 new lockers, 6 box couches and other equipment, installed at a cost of approximately \$2,000, complete the installation made.



'Jever

"Just one more glass, boys, and then we'll all go home," said the dishwasher as he laid down the soap.

Go Up, Johnnie

Teacher: "Johnnie, what month has twenty-eight days?"
Johnnie: "All of 'em."

Grandma—"Doesn't that little boy swear dreadfully?"
Grandson—"Yes'm; he sure does. He don't put no expression into it."

The Lady: Count yourself again, big boy, you ain't so many.

The Gent: Stick a thermometer in your lips, baby, you ain't so hot.

The Pastor: "So God has sent you two more little brothers, Dolly?"

Dolly (brightly): "Yes, and He knows where the money's coming from. I heard daddy say so."

Who could want a better epitaph than this: "He kept his tears to himself and shared his laughter with others."—Nuggets.

When you're in love, it's Hearts;
When you're engaged, it's diamonds;
When you're married, it's Clubs,
And when your dead, it's Spades.

Tell Your Gal This

Mamie—I believe in keeping men at arm's length.

Lizz—G'wan, don't be dumb! Look what happened to Venus de Milo.

Mental Science

Mrs. Bridey (at 1 a.m.)—"Oh, Jack, wake up! I can just feel there's a mouse in the room."

Husband (drowsily)—"Well, just feel there's a cat, too, and go to sleep."

Nice Neighbors

Mother: "We are going up to uncle's farm for a visit."

Daughter: "Has uncle any nice neighbors?"

Mother: "Oh, yes, I've often heard him speak highly of the Holsteins and the Guernseys."

Excited man (to taxi driver):—"My mother-in-law must catch that train, driver, so hurry up."

The driver: "You can count on me, sir; I'll drive as if she were my own."

Rags make paper,
Paper makes money,
Money makes banks,
Banks make loans,
Loans make poverty,
Poverty makes rags.

—Exchange.

Henry: "I've just seen the world's greatest optimist."

George: "Who is he?"

Henry: "A fellow out room hunting with a saxophone under his arm."

"Rather a sharp thunderstorm last night."

"I hadn't noticed; I was talking with my wife all evening."

Butler: Mr. Jones, your wife just eloped with the chauffeur.

Jones: Isn't that my luck! Just when I wanted to use the car to go golfing.

"They're rivals in dress, those two girls, aren't they?" said an old lady.

"Yes," said a second old lady. "Each tries to outstrip the other."

Emigration Agent—"Married or single?"

Applicant—"Married."

"Where were you married?"

"I don't know."

"Don't know where you were married?"

"Oh, I thought you said 'Why.'"

Slight Obstacle

Wife (who has caught her husband squandering a penny on a fortune-telling machine)—"H'm! So you're to have a beautiful and charming wife, are you? Not while I'm alive, Horace—not while I'm alive!"

Judge (to vicious-looking female)—You are charged with striking the plaintiff and injuring her.

Prisoner—I'm a respectable woman, your honor, and I defy anyone to prove it!

A rookie who had just recently arrived was walking down one of the paths when he met a commissioned officer. The new arrival failed to salute.

The officer stopped him and said, "Say, buddie, do you see those leg-gings?"

The rookie looked admiringly at the shining leather putties and said, "Yeh, look at the damned things they gave me."

Cards As They Are Played

When your wife has her bridge club, all you hear is, "A spade, they say her husband's drinking again," "No trump, all right, did you hear about Helen dieting, if she lost fifty pounds she wouldn't show it." "Who played that Queen?" "I understand Esther's smoking again," "The dummy leads, who Emily?" "Why I heard their gas and electricity was shut off for two days," and so on far into the afternoon.

His Long Suit

Anxious Mother—"And is my boy really trying?"

Tired Teacher—"Very."

He (during the interval)—"What did you say your age was?"

She (smartly)—"Well, I didn't say; but I've just reached twenty-one."

He—"Is that so? What detained you?"

Call the Sheriff

Simpering Spinster—"When I was born my father made me a promise to give me £10 every birthday, and I have £190 now."

Bachelor (dubiously)—"When is he going to pay you the balance?"

She (embracing his young wife): "Have you ever loved before?"

Wife: "No, Louis, deal, I have often admired men for their strength and courage, manliness, good looks, or intelligence, but with you dear, it is all love, nothing else."

"Which is the most delicate of the senses?" asked the teacher.

"The touch," answered Johnnie.

"How's that?" asked the teacher.

"Well," said Johnnie, "when you sit on a pin, you can't hear it, you can't taste it, but you know it's there."

A man seeing an Irishman show bibulous appearance remarked:

"Pat, what makes your nose so red?"

"Shure," replied Pat, "it's the reflection of me soul."

"The reflection of your soul? What do you mean?"

"Shure it's the reflection of me soul," retorted at. "It's glowing wid pleasure at me ability to 'tend to me own business."

Real Optimism

Whatever else may happen,
Now that the country's dry,
The sailor will have his port,
The farmer will have his rye;
The cotton still has got its gin,
The seacoast has its bar,
And each of us will have a bier,
No matter who we are.

Exchange.

Who's Your Boss?

A large Eastern manufacturing concern has displayed throughout its plant a card addressed to its employes reading as follows:

"Who is your real boss?"

"Is it the president? No."

"Is it the superintendent? No."

"Is it the foreman? No."

"Your real boss is the CONSUMER of our Product—the man who buys the article that you are helping to make.

"If he is satisfied with your product he will continue to patronize you. If not, you will lose his patronage, perhaps without even hearing a complaint from him.

"Furthermore, the quality of your Product is the yardstick by which he measures the price he is willing to pay for it.

Edgar—"You must think I'm a perfect fool."

Helen—"No; nobody is perfect."

Boss—"You're getting careless. This wall is crooked."

Worker—"H'm. I guess I forgot to have my plumb line tested lately."

"Mother," asked Benny when they had guests for dinner, "will the desert hurt me, or is there enough to go round?"

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

Miss Davidson—"Give the class a sentence using defence, defeat, and detail."

Steve Guarisch—"When the cat jumps over defence, defeat lands before detail."

Onlooker: "Surely, Mose, you don't expect to catch fish in that stream?"

Mose: "No, sah, Ah don't expect to Ah'se just showin' my ol' woman Ah has no time to turn de wringah."—Exchange.

Boring Young Man (holding forth to pretty girl): You know, I'm funny like that—always throw myself into anything I undertake.

Pretty Girl (sweetly): How splendid! Why don't you dig a well?—Missouri Outlaw.

One reason why girls are naughty these days is because they are shingled in the wrong place.

"I'm worried about my wife's memory."

"Can't she remember anything?" "It's not that—she remembers everything."

Mary had a little skirt,
Latest style, no doubt;
But when she got half way in
She was more than half way out.

Smith, awaiting enrollment, gave his occupation as "mason and builder." Murphy, next in line, said "Knights of Columbus and bricklayer."

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

"Did he get across?"

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

Betty (sternly, to Cliff arriving home at 3 a.m.)—"What does the clock say?"

Clifford (genially)—"It says 'Tick-tock' and the doggies say 'Bow-wow' and the little pussly cats say 'meow-meow.'"

A negro passenger in the steerage, who was very seasick, was bantered by his friend as being a landlubber. "Dat's correct," said the mal-de-mere victim weakly. "Dey ain't no algyment dere. Ah's a landlubber an' Ah's jes' findin' out how much Ah lubs it."

Making love while the moon shines is where the son shines.

And if you think I'm going bats,
Be lenient, worthy brother.
I'm merely getting goofy from
That damned "Ask me Another."

Snap: "What is the height of bravery?"

Snapper: "Driving through California with a Florida pennant on your car."

Mary had a brand-new dress,
So charming, light and airy,
It didn't show the dirt at all,
But gee, how it showed Mary.

Bughouse Poetry

Tell me, friend, oh, tell me!
Who was Paul Revere?
Do Jersey cows wear jerseys?
Is near-beer very near?
Are humbugs bugs?
And why are rugs?
Do swallows swallow fast?
Are highbrows really always high?
Do flies like to be cast?

Druggist: "Here, sir, is your package. Seventy-five cents, please."

Deaf Old Gentleman (placing nickel on counter): "Thank you. There is your nickel."

Druggist: "But I said seventy-five." Deaf Old Gentleman (going out the door): "Well, there's your five cents!"

Druggist: "Well, go on, you old fool, I made three cents anyway."

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

PARTIAL LIST

Name	Disability	Amount	Name	Disability	Amount	Name	Disability	Amount
Biggers, Vern C., hand injured.....		\$ 9.00	Gregory, Frederick W., severe cold....		12.00	Plant, Warren T., la grippe.....		12.00
Bisson, William J., sore eye.....		10.66	Heisel, Charles B., acute bronchitis....		18.66	Plummill, Carl Herbert, la grippe.....		26.00
Braley, Scott, contusion of knee.....		33.33	Hutson, Martin E., la grippe.....		26.66	Reddin, Arthur L., sprained ankle....		4.00
Burton, Benjamin M., influenza.....		12.00	Jesmer, James S., cold.....		30.00	Robinson, William P., la grippe.....		9.00
Butler, Albert T., trouble with teeth...		12.00	Keane, Patrick, laceration of hand....		20.00	Smith, Curtis B., appendicitis.....		117.33
Clark, Herbert, appendicitis		60.00	Lambert, Paul M., la grippe		14.00	Thomas, Stephen J., foreign body in eye		9.00
Cole, Ollie, influenza.....		26.00	Madill, Cyrus A., cold.....		14.00	Thompson, Robert L., la grippe.....		20.00
Covell, Lloyd H., bruises.....		10.00	Miller, John E., acute indigestion.....		26.66	Tozier, Ralph L., acute indigestion....		5.33
Forsberg, Erick, cold.....		13.33	Nash, Lloyd B., influenza.....		4.00	Watson, Frank G., la grippe.....		26.00
Gallahar, John W., acute tonsillitis....		14.00	Neal, Andrew J., influenza.....		12.00	Widdess, Walter W., operation		56.00
Gallahar, John W., influenza.....		10.00	Parkins, Glenn F., illness.....		40.00	Zepeduz, Peter, influenza.....		6.00

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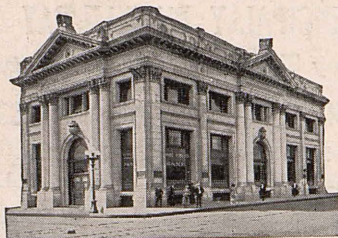
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Asst. Trust Officer

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