



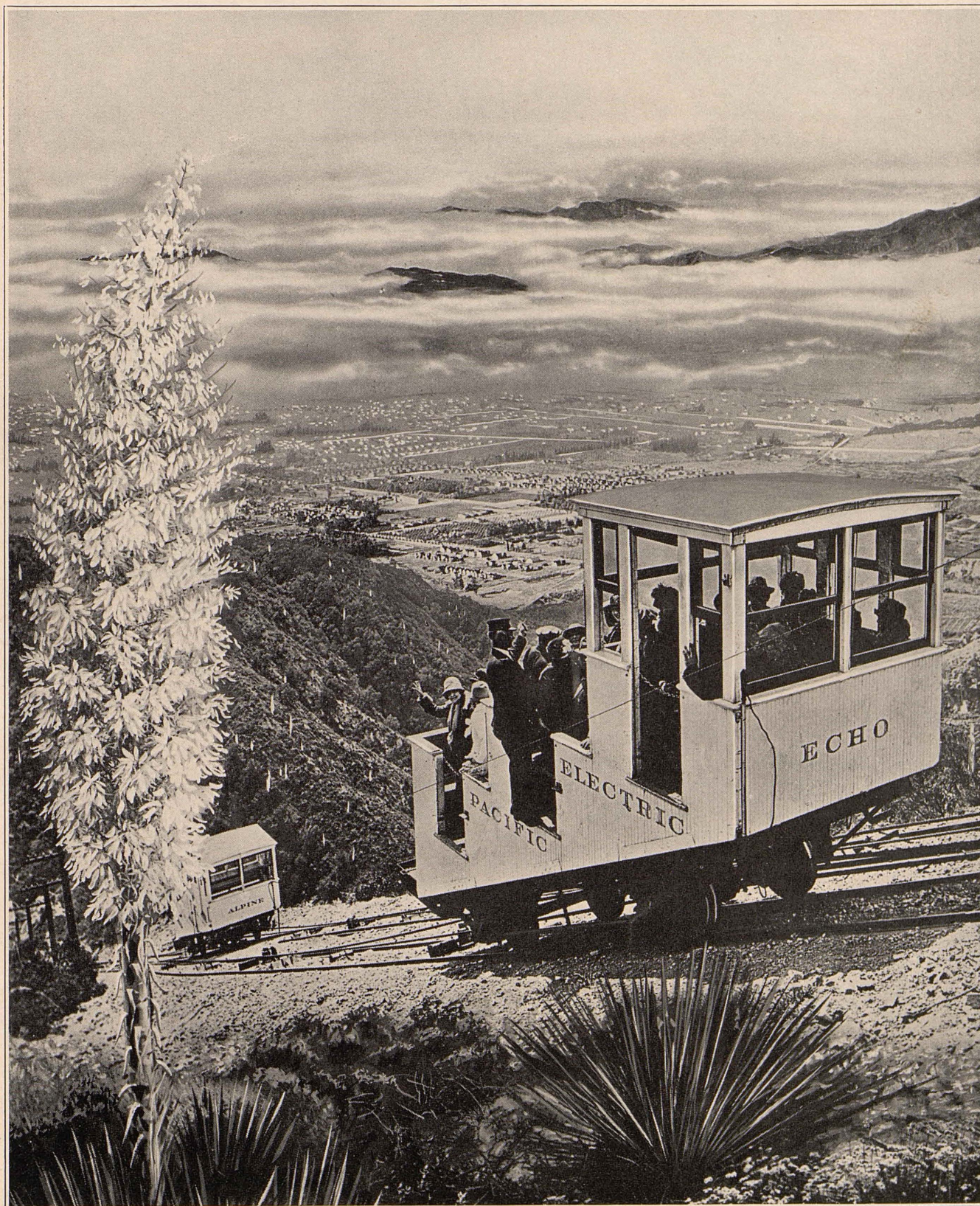
THE PACIFIC ELECTRIC MAGAZINE



Vol. 13

LOS ANGELES, CAL., JULY 10, 1928

No. 2



Heavenward via Mt. Lowe Incline.

Peace

LITTLE path to a little gate,
A shout of glee where the children wait;
A simple meal when the day is done,
Good appetites when the food comes on,
With love to rule at the table fair,
Oh, what excelleth this anywhere?

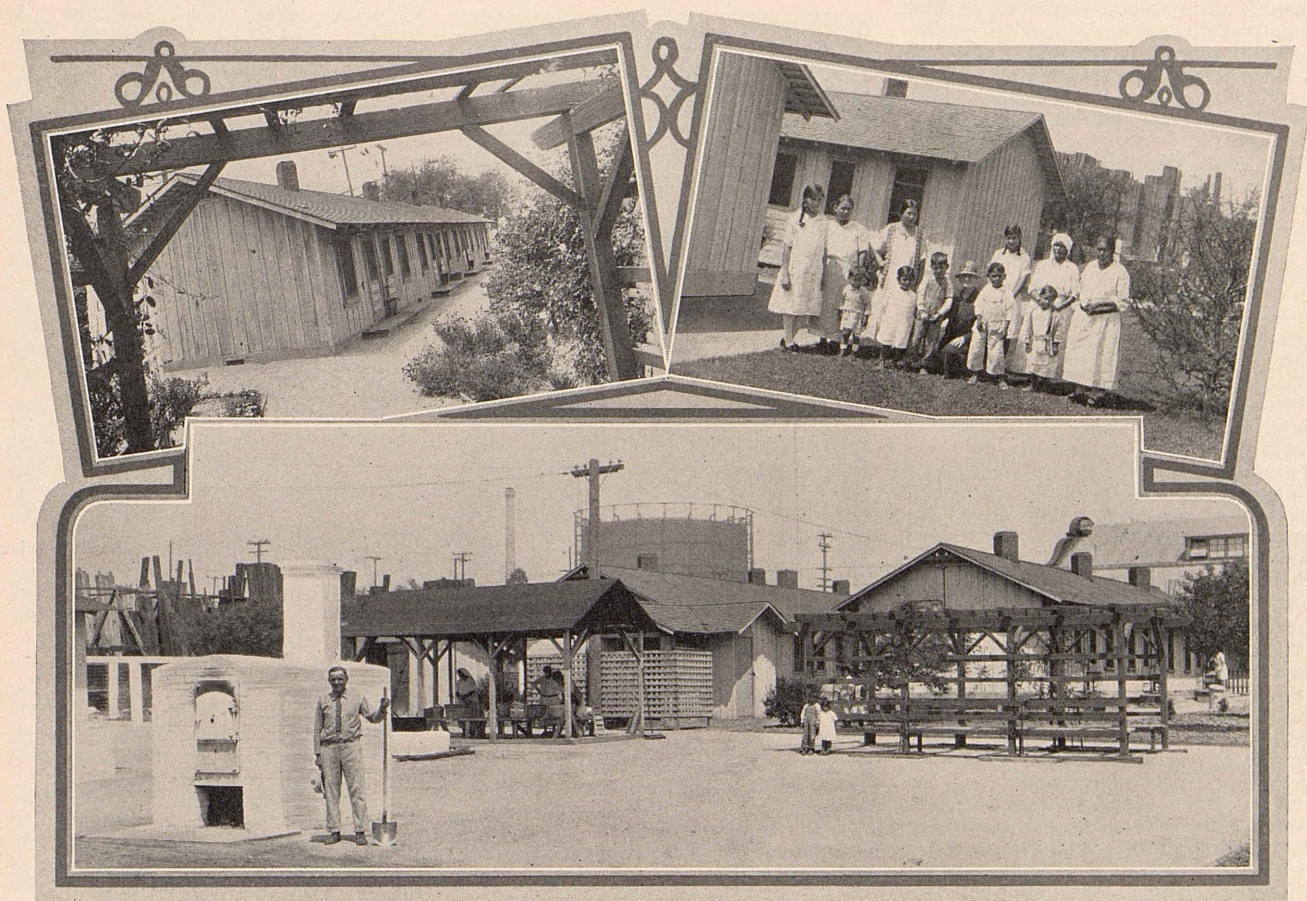
Count your riches and boast your fame
But more than these you can never claim:
The faith and love of the little few
Who watch and wait at the dusk for you,
If your home be glad at the long day's close,
You have all that any man ever knows.

If peace be yours when the shadows fall
They can have no more in a marble hall,
And a king by his queen is never met
With a warmer welcome than that you get,
And the kiss she gives when you come from town
Would be the same if she wore a crown.

For whether you're rich or whether you're great
Doesn't matter at all where the children wait;
If love be there when the day is spent
And you sit down to your meal content,
If there's joy in your home, then while you live,
You have all that this life on earth can give.

—Edgar A. Guest.

HOW COMPANY HAS AIDED MEXICAN WORKER



Types of quarters and surroundings, together with group of women and children residents, and a visiting nurse, at one of our Mexican Camps, of which there are twenty-two. Note the pleasant atmosphere and tidiness which prevails.

THE south has its negro labor problem; the east and middle-west its "melting pot" of humanity, while in the great southwest, the Mexican immigrant laborer predominates and offers an intensive study in the adaptation of this humble and conscientious foreigner.

What our railway has accomplished in this regard is an outstanding example of what can be done in the way of overcoming handicaps and making the best of a bad situation. Nowhere in the United States has the solution of a common labor problem been more trying than that which many years ago confronted this Company.

Right here it will be of interest to add that this Company has invested \$192,000 in land, buildings and facilities at its 22 section camps and that the maintenance of same totals approximately \$18,000 during 1927.

The Problem

Due to his foreign tongue, lack of education and financial straits in which he reached this country, the Mexican's adaptation to labor, life and living is made the more difficult to solve. Too, the widespread operation of this great railway system, operating as it does in four large counties, any one of which is larger than several whole states

combined in area, further complicated the use of this unskilled worker. A helping and kindly hand was seen to be essential if they were to be used in the all-necessary element of supplying the brawn in the great building and maintenance program of this "world's largest interurban system."

The housing problem years ago was that which offered the most serious setback to utilizing the Mexican laborer. All over the west, and in Southern California particularly, tenement districts, to use a time-worn phrase, are "conspicuous by their absence," and it was soon seen that it would be necessary to establish many centers for housing them in widely spread areas. Thriving communities did not look favorably upon the housing of these people within their city confines, and citizens of many communities exercised much effort to prevent their becoming established.

During recent years, however, due to the great thought and effort made in making these Camps models of modern community living, the agitation has subsided. Today, due solely to the intelligence that was employed in building, maintaining and supervising these camps, they are no longer looked upon with disfavor, but on the contrary

are pointed out as an achievement. Quoting verbatim the recent words of a community newspaper: "The premises of the colony are kept with a cleanliness and care for appearances that would shame some of the homes and grounds of the community." Truly, the passer-by today sees in the twenty-two Mexican Camps of the Pacific Electric both neatness and orderliness among lawn, shrub and tree surrounding the buildings.

Years ago, after careful investigation to learn the truth of the conditions under which this class of people were living, it was realized that careful supervision was necessary. Whole families arriving in this country, not knowing our language or manner of living and having nothing but hope for better opportunities for themselves, left much of a humane nature to be done. In many cases they did not have even adequate clothing nor food. Neither had they the means to provide them. The big task of the Pacific Electric was to educate these immigrants in cleanliness and right living. It was also desirable that they become good American citizens. To do this the Company established a supervision of their camps which has worked wonders in the past few years. Cleanliness, happiness, and prosperity mark

the inhabitants of the Camps under control of this Company.

Supervision Methods

In each of the twenty-two Camps there is an attendant employed to look after the general upkeep of the buildings and grounds connected with them. In each of the ten largest Camps there are two men thus employed. These attendants see to the destroying of the garbage, the care of the flowers, grass, walks, etc., etc. Building trade mechanics make regular visits to keep the homes in proper repair, and each year, so far as is possible, each Camp is given a general cleanup and is repainted.

A trained nurse is responsible for keeping the members properly instructed in the science of proper living. She visits the Camps regularly, instructing in healthful sanitation and advising in regard to proper medical care. Sanitation and its relation to health is impressed upon the mothers in regards to themselves and their children. The children of school age are sent to school and the parents are urged to keep them there in a clean and tidy condition. This also applies when they are playing around the camps.

This humane work is carried even farther. At various times during the year requests for toys, wearing apparel, etc. are sent out to the American employees throughout the system. The contributions are collected, sorted and distributed. Each year at Christmas suitable gifts are presented to the children from the Company. At the annual picnic a special committee is appointed to provide entertainment for these folks and this year a regular outing for them is contemplated.

Still a Helping Hand

After a time, families that have found themselves, and are well on the way toward becoming good Americans, leave the Camps and establish homes of their own. Of course the educational work continues and through it these families are still being given a helping hand.

These Camps, while they may not be the highest type of modern living quarters, are clean, sanitary, and wholesome, and are answering an economic need and are relieving charitable organizations of considerable humanitarian work that would otherwise be necessary.

This work must continue, and from the results being obtained the Company realizes that it is being well repaid for the effort put forth.

The Wurst of It

A hungry dog went walking,
Into a butcher store,
The butcher tossed a piece of
Summer sausage on the floor.
He said, "Now, doggie, eat it."
The dog said, "I decline,
For in that summer sausage
Is an old sweetheart of mine."

Toot! Toot!

If a Hottentot taught a Hottentot tot to talk
e're the tot could totter, ought the Hottentot
tot to be taught to say aught, or naught or what
ought to be taught her?

If to hoot and to toot a Hottentot be taught
by a Hottentot tutor, should the tutor get hot
if the Hottentot tot hoot and toot at the Hot-
tentot tutor?

Whoozit?



FROM the picture of the above little cherub you would hardly connect it with the man of the present day. But in view of the fact that since the days of the cradle to the present, he has felt the vibration of the railways, it is not surprising that the plumpness of his babyhood has disappeared.

The subject of this sketch saw the light of day at Downers Grove, a suburb of Chicago, in a residence closely adjacent to tracks of the Burlington Railway. Hence his earliest knowledge was connected with railway whistles, bells and other such familiar sounds.

His travel through life and enroute to success was an arduous journey. He has ranged the country from the middle east to the western shores of the Pacific, including a stormy session in Arizona during days that were somewhat tempestuous. His railway activities have ranged from stenographer, clerk and all the way up the railway line to his present exalted station. He is such a lovable person today that undoubtedly in his kid days he was an adorable youngster. The questioning look in his eyes, as revealed by this picture, he still maintains, and as a "questioner" some of the boys insist he is equipped with a self-starter.

One of the best things he ever did was when he got married. And in this act he robbed San Bernardino of the best County Superintendent of Schools that vast domain has ever had, so say many of the oracles of San Bernardino.

Of course you have guessed by this time that the subject portrayed above is none other than F. L. Annable, our General Superintendent.

Help Acquaint the Public With Our
Sunday Pass Travel Bargain.

MR. PONTIUS SPEAKER AT HARBOR CONVENTION

Expressing the confidence of the railroads serving Southern California as to the future development of Los Angeles Harbor, D. W. Pontius, Vice President and General Manager, delivered one of the principal addresses at the first convention of the Association of Pacific and Far East Ports, held in Los Angeles on June 27, 28, 29 and at San Diego on June 30.

With "The Railway Executives' Viewpoint of Public Port Development" as his subject, Mr. Pontius stated that "Los Angeles Harbor has taken its place as one of the most important of world's ports for commerce and travelers. Not only is it a great shipping port, but also the center and headquarters of a fishing industry operating over 1200 fishing boats.

"Within the inland empire, of which Los Angeles Harbor is the gateway, lies one of the richest sources of agricultural and mineral wealth in the world," our Executive told his audience.

Mr. Pontius laid particular emphasis upon the merits of the plan under which all rail lines at the local Port were consolidated into the Harbor Belt Line Railroad.

The convention was called to order by Walter B. Allen, President of the Association, and during the various sessions several papers were presented by men well versed in their particular branch of port operations.

On the evening of June 29, the delegates, some 300 strong, boarded the steamer Emma Alexander for the trip to San Diego, where the meetings of the last day of the convention were held.

LOCAL FARES IN SANTA ANA REDUCED TO FIVE CENTS

Giving patrons of the Pacific Electric's local motor coach and electric lines in Santa Ana a five-cent fare, which became effective on June 11, announcement of new plans to serve that city was made early last month.

The five-cent fare now in effect carries with it the privilege of transfers from buses to street cars and vice-versa, a provision not previously available to local patrons in Santa Ana.

Incident to the reduced fare, a number of important changes were made in routes of motor coach lines. Also, a provision was made whereby patrons of Line No. 2 may travel in either direction over this loop route giving them virtually a fifteen-minute frequency of service throughout the day.

Local service in Santa Ana is now available to patrons of this Company at pre-war fares, the success of which is dependent upon a large increase in the number of passengers carried. Operations under the revised routes and schedules are being watched closely and changes, consistent with operating conditions, will be made if necessary in order to better serve the greatest number.

BIGGEST ATTENDANCE EVER ASSURED AT P. E. CAMPS

With practically every bed sold for this month and reservations coming in for August and September at a rate never experienced at this season before, the attendance this year at the P. E. Camp will over-shadow that of any previous year by at least twenty-five per cent.

Reservations for the coming month, July 10 to August 10, show a large increase over the past four week period, there being 175 persons slated for a visit of a week or longer at our mountain resort.

One of the outstanding features of the reservations made is that in most cases the whole family is making the trip. There is not a single instance in the following tabulation where accommodations have been arranged for one person, and by far the larger portion, approximately seventy-three per cent, are for parties of three or more members, the average being in excess of three and one-half persons per reservation.

Those scheduled for a visit to the Camp during the coming month, together with the number in each party, are as follows:

G. F. Wheeler, Mech. Dept., wife and 2 children, July 15-21.

J. G. Hansen, Mech. Dept., son, July 8 to 17.

Jonas Frownfelter, Eng. Dept., wife and 3 children, July 1 to 14.

J. W. Buchanan, Asst. Eng., wife and 2 children, July 8 to 21.

Mrs. S. Brearley, Trans. Dept., son, July 11 to 24.

Nancy D. Kelley, Eng. Dept., mother, July 18 to 24.

N. L. Velzy, Trans. Dept., wife and baby, Aug. 1 to 7.

R. M. Lawrence, Elec. Dept., wife and 3 children, July 1 to 12.

T. W. Staples, Cond., West Div., wife and 2 children, July 26 to Aug. 1.

R. P. Donohou, Eng. Dept., wife and 3 children, July 8 to 21.

C. E. Walley, Depot Master, wife, July 1 to 10.

C. L. Blades, Cond., West Div., wife and 2 sons, July 10 to 21.

J. L. Lloyd, Mech. Dept., wife, July 8 to 21.

Mrs. H. F. Miller, Eng. Dept., son, July 4 to 17.

Louis Saal, Mech. Dept., wife, 2 children and 2 guests, July 13 to 19.

J. W. Loyal, Cond., No. Div., wife and 3 children, July 18 to 24.

J. F. Glines, Trans. Dept., wife and 2 children, July 25 to 31.

Geo. Goff, Mech. Dept., mother, July 8 to 14.

R. S. Kadow, Eng. Dept., wife and 2 children, Aug. 1 to 7.

C. K. Bowen, Eng. Dept., wife and daughter, July 8 to 14.

M. R. Tyler, Mech. Dept., wife and mother, July 15 to 28.

Jack Hand, Mech. Dept., wife, mother and 2 children, Aug. 2 to 8.

C. H. Poole, Elec. Dept., wife, July 8 to 14.

D. W. Whitman, Trans. Dept., wife and boy, July 15 to 21.

Mrs. Geo. B. Miles, Trans. Dept.,

2 guests, July 15 to 21.

Geo. B. Miles, Trans. Dept., wife and 2 guests, July 22 to 28.

R. E. Clements, Mech. Dept., wife and 2 children, July 11 to 14.

Daisy Murphy, Acct. Dept., mother and baby, July 18 to 28.

M. F. Brady, Mech. Dept., wife and 2 children, July 18 to 24.

Ruth Batsch, Store Dept., sister and 2 brothers, July 15 to 21.

M. T. Spencer, Mech. Dept., wife, July 8 to 14.

Wm. Still, Trans. Dept., wife and 3 children, Aug. 1 to 14.

R. H. Dorman, Trans. Dept., wife and 2 children, July 4 to 10.

Joseph Bissinger, Mech. Dept., wife and 7 children, July 8 to 14.

D. E. Downs, Trans. Dept., wife and 2 boys, July 11 to 17.

F. T. Taylor, Mech. Dept., wife and boy, July 29 to Aug. 11.

Millie O'Malley, Mech. Dept., 3 children, July 8 to 14.

L. T. Tighe, Acct. Dept., wife and child, July 29 to Aug. 4.

Earnest Brewis, Trans. Dept., mother, July 15 to 28.

L. Keppy, Trans. Dept., wife and 2 sons, July 12 to 21.

W. R. Rumis, Trans. Dept., wife, child and 2 guests, July 25 to 31.

G. T. Grimes, Trans. Dept., wife, July 8 to 14.

G. W. McClure, Mech. Dept., wife, July 23 to 29.

F. L. Miller, Trans. Dept., wife and 2 sons, July 11 to 17.

E. Rand, wife and son, Store Dept., July 11 to 17.

C. Alexander, L. A. Frt. House, wife and 3 children, July 11 to 17.

Fred Franson, Mech. Dept., 2 children and guests Aug. 5 to 11.

W. P. Lynch, Trans. Dept., 2 guests, July 11 to 17.

H. D. Watson, Acct. Dept., wife, July 22 to 28.

GRADE CROSSING DEATHS NIL COMPARED TO HIGHWAYS

Boulevard stops in Pasadena are more dangerous than railroad crossings and should be eliminated with the exception of those at Colorado street and Fair Oaks avenue, declared Chief of Police Charles H. Kelley in a traffic report submitted to City Manager R. V. Orbison last month.

The report follows:

"Since January, 1925, only six persons have been killed by Santa Fe trains and two persons have met death in accidents involving Pacific Electric trains. In the same period forty-four persons have been killed or have died as the result of automobile accidents.

"It is most significant that all of the adult pedestrians and one boy killed, met death on so-called boulevards, and of the entire thirteen killed in 1928, ten were on boulevards at the time. In 1927, fourteen of the eighteen killed were in boulevard accidents. During the present year, eight of the traffic victims were killed at boulevard intersections.

"Speeding and violation of right of way, to which most of the accidents are attributed, are caused for the most part by the boulevard-stop vogue.

"We have legislated in favor of the fellow who has forgotten his courtesy and drives fast at all intersections, refusing to yield the right of way to anyone. You will notice that our death rate is increasing each year and it is a significant thing that most of the pedestrians killed by automobiles are above middle age, indicating that the speed of the motor vehicles is such that an aged person cannot dodge it.

"I believe that all the boulevard-stop signs should be removed with the exception of the Fair Oaks and Colorado-street intersection. The signs could then be placed at the railroad crossings and an ordinance passed requiring motorists to stop before proceeding across the Santa Fe tracks. I believe if this were done, the clamor over the grade-crossing menace would cease."

"Nature," explained the philosopher, "always tries to make compensation. For instance, if one eye is lost, the sight of the other becomes stronger, and if a person grows deaf in one ear, the hearing of the other ear becomes more acute."

"Faith," said Pat, "and I believe you're right, for I've noticed that when a man has one leg shorter, the other is always longer."

Pleased Patron Praises Pass and Trainmen

THE "See Southern California via the Big Red Cars and a Sunday Pass" movement is gaining momentum with each passing week and each Sunday is bringing the wonders of the Southland within the experiences of additional thousands. C. N. Andrews of Long Beach, California, one of our many "satisfied customers", in the following kind letter expresses his complete satisfaction as regards Sunday Passes and at the same time submits a strong testimonial as to the splendid service being rendered by the Trainmen of this Company:

"It was my privilege and pleasure to take advantage of your Sunday Pass proposition recently given the public.

"No doubt the substantial discount is and will be appreciated by all patrons using those popular tickets.

"On every Red Car and motor coach, I found very courteous conductors, each one performing his duty in such a manner as to create the impression that he was the proprietor instead of an employee, and moreover, giving a service to patrons second only to that which the stockholders doubtless would give were they in uniform and personally conducting the Sunday Pass popular trips.

"I trust that I will soon have an opportunity to purchase another Sunday Pass and see more of Southern California via the Red Cars and Coaches."

Landing the Elusive Trout

Veteran Fisherman Tells Technique of Catching Them at Lake Arrowhead Near Our Camp

By B. F. MANLEY,
Past President, P. E. Rod & Gun Club

A Fisherman's Prayer

*Lord, suffer me to catch a fish
So large that even I
In talking of it afterwards
Shall have no need to lie.*

IT HAS been rightly quoted that "all fishermen are prevaricators" and after hearing the multitude of tales regarding the big fish that always gets away and after the many experiences of my own, I know that the lakes and streams of California abound with some mighty large trout. Anyway, that is the conclusion that must be reached because the big one always gets away—he is never caught.

Now this article is restricted to fishing at Lake Arrowhead near our P. E. Camp and the author, (get this) having on various past, occasions laid claim to the title of "Fisherman," automatically places himself in the class of those persons referred to in the beginning. Therefore, if you follow me closely and succeed in grasping the five per cent of truth which perhaps is contained herein you may learn just how to be a successful trout fisherman.

Very few of us appreciate the wonderful fishing lake that we have access to in connection with our vacation home. However, the few members of the Rod & Gun Club who have been fortunate enough to participate in the annual opening days' fishing of the past three years realize that for ideal fishing, Lake Arrowhead is hard to beat.

It is a far cry from the old time fishing trip with all its hardships to the present day trip with our modernized conveniences. A fishing trip to our vacation home is in reality a trip de luxe. None of the worries, incident to packing of bedding, provisions and the various things which are found necessary in the average trip. Just jump into the old gas wagon with your fishing outfit and step on the gas for about three hours' driving which brings you through the gateway into the vacation home.

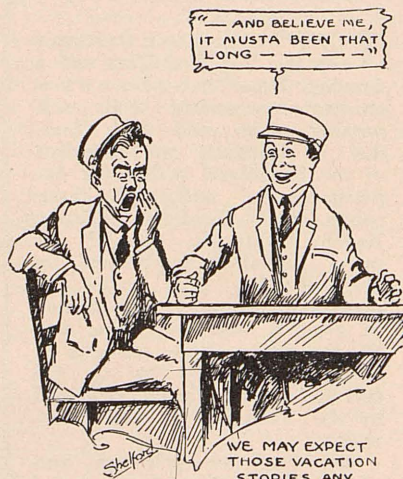
There you are greeted by the Huntingtons who have everything in readiness for you; nice clean cabin or cottage, beds are made, white sheets and pillow cases on comfortable mattresses and springs, (oh the absence of those nice soft rocks we used to sleep on) meals served in the living room, or if you prefer to purchase your supplies at the store, an up-to-date oil stove is at your service with all the necessary cooking utensils, (again we miss the open fire with the smoke whizzing in every direction; the black coffee pot and frying pan).

After a real night's rest we are up

early as these trout are feeding by daylight and in ten minutes' drive we have reached the Lake. Here we find our boats and, after securing the oars from the boathouse we hop in and hit for the open waters. Or an hour's drive will take us to Deep Creek where real stream fishing may be found.

Trolling is the popular method of fishing on the Lake, using a two-blade spinner with worm or salmon eggs for bait. The Dave Davis, Jack Lloyd or Walker spinners are good lures and after tying securely to end of line, use a three foot leader behind the spinner. To the leader attach a No. 7 hook and bait with a nice fat worm; one hook is sufficient, and place at the extreme end of leader. If worms are not available, salmon eggs may be used with good success in which case a regular egg hook should be used.

In trolling, the boat should be row-



ed quite slowly and once Mr. trout strikes and you hook him, don't get excited, but reel him in gently and handle with care until you have slipped the dip net over the baby and landed him in the boat.

On my last trip to the Lake I witnessed the escape of one of those big ones. This party was still fishing with his pole lying in the boat. All of a sudden the end of the pole began to jerk violently, which is a signal that a fish is near and considerably interested in your particu'ar bait. The fisherman in his excitement, grabbed the pole, gave a violent jerk and the pole broke half in two. By this time the trout had come to the surface and was breaking water and fighting a real battle, whereupon Mr. Fisherman grabbed the line and started to drag in hand over hand. But alas, the fish was the master, with a mighty rush he jumped clear of the water and the

trout line which would not stand the strain, parted. As the fish returned to his former haunts, out over the water came the familiar expression: "Gosh! that was the biggest one I ever saw!"

Once more the biggest one had got away.

THREE MORE LINES TO HAVE ADDITIONAL LIMITEDS

Saving, in some instances, as high as nine minutes travel time for patrons of the Pacific Electric, a wholesale addition of Limited trains on the Long Beach, San Pedro and Alhambra-San Gabriel-Temple Lines became effective on Sunday, July 1.

Reducing the travel time to Long Beach by eight minutes, thirty trains to the beach city during the mid-day are being operated as Limiteds and will continue on the present schedule during the remaining summer months. Operating under a fifteen minute headway, each alternate train between Los Angeles and Long Beach makes the run in forty-six minutes, elimination of many stops between Dominguez Junction and Los Angeles accounting for the speeding up of trains on this line.

Under the new schedule, sixteen trains daily were added to the Long Beach Line, which gives that city a total of 110 trains daily to and from Los Angeles.

On the San Pedro Line, during the mid-day, all trains operating between the Harbor and Los Angeles are now classed as Limiteds, resulting in a speeding up of service to the extent of saving six minutes in running time on each of twenty-eight trains. Between Dominguez Junction and Los Angeles in both directions, the Harbor trains make stops only at Watts, Willowbrook and Compton.

Four new Limiteds daily were added to the Alhambra-San Gabriel-Temple Line, two each during the morning and afternoon peak hours of travel. Resulting from the elimination of many stops, trains leaving Temple at 7:02 and 7:42 a.m., daily except Sunday, and leaving Los Angeles at 5:10 and 5:40 p.m., are now operated as Limiteds over the major portion of the distance, reducing the travel time by nine minutes.

EXTRA MAGAZINES WANTED

The large demand, during recent months, for extra copies of the November 10, 1927, issue of the Pacific Electric Magazine has practically exhausted the supply available at the Bureau of News. It is quite necessary that a few additional copies of this issue be obtained in order to complete Company files.

Have you a spare copy of the November 10, 1927, issue? If so, your sending it to the Bureau of News, 664 Pacific Electric Building, Los Angeles, will be greatly appreciated.

Extra copies of other issues that anyone may not wish will also be gladly received.

Talk and Boost Sunday Passes!

New Cars and Added Comforts

Twenty-Eight Cars, New Seats in Present Ones, Garage Are Betterments Soon In Service

THREE outstanding major improvements, in keeping with the Company's continuous betterment program, were last month publicly announced. Involving a combined expenditure of \$685,000, the projects call for the purchase of twenty-eight new cars; extensive improvements to 198 units of present interurban equipment and the construction of a modern garage on the Company's property at Vineyard Station.

Supplementing our 820 units of passenger equipment, eighteen all-steel interurban and ten all-steel local cars, will, within the next few months, be placed in service. Having been purchased from the Southern Pacific Company, the new interurban cars arrived late last month and are now at the Torrance Shops awaiting the arrival of special couplers to adapt them for service on Pacific Electric lines. The ten local cars are being built by the St. Louis Car Company and are to be delivered in October.

Details of Interurban

Ranking in refinement with, and equivalent in every respect to the highest class equipment we are now operating, the new interurban cars are equipped with high-back plush seats, smoking compartment, toilet facilities and in general appearance resemble the Company's present 1200 class cars. Each car has a seating capacity sixty passengers, weighs 109,000 pounds and is equipped with four motors providing a combined horsepower of 560.

Plans call for the conversion of six units of the new interurban equipment into de luxe parlor cars with high-class plush removable seats similar in design and comfort to the seats used in steam line parlor cars. Other comfort-giving features, designed to make them the last word in de luxe equipment, will be installed before the cars leave the Torrance Shops.

The six specially fitted cars are to be operated between Los Angeles and Wilmington in a connection service with steamship lines from Hawaii, the Orient, Australia, together with coastwise passenger ships, the steamers plying between Wilmington and Catalina, and other passenger vessels arriving at or departing from Los Angeles Harbor. They will also be available for chartering by special parties.

Alike in appearance and built closely along the lines of our 600-700 class equipment, the ten new local cars will have roller bearings incorporated into their construction which will add greatly to their speed, by faster pick-up, and aid materially in the elimination of noise.

Costing \$21,700 per unit, the new local equipment, each car of which has a seating capacity of sixty-five passengers, will be equipped with a new type of leather cushioned seats, improved

doors, and other developments of the past few years.

Sensing the public's desire and clamor for added comforts, steps have been taken to satisfy this fast growing demand with plans for extensive installations of an improved type of seat in 198 cars of the present equipment, entailing an expenditure of \$105,000.

More For Comfort

Aside from the new upholstered seats, an additional comfort-giving feature to be added is the closing-in of the open section of 156 units of the equipment now in use, which will aid in maintaining the proper temperature and give protection against winds, fog and inclement weather.

An order has been placed for 1260 double, heavily cushioned new seats to be installed in the Company's 950 class cars, 45 in number. Finished in brown Spanish leather, these seats are to be of a deep, automobile cushion type, with divided back and double spring. Coming from Wakefield, Mass., the first shipment of new seats, which will represent the last word in passenger car comfort, is expected to arrive within the next thirty days.

In addition to the closing-in of the open section and the installing of new cushion seats in the 45 cars above mentioned, all of the 800 class interurban cars are to undergo extensive

improvements. Plans call for the removal of present wooden slat seats in open sections, which are being closed in, and substitution thereof with a high-class upholstered seat.

In 42 of the Company's 1000 class cars, the open section having been closed in a short time ago, upholstered seats are to take the place of the wooden seats which it was necessary to use when the cars had an open section.

The work incident to the betterments above mentioned will be done at the Torrance Shops. It is estimated that four cars will be shopped each week and that approximately eleven months will be required to complete the entire project. As fast as the betterments are completed, however, the cars will be placed in service and thus within a few weeks patrons of the Pacific Electric will be enjoying these added comforts.

The third project announced last month calls for the conversion of a portion of Company property, located at Vineyard Station, into a garage for the storage of double-deck buses of the Los Angeles Motor Coach Company which are operated in the recently inaugurated service on Wilshire Boulevard between Los Angeles and Beverly Hills.

To be provided with every up-to-date facility for the storage, repair and service of motor coach equipment, the new garage calls for an expenditure of \$75,000. With a floor area of 19,000 square feet, the building will have a capacity for housing fifty double-deck coaches, and is so designed as to permit of future expansion.

Embodied in the plans of the building, which is of brick construction, are machinery and shop facilities for performing heavy repairs, oil and gas storage and servicing equipment, offices, locker rooms, showers and many innovations designed to permit of free movement of buses into and out of the building.

EMPLOYEES IN HOSPITAL

Pleasing, indeed, is the fact that there was a noticeable decrease in the number of our co-workers confined to the hospital during the first week of July as compared with the first part of last month. Those receiving hospital attention, numbering just an even dozen, as the Magazine went to press are:

Louis A. Suncelia, Motorman, No. Div.; Jerry Willis, Conductor; H. E. Miller, Chief Dispatcher; G. H. Crozier, Brakeman; R. F. Smith, Auto Helper; Louis Blechinger, Janitor; L. W. Thomas, Lineman; H. Jacobson, Timekeeper; Mrs. Theresa Dubois, Janitress; Miss Eva Peterson, Nurse, Engineering Dept.; and A. H. Newberry, Cabinet Maker, in the California Lutheran Hospital, and Edward Foster, Motorman, in the Pacific Hospital.

It would be impossible for us all to visit those in the Hospital, nor would such be desirable if it were possible. The visits that are most appreciated are from those whom we are associated with in our daily activities.

Picnic Plans Include Many New Features

WITH the date of our Annual Picnic and Re-union set for Saturday, August 18th, plans are now under way to make this year's outing the outstanding one in the history of the many pleasant gatherings we have experienced. Redondo Beach, it goes without saying, is again the site selected for the occasion.

A new arrangement to be provided this year will be that of a special picnic for Mexican employees of the Company. Mr. Pontius is of the opinion that these worthies will enjoy themselves more if a separate day were set aside for them and with that view in mind determined upon a special day for them. An entertainment committee was being appointed as the Magazine went to press and bulletins will announce to them the date, place and many features that will make this year's picnic the best they have experienced.

Next month's Magazine will carry full details of our August 18th gathering. Be prepared for some surprise features.

'Understanding' Is Keynote To Public Good Will

GOOD service is the principal basis on which good public relationships are established. This was the substance of a talk made by Paul Shoup, President of this Company, at a meeting of the Pacific Railway Club last month in San Francisco.

"Public service corporations," Mr. Shoup said, "represent private capital engaged in public service. Because such corporations are regulated in the transaction of their affairs by various public commissions they especially have need to establish good relationships with the public in order that their problems may be understood.

"The chief problem public service corporations have faced has been to create a situation of understanding and goodwill between the public and themselves; they, in return for the giving of service, to have adequate consideration with respect to protection to capital invested and a fair opportunity to earn a reasonable return.

"The last few years have seen a decided change from an antagonistic attitude to one of helpful encouragement in this respect, but we have with us always the Jacks-the-giant-killer, attempting to use the power of government to make trouble on false grounds; these we must meet with the uncolored truth specifically presented as to the problem at issue; and with facts and reasons that cannot be successfully assailed.

"Decentralization of responsibility—I use 'responsibility' in preference to 'authority', though in this connection the meaning is the same—has helped to promote good public relationships in connection with the affairs of the large corporations, making for promptness in action and the development of men.

"Each employee, no matter what his station may be, is in himself the corporation when dealing with the public. Courtesy and quick decisions, without unnecessary reference to others for conclusions, make for favorable relationships. Our public relationships are largely determined on the firing line."

Mr. Shoup said that in the last five years the public has been brought to a clearer realization of its true relationship to public service corporations by the efforts of the corporations to secure good-will on the basis of good service; and the development of confidence by the public in these corporations and their managements, through the establishment of policies founded on good business principles and frankness in all their affairs.

GUEST PRAISES P. E. CAMP

Having experienced a week's stay at the P. E. Camp, Mr. Wallace Taylor, of Long Beach, wrote in no uncertain terms his praise of our resort. Said Mr. Taylor:

"Just returned from the Pacific Electric Vacation Camp at Lake Arrowhead, having spent the week-end there as the guest of Mr. and Mrs. Harris

Two Timely Tips Treat Travelers To Trips

"GREAT oaks from little acorns grow."

Originating from the thought that perhaps their lodge might be interested in an outing to Mt. Lowe, L. Tonopolsky, Conductor, Mt. Lowe Line and Hiram Ravey, Assistant Division Line Foreman, appointed themselves a committee of two to investigate.



Louis Tonopolsky

They did one day last March with the result that 190 of their fellow members of the Pasadena Elks Lodge No. 672, traveled enmasse to our renowned resort, partook of the famous Mt. Lowe steak dinner with all the trimmings and had a fine time generally.

That was good, reasoned the faithful duo, but why not another journey by the same organization?

Biding the opportune time "Tony" and "Heinie," as the boys know them, early last month again suggested a trip to Mt. Lowe. The result: 200 revenue passengers this time partook of a bountiful dinner, enjoyed special entertainers, orchestra, dancing and sight-seeing from Inspiration Point. The evening was such a success and pleasure to all who attended that they will forever be boosters for the trip and resort, which will aid in spreading the name and fame of our famous scenic trip and mountain hostelry.

Thus it is seen that revenue of travel and for meals served to 390 persons resulted from the kindly thought of two faithful employees.

In complimenting and expressing appreciation of the management to "Tony" and "Heinie," we do so with the hope that others may be similarly inspired to be likewise helpful.

of Long Beach, employees of the Pacific Electric Company.

"I was so favorably impressed by your Company's wonderful camp up there in the mountains, noticeable for its cleanliness and ideal location, that I am taking this means of expressing my good wishes toward the Pacific Electric Company who have made it possible for their employees to have a real paradise in which to spend a vacation.

"Through you, Mr. Pontius, I would like to thank Mr. and Mrs. Hunting-



Hiram Ravey

Monthly Pass is Introduced to West Coast Patrons

SIMULTANEOUSLY with the introduction of the \$9.00 monthly pass on the lines of this Company between Los Angeles and the Santa Monica Bay District on July 1st, a gratifying increase of interest was shown by residents of the beach cities in commuting via Pacific Electric. Although the plan is a new one, there never having been offered anything just like it before in the beach district, its travel advantages were readily seen.

Being in reality a form of commutation ticket, but due to the fact that it is sold at a lesser price than the regular form and at the same time offers greater travel possibilities than were heretofore available, the number of regular commuters will undoubtedly show a material increase within the next few months.

Good for the calendar month, the new pass carries with it the privilege of transportation between Los Angeles-Venice-Ocean Park-Santa Monica and on the Redondo Beach Line as far as Palisades del Rey, as well as transportation in the inner local zone of Los Angeles and within the five-cent fare limit of Santa Monica, Ocean Park and Venice.

In addition to the low fare produced by the use of this pass, its outstanding feature is the fact that it is unlimited as to the number of rides for which it may be used. The purchaser after using it at will may hand it to any member of his family, who in turn may use it at will. The only restriction upon it being that the pass is good only for the use of one person at one time upon any train.

The new pass, which will be tried out for a period of four months, is identical to that now in effect on the lines between Los Angeles and Pasadena. For the convenience of patrons the monthly pass will be sold by Conductors on interurban trains between Los Angeles and the Santa Monica Bay District, as well as by Conductors on local cars in the beach cities, and by ticket agents at Los Angeles, Hollywood, Santa Monica, Ocean Park and Venice on the last and first five days of each month.

The extended trial of this form of pass follows two months use on the Pasadena Lines, it being felt desirable to make further study to determine its adaptability to the beach lines. Its retention depends upon its success in increasing patronage and should this result accrue, the advisability of introducing it on other lines of the system will be taken under consideration.

After himself speaking for thirty-five minutes, the chairman said: "I will now call upon Mr. Jones to give you his address."

Mr. Jones—"My address is 3 Buckingham Palace road, and I am now going home."

ton for their sincere and congenial efforts in trying to make every one happy and contented.

"Here is hoping that more of your employees will take advantage of the camp at Lake Arrowhead."

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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CONTRIBUTORS TO THIS ISSUE

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

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.

THERE is something splendid and inspiring about the large number of employees who were awarded diplomas for attendance and proficiency in their participation at night school classes sponsored by our Company.

After a hard day's toil, there are more pleasant pastimes that might be indulged in; an evening spent with the family or friends; a theatre; perhaps the lodge, or a spin in the family flivver beckons.

What

Price

Education!

To forego these pleasures and hie one's self to a droll class-room, there to inevitably put forth effort

in improving the mind, well evidences noteworthy ambition. And who can gainsay that when the opportunity arises for a broader and advanced field of endeavor, these employees will be the better fitted to assume larger responsibilities?

Many people have a misconception of what education really implies. It does not mean the accumulation of dry facts, nor having read a multitude of books.

Education is the training of the mind to the end that we may correctly analyze the problems of life. Education is that quality which enables us to reason; the power to think correctly.

Education possesses one virtue which stands out above all others. A heirloom may be taken from us; the elements may destroy the most firm structure; over-night we may become penniless. Not so with education! Once acquired, no earthly power can take it from us. It remains an everlasting treasure, giving comfort, pleasure and opportunity throughout our days.

Origin of "Public Be Damned"

MANY of us have heard the above familiar phrase, but few of us are aware of the origin of the famous words, nor the circumstances which surrounded its utterance. A distortion of the true facts concerning the incident when the words were spoken was broadcast throughout the country and used in newspapers and other periodicals to the extent that the railroads suffered immeasurably through resulting animosity that was created.

The real facts, briefed from an article published in a national weekly sometime ago, are as follows:

The story originated from a newspaper man of Chicago, who, because of his audacity and undue aggressiveness, was practically outlawed from newspaper employment. As a consequence he was forced to do free-lance work for his livelihood. He roamed about town gathering what he could, betraying confidences frequently and selling his pen outbursts to whoever would buy them.

One day William H. Vanderbilt, then a power in the railroad world, arrived in Chicago in his private car which was placed in the Michigan Central Yards. The free-lance artist, learning of the magnate's arrival, made it a point to approach Mr. Vanderbilt for an interview.

Upon his arrival at the car he found Mr. Vanderbilt at dinner with friends, but this did not deter the intruder from approaching him and asking for an immediate interview. He was advised that he (Mr. Vanderbilt) was engaged and would see him presently.

"I want an interview," replied the aggressive one. "Well sit down at the other end of the car until I have finished dinner and I will talk with you," answered the magnate. "But it is late and I will not reach the office in time," returned the reporter. "The public....."

This exasperated Mr. Vanderbilt, and he hotly retorted: "The public be damned!—Get out of here."

A few moments later a typewriter was grinding out a story, untrue and exaggerated, so far as the real facts were concerned, but one that nevertheless afterward made railroad history. Completing it, the reporter made haste to a newspaper office, told the story and events in glee to the editor, and attempted to sell the story, based on Mr. Vanderbilt's phrase—"the public be damned." The editor refused to purchase it and denounced the tactics that had been employed.

He then went to another newspaper, and cautioned by his experience at the former place, avoided any suggestion that he had aroused Mr. Vanderbilt's anger, or the circumstances under which the words were spoken, and made the sale.

The untrue article appeared in numerous publications throughout the country and led to antagonism against transportation companies that has taken years to overcome.

ODE TO P. E. CAMP

High up in the mountains,
Tucked away in the hills,
Is the loveliest spot on earth,
A place to cure all ills.

There hemmed by stately pines,
Cuddled to Nature's breast,
Basking in the Southern sun,
A haven made for rest.

There the sky is bluer,
The sun seems brighter, too;
The birds, the trees, the flowers
All have a brighter hue.

When Mother Nature found it,
A tear so rare she shed;
It fell into a canyon
And formed Lake Arrowhead.

You'll find a welcome waiting;
Beauty trails on which to tramp—
You'll know a world of happiness
At our own Vacation Camp.

—C. L. ANDREWS.
Conductor, Western Division.

PILGRIMAGE PLAY TO OPEN SEASON ON JULY 16

The ninth annual season of the Pilgrimage Play, "The Life of Christ," will open Monday evening, July 16, it has been officially announced by the Pilgrimage Play Association. The season this year will be of only six weeks' duration, the closing performance being scheduled for August 25.

Ian Maclaren, whose portrayal of the Christos last year was a feature of the performance, will have the same part and will be supported with an unusually strong cast.

A setting adapted to the unfolding of the drama has been provided in the open-air canyon theatre near Cahuenga Boulevard and Highland avenue, only a short distance from the Hollywood Bowl. The special Pacific Electric service to be operated direct to the Bowl can also be used to advantage by those attending the Pilgrimage Play.

The Biggest Bargain of the Year—
A Sunday Pass!

The secret of success in life is for a man to be ready for his opportunity when it comes.—Disraeli.

STUDIOUS EMPLOYEES WIN DIPLOMA AWARDS



One hundred and six diplomas were awarded to employee-students who engaged in educational studies conducted by the Company last school term. Mr. Pontius, in left foreground, awarded the parchments.

IT WAS quite a party! Reference is made to the gathering of employee-students who on the evening of June 22 at the Pacific Electric Club headquarters received diplomas for attendance and proficiency in studies during the school term just ended. A total of 106 awards were made to employees participating in educational work sponsored by our management.

About 250 persons were assembled when Club Manager Vickrey started the evening's hostilities with a brief, but well delivered talk, followed by Earl W. Hill, Educational Director, who outlined the past, present and future of our educational activities. Club President Geibel well expressed his views on the work and splendid results that have been accomplished since our school plan was inaugurated, as did also General Superintendent Annable respond in his usual fine manner.

Representing the Board of Education, George G. Morgan, Principal of the Sentous Evening High School, gave an interesting review of night study classes as conducted throughout the city. This educator stated that Los Angeles was the pioneer in public night school work for adult masses and that there were more such students enrolled in Los Angeles than in any other city of the United States. He complimented our management upon its zeal and vision in the educational work this Company is doing, adding "that as Los Angeles is the pioneer for its entire citizenry, so has this Company led and paved the way for other large utilities to do likewise for their workers."

Miss Virginia Rowell, Public Speaking Instructor, followed with a brief but excellently rendered expression of her pleasure in the work she had done with employees, citing the sincerity manifested and also her surprise at the great number of employees who had

availed themselves of the opportunity afforded.

Mr. Pontius graciously responded with an appropriate address. He outlined the advantages of education, injecting some reminiscences and interspersed several good stories that brought forth rounds of laughter. Concluding his remarks, our Executive proceeded with the distribution of the diplomas to those whose names appeared on the parchments.

Friends of Sybil Mather, popular head of our Information Bureau, provided amusement by the donation of a "bouquet," an investigation developing that said "bouquet" was of the backyard garden variety commonly used in a popular soup. "She knows her onions," was printed on a card that accompanied the liberal supply of garden vegetables.

Following the meeting, those present joined in a dance made pleasant by splendid music supplied by the Pacific Electric orchestra. Light refreshments were served.

During the school period which last month came to a close, the following subjects were taught: Public speaking, traffic management, typing, shorthand, personal leadership, business English and mathematics. The diploma recipients were:

H. G. McDonald; P. T. Porter; R. O. Christiansen; Janice Cranney; Chrystal Bean; E. L. H. Bissinger; A. E. Norrbom; P. H. Lyons; R. L. Brainard; Sybil Mather; Chas. Minick; J. J. Grant; Elizabeth Brahm; C. W. Knight; R. E. Labbe; Ruby Sadowsky; Gladys Howell; Mabel Potter; Arlie Skelton; M. S. Flores; John Blackburn; W. D. Boyle; E. C. Hall; A. H. Hildebrandt; Victor Labbe; H. K. Nickerson; Harold B. Smith; L. H. Appel; L. D. Bailey; Marjorie Howard; F. E. Geibel; Bessie Geibel; J. B. Green; Ruth Green; E. A. Stevens; J. W. Haughton; A. W. Stewart; J. B.

Boswell; J. J. Briggs; E. F. Cerry; John Childs; H. R. Clark; T. J. Clifford; R. J. Coultis; B. M. Geissinger; James Gilbert; G. A. Gilks; T. H. Green; E. L. Harris; H. H. Hapgood; E. I. Koster; J. W. Landrigan; J. E. Langley; E. H. Leahy; G. W. MacClure; F. J. Miner; Prescott McDowell; C. C. Rice; F. T. Taylor; Lewis Wabnitz; W. R. White; H. H. Winter; Evelyn Jenkins; M. R. Clark; F. W. Anders; W. F. Beard; J. A. Birmingham; W. H. Bowers; W. E. Booth; A. W. Day; C. J. Hileman; L. S. Jones; J. L. Kincaid; Cleo Moser; L. I. Mosier; O. L. McKee; G. H. Peak; Benj. Porter; F. G. Topp; A. H. Stahl; E. L. Marvin; Claud Anderson; W. J. Schafer; J. T. Fowler; P. W. Seymour; F. M. Gies; D. T. Davis; Edwin Heighton; C. C. Tange; G. E. Stacey; J. W. Tate; Arnold Koehler; C. G. White; R. S. Peterson; P. W. Symons; T. K. Hoffnell; Leo Hutter; L. C. Bolen; F. B. Clark; E. W. Lock; J. H. Phillips; Donald Fuller.

A RECORD WALNUT CROP

That 1927 was the most profitable year yet enjoyed by the walnut growers of this State, was revealed in the annual report of the California Walnut Growers Association recently made public by Carlyle Thorpe, Executive Secretary of the Association.

Last year's crop was forty-four per cent larger than the previous production maximum and was ninety-three per cent above the past five-year average, the report states. The total State crop was 101,922,000 pounds, of which 18,421,000 pounds were culls, the latter being largely converted into the pack of shelled walnuts. The tonnage of unshelled nuts was valued, at the opening price, at \$16,500,000.

One Man Traveled 334 Miles on a \$1 Sunday Pass.

Speed---Factors to Attain It

Costs in Power and Plant Equipment Double and Triple With Minor Increase in Rate of Travel

By L. H. APPEL,
Asst. Superintendent of Power

NOT what price glory—but what price speed is really a question of great importance in this period which appears to have adopted as its slogan—"Speed and more speed,"—or otherwise expressed, more miles per minute.

And consistent with this urge, the applause of the multitude, as well as the honors, apparently is for the dare-devil who can travel from one place to another in the quickest possible time. It cannot be denied that an achievement in speed thrills the world into what may be described as an ecstasy of emotion, not equalled in a discovery of science, no matter of what importance, or the performance of a difficult engineering feat.

An Age-Long Ambition

Ever since mankind inhabited the earth, his march of progress has been in a measure proportional to the development in methods of transport, and with improved methods of transport naturally resulted increased speed. We now may feel that this progress of man has been relatively slow, but viewed from another angle, we should realize that he has traveled a long, long way.

A study of the various modes of transportation throughout the ages, even before the invention of the wheel, up to the present time when automobile speeds are obtained that are faster than the speed that a nerve impulse can be conducted from the brain to the various parts of the body, cannot but stir one's imagination and cause us to ponder—"What next?"

We are all familiar with the repeated attempts that have been made during the past year or more, by contemporary pilots to exceed each other's speed records with automobiles, airplanes, speed boats, and hydroplanes; of the high speed trains and ships placed in service by the transportation companies. And we have read of the speed records made by the Saratoga and Lexington, government airplane carriers, probably the fastest craft of this class in existence. In all cases, speed is the predominating feature. But, incidentally, have we ever given thought to why the attainment of high speed is so difficult to obtain.

However, all of this, although worthy of comment, is foreign to the subject, so let us concern ourselves solely with attempting to answer the question—"What price speed?"

Speed, as it will be shown, requires power and every additional mile per unit time added to the speed must be paid for, and heavily.

It might consistently be supposed for example, that if it takes forty horsepower to propel an automobile fifty miles per hour, that it would take

More Miles Per Minute

What is the ultimate speed limit?

When we speak of speeds of 60 miles per hour, do we realize that is equivalent to 88 feet per second; that a hundred miles per hour means 147 feet per second? And that with speeds of 200 miles per hour, or 293 feet per second, that speeds exceeding that of human sensation have been reached.

The tremendous cost is a factor which few realize. Modest increase in speeds, Mr. Appel clearly demonstrates, are accomplished only by doubling and trebling power plant capacity and capital investments.

eighty to make one hundred miles per hour; that is double the speed, double the power required. Unfortunately this is not true, as there are a number of variable factors which intervene and complicate the problem.

Air resistance, for instance, is a great power consumer. Added to this is the internal frictional resistance of the equipment and the rolling resistance between the track or road, as the case may be, and wheels. Another factor of extreme importance and probably best exemplified in the case of the racing autos and airplanes, is the stream line effect or body design of the equipment. Careful body design has undoubtedly contributed very materially to make possible the terrific speeds obtained by these carriers.

In the case of ships there is the resistance of the water to contend with as influenced by the form of the ship, displacement, midship dimensions, character of wetted surface and fineness of lines, or stream line design. This in addition to the air or wind resistance.

The Handicap Factor

Now as to the influence of some of these factors upon speed.

Air resistance increases as the square of the speed, but the power required increases as the cube, in order to overcome the other resistance factors which increase proportionately. An automobile, to make 100 miles per hour, must have engines, not double the capacity, but eight times as powerful as those required to make 50 miles. In the case of recent speed trial of Frank Lockhart at Dayton Beach, Florida, and which resulted in his death, probably more than one-half of the engine capacity was utilized in overcoming wind resistance alone. At

a speed of 200 miles per hour the pressure of the air against the machine would be in excess of 150 pounds per square foot.

This will indicate the importance of stream line design in order to reduce surface resistance to the lowest practicable point. And while of greater importance in extremely high speed carriers, it is of relative importance for all classes of travel equipment.

The Railway Age is authority for the statement that "Atmospheric resistance absorbs something like one-half of the power of a train going 60 miles per hour and over."

The relative power required for ships at different speeds is calculated usually to vary as the cube of the speed. In reality, it may actually vary between the cube and fourth power, depending upon the design and other contributing factors.

On a basis of the power required varying as the cube of the speed, means that if a boat making 10 knots doubled its speed it would require eight times the engine horsepower. With a little thought it is easy to see that for practical purposes the speed limit for ships is really restricted. Otherwise, to obtain great speed, all available space would be necessary for engines and their auxiliaries.

Sea Craft Problem

With larger crafts such as ocean liners and battleships each additional knot above its rated speed represents an enormous expenditure of energy, tending to make sustained speed of 35 to 40 knots or more rather questionable for some time to come. In support of the above statement, figures recently published in one of the leading scientific journals showed that if it required 180,000 horsepower for a certain type of vessel to obtain a speed of 33 knots, that it would require in excess of 500,000 horsepower to obtain a speed of 40 knots. In other words, an increase in speed of 21 per cent would require an increase in power to the extent of approximately 180 per cent.

Numerous other examples could be given illustrating the limitations to increased speeds, but the few cited are sufficient to indicate that excessive speed exacts a heavy toll. It is also evident why in racing cars, airplanes and speed boats the engines require such a large proportion of the space.

In the past few years material advance has been made in the design of engines and their auxiliaries with a view to reducing their unit weight per horsepower. Also careful consideration has been given to reducing bearing and rolling further, but regardless, the natural elements will always make the problem of high speeds a costly, if not a difficult one.

As regards speed on the lines of the Pacific Electric system. Speed, with safety, has been one of its paramount characteristics from its earliest inception. It was with this in mind that its builders provided private right-of-ways whenever possible. And to further insure speed with safety, this railway has always maintained the highest standards for equipment, roadbed, signals, and adequate power supply.

HOLLYWOOD BOWL TO OPEN SEASON ON JULY 10

Hollywood Bowl, Southern California's unique music amphitheatre, which attracts annually thousands of music lovers from all over the world, will open for the seventh season of "Symphonies Under the Stars" on July 10.

The "special nights" policy, which proved so popular last year, will be continued this summer with Tuesday as "Symphony Night," Thursday as "Novelty Night," Friday, "Solo Night" and Saturday "Popular Night."

The very best talent from the great music marts of the world will appear as conductors and soloists, respectively, at the Hollywood Bowl concerts this summer. Albert Coates, internationally known conductor, will direct the Bowl orchestra of 100 pieces during the first two weeks of the season, with Mina Hager, whose vibrant personality and fine musicianship have won her many friends both in Europe and America, as soloist on July 13. Aaron Copland, composer-pianist, who is an exponent of so-called "symphonic jazz," will thrill his listeners, on July 20, with his playing of his own composition, a jazz concerto for piano and orchestra.

Providing frequent service direct to the Bowl, the Pacific Electric will operate special cars from the Subway Station during the entire concert season.

STREET RAILWAYS KEEPING ABREAST OF TIMES

Reassuring the dubious ones that street railway systems are keeping pace with the ever-changing conditions encountered, a recent news dispatch states that \$6,000,000 a year is being spent for advertising by the electric railways of the United States in selling their service to the public.

Because of advertising and modern innovations in service and efficiency, the dispatch continued, the street railways are becoming more firmly established than ever. The widespread belief of a few years ago that private automobiles and buses had sounded the street car's death knell has proven groundless.

After all, only a small percentage of any community's working population rides in motor cars. Buses have shown that they do not measure up in efficiency of operation with street railways in handling mass transportation during rush hours.

As an industry, the street railway has in the past few years improved and modernized itself, and the public has responded.

Church Built from Single Tree

Emphasizing the monstrous size of some California trees is the report that Santa Rosa has built a church entirely from the timber obtained from one redwood tree. The building is said to be 60 feet wide and 100 feet long, having a seating capacity of 400.

Tell Your Friends About Sunday Passes.

The Traveling Public -vs- W. M. Alexander

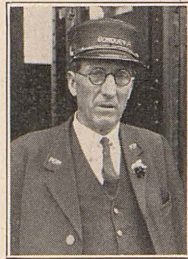
THE Court of Public Service will now come to order!

The case before the Court is that of the people vs. W. M. Alexander, Conductor, Monrovia-Glendora Line, who is charged with exceptional courtesy in the performance of his duties.

The prosecuting witness is one W. L. Eggleston, a regular patron of this line and frequent rider with the defendant Alexander.

Being duly sworn, the witness testifies as follows:

"He sat just across the aisle, a little, faded man in brown, just an ordinary commuter from a plain little home. He was dressed for the office, and a brown bag was pushed under the seat. An open magazine from which he had been reading lay on his lap, but he did not see it. He did not see the street car, nor the commuters, nor the Conductor.



W. M. Alexander

"What he was thinking about is not really a part of this story, though it was a part of his life. It had to do with a soft, black dress and a sweet face, back there in the plain little home he had left when he started to work.

"It was what the Conductor said, that filled the street car suddenly with the glory of Southern California; with the charm of hills and valleys and orchards and gardens; with the beauty of mountains and seashore and sunset clouds; with the melody of singing birds and the witchery of nodding flowers.

"The commuter did not know that the Conductor was by his side, and he did not stir when the Conductor said pleasantly, 'Thank you.'

"A moment the Conductor stood there, motionless and silent. Then he spoke a second time, in a soft voice, but a trifle more insistently, 'Thank you.'

"The commuter started and roused suddenly. He looked at the Conductor and laughed. 'I was a thousand miles away,' he said. 'Are you thanking me in advance?'

"Then the Conductor's face broke into smiles. He was a plain man, too, and a suggestion of bowed shoulders. But suddenly the scene shifted, and instead of a prosaic Conductor there stood a painter who wielded a magic brush that swept across the waiting canvas and left a trial of radiant landscape.

"He smiled at the commuter's question. 'I am thankful,' he replied. 'just for the chance to take up your ticket. Everybody ought to be glad just to live in a beautiful country like this.'

"And he moved on down the aisle,

with his pleasant voice still saying 'thank you,' and his pleasant smile still spreading cheer, as he tore out the tickets from the commuters' books. He was just a Conductor, who brought the glory of outdoors into the humdrum duty of a prosaic task. As regards employment, he No. 658 (W. M. Alexander) on the Glendora run of the Pacific Electric Railway, but as regards spirit, he is an artist in disguise."

It is the judgment of the Court that the Defendant, W. M. Alexander, is guilty as charged. The decree of the Court is that the said W. H. Alexander be extended hearty congratulation and appreciation for performing his duties in a manner so creditable to himself and his employing Company.

SEVERAL BETTERMENTS IN PROGRESS OR PLANNED

In addition to three major expenditures approved last month and elsewhere recorded in the Magazine, W. Z. Shaw, Cost Engineer, informs of numerous other smaller projects of improvements scheduled for attention at an early date.

Aggregating an expenditure of \$21,750, the following details were given by Mr. Shaw:

Authorization for the construction of a highway bridge over Pacific Electric tracks at Eastern Avenue on the Covina Line was given last month. The expense of this project is being borne jointly by the County of Los Angeles and this Company, the total estimated cost of which is \$21,973.00.

The Railroad Commission having authorized a new crossing to be created at Stella Street on the Inglewood Line, the work is now in progress. The estimated cost is \$1,162.00.

Two grade crossings came in for early attention, one being at Nieto Avenue on the Long Beach Line and the other at Broadway, Pasadena, on the Lamanda Park Line. Work involving an expenditure of \$4,800 is being performed on these two crossings.

The replacement of flat tie plates with braced tie plates at Arden Junction and Sobiesky Street on the Glendale Line; the installation of a water softener at Redondo Beach Bath House; the placing of switch point protectors at various locations over the entire system; installation of three ticket collectors' booths and turnstiles in Subway Terminal Building, and the paving of various roadways at Torrance Shop grounds with five-inch asphalt concrete pavement, are among the other recent Engineering Department work order approvals.

Consolation

"Well, Mrs. Johnson," a colored physician announced, after taking her husband's temperature. "Ah has knocked de fever outen him."

"Sho nuff," was the excited reply. "Am he gwine git well, den?"

"No'm," answered the doctor, "Dey's no hope fo' him, but you has de satisfaction ob knowin' dat he died cured."

JUNE TRAVEL TIP RESULTS AT RECORD HIGH MARK

Previous high scores evidently mean but little to the "business-getting" Employees of this Company.

The above fact is evidenced by the results of P. E. Employees' travel-tips submitted during the last month which brought to our owning company the largest volume of passenger business so secured in a similar period since the campaign was started.

A compilation of actual sales reveals that seventy-one round-trip and fifteen one-way tickets resulted from the tips furnished by employees of this Company to the Southern Pacific Passenger Department. Representing, as they do, trips to distant points, this volume of travel is considerable.

Aside from the above, a tip was furnished by Albert de Pfyffer, Engineering Department, regarding a Swiss excursion to America, which resulted in the routing of the party via Southern Pacific to Los Angeles.

The Pacific Electric secured a group movement of seventy-five passengers from San Bernardino to Los Angeles and return through a tip furnished by F. E. Peachey, Assistant Superintendent, San Bernardino.

Along with the following list of tips successfully solicited during June, there has been much additional information supplied that will at a later date be productive of considerable business:

W. C. Monroe, Trainmaster, Riverside, six round-trips, Chicago.

R. D. Bowman, Conductor, So. Div., two round-trips, Chicago.

Charles Wolke, Conductor, West Div., two one-ways, Schenectady, N. Y.
Leonard M. Jones, Store Department, Torrance, one round-trip, Kansas City.

B. Ernest Ward, Timekeeper, Transportation Dept., one round-trip, New York.

M. Hardin, Conductor, So. Div., one one-way, Lincoln, Nebr.

W. G. Ward, Check Clerk, P. S. S. Dock, one round-trip, Minneapolis.

E. O. Straub, Mechanical Dept., nine round-trips, New York; one one-way, Chicago.

Claude Laytham, Motorman, Pasadena, one round-trip, Fort Worth, Tex.

Godfrey A. King, Clerk, Auditor's Office, one round-trip, Jacksonville, Fla.

J. E. Neville, Freight Conductor, So. Div., one round-trip, New York.

W. S. H. Weeks, Accounting Dept., one round-trip, Des Moines, Ia.

J. Hanselman, Terminal Foreman, Hill St., one round-trip, Chicago.

Mrs. Roy Munsley, Redlands, two one-ways, Boston.

H. T. Hawley, Conductor, Pasadena, two round-trips, Chicago.

Louis F. Paling, Engineering Dept., six round-trips, New Orleans.

C. F. Gates, Motorman, Whittier, one round-trip, Dayton, Ohio.

Morgan A. Holder, Passenger Director, Hill St. Sta., four round-trips, Chicago; one round-trip, Oklahoma City, and one one-way, Oklahoma City.

J. A. Presley, Motorman, West Div., four round-trips, Kansas City.

Deferred Payment Plan For Camp Housing

HAVING been inaugurated with the opening of the 1927 season, the payroll deduction plan of paying for Camp accommodations was again made available to employees when our San Bernardino Mountain resort opened its gates this year. Many vacationists of the past six weeks have availed themselves of the privilege offered and many more have indicated their intention of doing likewise when they visit the Camp later in the season.

There are, however, some few employees who have joined our ranks since the last notice was given and who are not familiar with the plan. For their benefit, and as a reminder to others, the plan's essential details are here-with enumerated:

Employees may arrange to pay the rental charges for Camp accommodations in three installments. One-third is to be paid at the time reservation is made and the remainder will be taken care of through payroll deductions the following two months. This arrangement applies to rental charges only, and does not apply to the purchase of supplies, etc.

A quick glance at the Camp reservation list for the coming month shows conclusively that those planning a trip to our resort this season, and who have not already done so, had better make their arrangements for same forthwith at the Club headquarters, 514 East Eighth street.

Howard Bennett, Conductor, L. A., one one-way, Oklahoma City.

W. J. Bisson, Conductor, Compton, one round-trip, St. Paul.

T. J. Anev, Conductor, L. A., one round-trip, St. Louis; three round-trips, Kansas City.

F. F. Tomblin, Clerk, Freight Office, two round-trips, Philadelphia.

R. K. Weaver, Motorman, So. Div., two round-trips, Oklahoma City.

C. E. Robitson, Motorman, Upland, three round-trips, New York.

Frank Miller, Torrance Shops, two round-trips, Chicago.

E. F. Finley, Mechanical Dept., Torrance, three round-trips, Kansas City.

A. G. Randall, Conductor, So. Div., one round-trip, Louisville.

L. C. Bowman, Gen. Foreman, Eng. Dept., one round-trip, Minneapolis.

D. C. Helper, Motorman, West Div., one round-trip, Greensboro, N. C.

Mr. Searing, Eng. Dept., one round-trip, Denver.

R. Tuffs, Clerk, Macy Repair Shop, one round-trip, New York.

Fred Gillespie, Elect. Dept., one round-trip, Indianapolis.

Hugo Dummer, Frt. Clerk, Glendale,

STREET CAR UTILITY SHOWN BY STUDY OF PEDESTRIANS

Calling the attention of the National Association of Building Owners and Managers to the importance of street car transportation to the merchandising industry, Lewis B. Emerling, Executive Secretary, made a report to that body based upon an extensive traffic study in various cities throughout the United States.

"We are attempting to arrive at some figures to indicate the worth of foot traffic," stated Mr. Ermeling. "Reports from cities where complete data is available show the traffic of 500 persons an hour means a revenue of \$100 a month for each front foot for the retail store proprietor, and the property owner can generally figure a rental of \$2.00 a front foot for each 100 persons passing each hour."

That this foot traffic comes mostly by street cars is indicated by a survey recently made by seventeen retail establishments in Cleveland of the manner in which patrons reach the stores in the congested shopping area. The results of the check were as follows:

Street Cars	78.69%
Automobiles	10.69%
Buses	8.39%
Walked	2.23%

In Chicago a patronage check was made by the Stevens Department Store which showed that approximately 85% of the purchasers came to that establishment by street car.

THE VALUE OF THE BUCK

Remember in the last great war, when we wore O. D. and ducks, we heard a lot 'bout Generals but nothing about the "Bucks?" It seems to me that when they pushed on through the wire and muck, we kinda overlooked a bit the value of the "Buck."

But now the war is over, we deal in other truck and turn all our attentions to another kind of "Buck" And as we go a ploddin' on, a trustin lots to luck, again we are forgetting the value of the "Buck."

When a shipper sends a package that contains a lot of glass and you handle it too careless, don't think he'll let it pass. He'll soon put in his little claim, and from the Company's roll he'll pluck for every dollar's worth of glass, the value of a "Buck."

So, fellas, if you don't want our ship to run amuck, you'd better handle carefully and do not trust to luck. Just think of where you get the dough to pay for "bed and chuck," and I'm sure you'll wake and realize the value of the "Buck."—The Express-Messenger.

Your Friend Can Tour Southern California With a Sunday Pass.

four one-ways and one round-trip, Boston; one round-trip, Winnipeg; three one-ways, Portland.

Frank A. Rulison, Frt. Accounting Dept., three round-trips, Memphis, Tenn.

TUNING-IN DISTANT RADIO STATIONS THEIR HOBBY

Resting on the wave beaten shores of the Pacific, in the vicinity of Balboa, is a little "house of magic," so we are told in the current issue of "Radio Doings". For days at a time there are no signs of life to break the dull moan of the ocean wind as it passes the sea coast structure. But it is not always thus.

For months past, each fortnight on Saturday afternoon, O. A. Smith, Passenger Traffic Manager, and S. R. Florence, Chief Signal Engineer, have stolen away from the busy city and traveled to the little beach home of the latter, there to experiment or play (choose one) with a pet radio.

The DX bug that eventually gets at all of us has been working overtime on these two radio enthusiasts—yes, to the extent that on their visits to Balboa they listen in on New Zealand programs; Sydney, Australia—some 6,000 miles away—is heard as if it were a local station; programs from the Orient and other distant points are all included in the evening's entertainment. Receiving broadcasts direct from stations in the United States and Canada is but play for their ten-tube Infradyne receiving set.

P. E. MASONIC CLUB NOTES

Next regular meeting of the Pacific Electric Masonic Club will be held at the Pacific Electric Club, 514 East 8th Street, Tuesday evening, July 10. Another interesting talk, pertaining to Masonic History will be given; also another attendance prize will be drawn for.

The Pacific Electric Masonic Degree Corps. will assist in conferring a degree at Queen Beach Lodge, Long Beach, at midnight, July 16. This is an annual event at Queen Beach Lodge and the Pacific Electric Masonic Club has been invited to confer the degree at midnight this year upon a fellow employee.

HUNTER'S COMMANDMENTS

Some well worth while instructions are contained in ten commandments for hunters issued by a state game protector recently. These admonishments, designed to reduce the large number of deaths and accidents occurring among sportsmen each year, are:

1. Never carry loaded guns in automobiles or other vehicles.
2. In loading, never point a gun in the direction of your companion.
3. When afield hunting birds, keep abreast of and know the exact location of your companions.
4. In climbing over stone walls and fences, first break or unload your gun.
5. A bird quartering to the right in the vicinity of your hunting companions should never be fired on by a hunter on the extreme left. Vice versa.
6. Never leave a loaded gun standing against a tree or lying on the ground where dogs may get at it.
7. Always keep the gun pointed away from your companions when you stop to talk.
8. In handing a gun to a person for inspection, be sure it is unloaded.
9. Never shoot in the direction of your companions because you consider yourself a good marksman. You are taking a dangerous chance.
10. Carry your gun pointed to the left. If you shoot left-handed, walk at the extreme right of the party.

Switching to another aspect of the subject, this same authority stated:

"I would like to say a word in regard to vermin. Vermin such as foxes, predatory cats, owls and red squirrels are the most deadly enemies of our game birds, and it should be the object of every sportsman, when afield, to kill any of the vermin he sees that are so destructive. Game clubs should organize Vermin Days and see that their territory is free from enemies of game birds and our insectivorous birds."

ROD & GUN CLUB PLANNING EXCURSION TO BOISE

It's "Boise or bust" for Rod & Gun Club members!

Having been kindly invited by the Union Pacific to attend that company's athletic meet the latter part of August at the aforementioned city, a special rate of \$8 per person has been offered to members of the Pacific Electric Rod and Gun Club who desire to make the trip. This charge includes transportation and Pullman accommodations for the entire 3000-mile excursion.

A specially chartered train will leave the Central Station, Los Angeles, at 5 o'clock on the evening of Friday, August 24, returning August 29. The itinerary calls for two days at Boise, during which time all those making the trip will be guests at the Union Pacific Athletic Carnival. The only expense of the trip, aside from the \$8 transportation charge, will be for meals eaten.

It is planned to enter representatives of this Company in several of the athletic events and thus we will have a personal interest in the affair. With indications pointing to an attendance of over 300 P. E. representatives, a gala excursion is anticipated.

Yes, the wife and kiddies are welcome.

Further information regarding this trip can be secured from L. R. Spafford or other Rod & Gun Club officers.

GRADE STRUCTURE PROGRESS

The La Brea Avenue Grade Separation Bridge was opened to double track service 5:30 a.m. May 31st. The Bridge is being painted with aluminum paint, which will add greatly to its appearance. The south retaining wall will be completed within the next thirty days, which will complete the job.

The structure was constructed on the north side of the right-of-way in order to leave room on the south side for a third track, should it be desired in the future to construct it.

Concrete abutments and piers for the Riverside Drive Grade Separation Bridge are in place. Ornamental concrete stairway remains to be completed. Fabrication of the steel for the bridge is now under way. This job is about 75 per cent completed.

CITY MANAGERS IN STATE

The city manager type of municipal government is now being employed by thirty-one California cities, which figure represents close to nine per cent of all city governments in the United States so conducted, there being a total of 367, informs the California Real Estate Magazine.

The California cities having city managers are: Alameda, Alhambra, Anaheim, Avalon, Bakersfield, Berkeley, Burbank, Compton, Coronado, Chico, Fillmore, Glendale, Long Beach, Monrovia, Monterey, Pacific Grove, Pasadena, Pittsburg, Porterville, Richmond, Sacramento, Santa Rosa, San Diego, San Jose, San Mateo, San Rafael, South Pasadena, Stockton, Tulare, Visalia, Yerka.



The national pastime is the noon-hour event with the employees at the Torrance Shops. The blowing of the whistle, with the count two and three on the batter and the winning run on third, means delay to anxious side-line rooters until the following noon, when status of the day before is resumed and batter becomes goat or hero.

YUCCA ON COVER PICTURE

The Yucca, or "God's Candles," as it is becoming familiarly known, is one of the outstanding wild flower growths peculiar to California's hillsides, and thriving particularly well in the Southland. A beautiful species of this plant adorns a prominent foreground in this month's cover picture.

The Yucca bears the largest cluster of flowers of any plant in the temperate zone, authorities tell us. The individual plant lives about twelve years, blooms once and dies. Frequently small plants come up from around the root, but most Yuccas originate from seeds produced by the huge blooms. After the blossoms wither, the seed is blown by the winds to nearby points where it takes root.

So enthusiastic were campers and visitors to mountain retreats where this plant thrives that the plants were rapidly being exterminated by the large number of them that were cut. Consequently a law forbidding the cutting of them was placed in the statutes and the flower will be preserved as a natural beauty of our hillsides.

Flower lovers are beginning to plant them in their home gardens, raising them from seed, and one of the beauty spots of Southern California which has attracted widespread attention is a whole hillside covered with Yuccas in the Forest Lawn Memorial Park.

LOW MID-WEEK BEACH RATES

Providing marked reduction under regular fares, announcement of low Wednesday excursion rates to various beach resorts served by this Company was made a few days ago by Mr. Pontius. The low rates begin on Wednesday, July 11th, and continue throughout the summer months.

Under the special rates to be effective, fares to Santa Monica, Ocean Park, Venice and Palisades del Rey will be 30c for adults and 20c for children under 12 years of age. A 40c fare for adults and 20c fare for children will be effective to Long Beach, San Pedro, Seal Beach, Redondo Beach, Hermosa Beach, Manhattan Beach and El Segundo.

In the case of the south coast beaches, the saving by reason of these reduced fares is 30c per ticket and 20c in the case of west coast beach points.

The announcement stated that tickets at the reduced rates are good only for date of sale and will be sold by ticket agents at the Main Street and Hill Street Stations in Los Angeles, at Hollywood, Sherman, Culver City, Watts, Compton and Gardena Stations.

In order to care for the large throngs who will avail themselves each Wednesday of these bargain fares, the Frequency of service will be increased on many lines and extra cars added throughout the rush period of the day.

Man With Sense

"No man with any sense would allow you to carry on the way you do."
"How do you know what a man with any sense would do?"

LARGE ARMADA IS ASSIGNED TO PACIFIC WATERS

With the assignment of one-third of the total personnel of the United States navy, which represents approximately 50 per cent of the country's seagoing forces, to the local area battle fleet base for the next fiscal year, Los Angeles Harbor is to have for the next twelve months the largest naval population in its history.

The plan of operations, as announced by the Navy Department late last month, provides for a battle fleet of 116 active ships, manned by approximately 28,106 men and 3,412 officers, the greatest armada ever concentrated in any area on the Pacific Coast.

Included in the vessels assigned to Pacific waters are ships representing practically all types of "men o' war", everything from aircraft carriers to submarines and hospital ships to floating repair shops.

Supplementing the assignment of the two world famous aircraft carriers, Saratoga and Lexington, to Pacific waters last year, the world's largest submarine, the V-4, will shortly join the Pacific fleet. The V-4, which cost \$6,500,000 to build, is equipped with 104 safety devices and, it is claimed by naval authorities, besides being the largest submarine of the fleet, is the safest.

The V-4, a combined submarine-cruiser-minelayer, has a surface displacement of approximately 3,000 tons and will have a surface speed of 17 knots. In addition to her six-inch guns, she is equipped with two Lewis machine guns, four twenty-one-inch torpedo tubes, and carries a cargo of sixty mines, which she is able to lay while submerged. Its cruising radius is said to be 20,000 miles.

Among the most valuable additions to the V-4's safety equipment are two escape hatches, at bow and stern, and opening on deck under bell-shaped hatches. Two men can thus emerge from a sunken submarine at a time, close the hatch behind them, let water through a valve until the air pressure within stops its rise, then open a small hatch and swim to the surface. Con-

WITH OUR SYSTEM AGENTS

Vacation is the topic of the time at this period of the year and eight Relief Agents are being employed in a vain effort to give everybody a vacation just when they want it, reports Frank Farnham, Transportation Dept.

The last heard of J. R. Johnson, Agent of Watson, was that he was headed for Alaska and W. F. Wiebers, Agent at Whittier, has just returned from there. Whether all this in the papers about the search for the north pole had anything to do with their choice of location for a vacation has not been learned.

Both R. E. Kidd, Agent at Van Nuys, and his assistant, L. M. Brown, took a month off for a trip "back east." Mr. Brown is back at his post, but Mr. Kidd will not return before the middle of July.

B. L. Livingston, Agent at Inglewood, took the family and went to Detroit. It is said that no one can go to Detroit and get away without buying a new automobile, so Mr. Livingston made all plans to drive back.

C. O. Stephens, Agent at Etiwanda, is attending a convention at Berkeley for his vacation.

Among the many registered at the P. E. Camp we note the names of R. L. Besset, F. J. Walton and T. J. Diebolt. If you really want a good rest in beautiful surroundings for your vacation we refer you to any of these three for particulars.

Controls within the ship make it possible to repeat this operation until the last man has escaped, the navy department announced.

Other new devices include a control system whereby all hatches may be operated either from inside or outside the vessel, so that, in grave emergency, divers can enter the ship and start pumping machinery to raise the vessel. Individual air-blowing leads to all compartments of the V-type submarines have been installed, thus permitting air and liquid food to be supplied to men imprisoned in the rooms in event of accident.

COMPARISON OF ACCIDENTS DURING MAY 1928 AND 1927

	Northern Division 1928-1927		Southern Division 1928-1927		Western Division 1928-1927		Motor Coaches 1928-1927	
Interferences with Vehicles.	98	99	68	85	156	193	22	27
Collisions and interferences with cars	4	0	1	4	5	4	0	1
Persons struck by cars	2	4	1	3	5	4	0	0
Derailments	7	4	11	14	4	9	0	0
On and Off moving cars	8	12	5	8	5	6	0	0
Miscellaneous	19	24	27	39	47	46	8	9
	138	143	113	153	222	262	30	37
	Dec. 5		Dec. 40		Dec. 40		Dec. 7	
			1928		1927			
Interferences with vehicles			344	404	60	Dec.	14.85%	
Collisions and Interferences with cars			10	9	1	Inc.	11.11%	
Persons struck by cars			8	11	3	Dec.	27.27%	
Derailments			22	27	5	Dec.	18.51%	
On and Off moving cars			18	26	8	Dec.	30.76%	
Miscellaneous			101	118	17	Dec.	14.40%	
			503	595	92	Dec.	15.46%	

NEW LAND-SEA AIRPORT IS DEDICATED AT HARBOR

California's first combined land and sea airport went into operation on Terminal Island in Los Angeles Harbor on the afternoon of June 20, when Allen Field was fittingly dedicated. Attending the dedicatory ceremonies were representatives from the City, Chamber of Commerce, Army, Navy, Department of Commerce and a host of interested spectators.

Having been built by the Harbor Board, the new field stretches for a mile along the Island shore and is named after Walter B. Allen, President of the Harbor Board. It has a wide, oiled runway, with parking spaces along one side for airplanes and special landing facilities for seaplanes. Although the field is not entirely finished as yet, it was opened to permit the Navy to use it upon the fleet's arrival at the Port late last month.

Eventually the field will have additional runway provisions designed to meet the demands of cross-winds, so that a pilot may land safely, no matter which way the wind is blowing, and may have plenty of room to maneuver.

Allen Field is unique in that it is an airport for both land and sea planes. The long runway on the Island provides a place for the taking-off and landing of land-planes, and being located inside the break-water, the calm waters about the Island provide an ideal area for seaplane flights.

As activities at the new Terminal Island airport increase, there will, of necessity, be a gradual increase in traffic, both freight and passenger, to and from the Harbor, which will mean more business for this Company and the other transportation firms operating in the Harbor district.

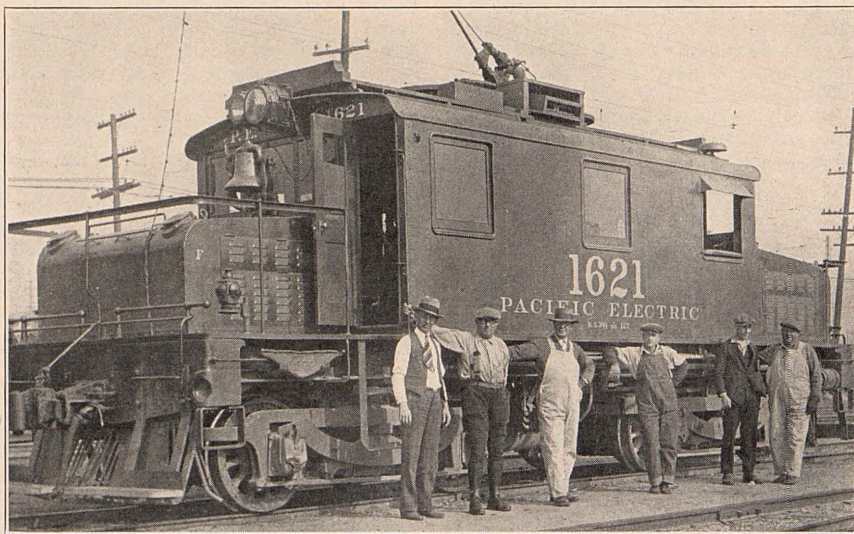
BATHERS TO BE PROTECTED BY NEW SIGNAL SYSTEM

Bathers in the briny Pacific, entering the water any place between Ocean Park and Palisades del Rey, will soon be protected by one of the most up-to-date signal systems now in use, announcement of the Playground and Recreation Department of the City of Los Angeles stated late last month. An item of \$3,850 in the budget for the new fiscal year, which becomes available this month, provides for the new installation along the four miles of public beach.

Resembling the equipment used by fire departments, eighteen alarm boxes are to be stationed along the beach. By manipulating a hook connection is made with a central station in Venice warning that lifeguard aid is needed in the vicinity of the point where the alarm was turned in.

Fifteen lifeguards are employed during the summer months, each of whom will be equipped with a new invention to aid bathers needing assistance in the surf, the announcement stated. The new safeguard consists of a collapsible lifebuoy which can be carried

Collectors of Citrus Crop



From left to right those in the picture are: W. B. Blevins, Yardmaster; S. M. Landis, Motorman; J. Emery, Trolleyman; W. E. Voorhis, Brakeman; L. F. Volkhart, Conductor, and J. W. Salisbury, Brakeman.

DURING the height of the orange season the "Berdo crew," as they are known, make quite a daily jaunt through the famous Orange Belt where they gather many carloads of the golden fruit which has brought fame to the Southland.

These men leave State Street Yards at 1:45 p. m. and pick up cars at the many packing houses scattered out over the sixty mile run. Cars are taken into San Bernardino where they are picked up by a local crew for delivery to the Southern Pacific and Union Pacific at Colton. An average of sixteen cars of perishable products are picked up daily and taken into San Bernardino on this run, mostly from points east of San Dimas. Perishable freight originating west of San Dimas, as well as on the Glendora and Sierra Madre lines, also shipments from points north and south, are delivered to connecting lines in Los Angeles.

The crew returns from San Bernardino with cement received from the Southern Pacific at Colton, the Santa Fe at San Bernardino and the Union Pacific at Poole. They make 120 miles in the day's jaunt.

The picture was taken and kindly supplied by G. G. Woods, Trainmaster, State Street Yards, together with above details. We will be pleased to receive group pictures of employees throughout the system for similar use in the Magazine.

easily by lifeguards when swimming. Should they need it to buoy up one or more bathers while waiting for assistance from other guards and a boat, all they have to do is give it a twist and the salt water, acting on a chemical, forms gas, which inflates the buoy long enough to give the necessary assistance.

N. E. A. CONVENTION TOLD OF P. E. EDUCATIONAL PLAN

Having been chosen as one of three delegates from the Los Angeles Evening High School Teachers' Association, Earl W. Hill, Educational Director of this Company, attended the National Education Association Convention held in Minneapolis, Minn., during the first week of July.

In the Adult Education Division, Mr. Hill discussed with the several hundred delegates, from the country at large, the plan of industrial education being employed by the Pacific Electric Railway. Much interest was manifested in the plan, it being the only one of its kind, so far as is known, in the United States.

"The results that have been attained through our educational program have been more than satisfying," Mr. Hill told the convention, "and undoubtedly were the same plan incorporated into the activities of other public utility and industrial concerns, equally as satisfying results would be forthcoming."

Los Angeles' educational program was the subject of no little amount of discussion, during which it was revealed that more adults attended evening high school in Los Angeles last term than there were minors that attended during the day. Such a condition is very unusual, but reflects creditably upon the plan of adult education being employed in this city, was the conclusion arrived at.

Being rushed for time after the close of school, Mr. Hill traveled by airplane to San Francisco, from where he continued his trip East via rail. On his return trip to Los Angeles he is coming by way of Seattle, Tacoma and Portland.

Sell the Public on Sunday Passes.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

P. E. EXECUTIVE COMMITTEE MEETING HELD AT CLUB

The Pacific Electric Club Executive Committee met in the Auditorium of the Club Rooms for the June meeting on Wednesday, June 6, at 2:00 p.m. The following were absent: E. C. Thomas, E. T. Albert, L. I. Mosier, E. H. Clark, J. H. Ickes, R. L. Tozier, W. H. Otto, R. G. Miller, C. J. Hileman, J. W. Anderson, J. M. Geopfert, T. L. Wagenbach, Wm. Moesby, T. J. Day and L. A. Lovell.

Club Fund

Balance, 5-1-28\$ 46.99
 Receipts 1079.50

Total\$1126.49
 Disbursements 826.31

Balance, 6-31-28\$ 300.18

Relief Fund

Balance, 5-1-28\$ 110.47
 Receipts 1093.65

Total\$1204.12
 Disbursements 1074.00

Balance, 5-31-28\$ 130.12

Unfinished Business

F. E. Mayfield gave a report on the dance held at the Women's Club, Torrance, on the evening of May 25, at 8:00 p.m. Some two hundred and fifty of our employees and their friends gathered for this delightful event. Punch was served by Mr. Mayfield assisted by Mrs. George F. Wheeler. The music rendered by the P. E. orchestra was thoroughly enjoyed.

Mr. Vickrey stated that toilet facilities are being considered for the Trainmen at Vineyard and will be installed as soon as suitable space can be provided.

New Business

Mr. Buck asked for additional Run Books for the Trainmen's Room in the Hill St. Subway Terminal Trainmen's Room. There is ample space for this purpose.

C. C. Rice asked that a sign may be placed on Mission Road at the entrance to the Macy Street Shops that the ambulance may not be delayed when coming on a call. B. F. Manley replied that an order is now being issued which will take care of this request.

H. Kraft requested a sign to be placed at State Street, Monrovia, reading, "Head Car for Azusa and Glendora," so that passengers waiting may immediately board the train when it stops at this crossing.

F. E. Geibel spoke highly of the wonderful condition in which he found the P. E. Camp on his visit for the opening of the season on May 26.

Mr. Vickrey passed out posters and P. E. Camp folders to the Executive Committeemen which were taken to

LADIES' AUXILIARY ACTIVE

Two important political matters were attended to on June 28th: the nominating of a Democratic presidential candidate and the annual election of officers of the Ladies' Auxiliary of the Pacific Electric Club. As to the presidential nominee, he is yet to be elected, but the following ladies, all of whom have served as officers since the Ladies' Auxiliary was organized a few months ago, were re-elected to lead the activities of that fast growing organization:

President, Mrs. J. B. Green; First Vice President, Mrs. John Jackson; Second Vice President, Mrs. E. H. Pierce; Secretary, Mrs. Walter White, and Parliamentarian, Mrs. Geo. B. Miles.

During June the Ladies were busily engaged in Auxiliary work, informs Mrs. Lon Bishop, official scribe for the organization. Taken in chronological order, the first event of the month was a dinner-dance at Mt. Lowe as the guests of the Rod & Gun Club. Here the Auxiliary was royally entertained and everyone had a good time.

The following day, June 14th, the Ladies convened in regular session. The attendance was very good, practically all members being present, together with a number of guests and prospective members. A musical program was furnished by a Ladies' Trio composed of Mrs. Deichen, violin; Mrs. Wagner, cornet, and Mrs. Nelson, piano, after which Mrs. Jordan gave a short talk, followed by the reading of a paper by Mrs. Geibel. Messrs. Hill and Vickrey were invited to address the meeting, the former gave a resume of the educational opportunities available to members of the P. E. family and the latter told of successful seasons being enjoyed by the Camp.

On June 28th, the Ladies again convened, there being about fifty present on this occasion. As before stated, the annual election of officers was held during the first part of this meeting, followed by splendid speech on the Constitution of the United States, given by Alfred Shrimpp. Another delightful feature of the afternoon was a dance given by Jeanne Leslie, a pupil of Collonette Studio in Pasadena. Mr. Geibel, President of the Pacific Electric Club, filled all present with enthusiasm with his optimistic remarks regarding the Club's future.

The next meeting will be an all-day affair to be held at the Club Rooms on July 12th. Ladies are asked to bring their lunch and make a jolly day of it.

their respective departments for the use of their fellow employees. Camp reservations are being made earlier this season than ever before and promise is given for a most successful season.

CATALINA OUTING ATTRACTS 450 PACIFIC ELECTRICITES

The sixth annual picnic to Catalina has passed into history and all that now remains to remind of that pleasant week-end on the Magic Island are some 450 cases of sunburn, that being the approximate number in the Pacific Electric party.

Plans for the outing, made by the committee on arrangements, Chas. P. Hill, Chairman, were carried out to perfection. The Catalina Special left the Sixth and Main Street Station promptly at 2:45 p.m. and the trip from Wilmington to Catalina was made aboard the Avalon, the ideal weather conditions adding much to the pleasantness of the voyage.

As was the case last year, the tedious waiting in line for the assignment of sleeping quarters was entirely eliminated. A special assignment headquarters was established for the Pacific Electric party, much to the pleasure of those eager to partake of the evening repast.

The Pacific Electric baseball team once again took the measure of the Catalina Cubs, this time by the score of 12 to 5. The game, however, was harder fought than the final score would indicate, as is shown by the fact that in the seventh innings the teams were tied at 5-all. At this point the P. E. boys took matters pretty much in their own hands and knocked the offerings of Clarence Stuebe, former pitcher of the Pacific Electric team, far and wide, the net result of the attack being seven runs.

The outstanding feature of the game was easily the pitching of Arthur Jacobs of our team. "Art" struck out two men in every inning but the last in which a fast double play retired the side after he had made the first out via the strike-out method. All in all there were seventeen of the Catalina batters that took three mighty swings without locating the ball.

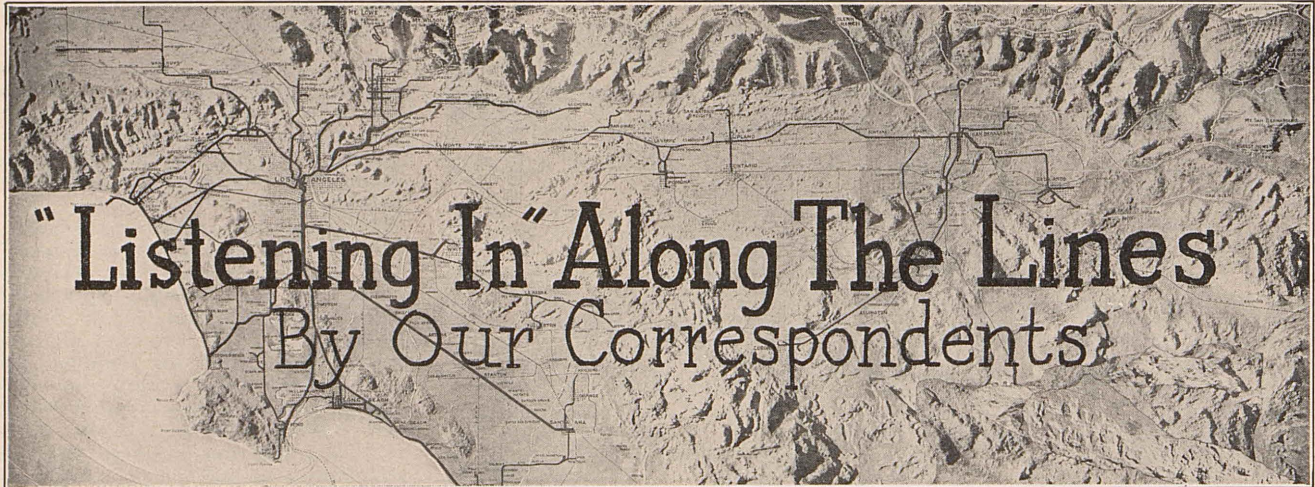
The ideal weather lured many to don their swimming togs; the glass-bottom and speed-boats were well patronized; dancing in the large pavilion attracted all that could possibly crowd the floor and the band concerts added to the enjoyment of the occasion.

MORE BOOKS FOR LIBRARY

The Club Library continues to grow. Last month five popular novels were added to the collection, they being the donation of Mrs. Evaline McGruder, wife of Wm. H. McGruder, Station Master, Sixth and Main Streets, Los Angeles.

The latest donations are—She's All The World to Me, The Shadow of a Crime, and The Bondman, all by Hall Cain; Tangled Trails by Wm. M. Raine, and To The Last Man by James O. Curwood.

Our Library is well stocked with popular fiction, but is always grateful for any additional books. Those dealing with western life will be especially appreciated since there is a large demand for that class of stories.



"Listening In" Along The Lines

By Our Correspondents

SOUTHERN DIVISION

Samuel J. Mason, Passenger Director

Frank Cornwell, Conductor, Santa Ana Line, and wife are visiting in Milwaukee, Wisconsin, with Frank's mother, who is ill. A card received from Frank states that his mother is very much improved, which is good news to all of Frank's friends.

Chester Walley and wife are spending a six weeks vacation in Yosemite National Park and at the Pacific Electric Camp.

C. E. Staes, Conductor, is very lonesome. His wife is visiting in Ohio for three months.

W. C. King, Conductor, spent his vacation visiting in Phoenix, Arizona and G. Akerson, Switchman, San Pedro is spending his vacation in Minneapolis.

Clyde A. Woosley, Station Baggage Agent, 6th and Los Angeles Street, is back to work after spending two weeks vacation on his ranch in Liondale, California.

Mr. Yeager, Conductor, Whittier Line, and family have returned home from a motor trip north. Mr. Yeager informs us he almost went to Vancouver, B. C. "Almost".

Clarence Zoll, Conductor, has just received his Bachelor's Degree from the University of California, Los Angeles. More power, is the wish of all your co-workers Clarence. And say boys, you that have radios, if you want to hear Clarence sing, listen in on station K.G.E.F. every fourth Thursday at 8:40 P. M.

Motorman P. J. McCormick has been trying for three years to bid in a run with Sunday time; well he has succeeded by bidding Run No. 79.

C. K. Hess, Conductor, who recently underwent a serious operation, is out of the hospital now and is recovering rapidly.

Mr. McDonald, Motorman, Watts, seems to be having a run of bad luck. He has not only lost his police dog, but his rabbits may have to go hungry because the rolled barley which he planted for them failed to come up.

NORTHERN DIVISION

Eastern Lines By Ruth Thompson

Dispatcher Lou M. Hatch and Motorman L. G. Wilson, two of our prize fishermen, went deep sea fishing at Newport last week. They caught so many fish that we wouldn't recommend the place to anybody else, as we don't believe there are any left.

Conductor E. G. Erickson was married on June 24th. He and his bride are spending their honeymoon at Seattle, Washington.

Trainmaster W. C. Monroe and wife are making their annual trip to Kentucky for a visit to their former home.

Quite a number of the employees availed themselves of the week-end trip to Catalina June 30th.

We have had the largest movement of carloads of water from Arrowhead in the history of the company, handling 1,000,000 gallons of the mineral water during the month of June.

Conductor L. J. Dennison is relieving Baggage-man F. L. Flowers, while the latter is on his vacation.

A. C. Bowles, Motor Coach operator, went to Los Angeles and had a minor operation on his wrist. He will be off duty for some time.

On account of the re-paving of Rialto Avenue between Mt. Vernon and F. Streets, the Engineering Department have started to move the tracks to the center of the street.

Conductor A. McLean is spending his vacation in Toronto, Canada.

Conductor P. S. Corl, Motorman R. S. Evans and Frt. Conductor O. L. Finley are also on vacations and are spending same in Southern California.

Mrs. C. O. Gardner, wife of Conductor Gardner, is visiting in the East.

FREIGHT DEPARTMENT

SOUTHERN DIVISION By Thomas A. Lyons

Howard Wholf has bought himself a Chrysler. The pick-up is fast!

"When better joints are made I'll make them," said Bill Pasco after Jack Cody had remonstrated with him on his many failures to make a joint around a slight curve. Bill must have been reading an auto ad.

Bob Griffith has passed to the great beyond. "Bob" was one fine fellow and his passing is a personal loss to every man who knew him.

Little Pinky Bruce looks like a hired boy getting ready to chase the cows home, in that big straw hat.

Zeke Meyers is hoping his income tax is not so high this year. But if the perishables keep rolling how will he avoid it?

Motorman Harry Conklin did not bring back a bride from Indiana. All reports to the contrary are "so much hooley," said Harry.

If J. B. Reid plays golf like he fixes radios, well—ask George Terry.

Conductor George Reid presented the inside yard crew with a watermelon, but George did not do it intentionally.

Harvey Land and Bill Spann are still on the sick list.

Kid Hoover and Battling Smith take your corners, and break clean. Many words will be spoken on the P. E. regarding this battle.

SHERMAN TERMINAL

By E. D. Arthur

Ho! Ho! Vacation days are here—"Onward to the P. E. Camp" seems to be the slogan of the day by the majority of those going on vacation from this department.

A. J. Blunt, who recently underwent an operation for appendicitis at the California Lutheran Hospital, spent several weeks at the P. E. Camp, convalescing, after which he reported for duty at the Glendale Garage.

E. R. Daniels, Day Car House Foreman, Sherman, spent his vacation on the desert and in the mountains in the northern part of the State.

Mrs. Laura Feddema, employed at Sherman, who underwent a minor operation at the California Lutheran Hospital, is getting along nicely.

Mrs. Grace Brantley, while on vacation visited friends and relatives in Oakland and Texas, reporting an enjoyable trip.

We extend our sympathy to C. J. Medley and wife, who received the sad intelligence of the death of their son-in-law, Arthur Fullerton, June 8th.

H. E. Mattox has made formal application for berth on Wrecker 005, leaving this Port at 6:00 A.M. July 4th, to stand by for emergency. I might state that celebrating the Fourth of July, as well as New Year's Day, has been Mr. Mattox's supreme joy and satisfaction for the past 14 years. The pleasure is all yours, Buck.

Following employees of the Mechanical Department, Western Division, completed the course in Personal Leadership given by the Educational Department of the Pacific Electric Club, D. W. Pontius, Vice President, presenting them with their diplomas at the P. E. Club evening of June 22nd:

P. McDowell, L. Wabnitz, T. H. Green, H. H. Haggood, E. F. Koster, W. R. White.

A very pretty wedding was held at the home of Mrs. Della Snyder at 1530 Corinth Ave., Sawtelle, Thursday, June 21st, when her daughter Beulah was united in marriage to Forest W. Gilbreth, one of our Car Repairers at Sherman. The newly wedded couple received many beautiful and useful gifts. They motor-ed to San Diego on their honeymoon.

WESTERN DIVISION
By Leroy V. Greene

We have often heard that he who speaks slurringly of a mother's small child, or a chorus girl's legs, brings down the wrath of the gods and devils of the Universe upon his dome. But that has absolutely nothing on the fellow who speaks with anything but praise of the mustache of a trainman. Yessir, we know! Last month we mentioned the great Whisker Contest at Ocean Park and made some dirty digs at those whose upper lips were rather weakly adorned. After the ensuing commotion we wouldn't have been surprised had we been stabbed in the back. These boys sure take pride in their mustaches, weak and sickly as some of them are. (Meaning the mustaches). Moral: Any adornment on the upper lip is a prized possession and must be praised at all costs. Even though it hurts.

Therefore, we take pride in announcing the final results of the International Hair Raising Tournament:

First Prize: One bottle of Glover's Mange Cure, won by Don Juan De Pozzi, (Three cheers and a couple of snickers).

Second Prize: Spyglass, to be hung on the end of his nose so he can look at it without wearing out all the mirrors and microscopes at Venice, won by M. N. Wood. (Careful there, girls).

Third Prize: Razor, with which to shave the ornery looking thing off, won by A. C. Giddens. (Barbers, do your stuff).

Booby Prize: Use of Mechanical Departments nail pullers with which to remove the misplaced hairs, one by one, won by (Triple tie) P. D. Yarborough, V. E. Button, and L. Kline. (Fight it out among yourselves).

Signed, Tom Sawyer.

Witnessed:

S. W. Moore
G. S. Adams

Contestants will collect their prizes from Tom Sawyer, well known O. P. Conductor and multimillionaire, who has so generously donated them.

Sayings of the Great

Say, when do we cut down—Con. A. Midland (Ocean Park).

What! No sleep?—Con. J. C. Willoughby (Ocean Park).

Ye Gods, another four o'clock shine.—Con. L. C. Brooks (Sherman).

Where did all these de-rails come from?—Mot. L. D. Gemmill (Sherman).

Up in Frisco, Where I came from.—Mot. H. P. Jockimsen (Sherman).

Leave it to me boy, leave it to me.—Con. A. Charboneau (Hill St.).

Heh-Heh, Haw-Haw.—Mot. "Battling" Goodwin (Hill St.).

Oh, yes—Redondo is a great old town.—Con. S. J. Hayball (Redondo).

Steve Brode jumped off the Brooklyn bridge, Napoleon met his Waterloo and Joe Snelling tried to win the Wrigley Catalina swim. In other words all great men take the count at one time or another. Even so did Motorman Larson get himself a boss. He passed out the cigars the other day to let the boys know he is at last a married man. We all wish him all the success in the world in his venture on matrimonial seas.

Latest News of the Month

Conductor H. D. Mapes is a proud new papa. Motorman Pearson has gone out with the same girl three times.

Conductor Joe Snelling accepts the challenge of Cashier Wells to a swim at any distance.

Motorman Henry Spurlin has an electric alarm clock that can be heard for six blocks. Ter. Foreman Charlie Auch was the inventor.

Motorman McReynolds is back on the job after a long siege in the hospital.

Conductor Tom Sawyer yielded to the power of the press and bought himself a new hat.

At a recent "coming out" party held for three very popular beach girls, a number of the boys were seen in attendance. Among them were V. E. Button, M. N. Woods, Henry Spurlin, "Kid" Doyle, "Boss" Hapgood, "Cupie" Coleman, Jim Willoughby, "Agent" Gearing, and "yours truly." Oh! yes, we travel in the best of society.

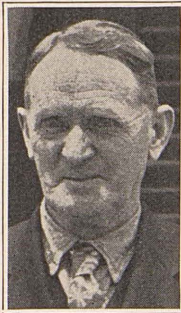
The new nine dollar passes have proven very

popular at the beaches and it won't be long now before the boys start the old summer cry of "When do we eat." Travel is expected to be very heavy on the Short Line as soon as the real warm weather sets in and the extra list is looking forward to a lot of work at Ocean Park.

MECHANICAL DEPT.
By Willis M. Brooks

Herewith is the third installment of the Old Timers series, presenting another "Son of Torrance" who has faithfully served this Company through the years:

A veteran railroader and a booster. Frank says, "I am now beginning my thirty-fifth year of continuous service for the greatest electric railway system in the world, 'The Pacific Electric'."



Frank E. Miller

Born in Rochester, Indiana, Frank E. Miller moved to Colorado and secured a position as apprentice in a printing shop. From that time to date apprentices in the publishing business have been known to the profession as "Printers' Devils." For four years Frank inked the rollers and ran a "Gordon press" in Colorado. He then moved to Kansas and did the same thing for three years more.

In 1887 he migrated to Los Angeles and drove the old horse cars for a time. Driving horse cars was apparently too fast a life altogether, for he soon tired of it and again went into the printing business. In 1889 the lure of the unknown captured his fancy for we find him in "Death Valley" prospecting. For four long years he tramped the desert in search of the yellow metal, but dame Fortune was coy so he again came to Los Angeles just in time to take a trip to Chicago and the World's Fair of 1893.

After the Fair he returned to Los Angeles and started railroading for the Street Railway Co., the old cable system, as a fireman in the power house then located at 7th and Grand Avenue. When electric cars were installed, Frank changed to the repair shop where he remained two years. He was then transferred to the Line Department for a short time and then to the machine shop at 6th and Central Avenue. When the Wheel and Truck Shop was organized Frank became the Foreman and as such he serves at the present time.

In 1902 he married Ethel Baldwin and has two daughters, one married and the other now employed in Mr. Straub's office at Torrance.

MACY STREET TERMINAL
D. B. VAN FLEET
Terminal Foreman

On Saturday, June 2nd the annual Union Rock Company's barbecue was held at Baldwin Park. Several special parties were handled by extra trains.

Conductor J. E. Lowry and Motorman G. S. Alexander, both formerly from Macy, but recently at the Pasadena Terminal, have transferred back to Macy.

Motorman F. B. Perkins has also returned from Pasadena to Macy.

Monday, June 11th, marked the first advance movement of special service for the Los Angeles Playground in the San Bernardino Mountains. On this date one extra car was added to the regular 7:24 A. M. train leaving Los Angeles.

This service varied slightly on each succeeding Monday until after the city schools closed for the summer vacation, then the service mounted rapidly up to the average of five cars each Monday. This high average keeps up until the fall school term begins.

The return movements for these campers are made on Saturdays. Indications are that the present season's travel will prove as heavy as in years past.

The Royal Order of Moose held their big outing at Catalina on Saturday and Sunday, June 16th and 17th.

Several Macy Trainmen who are members of the local chapter made the trip and reported that all had a very enjoyable time.

We are pleased to introduce Conductor J. T. Weber, a newcomer to Macy Street. Welcome to Macy, Weber!

The Pacific Electric Outing at Catalina over the week end of June 30th and July 1st was a "large" success.

Macy Street Terminal was well represented on the roster of those present.

Several Trainmen from Macy who have spent their vacations at our beautiful Camp in the San Bernardino Mountains, have returned with bountiful praise, not only for the Camp itself, but for the many varieties of side points of interest that are easily accessible to the Camp.

During the ensuing months the Camp is open, many more of our trainmen are planning to spend at least a portion of their vacation there.

The sincerest sympathy of the Macy Trainmen is extended to Conductor B. F. Mann, Sierra Vista Line, whose wife passed away last month.

With pleasure we announce the marriage of Ardis L. Reimer, Los Angeles, to Conductor F. G. Fisher, Macy Street, on the evening of Wednesday, May 30th.

The happy couple spent their honeymoon at Catalina and other points of interest in Southern California. Congratulations and best wishes.

LONG BEACH TERMINAL
By Jean Edwards

Our Tender Sympathy

Forlorn and dejected, Harry Huffman plods life's path. No more the happy smiles, the care-free banter—no more the cheery 'hello' or the boyish grin.

Instead, one sees the grim countenance of a man who carries a mighty burden on his soul.

The same stars shine in the heavens; the same old ocean rolls and tosses, the same little villages bustle with life; but also, he, Harry, stands alone with none to share his secret. Why so miserable you ask—ah! then here is the reason: Lee Marshall, sharer of joy with Harry, was bumped from the run that he held jointly with the once 'Smiling Harry.'

In consequence we now see a 'poor' Harry, alone and unprotected, striving wearily to carry on and on and on.

Hit'n-Miss

Three events have served to fairly shatter the well-being of the entire personnel at this little beach city. To wit: The removal of service on the Magnolia avenue line, the change in schedule on the Long Beach-Los Angeles line and the suspension of service on the Venice-Compton motor coach line. This latter effective on July 6th.

Out of the turmoil and chaos that these changes have aroused one may see frantic Trainmasters and their assistants dashing to and fro. The Conductors and Motormen share in and add to the general confusion with their nervous comparison of seniority rights. But for once the extra-man is fortunate, for he is neither worried nor concerned with the outcome of days and nights of incessant "bumping." "All's well that ends well" but the end is not yet!

No More to Roam

Pick 'em up and lay 'em down boys, George is back. A successful recuperation after an operation culminated an illness extending over a period of many weeks. George is glad to be in Long Beach again and it is an assured fact that the men in Long Beach welcome his return.

A Star—Huh?—Sure

All right folks, step right up one at a time for the honorable Jack Smith is at it again. He filled an exacting engagement at the West Coast theater under unfavorable conditions and yet managed to with a good deal of sincere commendation.

The first try is always the most difficult hence in the language of one of the prominent oil companies "More power to you" Jack. Concentrate old man, concentrate.

ACCOUNTING DEPT.
By George Perry

Charles Sein, Miscellaneous Accts. Bureau, has been transferred to the Engineering Dept. We certainly hate to have Charlie leave us, but his new duties will bring him to the Accounting Dept. often. Noble Cates has been chosen to fill the vacancy in the Miscellaneous Accts. Bureau.

"The worst trouble I have," complains G. B. Lamm of his new Ford, "Is that I can't get more than '70' out of it in second."

Herman Grenke—What are you going to do with those cornplasters in your hand, George?

George Chrystal—I'm going to buy a pair of tight shoes so I can use them.

Elmer Lovitt, who has been in charge of the schapiograph work in this office, has been transferred to the Southern Pacific Co's. Duplicating Bureau; also the office duplicating machines have been transferred. The consolidation of this type of work will be of advantage to both companies.

Three "of the boys" from this office, i. e., L. B. McNelly, E. C. Ater and T. E. Dickey attended the L. A. U. T. Co's. picnic held at the Union Terminal Yards on June 30th. They report an enjoyable afternoon, which included a vaudeville show and refreshments.

We didn't know people were still buying Chevrolets since the "Owl" has been giving them away, but Earle Moyer has made the same mistake twice. He bought another Chevrolet, one of the latest models.

L. B. McNelly, when checking out of the hotel on his recent trip to San Francisco, noticed a sign near the elevator, which read: "Stop! have you forgotten anything?" "Mac" immediately returned to his room and got the soap and towels.

Congratulations to Mr. and Mrs. W. L. Falkenstein, who were married June 26th. Mr. Falkenstein is a member of the Freight Accts. Bureau.

P. S. The boys and girls certainly did enjoy the candy and cigars.—W. L. F.

To Martha Brucher we extend our deepest sympathy for the loss which she has sustained through the death of her father.

Several employees from this Department attended the annual Catalina Cutting. Among those present were the following who have sunburned noses and necks as souvenirs of the trip: Thelma and Ruth Johnson, Lillian Knudson, Geo. Chrystal, Herman Grenke, Sam Taylor, Hal McCall, Dean Watson, J. P. Hoaglund, Clayton Scholl, Albert Eurich, Duane Smith, Chas. Schmidt and Harry Caplin. All agreed that they had more fun than they had ever crowded into 2 days before.

A new employee to join our ranks during the month of June was Lillian Knudson. She has been added to the forces of the Freight Accts. Bureau under Mr. Knowlton.

Irene Falconer has recently become a radio enthusiast and we understand from her that a radio is useless unless it has a "unit."

The following is a brief resume of the happenings in the Conductors Accts. Bureau during the magic month of June:

Miss Marie Aubert left June 9th and returned June 18th as Mrs. Marie Astair. Congratulations to the newlyweds.

Mrs. Bernadette MacDonald, who was recently married, left the service June 30th.

Miss Etta Beyers was married to John Smith on June 9th, and three days prior Miss Edythe Simeon was married to B. Maier. We wish both couples the best o'luck.

Peggie Giordan will henceforth be known as Mrs. Harrison Porter.

Those on vacations during the month of June are as follows:

- Mrs. CarruthersHome
- Aura KingHome
- Mildred Muth Camp Curry

- Silva AlpeterSan Francisco
- Miss Bettis P. E. Camp
- Miss Hoover P. E. Camp
- C. W. KnightSeattle
- R. G. Jones Home
- Alfred Manhart San Francisco

NO SMOKING! BEWARE!

Beginning June 10, smoking was prohibited, except in camps and at places of habitation, in all of the 18 national forests of California and southwestern Nevada. On this same date, the shovel and ax order, which provides that all motorists and pack train parties camping in the government forests shall be provided with these fire-fighting tools, also went into effect. These regulations have been issued by S. B. Snow, chief of the California district, United States Forest Service, under authority of the Secretary of Agriculture and in accordance with the laws of Congress.

Because of the fire danger, no smoking and shovel and ax orders have already been put into effect in a number of the national forests throughout the State. The present order extends these regulations to all government forests.

Failure to comply with these regulations is punishable under Federal laws with fine or imprisonment, or both, government law officers state.

Public attention is also called by forest officers to the State law which prohibits the throwing of burning matches, tobacco or other inflammable material from automobiles or other moving vehicles.

The Forest Service announces that camp fire permits will not be issued to any motorists or pack train parties planning a camping trip in the national forests who are not provided with a shovel and ax for fire-fighting purposes.

Time To Retire

A new clerk, dictating a few day ago, was in doubt as to the use of a certain phrase, so he said to the stenographer: "Do you retire a loan?" and the wistful eyed one replied rather sleepily: "No, I sleep with mamma."

ROD AND GUN CLUB MEMBERS SLATED FOR BUSY MONTH

The regular monthly meeting of the Rod and Gun Club will be held Wednesday, July 11th, at 8:00 p.m. in the Club Rooms at 514 East Eighth St.

Many items of interest will be discussed, including the Annual Picnic, after which Gonzales is going to spread one of his famous rabbit feeds. Several of the boys journeyed to Antelope Valley on Sunday, July 8th, and bagged the game for this occasion.

On Sunday, July 15th, Spafford is staging a big watermelon shoot at the Bangle Recreation Grounds. A large watermelon will be put up for each squad of shooters—free. There will be no entry fee. Watermelon is going to be in order and there will be plenty for everybody.

From all reports the fishermen are mighty busy and judging from the registrations which are coming in there is going to be some mighty keen competition for the fishing prizes.

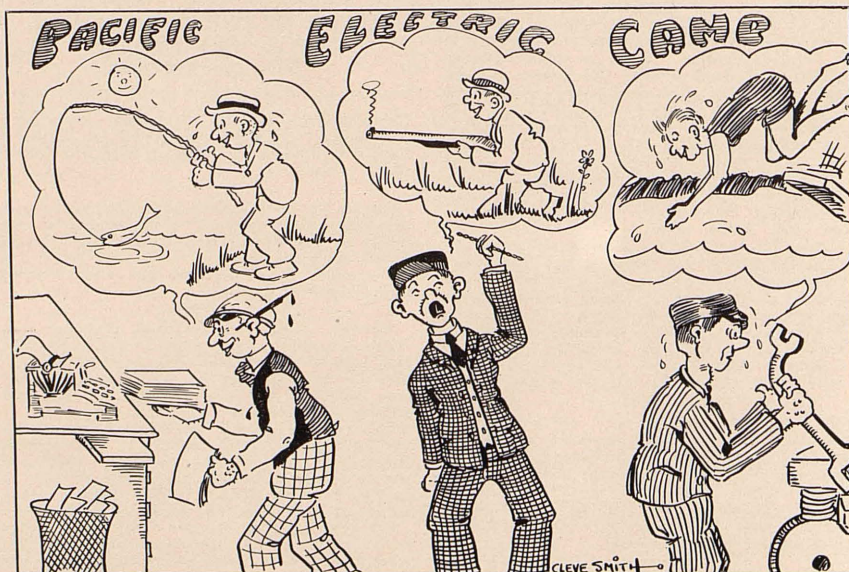
TWO DEATHS DURING JUNE

The call to the Great Beyond was answered by two Pacific Electric employees last month. We regret exceedingly the two deaths registered, but since it is a part of Life's program, the fact that but two were called is gratifying.

Those passing to their great reward during June, and to whose families the sincere sympathy of entire Pacific Electric organization is extended, were: Henry D. Buffington, Carpenter, Mechanical Dept., and Robert O. Griffiths, Trainman, Southern Division.

Again Group and Mortuary Insurance brought a measure of relief and comfort to the dependents of those who passed on, a total of \$4,000 having been promptly paid the beneficiaries named.

Ten employees are now receiving an aggregate monthly payment of \$862.50 on account of their being totally and permanently disabled.



EXPOSITION AT LONG BEACH ATTRACTS WIDE INTEREST

Southern California is awakening to the idea that a world's fair of unusual interest will open its doors at Long Beach on July 27.

Like magic, a great display arena has arisen on a sixty-acre site fronting the great artificial harbor of Los Angeles and Long Beach. It sets a record of architectural and building construction. All its twelve vast exhibit palaces and forty state and foreign nation buildings will be completed, occupied and ready for the opening date.

Approximately thirty foreign nations are taking part in the Exposition. Spain will have one of the largest and most imposing structures on the Avenue of Nations. This building was planned by Senor F. More de la Torre, noted Spanish sculptor and architect. The Spanish exhibit, which includes rare paintings, old tapestries, silver and gold filigree work is valued at nearly a half million dollars.

One of the most expensive exhibits scheduled for the exhibition is that of the Persians. This display is mainly rare old rugs and tapestries, and a value of more than \$500,000 is placed upon the exhibit.

Other nations to be represented are: Italy, Belgium, Ecuador, Argentina, The Netherlands, Mexico, San Salvador, Latvia, Czechoslovakia, Denmark, Uruguay, Panama, Colombia, Bolivia, Costa Rica, Japan, Peru, Switzerland, Virgin Islands, Hawaii, Philippines, New Zealand, Cuba and Sweden.

The landscaping of the grounds faithfully follows the picturesque effects of palms, vivid flowers, shrubs and vines found on a desert oasis.

A group of the most prominent illuminating engineers in America have worked out a lighting scheme which will drench the "City of Lights" with a multitude of colors.

In the spacious amusement zone one will find almost every form of amusement. Many free acts will be staged daily. Beside this midway will be the huge open air theatre, which will seat 15,000 persons. Colorful spectacles have been planned and various nations will present historic pageants in this playhouse.

What is said to be the largest dining hall ever erected on an exposition grounds will care for visitors to the international fair. This dining hall will seat more than 1000 persons at a time, and is equipped to care for 24,000 persons daily.

Taking Her Literally

"No, Richard," said she, "I can not marry you, but I'll be a sister to you."
"Good. How much did we inherit from our father?"

Judge: "Speeding, eh? How many times have you been before me?"

Speeder: "Never, your honor. I've tried to pass you on the road once or twice, but my bus will do only fifty-five."

Nervous Passenger (in aerial taxi about 5,000 feet up): "W-w-what are you l-l-laughing at, driver?"

Driver: "I'm just laughing at the superintendent. About this time he'll be searching for me all over the lunatic asylum."—Life.



Barber—Haven't I shaved you before, sir?
Customer—No. I got those scars in France.

The old-fashioned girl certainly knew how to get a dinner. The modern girl does, too, but she uses a different method.

"What did you realize on your stock market plunge?"
"What a dunce I was!"

Had a "Pull"

Casey—"Finnegan got his loife insured last June an' he's dead so quick."
Cassidy—"Shure, he must hov hed a pull wid de insurance company."

He: "They've some lovely mushrooms in this hotel. What d'you say we get some?"
She: "Don't bother. We can use the parlor when we get home."

Not Present

Visitor—"Is your father at home?"
Small Son—"No. Daddy has not been here since mother caught Santa Claus kissing the cook."

A good memory is a useful quality, but the power to forget is a quality that only a great man can possess.

She Passed the Test

"Women are fools. I never knew but one really sensible one."
"Well, why didn't you marry her?"
"I asked her, but she wouldn't have me."

Off Key

"Why did you stop singing in the choir?"
"Because one day I didn't sing and somebody asked if the organ had been fixed."

The Scotch Joker

She: "I hear the Scotchmen are trying to put an end to all the jokes about them."
He: "And why?"
She: "Everyone of them are at a Scotchman's expense."

Washing the Cat

A mother, discovering her small daughter washing the kitten with soap and water, exclaimed:
"Oh, Betty darling, I don't think the mother pussy would like her kitty washed like that."
"But, mother, I really can't lick it."

The File System

1st Stenog—"How do you treat your finger-nails? Do you file 'em?"
2nd Ditto—"File 'em? No. I cut 'em off and throw 'em away."

Don't Play for Keeps

Nice Old Lady—"Don't you know you shouldn't play strip poker?"
Sweet Young Thing—"Oh, its perfectly all right. It's not really gambling."
"What!"
"No; you see we get our clothes back."

Peep! Peep!

Wigg—"Sorry to keep you waiting, old man; but I've just been setting a trap for my wife."
Wagg—"Heavens! Whom do you suspect?"
Wigg—"A mouse in the pantry."

Pat—"Well, Mike, I fooled the boss today."
Mike—"How's that?"
Pat—"Well, I carried the same hodful of bricks up and down the ladder all day, and the boss thought I was working."

Satirical Lady

"So you want a divorce, Rastus?"
"What's the trouble?"
"Count ob ma wife makin' an ironical remark."
"An ironical remark?"
"Yes, sub—she says if you don't go to work, I'll hit you in the face wid dis flatiron."

Visitor—What is your little brother's name?
Tommy—His name would be Bill if he was my brother, but he isn't, so his name's Alice!

Judge: Have you any proof that he hit you in the eye?
Goldring: Why, here it is in black and white!

"Anyway, a man can still take a chew without feeling that he should first offer one to a lady."

Definitions

A parking place is the place where another automobile is already parked.

Tagged

"Didn't some brainless idiot propose to you before we were married?"
"Yes."
"I wish to goodness you'd married him."
"I did."

Judge—"Have you anything to offer to the court before sentence is passed on you?"
Prisoner—"No, judge. I had ten dollars, but my lawyer took that."

Caller—"Won't you walk as far as the street car with me, Tommy?"
Age Seven—"I can't."
Caller—"Why not?"
Age Seven—"Cause we're gonna have dinner as soon as you go."

Reason for Bald Head

Dorothy—Mamma, why hasn't papa any hair?
Mother—Because he thinks so much, dear.
Dorothy—Why have you so much, mamma?
Mother—Because—go away and do your lessons!

Must Have Been a Scream

"And were you little once like I am, grandpa?"
"Of course, my boy."
"Gee, you musta been a scream with those glasses and whiskers!"

Customer: "I wish to select a birthday present for my husband, and can't think of anything. He doesn't smoke, nor drink, nor play cards."

Salesman (hoping to make a helpful suggestion): "Is he fond of fancy work?"—Ex.

Him—"For 2 cents I'd kiss you."
Her—"Well, here's 50 cents, let's get going."

Prepared for the Accident

An Irishman, just before committing suicide, left a note so people would not dishonor him. It read:
"My death is the result of an accident—the pistol went off as I was cleaning it."

The Double Standard

(A Dramatic Dialogue)

Virtuous Wife—So you're in at last. And what's your story?
Husband—Dear, a little game at Charlie's. Call him up and see.
V. W.—Ha! Ha! Ha!—How about that lipstick on your chin?
Husband—Jelly. We had jelly sandwiches.
V. W.—Jelly sandwiches! You'll pay dearly for this, Liar.
Husband—Jelly sandwiches. Honest. Have my stomach pumped.
V. W.—No more of this farce. Mr. Collins! (Enter detective.)
Detective—Yessum?
V. W.—Tell this gentleman what you saw at the road house, so he'll know why I'm divorcing him.

Detective—This ain't the guy. I—I musta got you wrong. I was trailing the bird who spent the afternoon with you.
(Quick Curtains)

The Shell or the Kernel?

Mrs. De Style (as dress mannequins display gowns at modiste's—"Which do you like best, Richard?"

Husband—"I prefer that tall brunette—that is, I mean the pink chiffon, my dear."

Mrs. Nut (handing her husband a saucerful of white powder): "John, taste that and tell me what you think it is."

Mr. Nut: "It tastes like soda."

Mrs. Nut: That's what I told Bridget. She declares it is rat poison.

A nervous old lady was traveling on a line where there was a steep grade. She called a porter and asked him if it was safe. To which he replied:

"Certainly; the engine has a powerful vacuum brake."

"But supposing that broke, where should we go?"

"Oh," replied the porter, "that would depend on what sort of life you had been leading."

Judge: "Are you positive the prisoner was drunk?"

Officer: "Well, Your Honor, I saw him put a penny in a patrol box, and then he looked up at the City Hall clock and reared: "Gawd, I've lost fourteen pounds!"

Pat called on the priest one day and said—

"Fawther, can I ask a question?"

"Sure, Pat," said the priest.

"Well, Fawther," said Pat, "I know all about Shrove Tuesday and Ash Wednesday and Good Friday, but phwat the devil is Nut Sunday?"

She came into a police station with a photograph in her hand—

"My husband has disappeared," said she. "This is his photo." And she handed Exhibit A to the inspector.

"I want him found at once," she added.

The inspector looked up from the photograph. "Why?" he asked.

"Was your old man in comfortable circumstances when he died, Mrs. Murphy?"

"No, Mrs. Flanagan, he was half-way under a train."

Liza, the negro cook, answered the telephone one morning, and a cheerful voice inquired, "What number is this?"

Liza was in no mood for trifling questions, and said with some asperity, "You all ought to know. You done called it."

Mrs. Nodimes: "Is your husband tight, like mine?"

Mrs. Nickeless: "Is he? Say, every time he takes a penny out of his pocket the Indian blinks at the light."

Visitor in a printing office: "What is your rule for punctuating?"

The Apprentice (lately promoted to the case): "I set as long as I can hold my breath and then put in a comma; when I yawn I put in a semi-colon, and when I want a chew of tobacco I make a paragraph."

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

PARTIAL LIST

Name and Disability	Amount	Name and Disability	Amount	Name and Disability	Amount
Arey, Alfred, Bruises	\$ 8.00	Eastman, Franklin F., Bruised Back..	60.00	May, Wm., Cold	9.00
Averill, Horace C., Appendicitis	81.00	Forsyth, Campbell, Inf. arm	10.00	Newman, Andrew C., Gastritis	10.00
Bender, Delano L., Lumbago	12.00	Fuller, Howard N., Infection	28.00	Patrick, Lester C., Cold	10.00
Betterworth, Roy H., Tonsilitis	23.33	Gercken, Otto A., Influenza	18.00	Simpson, Arthur F., Tonsilitis	18.66
Byers, Wm. W., Gastritis	34.00	Goddard, Byron F., Lumbago	14.00	Skemp, Melton R., Eye Strain	38.00
Cash, Arvin, La Grippe	20.00	Herring, Walter, Influenza	10.00	Steiner, Peter, Tonsilitis	30.00
Cole, Ralph C., Lumbago	12.00	Hood, Clinton I., Influenza	14.00	Purves, Walter R., Accidental Death..	\$1350.00
Copeland, Carl R., Sprain	8.00	Hutson, Martin E.	91.67	Watkins, Orville V., LaGrippe	14.00
Dilemia, A. J., Tonsilitis	48.00	Lanning, John W., Cold	33.00	Watts, Roy A., LaGrippe	10.00
Drummond, Walter S., Tonsilitis	14.00	Lowary, Edwin F., Influenza	28.00	Williams, Roger S., LaGrippe	12.00
Durkie, Robert C., Pleurisy	14.00	Mahon, John F., LaGrippe	14.00	Wise, William H., Sprained Ankle.....	38.00

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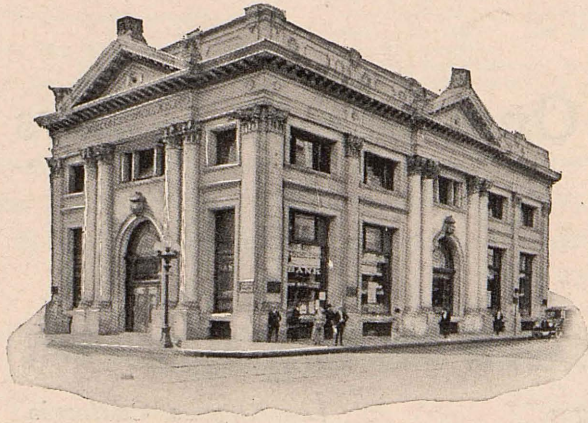
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