



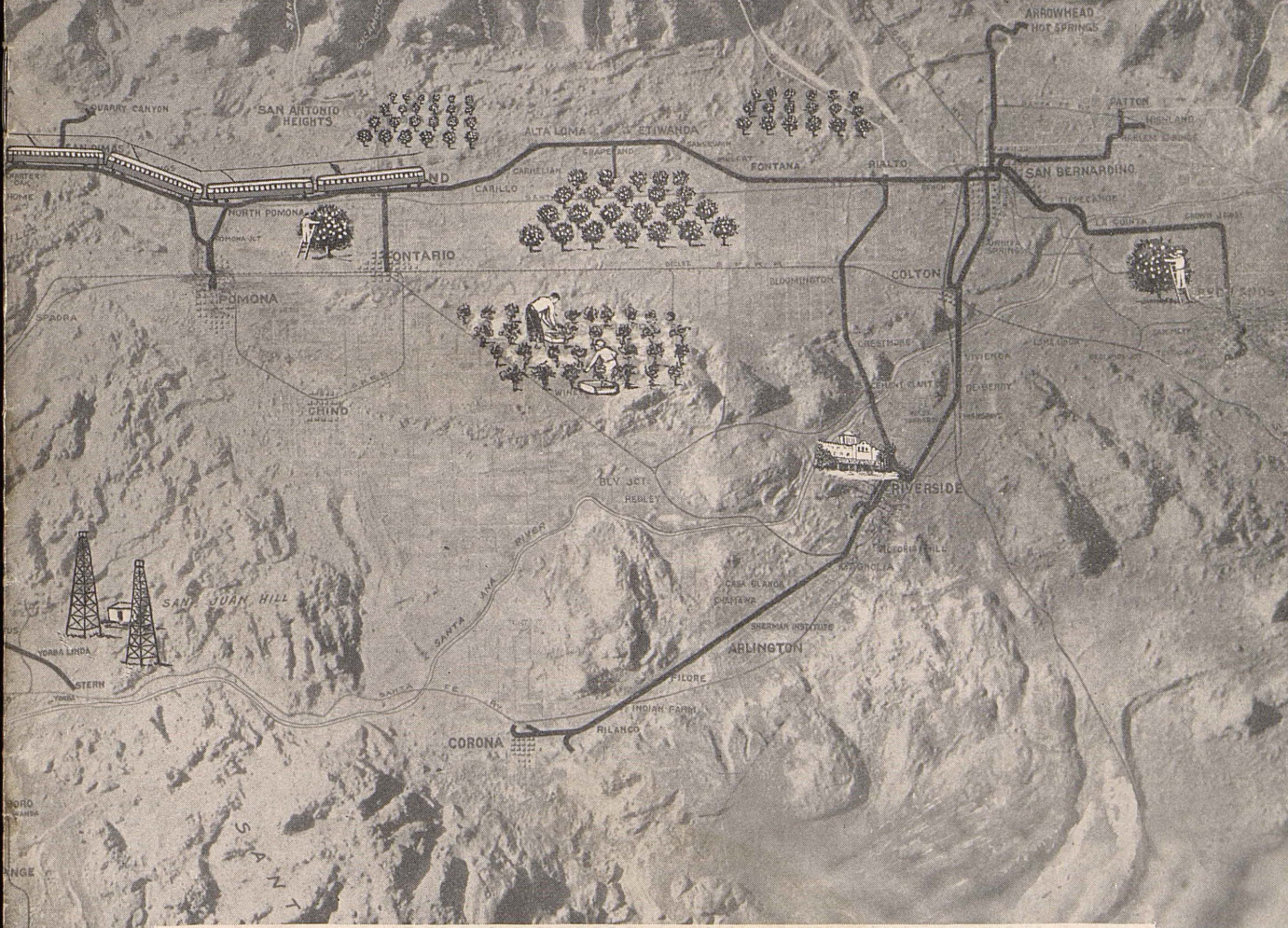
# THE PACIFIC ELECTRIC MAGAZINE



Vol. 12

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No. 8



## Southern California and The Pacific Electric Railway

**N**O RAILWAY in the United States operates in a territory where agricultural, industrial and recreational pursuits are as diversified as in Southern California. This fact is interestingly depicted in the small pictures on the accompanying map.

Serving four large counties, any one of which is considerably larger than several whole states we might name, the Pacific Electric operates 1169 miles of track, employing 820 passenger cars, 2794 freight cars and 203 motor coaches. A total of 6754 trains daily, passenger, freight and express, move between the various termini of the system. More than a hundred million passengers are handled annually, and 300,000 carloads of freight transported through the co-ordinated efforts of 7,000 men and women whose industrial lives are devoted to the service.

The ideals of the Pacific Electric may be encompassed in the four words—"Complete, efficient, courteous service."



## The New Year

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THE New Year breaks. "Finis" is written to one chapter; and with a bright, illuminated capital letter, fair promise of better things yet to be, we start the new.

Thank God for new years, new days, new hours! Fussy precisians tell us that "new beginnings" is redundant, but it is one of the most beautiful phrases in the English language. Every morning comes clean and fresh and dew-washed from God's hand. Yesterday with its follies and failures, its discouragements and its tears, is lost in the oblivion of night. The old adage that opportunity comes but once is all wrong. Opportunities crowd the flying hours, stepping on one another's heels. At every day dawn the smiling sun rises upon a renewed world—each day brimful of new possibilities.

So with the New Year. Take inventory. Set up the accounts. Strike a balance. Is the result a surplus? Splendid—new capital for new investment! Is the result a deficit? Too bad—but put the cork into the red ink bottle, buy a large, new bottle of black ink and set out gaily with a song on your lips to retrieve the loss and swing the balance to the other side of the ledger.

The past! Forget it, except to learn its lessons and squeeze the last drop of inspiration from its experiences. The present! Like a soap bubble, it eludes your grasp and vanishes as you try to seize it. The future is all you have—and that reaches into eternity.

Therefore, brothers—hang a new calendar on the wall, fill up the glasses—we drink the glorious toast—A Happy New Year!

—Reynold E. Blight.



# A Sane Discussion of Grade Crossing Problem

Authority Shows Complete Abolition to be Impracticable; Believes Much Can be Done Through Education and Regulation

IF THERE were no grade crossings, there would of course be no grade accidents; but the enormous expense of complete grade-crossing abolition makes its consummation practically impossible. At least, so thinks Charles E. Hill, Vice-President of the National Safety Council, whose views appear in the Nation's Traffic (St. Louis). Mr. Hill lays the blame for most of the present-day crossing tragedies on the careless or incompetent motorist, and he strongly advises additional measures of regulation and control. He says:

"In discussing safety regulations at railroad highway crossings, we must approach the subject from a national viewpoint, for it has become a national problem. While the crossing-accident problem is but one of the many with which the railroads have to contend, it is no less important, and today is being given greater consideration by the carriers than ever before.

## The Toll

"From 1917 to 1926, inclusive, in the United States, there were 20,021 persons killed and 55,771 persons injured through accidents at railroad highway crossings, or an average of 2000 deaths and 5570 injuries per year, the increase in deaths alone during this period being 26 per cent. During 1926 there were more people killed through automobile accidents than were killed at grade crossings during the entire ten-year period. Upon the assumption that the same increase will obtain, we see history recording during the year 1936 the deaths of 65,000 men, women and children, through automobile accidents in our streets and highways, of which less than 5 per cent will be the result of grade-crossing accidents.

"We do not depreciate the seriousness of the crossing-accident problem. Our only purpose in making these comparisons is to undertake to focus attention on where the difficulty lies.

"We had in the United States at the close of 1925, 232,755 crossings at grade. It has become an acknowledged fact that a solution of this problem through crossing elimination is unthinkable by reason of the prohibitive expense, estimated at twenty billion dollars, and the time required to perform such a stupendous task. Twenty billion dollars is a little more than our public debt.

"The gradual process of crossing elimination has been, and still is being carried on by the railroads, but in one recent year, while the railroads were eliminating 972 crossings at a cost of about 100 million dollars, 3065 new crossings were constructed under conditions over which the railroads had no control.

"We have, in the United States, 81 per cent of all the automobiles of the entire world. The State of Illinois, alone, has more than Germany, Italy, Spain and Australia combined. If the rate of increase continues, we will have 40,000,000 cars by 1936, one for every four persons. The automobile is here to stay. A solution of this problem thus should include a regulation of the

What is of still greater moment, more than 22 per cent of these accidents result from the automobile running into the side of the train."

About 95 per cent of the motorists of this country Mr. Hill regards as reasonably careful. The remaining 5 per cent, however, represents a large army of more than a million reckless and incompetent drivers flitting about the country without any regard for the safety of themselves or their fellow men. They include drivers who are deaf, blind, of immature age, enfeebled by old age, those who are intoxicated, and those that are analogous to the farmer's mule. He goes on:

"Contrast the comparative qualifications of the driver of an automobile and the driver of a locomotive. The former as a rule needs no qualifications other than his ability to possess a car. He is not only unfamiliar with its operation and mechanism, but is wholly lacking in a knowledge of our laws governing its use on the highways. In many instances his responsibilities are such that he is weakened in his regard for the rights of others, whereas the locomotive engineer has earned his right to a seat in the cab of his engine by virtue of many years of training. He is not only familiar with its mechanism and operation, but also with the rules governing its movement over the road. His responsibilities are a part of his make-up.

## Roads to Carry On

"There is a joint responsibility between the railroads and the public. The railroads have a duty to perform. We must not lessen our efforts toward increased efficiency in the maintenance and protection at highway crossings, and in the manner of train operation as it applies to accidents of this character. Our every act in the discharge of our duties in this regard must carry a sincerity of purpose of such positive character as will convince the public of our real devotion to a most worthy cause. The immediate remedy lies largely in a constructive campaign of education. We must find some means to curb the reckless motorist, and at the same time make driving safe for the great majority of motorists who are careful.

"As a further aid the following suggestions are offered:

"First, see that advance warning signs are properly maintained.

"Second, require school buses and

## New Crossings Created at Greater Rate than Possible to Remove

HIGHLY illuminating is the accompanying article on grade crossing accidents by Charles E. Hill, Vice-President of the National Safety Council, and which appeared recently in the Nation's Traffic. We commend it as being thoroughly well worth reading.

The following are some salient facts excerpted therefrom:

Less than 5% of all fatal accidents occur at railroad grade crossings.

It would require twenty billion dollars to eliminate all grade crossings, which sum is more than the present national debt.

In 1926 there were more people killed through automobile accidents in the United States than were killed at grade crossings during the entire ten-year period preceding.

In one recent year the railroads eliminated 972 grade crossings at a cost of one hundred million dollars. During the same year a total of 3065 new crossings were created under conditions over which the railroads had no control.

A large majority of crossing accidents occur in daylight hours and where there is an unobstructed view. More than 22% of these accidents result from the automobile running into the side of the train; in other words, striking the train; rather than being struck by it.

motor vehicle so that it will serve the purposes for which it was intended. The automobiles play an important part in our crossing problem, for they will be involved in 90 per cent of our crossing accidents this year.

## Thoughtlessness

"A large majority of crossing accidents occur in daylight where there is an unobstructed view of the approaching train, and in the locality where the driver resides; which indicates that the motorist is either so familiar with the situation that he drives on without any thought of the consequences, or he sees the train approaching and attempts to beat it over the crossing.

trucks carrying explosives or inflammable liquids to stop before passing over railroad tracks at grade, the same as is required of revenue-operated motor vehicles.

"Third, prevent the building of unnecessary highways crossing railroad tracks.

"Fourth, eliminate crossings through the rerouting of highways whenever possible.

"Fifth, eliminate obstructions to view on the highway within 500 feet of the crossing.

"Sixth, enact uniform and stringent laws in the various States requiring a proper standard of qualifications so that operators of motor vehicles will be required to meet a mental and physical test, including penalties for violations, that have a real effectiveness.

"The carrying out of the latter suggestion, alone, would result in a marked decrease not only in crossing accidents, but also in other accidents in which automobiles are involved.

#### Aid Solicited

"It is our hope that all organizations and agencies, civic, political and otherwise, that are in any manner concerned in the conservation of life and limb, and whose aid is so essential to the success of this movement, will unite in a common enterprise, and that as a result our co-operation will become more extensive, so much so, it will assume a force of such magnitude and power as will serve to wipe out this needless slaughter of human life."

#### FESTIVAL CROWD INCREASE NOTED; SERVICE GOOD

Pleasing, both from the standpoint of service rendered and an increase of more than 3,000 passengers over the year previous, was the annual Rose Tournament movement to Pasadena on January 2nd. A total of 26,470 passengers were handled to the festival city.

While the increase noted in this year's travel was general throughout the system, Long Beach showed quite a substantial gain, the number exceeding that registered during any of the previous three years. Eleven three car trains were provided direct to Pasadena from the beach city.

Extra service this year provided from the Santa Monica bay district via both the Short Line and Sawtelle brought about an increase in travel from those districts. Likewise, this year's plan of operating through service from Sherman via Hollywood Boulevard proved helpful in swelling the movement. About two thirds of the special trains were routed via the Short Line to Pasadena.

No delays, accidents, or interruptions to service were noted which reflects most creditably to all concerned in the big movement.

#### Highway Robbery

"There goes the old rascal who swindled me out of \$40,000."

"How did he do it?"

"He refused to let me marry his daughter."

## Some 'Old Faithfuls' at Shops



More than 200 years of labor is represented in the combined honorable service records of these Torrance Shop worthies. Their names and service appears in order in the story below.

By Willis M. Brooks  
Mechanical Department

THE backbone of any large company, such as the Pacific Electric, is tried and true, faithful, steady employees, who, year after year, smoothly and efficiently, perform their allotted part in the company's activities.

Loyal to their salt are these old timers, for they have watched and helped in the growth and development of their company and feel far more than a mere wage earner's interest in its prosperity.

In the accompanying picture a few of the old timers are shown. Unfortunately all who deserve honorable mention were not available for the picture because of absence or other reasons, but we hope later to have other groups to include them.

The actual combined service record of those in the group, slightly exceeds two centuries of time.

We don't want to moralize, but just think back 200 years. California on the western coast was under the rule of Spain and the struggling colonies on the Atlantic had not yet assumed the mantle of independence. The intermediate territory was a wilderness, the habitat of roving bands of Indians.

The actual commercial development of the country was practically dormant until the coming of the steam engine and the railroad. Without the whole-

hearted, loyal support of such men as pictured above, the railroads or any other enterprise would have a hard row to hoe. They may be plodders, but they plod to some purpose. They are the backbone of industry and the mainstay of our Country.

These men are from the Torrance Shops only. At other points on the system are more just like them and in later groups we hope to show you the picture of these men also.

The following is a brief resume of each man in the picture.

William Dwyer, Blacksmith, bachelor, born in Illinois. Came west in his youth and worked at San Bernardino with the Santa Fe for seven years, then came to the Pacific Electric, his permanent work.

Theo. Stenzil, Tinner. Born in Milwaukee, Wisconsin. Came west in 1903 and after several minor employments, came to the Pacific Electric in 1904. Mr. Stenzil is a widower. His only daughter (a widow) keeps house for him, and with her son, lives with him.

Charles Bott, Assistant Mill Foreman. Born in Ohio. Worked for the Wabash until 1896. Then came west and worked as a carpenter for the Southern Pacific until 1902, at which time he connected with the Pacific Electric and his present job.

Mr. Bott is married. Had four children, one of which has passed on, and two grandchildren.

John Dolton, Cabinetmaker. Born in Austria. Came to the United States in 1899 and worked in and about New York until 1901, at which time he came to Los Angeles, entering the Pacific Electric in 1902. Mr. Dolton is a widower with four children and two grandchildren.

Charles S. Yancy, Pattern Maker. Born in Missouri. Came west in 1902 and immediately entered the service of the Pacific Electric at Pasadena. Mr. Yancy is married. Has two children also has two grandchildren.

Richard Fullinwider, Wheel Grinder. Born in Sangamon County, Illinois. For 18 years was an engineer with the Frisco System. Came west in 1905. Immediately entered the service of the Pacific Electric where he remained ever since. Mr. Fullinwider is married. Had two children, one of whom died.

J. A. Mullin, Tool Room Foreman. Born in Canada. Came to the United States and west to the Pacific Electric in 1906 as a machinist. Was made tool room foreman on the completion of the new shops at Torrance. Mr. Mullin is married and has one boy, 16 years old. Recently traded his home for a small fruit ranch at Eagle Rock.

Clarence B. Reynolds, Armature Winder. Born at Hudson County, New York. Came west in 1905 and entered Pacific Electric service at Jordan street, with Al Rice (Foreman of the Air Repair) working on controllers. Then was shifted to armature work at Sherman under Allan Wright, the Winding Room Foreman at Sherman. Mr. Reynolds is married. His only child, a boy, passed on at an early age.

Joe Crouse, Carpenter. Born in Iowa. Came west about 1906 and worked a short time for the Santa Fe. Entered Pacific Electric service at Sherman in 1907 working under his present foreman, A. A. Penwell. Mr. Crouse is married and has no children.

#### WORTHY TRAINMAN PRAISED

Comes now another worthy whose splendid courtesy and attention to duty last month elicited public praise through the columns of the press. We refer to that faithful, genial veteran, Conductor H. T. Bennett, Hawthorne-El Segundo jigger. The El Segundo Herald complimented Mr. Bennett in no uncertain terms, thusly:

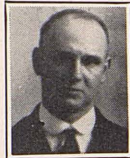
"Everybody in El Segundo knows, or should know Howard T. Bennett, the popular and versatile traffic manager, director of motive power, freight agent at Hawthorne, and passenger conductor of the Hawthorne-El Segundo stub of the Pacific Electric system.

There is no phase of the business and social interests of his employers that does not get his whole-souled care and attention. He knows the patrons, and should-be patrons, of the Pacific Electric by name, the names of the children and their dogs. His fellow employees twit him of being specially attentive to the younger and better looking women, but privately they ad-

#### A 'Perfect' Conductor Commuter's View

IT IS A pleasure to repeat a highly complimentary letter written by "A Commuter" who was so impressed with the splendid service of B. B. Ayers, Conductor, South Pasadena line, that he wrote the following letter to the Illustrated Daily News:

"Los Angeles: Having seen an article praising a conductor of the P. E. railway on Vineyard line, I would like to speak a word for a conductor who works on the South Pasadena line through Highland Park.



B. B. Ayers

I've ridden the red cars for many years and find the men very efficient and pleasant, but this conductor is certainly above the limit. He has all of the best qualities in him and meets all difficulties in a very pleasing way. He is always ready to assist old or young with bundles and always has a smile and pleasant word for everybody. He calls all the stops in a clear, loud voice and there is no chance to ride past your stop. As I said before, I have ridden a lot in my day, but I have never seen or found a conductor who is as near perfect in every way as this one man and I certainly hope there are more like him. I do not know his name, but his badge number is 24."

A Commuter.

mit that this is not true—that the old and decrepit passengers receive even more care and attendance than the normal ones.

The only criticism of Howard heard hereabouts is that he persists in making his home in Gardena.

Mr. Bennett wears four stars and two stripes on his coat sleeve which bear evidence of twenty-two years of faithful service with his company. He is a native "sucker," born and bred in Illinois near the river that bears the name of that state. His favorite fish is the channel cat, especially when prepared and served at a Beardstown "Fish Fry." His memory harps back to his boyhood days when shooting was good and "brant," wild geese, teal and mallard ducks were plentiful. Take us for a ride, Howard!"

#### Waste of Breath

Mother—Now, Jimmy, suppose you were to hand Willie a plate with a large and small piece on it, wouldn't you tell him to take the larger piece?

Jimmy—No.

Mother—Why not?

Jimmy—Because it wouldn't be necessary.

#### TRAINMEN CHOSEN TO WORK ON SAFETY COMMITTEE

Official bulletins issued last month by the respective Division Superintendents stated that the following Trainmen had been selected to serve on the Safety Committee during the months of January, February and March:

Southern Division: F. D. Knox, Conductor, Los Angeles; E. E. Abbott, Motorman, Los Angeles; E. C. Sievers, Conductor, Long Beach; L. McDonald, Motorman, Watts; W. A. Leach, Conductor, 8th and Hemlock and G. C. Wilson, Motorman, Pier A.

Northern Division: W. A. Haden, Conductor, Macy Street; W. H. Pohlman, Motorman, Pasadena; C. F. Kinne, Conductor, Pomona; G. W. Woodburry, Motorman, San Bernardino; A. E. Young, Freight Conductor, Macy Street and H. E. Draper, Freight Motorman, Macy Street.

Western Division: W. C. Maas, Conductor, Hill Street; E. L. Buterbaugh, Motorman, Ocean Park; N. R. Koch, Conductor, Sherman; G. C. Johnston, Motorman, Sherman; A. C. Noble, Conductor, Sherman and W. J. Speir, Motorman, Sherman.

"It will be their duty to bring up for consideration and discussion any unsafe operating practices or hazardous conditions, that same may be corrected, if possible," stated the bulletin.

"They will appreciate your co-operation to the extent of calling to their attention operating practices or conditions which may appear to be unsafe or detrimental to the service."

Dealing, as does this Safety Committee, with the safeguarding of human life, its work is of the utmost importance. Trainmen in their daily travels, upon noticing unsafe practices or conditions, are requested to make their observations known to one of the Committeemen listed above.

#### TIPS AGAIN BRING BUSINESS

Employees' interest in solicitation last month again brought worthwhile business to our owning companies lines which otherwise might have gone to competing carriers. During the month seven tickets were sold to various points on the continent.

Those to whom appreciation is extended and the business secured through their kind interest, are as follows:

I. Breanley, Motorman, Western Division, 1 one-way New York City.

Hugo Dummer, Frt. Clerk, Glendale, 1 one-way Bloomington, Ill., and 2 one-way Pittsburgh.

Geo. T. Brown, Solicitor, Pass. Dept. 1 one-way New Orleans.

G. W. House, Conductor, So. Div., 1 round trip Centerville, Iowa.

J. J. Suman, Traveling Auditor, 1 round trip Oklahoma City.

In addition to the foregoing, Agents throughout the system were responsible for routing considerable business over Southern Pacific lines through timely solicitation efforts.

# More Good-Will Building Aids

## Many Splendid Suggestions Contained in Essays of Runner-ups in Recent Prize Contest

SO SPLENDID were many of the thoughts contained in the recent good-will building essay contest letters that honorary mention of the writers is in order. Practically every contribution received contained one or more constructive thoughts on this all-important subject and it was this feature that made the deciding of winners the difficult problem it turned out to be.

By the terms of the contest only four contributors of letters could win a prize, but it is a pleasure to give credit and pass on to all the excellent suggestions made.

"Do you or your family long patronize the corner merchant who is not courteous?"

"Have you ever been in a strange place and asked what to you was a perfectly sane question and have someone answer with a short or smart answer?"

The two queries above were pertinently asked by Conductor G. H. Crozier, Conductor, Western Division. All of us having memories of such unpleasant experiences, the questions asked are a strong appeal for considerate, courteous dealing with patrons.

"Let passengers see that you are master of yourself," wrote David C. Loudon, Conductor, Western Division, "and you will have a feeling of satisfaction and manliness that comes only from so doing." Being master of oneself is indeed a commendable accomplishment and one which we can all endeavor to acquire with results that will be helpful throughout life.

"He (the good-will builder) does not do the things he wants to do if he knows he should not do them. He does promptly even the things he dislikes to do if he knows he should do them. He is not controlled by impulse or the appeal of the senses, but rather by intelligence and the desire to do the right thing." The foregoing excellent thought, by Conductor Geo. B. Moore, Southern Division, is a strong appeal, well voiced, for all to perform their duty as they see it.

That "trainmen must remember the 99 pleasant patrons and forget the one disagreeable passenger," was the keynote of the contribution of A. P. Baker, Conductor, Northern Division. "Welcome with a smile and a pleasant 'good morning' the patron with a grievance when he boards your car and it is more than likely that you will make a friend for yourself and the Company," he added.

"Show that you take an interest in keeping your train moving on schedule," was the sound logic of J. H. Davis, Conductor, Western Division. "Passengers appreciate the bringing in of your train day after day on time." Other splendid thoughts brought out by Mr. Davis were: "Call stations, transfer points and principal street intersections several times so that all

can understand. Do not stand in the rear of car calling stops in a loud voice expecting those inside to hear you. Your frequent and loud shouting annoys the passengers near you. If on an open-end car walk up and call your stops so that those inside can hear you."

The defense of our Company from slanderous or unjust criticism was a commendable thought voiced by C. S. Dudley, Motorman, Western Division. "Be ready at all times to defend our Company, not by ill-tempered argument, but by a quiet, sincere discussion and statement of the true facts," was the manner in which he well stated his views on this subject.

"Boosters are our best asset," wisely counseled Howard T. Bennett, Conductor, Southern Division. Among the best ways to make boosters as viewed by Mr. Bennett, are: "Start the day

### City Official Commends Engineering Forces

A COMMENDATION of which our Engineering Department forces may justly feel proud came last month from Mr. Howard B. Carter, City Engineer of Santa Monica. This gentleman, inspired solely to give credit where due, very kindly addressed the following letter to Mr. Pontius:

"It may be unusual for a public service corporation to receive letters of commendation for street improvement work, but I want to express to you my satisfaction with the work of your Company in the improvement of Santa Monica Boulevard in Santa Monica and my appreciation of the manner of handling of the work by your officials and employees.

"The capability of your men and their willingness to co-operate with this city in all details affecting the improvement helped greatly in the rapid progress of the work and in its successful completion.

"The job is one of the best that I have seen and the satisfaction of the people of Santa Monica is evident in reports to this office.

"It is a pleasure to work with men associated with a public utilities corporation who show an earnest desire for the rapid promotion of an improvement in consideration of the community interested..

"Please accept my thanks and appreciation."

with a Smile, it's catching; be courteous; neat in appearance. Show a willingness to assist passengers on and off your car, especially the aged and ladies with children. Make every effort to keep your car on time, but never ahead. Be patient with all passengers, especially those who may be strangers in our city."

### CARNEGIE MEDAL HISTORY

Feeling that persons who risked their lives to save others from death should receive some reward that would be beneficial to them, or their dependent, Andrew Carnegie created in 1904 a fund to be used for that purpose and to be known as the Carnegie Hero Fund. Mr. Carnegie endowed the fund with \$5,000,000, the expenditure of which was to be directed by a commission of his own naming, of which Charles L. Taylor was made President.

In establishing the fund it was his purpose to place in a somewhat better pecuniary position than before those following peaceful vocations who have been injured in heroic efforts to save human life, and, in case of their death, to provide for the widows and children as long as that should be necessary and advisable.

Medals of gold, silver or bronze, according to which the deed in question was believed by the commission to call for, was to accompany each grant, and in cases where no monetary award was called for, an appropriate medal was in any event to be awarded, setting forth the heroic deed it commemorated.

The field embraced is the United States, the Dominion of Canada, the colony of Newfoundland and immediate waters.

Such acts must have been performed on or after April 15, 1904, and brought to the attention of the commission by letter addressed to the manager, Oliver Building, Pittsburgh, Pennsylvania, within three years of the date of the act.

It was from the Carnegie Hero Fund Commission, and in accordance with the above conditions, that George J. Bauer, Motorman, Southern Division, recently was cited for an act of heroism, the details of which are recorded elsewhere in this issue of the Magazine.

### WORTHY OF CONSIDERATION

"A street car goes as fast as the traffic—that is all that the automobile can do—so why permit the automobile, carrying an average of 1.8 passengers, to slow down street traffic and cars carrying 50 or more passengers?" This seems to be a sensible question asked by the president of the American Electric Railway Association, and which sooner or later must be answered. "Considering how dependent we yet are on transportation facilities we best seek an answer. The long waits caused by present-day traffic jams in the congested places might profitably be employed in such consideration."

## 'THERE IS, TOO, A SANTA CLAUS!'



The ladies of Miss Templeton's Conductors Accounts Bureau on the occasion of their Christmas party. Each year this group bring joy to the hearts of many Mexican kiddies through hours of toil they spend in preparing appropriate gifts.

FOR the past number of years the guest of honor at the Accounting Department Christmas tree, has been "Daddy Briggs," but this year he was called upon to share honor with Miss Eva Peterson of the Engineering Department.

Daddy Briggs has won a place in the hearts of all our big families because of his devotion, personally, to the ill and injured at our hospital where he visits regularly, cheering and encouraging those who are unfortunate enough to find hospital residence necessary. During the past number of years he has been remembered each Christmas with a gold piece as a tribute of affection by the employees of the Accounting Department and this year was no exception. The novelty, however, was at its deliverance, embedded in a novelty snowball riding upon a sleigh, drawn by miniature reindeers.

Miss Peterson's claim upon our affection has been her unselfish devotion to the interest of the children in our Mexican labor camps. Her duty in these camps for the past number of years has been to look into the sanitation and health of the residents. But for years she has gone far beyond the duty in the case, and has taken over the welfare of many children and each Christmas for years has brought to them the real meaning of the holiday occasion.

Assisted by many of the girls in the Conductor's Accounts Bureau and by women employees in other departments, she has each year accumulated dolls, toys, candies, nuts, fruits, clothing of various description, and has

given to the Mexican kiddies a real Christmas. In appreciation of Miss Peterson's wonderful work the girls of this Bureau presented her with a quilted silk robe and slippers, and the general staff of the railroad representing the supervisory forces, expressed their appreciation of her wonderful work by the gift of a pass case containing her 1928 annual card, with a goodly sum of currency designed to make a vacation, she is to make, more pleasant.

One of the many features of the Christmas tree celebration, was the "grab bag" containing ludicrous presents donated by every one in the Bureau, the distribution being made by drawn numbers.

Each year since 1910 this Christmas spirit in our big family, has grown and it has gathered force and weight to such an extent that this spirit of mutual esteem spreads from year to year.

May it continue to grow until it not only covers the employees of this Company, but pervades the whole world.

### Ten Cent Fare in 219 Cities

During 1928 there will be a steady growth of the public's appreciation of the vitally necessary service which the electric railways render in our cities, predicts R. P. Stevens, President, American Electric Railway Association.

"That the public already is convinced of the essentiality of the service has been made evident by the fine co-operation which has been given the companies by many communities, particularly by the public's willingness to pay fares which are intended to meet

### MUST "WATCH-LOOK-LISTEN"

Where the responsibility lies and an explicit rule of conduct for automobilists and others who cross railroad tracks was laid down recently by the Supreme Court in a case appealed by the Baltimore and Ohio R. R.

In setting aside a judgment in favor of the estate of Nathan Goodman, killed at Whitefield, O., the court, through Justice Holmes, declared that "when a man goes upon a railroad track he knows that he goes to a place where he will be killed if a train comes upon him before he is clear of the track. He knows that he must stop for the train, not the train stop for him."

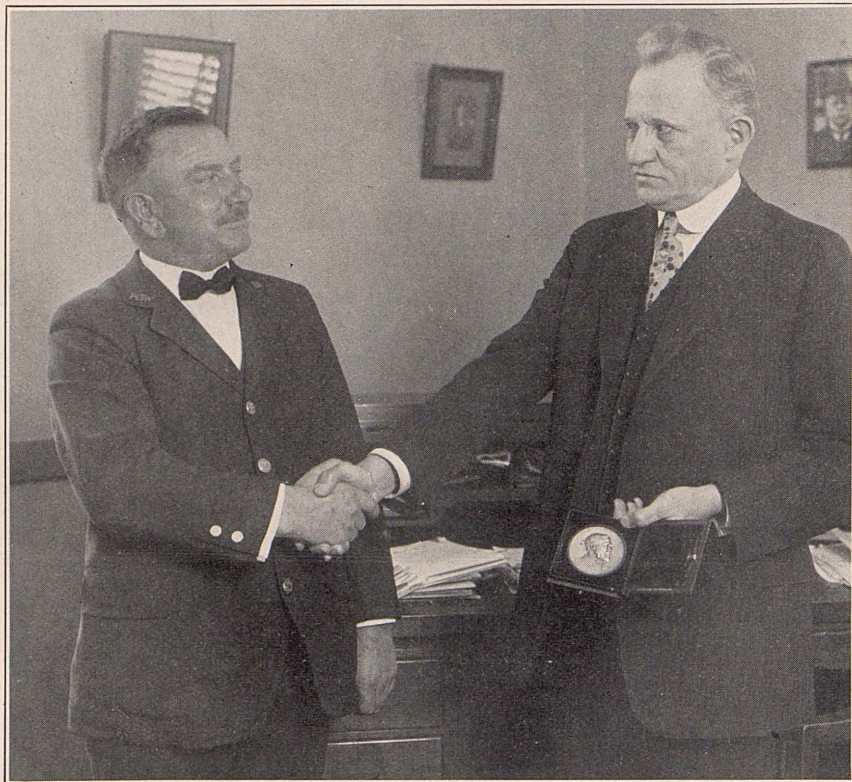
"In such circumstances, it seems to us, that if a driver cannot be sure otherwise whether a train is dangerously near he must stop and get out of his vehicle, although obviously he will not often be required to do more than stop and look. It seems to us that if he relies upon not hearing the train or any signal and takes no further precaution he does so at his own risk."

The court announced that it had laid down this rule of conduct for the control of all courts "once for all."

the cost of service and render a fair return on the fair value of the properties devoted to the public service.

"Recognition of the mounting cost of providing adequate service is manifested by the fact that in 219 communities a base fare of ten cents, with modifications to meet special local conditions, now prevails."

## Heroic Act Wins High Honors



"My hearty congratulations. A very splendid act, Mr. Bauer." Such was the greeting of D. W. Pontius, Vice President & General Manager to Motorman George J. Bauer, whose bravery saved the life of a 20-month old child and won him a coveted Carnegie medal and \$1,000 cash award.

**I**T WAS A Merry Christmas for Motorman George J. Bauer, Southern Division!

Just three days before Ol' Saint Nick made his annual heart-gladdening visit there came to him a beautiful bronze medal of distinction, conveying an outstanding honor. We refer to Mr. Bauer having won recognition at the hands of the Carnegie Hero Fund Commission for an act of unusual bravery which affected the saving of the life of a 20-month old child.

This worthy was further made happy with the advice that he would shortly receive an additional award in the form of a thousand dollar check. Upon receipt of information several months ago that his act had won official recognition he was advised that in addition to the medal, he would receive this sum of money, provided the commission approved of his selection of a "worthy purpose." Mr. Bauer wisely informed the governing body that it could and would be used for the "worthy purpose" of paying off the balance owed on a home he is purchasing. The commission agreed that the purpose was a good one and that the amount would shortly be forthcoming.

The act for which Mr. Bauer has won everlasting honor occurred on October 27th, 1925, while in the performance of his duties as Motorman on a Watts local car. On an inbound trip

when his car was about 1000 feet north of Slauson Avenue he observed a small child, Leroy Dailey, complacently sitting on the inside interurban tracks. At the same moment he heard the sound of an inbound two car train crossing over the railroad tracks at the Slauson intersection.

Realizing that the heavy, fast-moving train was bearing down on the obscure, innocent little wanderer, Mr. Bauer applied all his braking power. Before his own car had come to a stop, thinking only of the child and fearlessly unmindful of his own safety, he jumped, ran ahead "faster ahead than I ever moved before," grasped the child and jumped to safety, but not without being slightly touched by the oncoming Santa Ana interurban.

Needless to say it is a great pleasure that one of our own ranks should have proven so brave in the face of great peril to himself and won the highly honorable distinction of being awarded a Carnegie medal.

Mr. Bauer was called to the office of Mr. Pontius where our ranking executive greeted him and expressed sincere and hearty congratulations. Likewise was he complimented by Messrs. Annable, Smith, Marler, Clark and other officials.

"Greater love hath no man than he who would lay down his own life for that of a friend," is the inscription borne on the medal he received.

## AUTOIST BENEFITS BY PAVING PROVIDED BY CAR RIDERS

Discussing the street railway situation in the Carolinas, the Charlotte (N. C.) Observer says that the reason why some street railways have been unable to make extensions and improvements such as recently were inaugurated in Asheville, is "the penchant to 'tax' the company." It says, "Raleigh, for instance, is taxing its working people—its mill employees, its stenographers, carpenters and clerks—when it requires the street car company to pay for street paving. Furthermore, it is distinctly a class tax. The automobile owner does not have to bear it; in fact, he rather enjoys the product of the tax. He runs his automobile over the very paving that the street car rider has paid for."

Commenting on conditions in the two Carolinas The Observer says the situation is "serious." "Losses have reached the breaking point in some instances," it says, "and yet the public wants the street cars. It is argued that the tax is a means of raising revenue. True, but it is raising that revenue out of the pockets of one particular class—the working class—and that policy, under the plan of this old American government, is not considered exactly just and equitable.

## FAITH—THE KEYSTONE

The most important thing in our business life is confidence. Ninety per cent of our business operations are conducted on credit, and confidence is the bone and sinew of credit. Its ramifications extend from the biggest bank in New York City to Squirrel Corners, says the Nation's Business.

A man boarded a street car, gave the conductor a dollar bill, and the conductor returned his change in nickels and dimes. The passenger put the money in his pocket without counting it.

"Hold on," said the conductor. "How do you know I gave you the right change?"

"Oh," replied the passenger, "how do you know the dollar bill I gave you, is not counterfeit?"

### Limited

"Should evening dresses ever be worn to bridge parties?"

"No. In playing cards it is only necessary to show your hand."

### Forewarned

An old darkey minister announced that he had invented an automatic collection basket, which would be passed around by the deacon of his church.

"It is so arranged, my brethren," said he, "dat if you drop a quatah or half dollah, it falls noiselessly on a red plish cushion; if you drop in a nickel, it will ring a bell dat can indistinctly be heard by de entiah congregation; but if you let fall a button, my brethren, it will fiah off a pistol."

Thankfully, and fortunately too, we can say it with words, rather than with flowers!



# West Excels in Grid Classics

## Football Radio Broadcast Listened to by Forty Million People Confined to Firesides

SOUTHERN California received the greatest and most far-reaching exploitation of its virtues ever attempted through the medium of the radio broadcast of the Pittsburgh-Stanford football classic on Monday, January 2nd. It has been estimated that upwards of 40,000,000 persons heard extolled the wonders of our sunshine, orange groves and rugged mountains.

When it is considered that on this particular day all of the east was in the throes of the most severe snow storm of the year, with zero to 30-below weather prevailing, it is not difficult to visualize the mental pictures conjured in the minds of the millions confined closely to their fire-sides.

Thus, an athletic event, introduced eleven years ago as an adjunct to the annual Tournament of Roses, has developed into the greatest advertising instrument ever conceived. The history of this grid classic and revived memories of some of the great contests is well worth here recording.

### In Bicycle Days

The time was, in the early nineties, when foot-races and athletic events sufficed to provide desired amusement for the large gatherings that attended this annual floral festival. Chariot races, stage robberies depicting famous hold-ups of frontier days and still later, polo games supplied the thrills in early days. Old Tournament Park, still standing, was the field where these events were staged.

It was in 1916, about the time when the public had manifested a growing appetite for college football, that these annual classics were introduced to the Tournament throngs. In the first game, played at Tournament Park, the West made an auspicious bow when Washington State College defeated Brown University by a score of 14 to 0. The crowd, numbering 30,000 brought joy to the hearts of the sponsors of the contest. The following year the West again triumphed when the University of Oregon met and defeated, by a score of 14 to 0, the Pennsylvania University.

With the world war in progress and just over, the years 1918 and 1919 did not see these games, there being contests, however, between war-time organizations.

The East saw its first triumph in 1920 when Harvard nosed out a close victory over the University of Oregon, score 7 to 6. The year following witnessed another victory for the West, University of California recording a win over Ohio to the tune of 28 to 8. A scoreless tie in 1922 resulted in the contest waged between Washington & Jefferson versus California.

The West followed with a great victory in 1923 in the first game played in Pasadena's Rose Bowl, Uni-

versity of Southern California this time representing against Penn State. The score was 14 to 3. In 1924 another scoreless tie was recorded in the contest waged between the U. S. Naval Academy and University of Washington.

The superiority of the west was successfully disputed both in 1925 and 1926, our gridmen, represented by Stanford University, bowing in the former year to the "Four Horsemen" of Notre Dame fame, score 27 to 10. Followed in 1926 another blow to western pride when the University of Alabama triumphed in a sensational last minute victory over the University of Washington, the fatal score being 20 to 19.

In 1927 the tie score was again repeated, Stanford and Alabama both scoring seven points before the largest gathering yet assembled, the bulk of which resulted in the bowl management deciding to enlarge the stadium.

### Pass-holders Reminded of Their Obligation

WHILE most employees recognize the fact that pass privilege entails with it the obligation that holders should not occupy seats to the exclusion of pay passengers, occasionally offenders of this rule are reported.

In order to again bring attention to the rule, Mr. Pontius last month issued a notice, explaining the ruling, the same being appended to each 1928 card pass as issued. Conductors will henceforth be more alert to violations and it is hoped that the comparatively few who thoughtlessly have offended will not again repeat violation.

The notice attached to card passes read as follows:

"In extending the courtesy of free transportation it is expected that employees riding on passes, particularly men, will reciprocate the courtesy by not occupying seats to the exclusion of pay-passengers.

"While the majority of employees holding passes willingly give up their seats to pay-passengers when sufficient seats are not available for all, there are some who thoughtlessly fail to extend this courtesy, resulting in adverse criticism of the employees and the company.

"It is therefore desired that all employees keep this in mind with a view to promoting better relations with the public."

The 7 to 6 victory a few days ago of Stanford over Pittsburg is the last chapter in the history of these games.

### The West Leads

Summarizing the eleven East-West contests that have been waged since the idea of these games was originally conceived we find that the results weigh considerably in favor of the West. Five victories stand recorded to college warriors of the West as against three for the gridmen of eastern college institutions. Three contests resulted in tie scores. The scores show 119 points registered by western elevens as against 78 scored by eastern aggregations. Thus, the adage "go west, young man" has not been a howling success so far as the invasion of eastern football elevens is concerned.

The great publicity and advertising to this district, commented upon in early paragraphs, took place in the interspersed radio remarks of Graham McNamee, nationally known announcer, in his play by play report of the big game. The lease of some forty-odd of the major broadcasting plants throughout the country, together with the hiring of Mr. McNamee, represented a cost of approximately \$30,000. The word picture of this great announcer, who became nationally famous through his handling of Lindbergh's return and other national events, was picturesque in the extreme and cannot have failed to have made a lasting impression of Southern California on all of the 40,000,000 frozen-in listeners.

We are indebted to the Pasadena Star News for having furnished the score data supplied in the foregoing.

### UTILITIES WELCOME SURVEY OF THEIR OPERATIONS

Not the fear of investigation, but a reasoned distrust of the methods and motives of investigators is exercising the directors of public utility companies, The Nation's Business declares. Representative of their state of mind is a statement by Philip H. Gadsden, vice chairman of the Joint Committee of National Utility Associations. He said: "I do not hesitate to state that in my judgment we should welcome a comprehensive and thorough-going investigation of all the phases of the public utility business conducted by investigators qualified by training and experience to develop all the complex facts of the second largest industry in the United States without partisan or sectional prejudice and free from political bias."

The resolve of the companies to make their case with the people signifies an aggressive faith in the integrity of their business. Nor is appreciation of the public interest found wanting in the determination to carry the explanation of utility operation beyond the million or so employees and the five million security holders. And as its mysterious complexities—common to every industry—fade out, unscrupulous politicians will find it more difficult to get hearings.

## WASTING THE TAXPAYERS' MONEY

Seattle is one of the American cities where the public ownership fallacy gained a foothold some years ago, and where the people now wish there was some way of shaking loose from it. The Seattle Times recently discussed editorially the lackadaisical manner in which publicly owned ventures are handled in that city and district. Says the Times:

"It is simply a matter of local history that the City Council never has followed the advice of experts employed to study and report on the construction or operating problems of a municipal utility. This newspaper would not say that such advice invariably should have been followed; but would like to know what's the use of getting expert opinion, and sometimes paying fancy prices for it, if thereafter it is to be given scant official attention.

"The Cedar River masonry dam was built against the advice of half a dozen competent engineers and engineering commissions. We also recall the \$10,000 worth of advice given the city by Peter Witt, the Cleveland traction connoisseur, on how to make our street railway system pay its way. City Hall dust began to accumulate on the Witt report even before its author received his fee. Several reports on Skagit power development have been made, one of which, costing \$30,000, seemed worthy of regard by some members of the Council, but fell far short of general acceptance.

"Actually nothing to date has been done with Seattle's power and transportation problems in accord with recommendations made by disinterested men who were supposed to know their business. And here we may find some reason why the Cedar River dam stands today as a monumental failure; why our railway system still must limp along from one crisis to the next, and why no two persons around the City Hall agree for long at a time as to what should be done up Skagit River.

"Again there is much talk of getting 'outside experts' on the Skagit job. This seems unnecessary; but should not the employment of experts, for once, be preceded by promise of the Council to listen to what they say?"

## FIVE DEATHS IN DECEMBER

The death of five employees during the month of December was the toll exacted from our ranks. Those who passed away were:

Jack S. Gray, Conductor, Northern Div.; John W. Sisk, Conductor, Southern Division; Will Fox, Watchman, Engineering Department; Vern Noble, Engineering Department and John W. Bennett, retired, Engineering Department.

Group and Mortuary insurance, totalling \$16,500, was paid to the beneficiaries named, the average payment being \$3,300.

The sincere sympathy of a host of friends is extended to the relatives in the saddened homes.

## Steel Spans Bridge New Road



Steel span structure recently completed by our Bridge & Building forces over Fletcher Drive, soon to become a great artery of travel to Glendale and Burbank districts.

**I**NSTALLED without disturbance to service on the heavily traveled Glendale line, our Bridge and Building Department recently completed, with dispatch and credit, quite an extensive undertaking on the timber trestle at Puente Alto.

Opening of Fletcher Drive to permit an extension of that thoroughfare under our trestle and across the Los Angeles River, where it will connect with Glendale Boulevard, necessitated steel structural changes in this trestle. To permit of the roadway beneath it required the replacement of 96 feet of the timber section with steel girders supported on steel tower bents. More than \$40,000 was expended to provide this clear span for the roadway which is destined to become a heavily traveled route between Los Angeles and Glendale.

By operating trains over a single track section and protecting by block signal operation, the work was done

on one track at a time and no delay to service resulted. The great frequency of service on the Glendale line entailed the utmost of care and supervision.

The most delicate feature of the installation was in the placing of the heavy steel girders across the main spans, as it was necessary to spot the cars on which the girders were loaded on the track in operation. The girders were unloaded under these trying conditions without delay to service, despite the fact that only a maximum of seven minutes between trains was available for our forces to unload them.

This splendid new addition to our already imposing list of bridge structures was designed by M. C. Halsey, Structural Engineer, and the erection of it was carried on by D. E. Plank, Bridge & Building Supervisor, ably assisted by B. F. Manley, Foreman.



### S. P. NIGHT AT AGENTS MEET

The December meeting of the Agent's Association gave members the pleasure and opportunity of meeting some fifteen representatives of the Southern Pacific Company in this district. Problems of mutual concern were discussed and many helpful suggestions conveyed.

Items of note to which attention was directed were discontinuance of Table d Hote meals on S. P. Trains, new equipment on the Daylight Limited and the routes and schedules of package cars from and to eastern points particularly Chicago, Detroit and Cincinnati.

Highlights of minutes from meeting follow:

Mr. Sands proved a good story teller and his offerings were greatly enjoyed. E. W. Fisher, newly appointed Traveling Freight Agent in our own Traffic Department, was introduced. Mr. Marler stated that application had been made for operation of motor coaches between Pasadena and Long Beach via Atlantic Avenue and in speaking of general appearance of stations said a committee had been appointed to check up on conditions of tariffs advertising matter, toilets, etc.

Mr. Squires, after listening to the splendid array of S. P. business-getters, jokingly reminded the Agents that they were still P. E. men and to keep

this Company in first place in their solicitation efforts.

Members of the Association then proceeded with the annual election of officers for next year. Messrs. C. J. Hileman and J. M. McQuigg nominated for President and J. W. Smith and R. L. McMichael for Vice President, G. W. Orr, being the only nominee for Secretary, was declared elected. After ballots were taken for President and Vice President the vote was found to stand Hileman 21, McQuigg 26, Smith 22 McMichael 24.

By its vote, therefore, the Association elected J. M. McQuigg, Agent San Pedro for President and R. L. McMichael Agent East Long Beach for Vice President and upon motion the choice was made unanimous. A rising vote of appreciation was then extended to the retiring President H. P. Clark.

### BREEZES FROM THE HARBOR

By J. M. McQuigg,  
Agent, San Pedro.

Tonnage in and out of the port for the month of December will show a slight increase over December, 1926. Imports from European countries have been heavier than usual for this time of the year. Exports held about the same as last season, with cotton being the main commodity and most of this product moving to ports of Europe.

### MORE "REFERS" ARE ORDERED

The Pacific Fruit Express Company, owned jointly by the Southern Pacific and Union Pacific Systems, is soon to purchase 2,000 new freight refrigerator cars for 1928 delivery. Increased business in agricultural products has made necessary the new equipment.

To insure highest efficiency in refrigeration and conservation of food stuffs, the cars will conform to Pacific Fruit Express Company's present standards of equipment, as approved by the United States Government, being heavily insulated throughout and equipped with floor racks and basket tanks.

This number of additional units will make available for the season of 1928 40,311 freight refrigerator cars of that company and the purchase amounts to a new investment of about six millions of dollars.

Intercoastal tonnage dropped considerably as compared to last December, this being due principally to upward trend of rates adopted by the intercoastal conference last summer and which had the effect of diverting some trans-continental traffic back to the rails.

During the year 1928 there are to be a considerable number of improvements undertaken in the Harbor district. Approximately 30 miles of street improvement work is scheduled. It is predicted that several docks will be improved and other port improvement work done.

At present time the following work is under way. Dredging the main channel to depth of 35 feet, this is 75 per cent completed at this time. The removal of Dead Man's Island has been commenced. The new Berth 230 on Terminal Island is nearly completed; the transit shed on this berth will be ready for operation within a short time. Plans for the developments docks in the West Basin, Wilmington, have taken concrete form. Two slips at the north of the basin on the east side adjacent to the Pacific Electric rails are to be constructed with transit sheds. These slips and sheds when completed will accommodate 6 ships at one time. The approximate cost is \$1,000,000.

Harbor Department figures show that total tonnage passing through the port for month of November was 2,124,900 tons compared to 1,807,511 for November, 1926. Harbor Department revenues for the month of November are reported as aggregating \$162,780.00, as compared to \$145,160 for November, 1926.

## Three Million Dollars For Improvements Was Expended on System Last Year

**T**HAT more than \$3,000,000 was expended during the year just ended in additions and improvements to various properties on the Pacific Electric system was revealed in a press announcement by Mr. Pontius last month. As much or more will be necessary to provide for further planned improvements during 1928 our executive stated.

Outstanding in the improvements made in 1927 was the extremely large volume of trackage renewed, heavier and improved rail being used. Throughout the system a total of 26,400 feet was replaced, the bulk of it being of the sturdy 128-pound type in place of 72-pound formerly used.

The erection of two major grade separations, Pico Street and Hyperion Avenue, were the outstanding hazard removing additions during 1927, bringing the separations on our lines to a total of 65. Four streets were separated by these two projects. Further safety measures were provided through the installation of 55 automatic wig-wag devices over the system making a total of 555 now employed to warn the public of approaching trains.

New passenger station facilities were provided at the Hill Street subway station, Santa Ana and Pasadena, while at Long Beach a pretentious new station is nearing completion. In addition numerous shelter stations were erected at various points over the system.

Other important betterments designed to further improve the service were: New substation at San Gabriel; five de luxe motor coaches; overhead reconstruction and miscellaneous additions and improvements to bridges, buildings and other structures over the system.

## P. E. GLENDORA EXTENSION HAS ITS 20TH BIRTHDAY

"It was a big day in the old town" on December 28, twenty years ago, states the Glendora Press in a recent issue in which an account of the opening of the Pacific Electric's Glendora extension is given.

Several years before actual construction began on the line there had been much effort put forth, mass meetings were held, committees appointed and the smaller villages for miles around were invited to lend their assistance in the securing of a right-of-way and arranging the many other details necessary to such a project.

With arrangements completed, construction was rushed and on December 20, 1907, the first passenger car arrived in Glendora. It was a special bearing the then Chief Engineer, George Pillsbury and the former General Manager, J. McMillan, with a few of their assistants.

When arrangements were finally completed, and the first passenger cars had arrived in Glendora, the city was ready for a rousing celebration, states the Glendora paper. December 28, 1907, was the day set for this occasion which was attended by much hospitality and lavish entertainment. A luncheon was served to all guests of the day, baskets of oranges and wreaths of holly were given to all who attended what was called "Glendora's debut."

Transportation was provided for those invited who lived a considerable distance from Glendora and the visitors were escorted in grand fashion through the town. A reception committee consisting of the members of the Board of Trade—the ancestor of the present Chamber of Commerce—was on duty to receive and entertain the invited guests.

## THIEVES ARRESTED THROUGH P. E. EMPLOYEE'S TIP

What proved to be a very clever piece of detective work on the part of Frank L. Reynolds, Foreman, and brought to justice a trio who robbed the National Candy and Tobacco Store, occurred last month at the L. A. Freight Terminal. Observed loitering around while the unloading of a shipment of cigarettes was being performed, Reynolds took the number of the Ford car in which the three culprits had ridden past the warehouse several times, arousing his suspicion.

Later when he learned, through an account in a local newspaper, that the National Candy and Tobacco Store had been robbed, Chief Special Agent Fish was informed of the loiterers and their car number, who in turn co-operated with the police department in effecting the arrest of the three law-breakers.

Reynolds is to be congratulated upon his close observation to the conditions surrounding his work and his service to society in assisting in the apprehension of criminal characters.

## Circles Globe Five Times in Daily Trips Over Lines

**T**WENTY-FOUR years a daily commuter over Pacific Electric lines!

So far as investigation has revealed, Mrs. G. F. Dewey of Redlands has achieved the distinction of having daily commuted on our system for a longer period than any other of the many thousands of patrons in Southern California. And what is equally interesting and gratifying is the fact that Mrs. Dewey is still one of our valued patrons. The lady has not succumbed to the call of the highway, nor does she contemplate doing so.

Although out-distanced by Mr. Clarence H. Lee, whose experiences as a commuter were recorded in the Magazine several months ago, Mrs. Dewey's travel record is of nine years longer duration. Her less mileage is due to having commuted between Redlands and San Bernardino, as against Mr. Lee's much longer daily journey from Pomona to Los Angeles for a period of fifteen years.

While pondering over her past experiences one evening, Mrs. Dewey figured out the extent of her travels. She arrived at the conclusion that had the same distance been traveled in one continuous journey, over five complete trips around the world would have been made. By using monthly commutation books, the average price of which for the past 24 years is about \$6, and subtracting \$36 for the six months she was away from work during this time, she has paid \$1692 in transportation charges.

Although this is quite a large sum of money, it is true that there has been a very considerable service rendered in return. Five trips around the world for less than \$1700 in transportation charges is at a rate cheaper than any other mode of travel.

When the San Bernardino Valley Traction Company opened what is now



Mrs. G. F. Dewey

the San Bernardino-Redlands line of the Pacific Electric, Mrs. Dewey debated as to the advisability of changing from the steam line, which operated in the San Bernardino district, to the new electric line. She came to the conclusion that because of a more frequent service, more convenient schedule and because of its dependability, the electric line could best fulfill her needs as to transportation. Since the first decision was made, all factors have been such that she has never considered any other means of transportation and is still a daily commuter.

"During the 24 years I have ridden the Pacific Electric cars between Redlands and San Bernardino I have received only the most courteous and efficient service," stated Mrs. Dewey in commenting on her experiences. "Many of the Conductors and Motormen I have come to know personally through my daily trips on the Red Cars and they are all real gentlemen."

"As to whether or not I rode on the electric cars the first day they were operated on the Redlands line, I am not certain, but I do remember that on one of the first cars that I did ride, Lew M. Hatch, who is still with the Company, was the Conductor."

Mr. Hatch is a Dispatcher on the Northern Division, being located at San Bernardino. When asked about the opening of the Redlands line, he recalled many experiences of the early day operations.

"That particular line was opened in 1903, about the middle of March, as I recall it," Mr. Hatch informed. "We had many great experiences in the early days taking care of the holiday crowds. The people all wanted to ride on Sunday and often the anxious crowds made rushes at the cars which fell little short of a mob spirit."

Be it also recorded that Mrs. Dewey is an outstanding example that the "weaker sex" can and do rise to responsible posts in the business world. This lady is in direct charge of the abstract work of the Security Title Insurance Company at San Bernardino and is recognized as an authority in that work in the district. Her fidelity to her work is evidenced that during her 24 years in the business field she has only been absent an aggregate of six months, including vacations, sicknesses and other causes.

The Magazine takes pleasure in complimenting Mrs. Dewey and also expresses our kind appreciation for the long patronage with which she has favored this railway.

## CLEVELAND GETS 1928 MEET

The next annual Convention of the American Electric Railway Association will be held in Cleveland, September 22-28. Cleveland was selected by the Association after a hard fight by Atlantic City. Both cities had strong support in the location committee. The question that counted most heavily against Atlantic City was whether its new hall would be completed in time for the Convention.

# THE PACIFIC ELECTRIC MAGAZINE

Published Monthly by the Bureau of News  
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Employees of the Pacific Electric Railway.

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

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

**T**O EVERY member of the Pacific Electric family the Magazine staff extends sincere good wishes for health and happiness throughout the New Year.

**A**ND speaking of the New Year, what is your objective during the coming twelve months?

To accomplish anything worthwhile our efforts must necessarily be based upon well-defined plans. This applies to any of life's endeavors.

And in making our plans it is well to soberly and conscientiously take an inventory of ourselves and our activities, recounting accomplishments, as well as mistakes and shortcomings. Not that we should dwell upon our failures, but rather to profit through them by seeing to it that they shall not again disrupt or discourage. But no worthy success will crown our efforts unless we set a goal and plan to accomplish definite deeds.

The blunder-buss gun of the ancients was not a very deadly weapon for its force was dissipated by its scattered efforts. The rifle of today is effective because it concentrates its efforts upon a particular spot on the target and exerts all its force thereon.

Make your plans. Let them be ambitious ones, and then concentrate upon them until their fulfillment is accomplished.

He (teaching her to drive): In case of emergency, the first thing you want to do is to put on the brake.

She: "Why, I thought it came with the car."

Traffic Cop—"Did you run over this man?"

Motorist—"No, sir; I stopped and backed off on him."

## P. E. MASONIC CLUB NOTES

The following were elected officers of the Pacific Electric Masonic Club for the ensuing year at the annual election held in the Club quarters, December 13, 1927:

President, A. R. Ireland; First Vice-President, F. B. Patterson; Second Vice-President, A. B. McLeod; Third Vice-President, J. Haughton; Treasurer, H. G. McDonald; and Secretary, L. H. Appel. Directors, A. R. Ireland; C. Thorburn; W. B. McCammond; W. C. White and J. L. Smale.

Installation of officers will take place at the next regular meeting January 10.

On December 3, the Pacific Electric Masonic Club visited Upland Lodge No. 419, Uplands, and assisted in conferring the Master Degree upon Bro. F. I. Page, Electrical Department.

Arrangements have been made to visit Lankershim, Eagle Rock and Square & Compass Lodge, Pomona, during January.

## RENO BUSES QUITTING

When street cars ceased running, recently, in Reno, Nev., many newspapers made much of it. Cessation of service was hailed as added proof that the bus was destined to supplant electric cars. The fact that only six street cars were being run in Reno, and that the line probably never should have been built meant nothing.

The buses started running, but now, after a few weeks, they want to quit. The owners have petitioned the Nevada public service commission to let them discontinue service because the buses will not pay.

Reno's local transportation situation is not different from that of many other communities too small to support any kind of public transportation. Neither street cars, buses, nor even jitneys can make a living in such centers. The business just is not there.

A thing of beauty is a great expense.

## MR. PONTIUS TO PRESIDE AT YEAR'S PRIZE AWARDING

The annual distribution of Rod & Gun Club prizes for the Tournament season ending Dec. 31st, 1927, will take place at the Pacific Electric Club on Wednesday night, Jan. 11th, 1928.

Mr. Pontus has very kindly consented to be present on this occasion and act as master of ceremonies in distributing the awards to the lucky shooters and fishermen. In conformity to past practice this will also be Ladies' Night and the club will hold open house to the fair members of the family.

After the prize awarding has been completed refreshments will be in order and a family dance and entertainment will wind up the evening's festivities.

## MISSION PLAY BEGINS SOON

The Mission Play, produced again in the beautiful new theatre dedicated last year at San Gabriel, will have its premier performance of the year on Tuesday afternoon, January 17th. The schedule calls for performances every afternoon at 2:15 p.m., except Monday, and on Wednesday and Saturday evenings at 8:15 p.m.

An unusually strong cast will present this most beautiful of all historic plays, R. D. MacLean, as Father Serra and Ruth Ellen Miller, portraying Senora Yorba, assuring of the leads being well cast. Richard Sterling and William Ellingford, and other splendid artists round out a well-balanced supporting cast.

As has been done in years past this Company will operate special cars to and from the performance, leaving at 1:15 and 7:15 p.m. each afternoon and evening during the season.

## Conscientious Witness

The old-time practice of kissing the bride received a jolt at a recent Rowan County wedding when an awkward looking guest was asked if he had kissed the bride, and replied: "Not lately."

## COMPARISON OF ACCIDENTS DURING NOVEMBER 1926 AND 1927

|  | Northern Division<br>1927-1926 |     | Southern Division<br>1927-1926 |      | Western Division<br>1927-1926 |      | Motor Coaches<br>1927-1926 |    |
|--|--------------------------------|-----|--------------------------------|------|-------------------------------|------|----------------------------|----|
| Interferences with Vehicles.           | 112                            | 127 | 85                             | 95   | 192                           | 200  | 35                         | 32 |
| Collisions and Interferences with cars | 3                              | 5   | 4                              | 3    | 6                             | 3    | 0                          | 1  |
| Persons struck by cars                 | 8                              | 2   | 3                              | 3    | 7                             | 5    | 0                          | 0  |
| Derailments                            | 8                              | 9   | 18                             | 10   | 8                             | 13   | 0                          | 0  |
| On and Off moving cars                 | 13                             | 7   | 4                              | 8    | 7                             | 9    | 0                          | 1  |
| Miscellaneous                          | 18                             | 17  | 32                             | 27   | 48                            | 56   | 5                          | 7  |
|  | 162                            | 167 | 146                            | 146  | 268                           | 286  | 40                         | 41 |
|  | Dec. 5                         |     |                                |      | Dec. 18                       |      | Dec. 1                     |    |
|  |                                |     | 1927                           | 1926 |                               |      |                            |    |
| Interferences with vehicles            |                                |     | 424                            | 454  | 30                            | Dec. | 6.61%                      |    |
| Collisions and Interferences with cars |                                |     | 13                             | 12   | 1                             | Inc. | 8.33%                      |    |
| Persons struck by cars                 |                                |     | 18                             | 10   | 8                             | Inc. | 80.00%                     |    |
| Derailments                            |                                |     | 34                             | 32   | 2                             | Inc. | 6.25%                      |    |
| On and Off moving cars                 |                                |     | 24                             | 25   | 1                             | Dec. | 4.00%                      |    |
| Miscellaneous                          |                                |     | 103                            | 107  | 4                             | Dec. | 3.73%                      |    |
|  |                                |     | 616                            | 640  | 24                            | Dec. | 3.75%                      |    |

## Youth Has 'High' Ambitions



To learn and commercialize the art is the ambition of G. C. Roeddin, Car Clerk, Butte Street Yards, who has made rapid strides in mastering the many intricacies of soaring in the clouds.

**T**HE lure of the air has won another enthusiast among our ranks.

Like all who have experienced the thrill and exhilarating pleasure of flying, G. C. Roeddin, Car Clerk, Butte Street, was no exception. His first flight, more than three years ago, awakened in him an ambition to become proficient in this modern travel mode and to-day finds him a skilled airman who has experienced all of the thrills of veteran birdmen.

Following his first flight young Roeddin, who has just become of legal age, set about in a determined manner to learn the art. He worked about hangars exchanging his services in a mechanical way in return for an occasional flight. Art Goebel, renowned as the winner of the Dole Hawaiian flight race, took an interest in the "persistent little pest" and it is he who Roeddin credits most with having schooled him.

But knowing how to fly and not owning a plane to this budding airman was about as comforting as father's bank-roll after Christmas. Followed then many months of self-denial to accumulate the necessary funds to purchase the all-necessary plane. Learning all the while his persistency was finally rewarded and young Roeddin has since followed aviation as a commercial sideline. He has made several flights to points as far distant as

Reno and Las Vegas, Nevada, and on three different occasions has experienced the last word in thrills, parachute leaps from airplanes.

It is the ambition of Roeddin to become a real expert in the several branches of the sky piloting vocation and to this end he is constantly studying and developing further knowledge in the art. He is employed nights at the Butte Street Yards and spends his waking leisure hours at a commercial aviation field on Garvey Avenue, El Monte.

### FINIS TO A N. Y. MUNICIPAL OWNED ELECTRIC RAILWAY

Fifty-three street cars and seven electric trackless trolleys, comprising the equipment of the Staten Island Municipal Railway which former Mayor Hylan of New York established as an object lesson in street railway operation on a five-cent fare basis soon will be sold at auction at the New York Municipal Building.

The venture was a complete failure because of the inability of the system to pay its way at such a low fare. Service stopped when the company which had been supplying power for operation of the system was unable to collect any of its bills. The city

### MT. LOWE LINE EMPLOYEES ALSO ARE COMMENDED

Complimentary to both Mt. Lowe line employees and the management was a letter received from Mr. J. C. Putnam of the Long Beach Press Telegram, who glowingly praised the treatment and courtesy he received on the occasion of a recent trip to our mountain resort. Wrote Mr. Putnam:

"Leaving Los Angeles one is greeted on any of the "big red cars" by a collector of fares who deeply impresses you as one who is thoroughly satisfied and peacefully content with the pleasant work he is engaged in.

One passes through the down-town section of old Los Angeles, gradually winding through Pasadena and to the base of the cable car where the journey up the side of Mount Lowe is born. On this cable car is another collector of fares who registers a true smile of sincerity. He explains to you, as you ascend, the various altitudes and percentages of grades over which you are traveling, along with the details of the mechanism in which these cable cars are dispatched with the greatest safety.

Alighting from the cable car you continue on your journey of three and a half mile by an electric trolley where the same collector of fares endeavors to enlighten the curious travelers with the information as to the various trails, groves, and granite passes, and the construction of the road bed.

Reaching the Tavern at the top of Mount Lowe you are greeted with the broad grin and expression of genuine welcome by the chief clerk of this rest-haven, endeavoring in every way, shape, manner and form to make your stay while under his roof, be it for only ten minutes or ten years, just as pleasant as within his power.

Such an organization as the Pacific Electric Railway Company and its Executive Board, whose visionary minds have carried on the work of Mt. Lowe that was started in 1893, is deserving of great praise and comment because in the maintenance of the personnel who are employed to serve the public they have exercised the best judgment possible in picking those who make the trip pleasant for you.

still owes \$140,000 for power alone.

Privately operated buses with 10-cent fares have taken the place of the unsuccessful municipally operated street railway.

Woman in crowded car to her friend—"I wish that good looking man would give me his seat."

Five men got up.

### Of All Things

The best number trick we have seen in a long time:

The figure 3854 is a mysterious one. For instance, add the following:

|                         |       |
|-------------------------|-------|
| Year of your birth      | ..... |
| Your age                | ..... |
| Year of your marriage   | ..... |
| Number of years married | ..... |
| Result                  | 3854  |

## ANOTHER CHRISTMAS PARTY

By K. L. Salmon,  
Asst. Chief Clerk, Transportation Dept.

At 12:30 p.m. Saturday the General Superintendent's office force put duties aside and held a Christmas "party." Presents were restricted to the five and ten-cent store variety, and intended to be as appropriate as possible (and some of them were quite appropriate).

A miniature Christmas tree had been set up the night before, and the room hung with colored streamers, and the tree was piled high with presents. There must have been over two hundred presents, some of which were witty, while some were only about half-witted. This was a big chance to get a sly dig in, and as each one expected plenty of the same, I guess that accounted for the large number of packages.

Don Houston tried to escape, but had to act as Santa Claus, and distributed the presents with a wild guess at the contents of each one. Don's work uncovered the fact that we have been harboring amongst us a free-for-all extemporaneous joker without realizing how good he was.

Fred Leary got a megaphone and a microphone and a horn, presumably as aides to his notoriously "weak voice."

Charlie Hill's penchant for fine perfumes was gratified by the numerous highly colored and vile smelling donations he received. He also got enough toy bats and balls to start another ball team.

Someone got a high-speed alarm clock, but of course that didn't mean anything.

There was a long row of stockings, one for each, full of candies, nuts and fruit. Kid stuff, but it went over big.

George Grace got a tiny pipe, for relief when the big hod is out of service. Miss Creagan got several little men. Adelaide received all kinds of furniture, enough to start a home. We furnished the home, Adelaide, now it is up to you to furnish the man.

Our famous File Clerk, Katherine, received a real life-sized set of spring exercisers, for reducing. This was rather suggestive, I would say. When Leary opened up a tiny case of wine, he immediately went to work to surround it with all the protective devices known to Freight Claim Prevention and no-one got even a smell.

Of course, a suitable mistletoe trap was hung, and Fred Leary most naturally ran amuck and kissed 'em all. Nothing slow about Fred.

There was one thing the writer has been puzzling over ever since, however. Mr. Annable contributed a bunch of imported wooden toys, and their heads were wooden, and I have just been wondering what the boss meant?

After the joke presents were distributed, very delicious refreshments were served, including, ice cream, cake, nuts, etc. Last but not least, some real presents were dished out. Each

## Answers to Questions Asked of Trainmen

IN last month's Magazine announcement was made of a plan to answer each month puzzling questions put to Trainmen by patrons.

To revive details of the plan, conceived by General Superintendent Annable, it is the object to pass along the line such questions in order that all Trainmen may have the benefit of correct answers.

To obtain the correct information all that is necessary is to write out the query, address it to Pacific Electric Magazine, Question Editor, and turn it over to your Terminal Foreman for transmittal. It is not necessary to sign your name.

Below is a list of questions received to date and correct answers thereto:

Question: What car do I take to reach the Valhalla Cemetery?

Answer: Take the Burbank Line train to end of line at Ben Mar Hills.

Question: How can I get to the Olympic Auditorium?

Answer: Take Vineyard car, out Hill Street and Venice Boulevard; get off at Grand Avenue, walk two blocks south.

Question: What cars reach Sears Roebuck store?

Answer: There are two stores. Take "U" car west on Fifth Street, marked Florence, or take "R" car east on Seventh Street, marked Whittier Boulevard.

Question: How can I get to the new Mack Sennett Studio?

Answer: Take Hollywood-Girard Bus Line at Hollywood Boulevard and Highland.

Question: How should passengers be directed to leave cars to go to Huntington Library?

Answer: Huntington Library stop, the first one north of San Marino station on Sierra Madre Line.

Question: What is the best bus or car line to take to see the greatest number of Moving Picture stars' homes?

Answer: There are about 25 homes of noted Moving Picture people located along route of our Wilshire-Sunset Boulevard Motor Coach Line. Take Hollywood car to Gardner Junction to connect with this Motor Coach Line.

of the fellows received a dandy tie and each of the ladies a classy monogrammed pocket comb in case, from Chief Clerk Charlie Hill. Charlie was the recipient of a very nice picture of the Cathedral of Rheims from the gang, who had learned of his admiration for this classic work of art.

## BOWLERS BOWLING 'EM OVER

### Team Standing:

|                   | W  | L  | T. P. | Av. |
|-------------------|----|----|-------|-----|
| Southern Division | 37 | 18 | 24404 | 855 |
| Claim Department  | 35 | 20 | 25368 | 865 |
| Signal Department | 35 | 20 | 24792 | 842 |
| City Ticket       | 33 | 22 | 22475 | 908 |
| Local Freight     | 30 | 25 | 25091 | 883 |
| Electrical Dept.  | 27 | 28 | 24241 | 809 |
| Ladies Accounting | 21 | 34 | 24173 | 807 |
| P. E. Club        | 21 | 34 | 23967 | 792 |
| Macy Street       | 18 | 37 | 24308 | 837 |
| Rod & Gun Club    | 18 | 37 | 23689 | 828 |

Some fifty odd employees are still enjoying good sport and healthful recreation each week through their participation in the P. E. Bowling League games being played each Friday evening at the Jensen alleys on Sunset Boulevard.

To date, or rather at the close of games of December 16th, when a two week's lay-off was decided upon account of the holiday season, the Southern Division quintet are leading, by a scant margin, after eleven evenings of play. Closely following in order are the Claim Dept., Signalmen, City Ticketers and Local Freightmen.

To R. D. McCubbin of the Claim Dept. five goes the distinction of having accumulated the highest individual average, 185.23, while he also rolled the high game with a pin total of 246. Cosner of the Rod & Gun Club, with 177 average; Gowanlock, Claims, 169.11 and E. Brahm also of Claims team, with 166.30 follow in order with high averages.

The Local Freight team, while fifth in rank in team standing, has the honor of having bowled the high series with pins totaling 2469. The City Ticket five, ranking fourth, lead in high game with the creditable total of 908.

Surprisingly good has been the showing of the ladies Accounting Department team, now seventh in rank. Several of the ladies of this team are bowling their first year. Helen Spafford, Captain, has one game of 196 to her credit, while Miss Blossill with a game of 165, and Mrs. Shreeve with one of 156, are rapidly perfecting their games.

The biggest reversal of form to date has been the slide of the Electrical Department team. While at the head of the parade for a short time they are now entrenched in sixth place, where they lead the second division. Cobb and Gonzales, generally consistent bowlers, have been in the throes of a slump, while Joe Wooderson's attempt to perfect his trick "snake ball" has not met with the success that he held out for it. Jake Geopfert and Hasenyager are improving their game at a rapid rate and with return to form of the slumpers they may get in the running.

So keen has been the pleasure of those participating in this tournament that it was unanimously decided to bowl another time around, which will add nine weeks more to the schedule, making the season end the latter part of April.

# 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 of the Club Rooms for the December meeting on Wednesday, December 8, at 2 p.m. The following were absent: R. L. Tozier, J. M. Geopfert, William Moesby and L. A. Lovell.

### Club Fund

Balance, October 31, 1927.....\$ 257.43  
Receipts ..... 1111.30

Total .....\$1368.73  
Disbursements ..... 1269.94

Balance, Nov. 30, 1927 .....\$ 98.79

### Relief Fund

Balance, Oct. 31, 1927 .....\$ 335.47  
Receipts ..... 1090.50

Total .....\$1425.97  
Disbursements ..... 1196.35

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

### Unfinished Business

Mr. Vickrey stated that he had made a thorough check on a place for a Trainmen's Room at Watts, and it appeared that it would be necessary to build a room. The matter is being considered by Mr. Annable and a report will be made at the January meeting.

Mr. Stevens informed that a car has been placed at the disposal of the Mechanical Department at Macy Street and that the placing of the necessary tables will soon be completed by the Engineering Department.

Sufficient coat hangers have been placed in the Trainmen's Room at the Subway Terminal Building, according to Mr. Miller, who has shown much interest in equipping this room for the men at that Terminal.

Mr. Vickrey stated that the necessary repairs for Owensmouth and Van Nuys are now being considered by Mr. Annable.

Mr. Day, Terminal Foreman at Ocean Park, informed that a requisition grade for the gas stove at that place.

Mr. Kraft asked for toilet facilities at Covina and for a place where motormen may store their chairs when off duty at Glendora. Mr. Vickrey promised to look into the matter.

### New Business

Mr. Geibel related that the baseball diamond at Torrance would be placed in good condition as soon as the necessary dirt may be obtained for filling in. For the present temporary work will be done to make the grounds so they may be used.

Mr. Swartz again asked for a drinking fountain at Morgan Street, Long Beach, and Mr. Geibel promised to attend to the matter.

Mr. Mayfield gave an excellent report on the dance given for the em-

ployees at Torrance on the evening of December 2. Many compliments were made concerning the fine music furnished by the P. E. Orchestra.

Several complaints were made concerning the difficulty of obtaining a doctor by an employee who is off duty. Many suggestions were made by the Committeemen to remedy this difficulty. For the present employees should ring MEtropolitan 7400, and in case it is impossible to get in touch with the Medical Department, make the reason for calling known to the telephone operator in the P. E. Building, who always will be able to reach someone. Another way to locate a doctor is by getting in touch with the head of department or foreman. Additional directions will be given at a later date.

Another discussion arose concerning the subject of the number of deaths of employees belonging to the Mortuary Fund. After carefully considering the subject the Committeemen agreed that the present method is beyond reproach and Mr. Manley in briefly summing up the matter moved that the present method of broadcasting the number of deaths of Mortuary Members be continued. This was voted in the affirmative by the Executive Committee.

At the request of Mr. Geibel, E. W. Hill, Educational Director for the P. E. Railway Company, briefly outlined the work being done in an educational way for the employees. Much interest was shown by the Committeemen, who will be glad to explain this subject to those whom they represent.

### BOOKS GIVEN CLUB LIBRARY

Thirteen fiction novels were last month donated to the Club library by our good friend H. A. Crocker, Western Manager of the Westinghouse Air-brake Company. All are of recent publication by well-known authors and their presence in our library will afford many the pleasure of enjoying them. Thank you kindly, Mr. Crocker.

The names and authors of the thirteen new books are:

The Cavalier of Rabbit Butte, Whispering Canyon, Unwelcome Settlers, by James Roberts; King Charles' Riders, Bull Hunter's Romance, The Black Signal, by David Manning; Object: Adventure, by Ray Courtney; Back of Beyond, by Ethel Smith Dorrance; The Golden Bowl, by Conrady; Gems of Promise, by Emart Kinsburn; Roads of Doubt, by Raine; The Fighting Wades, by Hamlin, and In the Shadow of the Hills, by Shedd.

It is here timely to add that any one having books of any nature that are in reasonably good condition and who wish to dispose of them they will be gladly received at the Club.

## P. E. CLUB BULLETIN

From January 15 to February 15, 1928

**Monday, Jan. 16:**

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

**Wednesday, Jan. 18:**

Trainmen's meeting, all divisions. Notices will be sent of the place of meeting.

**Thursday, Jan. 19:**

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

**Friday, Jan. 20:**

General Staff meeting, 10:30 a.m.

**Monday, Jan. 23:**

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

**Monday, Jan. 30:**

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

**Wednesday, Feb. 1:**

Executive Committee meeting at 2 p.m.

**Thursday, Feb. 2:**

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

**Monday, Feb. 6:**

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

**Wednesday, Feb. 8:**

Rod & Gun Club meeting, 8 p.m.

**Friday, Feb. 10:**

Car Foremen's Club meeting, 7:45 p.m.

**Saturday, Feb. 11:**

Agents' Association meeting, 7:45 p.m.

**Monday, Feb. 13:**

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

**Tuesday, Feb. 14:**

Masonic Club meeting, 7:45 p.m.

**Wednesday, Feb. 15:**

Trainmen's meeting, all divisions. Notices will be sent as to the place of meeting.

### CHRISTMAS DANCE ENJOYED

A most enjoyable evening was spent at the Pacific Electric Club, by four hundred and seventy-five of our employees, their families and friends, on the occasion of the Christmas Dance, December 22.

When the big assembly had formed in grand march, the curtain of the stage arose, revealing an immense Christmas tree gayly decorated. Immediately Santa Claus made his appearance and began to distribute well chosen presents to all present.

It is hoped that employees will watch for each of the bi-monthly dances and make a special effort to attend as an enjoyable time is offered to all who come. Something of new and varied interest is always given.

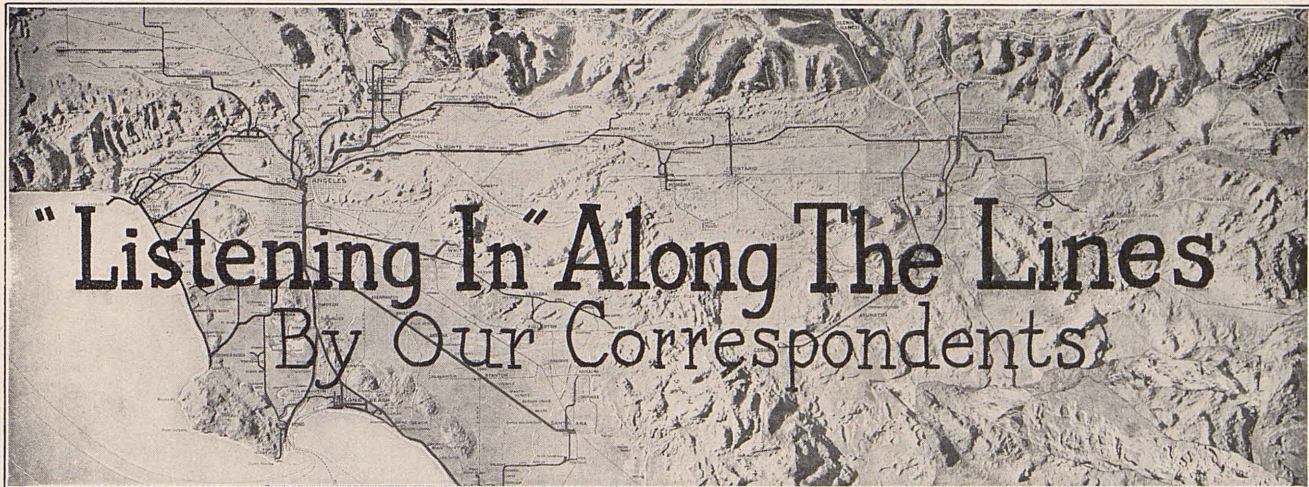
Those who desire may attend the lessons in dancing from 7:30 p.m. to 8:30 p.m. and remain for the dance which follows immediately. New classes are being formed in the latest dances and our Club members may look forward to a delightful season of popular dances.

### An Indefinite Number

He has been looking over the Christmas cards on the counter, when the saleswoman suggested: "Here's a lovely sentiment—'To the only girl I ever loved.'"

"That's fine", he said, brightening, "I'll take five—no, six of those, please."





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

We are glad to welcome into our midst from the Western Division at Sherman, Conductors W. C. Hartley and C. Pearce, at the same time extending greetings to Conductors L. J. Blakely and O. C. Dorsey, who are newcomers.

We also take pleasure in welcoming back three former Macy men who have transferred to Macy from outside terminals, namely, Conductor N. C. Brodet and L. A. Keivel from Pasadena and Motorman W. J. Anderson from San Bernardino.

During the Xmas season just past the mail proved to be as heavy as usual. Starting on December 12th and continuing until December 27th an extra mail car was put on to accommodate the South Pasadena and Alhambra lines. However, this was insufficient, for on December 20th it was necessary to put on an additional mail car in the afternoons to supplement the service. Both Conductor L. N. Velzy and Motorman Clyde Moore report they are glad the season is past.

Last month Motorman Herbert Clark, Sierra Madre Line, had to undergo a very serious appendicitis operation. On the night of December 15th it was reported that he was very, very low. However by efficient medical care he is now on the upward road to recovery. We all hope he continues to improve in this way and that we will soon see him again.

Conductor L. N. Velzy, Macy Street, took orders for the Christmas Clover Leaf Chocolates with good results. On delivery day, the Macy Street office looked like a wholesale candy house. Velzy reports a very successful sales campaign.

Since this year's Pasadena Tournament of Roses Parade was held on Monday, January 2nd, the preparation of assembling the special Pacific Electric trains was more easily handled.

Heretofore, after trains were made

up of three cars each, they were switched over to the inbound main line track after midnight of New Years Eve, this track being taken out of service between Echandia Junction and Anderson Street. However, this year the day preceding the big New Year's spectacle being Sunday and therefore a light traffic day, permitted the taking out of regular service this inbound main line track on Sunday afternoon. Storage of specials on this track was therefore started nearly twelve hours ahead of the usual time.

The traffic movement on the 2nd to Pasadena was accomplished most efficiently bearing out the fact that the preparation for the big occasion was well taken care of. The success of the large movement of trains was due primarily to the fact that each man was at his post and on the job all the time.

It was with great sorrow that we received the sad news that Motorman V. R. Noble, formerly of the Glendora Line, passed away on the night of December 19th.

On December 22nd the funeral was held at Brown's Undertaking Parlors, on South Flower Street, Los Angeles. The ceremony was impressive and the floral pieces were very beautiful. Many of Noble's former Macy friends attended and Trainmen served as pall bearers.

His comrades at Macy Street extend their sincerest sympathy to the bereaved family.

**MECHANICAL DEPT.  
By Willis M. Brooks**

John Reise of the Winding Room suffered a painful accident enroute on a hunting trip. His machine turned over near Lancaster while traveling at a good speed. John received severe bruises and wounds which put him in the hospital for attention. Really, John, you can't kick. You're lucky to be alive. Sorry for the accident and glad it's no worse.

Joe Tindall, Foreman of the Cabinet Shop, was host a short time ago to a birthday celebration. We are under a

solemn pledge not to divulge the number of his years, but they are plenty. Among those present were Mr. and Mrs. E. Locke, Mr. and Mrs. F. Carr, Mr. and Mrs. McEwing, Mr. and Mrs. Bloomfield.

Joe, by the way, used to be a police judge in his younger days, back in the old home town in Missouri. They had an election in the course of time and after that Joe had to go to work.

Mrs. Virginia Collins left the family on Saturday, December 31, to engage in the more attractive and appropriate work of keeping house. More power to her. Mrs. Collins entered the service in 1922, was married in 1924 to Mr. Richard Collins, now head salesman for the Frank Graves Sash, Door and Milling Company.

J. B. Green, General Foreman, Southern Division, had to kick in with real money the other day while taking a trip to Torrance. Better pin your pass to your shirt, Jess.

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

Why it pays to keep a close watch for articles left on cars and buses: Conductor J. F. Mahan was rewarded \$10 for finding a lady's purse on a North Los Robles bus; Conductor H. A. Morin found a purse on the Short Line and received a reward of \$3; Conductor A. Nowlin was also rewarded with \$2 when he turned in a purse containing 88 cents. Our Company is also rewarded with the good will of the patrons, and we all benefit.

There is great rejoicing in the home of W. S. Harris. A 7½-pound boy arrived December 27.

Being the last on the vacation list for 1927, Conductor R. S. Smith returned December 31.

Since completing a correspondence course in swimming, Motorman C. E. Tompkinson is not at all afraid of deep water. The next Catalina swim that is staged may find him among the participants.

**ACCOUNTING DEPT.**  
By George Perry

R. E. Brewer, Miscellaneous Accounts Bureau, who has been in the service for the past six years, left the Company in December to take a position with his old friend and "Buddy," J. A. Bertelsen, formerly an employee. They are following the medical profession, i.e., they are makers of caskets.

Herman Grenke claims that Brewer was trying to drum up a little trade around the office before leaving, as Herman had a very bad cold at the time and was feeling under the weather; he was approached by Brewer, who he says wanted to take his measurements. However, Brewer denies the report.

All his many friends and co-workers joined in wishing him great success in his new venture. As a token of regard he was presented with a watch upon departure.

The month of December marked many changes in personnel and grouping in various Bureaus of this Department. A new Bureau, namely, the Statistical Bureau, was created and has been placed under the able direction of "Mike" Levin, who has been handling this type of work for the last five years. The Road and Equipment Bureau has been consolidated with the Disbursements Accounts with Harold C. Kuck in charge. Mr. Kuck's intimate knowledge of the various jobs in the bureau gained through actual working experience more than fit him for this supervision.

With deep regret we record the death of the father of Fred Vanaseck, who recently passed away in the east. Upon receiving news of his father's death Fred immediately returned home to attend the funeral. We all extend our deepest sympathy.

"Daddy" Delancy Briggs, man-about-town and Santa Claus de luxe, wishes to thank, through the columns of the Magazine, each and every one in the Accounting Department for the wonderful way in which they remembered him this Yuletide.

A small donation of 10 cents from each member of the Accounting Dept. in Room 273 made a total of \$11.30 toward making a Merry Xmas for the less fortunate children of the Mexican Section Camps.

A beautiful Christmas tree hardly describes the one which was decorated by the girls in the Conductors' Accounts Bureau. It was very artistic, with a perfect blending of colored electric lights, ornaments and tinsel. Employees from all over the building came to see the tree.

The last of the vacations for the year of 1927 are as follows: Miss Bettis, home; J. H. Goldsworthy, home; R. G. Jone, home; Byron Billhardt, home; E. C. Ater, home; B. F. Butler, home, and J. P. Hoagland, home.

F. E. Loucks, Special Accountant, who is very much interested in Gladiolus culture, brought in many beautiful blooms from his gardens last spring and summer. He tells "Ye Scribe" that the time is fast approaching when it will be time to plant bulbs for this year's flowers. He suggests that the P. E. family may be glad to know some of the simple rules of gladiolus culture and accordingly has prepared a little folder that P. E. employees may have for the asking.

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

After laying extensive plans to spend his vacation in San Antonio, Texas, John B. Riley, Run 71, suddenly changed his mind and remained in Los Angeles. The boys have heard it rumored that he had a very good reason for so doing, but so far it is just a rumor, and they're wondering if John would care to give out a little first-hand information on the subject.

Paul Krunk, our able Towerman in the back tower at Sixth and Main streets, is again on the job after a vacation which lasted over Christmas. Paul reports that he had a wonderful time and is especially interested in telling about the big turkey dinner on Christmas Day.

Extra Conductor Curly (Breezie) Bramen is the proud father of a 6½-pound boy. The mother and baby are doing nicely and the father is just about back to normal again.

George Nesbit, Motorman, Run 51, has returned to work after spending his vacation with his brother in Little Rock, Ark.

Pat Pope, Motorman, Watts Line, has returned after a thirty-day visit to the old home town in Louisiana.

It was with much regret that we heard of the sad accident which resulted in the death last month of our good friend, John Sisk. John was well liked by all the boys and will be greatly missed.

The boys all wish to extend their sympathy to Motorman James I. Mullins who lost his wife last month following a serious operation.

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

A HAPPY NEW YEAR TO ALL

The Sand House Quartette has been organized with the following songsters making up the personnel: Gene Usher, 1st Tenor; Bill Lutes, 2nd Tenor; Lindsey Britt, Baritone, and Al Pollack, Basso. All these boys are soloists, as their co-workers well know, and so with their combined efforts classic harmony is sure to be produced.

The sad passing of John Sisk last month was deeply regretted by his many friends and fellow-employees. While on his way to work one morning Mr. Sisk was the victim of a hit-and-run driver and died a few days later. John had been with this company for 20 years and during that time had made a host of friends who all join in extending to the bereaved family their most sincere sympathy.

The question of seniority has been the subject of no little amount of discussion among the Brakemen and Conductors of this locality during the past month. The debates, however, have all been of a friendly nature and no casualties have been reported.

There were many of the freight boys at the last Trainmen's Meeting at San Pedro and—well, the program and eats were mighty good.

The Wingfoot job is over for another year. The record made by the P. E. crews was mighty good and the other railroad crews will have to step on it if they put out the work that our crew did this year.

The questions debated on Bob Beale's job are many and varied. Yes, some of the best talkers on the Southern Division are on that job.

"Jockey" Swartz has his order in for a new Ford. There is going to be a race and George Sanders will drive his Master Six. That is the only way to settle their dispute.

**WESTERN DIVISION**  
By E. C. Brown

Conductor R. D. Webb is getting his guns all polished and in shape, so he says, to show the boys some fancy shooting this coming season. Henry Gerlack is asked to please take notice.

W. J. McAdams, Collector at the Subway, is the proud father of a baby boy. Mac is certainly strutting his stuff and—how.

C. C. Wilcox, Conductor, was noticed on the streets a short time ago with his best —. "It won't be long now," he has told friends.

All Trainmen are much pleased to know that Conductor Haulman has regained his health and is working every day.

Since leaving the Company, J. H. Webb, formerly a Conductor on the Western Division, has entered business for himself, he being the manager of the Blue Dome Inn, 14709 Ventura Boulevard. Webb opened his Inn on December 17. In the short time it has been running he has won many customers among those who have visited the establishment. He is specializing on chicken and steak dinners and dancing is one of the features. An invitation is extended to all P. E. em-

ployees to visit the new Blue Dome Inn by Mr. Webb.

The boys all wish their ex-fellow-employee much success in his new field of activity.

The next get-together meeting will be held at the Hill Street Terminal, Wednesday, January 18, at 8 p.m. In an attempt to start the New Year off right, plans are being made to make this meeting an example to be followed, both in attendance and features of the program, throughout the year.

**NORTHERN DIVISION  
Eastern Lines  
By Mary Surr**

December 16th was the occasion for another happy gathering at Pickering Park. A dance and entertainment was given for all employees east of Pomona, and all departments were well represented. Christmas decorations were in evidence and a holiday spirit prevailed.

Work is in progress for the moving of the Riverside Freight House from 5th and Market Streets to 1st and Main, and it is expected that it will be completed early in the New Year.

Agent W. H. Knight, of the Riverside Passenger Station, is on his vacation. His place is being filled by Agent C. Mosier from Upland.

Motorman W. J. Anderson has transferred to Macy Street.

We regret to announce the death of Motorman V. R. Noble at Arlington. He passed away after a few days illness, from pneumonia. He leaves a wife and daughter to whom we extend our sympathy.

Travel during the Holiday Season was unusually heavy.

Mr. F. E. Peachey, President of the approaching 18th National Orange Show, made trips to Brawley, Ventura and San Diego during the month of December in the interests of the Orange Show.

**Veteran Called by Death**

Another esteemed veteran was called by death with the passing last month of John W. Bennett, for many years employed in clerical capacities in the Engineering and Store departments.

Forced to leave the service on account of ill health in December, 1926, Mr. Bennett succumbed to a heart attack on Tuesday, December 27th.

Previously employed in the Stores Department, Mr. Bennett came to the general offices of the Engineering Department in 1910 and throughout his long association with the company served capably and faithfully.

Many friends within the ranks extend a sincere expression of sympathy to Mrs. Bennett and the five children who survive.

**MORE IMPROVEMENTS LISTED**

While not of an outstanding nature, many comparatively small but needful improvements, officially sanctioned last month, were listed among betterments scheduled for early attention. Aggregating a total expenditure in excess of \$37,000, the following are those supplied by W. Z. Shaw, Cost Engineer:

Abandon and remove connection from Pacific Electric track in 9th Street, Los Angeles, to combination track in San Pedro Street south of 9th Street; Third rail south of 9th Street, double track combination gauge turnouts, and tracks into old Los Angeles Market. Estimated cost \$2678.00.

Install guard rail and oil macadam paving across Grant Street, Bishop Street and Harwood Place in Santa Ana, on the Santa Ana-Huntington Beach Line. Estimated cost \$1817.00.

Reconstruct and pave tracks across Elm Street, Compton, on the Long Beach Line, replacing 75 lb. with 128 lb. grooved girder rail; redwood with treated ties; renew gravel with crushed rock ballast; install approximately 950 square feet of 7 inch asphalt concrete pavement; install automatic flagman and standard crossing sign. Estimated cost \$2154.00.

Reconstruct and pave tracks across Ventura and Riverside Avenues, Long Beach, on Seaside Park Line. Renew 400 feet of 60 lb. with 75 lb C. S. R. rail and fittings. Renew redwood with treated ties; install tie plates and ballast, and relocate crossover. Estimated cost \$5144.

Extend station track approximately 120 feet and double east of Barranca Street approximately 578 feet; also remove crossover east of Barranca Street, and install crossover in Badillo Avenue west of 2nd Street. Covina, California, on the Covina Line. Estimated cost \$8287.00.

This work is necessary in order to improve traffic conditions. Double track now ends 450 feet east of Bar-

**PLAN A STUDY COURSE?**

Drawing attention to the Company's educational program for the present term, Educational Director Earl W. Hill, in a bulletin to employees late last month, said that if we were considering a resolution, why not this one:

"I will guard my health and invest my spare time in acquiring knowledge that will help me to obtain the better things of life."

He added that vacations are over and all regular classes will resume work, beginning January 3.

These classes are for Pacific Electric employees without cost and new students will be admitted at this time.

| Subject                            | Time              | Room |
|------------------------------------|-------------------|------|
| Business English, M., W., F. ....  |                   | 714  |
| Beginning Typing, M., W., F. ....  |                   | 715  |
| Mathematics                        | Tues., Thur. .... | 714  |
| Advanced Steno., Tues., Thurs. ... |                   | 715  |

Although the class work in all courses is under way, Educational Director Hill explains that employees wishing to register at this time will be permitted to do so.

From the same source we are informed that shortly certificates are to be issued to all employees who successfully completed courses of study conducted by our Educational Department last term.

ranca Street and crossover is located just east of Barranca Street.

When single track between Barranca Street and Lone Hill is occupied long outbound freight trains must stand in Badillo Avenue and in some cases do considerable switching to allow Covina-Los Angeles trains to pass.

Renew two 60 lb. split switches with 72 lb tongue switches and mates at North Lake Avenue and Mariposa Street, Altadena. Estimated cost \$1320.

Install 1592 feet guard rail on 488 feet of double track across bridge over Fletcher Drive on the Glendale Line. Estimated cost \$1640. This to reduce hazard of accidents.

Fill borrow pits in right of way of Santa Ana Line between Bellflower and Woodruff, and also between 111th Street and Glenn Avenue near Palamar Stop. Estimated cost \$8890.

This work is necessary to eliminate unsanitary conditions resulting from stagnant water in borrow pits.

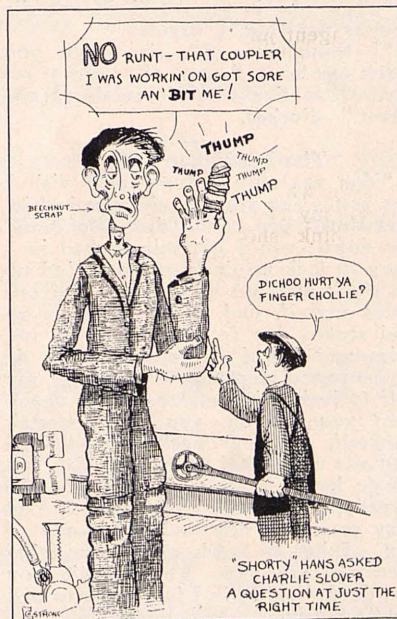
Install additional automatic three indication light type block signal and two automatic train stops on outbound Glendale Line approaching Tropico Interlocking Plant. Estimated cost \$3243.

Install approximately 2500 square feet of platform near baggage room at 6th and Los Angeles Streets, Los Angeles. Estimated cost \$1135. This is to facilitate the handling of heavy mail during Christmas rush.

**How to Tickle Your Wife**

"So you have forgotten our wedding anniversary," she said bitterly.

"How could I remember it?" he inquired. "Time has slipped away so fast and so happily that the wedding seems but yesterday."—Washington Star.





Some men are born meek and others get married.

Wife (ferociously): "What means this powder on your coat?"

Husband (helplessly): "Trouble, my dear, trouble."

"The short skirts women are wearing are beyond me," sadly murmured the near sighted man, as he fidgeted with his glasses.

"One of my ancestors came over on the Mayflower."

"Oh, really? How long is he going to stay?"—Life.

Husband to Wife—Your check to the grocery man has just come back from the bank—"No funds."

Wife—That's queer; I saw an ad in the paper only yesterday that the bank has a surplus of over \$3,000,000.

It was Pat's first night as night watchman at the Observatory and he was quite interested watching someone using the big telescope. Just at this time a star fell. "Begorra," said Pat to himself, "that fellow sure is a good shot."

#### Canning the Patter

A barber was much surprised to receive a tip before he had cut his customer's hair.

"Thank you, sir! It isn't many who tip us first," he said.

"That isn't a tip," snapped the man in the chair. "That's hush money."

Two urchins were watching a barber singe a customer's hair.

"Gee," said one, "He's huntin' 'em with a light."

#### All the Same

"How's your car running?"

"Not so good; can't get her throttled down."

"How's your wife?"

"She's the same, thank you."

#### Proved His Mettle

Mrs. Grubb (after a tiff)—When I married you I didn't know you were such a coward. I thought you were a brave man.

Grubb—So did everybody else.

#### Doomed to Disappointment

A Scotchman was discovered wandering around Detroit with a pair of rumpled trousers over his arm. "Can I help you in any way?" asked a kindly citizen.

"Man," replied the Scot, who was evidently a newcomer, "I'm looking for the Detroit Free Press."—Exchange.

He—"You must economize! Think of the future. If I were to die, where would you be?"

She—"I should be all right. The question is—where would you be?"

#### Shrinking Violet

Mother—"Oswald, you should never do anything which you would be ashamed for the whole world to see."

Oswald—"Hooray! I won't have to take any more baths."

Convict (reading a newspaper)—"Dere's justice for you. A football player breaks two men's jaws and another man's leg and is de lion of de hour, while I gets ten years for only stunnin' an old guy with a blackjack."

These are mixed times and we sympathize with the waitress who approached a customer from behind and said, brightly: "Anything more, sir—I mean madam; I beg your pardon, sir."

#### Roughly Speaking

Lady—"Have you anything in the shape of washboards?"

Clerk—"Nothing but spare ribs, madam."

The agent jumped the gate and rang the door bell. There was no response. He rang it several times more, and waited. The door remained closed. Somewhat vexed, he turned to the little girl and asked, "Didn't you say your mother was at home?"

"Yes, sir, and I'm sure she is," answered the youngster.

"Then why in the world doesn't she answer my ring, I wonder?"

"I think she will, sir, when you reach our house," came the prompt reply. "We live four doors down the street."—Forbes.

#### The Dutchman's Dog

"You vas only a dog, but I vish I vas you. Ven you go mit your bed in, you shust turn round dree times and lay down; ven I got mit de bed in I have to lock up de blace, and vind up de clock and put de cat out, and on-dress myself, and my frou wakes up and scolds, den de baby wakes up and cries and I haf to valk him mit de house round, den maybe ven I get my self to bed, it is time to get up again. Ven you get up, you shust stretch yourself, dig your neck a leedle and you vas up. I haf to light de fire, put on de kettle, scrap some mit my vife already, and get myself breakfast. You blay round all day and haf plenty of fun. I haf to work all day and haf plenty of drubbles. Ven you die, you vas dead; ven I die I haf to go to hell yet."—Selected.

#### Curse of Adam

"Has he a profession?"

"No, I understand he works."

Adam was not only the first man; he was the first man to have no mother-in-law. That's how we know he lived in Paradise.—Judge.

#### Too Kind

Wife (with tears in her voice) "You don't seem to like my mince pies, George. I would not allow the cook to make them, but made them myself."

Hubby (with tears in his eyes) "Darling, you shouldn't. You're killing me with your little kindnesses."

A few days after Harry's mother came home from the hospital with a brand new baby, Harry fell and broke his arm.

As the family doctor was lifting the little fellow out of the car to take him into the hospital, Harry asked the doctor if he must go in there.

"Yes, but don't worry, laddie; the hospital's a nice place and we'll soon fix you up," replied the physician.

"All right, doctor, but if I have to go to the hospital, I want a pup—I don't want a baby."—The Kablegram.

#### Reminded

"The storm burst upon us so suddenly and violently that we had no warning of its approach," said the tornado victim, relating his experience to a friend. "In an instant the house was demolished and scattered to the four winds. How I escaped being torn to pieces I do not know! We—"

"G-good gracious!" said Mr. Meeke, jumping to his feet. "That reminds me! I almost forgot to post a letter for my wife!"

#### Modern English Interpreted

Two flappers meet on Hill Street. One greets the other:

"Mi gah shedna, whar yah ben slong?"

Being interpreted:

"My gosh, Edna, where have you been so long?"

To which the second flapper replies: "Well fer lovamike it spurl. Ain't seen ya coonsage. Ca mon leseet."

Edna is simply greeting her friend with:

"Well, for the love of Mike, if it isn't Pearl. Haven't seen you in a coon's age. Come on, let's eat."

They enter the cafeteria. They jabber their way down the line as they jam their trays along the streaming service counter.

At the tea and coffee urns Edna orders ice tea without ice after this fashion:

"Gimme sa mice tea—doan wanoice nit."

And as they clear at the checker's stand Pearl exclaims:

"Ain't she the red head ban dit," meaning that the charge is excessive.

Which Edna confirms with:

"Ban dit sright," implying that the auburn-haired lady cashier is following the avocation of one Jesse James and brothers.—Three Minutes.

#### Soul of Discretion

Sambo—"Did Brudder Brown gib de bride away?"

Rastus—"No, sah; he gwine let de groom fin' her out for hisself."

#### An Opportunist

She—"And what did papa say when you told him you couldn't sleep for thinking of me?"

Jack—"He offered me a job as night watchman in his factory."

#### Taming the Wild

"Hello, old man, where have you been?"

"Just got back from a camping trip."

"Roughing it, eh?"

"You bet. Why, one day our portable dynamo went on the bum and we had no hot water, heat, electric lights, ice or radio for almost two hours."—Life.

#### Drat That Draft

A clubman, after a sporty evening with plenty of liquid refreshment, arrived home about 1 A. M. Fumbling for his key he found that he had forgotten it, so he tumbled into the hammock on the lawn and was soon fast asleep. He woke shortly after day-break and saw his wife regarding him severely from the open window of their bedroom. "I shay," called the muddled one from the hammock, "shut that beastly window, will you; I'll catch my death of cold."—Boston Transcript.

#### Licensed Gold-digger

Miss Brown—"I suppose you were nervous when you first asked your husband for money."

Miss Bridey—"No, I was calm—and collected."

Boy—"When we reach that bend in the drive, I'm going to kiss you."

Girl—"Isn't that going a bit too far?"

#### Write It on Water

Say it with flowers,

Say it with sweets,

Say it with kisses,

Say it with eats,

Say it with jewelry,

Say it with drink,

But always be careful

Not to say it with ink.

—Denison Flamingo.

#### In the Melting-Pot

"Next."—"Who, me?" Born?"

"Yes, sir." Where?"—"Russia."

"What part?"—"All of me." "Why

did you leave Russia?"—"I couldn't

bring it with me." "Where were your

forefathers born?"—"I only got one

father." "Your business?"—"Rot-

ten!" "Where is Washington?"—"

He's dead." "I mean the capital of

the United States?"—"They loaned it

all to Europe." "Now, do you promise

to support the Constitution?"—"

Me? How can I? I've got a wife

and six children to support."—Open

Road.

#### Under Escort

"Were you personally conducted on your tour?"

"Yes, my wife went along."

"Has your present wife a more even temper than your first had?"

"More even? No! Even more."—London Tid-Bits.

Minister—"So you are coming from Sunday School, my lad. And did you profit by going there?"

Little Willie—"Betcha life, I won three cents matching pennies."

#### Don't Wait

Testy genius (sketching village scene): "What do you want, little girl?"

Tenacious spectator: "Nothin'."

Testy genius: "Then take it, child; take it and go!"

#### Compound Interest

"So you met Alice today."

"Yes, I hadn't seen her for ten years."

"Has she kept her girlish figure?"

"Kept it? She's doubled it."

"I did one charitable act today," remarked a merchant as he sat down to dinner.

"I am glad to hear it, dear," said his wife. "Tell me about it."

"Oh, one of my clerks wanted an increase in salary, so that he could get married, and I refused to give it to him."

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**PARTIAL LIST**

| Name                    | Disability     | Amount  | Name                   | Disability          | Amount | Name                  | Disability        | Amount |
|-------------------------|----------------|---------|------------------------|---------------------|--------|-----------------------|-------------------|--------|
| Binder, John Jr.,       | Bronchitis     | \$30.00 | Durkee, Robert C.,     | Appendicitis        | 60.00  | Powell, Raymond,      | Hernia            | 104.00 |
| Bower, Lloyd,           | Burns          | 56.00   | Eastman, Franklin F.,  | Contusion of finger | 20.00  | Richardson, Cecil D., | Nervousness       | 16.00  |
| Bready, Wm.,            | Nose Operation | 22.00   | Fisher, Jos. E.,       | Sprained foot       | 13.33  | Richmond, Everett R., | Broken heel       | 272.60 |
| Brown, Harold L.,       | Influenza      | 14.00   | Frick, Ervin E.,       | Influenza           | 20.00  | Robinson, Wm. P.,     | Contusion of nail | 14.00  |
| Buterbaugh, Erastus L., | Rheumatism     | 80.00   | Gardner, Robert,       | Quinsy              | 36.00  | Rainwater, Wm. A.,    | Cold              | 18.66  |
| Carson, Walter T.,      | Broken Knee    | 36.00   | Gregory, Donald,       | Sprained toes       | 20.00  | Sellwell, Russell E., | Cold              | 16.00  |
| Christian, H. M.,       | Indigestion    | 26.66   | Gregory, Frederick W., | Gastritis           | 32.00  | Settle, Clarence L.,  | First degree burn | 132.00 |
| Collins, Edgar G.,      | LaGrippe       | 14.00   | Lutz, Hale I.,         | LaGrippe            | 52.00  | Shurtz, Wm. H.,       | Gastritis         | 18.60  |
| Collins, Edgar G.,      | LaGrippe       | 11.00   | Moulton, Paul S.,      | Bronchitis          | 10.00  | Tate, Geo. F.,        | Infected foot     | 30.00  |
| Connolly, Mitchell,     | Tonsilitis     | 12.00   | Perry, Paul T.,        | LaGrippe            | 10.00  | Yowell, Roy E.,       | Appendicitis      | 62.00  |
| Cox, Richard F.,        | LaGrippe       | 14.00   |                        |                     |        |                       |                   |        |

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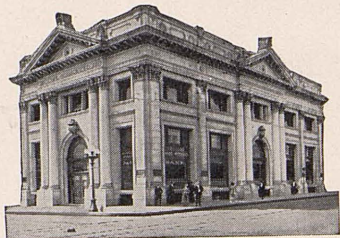
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