



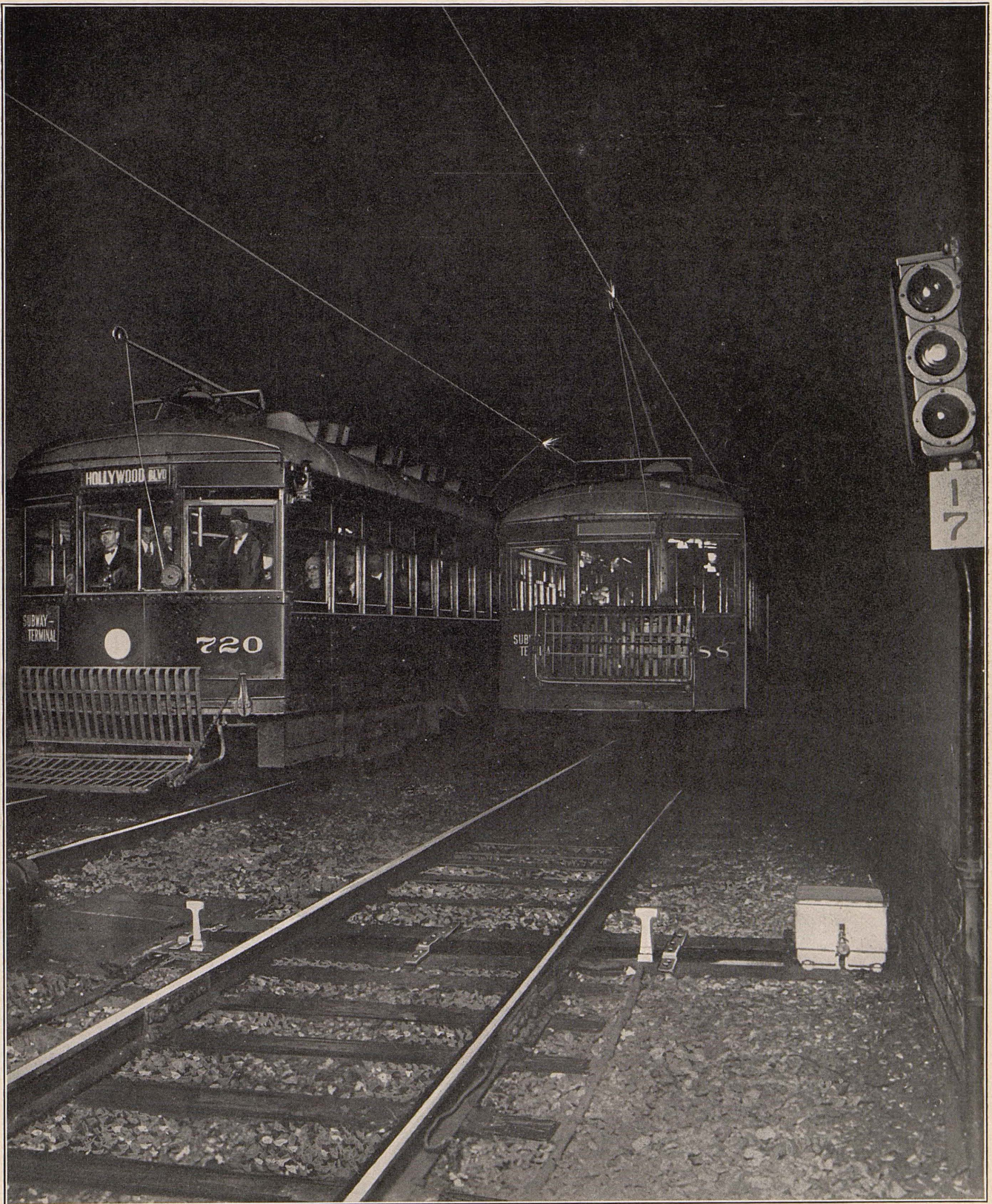
# THE PACIFIC ELECTRIC MAGAZINE



Vol. 13

LOS ANGELES, CAL., JUNE 10, 1928

No. 1

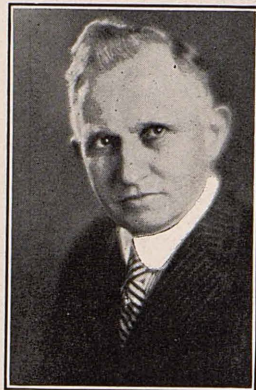


Cars "That Pass in the . . ." Subway.



## Message to Employees

**T**HE FIRST month since the inauguration of our new fares has passed into history. While yet too early to predict the final outcome, the showing to date may be termed encouraging.



The lowering of one way and round trip fares has resulted in many people using the Pacific Electric service who previously employed their own, or other means of transportation. If we are to justify the continuance of this new traffic and continue to increase the number of persons using our passenger service, we must all work for it—earn it. We can do this by rendering the class of service, and extending the degree of courtesy that we would expect were we the passengers.

With business in all lines undergoing the same reaction that generally accompanies presidential election years it becomes highly important that all of us give earnest and intent thought to the matter of economy and increased productiveness wherever it can be intelligently practiced.

I have observed and heartily commend the splendid efforts that are constantly occurring through results of employees giving passenger travel and freight shipment information. Desirable at all times, with existing conditions, it is more than ever necessary that we obtain new and additional business.

I am sure that we can count upon the full and hearty support of employees to do their utmost in everything that will contribute, not only to more business, but also to economy.

For so doing be assured of my sincere appreciation.

*A. J. Pontius*



# Camp Reservations Insure Banner Season

Nearly 200 Per Cent Increase in Demand for Accommodations Over Last Year. Fish are Plentiful and Flowers Bountiful

OPENING one week earlier than was originally planned and thus giving an additional seven days for employees to enjoy our mountain home, the Pacific Electric Camp officially opened its gates for the 1928 season, and the twelfth in its history, on May 26.

Seizing the opportunity of visiting the Camp at the earliest possible moment, well over fifty revellers were on location for the opening at the break of day. The crisp morning air filled all with that enthusiastic play spirit so characteristic at our Camp and before the sun had made its appearance the day was well started.

In fact, at least three of the party could not wait for the break of day to start a long planned fishing expedition on the waters of Lake Arrowhead. The crowd had hardly announced three a. m. when Frank Karr, J. H. Anderson and L. A. Lovell started for the abode of the trout. After trying their favorite baits for about one hour they returned to Camp with several less than none, only to be informed that the fish in the Lake were not accustomed to entertaining visitors at such an early hour and in all probability were not awake.

Later in the day the same fishermen, returned to the Lake and found the fish very much awake, each landing a good catch.

As always at the Camp, there was plenty to do and see and the opening day crowd made the most of it. Launch riding, fishing, dancing, bathing, playing cards, piano and saxophone selections played by Milton Clark, and the many other diversions available to Camp visitors supplied the entertainment.

By all present the Camp was pronounced to be in tip-top shape. The five new cabins have been completed and the other improvements undertaken this spring, with the single exception of the new ball grounds, are ready for service. The diamond at the south end of the Camp is now being leveled off and shortly will be at the disposal of the indoor-baseball enthusiasts.

"Everything at the Camp appears to me to be in better conditions this year than at any time since it was first opened," observed S. H. Anderson after participating in the opening day ceremonies.

All who visited the Camp during the latter part of last season will remember the cooking of Lawrence Segar. Well, Lawrence is back with us this year in the same capacity, he having been released from his duties as a Conductor on the Northern Division to act as Camp Chef during the present season.

Two other familiar faces of the Camp personnel that need no introduction to last year's visitors are Mr. and Mrs. George E. Huntington, Superintendent and Assistant. With the record-break-

## Lake Arrowhead Fish are Biting Good This Year

FISHING at Lake Arrowhead, veteran followers of the elusive trout tell us, will be better during the present season than for several years past. This fact is borne out by the result of catches made during the opening days this year when more fish were landed than in years past.

This improvement in fishing conditions, we are informed, results from the lack of torrential rains which were conspicuously absent last winter. Such rains in seasons past have washed down from the mountains sides a bountiful supply of tid-bits for the fish to feed upon, which in turn made unattractive the feed lure of the angler.

In addition, the continued heavy stocking of the Lake will further contribute to the pleasure of those who find joy in Isaak Walton's famous pastime.

Since the opening day full limits have not been conspicuous, but never-the-less the catches have been good and there is much sport in store for the fishermen during the next few months.

ing season of 1927 to their credit, all can rest assured that nothing will be left undone and no effort spared by those in charge to make the present year a most successful and enjoyable one.

Among the opening day visitors at the Camp were Frank Karr, wife and daughter; C. Thorburn, wife and daughter; J. H. Anderson and wife; L. A. Lovell and wife; F. E. Geibel and wife; F. L. Annable, wife and daughter; Miss C. B. Templeton; James Gilbert and wife; L. E. St. John; T. J. Day, wife and guests; E. Clark and wife; S. E. Wilson, wife and mother; Fred Volkhart, wife and guests; Porter Gould, wife and two children; H. E. DeNyse; John J. Staddon and son; F. R. Fysh and wife; L. B. Denton, wife and two sons; R. H. McLaughlin and wife; and Mr. Schenk, wife, two sons and guests.

The Camp bus is in a rarin'-to-go condition for the summer travel. This spring a new compound gear was installed, which enables it to make the trip much easier than before. A new coat of varnish has been applied and other improvements made until the "Camp Special" looks like new. Guy Doolley, Mechanical Department, drove the bus to Camp on its first trip to make sure that everything was in

order and after close observation for several days pronounced it fit and ready.

Not to be out-done by other entrants in the Camp contests, and sure prize winners, too, are R. H. McLaughlin and wife who so arranged their entrance into wedlock that the honeymoon was spent at the Camp during the opening week.

## THOSE CAMP RESERVATIONS ARE COMING IN FAST

If reservations can be taken as an indication of what the Camp attendance will be this year, there is going to be some record-breaking figures compiled at the close of the season. Up to June 1st there had been seventy-one reservations made, while up to the same date last year only twenty-seven employees had made definite arrangements for a Camp visit.

For a visit to the Camp within the next thirty days, forty-six employees have been made reservations for 166 persons. The reservations made all cover a period of one week or longer, which, together with the fact that there are many who come for shorter stays, plainly indicates that the Camp accommodations are going to be all kept busy this year.

The names of those who have reserved accommodations for a visit within the next thirty days, together with the number in their party, are listed below:

L. H. Johnson, Conductor, West. Div., wife and 2 boys, June 17-23.  
Miles Madsen, Elec. Dept., wife and 2 children, July 1-7.  
R. L. Brainard, Pass. Traffic Dept., wife and 2 guests, July 1-7.  
John Huber, Eng. Dept., wife and 3 sons, July 1-7.  
H. C. Thornton, Conductor, No. Div., wife and baby, June 13-16.  
C. E. Moon, Eng. Dept., wife, June 10-16.  
C. S. Kowalski, Mech. Dept., wife, July 1-7.  
D. W. Shock, Checker, Pier A., wife, and 2 guests, June 18-29.  
Fred G. Walton, Asst. Agent, Monrovia, wife and child, June 6-12.  
S. Sherreitt, Motorman, No. Div., wife and 2 children, June 13-19.  
J. P. Chambers, Eng. Dept., wife and 6 children, July 1-7.  
R. E. Walker, Eng. Dept., wife, mother and 2 children, July 1-7.  
B. F. Manley, Eng. Dept., wife and 3 children, July 1-7.  
C. S. Gorman, Elec. Dept., wife and 4 children, July 1-14.  
Robert Dormor, Eng. Dept., wife and child, July 8-14.  
L. C. Boals, Conductor, West. Div., wife and 2 children, July 7-16.  
R. F. Baker, Elec. Dept., wife and 6 children, June 17-28.



W. Herring, Conductor, So. Div., wife and 2 sons, June 17-28.

R. J. Panneton, Pier A., Wilmington, June 10-16.

Wm. Ruppel, Mech. Dept., wife and son, July 1-7.

L. W. Brown, Eng. Dept., wife and mother, June 17-30.

J. S. Harris, Elec. Dept., wife and 2 children, June 17-30.

F. B. Eggeman, Trans. Dept., wife and 3 children, July 1-14.

W. E. Voorhis, Brakeman, So. Div., wife and 2 boys, June 24-July 7.

A. J. Fitzgerald, Mech. Dept., wife and child, July 1-7.

F. L. Manley, Eng. Dept., wife and daughter, June 27-July 10.

M. T. Spencer, Mech. Dept., wife, July 1-7.

F. L. Leete, Motorman, West. Div., wife and child, July 1-7.

T. C. Holyoke, Motorman, So. Div., wife and 2 guests, June 24-30.

F. B. Eggeman, Trans. Dept., 3 children, July 4-7.

Fred Doren, Pier A., Wilmington, June 6-15.

L. E. Murphy, Mech. Dept., wife, June 10-16.

F. C. Cook, Eng. Dept., wife, mother and 3 children, July 1-7.

E. T. Johnson, Elec. Dept. wife and 2 guests, July 1-7.

W. H. Bratton, Agent, wife, father, mother, and 2 children, July 8-14.

Walter White, Mech. Dept., wife and 2 children, July 8-14.

E. E. Hunkins, Mech. Dept., wife and child, July 1-7.

Olin Auld, Elec. Dept., wife and 2 children, July 1-7.

R. Whitefield, Mech. Dept., wife and son, July 4-17.

Charles Bensen, Mech. Dept., wife and guest, June 3-16.

H. Kraft, Motorman, No. Div., wife and 2 children, July 8-14.

W. W. Hennon, Mech. Dept., wife and daughter, July 1-7.

Donald Bateman, Vice President's office, wife, July 7-20.

J. T. Austera, Eng. Dept., wife, July 2-8.

W. Burgess, Mech. Dept., July 8-21.

Sam Perman, Mech. Dept., wife, June 17-23.

### FREIGHT SERVICE TO EAST SPEEDED UP 24 HOURS

The East was brought twenty-four hours closer to Southern California in the matter of freight shipments on May 15. In speeding up the service, the railroads operating between Chicago and Los Angeles have lowered the regular freight schedules to eight days.

Through shipments of goods from east of Chicago are included in the new schedule, thus making it possible for merchants, manufacturers, wholesale dealers, jobbers and brokers to better serve their customers and insure delivery that will effect a great saving in the handling of stocks.

This speeding up of freight trains follows the recent cut in passenger

## Whoozit?



**K**NOW the determined looking little fellow? Sure you do!

If it will be of any help as a clue to the identity of the young hopeful pictured above, we will use the old bromide and say that "he was born very young."

That probably not being quite sufficient, we will say that he was born in the state where seven of the last thirteen Presidents of the United States first saw the light of day. That state is Ohio.

We will give you a real good clue now, and say that his first broadcast, from which there was no "tuning out," was heard from a home station in Upper Sandusky.

As might be conjured by the grim look and piercing eyes, the hero of this little yarn has advanced far in the railroad world. Up the ladder to rank and fame he has lost neither the determination, nor the see-all piercing eyes that are evidenced in his young childhood. In fact, it is the determination, displayed from his humble beginning as clerk in a roadmaster's office all along the arduous route he traveled, that made him the success he is. His was and is now no bed of roses!

Here let us reflect for a moment and ask if determination to achieve is not about the best asset any of us can acquire and eternally put into practice.

The young fellow with the determined look is—

D. W. Pontius, our Vice President and General Manager.

Next month we will again turn the pages of time and introduce another budding railroader.

Husband (reading from newspaper)—"Three thousand four hundred and twenty-six elephants were needed last year to make billiard balls."

Wife—"Isn't it wonderful that such great beasts can be taught to do such delicate work!"

schedules between California and the East, and is part of the railroad's program of serving the public in the most efficient manner possible.

## CASH PRIZES TO BE GIVEN LUCKY CAMP VISITORS

Cash prizes again are offered as a stimulant to good-natured rivalry at the P. E. Camp during the present season.

Honey-mooners, largest family at Camp, the biggest fish catches, and dancers are all eligible for the considerable array of cash prizes offered at the direction of Mr. Pontius.

Following are the details:

(1.) First prize—\$10—in cash to be paid to the head of the largest family spending a week or more at the Camp this season.

Second prize—\$5.00—in cash to be paid to the head of the second largest family spending a week or more at the Camp this season.

If there should happen to be a tie, these prizes will be duplicated as often as necessary.

2.) First prize—\$5.00—in cash to be paid to the mother of the youngest baby spending a week or more at the Camp this season.

Second prize—\$2.50—in cash to be paid to the mother of the second youngest baby spending a week or more at the Camp this season.

3.) First prize—\$5.00—in cash to be paid to the person, spending a week or more at the camp who catches the largest trout in weight during the present season.

Second prize—\$2.50—in cash to be paid to the person, spending a week or more at the camp, who catches the second largest trout in weight during the present season.

If there is a tie for either first or second prize, two awards will be given.

(4.) First prize—\$5.00—in cash to be paid to the first couple spending their honeymoon of one week or more at the Camp this season.

Second prize—\$2.50—in cash to be paid to the second couple spending their honeymoon of one week or more at the Camp this season.

If there is a tie and it so happens that there are two couples in Camp spending their honeymoon at the same time, two first prizes and two second prizes will be given.

It is understood that the honeymoon period at the Camp must commence within five days of the wedding.

5. First prize—\$2.50—in cash to be given to the best dancers on every Saturday evening during the season. Judges from those staying at the Camp will be selected.

It is understood that the season during which these prizes will be given will commence on May 26 and end on September 30, 1928.

### Old Fashioned

Liza and Fannie were discussing their Sunday night dates.

"Yes mum, I done had me a neckin' party last night!"

"Neckin' party? Law chile, don't you know them is out of style? They had them 4,000 years ago."

"How you done know they had them 4,000 years ago?"

"Cause my mammy done told me that the Bible says that King Solomon took the Queen of Sheba into the banquet hall and he fed her wine and nectar!"



# L. A. Harbor Banana Imports Astounding

## Increase in Consumption of Popular Tropical Fruit Makes Local Port the Leading West Coast Banana Distribution Center

**Y**ES, INDEED, we handle bananas!

Where all the bananas are consumed that reach the Los Angeles Harbor is a problem that would immediately come to anyone who viewed the volume and considered the tremendous number of bunches that annually arrive at the local port.

A minor commodity not long ago in point of tonnage, receipts during the past few years have increased by leaps and bounds. The growth of such shipments at the local harbor have mounted to the point where San Francisco, formerly the leader of Pacific Coast ports in banana receipts and distribution point, has been passed in the volume handled of this ever-growing in popularity tropical, nutritious fruit. As showing the growth in this traffic it is interesting to note that 667 carloads were received at the local harbor during the first three months of this year, as against 272 for the similar period of 1927.

In fact, growth in banana shipments have expanded to the point where the procuring of proper ship facilities is an intensive problem. One of the leading dealers in this traffic informs that future expansion of the trade is threatened due to the fact that all available refrigerator space has been contracted for the present year.

### Great Care Exercised

The transportation from tropical ports to points of consumption of this

fruit is a scientific art which requires an utmost degree of vigilance and precaution. As is generally known, the fruit is shipped green and those bunches showing the least evidence of other than green color are condemned ere reaching the ships.

For the most part bananas are brought to the west coast under refrigeration, although ships which are es-

Method employed in shearing bananas from their lofty abode and group of huskies at local harbor handling in process to refrigerator cars.



pecially designed to give good air circulation and ventilation can be and are employed from points of smaller distances. In transporting the fruit via sea there are three principal opposing factors to be met—heat, humidity and foul air. The temperature at which they should constantly be kept in their seaward journey ranges between 54 and 56-degrees. Lower temperatures both freeze the fruit and do not permit the meat to absorb the skin juice so essential to providing good flavor. Higher temperature ripens the fruit prematurely.

The unloading of a cargo upon reaching the destined port is a scene well-worth the time in viewing. The methods pursued in discharging varies with local conditions at the different ports. That responsibility for the proper conditions of the fruit be unburdened as quickly as possible, the ship owners lose little time in beginning unloading operations once the vessel docks. Both aboard the vessel and on the pier preparations to discharge are made and operations are begun as soon as the incoming ship is made fast.

### Unloading Process

At most ports mechanical conveyors are employed, as is done in most instances at the local harbor, and it is not an uncommon speed to take the fruit from the hold at the rate of 2,000 bunches per hour. The booms of these modern labor-savers are lowered





into the hold of the ship and a bunch is placed into each canvas pocket of the endless chain. The work of stevedores is an outstanding example of speed and accuracy in handling cargoes.

Inspectors, stationed at the delivery point of conveyors, make the count and classify the condition and quality of the delivered product and close scrutiny of every bunch is made. Slightly scarred fruit or that which may show signs of early ripening is so labeled as not to be sent to distant interior points.

#### Handling By Rail

The handling of the banana by the rail carrier is none less interesting. Close inspection, weighing and care in loading lower or butt-end downward on padded and slatted floor is always practiced. Careful taking of temperatures, both upon starting the rail journey and at strategic points enroute, is another delivery precaution.

The United States and Canada are the largest per capita consumer of this tropical fruit, as is witnessed by the consumption in 1926 of 55,000,000 bunches or stems, about 40 per cent of the world's yield. Jamaica, Honduras and Colombia rank in order in the matter of production, the three countries growing about 60 per cent of the world crop, their even subtropical climate and heavy rainfall and vast acreages of semi-swamp being factors of their leadership. The bulk of the fruit received at the local harbor comes from the following ports: Colon and Balboa, Panama; San Jose de Guatemala, west coast of Mexico, Cristobal, Canal Zone and San Blas, Lower California.

#### BEVERLY HILLS-HOLLYWOOD SERVICE IS INCREASED

Providing about twice the service heretofore available between Hollywood and Beverly Hills, announcement of additional service, effective June 1st, was made early this month.

Under the schedule now in effect, thirty Hollywood local cars operated out of the Subway will hereafter go through to Beverly Hills, instead of terminating at Sherman as heretofore.

The new schedule is so arranged that these local cars are operated to Beverly Hills at approximately 30 minute intervals throughout the day. This, combined and interwoven with the service operated to Beverly Hills via Venice-Hollywood Interurban Line, gives to patrons of the Pacific Electric a 15 minute frequency of service throughout the day.

This additional service was provided due to the large and growing amount of travel in both directions between the Hollywood business center and Beverly Hills.

#### Yes! Where Is It?

"Children," said the Sunday School teacher, "this picture illustrates today's lesson. Lot was warned to take his wife and daughter and flee out of Sodom. Here are Lot and his daughter with his wife just behind them, and there is Sodom in the background. Now, has any girl or boy a question before we take up the study of the lesson?"

"Pleathe, thir," lisped Susie, "where ith the flea?"

### Company Ranks Eighth As Power Consumer

**S**HOWING this Company to be the eighth largest consumer of electrical energy among the railways of the United States, data from the annual report of the Electric World was recently made public.

The expansiveness of our operation is shown from the fact that during 1927 the Pacific Electric consumed in its operations in excess of 189,000,000 kilowatt-hours, the average daily consumption being 518,000 kilowatt-hours. In 1926 the Company ranked ninth in its use of electrical energy.

The following is a list of the ten largest electric railway systems in their respective ranks as consumers of electrical energy during 1927:

- 1—Interborough Rapid Transit Company, New York.
- 2—Chicago Surface Lines.
- 3—Brooklyn-Manhattan Transit Company.
- 4—Philadelphia Rapid Transit Company.
- 5—Pennsylvania Railroad.
- 6—Boston Elevated Railway.
- 7—New York Central Railway.
- 8—Pacific Electric Railway.
- 9—New York, New Haven and Hartford Railroad.
- 10—Chicago, Milwaukee and St. Paul Railway.

Two California power companies ranked fourth and fifth among all the power companies of North America—namely the Southern California Edison Company and the Pacific Gas and Electric Company, the latter operating in Northern California.

#### TRAFFIC TIPS AGAIN BRING COMPANY MUCH BUSINESS

Solicitation efforts on the part of employees during the month of May were again productive of considerable business for both this Company and the Southern Pacific. Tip cards in large numbers were received, all of which were carefully followed-up by the Traffic Department of the Company to obtain the business.

A compilation reveals that from employees' tips 275 revenue passengers were secured for this Company and our owning Company benefited to the extent of fourteen round-trip and sixteen and one-half one-way fares to eastern and northern points.

Lawrence Antista, Supervisor, Southern Division, arranged a party of 150 passengers to Balboa and return, the details of which are recorded elsewhere in this issue.

Paul T. Mathews, son of Mrs. Madelyn M. Mathews, Timekeeper's office, Mechanical Department, furnished a tip which resulted in seventy-two students of the Leconte Junior High

School, Hollywood, making a trip to the Soldiers' Home at Sawtelle and return via Pacific Electric. C. T. R. Matties, Machinist, Torrance, assisted in securing movement of thirty members of the Epworth League, First German M. E. Church, from Los Angeles to Sierra Madre.

John McDonald, the youthful son of Chief Clerk McDonald, Executive Dept., also showed his mettle. He told dad of a trip his school class was intending to make. Result, one bus hired and 23 passengers from Lamanda Park to Exposition Park and La Brea pits.

In addition to the following employees, whose tips brought much business to our owning Company, many others furnished information that will bring results at a later date.

Andrew Olson, Freight Car Repairer, Butte Street, two round-trips, St. Paul.

Arthur N. Soderberg, Carpenter, Bridge Dept., San Bernardino, one round-trip, Chicago.

J. Braun, Mechanic, Sherman, two and one-half one-ways, Cleveland, Ohio.

Joseph A. Dumoulin, Commercial Checker, one round-trip and one one-way, Seattle.

E. E. Barkdull, Torrance Shops, one one-way, Detroit.

Wm. E. Reed, Accounting Dept., four one-ways, New York.

Nick F. Knenzinger, Mechanical Dept., Pasadena, one round-trip, New York.

Lawrence Klein, Conductor, one round-trip, Albany, N. Y.

Geo. D. Jeremiah, Conductor, No. Div., one round-trip, Chicago.

W. J. Bisson, Conductor, So. Div., one one-way, Bellingham, Washington.

Walter Bayliss, Butte Street Yards, two one-ways, Pontiac, Michigan.

Roy Ewing, Store Dept., Torrance, one round-trip, Milwaukee.

E. Alder, Conductor, West. Div., one one-way, Atlanta.

Geo. T. Brown, Passenger Dept. two round-trips, St. Louis.

W. B. Abraham, Mechanical Foreman, Watts, one round-trip, Chicago.

William Walmsley, Freight Dept., Torrance, one round-trip, Chicago.

James Gould, Accounting Dept., one round-trip, Chicago and one round-trip, New York.

W. C. Houston, Conductor, So. Div., two one-ways, New York.

B. S. Holbrook, Conductor, No. Div., one one-way, Chicago.

V. J. Wing, Conductor, No. Div., one one-way, Ogden, Utah.

#### LIBRARY IN STREET CAR

A circulation library is operated in Munich, Germany, by means of an electric street car.

People desiring to take out a book may enter the trolley as it goes through the town, and the clerk in charge fills out the card and observes the other formalities customary in the loaning and return of books.



## Meet 'The Big Pen and Ink Man'



There once was "gold in them . . ." cancelled checks, which the law requires retaining for seven year. In the picture there is a mere matter of about 840,000 of them. Paymaster Smale is being assisted by the petite Katherine Cox in the picture.

*'Twas the night before pay day  
And all through my jeans,  
Not a jitney was stirring  
Not even a bean.  
Forward, turn forward  
Oh time in your flight  
And make it tomorrow—  
Just for tonight.*

—Anon.

**F**OR WHOM would you cast your vote as the most popular man in the Pacific Electric organization? So would we.

Joseph L. Smale "the big pen and ink man," who was just loudly and un-animously named, is a hale fellow well met, but the key to his popularity is more deep-seated. "Joe," as his friends prefer to call him, only recently passed the 13th year mark in his employment as Paymaster.

The thought occurred that here and now would be a good time to recount the several dollars that "Joe" has paid out during the time of his paymaster incumbency.

How much, would you suppose, has he disbursed during the time he has been on the job? Hold on tight while we give the answer.

More than one hundred million dollars!

This figure was arrived at by actual compilation of payroll money disbursed each year since 1915, when Mr. Smale came on the job. Like the broadening of our operations, the total payroll has advanced each year. During 1915 the sum of \$4,200,000 sufficed to meet the payroll obligations. Advancing each year the climax was

reached in 1927, when more than \$11,000,000 was paid to employees. There is every indication that 1928 will exceed this sum.

Think of it. More than one hundred million dollars has this Company contributed to the development of Southern California, but that is only part of it. Through payment of taxes, purchases of materials and supplies and countless other expenditures, many, many more millions have gone to help make Southern California what it is today.

Issuing some 14,000 pay checks twice monthly is no small task in itself, but to our Paymaster's credit be it said they are always on hand at the appointed time, even though said elapsed time does frequently seem two months, instead of two weeks.

The number of pay checks that have been issued in the past thirteen years offer a splendid opportunity to the statistical fiend who insists on putting his objects end to end. Our prediction is that they would cover quite some area if plastered on the four walls of the Pacific Electric Building.

### EMPLOYEES' TIPS INCREASE P. E. FREIGHT TRAFFIC

Aside from the splendid result that has been obtained from tips concerning prospective passenger movements, much worth-while freight business has been successfully solicited through information supplied by employees.

An outstanding example of the good results obtainable through the co-operative efforts of employees is a tip submitted by A. Z. Clark, Agent at Rubio Canyon, which resulted in this Company securing a standing routing order from two Altadena firms for all their shipments to move from Wilmington via Pacific Electric.

Resulting in the routing of a 250-ton shipment of steel between the Harbor and Los Angeles, was a tip furnished by R. V. Ratchford, Chief Car Clerk, Butte Street Yard, Los Angeles. T. K. Drake, Chief Checker, Pier A, Wilmington, supplied information about a banana shipment which this Company successfully solicited. W. E. Dixon, Chief Special Agent's Office, and R. J. Oliver, Foreman, Engineering Department, also furnished valuable information concerning prospective freight traffic.

Together with the tips mentioned above there have been many others sent in which will at a later date, no doubt, be productive of considerable freight business to both this Company and the Southern Pacific.

#### Poor Chap!

Jack: "So she turned you down, eh?"  
George: "Yes, I always was unlucky at love. Why, if I had been Adam, I'll bet Eve would have remained an old maid."

#### Where Was the Cork?

An old countryman, who had been to London for the first time on business, returned in a bad temper.  
"At the hotel," he complained, "they kept the light in my bedroom burning all night. I couldn't get a wink of sleep."  
"Well didn't you blow it out?"  
"Blow it out?" said the old man. "I couldn't. It was in a bottle!"



# The Cost of Failure to Save

## Good Moral Cited for Individuals Who Fail to Lay Aside Small Rainy-Day Nest Egg

*The economic problem of the individual in the accompanying article is not unlike that which confronts many of us. The wise solution offered seems to make reproduction well worthwhile. The article originally appeared in "The Magazine of Wall Street."*

THAT it actually costs a great deal in dollars and cents just to be poor is surely one of the oddities of life. This seems neither just nor possible, but it is as true and as real as the law of gravity. One does not have to be a scholar or an expert in economics to understand it.

This peculiar fact of everyday life, the price we pay to remain poor, was first drawn to my attention by my neighbor Jones.

One hot July day I was trimming the privet hedge which separates my property from Jones'. Having arrived home a little early, Jones had donned his overalls and was busy cutting the grass. He hailed me as usual, but I noticed that his good-natured smile was absent.

My curiosity was soon satisfied. On his last trip down the lawn, which brought his mower close to my hedge, Jones stopped, mopped his brow and rested his arms on the handle of his machine.

"Damn this business of being poor," he said, with some feeling.

The language did not mortise in well with Jones' usual mild temper, and I knew that something had happened to make the man disgruntled.

"What do you mean about the cost of being poor?" I asked, with growing interest.

### Explains It

"Exactly what I say," Jones came back quickly. "I can show you in cold figures where our economic system penalizes me every year because I'm poor. I'm not kidding you nor am I dreaming. Being poor just cost me an amount equal to thirty-five per cent of my salary. Think of that!

"Last September, my teeth needed attention. At the very time I had taxes to meet and a payment was due on the second mortgage. Frankly I was pinched. Several months rolled by, and try as I would, I could not scrape enough together to go and have my teeth attended to. I still owed the dentist a small bill for some work he had done for the children, and I was too proud to run that up. Of course, I don't know whether he would have permitted it, but I did not take a chance. Well, four months later, I managed to get enough together to pay the old bill and make a decent deposit on the new job. I was furious when the dentist told me that the completed job would cost between \$150 and \$200. I had figured \$50, but he showed me where the extra cost was

due to my carelessness in not coming to him before I did. Careless? Ye Gods! Yes, lack of money, that's what it was. Here's a case where poverty just struck me for \$125.

"I can cite innumerable cases where it has cost me a great deal of money during this past year just because I'm poor. I'm not kidding mind you. It's my own fault, but I do want to prove to you that I'm right. Last summer at this time I wanted to get in my winter coal. The kids needed new outfits from shoes to hats, and I had to let the matter rest. I could have had coal then for \$10.80 a ton. When I got ready to buy it, the shortage was here and it cost me just \$14.60 a ton. Ten tons make my loss exactly \$38.00. Figures it out for yourself."

### The Solution

The man's conversation had begun to interest me greatly. I was slowly coming to understand that he was discussing my problems as well as his own. He was proving to me that it was costing him money to be poor, and if it was costing him money, I knew that I must be a victim of the same economic rule.

The problem of the "poverty tax" is not without its solution. No rule or law of economics is inflexible and a little sober thought will allow one to arrive at the solution.

Too many families live up to the limit of their entire resources. The point where they stop spending is too close to the income; there is no space left between expenditures and income; one equals the other, and, consequently, nothing is saved. Too often an increase in income is a signal for further expenditures and unnecessary luxuries.

It will cost no man money to be poor if he has at his disposal a reserve fund sufficiently large to meet unexpected and emergency expenditures. If Mr. Jones had had such a

### VETERAN IS EULOGIZED

The regard and esteem with which A. G. Lake, veteran Conductor of the Company, employed in Redlands, whose death occurred sometime ago, was held by residents of that city is shown in an editorial which appeared in the Redlands Daily Facts last month.

Well said that publication in part: "A good friend of this paper writes to suggest that the recent death of A. G. Lake should not be allowed to pass without editorial comment upon the worth of the man, despite the fact that he held no exalted position in the community. Our correspondent is right.

"The man who performs well each day the duty of that day, be that duty large or small; he who lives honestly and uprightly and gives to his work an undivided attention, has done his part in the scheme of things as it is laid down for us here.

"That is true of Mr. Lake. His attainments were not of the largest. They did not bring fame or distinction. But he was a substantial citizen, who loved Redlands and who performed a service perhaps unthought of by many, but which may have saved poignant grief to some of our people. As the conductor on the street car serving our most populous section, he looked after the children who went back and forth to school on his car. It is not an easy thing to get a bunch of children on a car safely, at a dozen different stopping places, watch over them to see that no harm befalls, and deliver them safely at their destinations—and to do that thing day after day and week after week. It is of record that Mr. Lake performed this service with great care for a long time. It should make his memory close to the hearts of many families here.

"It is pleasant to recite briefly this tribute to a worthy man."

fund in the bank at the beginning of the year he would not have suffered the loss that was necessary because of his circumstances. This reserve would have paid him an interest of over 100 per cent. It is a case of money saving money where a lack of it loses more. It is dangerous for individuals as well as companies to spend money as fast as they make it.

### COMPARISON OF ACCIDENTS DURING APRIL, 1928, AND 1927

	Northern 1928-1927		Southern 1928-1927		Western 1928-1927		Motor Coach 1928-1927	
Interference with Vehicles...	92	117	77	81	137	174	40	27
Collisions and Interferences with Cars .....	2	1	6	1	3	2	0	0
Persons struck by Cars.....	4	3	4	3	8	5	0	0
Derailments .....	12	4	10	24	4	9	0	0
On and Off Moving Cars....	5	15	4	7	10	9	0	0
Miscellaneous .....	15	23	32	37	49	53	7	8
	130 163		133 153		211 252		47 35	
Interferences with Vehicles.....	346		399		Decr. 53		13.28%	
Collisions and Interferences with Cars....	11		4		Incr. 7		175.00%	
Persons Struck by Cars.....	16		11		Incr. 5		45.45%	
Derailments .....	26		37		Decr. 11		29.73%	
On and Off Moving Cars.....	19		31		Decr. 12		38.71%	
Miscellaneous .....	103		121		Decr. 18		14.87%	
	521		603		Decr. 82		13.59%	



## THE MODERN OLYMPIAD HAS PICTURESQUE BACKGROUND

With Southern California's, Arizona's and New Mexico's premier athletes primed for the Olympic Games tryout to be held on June 16, interest is running high in what is expected to be the greatest sports festival in the history of Southern California and one which will be second only to the Tenth Olympiad to be held in Los Angeles in 1932.

The modern series of Olympic Games date back to 1896, when the plan of holding a great athletic carnival at regular intervals was revived after several hundred years during which time the plan had been lost in the pages of history.

We are told by J. Parker Ross that the original games were held every fourth year on the Olympian plain, "the fairest spot in Greece," on the bank of the River Alpheus. A youth named Heracles and his four brothers ran foot races, and these races, legend records, were the real beginning of the Olympic Games.

The games, which were held some time between the first part of August and the middle of September, lasted five days. Before the first event the athletes gathered in front of the statue of Zeus and made their prayer for victory. On the last day of the festival the victors were crowned and there was parading, feasting, singing and dancing.

The religious and festive rites of Olympia came to an end, however, in 394 A.D. War and the elements demolished the splendid sanctuary and it has been only in comparatively recent years that scientific research has disclosed its outline and foundation.

Almost to the year, fifteen centuries after the final race was run in the stadium at Olympia, a group of sportsmen organized an international athletic meet which was held at Athens thirty-two years ago. That meet was the first of the modern series of Olympic Games. Each fourth year since that time the games have been held and in 1932 Los Angeles is to be host to some 10,000 of the world's best athletes.

## MORE SANTA ANA SERVICE

An additional train in each direction between Los Angeles and Santa Ana was placed in service on May 15, making a total of eighteen trains in both directions daily between these two cities.

The new train leaves the 6th and Main Street Station, Los Angeles, at 8:10 p. m. daily, except Sunday, while under the present schedule the train formerly leaving Santa Ana at 8:50 p. m. has been cancelled and in its place two trains have been added, leaving at 8:02 p. m. and 9:32 p. m. These latter trains operate each day of the week.

The additional service is the result of increasing patronage on the Santa Ana line. Future developments are to be watched and other trains added should the travel increase to a point that more trains are justified.

## From Collecting Fares To Grand Opera Airs

**T**HERE are butchers and bakers, and probably, candle-stick makers employed by this Company. But that we have among us an opera singer, and one of accomplishment, too, was information that only came to light a few days ago.

To his close associates he is known as "Red"; J. S. Smith is the way his twice monthly pay checks come to him, while to the theatrical world, his cognomen is John Simcoe.

Climaxing years of study to cultivate his vocal talents, "Red," or Smith, or Simcoe, a few weeks ago was honored by his having been made a member of and given a prominent part in operas to be staged by both the Los Angeles and San Francisco Grand Opera Associations in the near future.

Cavalleria Rusticana, Faust, Madame Butterfly and Turandot are among the offerings in which our fellow employee will bid for honors.

Mr. Smith has not only developed his voice to a point where he may gain national recognition, but also speaks Italian fluently and sings operas in Italian, French and German.

His natural ability and love for the art was inbred in him, his parents, as well as grandparents for generation past, having been talented musicians. He recalls the days of his youth spent in England and the recitals of the famous Halley's orchestra of which his father was a member, playing a 'cello.

Smith's mother, whose maiden name was Simcoe, had boundless faith in her son's future in the musical world and when she died many years ago in England she left a legacy of \$1,500 that she had saved for her boy to be used in completing his education in Italy. Legal contests, however, left only \$30.00 of the mother's life-time savings and shortly after he came to the United States.

In stringent financial conditions, his



J. S. Smith, Conductor Song-bird

first few years in this country were not of the pleasantest variety and he found the trail to musical progress rocky. In February, 1923, he joined the ranks of this Company, and is now a Conductor on the Third Street and Redondo Avenue line in Long Beach.

For a number of years past Mr. Smith has taught vocal in his spare time and numbering among his considerable group of pupils are several Pacific Electric employees. In addition, he has appeared in prologues in Grauman's Theatre and made quite a following in Long Beach play houses where he is favorably known for his splendid renditions.

Mr. Smith's record with this Company reflects most creditably and that he may travel the "rain-bow trail" is the wish of his many admiring friends.

## GROUP INSURANCE CAMPAIGN A PRONOUNCED SUCCESS

Since the Group Insurance Plan has been in effect, the percentage of insured employees carrying both free and additional insurance has varied between 85 per cent and 89 per cent. Actuated by the desire to substantially increase this percentage, consent was secured from the insurance company to waive, for a period of ten days, the rule requiring medical examinations of employees who failed to apply for additional insurance within 60 days after the first year in service.

The opportunity offered was particularly well received by all departments and, during the non-medical canvass from May 15th to May 24th, the advantage of full coverage was explained to all insured at the present time who carried the free insurance only, with the result that 381 applications were secured for approximately \$425,000.00. With the issuance of this new insurance, there will be almost \$11,000,000 in force and the percentage of those carrying additional will be approximately 92 per cent, a record high in each instance.

Special mention should be made of the thorough and successful manner in which the Engineering Department conducted the campaign, accounting for more than one-half of the total applications above mentioned. Aided by booklets printed in the Spanish language, supervisory forces of our Chief Engineer accomplished noteworthy results in their solicitation among the Mexican employees.

## NEW DIRECT 'PHONE CIRCUIT

With the opening of the new line from Los Angeles to New York, the longest direct telephone circuit in the world, Los Angeles now has direct circuits connecting with ten large cities scattered throughout the country, advises the local telephone company.

These lines range in length from 500 to 3,412 miles, the latter being the distance a telephone conversation travels between Los Angeles and New York.

Jaspah—"Mandy, what yo' call one of dese here men what marries mo' dan one woman—a Brighamist?"

Mandy—"Na, dumb-bell, dey calls 'at kind of a man a Moron."



# New Fare Outlook Encouraging

## Yet Too Early to Predict Final Outcome.

### Twenty-Ride Local Books Inaugurated.

**I**N THE absence of full data covering passenger travel during the past month, it is impossible to make a complete analysis, as this is written, of the affect of the new fares put into effect on April 27th.

The general consensus of opinion is that the outlook is encouraging and this, despite the fact that weather and other conditions were and are not favorable to increased passenger travel. Too, it was pointed out and predicted that it would be several months before the full affect of the new fares can be determined.

The sale of Sunday Passes, however, has been indeed encouraging and with more favorable travel weather, it is generally predicted that these bargain fares will greatly increase both Sunday travel and revenue.

As an aid to further increasing sale of these tickets they are now being sold on Saturdays by both Conductors and at ticket agencies; also on each Saturday after the collection of tickets, Conductors pass through cars and announce that they have for sale the two classes of Sunday Passes.

Despite the large volume of advertising in newspapers, over the radio and by pamphlets distributed on cars, it will require some time before the full significance of the new fares is brought home to the public of Southern California, and until such time it is not possible to predict, with any degree of certainty, the final outcome of their effectiveness in producing additional revenue.

#### Reduce Local Fares

Reduction in local fares on the lines of the Pacific Electric, through the purchase of twenty-ticket books, became effective on May 19th. The new arrangement affords a great saving to the regular riders, they now being able to ride on a five-cent fare, through the purchase of \$1.00 twenty-ride books, between points in zones one and two. Likewise, patrons on the South Pasadena line and people living between LaBrea Avenue and Crescent Junction on the Hollywood and Santa Monica Boulevard lines will benefit by the purchase of the \$2.00 twenty-ride books.

Through the use of these reduced rate tickets the five-cent fare limit has been extended from, and now applies to the following points on the various local lines of the city:

Santa Monica and Hollywood Boulevard Lines, from Park Junction to Vermont Avenue; Edendale Line, from Park Junction to Semi Tropic Park; South Pasadena Line, Mission Road to Avenue 43; Sierra Vista Line, Valley Junction to Rose Hill; Venice Boulevard Line, from Hoover Street to Vineyard, and on the Watts Line, from Amoca to Florence Avenue. Residents of the north western section of the city, using the Glendale Boulevard-

Hyperion Motor Coach Line, where previously ten-cent fare prevailed, are to them a five-cent ticket fare, with transfer privileges, to the Hollywood and Edendale Line with which this motor coach line connects.

Similarly, the ten-cent fare limit has been extended, through the purchase of the \$2.00 twenty-ride books, from La Brea Avenue on the Hollywood and Santa Monica Boulevard lines to Crescent Junction, and on the South Pasadena Line from Arroyo Seco to Fair Oaks Avenue.

Both the \$1.00 and \$2.00 books carry full transfer privileges, are transferable, and are good for use any time within sixty days from date of purchase.

Benefiting riders in the Hollywood district, another change in the local fare schedule went into effect simul-

taneously with the inauguration of the \$1.00 and \$2.00 books. A local five-cent cash fare was established between Crescent Junction and Vermont Avenue, thus creating what is known as an over-lapping fare and extending the western limit from La Brea Avenue to Crescent Junction.

There was practically no delay or confusion encountered with the introduction of the books, there having been ticket collectors stationed at various points affected where the heaviest boarding is experienced.

The twenty-ticket books may be purchased from Conductors on all local lines and also at the Sixth and Main Street Station, Hill Street Subway Station and the Hollywood Ticket Office at 6838 Santa Monica Boulevard.

#### BREEZES FROM MOUNT LOWE

From Mt. Lowe, we learn the following from Tavern Manager, Frank B. Clark:

General Sherman entertained a party of his old friends and business associates at the Tavern on May 1st. Lunch was served for forty.

On May 4th Lee Shippey, wife and child, spent the week-end at the Tavern. Mr. Shippey writes the L. A. Times column "The Lee Side of Los Angeles."

Weather for the month was variable, lots of fog, some rain and sleet and also thunder and lightning.

Two well-known employees of the Tavern are in the Lutheran Hospital: May Smith, Head Waitress, and Alice Murtha, Waitress.

The following special parties visited the Tavern during the month: Native sons, First M. E. Church, Public Library employees, American Legion, Sears, Roebuck employees, Southern California Tourist Bureau, Kiwanis Club, and Parent Teachers Association.

Several special parties are booked for the month of June, as follows:

- June 1, Monrovia Chamber of Commerce.
- June 7, Pasadena Elks Dinner Dance, (second party this year).
- June 9, Los Angeles Gas and Electric Co.
- June 10, Los Angeles Gas and Electric Co., (second party).
- June 13, Pacific Electric Ry. Rod and Gun Club. Dinner and Meeting.

There are also several other special groups for the month of June for which dates have not been set as yet.

#### HITCH-HIKING BARRED

Minnesota's experiment in making it illegal to solicit an automobile ride from the roadside is having a noticeable effect in reducing the number of accidents to pedestrians, advises the American Automobile Association.

The Minnesota law is being watched with interest by motorist and civic authorities throughout the country, says the A. A. A., and it may prove the forerunner of a nation-wide movement if it proves successful.

#### Writer Praises Sunday Pass for Tourists

**B**LESSED be tourists! If it weren't for them we might never discover the possibilities of our own surroundings," writes Lee Shippey in his popular column of the L. A. Times.

"Yesterday we had a friend from New York to show around and, as habitual, were short of money. So we set out to see how much of the beauty, charm, romance and variety of this territory an autoless man can see for one lone dollar.

"We traveled a total of 127 miles, about the city, through several interesting beach resorts and the varied fascinations of Los Angeles Harbor, to Pasadena, South Pasadena and the Cawston Ostrich Farm, into the fringes of the orange empire, to one historic old mission and half-way up a noble mountain. And we were back in the city in time to take in a good show in the evening.

"Starting from Pershing Square at 8:30 a.m., we visited Hollywood, Beverly Hills, Sawtelle, Santa Monica, Ocean "Pike," Venice, Palisades Del Rey, Redondo Beach (where we took a swim), Hermosa, Los Angeles Harbor, Long Beach, Pasadena, South Pasadena, Alhambra, San Gabriel, Sierra Vista, Sierra Madre and Mt. Wilson, and were back at Pershing Square before 8:30 p.m. We traveled on \$1 Sunday passes, and the New Yorker agreed he'd never seen such a sightseeing trip for \$1 before."



### FIVE DEATHS DURING MAY

Answering the summons to the great beyond, five of our co-workers were called from this earth last month. Again group and mortuary insurance proved its worth in time of need, there having been a total of \$9,000 paid to the beneficiaries named within a comparatively few hours after passing.

Those answering the call last month were: Henry D. Clements, Motorman, Northern Div.; Walter R. Purves, Conductor, Northern Div.; Jennie Von Julay, Car Cleaner, Mechanical Dept.; Benjamin Jimenez, Laborer, Store Dept.; and Esteban Sierra, Laborer, Engineering Dept.

As sad as death is, the insurance provisions of the Company always offer a certain measure of relief. The regrettable feature of the plan is that there are some who have not seen fit to secure for their dependents this protection. Last month's experience brings this fact clearly to mind in that there were only three of the five deceased who were mortuary members.

There are at the present time seventeen employees receiving disability payments aggregating \$1,260 monthly on account of being totally or permanently disabled.

Through this column the entire Company personnel extends to those whose homes were saddened by death its heart felt sympathy.

### AVERAGE STREET CAR FARE IN U. S. OVER 8-CENTS

One hundred seventeen cities in the United States having a population of 25,000 or over are operating their street railways on a ten-cent fare, a recent analysis made by the American Electric Railway Association reveals. Of the remaining 195 cities in the 25,000 population class, two have found a nine cent fare meets their needs; fifty-three are charging eight cents; sixty-eight charge seven cents; twenty-two six cents; while fifty cities have kept the five cent fare.

Passengers were paying in 1907 an average fare of 5.07, informs the same authority. Since that time there has been a steady rise until on May 1st of the present year the average fare was approximately 8.12 cents.

Other information contained in the report of the Association shows that the street railways of the country carry annually over sixteen million passengers. The industry itself represents an investment of some \$6,000,000,000, and operates over 43,000 miles of track.

#### Knew What Ailed Him

"Mamma, I've got a stomach ache," said Peggy, aged five.

"That's because you haven't had any lunch yet," answered Peggy's mother. "Your stomach is empty. You would feel better if you had something in it."

That afternoon the minister called, and in the course of conversation remarked that he had been suffering all day with a severe headache.

"That's because it's empty," said Peggy brightly. "You'd feel better if you had something in it."

### I. C. C. Rules Favorably On Plaza Terminal Plan

**R**ULING that it is without power to reinforce plans for the building of a union station at the Plaza site, or any other location, the Interstate Commerce Commission made public its decision on May 21st on the hearing held several months ago at Washington, D. C. The finding is of far-reaching importance to this company, inasmuch as the decision will probably hasten other plans which will benefit the Pacific Electric through speeding up of service. "Under the existing law," the Commission said, "we are not empowered to require the construction of a union passenger station of the character sought by the city."

The decision rendered marks the Commission's final action in this case which has been before the courts, State Railroad Commission and Interstate Commerce Commission since the plan was first proposed.

The railroads have long insisted that the best interests of the public and the carriers will not be served by a union station at the Plaza, due to fact that Los Angeles is not a connecting or transfer point for passengers. Figures show that practically all steam line passengers upon entering this city have reached their destination. For this reason, the railroads contend, union

station facilities at Los Angeles are not economically justified.

The carriers, however, have expressed themselves as ready and willing to carry out a plan of enlarging the Southern Pacific Station, building a new one on the present Santa Fe Station site, eliminating crossings at grade and this company to construct an elevated to serve points north, east and south. Involving many millions, this plan could be carried out at half the cost of a terminal at the Plaza, and would well serve all practical needs.

The decision of the Commission last month was looked upon as a signal victory for the railroads. All four of the carriers have consistently opposed the construction of a terminal at the Plaza. The Southern Pacific, Union Pacific and this company have felt that the so-called "Railroads' Plan" would meet present and future needs, and the Santa Fe has insisted that the interests of the public and its operating problem could be best served by the use of its present station properties on which it agreed to build a pretentious station.

The first definite action to secure a unified terminal for Los Angeles was taken before the Railroad Commission in 1915, which body later approved and ordered the construction of a terminal on the Plaza site. Then followed opposition by the railroads who contended that the State body did not

### Editorial Urges Abandonment of Plaza Plan; Action on Another Asked

*Following the decision of the Interstate Commerce Commission that it was without authority to enforce the construction of a union station at the Plaza, or any other site, the common-sense editorial below appeared in the Los Angeles Examiner of May 24th:*

**L**OS ANGELES again loses in the long drawn-out effort to compel railroads to build a union station at the Plaza.

The Interstate Commerce Commission decides it is without authority to issue an order on the subject.

Isn't it about time that the city stopped its expensive, never-ending and ill-advised fight to carry out a union depot plan that was designed for a population of 500,000, and work out, promptly, a Plan to Meet the Needs of a Metropolis?

The Plaza case has been before the Interstate Commerce Commission in its various stages for many years. It is a natural and proper assumption that the commission acted upon the best possible legal advice in refusing an order.

Hence, to take the case to the Supreme Court can mean, in all likelihood, but one thing—more delay running into years, with chances overwhelmingly favoring another defeat.

What the people undoubtedly do NOT want is more law suits, the waste of public funds on an antiquated plan.

Why they Do want is Action.

The railroads stand ready to spend millions on a modern, scientific terminal plan.

The logical and businesslike thing to do, in view of the Interstate Commerce Commission's findings, is to Arrange at Once for a Conference of Experts That Will Work Out Such a Plan.

This is precisely the course that good judgment dictates. It is what able business men would do if this were their private affair. They would call in recognized experts, and would see to it, of course, that they had no personal or special interests to serve.

That is the policy for the city to adopt. Officials, who are practical men, are not interested in interminable appeals; what they, along with citizens generally, want is an up-to-date, adequate railroad terminal in Los Angeles.

Let's discard all the impractical, antiquated notions about this and Get Down to Business.



possess authority to order interstate carriers to provide terminal facilities.

The carriers contended that if authority was vested in any governing body, the Interstate Commerce Commission, and not State authorities, were empowered to so command. The case was carried to the United States Supreme Court which upheld the ruling of the State Supreme Court that the Interstate Commerce should pass upon the unification plan.

Other investigations have been made and repeated hearings held on the problem. Now that the I. C. C. has ruled favorably to the carriers it is thought that the railroads' provisions will soon be approved and carried out.

### BOY SCOUTS AND WHAT THEY ACCOMPLISH IN TRAINING

Some well worthwhile topics are discussed at each of the public speaking classes being conducted by Miss Virginia R. Rowell, but none have been of greater interest than an address recently given by H. G. McDonald, Chief Clerk, Executive Department, when he ably presented the history and work of the Boy Scouts in America.

Inasmuch as the work of this organization and splendid benefits emanating therefrom are available to each of us having young sons, we quote at length Mr. McDonald's words that full appreciation may be had:

While the Boy Scouts of America was incorporated February 8th, 1910, and chartered by Congress June 15th, 1916, giving a life of 18 years in this country, its birth dates back to 1893-1894 when Lt. General Sir Robert Baden Powell, English Army, noted the lack of training of young men of his regiment in the art of camping and scouting. In 1908 he wrote a handbook "Scouting for Boys," and by 1910 the number of boys enrolled reached the total approximately 124,000.

In the early part of 1910, W. D. Boyce, a Chicago publisher, made a trip to London. He is the man responsible for the start of scouting in America; his interests having developed by an actual experience while in London typifying the basic "Daily Good Turn" principle of Scouting.

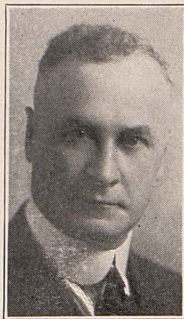
Mr. Boyce, in seeking a difficult address in the congested area of London, was approached by a lad who noticed his bewilderment, saluted and asked if he might be of service. The offer was accepted and upon reaching the correct address, Mr. Boyce tendered the lad a shilling. The boy courteously declined the offer, saying "A Scout accepts no reward for courtesy or good turn." The traveler inquired what he meant and the boy, expressing astonishment that every one did not know of Baden Powell's Boy Scouts, asked permission to take him to the headquarters of the English Boy Scouts Association. This resulted in Mr. Boyce bringing with him a considerable volume of literature to America and taking steps for the subsequent incorporation of "The Boy Scouts of America."

The Scout Movement, which has just celebrated its 18th Anniversary, has done more for laying the foundation

## New Masonic Club Head

**P**RESENTING the new P. E. Masonic Club President.

Frank B. Patterson, General Foreman in charge of Signal Maintenance, Eng. Dept., was elected President of the Pacific Electric Masonic Club May 8 to fill the unexpired term of A. R. Ireland who resigned on account of leaving the service to devote his entire time to the activities of the Railway Mutual Building and Loan Association.



F. B. Patterson

At the time of Mr. Patterson's election as President, he was serving as First Vice President and Chairman of the Membership Committee. He has at all times been a very active worker in behalf of the Club and is a member of Garvanza Lodge No. 492, having had his Master's degree conferred upon him by the Degree Corps of the Pacific Electric Masonic Club July 19, 1923.

A. B. McLeod, Electrical Department, was elected First Vice President to succeed Mr. Patterson, and J. W. Haughton, Mechanical Department, was elected Second Vice-President, succeeding A. B. McLeod.

of good citizenship than is generally known.

Our records show that in California, the average age of those confined to our penal institutions is 22 and from a careful check, as well as best information available, there has not been one Boy Scout confined to any of these institutions during the past five years. This is clearly an indication of the results that have been obtained from application of the principles of Scouting.

The end and aim of Scouting is good citizenship, to make men physically strong, mentally awake and morally straight. The oath these youths take bespeaks the high ideals and influence for good that the youngsters have constantly before them. Their oath is:

On my honor I will do my best—  
To do my duty to God and my Country and to obey the Scout laws.

To help other people at all times.

To keep myself physically strong, mentally awake and morally straight.

There are at present approximately 812,000 Boy Scouts in America and in all countries, about 1,700,000. Just stop to think what this number of little minds can accomplish when trained in the right manner.

I read in one of the daily papers recently an account of a Boy Scout saving the life of an oil worker in the Baldwin Hills through the application of first aid in the case of a severed artery. There are thousands of cases

## FULLERTON LINE SCHEDULE IS GREATLY IMPROVED

Greatly improved passenger service was made effective on Thursday, May 24, on our Fullerton-La Habra Line.

Summarized, the new schedule provides eight trains in each direction daily between Fullerton and Los Angeles. Of these, five are new and through trains not previously operated, and three of these are run as limiteds from Santa Fe Springs to Los Angeles, inbound, and outbound. The running of these trains as limiteds will greatly speed up the service and provide the fastest service ever operated via Pacific Electric between Los Angeles and Fullerton.

The five new trains added, and which now make the run to Los Angeles without change or transfer are as follows:

Leave	Arrive
Los Angeles	Fullerton
7:40 A.M.	8:54 A.M.
10:20 A.M.	11:33 A.M.
3:25 P.M.	4:46 P.M.
5:24 P.M.	6:39 P.M.
9:30 P.M.	10:45 P.M.

Between Fullerton and Los Angeles the new through trains under the improved schedule are as follows:

Leave	Arrive
Fullerton	Los Angeles
6:23 A.M.	7:34 A.M.
9:05 A.M.	10:15 A.M.
4:10 P.M.	5:20 P.M.
5:20 P.M.	6:34 P.M.
10:50 P.M.	12:02 A.M.

In addition to the five new trains there are three others which provide additional service between Fullerton and Los Angeles, but on which transfer at either Laon Junction or Santa Fe Springs is necessary.

These additional trains were provided at the instance of civic and city bodies, who pointed out that with through service at reasonable frequency there could be built up patronage sufficient to warrant the operation of the service. The addition of this number of trains and the accompanying mileage and expense will necessarily have to attract considerable patronage, but the new schedule is to be given a fair and lengthy trial to build up patronage.

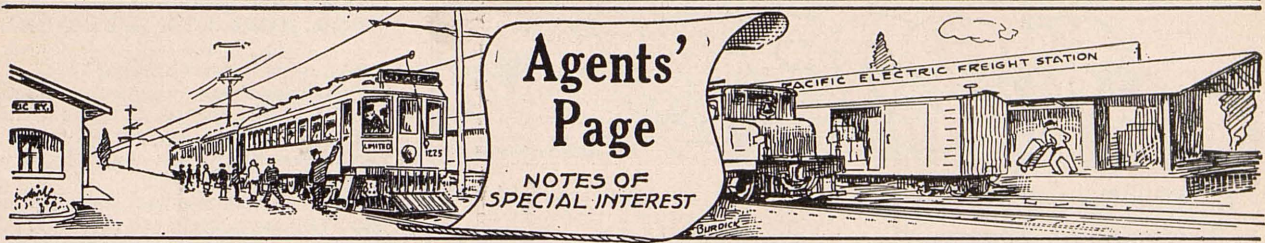
of life saving that can be directly attributed to the training of Boy Scouts, aside from many other features that accomplish good work.

California is fourth in number of Scouts, having a total of 33,422, and because of the rapid growth and splendid record of accomplishments, this State was selected for the Annual Meeting held in San Francisco during April.

If you are interested in the welfare and prosperity of this Country, and I know you are, no greater constructive work can be done than to give your moral support to a movement of this kind that is molding the future citizenship in conformity with the ideals of our Constitution.

Wife—Did you see those men staring at the flapper, as she boarded the car?  
Husband—What men?





### MCQUIGG IS NAMED GENERAL AGENT AT L. A. HARBOR

Following closely the announcement of several promotions in the Company personnel last month was that of J. M. McQuigg's advancement to the position of General Agent at San Pedro. Besides being a promotion well warranted by ability displayed, Mr. McQuigg's appointment to his new post is one that received the hearty approval of the shipping interests in the Harbor District.

Mr. McQuigg assumes the position held by J. W. Mee until the latter's recent appointment as Assistant General Manager of the Harbor Belt Line Railroad.

Late in the year 1920 the appointee entered the service of this Company as Relief Agent and since that time has served as Assistant Agent at San Pedro; Agent at Wingfoot, and Agent at San Pedro, which latter position he held from 1922 until early last month when he took over his new duties.

At the last election of the Agents' Association, "Mac" as the boys prefer to call him, was honored by his being chosen as President of that body. As to his success in that office, the Association spoke for itself on the occasion of its last meeting, when it unanimously voted that he should continue in office in spite of the fact he is no longer an Agent.

Among the other changes in the Company personnel that occurred last month was the appointment of Fred F. Willey as Chief Rate Clerk in the Freight Traffic Department, which position was formerly held by W. G. Knoche, whose appointment as Assistant to the Freight Traffic Manager was recently announced. Mr. Willey has had many years experience in railroad work, he having started with the Texas and Pacific in 1901 and since that time has been associated with transportation and allied industries. Mr. Willey was with the Pacific Electric in the Accounting and Freight Departments from 1919 to 1921.

### SYSTEM AGENCY CHANGES

Since our last issue, reports Frank Farnham, Trans. Dept., the Agency at Corona has been assigned to Cleve Johnson, who has been serving as Relief Agent for the past two years. Mr. Johnson's work as Relief Agent has been favorably commented upon many times and those who have "been through the mill" will assure you that there is no course of instruction better fitted to prepare a man for the many unexpected things arising in station work than two or three years of

relief work. No two stations are exactly alike and a man learns something in each one in which he serves.

Two additional Relief Agents have been appointed during the past month. G. T. Winslow from El Segundo and G. C. Haase of Claremont. Mr. Winslow is now making his first relief at Brea while Agent B. H. Sutton and family take a visit "back with the home folks."

Agents C. E. Moser of Upland and C. I. Hileman of Claremont were called away by sickness to members of their families, but each have returned to their stations.

Vacations are coming "thick and fast" now requiring six Relief Agents to care for the work.

Upon the return to Relief Agent's duties by D. C. Cowan his position as Assistant Agent at Watts was filled by John Neal, whose position as Clerk at that station was taken over by R. C. Hollinger, formerly at Gardena.

N. F. Graham, who has been filling the position of Assistant Agent at Torrance during the past winter, is now making vacation reliefs and the duties of Assistant Agent at Torrance have been transferred to W. E. Cooper.

Agent W. F. Weibers of Whittier is off on a cruise to Alaska for the entire month of June. During his absence the station will be in the capable hands of Relief Agent F. B. Speelman.

Since J. M. McQuigg's appointment to General Agent F. N. Gies has been the Acting Agent at San Pedro.

### BREEZES FROM L. A. HARBOR

Dredging of the main channel by the government is about completed. Several of the berths adjacent to the channel are yet to be dredged, contracts for this work having been let.

Work of removing Dead Man's Island is progressing nicely. It will still require about 18 months to complete this job.

Construction of an additional transit shed at berth 160 Wilmington is now under way. When completed it will increase this shed about one-fourth in space.

Work is to be soon commenced on the extension of dock at berth 176—Mormon Island—for the use of the American Hawaiian S. S. Co.

Tonnage through the Harbor during May was slightly less than for the same month last year. Imports were some heavier, but intercoastal traffic dropped off.

Due to upward trend of price on lumber, this commodity has moved

### AGENTS GET-TOGETHER IS INTERESTING AFFAIR

Freight and passenger business both came in for discussion at the regular monthly Agents' Association Meeting held on May 12th, which was one of the most instructive and interesting "get-togethers" of the present year, reports Geo. W. Orr, Secretary.

T. J. Day, Freight Traffic Manager, formally announced the promotions of A. E. Norrbom and W. G. Knoche to the position of Assistant to the Freight Traffic Manager, and that of President McQuigg to General Agent at San Pedro and Wilmington. Fred Wiley, who will take Mr. Knoche's place as Chief Rate Clerk, was also introduced.

Mr. Day asked for information regarding certain phases of the freight business at the Harbor, in response to which Agents Mann of Wilmington, Clark of Long Beach and McQuigg of San Pedro made short talks.

A. H. Fidel, Traveling Passenger Agent, representing the Passenger Traffic Department, talked briefly on the activities of his department. He stated that the special party business has been very encouraging so far this year, each month having shown an increase.

The Annual Catalina Outing was discussed by C. P. Hill, Chairman of the Entertainment Committee. Mr. Hill informed that because Agents and Assistants would be preparing their monthly reports on the particular days of the Employee's Outing (June 30 and July 1) it had been decided to leave the Agents Association outing open for a later date.

Agents Owen of San Dimas, Stevan of Watts and Mesecar of Sierra Madre provided the station talks for the evening. Each in turn did credit to the city he was representing by a masterful discourse of its many virtues.

E. T. Albert spoke briefly on the disposition of unclaimed freight shipments, after which the meeting voted to continue the practice of previous years and adjourn during the months of July, August and September. The assemblage also chose to have Mr. McQuigg continue in the office of President in spite of his recent advancement to the position of General Agent.

heavier than it did last month, which indicates that bui'din~ is improving.

The new Aviation field on Terminal Island is to be dedicated the latter part of June.

The Pacific Fleet will return to this port about June 24th to remain about 10 days when the flotilla will leave for the north.





### P. E. Bowlers End Their Tournament Season

MARKING the close of a season of fine sport, the Claim Department five were winners of the Pacific Electric Bowling League Tournament which went into history last month. With ten teams competing for honors, sport and healthful pastime, the finish of the season found all enthusiastic for continuance of the league next October.

After the smoke had cleared from the sizzling pencil of Official Record Clerk Newcomer, it was found that the teams finished in the following order for which they were awarded cash prizes ranging from \$60.00 for the winners, down to \$28.00 to the lowly Rod & Gun Club quintet who finished first, from the bottom up:

Claim Department	86 points
Signal Department	81 points
City Ticket	81 points
Local Freight	79 points
Southern Division	74 points
Electrical Dept.	69 points
P. E. Club	60 points
Macy Street	55 points
Ladies Accounting	50 points
P. E. Rod & Gun Club	40 points

The following is the personnel of the winning Claim Department team, together with their respective averages:

McCubbins, 186; Brahm, 171; Gowanlock, 170; Winslow, 144 and Staddon, 136

It was the consistency of the foregoing five that won for them first honors, as under the handicap system of scoring employed all teams were practically on an even basis.

Brahm of the Claim Department team had the honor of rolling the highest game during the tournament season, he turning in the startling score of 255. McCubbins with 246, J. D. Henry with 226 and Yager with 225 were others high in standing. Miss Helen Spafford had the distinction of rolling the high individual game for ladies, with a score of 196, while Mrs. Brown won the high individual series among the fair ones with 499.

L. H. Covell was again elected President for the ensuing year. He was highly praised for his splendid efforts. Mr. Cobb as Vice President, Mr. Gonzales as Secretary and Treasurer, and Mr. Arzate as Field Manager, were other officers elected for the coming year.

While not offered as an alibi, the team picked from the Pacific Electric Bowling League to compete in the Pacific Bowling Congress at Ocean Park on May 10th, have a legitimate wail coming. In the five-man event they had the misfortune to encounter 32

"splits," certainly a near-record and a volume of hard luck that was not encountered by any of the other bowlers.

In the singles and doubles, our representatives were more successful; Kesler bowling a total of 591 for an average of 197, which gave him third position among 118 bowlers. In the doubles Kesler and Arzate finished in seventh place in competition with 98 other double teams. They won \$15.00 in prize money for their showing in this event.

President Covell expressed appreciation for the time and effort given by the officers of the League and those in charge of the team, also to all members of the various teams for their good attendance throughout the season.

### CATALINA JINKS SCHEDULED FOR JUNE 30TH WEEK-END

"All aboard for Catalina!" Preparations are nearing completion for the Sixth Annual Catalina Outing and ere the day arrives for our en masse trip to the Magic Isle every detail will have been attended to.

Saturday and Sunday, June 30th and July 1st, have been set aside for this event and all employees and members of their families are invited to join this week-end frolic, expenses of which through various courtesies extended, will be indeed nominal.

The Wilmington Transportation Company will grant a special reduced rate of \$1.00 for transportation between Wilmington and the Island to employees and dependent members of their families. Request for this rate, as well as requests for passes via the Pacific Electric to Wilmington, should be made in the usual manner and marked "For P. E. Outing."

The front section of Villa Park will



The League winning Claim Department quintet. Standing John Staddon, Archie Brahm, R. D. McCubbins. Below, left: George Winslow and J. Gowanlock.



be assigned to the Pacific Electric party at the considerably reduced rate of \$1.00 per person where two persons occupy the same villa; and when three people occupy one villa requiring an extra cot, there will be an additional cost of \$1.00. This particular location is without doubt the choice spot of the Island.

A special train will leave Sixth and Main Street, Los Angeles, at 2:45 p. m., Saturday, June 30th for the Catalina Docks at Wilmington. Return trip from Avalon will be made Sunday afternoon, July 1st.

The entertainment feature will be the annual baseball game between the Catalina Cubs and our own Pacific Electric Champions which is to be played on the Chicago Cubs' Training Field. Other diversions for those making the trip include free dancing at the pavilion, band concerts, bathing, boating, fishing and golfing.

Reservations for this outing should be made as early as possible as the accommodations are limited and will no doubt be filled to capacity.

#### IMPROVEMENTS COMMENDED

That residents of the district are heartily appreciative of a splendid grade crossing improvement completed by our Engineering Department last month is evidenced by the following letter received from A. M. Reed, Secretary of the Sepulveda Chamber of Commerce:

"The people of this entire community, through this organization, extend to the Pacific Electric Railway Company sincere thanks for the nice crossing and other improvements recently completed at Rayen Street.

"We want you to know that we do really appreciate your action in making this improvement and that we appreciate to some extent the cost of the same.

"Possibly, in the course of events, an occasion may arise when we can more fully express our gratitude to the Pacific Electric Company. If so, it will be our pleasure to do it. At present please accept our thanks."

#### LADIES' TEAM PARTICIPATES IN BLUE ROCK SHOOT

True to prediction the big Blue Rock shoot staged on May 12th and 13th at the Bangle ground proved to be the best program ever held at the Rod & Gun Club recreation field.

A total of seventy-five shooters took part in the festivities and eleven teams representing ten different Blue Rock clubs were in attendance. A team composed of five ladies, all honorary members of the Pacific Electric Rod & Gun Club, took a prominent part in the program and gave a remarkable exhibition of shooting skill.

Sunday, June 10th, has been selected for the next shooting affair and will mark the half way point of the tournament season.

L. R. Spafford still continues to lead the shooters with a season average of 93.66 per cent.

#### REDONDO BEACH BALLROOM IS ORIENTALLY DECORATED

Giving to Redondo Beach one of the most beautiful ballrooms on the Pacific Coast, decorators have just completed beautifying our Redondo Beach amusement hall.

The whole scheme carries out the Chinese motifs which creates an entrancing Mandarin ballroom effect. The beauty of the decorating scheme is further enhanced and made fantastic through the dressing of the orchestra and attendants in Chinese costumes. The oriental scheme carried out is a new feature in ballroom effects and there is none other like it on the Pacific Coast.

The entire ceiling is covered with Chinese red glazed muslin with large circular dragon medallion in the center. The bottom of beams are covered with papier mache bamboo. Large Chinese lanterns of various colors and shapes are used for the lighting, with gold cloth drapes run through the ceiling.

The band stand is decorated with black panels over pilasters. Gold cloth drapes, Chinese parasols, oriental Chinese grills and borders of papier mache complete a fairy picture.

The lattice fence around dance floor is re-decorated black, highlighted with gold, posts and railings being covered with large bamboo. Chinese characters and ornaments are used at top of posts. The loges are decorated with vivid drapes, banners, etc. The inside main entrance is trimmed with red curtains, the ceiling being painted jade green and walls covered with muslin.

The ballroom is now known as the "Mandarin Ballroom" and Freddie Carter, formerly of the Majestic Ballroom of Long Beach, with his Mandarin Band, is presiding.

The dancing schedule beginning June 1st to 24th, will be every Friday, Saturday and Sunday evenings. Also Sunday afternoons, and from June 26th to Sept. 3rd dancing every evening (Monday excepted). Also Wednesday and Sunday afternoons.

#### WORLD INTEREST ATTRACTED BY P. S. EXPOSITION

Predicted to be the greatest exhibition on the Pacific Coast since the World Fair in San Francisco, the Pacific Southwest Exposition opens at Long Beach on July 27 and continues through August. Pretentious in all respects, the Exposition will assume proportions of a world fair in that there are to be twenty-five foreign countries participate in it with imposing exhibits characteristic of their native lands.

The exposition buildings are rapidly rising on a 60-acre tract on Long Beach harbor. The group will include about fifty structures, all of them in picturesque architecture based on Moorish designs of Northern Africa and on the architecture of old Spain, for the world show is to commemorate the coming of the Spanish padres to California to establish the missions for civilizing the Indians. Much attention will be given to landscaping the grounds about the palaces, pavilions and colonnades.

Displays which are coming from overseas will exploit fine arts, education and other cultural influences, as well as natural and commercial resources of the different countries. Many American states will be represented by similar exhibits.

It is expected that the exposition will be the chief drawing power of Southern California this year and it is estimated that the attendance will reach or pass the 1,000,000 mark. The enterprise is sponsored by the Long Beach Chamber of Commerce and other civic organizations, and its finances have been underwritten by business interests of that city and by municipal appropriations.

The Pacific Electric will operate service direct to the Exposition grounds at Long Beach. Additional cars will be run on regular schedule and extra service provided to meet all travel demands.



The ladies of the Rod & Gun Club are rapidly acquiring high shooting skill. The five shown here are, left to right: Helen Spafford; Mrs. L. B. Marsh; Mrs. C. E. Groat, Miss Johnson, and Mrs. Gus Knight.



# THE PACIFIC ELECTRIC MAGAZINE

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

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

Vol. 13; No. 1

June 10, 1928

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Daniel Sanchez ..... Trans. Dept.  
Frank B. Clark ..... Mgr., Mt. Lowe Tavern  
J. M. McQuigg ..... Gen. Agt., San Pedro

Contributions of Items of Interest by all employees solicited. Address all communications to the Magazine, to Bureau of News, Room 604, Pacific Electric Building, Los Angeles.

**T**HE GREATEST forces of the Pacific Electric Railway who might be termed "salesmen" are the conductors upon our various cars.

Never in the history of the road has there been such an opportunity for the sale of transportation by these forces as at the present time. Conversely, never have they had as an attractive line to sell as at present.

## Opportunity for Salesmanship

The opportunities for sales, especially within the city of Los Angeles, at the present time are equal to all of the men of the service, as they have the same identical commodity in the form of 5c, 10c and 15c fares, the \$1.00 and \$2.00 ticket books, as well as the \$1.00 and \$2.50 Sunday Passes.

Their line of goods does not vary as between the different salesmen, but the ability to sell, and the keenness with which some of them embrace this opportunity for sales varies, as was well illustrated by the action of two Conductors recently on the Hollywood line. One of these Conductors was handed a \$1.00 bill by a passenger in payment of a fare. This salesman-conductor instantly asked the passenger if she would not like to buy a \$1.00 ticket book which would prove a saving to her, and from which she would derive a lower rate of fare.

Another Conductor, when tendered a \$1.00 bill in payment of a fare, gave the correct change, but made no attempt to sell his wares.

This illustrates the difference as between a salesman who knows his goods and wanted to sell, and one who had

## Three-Car Train Required For Family Outing

**T**HAT was sure some outing your family had a few days ago," remarked one of the boys last month to "Andy," meaning our friend Lawrence Antista, Supervisor, Southern Division. "Yes," replied "Andy," "but I was sorry that only a portion of the family could be present because of a marriage that day."

The ONLY refers to 150 members of the Antista family tree.

The operation of three-car trains has been a common practice on our lines for years past, but so far as we know there has been only one occasion when a train of such proportions was chartered for use by the members of but one family.

The record movement occurred on Sunday, May 6th, when some 150 members of the Antista family, all related to one another, traveled en masse from Los Angeles to Balboa and return via the Big Red Cars.

Acting on the urge to employees to organize excursions in their lodges, churches and various societies which they might be members of, "Andy" had an idea, and acted on it. He proceeded to personally organize what is to be known in the future as the "Annual Antista Family Reunion."

The members of the party, which ranged in age all the way from a few weeks to near the century mark, enjoyed a novel day of pleasure. Tables were reserved on the ocean front where the entire group ate a bountiful lunch, after which followed boat riding, swimming and dancing. The homeward trip started at 6 p.m. with all in a gay spirit that was in keeping with the event. They had music on the train, presumably an Antista Orchestra, and all joined in the singing and gayety. The pleasure of all present was shown by the fact that "Andy" was asked to arrange a similar party for next year.

## PLAN ELEVATED HIGHWAYS

As novel a proposal for the solving of traffic problems as has been broadcast for some time was recently advanced in Chicago when it was suggested that elevated streets and highways be built above the railroads, states a recent press dispatch.

The plan proposed would utilize the air space above the railroads for the construction of wide streets. The cost of the project might reach \$25,000,000 or more its supporters admit, but they argue its advantages are well worth the outlay.

the goods, but made no endeavor to sell.

Opportunities such as these come daily, yes, hourly, to many of our Trainmen, and this is just to call their attention to these opportunities in the hope that they will avail themselves of them.

## EMPLOYEES IN HOSPITAL

As the Magazine goes to press there are the largest number of employees in the hospital that have been so confined at any one time during the present year, reports from the Medical Department show.

The large number receiving medical attention at the present time has caused Dr. Weber and his staff to put in many extra hours in order that our co-workers may at an early date be on the job again.

Those receiving hospital care are:

California Lutheran — Miss May Smith, Head Waitress, Mt. Lowe; Miss Alice Murtha, Waitress, Mt. Lowe; Albert H. Newberry, Car Repairer; Mrs. Theresa Dubois, Janitress; George Glasser, Foreman, Store Dept.; Chas. K. Hess, Conductor, So. Div.; Frank L. Gardner, Gateman; Harry H. Buffington, Carpenter, Mech. Dept.; P. Salimbene, Store Dept.; Cecil McReynolds, Motorman, West. Div.; G. H. Crozier, Brakeman, West. Div.; H. E. Miller, Chief Dispatcher; Russell D. James, Motorman, No. Div.; Joseph Amaro, Laborer; Albert Karr; Sub-station Operator; Louis A. Suncelia Motorman, No. Div.; C. L. Ennis, Conductor, West. Div.; Silvano Marcus, Laborer; Luther Hellison, Eng. Dept., and in the Pacific Hospital, Edward Foster, Motorman.

For the convenience of friends of the above listed employees, the California Lutheran Hospital is located at 1414 South Hope Street, and the Pacific Hospital is at 1329 South Grand Avenue. A visit by a friend or associate can often do more than medical science to aid an early recovery.

## STATE'S 1927 FISH PRODUCTS VALUE THIRTY MILLION

Not only leading the United States but establishing a record for California, the fishermen of this state turned in a banner catch during the year of 1927, figures compiled by the commercial fisheries department of the division of fish and game revealed when the report showing that 424,367,182 pounds of fish were produced during the year that ended December 31 was completed.

Owing to the great mass of figures that must be gathered to secure this report it has just been finished by S. H. Dado, assistant to N. B. Scofield, head of the commercial department of the division. Dado estimates that the fish catch, which is claimed to be the highest in poundage of any state in the United States, is valued at almost \$30,000,000.

Sardines, as usual, lead in the fish produced with a poundage of 342,275,289, while sole is next with 10,298,268 pounds. The smallest item in the report is five pounds of eels taken in the San Francisco-San Mateo district.

## Getting Personal

June bride: "I would like to buy an easy chair for my husband."  
Salesman: "Morris?"  
June bride: "No, Clarence."

"Let us be the first to give a friendly sign, to nod first, smile first, speak first, give first, and if such a thing is necessary, forgive first and forget first."—Jarvis A. Wood.



# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

The Executive Committee of the P. E. Club met on Wednesday, May 9, at 2:00 P. M. The following were absent: E. T. Albert, R. L. Tozier, H. A. Wilkerson, W. F. Powers, C. E. Moser, O. C. Black, J. W. Anderson, T. L. Wagenbach, Wm. Moesby, and L. A. Lovell.

### Club Fund

Balance, 4-1-28 .....\$ 38.22  
 Receipts ..... 1121.45

Total .....\$1159.67  
 Disbursements ..... 1112.68

Balance, 4-30-28 .....\$ 46.99

### Relief Fund

Balance, 4-1-28 .....\$ 117.30  
 Receipts ..... 1012.67

Total .....\$1129.97  
 Disbursements ..... 1019.50

Balance, 4-30-28 .....\$ 110.47

### Unfinished Business

C. A. Thomas stated that the pool tables at Hill St. Trainmen's Room, had been covered.

Mr. Clark gave a most excellent report on the dance given for the employees at Pomona on the evening of April 20, 1928. A thoroughly good time was enjoyed by all present.

### New Business

F. E. Mayfield again brought up the subject of a picture in the P. E. Magazine of employees who have died during the current month. E. C. Thomas replied that owing to the policy of the Magazine this is not thought to be a good plan owing to the fact that it is almost impossible to obtain recent pictures of the diseased and that such reports would tend to dampen the spirit of the Magazine.

Geo. Chrystal stated that the Mortuary Fund is now paying \$1,008.90.

Mr. Hatt stated that Motorman Taylor is very sick at Ocean Park and his friends may obtain his address by getting in touch with Mr. A. W. Day at Ocean Park Terminal.

Mr. Buck stated that the cues have been returned to Hill St. Trainmen's Room but that there is now need for new cue balls.

A request was made for steps down the steep embankment at the Macy Street Terminal which brought up quite a discussion and will be reported on at a later meeting.

Mr. B. F. Manley gave a most excellent report of the Rod & Gun Club Fishing Party at the Pacific Electric Camp on May 5th and 6th. There were thirty-four present. A total of 169 caught, the largest measuring 16½x-6½ inches long.

Mr. McCammond stated that the Redondo Beach Bath House are having a good sale of Bath Tickets at five for \$1.00. Employees need only to

present their Club Cards or their transportation to obtain this rate.

Mr. Vickrey briefly reported the fine condition in which the Camp is being placed for the coming season and informed the Committee of the erection of five additional cottages.

### P. E. CLUB BULLETIN

June 13, to July 15, 1928

#### Wednesday, June 13:

Outing of Ladies' Auxiliary and Rod & Gun Club at Mt. Lowe. After dinner there will be dancing in the Ballroom of the Tavern.

#### Thursday, June 14:

Ladies Auxiliary meeting at Club, 2:00 P. M.

#### Friday, June 15:

General Staff meeting in Auditorium, 10:30 A. M.

#### Monday, June 18:

P. E. Band rehearsal, 8:00 P. M.

#### Thursday, June 21:

The first of a series of Summer Dances at Club.

#### Monday, June 25:

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

#### Thursday, June 28:

Ladies' Auxiliary meeting at Club, 2:00 P. M.

#### Monday, July 2:

P. E. Band rehearsal, 8:00 P. M.

#### Monday, July 9:

P. E. Band rehearsal, 8:00 P. M.

#### Wednesday, July 11:

Executive Committee meeting, 2:00 P. M.

#### Wednesday, July 11:

Rod and Gun Club meeting, 8:00 P. M.

#### Friday, July 13:

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

### DONATION TO CLUB LIBRARY

The Club take this opportunity of thanking E. T. Johnston, Electrical Department, for the three books donated by him to the Club Library, viz: The Friendly Road, by David Grayson, and volumes 1 and 11 of Jack, by Alphonse Dauvet.

The Club will gladly receive donations of used books as there is a large call for books of fiction, especially those dealing of western life. Employees who have such books, which are of no further use to them, are asked to bring the same to the Club Library where they may be read by Club members.

#### Good Advice

A portly woman had, by mistake, taken a seat reserved for smokers. With unconcealed indignation she saw the man next to her fill his pipe.

"Sir," she said in frigid tones, "smoking always makes me ill."

The man calmly lit his pipe and puffed contentedly, and at the same time replied sympathetically:

"Does it, ma'am? Well, take my advice and give it up."

### P. E. MASONIC CLUB NOTES

One of the most successful "Ladies Nights" in the history of the Pacific Electric Masonic Club was held on the evening of May 8, at the Pacific Electric Club. Over 250 were present, despite the rain, to witness and enjoy a program full of thrills and comedy.

The principal features were provided by Professor Alfred Cookman, who gave his now famous "Romance of Bird Life" lecture, and Cam F. Saldana, famous Hindu Magician and Hypnotist. Incidental music was furnished by "Billy" Cousins, son of W. F. Cousins, Signal Department.

The next regular meeting will be held June 12. Another big program.

Coming Events: A midnight degree to be conferred at Queen Beach Lodge, Long Beach, during the latter part of June. Start now to make your arrangements to be away all night. Details later.

### SUMMER DANCES AT CLUB

During the coming months there will be a series of summer dances at the P. E. Club given the third Thursday of each month. This is in response to a popular demand for continuance of the Club dances which have proven so entertaining to our members during the past season.

As many of the summer evenings will be warm it will be permissible for the men to check their coats and dance in shirt-sleeves.

### REDUCED RATES AT REDONDO

Now that summer has arrived employees are reminded that special books of tickets—five for \$1.00—good for employee and dependent members of his or her family, can be obtained at the Redondo Beach Bath House. These tickets can be secured by presentation of railway pass or club membership card at the Cashier's office in the Bath House. Tickets include use of suit, towels and locker.

Also books of dance tickets—forty for \$1.00—can be obtained in the same way from the Supervisors in the Ballroom.

### TORRANCE WORKERS DANCE

The Torrance Women's Club House was filled to overflowing on the evening of May 25, when employees of this Company gathered to attend a dance which was held under the auspices of the Pacific Electric Club.

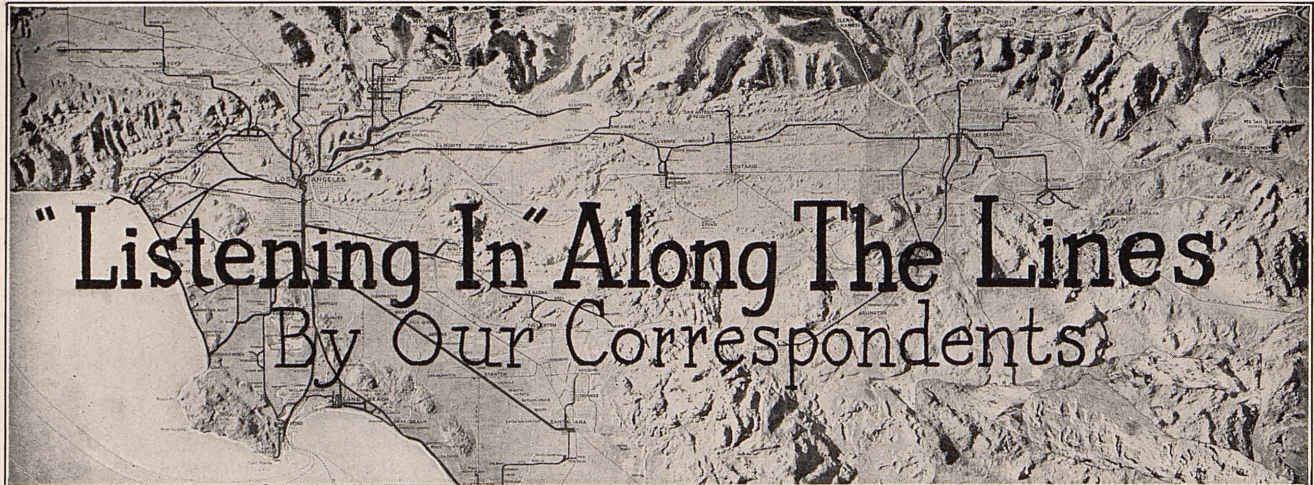
The latest in popular music was furnished by the P. E. Orchestra. There were also old-time numbers played, among which the Rye Waltz was featured.

Refreshments were served by F. E. Mayfield assisted by Mrs. G. F. Wheeler.

Little May's grandmother had an old-fashioned way of measuring a yard by holding one end of the goods to her nose and then stretching the piece at arms length. One day May found a piece of ribbon. Carrying it to her grandmother she requested gravely:

"Grandma, smell this and see how long it is."





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

Folks, you should see our new radio at the L. A. Street Yard Terminal Foreman's office. Its a peach; just drop around some time and listen-in with the boys. This set is a very selective one; in fact, it is said that in a duet of a saxophone and a violin you can cut one out and listen to the other (?).

Fred McCulley, Terminal Foreman, L. A. Street Yards, spent a week on his ranch up North, up where the prunes are raised.

Motorman Bond of Run 55, has a new address, he having bumped on Run 91, Long Beach. Don't like to see Bond leave us, but can assure Williams that he is getting a good man.

M. R. Yeager and family are spending their vacation by making a trip via the Coast Route to San Francisco. Yeager is traveling in a Victory Six, which information the Patrol Dept. of the Auto Club of Southern California might make good use of.

George Bauer, Motorman, Run 14, is back on the job after a two weeks tour through the Northern part of the State.

J. W. Leiter, Conductor, Extra Board, has resigned to move to Denver, Colorado. You have the best wishes of all the boys, J. W.

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

Fifteen years or so ago Lindsey Britt had a very odd job. He played the "wild man" with a traveling carnival. The show played a cow town in Texas and the ballyhoo man was shouting about the wicked "wild man" when a long Texan walked up. The ballyhoo man was just telling how this "wild man" (Lindsey) always ate raw meat, when the Texan pulled out two long shooting rods and said, "lets see the 'wild man' eat." There was nothing left for Lindsey to do, and eat he did. To this day he won't go into a butcher shop; the sight of raw meat is Lindsey's cue for a hasty retreat.

"Fat" Coombs is rather a hard man to put on his back. Four men started to do it at the same time one afternoon at the Graham Yards, but the laughter weakened them so that they had to quit.

"Pig" Winters and P. D. Morse are forming a brother act to play Keith time.

Jack Cody, Motorman, is a widower at the present time, his wife having gone on a trip east. Jack is a good cook and if any of the fellows would like to take a chance, he will prove his ability.

If there are any ex-service men in the Freight Department who would like to join the newly formed American Legion Post at Watts, the writer will be glad to supply details. There are several P. E. men in the Post now.

Charlie Ward has resigned and is leaving shortly with his family to do some extensive traveling. Charlie leaves with the best wishes of his host of friends on the P. E.

Brakeman Saltmarsh is back to work after an operation. "Salty" said he needed the sunshine so he is now working the day board.

Wooster Jensen is in training for a Second-mates' job on the good ship "Great Goose." The Wooster had his Mates Cap on the other day, and Jack Armstrong has promised to get the rest of the uniform for him soon.

Did you enjoy yourself Decoration Day? Butte Street was just as pleasant as ever. The cans are still falling, but we know how to dodge them now.

**LONG BEACH & HARBOR**  
By V. L. Swart

Asst. Night Foreman William Griffith, Long Beach, is on the hospital list with an injured right hand. "Bill" is missed at the beach.

Conductor B. E. Wasserman, Long Beach, whose hobby is photographs, has a unique way of boosting the Company's business together with his hobby. The back of his calling cards advertise the new Sunday passes and volunteers any needed information regarding them.

We understand that several specimens of Mr. Wasserman's work have appeared in our magazine, and any one desiring to decorate the old family album may reach "Barney" at the Long Beach Terminal.

When a young man takes a chance on an automobile raffle and then proceeds to take out a driver's license and figures the cost of garage construction we claim that is the "Height of Optimism." Anyhow Air Inspector Tom Higgins, Long Beach, says: "wait and see."

Remember folks, any little item of interest concerning yourself or fellow employees, sent to the writer or to Mr. Boswell at San Pedro, will be taken care of in these columns.

Inspector David Earls, San Pedro, offers a reward for the return of a perfectly good set of store teeth recently lost somewhere between home and 5th Street, San Pedro, where he works. This certainly demonstrates the speed many of our employees show in life, rushing to work. Anyhow the reward will be paid—if teeth fit.

**WESTERN DIVISION**  
By Leroy V. Greene

After watching motorists dashing madly in front of the cars day after day we feel inspired to burst forth with the following attempt at verse:

**Hail and Farewell**

What a funny sort of lure,  
A railroad crossing has.  
To tempt the wary chauffeur,  
To step upon the gas.

It seems to draw a driver,  
With a sort of siren call.  
To push upon the throttle,  
And never look a'tall.

Why an ordinary wise guy,  
Will yield is hard to tell.  
For sixty at a crossing,  
Is a one-way pass to—

(Fill in the blank space with a four letter word often used by Dante when writing the Inferno.)

A short time ago we mentioned in this column the fact that one of the boys at Ocean Park was nicknamed "Josephine". His wife happened to read the comment and now she wants to "know" just "why" he was so nicknamed. So we take this opportunity of assuring her that it was all in fun and didn't mean anything like "that."

We have a swimming champ in our midst. A. M. Wells, Cashier at Hill St. Terminal, challenges anybody on the system to a swimming race in either the 100, 220 or 440 yard events. Come on gang, let's see some competition.

All of which reminds us, the boys on the West have a new Cashier at Hill St. H. P. Botkin, formerly Ticket Clerk in the station has come downstairs to take in the remittances. Welcome.

The "boss" at Ocean Park, Arthur Day, had a couple more of his wandering boys come back "home." H. G. Hughes and Tom Sawyer (he of the famous hat) have returned, "never more to roam." These boys have enough seniority to hold a local run, but not enough for interurban, but apparently they would rather buck the board at the Park than hold a run elsewhere. That holds good with many others.

Assistant Trainmaster J. E. Douglass, was temporarily transferred to the Southern Division. The men of the West wish him all the luck in the world in his new capacity and feel that the South's gain is our loss.

Due to the fact that Mr. Douglass was temporarily transferred there have been a number of changes in order to fill the vacancy. A. C. Moll, Supervisor at Glendale, was appointed Acting Assistant Trainmaster. Supervisor Beard went to Glendale to take Supervisor



Moll's place, and Asst. Trainmaster Cleary went on relief work. He has been on the night job at Vineyard for a number of years. Supervisor Jones took the night job at Vineyard and Motorman Jarvis was appointed Acting Supervisor at Gardner Jct.

To go from the sublime to the ridiculous we must mention the "International Be-Whiskered Upper Lip Contest," now in full blast at Ocean Park. The Bunion Derbyists have absolutely nothing on the enthusiastic contestants in the Mustache Match now in progress.

The leading entrants in this hair growing marathon are V. E. Button, M. N. Woods, P. D. Yarborough, D. J. De Pozzi, E. R. Martin, J. A. Howard, J. O. Willoughby and L. Kline. The first lap of the heat was won by Cond. Button by grouping about ten hairs and Don De Pozzi came next with eight, but his sprouts were badly spread out. The second heat was won by Motorman Howard. There was some scandal about his winning, as it was rumored that he was using hair tonic to aid nature. On the next lap Yarborough and Martin were tied, but Yarborough was given the honors as it was discovered that Martin had used shoe polish to darken the blond hairs and make them look thicker. Conductor Kline, however, claims victory with the sum total of 87 hairs by standard count.

**7TH ST. WAREHOUSE**  
By Daniel Sanchez

J. A. Padon, O. S. & D. Clerk, has been transferred to the office of the Freight Traffic Department.

Terminal Market Clerk Kearney, who has been on the sick list for some time, is steadily improving and expects to be back on the job within the next week or so.

Eddie Hume, Commercial Checker, must be given credit for securing a good many cars of freight for this Company, but that is not all he should be credited with. Just make a trip to the Ice Palace most any night and take a look at the hockey players; pick out the best looking fellow on the ice and you will have identified Eddie. He is sure some skater and is also mighty popular among his business associates, as well as the "fairer sex".

James A. Sisk, Yard Clerk, is on a leave of absence. He took a leave a few years ago to play baseball, but assures us that he has no such intentions this time. It is rumored that he will bring a bride back with him this time.

A. K. Hartman has been transferred to Butte Street as Yard Clerk. Andrew L. Robertson changed to the office of the General Yard Master at Butte Street, taking the place vacated by J. N. Breese, who was recently transferred to the office of Employment Superintendent Scott. Louis W. Wise has moved up from the Car Clerk's office to the position of Record Clerk in the Terminal Freight Station.

Glenn Christian, Expense Clerk, has been doing some difficult juggling of figures in an attempt to arrive at the price of rabbits. He got three rabbits with two boxes of 16-gauge shells and he has been trying to figure how many rabbits he could get if he used the same number of 20-gauge shells. Just ask him.

Glen Day and Carol Probst were married Sunday, April 29th. After a short honeymoon up north we found them both back on the job. We also received word that Ralph Malone, Expense Clerk, was recently married.

Foster Whitehead is acting as Routing Clerk, taking Leo Hutter's place while he is on a leave of absence.

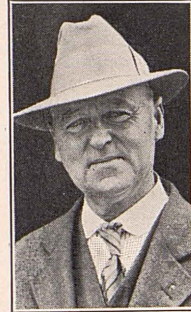
The following employees are either now on vacation or will be shortly:

- Walter Copper, Stevedore ..... Portland
- A. J. Gilber, Checker ..... Home
- John Zimmer, Stevedore ..... Oklahoma
- Arthur Bailey, Checker ..... Home
- Frank Maddox, O. S. & D. Clerk .. Missouri
- Chas. Salazar, Chief Revising Clerk.. Chicago
- Victor Lynn, Expense Clerk .... Eastern Points
- Noel E. Mundell, Teller ..... Kansas

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

*As chapter two in the "Old Timers" series, E. O. Straub, Shop Superintendent, is offered as this month's exhibit of the stalwart sons of Torrance who have through the years faithfully served this Company.*

Early in the morning of May 27, 1872, a thin squeaky wail pierced the frosty air of St. Joseph, Missouri.—Ed Straub, Shop Superintendent at Torrance, had just broadcasted his first appearance.



**E. O. Straub**

Court House. From the school ground the prison yard of the jail, then at Franklin and High Streets, was in full view and it may have been one of the reasons why Ed chose the straight and narrow, for he witnessed the hanging of Silvis and Martinez, the last desperados to be executed in Los Angeles.

Graduating from High School he entered the employ of the Santa Fe and remained with that company from 1889 to 1892. Then followed a period of small jobs, as a machinist with various contractors, etc., until June 16, 1904, when he entered the employ of the Pacific Electric as a machinist. In 1907 he was promoted to Machine Shop Foreman. Again promoted in 1917 to Shop and Shop Work Inspector and in 1919 promoted to Superintendent of the Torrance Shops.

Little Dan Cupid had not overlooked him in the meantime, for in 1897 he married Marie A. Creciat of Nashville, Tennessee. He has raised a family of three daughters and a son, and on February 25, 1928, became a grandfather.

Ed not only has the respect of the men under him, but what is far more valuable, their friendship, not to mention hosts of friends all over the system.

**SHERMAN TERMINAL**  
By E. D. Arthur

John bought a car, then he got a tag, and the following day the Judge said \$50.00 or ten days. John paid the fifty and says he is sure that justice is blind because the traffic officer who gave him the tag backed into his car at 12th and Los Angeles Streets. John's last name is Pasley and his title is Mileage Clerk.

Horace C. Averill, of the Ocean Park Car Shop, recently underwent an operation for appendicitis at the California Lutheran Hospital. He is getting along nicely, but is not expected back to work for a few weeks yet.

A number of Pacific Electric employees enjoyed a 6:30 p.m. dinner Wednesday, May 16th, at the Hollywood Masonic Temple. The dinner was given for the Past Masters of the Lodge. M. T. Spencer and A. E. Stevens, having served in that capacity, were among the guests of honor.

That famous bird the Stork visited the homes of two members of this department last month. Mr. and Mrs. J. L. Laseter are the proud parents of a new son who will be known as James Walter. Mr. and Mrs. Jack Hand are rejoicing over the arrival of daughter Dorothy. Mr. Laseter is employed in the

Carpenter Shop and Mr. Hand is Garage Foreman.

The vacation season has arrived and some of the early vacationists are now in the field. Carl M. Wright and wife are visiting Denver, Kansas City, Memphis and New Orleans, while Wm. Murray is familiarizing himself with the many points of interest on the Pacific Electric system.

Mrs. Jennie Von Julay died at the California Lutheran Hospital on Friday, May 18th, after an illness of more than a year. Mrs. Von Julay will be remembered by her many friends as having been an employee of the Mechanical Department for several years past. A floral offering was given by the employees of the Mechanical Department, Western Division.

Mr. White, Timekeeper, says that homebrew may have its kick, but every time-card must have its punch.

**LONG BEACH TERMINAL**  
By Jean Edwards

Jack Gibson, may his tribe increase. The proud father of babies, and true to fiction all of the babies thrive and grow strong in this, the land of eternal sunshine.

But, after pondering lengthily, we cannot decide what that gentleman invests the most pride in.

Would it be in his train of 5's that he so carefully handles on their bounding trip over the sand flats between San Pedro and Long Beach?

Do his knives hold his attention to the point of dreaming of ways and means whereby he may dispose of one more shiny new blade?

No! emphatically it is none of these. For the honorable Jack Gibson, Handler of 5's, Trader of Knives, and Father of Children is most interested in the welfare of those children of his—thus say we with apologies to Leigh Hunt—"Jack Gibson, may his tribe increase" unto the third and fourth generation; or what have you?

The Mr. Boggess of Seventh Street fame is a cautious person. A basis for our judgment follows: On a certain day last month Harry was having his usual ups and downs out on Seventh Street. His car was approaching an intersection when an automobile swung around the corner directly in the path of the street car.

Mr. Boggess's next moves were neither premeditated nor leisurely executed.

With one move he threw the brake into emergency. With another movement he threw his bulk around the confining supports at the front of the car and at the same time started a none too graciously "Charlie Paddock" toward the rear of the car as if his most treasured possessions were in that vicinity screaming frantically for help.

The passengers were somewhat amazed at the sight of a husky motorman sprinting past them and did not appreciate the situation until the car stopped with a jerk about six feet from the automobile.

Draw your own conclusions but we would say that Harry is discreet.

George Towner, Night Foreman, has been operated on and is reported to be getting on well. It is hoped that this operation will terminate a long illness and that George will be back in the home bailiwick before many weeks have passed.

C. J. Large, another of those Seventh Street operators, has forsaken California for a short time in lieu of a trip to the domain of the cornhuskers, Nebraska. Hopping clods so to speak. That's a long way off, but it isn't too close to Chicago, so we shall probably see him again soon, hayseed and all.

Fat, placid (?), and convivial Harold Brown waddles to and fro with all the stately air of a full grown elephant. Of late deep furrows have been clouding his brow? Does he worry? If so will some one please page Omar Khayyam?

Motorman H. H. Harris, who has been incapacitated for the last two months, finds a little enjoyment in playing checkers at the



club rooms with any man who has a knowledge of that game.

Incidentally he wins more often than not.

The merry month of May saw the arrival of some new employees. To the Messrs. Linthacum, Nutter, Grasswick, Burge, Demoret and Johnson do we extend a welcome. 'Tis a great little town we have here; we hope you like it.

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

Conductor B. R. Hobbis has announced his marriage on May 22nd to Miss Mary H. Merskoette of Pasadena. Best wishes to this newly married couple.

Radio receiving set was secured and installed in the Trainmen's room recently, through the efforts of Conductor R. L. Schriber, this being very much appreciated and enjoyed by all.

Several deep sea fishing parties were organized in Pasadena in the past month and good catches were enjoyed by all who indulged in the sport.

Motorman W. Crawford is on his vacation, visiting his mother in Texas.

Conductor P. J. Murphy announces the arrival of a 9 pound baby boy May 18th. Congratulations Mr. and Mrs. Murphy.

Introducing new employees: A. L. Cason and S. Townsend are now breaking in on Pasadena lines.

Conductor J. F. Mahan is on his annual vacation, visiting in San Francisco and the Bay region.

Conductor J. E. Lowry, formerly of Macy Terminal, has transferred to Pasadena and is holding a run on the Altadena Line.

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

Tuesday, May 8th, was the annual nature study day for the school children of Los Angeles. Despite the overcast and threatening weather a large party of school children was conducted to the end of our Sierra Madre Line by regular and extra trains and from there the party proceeded on into the mountains.

The return movement was made in the late afternoon of the same day. Both going and return trips were handled most efficiently and without accident.

On Thursday night, May 17th, the Northern Division Trainmen's Meeting was held in the Macy Street Club Room. The attendance was the best of several months past.

The business session consisted not only of suggestions and consequent discussions, but in addition a very helpful talk was given by C. E. Morlan, Traveling Passenger Agent, on the new reduction of local fares by the use of ticket books.

At the conclusion of Mr. Morlan's talk he gave Northern Division Conductors quite a boost by stating that they were worthy of commendation for the splendid manner in which they handled tickets and transfers of the new fare change.

Let's keep up the good work, fellows.

We are glad to introduce a newcomer to Macy, namely, Conductor R. E. Keith. Welcome to Macy, Keith.

Early Sunday morning, May 13th, Conductor G. N. Bollard, Macy Street, became the happy father of an 8-pound baby boy. Congratulations, Mr. and Mrs. Bollard.

Wednesday, May 16th, Motorman T. M. Lloy, Sierra Vista Line, went deep sea fishing. To prove that he had very good luck he brought back enough "corn-fed" mackerel to supply a good many of his fellow employees at Macy.

Friday, May 18th, was also a great day for

the running of Mackerel, for in the late afternoon Conductor L. N. Velzy came down to the Terminal at Macy with two apple boxes full of the popular ocean fish.

However, they didn't last long, for just as quickly as the Trainmen could procure newspapers to wrap them, the fish disappeared.

Motorman, L. A. Suncelia, South Pasadena Line, is at the California Lutheran Hospital where he is receiving the necessary treatment for a broken leg which he received recently in an automobile accident.

His progress of recovery is in the right direction and we all hope that it continues that way.

Conductor E. B. Griffin, San Bernardino Line, who was injured in a train accident last month, is now at home and is progressing as well as could be expected, considering his serious injuries.

We all wish to express our sympathy and hope that his recovery will be speedy and complete.

It was with regret that we heard of the passing away of Motorman H. D. Clements, Sierra Vista Line on Sunday afternoon, May 13th.

The trainmen of Macy Street wish to extend their heartfelt sympathy to Mrs. H. D. Clements and family.

The sudden and accidental death of Conductor W. R. Purves, Macy Street, on Saturday morning, May 26th, shocked the entire Terminal.

Great sorrow was manifested by all and the sincerest sympathy of the Trainmen is extended to Mrs. W. R. Purves and family.

Here we see Freight Conductor J. P. Coy, Macy Street, exhibiting the fine specimen of rainbow trout that he fought to a finish and finally landed after a terrific struggle in a large pool in the west fork of the San Gabriel River above Camp Rincon, on May 10th, last.



J. P. Coy

Gabriel in the last ten years.  
Hats off to you, Coy!

**ACCOUNTING DEPT.  
By George Perry**

A couple of the boys from the office i.e. Hal McCall and Guy Rasmussen did a little entertaining at the Polly Ann Tea Room Sunday evening, May 27th, singing several pleasing duets and solos. They went over big, with much applause from an appreciative audience.

Ruben Hackbarth, Freight Accounts Bureau, left the service to take a position in the scenario Dept. of the Mack Sennett Studios. All his friends in the Accounting Dept. join in wishing him the best of luck.

Congratulations to Mr. and Mrs. A. L. Marsh upon the birth of their daughter. We are pleased to hear that mother and daughter are both doing well.

With regret we report the illness of two of Mrs. Mildred MacMahon's kiddies who have contracted Diphtheria. Their home has been

quarantined and it will be from 10 to 12 days before the quarantine is lifted. We all hope for their speedy recovery and "Mildred's" return to the office.

Vacations for the month of May are as follows:

Mrs. G. Reed, New York; T. E. Dickey, home; Harley Clark, home; G. B. Lamm, home; F. A. Rulison, Detroit; W. H. Alexander, home.

**NORTHERN DIVISION  
Eastern Lines  
By Ruth Thompson**

During the month of May we had three special motor coach movements to Pasadena, Glendale and Santa Ana. Also six special party movements, with a total of 865 passengers. All of these special movements were school parties, one of which was the local high school Glee Club, taking first place at the Eisteddfod held at Los Angeles.

Agent Sutton of Corona, has been transferred to Brea.

Dispatcher Cadd, a Trustee of the Native Sons, and wife, have just returned from the Convention at Reading, California. They motored up by the inland route and came back by the coast highway.

Conductor Arensberg is making a trip through the northwest, taking the famous Triangle Tour through Vancouver, Prince Rupert and other points of interest.

B. R. Singletary, retired Conductor, is going to Houston to the convention and it is his intention to nominate Al Smith.

Conductor C. O. Gardner and wife are vacationing at Murietta Hot Springs.

Conductor R. T. Harmer has been spending his vacation at Los Angeles and the beaches.

Freight Conductor Nolan, whose father and mother have been visiting here from the East, spent several weeks conducting them around Southern California.

**TRAINMAN'S PERSONAL CARD  
BOOSTS SUNDAY PASSES**

"Here's a travel bargain that I want my friends to know about," reasoned B. E. Wasserman, Conductor, Long Beach, as soon as he had an opportunity to make a study of the new Sunday Passes. And the way he went about to accomplish the above is some what of an innovation in railway circles.

To approach his many friends on the subject of Sunday Passes was practically impossible and so he began thinking of some way the good news might be passed out and still carry with it the personal contact. Before many hours passed the problem was solved and a day or two later new personal cards appeared bearing his name on the front and the following display on the reverse side:

I Solicit Your Patronage for the  
Red Cars on Sunday

\$1.00 — PASSES — \$2.50

Ride Anywhere

Ask Me About It



**WHAT PEOPLE THOUGHT OF TELEPHONE 61 YEARS AGO**

Sixty-one years ago, a Boston newspaper published this item:

"A man about forty-six years of age, giving the name of Joshua Copper-smith, has been arrested in New York for attempting to extort funds from ignorant and superstitious people by exhibiting a device which he says will convey the human voice any distance over metallic wires so that it will be heard by the listener at the other end. He calls the instrument a 'telephone,' which is obviously intended to imitate the word 'telegraph' and win the confidence of those who know of the success of the latter instrument without understanding the principles on which it is based. Well-informed people know that it is impossible to transmit the human voice over wires as may be done with dots and dashes and signals of the Morse code, and that, were it possible to do so, the thing would be of no practical value. The authorities who apprehended this criminal are to be congratulated, and it is to be hoped that his punishment will be prompt and fitting, that it may serve as an example to other conscienceless schemers who enrich themselves at the expense of their fellow creatures."

**GRADE CROSSING ACCIDENTS SHOW DECREASE IN U. S.**

Despite a five per cent increase in the number of automobiles and the creation of additional grade crossings, the United States showed a decrease in the number of persons killed and injured in accidents resulting from the collisions of automobiles and trains on grade crossings during the year 1927. Last year there were 2,371 fatalities and 6,613 persons injured from this cause, which figures represent a reduction of 120 deaths and 378 injuries as compared with the previous twelve-month period.

The gratifying results indicated above can be attributed in a large measure to the safety campaigns waged by the railroads and to the indirect nation-wide educational campaign that has been heroically carried on by the public press. Almost daily there appears in the editorial and news columns reports of the tragedies occurring the country over, calling attention to the unfortunate negotiation of crossings at the wrong time, and providing an object lesson of frightful proportions, and one from which the public may not escape.

The fact that much has been and is being accomplished in this manner suggests the thought that it might be applied to the many other phases of accident prevention. Were the same efforts focused on other classes of automobile accidents, there is good reason to believe that similar results would be forthcoming.

**Knowledge Is Power**

"Why are you scratching yourself, Doris?"  
"Cos I'm the only one that knows where I itch."



**Mild Static**

Prof.—"Why don't you answer me?"  
Fresh—"I did, Professor. I shook my head."  
Prof.—"But you don't expect me to hear it rattle away up here, do you?"

**Young Lady Motorist**

"It's snowing and sleeting and I'd like to buy some chains for my tires."  
"I'm sorry—we keep only groceries."  
"How annoying! I understood this was a chain store."

Doctor—Your husband must have absolute quiet. Here is a sleeping draught.  
Wife—And when do I give it to him?  
Doctor—You don't give it to him—you take it yourself.

**Keep It Dark**

Gold-Digger—Thank you so much for this pearl necklace.  
Married Man—Don't mention it, don't mention it.

A teacher was giving his class a lecture on charity. "Willie," he said, "if I saw a boy beating a donkey, and stopped him from doing so, what virtue should I be showing?"  
Willie (promptly)—"Brotherly love."

**Fading Clamor**

A cynic recently said of his wife: "At the end of the evening she was so tired she could hardly keep her mouth open."

"Mummy, do you say 'It is me' or 'It is I'?"  
"Always remember the rhyme, 'It is I,' said the spider to the fly."  
"I see—but couldn't you say 'It is me,' said the spider to the flea."

**Learning to Add**

Teacher: "If there were Mr. Jones, Mrs. Jones and the baby, how many were there?"  
Johnny: "There were two and one to carry."  
—Messenger.

**Page Mr. Volstead**

There was a young lady of Ryde  
Of eating green apples she died.  
Within the lamented  
They quickly fermented  
And made cider inside her inside.

**Why Sing?**

"So you're looking for a job in a musical comedy," inquired the theatrical manager.  
"What can you do?"  
"I can sing," modestly replied the pretty applicant.  
"Go on, girl! This ain't no church!"

Mr. Flip—"What's the matter with you? Anything wrong with your back?"

Mr. Quip—"No. My wife made the shirt I have on, and I have to walk this way to fit it."

**Gloves**

Lady—"I want to see some kid gloves for my eight-year-old daughter, please."  
Polite Clerk—"Yes, madam. White kid?"  
Lady—"Sir!"

**A "Fishy" Problem**

A fishy old fisher named Fischer  
Fished fish from the edge of a fissure;  
A fish with a grin  
Pulled the fisherman in,  
Now they are fishing the fissure for Fischer  
—Pathfinder.

**Not Literally Quoted**

Englishman: "What do you do with all of your garden stuff?"  
American: "We eat all we can, and we can all we can't."  
Englishman's Wife: "What did he say?"  
Englishman: "He said they ate all they could, and what they couldn't eat, they could."

Neighbors used to drop in for a call; now they all call in for a drop.

He: "I'll get the best car we can afford."  
She: "I won't be seen in one of those."

"I don't enjoy eating."  
"Why?"  
"Because it spoils my appetite."

**Their Nose Knows**

Slick: "How did you get so many girls?"  
Slicker: "Oh, I just sprinkle a little gasoline on my handkerchief."

City Banker (visiting the farm): "I suppose that's the hired man?"  
Farmer (who has visited banks): "No that's our Vice-President in Charge of Cows."

**Shocking Extravagance**

"Dad, we learnt at school to-day that the animals have a new fur coat every winter."  
"Be quiet, your mother is in the next room."

**Poor John**

Tom—"I can read your thoughts, Mary dear."  
"Then what makes you sit so far away?"

**Helping Out**

She—"Would you put yourself out for me?"  
He—"Of course I would."  
She—"I wish you would, then, because it's late."

**Impossible**

The Boss: "Robert, I hope you try to save half of what you earn."  
Office Boy: "I don't get that much, sir."

**Sympathy**

Occupant of Barber Chair: "Before you begin, I want you to understand that I am a man of few words."  
Barber: "I'm married, too."

College Grad's Mother—"Here's a letter from our boy at last."

The Old Man—"Has he got a job yet?"  
Mother—"Yes, he's washing dishes in a restaurant."

The Old Man—"That's good. He told us he was gonna clean up a million."

"Where did you find this wonderful follow-up system? It would get money out of anybody."

"I simply compiled and adapted the letters my son sent me from college."

Jones (at side show)—"Mister, I've a wife and fourteen children. Can't you let us look at the monkey for half price?"  
Showman—Fourteen children! Wait, I'll bring the monkey out to look at you.

"Throw up your hands, I'm going to shoot you."

"What for?"  
"I always said if I ever met a man homelier than I, I'd kill him."  
"Am I homelier than you?"  
"You certainly are."  
"Well, then, go ahead and shoot."

Two North Carolina darkeys were discussing the local banker.

"Dey say he's kindah tight," said one.  
"Tight nothin'," said the other. "Dat man's as lib'l as dey makes 'em. He loaned me five dollahs two yeahs ago and he ain' nevah ast fo' it yet. Eb'ry Sat'day I goes 'round an' pays him two bits intrust and he says foh me not to worry 'bout dat principal. Dat banker shuah am white!"



"Rastus, who is dat solvent looking gentleman speculatin' up an' down de aisles wid de gold obstacles?"

"Don't yuh organize him?"  
 "No, ah don' organize him. Ah's never been induced by him."

"I'se franchized yuh don' organize him. He's de most confiscated man in our whole diaphragm. He's de new pasture at our church."

**Immune**

It had always been Sam's ambition to own a fur coat, and after years of skimping he had achieved it. On the first day of its possession, as he was strutting down the street, a friend approached him.

"Mo'nin,' Sam," the friend remarked, his teeth chattering from the wintry blasts. "Pretty col' day, ain't she?"

Sam lifted his chin haughtily from the depths of his huge fur collar.

"Ah really kain't tell 'bout the weather," he replied carelessly. "Ah ain't looked at de paper today."

**Nothing Else, But**

"Are you laughing at me?" demanded the irate professor of his class.

"No," came the answer in chorus.  
 "Well," insisted the professor, "what else is there in the room to laugh at?"

He: "Do you believe kissing is unhealthy?"  
 She: "I've never—"  
 He: "You've never been kissed?"  
 She: "No—never been sick."

She: "If I were to die what should you do?"  
 He: "Oh! the same as you would do yourself."  
 She: "You wretch! I have always suspected it."

Little Willie was sent to bring in the new kittens. His mother heard a shrill meowing and called out, "Don't hurt the kittens Willie."  
 "Oh, no," said Willie, "I'm carrying them very carefully by the stems."

Hopeful—Tommy, does a young man call here in the evening to see your sister?

Tommy—I guess he doesn't exactly come to see her, because there's never any light in the room when he's there.

Bobby—"Daddy! A boy at school told me that I looked just like you!"  
 The Dad—"That so?—and what did you say?"  
 Bobby—"Nothin'. He was bigger'n me."

Spend the company's money at you would your own.

"Gus, dear," said the bootlegger's bride, "I wish you wouldn't spill any more of your goods around the barn."

"What's the matter, babe?" inquired her fond husband. "Was they any cops snoopin' around?"

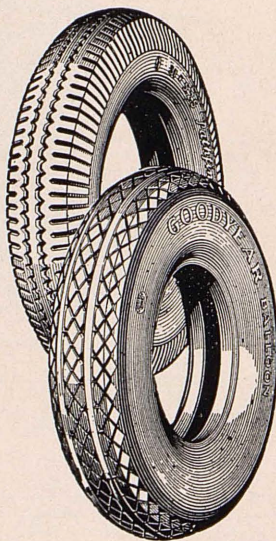
"No, but the cat was. And it nearly killed two of the neighbor's police dogs."

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

**PARTIAL LIST**

Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid
Britt, Lindsey,	Lumbago	\$16.00	Jones, Orestes R.,	Cold	22.00	Shelton, R. E.,	Wisdom Tooth Extracted	15.00
Burton, Benj. M.,	Measles	27.00	Knight, Warren A.,	Bronchitis	18.00	Singleton, Robert J.,	Cold	12.00
Byers, Wm. W.,	Enteritis	10.00	Lamb, J. G.,	Infected Thumb	14.00	Soule, LeRoy M.,	LaGrippe	20.00
Carhart, Frederick James,	Gastro Enteritis	18.00	McGrayne, Alan H.,	Cut Hand	28.00	Speir, Waymon K.,	Inf. on neck	10.00
Cole, Lee A.,	Cold	26.66	Minghine, Joseph L.,	Sprained Back	52.00	Tuttle, Ralph W.,	Fractured Toe	20.00
Cripps, Grant M.,	Bronchitis	14.00	Moore, Leonard O.,	Tonsillitis	18.00	Voelker, Harold B.,	Neuritis in Arms	24.00
Foth, Carl H.,	Sunburn	10.00	Olze, Paul F.,	Indigestion	14.00	Wilkerson, Herbert A.,	Eczema	60.00
Fortner, Leorie,	LaGrippe	46.00	Potter, Thomas B.,	La Grippe	8.00	Woodard, Will R.,	LaGrippe	12.00
Gregory, Fred W.,	Infected Eye	12.00	Powell, Ellis M.,	La Grippe	8.00	Woods, Frank E.,	Pneumonia	66.00
Herzman, Herman E.,	Influenza	22.00	Rowan, Wm. A.,	Bronchitis	24.00	Yowell, Roy E.,	Iritis	28.00

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Torrance Store  
29th of each month

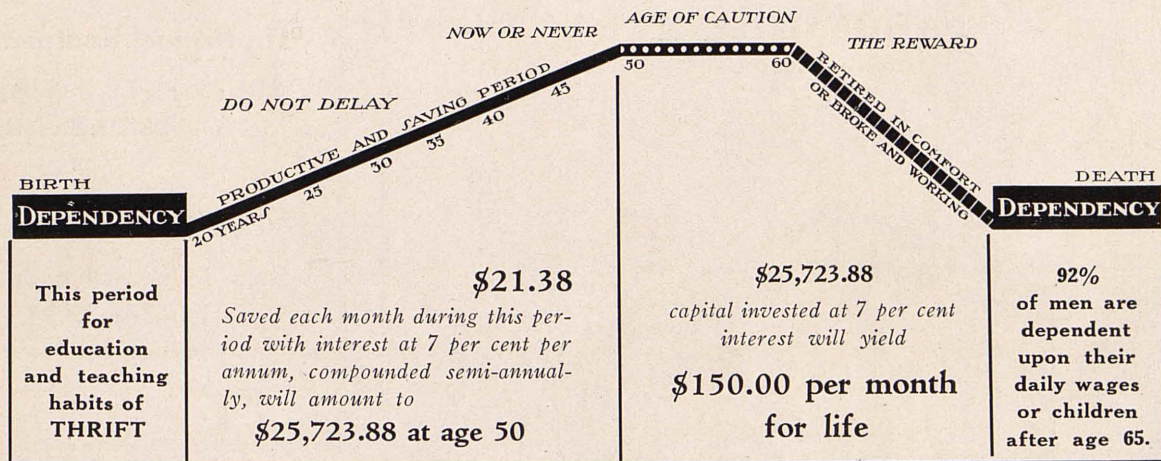
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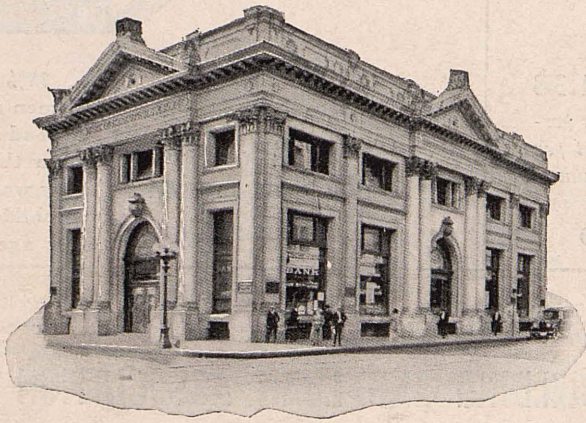
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