



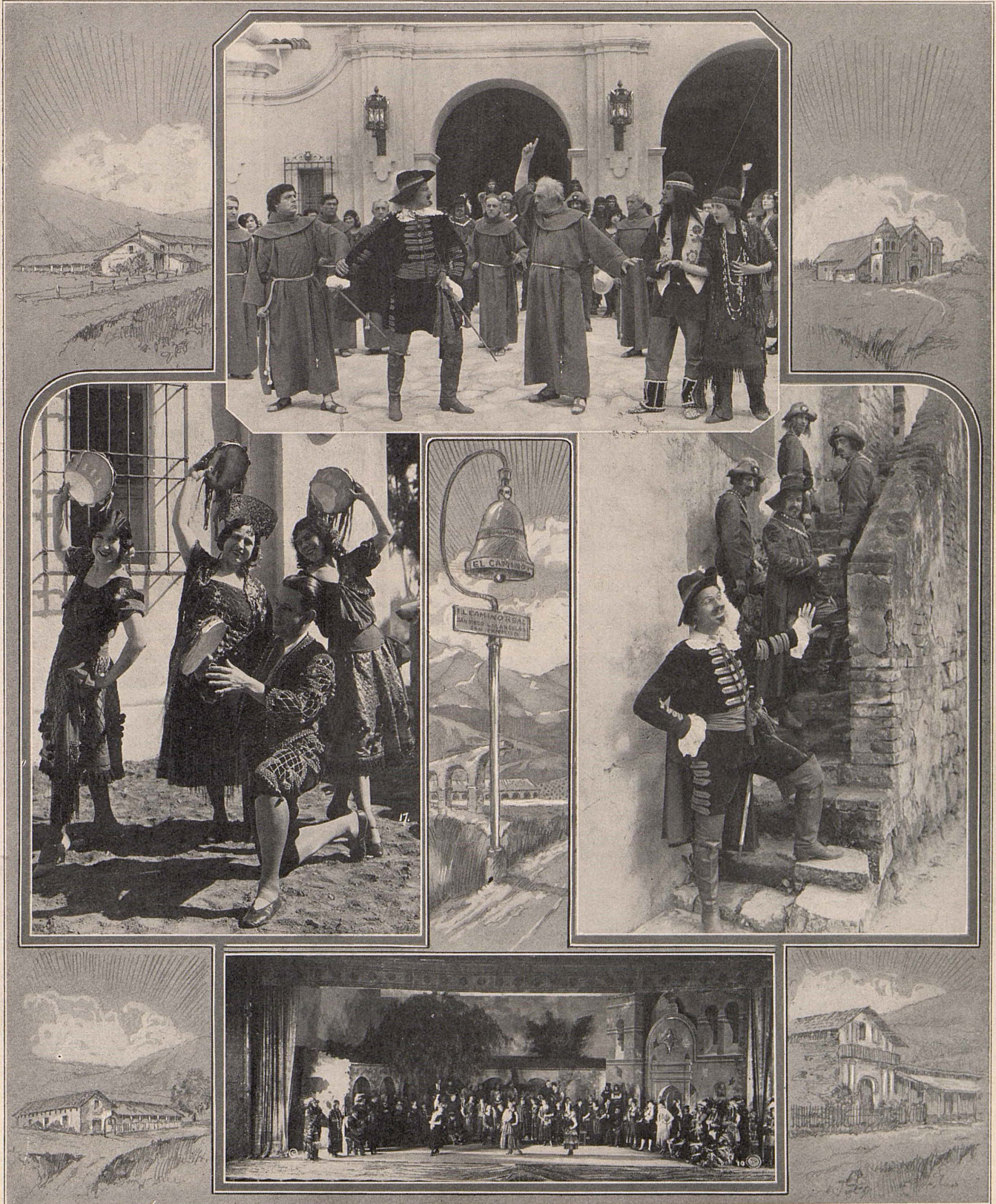
THE PACIFIC ELECTRIC MAGAZINE



Vol. 12

LOS ANGELES, CAL., MARCH 10, 1928

No. 10



Scenes from the Mission Play now Showing in new San Gabriel Playhouse.

Thank You!

FOR a number of weeks past the Company, through the heads of the various departments, has been corresponding with employees along the lines of what might be known as a "Better Business Campaign."

The trend of the letters written have been of an informative nature, going back to the earlier days of the Company and briefly reviewing its history, development, financial experience, its ideals, value as a transportation element, and its hope for future prosperity and success.



Throughout the series of letters, up to this time, the value of economies in time and material have been stressed. It has been shown that to be successful, economies really mean as much as the product of additional business. With a constantly increasing investment it is not only highly essential that we retain the past volume of patronage, but that we show an increase from year to year.

It has been brought out in the letters that pleasant relations with our patrons will contribute very largely to our success, both individually and to the Company. Also has it been shown that in our relations with the public the elements of courtesy, attentiveness to our work, helpfulness to the uninformed traveler, saving of time and proper use of materials are the elements that bulk largely in the building of success.

It is with much gratification that we are receiving returns from this correspondence, indicating that our position as a public service utility is being better understood; that employees are reflecting a better spirit and courtesy and that they are striving to operate this great property efficiently and economically. With the letters sent have gone out "tip cards" on which employees have been requested to report new business prospects and the results obtained through this method have been most fruitful.

To all who have contributed in any manner to the good results so far achieved I express, on behalf of the management, sincere appreciation and solicit a continuation of the splendid spirit shown.

A. J. Pontius

All Interests to Unite in Big Port Project

Railroads and City Pool Resources at Harbor in Great Plan That Will Mutually Benefit Shippers and Carriers

By GEORGE F. SQUIRES
Assistant Freight Traffic Manager

HALLED as making possible the most far-reaching step in the development of Los Angeles Harbor since completion of the San Pedro breakwater sixteen years ago, the contract unifying all railroad facilities at the Harbor and providing for their subsequent operation as one system, has now been completed and signed by all parties to the agreement.

The consummation of this agreement between the City of Los Angeles and the railroads serving Los Angeles Harbor providing for the unified operation of all the rail facilities serving the port under an agency to be known as the "Harbor Belt Line Railroad," may properly be deemed an important and historical achievement in the progress of the harbor. It is destined to serve well not only the metropolis of Los Angeles, but the entire southwest empire in its interchange of commerce with the balance of the world.

Historically, the development of commerce through Los Angeles Harbor commenced in the eighteenth century, during the days of the early mission padres and our harbor has shared in that colorful romance of development, so peculiar to the history of California.

In the year 1542, Cabrillo, a valiant Spanish navigator, sailed into an unknown harbor on the Pacific Coast of North America. He called it "Bahia de los Humos" (the Bay of Smokes) because of the clouds of smoke which

Plan Insures Further Harbor Development

WHAT is the unification of railroad facilities at the Los Angeles Harbor all about?

Simply stated, it is the pooling of certain railway and city owned properties into a single unit to be operated and controlled by one agency, the "Harbor Belt Line Railroad."

Fifty million dollars worth of trackage, wharves, equipment, warehouses and other railway operative adjuncts are employed in handling the vast tonnage originating from and destined to the harbor. To speed up, reduce cost of service to carriers and shippers, and permit of intelligent future expansion are some of the advantages which will accrue from the plan of unification.

Mr. Squires in the accompanying article tells the details of the plan and of many other benefits that will result from this historical and far-reaching step in the development of the L. A. Harbor.

overhung the hills. In 1602 another Spaniard, under orders from the King of Spain, landed in the Bay of Smokes

and renamed it "Ensenada de San Andres" (Port of Saint Andrew).

The maps so recorded it until Cabrera Bueno, compiling a chart of the California Coast from the reckonings of Viscaino, unraveled a tangle in the Saints' names. November 29, in the Catholic calendar, is sacred to Saint Peter, the Bishop of Alexandria, rather than to Saint Andrew. So the name was changed and until 1910 this seaport was known as San Pedro, and today San Pedro is a principal part of Los Angeles Harbor.

The City of Los Angeles was founded by the mission padres in the eighteenth century, twenty five miles from San Pedro Bay, which location, as history records, was selected because of its desirable climate and accessibility to fresh water. A great number of ranches were gradually developed and missions were built throughout the southland.

The fruit of the land of what is now Los Angeles County had become so generous that the question of marketing and shipping came to be a serious problem in the early sixties. San Pedro was the only seaport some twenty five miles distant from the highly cultivated area of the county.

We are told that in 1851 all Los Angeles—Wilmington freight was carried by three six-mule teams and a few ox-carts. One four-horse stage accommodated passenger traffic. The prevailing freight charge between the



The document being signed is the contract for Unified Operation of Rail Facilities at Los Angeles Harbor. The signing of this agreement constituted in a befitting manner the first official action of the City Government in its new \$5,000,000 City Hall. City officials, railroad executives and representatives of the Greater Harbor Committee and Chamber of Commerce were in attendance. Seated from left to right: G. S. King; W. K. Etter; J. T. Saunders; H. M. Robinson; Mayor George Cryer, Walter B. Allen, Carl R. Gray, D. W. Pontius and J. E. Stephens. Standing from left to right: F. H. Knickerbocker, A. S. Halstead, C. E. Burge, F. M. Andreani, L. A. Lovell, L. B. Jones, D. F. McGarry, J. O. Koepfli, H. J. Goudge, J. G. Starr and D. P. Ewing.

two points was \$20.00 per ton with a passenger fare of \$7.00 for the journey from Los Angeles to tidewater at Wilmington. As more ranches were developed the Spanish missions flourished, and occasionally small sailing ships anchored in San Pedro Bay to bring in a little merchandise needed by the ranches and the missions, and to take away hides for which they traded.

In 1880, Los Angeles, as a Spanish pueblo, had a population of 11,000 inhabitants. In 1900 the population grew to 100,000, and in another ten years Los Angeles had become one of the largest cities in the United States.

A city of half a million population had been built without special attention being given to its port possibilities, and the progressive people of Los Angeles realized that the city's future growth largely depended upon taking advantage of water transportation to build up its commerce. San Pedro and Wilmington were pointed out as the logical location for the development of the port and in 1909 the two harbor towns of Wilmington and San Pedro were annexed to Los Angeles.

The actual construction work of channels and terminals commenced in 1912 after various legal obstacles had been cleared away. The first municipal wharf was completed in 1914, about the time the Panama Canal was opened, and immediately intercoastal shipping began to come to the new port of the Pacific Southwest.

Soon after, however, the war in Europe broke out, and within a short time all of the principal ships along the Pacific Coast departed for the Atlantic Coast, with the exception of a few small lumber schooners, several coastwise passenger boats and small craft.

It was about a year after the armistice was signed before the ships began to return. There was a phenomenal growth of Los Angeles shipping beginning November, 1919. From less than 150,000 tons a month at the close of the war, in less than four years Los Angeles Harbor had attained a volume of more than 2,000,000 tons per month.

Liquid Gold

This great volume was brought about by the unprecedented oil development which had taken place in Southern California, and the lack of storage and refining facilities to care for it, required piping it to the harbor, with the result that the sea lanes from Los Angeles to Panama became a veritable procession of tankers. Los Angeles oil is said to have put the Panama Canal on a profit paying basis because of the tolls the tankers paid to the United States Government.

To attract commerce a port must first provide the facilities essential for the handling of the particular commodities to be offered and adequate rail transportation has unquestionably contributed largely to the unhampered growth of Los Angeles Harbor.

Los Angeles County's first railroad was built in the year 1868 extending from Los Angeles to Wilmington. With completion of this line a new

era began. For the first time in the history of Southern California producers of all sorts of fruits and grains, wool, and meat products were able to ship them to San Francisco, the greatest market on the coast at that time, at a traffic cost that made their profits satisfactory. Merchants whose stocks were largely replenished from the north, as well as by cargoes that came around Cape Horn, were able to get their merchandise more cheaply and far more expeditiously.

Fifty Millions in Facilities

Today Los Angeles Harbor is served by four railroads and facilities located within the harbor district represent a valuation exceeding some fifty millions of dollars. The railroad properties at Los Angeles Harbor are owned by the Southern Pacific, Union Pacific, Pacific Electric and the City of Los Angeles.

The Municipal Terminal Railroad, which name has been given to the facilities owned by the City, comprises eleven different disconnected portions of trackage located in different districts of the Harbor with a total of 57.5 miles of tracks along the waterfront development of Los Angeles Harbor. These facilities are operated on the west side of the Harbor by the Pacific Electric Railway and on the east side of the Harbor by the Union Pacific.

Storm Razes Mt. Lowe's Famous Observatory

COMpletely destroying the building which housed it and damaging seriously the observatory itself, a fifty-mile gale on February 9th wrought damage to our Echo Mountain landmark of approximately \$10,000.

The dome of the building was scattered along adjoining hill sides in a thousand pieces and the lecture hall was completely demolished. The telescope, together with the pier supporting it, dropped through the weakened floor seriously damaging the sky instrument. Fortunately, however, the rare and costly lenses escaped even the slightest injury.

The reported destruction of our famous observatory caused wide-spread alarm and regret, due to the fact that it is practically the only astronomical observatory in the United States which is open to the public.

Details as to just what is to be done regarding the reconstruction and possible re-location of the observatory are being worked out and an announcement will be forthcoming in the near future.

Located a short walk from Echo Mountain, altitude 3500 feet, the observatory was founded in 1894 by Professor Thaddeus S. C. Lowe and for many years was presided over by the famed and now deceased scientist, Edgar Lucien Larkin.

The Southern Pacific Railroad was extended to the Harbor in about 1887 and today its lines enter the Harbor District at the easterly end of Wilmington near the Consolidated Lumber Company, and runs diagonally in a southwesterly direction along Pier "A" to the drawbridge at the entrance of West Basin. From here it follows the west side of the main channel and now terminates at the Southern Pacific Slip near Timms Point, with a branch running to the top of the bluff near Fort McArthur.

The Southern Pacific Railroad was the first railroad to develop and serve the inner and outer harbors on the west side of the main channel and for the past forty years has made large investments to meet the burden of providing adequate rail facilities to handle the commerce of the port in a satisfactory manner.

The Union Pacific System, through one of its operating units, the Los Angeles & Salt Lake Railroad Company, has been identified with the growth of Southern California since 1905. Its lines reach the Harbor District through Long Beach, terminating at East San Pedro and serving the development on Terminal Island, which during the past three years represents approximately \$8,000,000 worth of improvements. These improvements made by the City of Los Angeles consist of three slips, four transit sheds, fifteen berths, an open municipal lumber wharf, and the Badger Avenue Bascule Bridge.

The largest electric interurban system in the world, namely the Pacific Electric Railway Company, with a total railroad mileage of 1,162 miles, serving fifty-four incorporated cities and reaching every important community in four counties within a radius of seventy miles from Los Angeles, also serves Los Angeles Harbor District with a network of lines in San Pedro and Wilmington comprising 18 miles of trackage.

During 1926, the Santa Fe completed their connection with the trackage owned by the City of Los Angeles at Anaheim Street, Wilmington and, through interchange with the Pacific Electric, have access to serve the industries of the entire district.

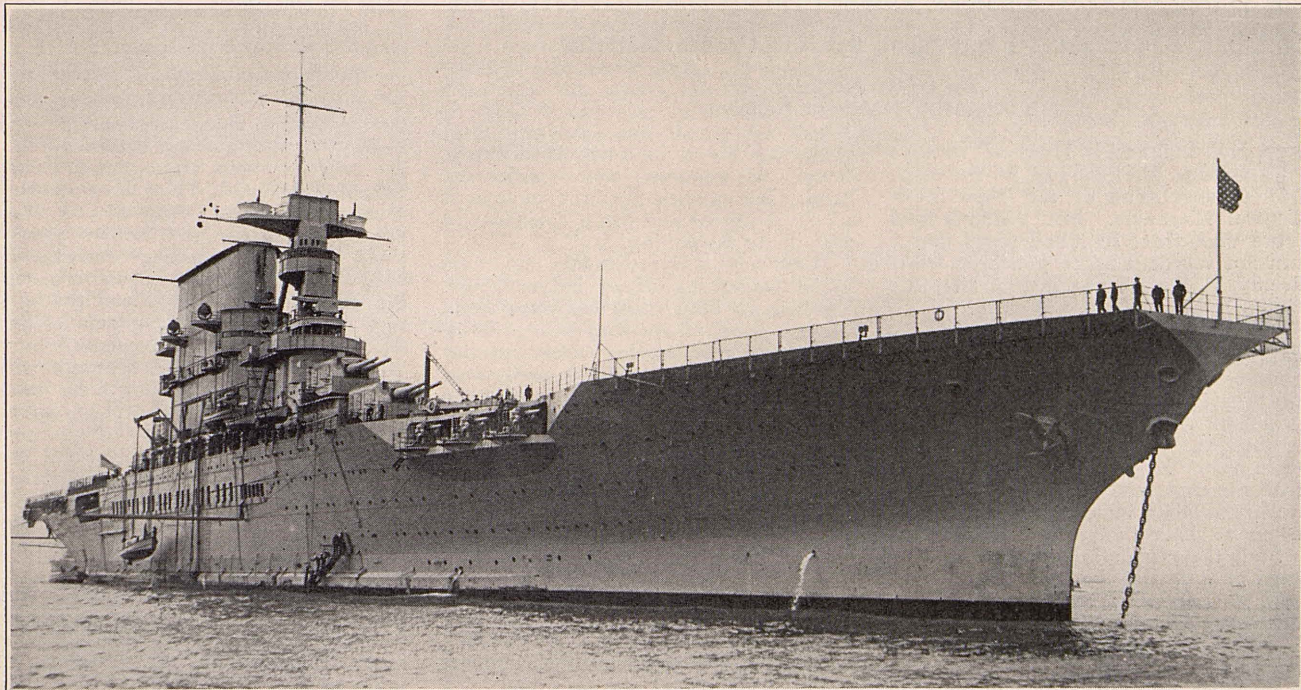
The Plan

Under provisions of this agreement the 125 miles of tracks, constituting the railroad properties in the Harbor District, will be operated as a single and neutral system, all of the merged facilities to be operated as a single unit to be known as the "Harbor Belt Line Railroad."

The control and management of the Belt Line is vested in a Board of Control and a Board of Operation. The Board of Control comprises eight members, four of which will be appointed by the City of Los Angeles, and one each by the four railroad companies. For the action of this board, an affirmative vote of six members is required. Under this arrangement the City of Los Angeles is given equal voice with the railroads in the control,

(Continued on Page 16)

FLOATING AIR-PORT MOTHERS NAVY PLANES



The U. S. S. Saratoga, mammoth airplane carrier, at anchor in L. A. Harbor where it will remain until April 9th. Visitors welcome Saturday and Sunday afternoons.

THE WORLD'S fastest ship, likewise the largest fighting craft that has ever been built, in point of dimensions, the U. S. S. Saratoga, the future flagship of the battlefleet air squadron, arrived at Los Angeles Harbor on February 21st. Stupendous in bulk and appearance beyond imagination and erected at a cost of \$45,000,000, the assigning of this mammoth battler to Southern California waters will no doubt prove a travel attraction to the harbor of no small proportion.

The Saratoga, representing the last word in maritime science, designed as an airplane carrier, is 888 feet long with a maximum width of 106 feet and is capable of housing a brood of 82 planes. The fact that it is an airplane carrier, however, need not imply that the ship is not a fighting craft, for it has formidable strength in this respect. Her main battery consists of eight of the Navy's new eight-inch, fifty-five caliber, high-velocity rifles, with an effective range of twelve miles, the fire of which is directed by newly-designed electric self-synchronizing fire-control apparatus—almost human in its uncanny accuracy. She also has twelve five-inch anti-aircraft guns and four twenty-one inch underwater torpedo tubes. A crew of 2000 officers and men make up its personnel.

Being operated entirely by electricity, this navy monster's equipment is of such proportions that it would supply the electrical demands of a large city. Its main machinery, which is capable of developing 180,000 horsepower, is comprised of four 35,200-kilowatt turbo-generator sets which

supply the current for the eight driving motors. Each of the eight motors, connected in pairs to four propeller shafts, has a capacity of 22,500 horsepower and measures fifteen feet in diameter. The 45,000 horsepower delivered to each shaft drives the propeller blades at 317 revolutions per minute, which in turn, with all four propellers in full operation, develops a speed for the ship of approximately 35 knots, or 40 miles per hour.

Aside from her main engines, the Saratoga has aboard more than 1,000 auxiliary electric motors, ranging from her 425-horsepower ventilator motors down to the tiny motors of 1-200th horsepower which drive her fire control system. The illuminating capacity of her four huge searchlights totals 3,260,000 candlepower. The subsidiary demands on the Saratoga for power are supplied by six 750-kilowatt direct-current turbo-generator sets, which are driven by steam from sixteen oil-fired boilers.

The four stacks molded into one, carrier control towers and turrets, the ship's super-structure, are crowded to starboard to leave the huge landing deck free for airplanes.

The chief significance of the Saratoga is that it has extended aviation as a means of national defense far beyond the fondest hopes of a short time ago. With speed sufficient to outrun any battle craft when necessary, she can carry her planes where they may be launched, even in heavy seas because they need not alight on water to be hoisted aboard as they

must be on battleships, but can land on the big carrier's deck.

This monster floating airport is open to the public for inspection on regular visiting days and there is no doubt but what those who make the inspection trip will find the U. S. S. Saratoga supremely interesting.

WOULD ABOLISH PAVING COST PAID BY RAILWAYS

Efforts of New York electric railways to obtain legislative relief from paving taxes are being strongly endorsed by the press of that State.

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

"When we load it down with unfair taxes," the paper continues, "we hasten the inevitable end either of bankruptcy, or ten cent fares. The sensible far-seeing policy for every community is to encourage the trolley service by just and liberal laws or ordinances, and to enable it to cooperate with the various branches of auto transportation for the public convenience and welfare. We have demonstrated that the paving tax is indefensible from the standpoint of fairly balanced justice. But we are similarly convinced that it cannot be championed even on the lower ground of policy or expediency."

Railroads are Veins of Nation

Carper Given Verbal Thrashing Through Unique Defense of Carrier's Utility to Public

By G. G. WOODS,
Yardmaster, Northern Division

THE Railroad is Human," so says George F. Peabody in the September issue of the New York Central Magazine. Mr. Peabody said more than that; so much more that I can not repeat it all to you here. But briefly, I will tell you how it all came about.

One evening, a body of men were gathered together in New York for an hour or two, and the conversation developed into a discussion of current problems and the trend of industrial economics. Believe me, friends, there were some "long-tail" words spoken at that meeting, and many of us might well remember some of them to quote when we hear thoughtless criticism.

Stop the circulation of blood in the hand or foot, and that part of the body will die. Injure a member and blood will serve to heal.

The Railroad's Part

So it is with the railroads and the communities they serve. When transportation is cut from a district, ruin is never far away; when calamity comes upon a region, it is the railroads which bring relief. And it is the railroads which have simplified our life today, making it possible for us to live in utter comfort, eat what we like the year around, and buy from a store a ready-cut suit, instead of raising the sheep, weaving their wool, and making the garment at home.

The railroads, in fact, are human; so human, so fair in their services, that they deserve unstinted praise in place of censure from their patrons. Mr. Peabody, on that evening, gave a clear defense of their functions and policies.

In this particular group of men, there was one who was particularly bitter against the railroads, which, in his estimation were officered by a bunch of bandits, organized to extort vast sums of money from a helpless public. At the end of his outburst which lasted for about thirty minutes, and which might lead an outsider to believe that the railroads were a bunch of high-binders, one of the men objected.

He said, in part, "I think that our friend is seeing bogey men, and I cannot let his remarks pass without challenge. I confess that I was once a railroad man, and there is something about railroads that gets into a man's blood, a spirit of some kind that never leaves him. Railroads are big things. They do tremendous things. And there is a common spirit among the men who have some part, even though small, in the doing of those things that grips and holds and lasts forever. Perhaps the basic reason for that feeling is the truth that the railroad man is at the small end of the funnel of all

business. He is in touch with everything. All progress comes under his hand. He catches the first version of all development and has a constructive part in its fashioning.

"Lambasting the railroads has come to be something of an indoor sport. Yet it is my belief that our friend here, as well as all others who indulge in it, do so without having taken proper thought of just what these great systems mean to them. For instance, let's scrutinize this rather pleasant hour we have been enjoying.

If No Railroads

"We have had a very fine dinner. Let's see just how the terrible railroads have contributed to the enjoyment of that. We had some excellent oranges. They were ripened on the trees, their flavor was delicious and their juices were good for us. Those oranges grew some two thousand five hundred miles away. How did they get here to be served to us at a cost of fifty cents a dozen? All over the country people are enjoying and being benefited by similar fruit at about the same cost. How do they get it? You know. The railroads have provided the means. Fast freight, iced cars, quick and efficient handling.

"Then we had some splendid meat. It was fresh meat. It was raised on the great plains of the middle west. It couldn't be driven here on foot. Old fashioned travel by wagon could never have gotten it here. Yet it was here nutritious tender, fresh and thoroughly good. How did that get here? You know. The railroads brought it.

"We had bread made from flour ground in Minneapolis. We had potatoes that grew in Maine. Olives that came from Spain. Sweet potatoes that grew in Georgia. Sugar that was raised in Louisiana. Coffee that came from far away Brazil. And these cigars are made of tobacco from Havana. Think it over, men; just how much of this dinner we have enjoyed so heartily would have been available had not these great railroad systems brought the stuff to us?"

The speaker went on to explain that he was connected with a magazine having a wide circulation. He told of how the railroad, each month, set in a car loaded with white paper. Then every month, other cars were set in to carry away the thousands of bundles of printed magazines, not to just a few near-by towns, but to be distributed throughout the whole nation. We are inclined to take the postal service very much for granted, yet without the railroads, the Post Office Department could not function.

He described the railroads as "Human;" transportation as "Blood of the

Nation." "When disaster and calamity come upon a community and help springs up from far ends of the country, how does it get there in time to bind up and save? Ah, friends, there is much behind a railroad besides freight rates and passenger fares!"

Handicaps of Public Ownership

"And the changes these detractors would work! Public ownership! All about you are glaring evidences that the railroads now are operated solely for public benefit! They have no other thing to work for. And do you think greater efficiency and nobler service could be gained by taking control away from these men whose hearts burn with a passion for their work and giving it to a constantly shifting group lacking that pride and ability generated by a life-time of service and struggle with actual problems, watching their work with one eye while the other is glued upon the fickle goddess of politics? No, our railroads are too vital, too big, too necessary, and the service they have rendered, and are rendering, is too splendid to lay ruthless hands upon them and feed them into the greedy maw of graft and chicancery."

In conclusion, the speaker cited how the railroads, with their remarkable foresight, could see the need of vast expenditures in the development of new country, without reward, yet they did it because it needed doing.

"Let's quit carping, and hindering, and finding fault and try pitching into problems with as much spirit and with as noble and altruistic motives as do these carriers of ours. If we do and are able to develop as much efficiency as they have it is my thought that the whole country will be a great deal better off."

Nobody had spoken while this man was presenting his defense. After he closed no one spoke, but all turned and looked at the fellow who began the discussion. That gentleman was very red in the face. He looked uncomfortable. But he had the grace to say: "I beg everybody's pardon. And I'm thankful to this gentleman—I confess I had never thought of a railroad as being human before!"

SARATOGA TO REMAIN HERE UNTIL APRIL 9TH

The Saratoga, new giant aircraft carrier of the Pacific battle fleet, now stationed at L. A. Harbor, is to remain at anchor in local waters until April 9th, according to an itinerary planned late last month by naval authorities.

The huge ship will go to San Francisco on April 9th for installation of precision and standardization instruments to be used in her full power standardization trials scheduled for April 23 in waters off San Pedro.

After a trip to Honolulu with the remainder of the fleet, the Saratoga will return to Los Angeles Harbor for the summer, when she will engage in intensive training of the fleet aircraft squadrons, with her sister ship the Lexington, which is scheduled to arrive in this district in the near future.

ORANGE SHOW WAS BEST YET

Drawing an attendance greater than ever before attracted, the 18th National Orange Show came to a highly successful conclusion on February 26th. The total attendance during the eleven day exhibition of Southern California's agricultural, industrial and other products reached 285,000, this figure being 35,000 greater than any previous year.

That the personnel and operations of this Company contributed in no small degree to this year's success of the show is evidenced by a summary of our participation. P. E. Peachey, our transportation chief in the San Bernardino district, had the honor of being this year's President of the Orange Show organization. That he acquitted himself well is reflected in the quality of the show, generally conceded to be the best ever arranged. Praise of Mr. Peachey's splendid work was favorably commented upon quite generally.

The Company's exhibition at the show received widespread attention and during both afternoon and evening there was at all times a large gathering viewing the large map which cleverly depicted our widespread activities in this district.

While complete travel figures were not available as this is written, it is known that the total will exceed very considerably that of former years. A special excursion fare of \$2.20 was effective and a number of well patronized excursions were run from several cities. A temporary bus service direct to the mammoth show building provided a needed service that was well patronized.

Among the distinguished visitors at the show, and who availed themselves of using the comfortable seats provided by the Company in connection with our exhibit, were Dr. and Mrs. Harding, of Marion, Ohio, parents of deceased ex-President Harding.

Herbert—"You flappers don't know what needles are for."

Vivienne—"Well, I do—they're for the phonograph."

Mechanical Units Guard Passengers in Subway

INSURING the utmost of safety to passengers using our trains through the Glendale-Hollywood-San Fernando tunnel, automatic train stops were placed in full service on the morning of March 1st. In preliminary trial tests made the new device fulfilled in every instance their functions under vary speeds and conditions.

Already equipped with the most modern block signal system, the frequency and nature of our service through this subway dictated the wisdom and necessity of providing against possible human failure. With the new devices now in service should a Motorman, through lack of attention to duty or any other cause, fail to observe a red signal the train will automatically be brought to a full stop before reaching a danger point ahead. It is not now possible to provide a greater degree of safety than the provisions that have been incorporated in this subway.

The operation of the new devices is simplicity itself. The system consists of a stop cock in the air line at each opposite end of the car. With a signal showing red a trip arm, installed in track, is automatically raised to a vertical position. Should the Motorman, for any cause whatever, fail to observe the signal and bring his car to a stop, the vertical arm comes in contact with stop cock in air line of car, which action applies the air, resulting in car coming quickly and smoothly to a complete stop.

The equipment employed required the installation of devices on 210 cars operating through the subway and at each of the 13 block signal standards. The combined cost of safety apparatus now employed in the subway represents an investment of \$75,000.00.

The type of equipment selected has been in successful use on eastern elevated and subway lines and was approved by engineers of the State Railroad Commission.

NEW IMPROVEMENTS

With preliminary track work completed, contractors on the LaBrea concrete and reinforced steel overhead crossing began work on February 7th, W. Z. Shaw, Cost Engineer, reports. The completed project will be 140 feet in length, cost \$98,000, and provides a handsome structure under which the increasing vehicular traffic on LaBrea Avenue will pass.

A number of important work orders were approved during the past month, among them being:

Reconstruct inbound track on the Long Beach main line from Dominguez Junction to North Long Beach, a distance of approximately 21,515 feet, renewing 60-lb. with 90-lb. A. R. A. rail and fittings, including turnouts in split switch derails. Estimated cost \$82,426.00.

Reconstruct and pave four spur tracks located on the West Seventh Street Long Beach Line, at an estimated cost of \$7,250.00.

Work is to conform to improvements being made in West Seventh Street by the City of Long Beach.

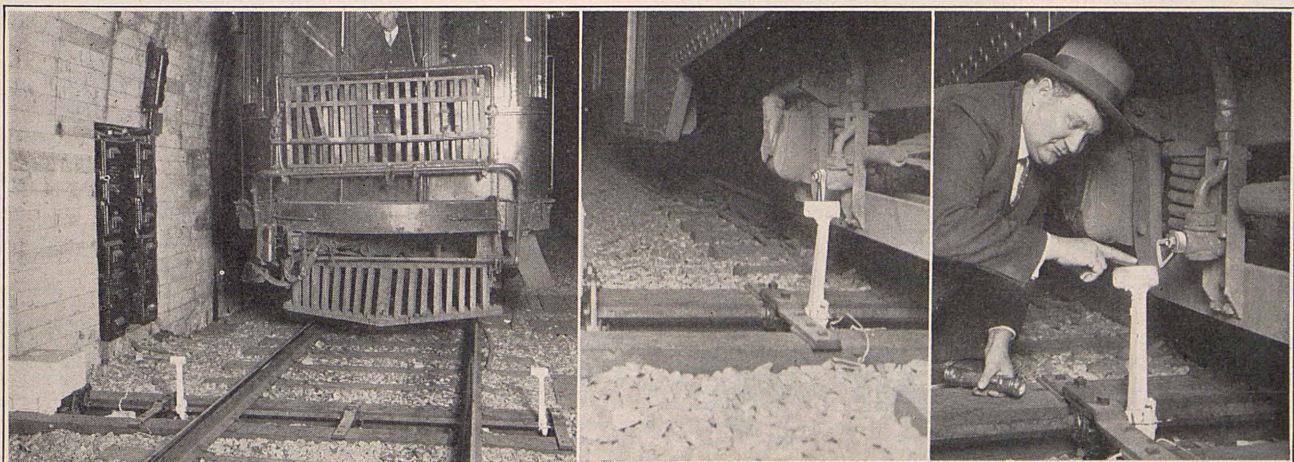
Install asphalt concrete pavement at fifteen street crossings, and install guard rail, ballast and renew ties at eleven crossings, at Torrance, California. Estimated cost \$29,575.00.

Construct siding approximately 1260 feet in length on the south side of Santa Monica Air Line, between Los Angeles Mesa Drive and 11th Avenue, including overhead and bonding, at an estimated cost of \$8,466.00.

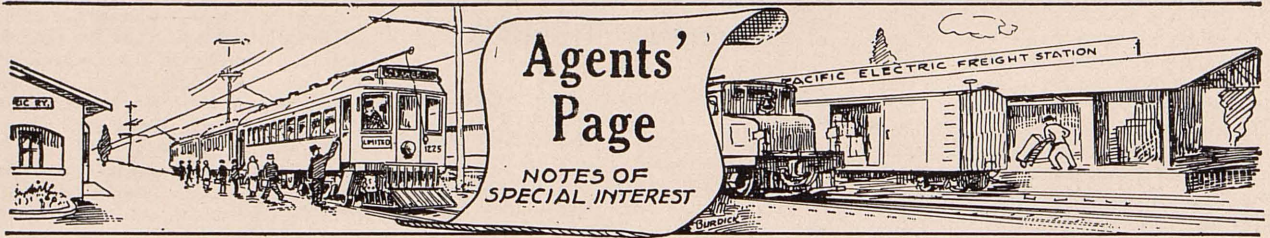
To furnish track for storage purposes so that the long siding on north side of track between 11th and 6th Avenues may be restored to its original use as a passenger track.

Install block signals on the Hollywood-Van Nuys Line from Los Angeles River Bridge to Rio Vista Bridge, at an estimated cost of \$4,889.00. This work is necessary to protect single track and to reduce hazard of accidents.

Purchase two 8-ton Gas Road Rollers with Scarifier and scraper blade, at an estimated cost of \$8,262.00.



How do automatic train stop operate? With danger ahead the block signals show red, which automatically raises the white arm in foreground (left) to vertical position. The device is primed for action. Center photo shows how trip arm and air shut-off valve on car will make contact if Motorman fails to observe red signal. On the right S. R. Florence, Signal Engineer, points out the mechanical functions of the two units which bring car to a quick, smooth stop.



ESTABLISH FREIGHT AGENCY IN CENTRAL MFG. DISTRICT

By A. E. Norrbom
Chf. Clerk, Frt. Traffic Dept.

THE motto, "Modern, Fast and Reliable Freight Service" in all that it implies is further exemplified by this Company joining on March 1st in the joint agency in the Central Manufacturing District, which serves one of the fastest growing industrial sections in Southern California, as well as one of the very large commercial stock yards in Mountain-Pacific territory.

The Los Angeles Central Manufacturing District is composed of four units, known as the Vernon Unit, which lies west of Downey Road between Fruitland Avenue and Vernon Avenue up to, but not including Pacific Boulevard; the Central Manufacturing District unit, which lies east of Downey Road from the Los Angeles River on the north to Fruitland Avenue on the south including Atlantic Avenue on the east; the Maywood Unit, bounded by Atlantic Avenue on the west, the Los Angeles River on the north and east and Slauson Avenue on the south; and the Laguna Unit, which is all of the territory east of the Los Angeles River north of Randolph Street, west of Laguna Road and south to East 26th Street.

The Vernon Unit contains 11 carload industries; the Central Manufacturing Unit, but not including the

Westland Warehouse, contains 41 carload industries; the Maywood Unit contains 7 carload industries and the Laguna Unit 9 carload industries. The Westland Warehouse, which is within the Central Manufacturing District, houses 17 business concerns shipping or receiving carload freight, and 29 companies shipping or receiving carload freight which are represented by the Westland Sales Agencies.

The industrial district is served by the Los Angeles Junction Railway, a belt line which connects with the Pacific Electric Railway at Walker Station, on our Whittier Line. During the year 1927, the Los Angeles Junction Railway handled 34,000 carloads of freight in and out of that district.

Another very interesting fact is the importance and development of Los Angeles as a primary stock market which is one of the first markets of its kind that was ever instituted here. Eighty per cent of the livestock coming into this territory passes through the stock yards, the success of which has been chiefly attributable to the economic advantages accruing to growers and buyers.

The new agency is in charge of A. J. Seiber, and is known as Union Stock Yards Station, Los Angeles.

Our participation in this joint agency is the culmination of the desire on the part of this Company to make it as convenient as possible for the shippers in that district to do business with the

P. E. AGENTS HOLD YEARLY MEET AT MASONIC HALL

For the Agents' Association Sixth Annual Banquet, the evening of February 25 was chosen as the time, and the Masonic Club as the place, and the largest and most enjoyable evening in the history of the Association was had by approximately 170 members and guests.

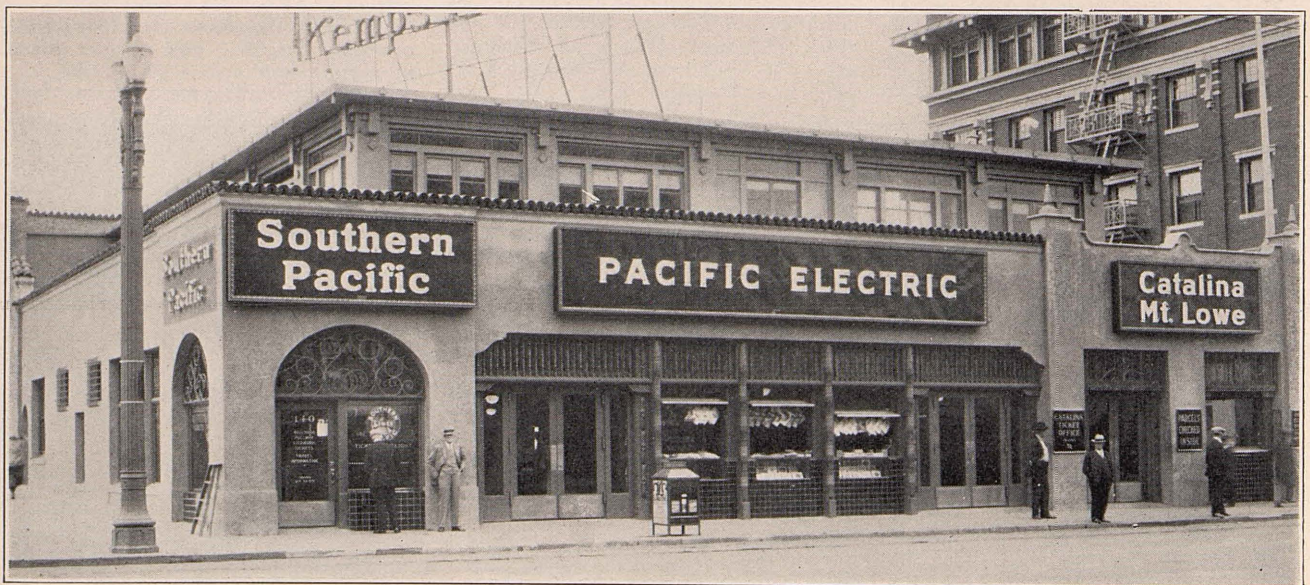
For the fourth consecutive year, the Northern Division was the winner of the Attendance Contest, and these members were the Company's honor guests of the evening.

The hall was artistically decorated with California flowers, the color scheme being augmented by the large Sunkist orange at each place, presented for the occasion by Fred E. Peachey, President of the 18th National Orange Show.

The menu served deserves a full chapter to itself. Instrumental music was furnished by our own excellent Pacific Electric Club Orchestra, and the vocal entertainment rendered by Mr. Gene Frost, the singing ball-player, Miss Billie Hoffman and Miss Eva Balfour, was the best ever.

At the conclusion of the dinner, President P. M. McQuigg introduced the past Presidents of the Associa-

Pacific Electric Railway Company, and has already met with expressions of appreciation from shippers and receivers in that district.



Remodeled and enlarged at a cost of \$32,000., the improved Long Beach Passenger Station now is quite an imposing structure, as seen from the above photograph. The Southern Pacific and Wilmington Transportation Company ticket offices occupy it also, and patrons are afforded all the comforts and conveniences to be found in modern stations. The second floor contains Trainmen's quarters, recreation rooms and leased offices.

tion who were present, then insured the further success of the evening by turning the meeting over to Toastmaster Bishop.

Unfortunately space will not permit giving in full the interesting and instructive talks made by the speakers cleverly introduced by Mr. Bishop, but it will only be necessary to say that the following were at their best:

D. W. Pontius, Vice President and General Manager; Frank Karr, Vice President and Chief Counsel; F. L. Annable, General Superintendent; F. E. Geibel, President of the Pacific Electric Club, and three of the guests of the evening, Mark Thompson, Superintendent, American Railway Express; C. L. McFaul, Assistant Passenger Traffic Manager of the Southern Pacific Company and G. J. Blech, General Freight Agent of the Southern Pacific Company.

Particularly fortunate was the selection of the principal speaker of the evening, Walter L. Thornton, Secretary and General Manager of the Community Chest, whose most eloquent and interesting address on the life of Benjamin Franklin will long be reflected as an inspiration and ideal in our everyday life.

Most of the success of the affair was due to the efforts of the Entertainment Committee, headed by Chas. P. Hill, Chairman. Each of these occasions has exceeded the others in attendance and enjoyment to the participants and already we are looking forward to the next, for we are assured that "the end is not yet."

BREEZES FROM THE HARBOR

By J. M. McQuigg, Agent, San Pedro

The dedication of the new San Pedro City Hall took place February 22nd. The Mayor and other city officials, together with the various civic organizations, took part in dedicatory program. A large gathering from all over Southern California was present at the exercises.

The U.S.S. Saratoga, the latest addition to the Pacific Fleet, dropped anchor in the outer harbor Tuesday, February 21st. Visitors were allowed on the ship commencing on the 22nd. A great deal of curiosity is shown by the number of people who have expressed a desire to go aboard and inspect this latest ship in navy construction.

The dredging out of Dead Man's Island is now proceeding with considerable headway. The San Francisco Bridge Co. has this contract and they now have two dredgers at work.

The new Transit shed at berth 228, Terminal Island, is completed and ready for occupancy. The Williams S.S. Co. and the Dimon S.S. Co. have been assigned this space by the Harbor Dept.

The Harbor Dept. has commenced work at Berths 159 and 160 to change and enlarge and bring these docks up to the standard with more convenient facilities. The transit sheds at these two berths will be considerably larger when this work is completed.

Imports for the month have shown

'Salesmanship' is Applied With Good Results

OUTSTANDING in the many examples of loyalty to this company and our parent organization coming to attention as a result of the Better Business Campaign was an incident that occurred last month in the office of Car Service Agent Maison.

C. M. Gilbert, Mileage Clerk, upon leaving the service and contemplating activities that would require a journey to Madison, Illinois, decided to make the trip by a competing steam line. Upon hearing the bad news several of Mr. Gilbert's associates in the office began an aggressive "salesmanship campaign" of their own.

The virtues of travel over the Southern Pacific were convincingly but ineffectively presented. Finally the timetable was brought into play and Gilbert was shown whereby he could make a quicker connection out of Chicago by using Southern Pacific service. He was won over by that argument, and as a result \$93.00 for a ticket went to our owning company instead of to a competing line. Possibly Gilbert's appealing to reason accounted for a tasty and well-filled lunch basket which accompanied him on the trip as a gift of remembrance by his associates.

Ninety-three dollars is a tidy sum in itself, and with all of us showing the fine spirit and loyalty that was exhibited by Mr. Maison's office force it is possible to swell our income by enormous proportions.

GOPHER HAS MUSICAL EAR?

That gophers have a musical ear is the firm conviction of J. P. Chambers, Foreman, Western Division, after years of careful observation as to the action of the rodents along Pacific Electric right of ways.

"The moment a rail line goes into a new country gophers swarm to the right of way," Schamber explained. "Even after long experience I was puzzled over the fact. Later I found out that gophers live near an electric line either because they are attracted by the humming of the wheels over the track or by the singing of wires overhead.

"At regular intervals poison is spread along the tracks to destroy the rodents, but they soon come back in droves in proportion to the amount of traffic passing over the rails," Chambers said.

an increase over the preceding month. This increase is due to the heavier movement on bulk commodities, coke, clay and sand. The movement on these commodities will be heavy from European ports for the next sixty days.

ENTHUSIASM RUNS HIGH IN PUBLIC SPEAKING CLASS

With interest in the subject increasing each week, thirty-two employees are regularly attending the Public Speaking class being conducted under the supervision of our Educational Department. Although begun on the 13th of last month, there have been none of the unlucky incidents occur that are so often attributed with this particular date; on the contrary the class is meeting with remarkable success.

Arrangements having been completed by Educational Director Earl W. Hill with the Los Angeles Board of Education, the company was fortunate in securing the services of A. W. Leonard as instructor. Mr. Leonard, who is also associated with the Polytechnic Evening High School, possesses the pleasing personality and the technical qualifications required to successfully conduct such a class.

Without waiting for preliminaries, Mr. Leonard at the first meeting laid the foundation upon which he is building the principles of good public speaking, and each week since he has presented some additional phase of the subject. Although the theory is being stressed, the practical side is not being over-looked as is evidenced from the "speeches" that are made each Monday evening.

Members of the class choose their own subjects, which have ranged all the way from marriage problems to railway operations, and, applying the theory as to the fundamentals of a good speech, stand before the class and deliver their address. Thus, one of the greatest achievements of a lifetime is at least partially attained, the ability to stand before an audience and speak intelligently, which is sometimes referred to as "thinking on your feet."

The class is meeting each Monday evening from 6:45 to 8:45 in Room 714, Pacific Electric Building and will continue throughout the present term, which ends in June.

YEAR'S AUTO DEATHS REACH 1651; RECKLESSNESS HIT

Reckless driving and rum saturated automobiles were blamed for 9,159 accidents involving either death or injury in California during 1927, declares Frank G. Snook, Chief of the State Division of Motor Vehicles.

Reports of the department placed the number who died at 1651, and those seriously injured at 4277. At least 90% of the mishaps occurring were avoidable, Snook stated. "The fault is with the drivers these days and not with the car," he asserted.

Skidding, poor brakes and mechanical defects cause but a small number of accidents compared with drunken and reckless drivers, Snook claims, and he has ordered his officers to redouble their vigilance against this dangerous type of offender.

Los Angeles led all other communities in the number of motor fatalities with 273, San Francisco coming next with 152.

THE PACIFIC ELECTRIC MAGAZINE

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

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

ASIDE from the fact that courtesy is an obligation and duty the true gentleman is pleased to perform, did it ever occur to you the far-reaching effect, for good or evil, it is liable to play in your life? Is it not a fact that those of your acquaintance and contact who are looked upon as successful are real gentlemen, courteous to a marked degree? Think it over!

That lack of courtesy may be the factor responsible for failure to achieve much in life was well emphasized by an occurrence, which, incidentally, happened on a street car, related by Vice President Dawes. Speaking before 2500 Boy Scouts in Washington recently, he told a story of an event which took place some thirty years ago. The facts are essentially as follows:

Mr. Dawes, then a young man, had been chosen by President McKinley to be Comptroller of the Currency. He was highly esteemed by the President and was intimate with his Secretary, Mr. Cortelyou, and frequently spent evenings with Mr. McKinley and the Secretary when important matters were to be considered.

An Ambassador to a foreign country was to be appointed one evening. Two men of equal calibre and political prominence were slated for the post, each being strongly backed. Mr. Cortelyou was partial to one of the candidates and presented the papers in his case first, vouching for him in no uncertain terms. After looking over the paper of the second candidate the President said he would appoint the latter. Mr. Cortelyou appeared disappointed, whereupon the President said: "I will tell you why I cannot appoint the other."

He then related, how, a few years before, when he, as well as the two other men under consideration were

members of the House of Representatives, he was riding in the rear seat of a street car in Washington when an old lady came into the car carrying a basket of clothes she was evidently delivering after washing. She passed up the aisle looking for a seat, but all were occupied, so stopped and was standing opposite the Congressman, the first man Mr. Cortelyou offered for appointment. He was reading a newspaper and upon observing the old woman drew the paper closer to his face so as to conceal it from the tired old washerwoman who continued to stand.

President McKinley then related how he arose, went forward, got the basket, placed it on the rear section and gave the old lady his own seat. When he had concluded his story, he said: "Mr. Cortelyou, I cannot appoint him."

The foregoing is a true story, told by the Vice President of the United States.

It pays to eternally be courteous. And our failure to be courteous may also pay—someone else!

Average Rate on Railway Buses

The average cash fare on electric railway operated buses not charging on a zone basis is 9.26 cents and for those charging on a per mile basis the average cash rate is 3.53 cents per mile. This summary is based on replies from 291 electric railway companies to a recent questionnaire by Kenneth L. McKee, Assistant Statistician of the American Electric Railway Association.

No Parking

The saddest words our eyes may meet

Are signs we read along the street

"No Parking,"

We hunt for hours a place to stay

And then we find to our dismay

"No Parking,"

Still in a great metropolis

Our streets would clog and men would hiss

If it were not for signs like this,

"No Parking."

Life is sort of like that, too,

In all that's worth our while to do,

"No Parking,"

'Though we would park for rest or fun

There's many a job that must be done,

"No Parking,"

And as we live from day to day

We notice those who make Life pay

Are those who need no one to say,

"No Parking."

—Homer Hatfield Rhodes
in *Shirtology*

"SOAKING" THE PUBLIC

The Newark, N. J., Ledger makes the following interesting comment on the burdens that unwise legislation place upon the traveling public:

"In 1916, the first year that Newark had jitneys, the 161 cars in operation carried 2,660,000 passengers. Last year, 458 busses carried 124,000,000 passengers. Bus passengers paid the city \$17,000 in taxes last year for the privilege of riding on the busses. That is, the bus companies paid that much in franchise taxes. A quarter of a cent out of every five-cent bus and trolley fare in New Jersey is taken out for municipal taxes. This is one of the many forms of indirect taxation by which we contribute to the support of government without knowing it.

"The old idea was to soak the corporation. Nowadays a few legislators are here and there waking up to the notion that these taxes on public utilities, railroads and other corporations which sell public service, are just an indirect way of soaking the people. Maybe some day the voters will get wise to this fact and demand better and more scientific methods of raising revenues for public purposes. New Jersey railroads are paying about \$10,000,000 a year in taxes. That means railroad fares and freight rates have got to be \$10,000,000 higher because of these taxes than they otherwise might be."

TWELVE DON'TS FOR COOKS

What every home cook may learn from any dining car chef includes many important "don'ts", according to Paul Reiss, noted supervising chef for Southern Pacific's commissary department, who recently issued the following list:

Don't put the soup meat on the fire in hot water. Use cold water with a little salt to extract the nutriment.

Don't season soups except for a little salt, until done. This will assure flavor as desired.

Don't put fish with skin into boiling water, as too high a temperature contracts the skin and makes the fish look unsightly. Fish should be placed in hot, not boiling, water.

Don't salt liver before frying. Salt it afterwards for salt causes liver in hot fat to shrivel and toughen.

Don't cover with lid when boiling, nor add salt to green vegetables if it is desired that their color be retained.

Don't, when making an omelet, salt eggs before beating for it will render them watery and cause omelet to stick.

Don't overheat fat or butter when frying eggs, as this will blister and make them stick to the pan.

Don't boil coffee. Coffee boiled is coffee spoiled.

"I'm going to get a separation. My wife hasn't spoken to me for six months."

"Better be careful! You'll never get another wife like that."

MAINTAINING LARGE REDONDO BEACH PLUNGE



More than 250,000 bathers annually enjoy the Redondo Beach bath-house. Pictures show main plunge, glimpse of engine room and roof drying racks; insert is scene in laboratory where frequent water tests are made.

IT MAY BE of interest to readers of the magazine to know something of the operation of the large and popular Redondo Beach bath house, owned and operated by this Company.

A handsome building four stories high, built in the Mission style, this bath house is located immediately on the water front at Redondo Beach. It was opened in 1909 at a cost of approximately \$300,000 and contains 563 dressing rooms, 837 lockers, tub bath sections, hot and cold showers, ladies' rest rooms, sun parlors, ladies' hair dryers, massage parlors and every convenience necessary for the comfort of the bathers.

The swimming pools, of which there are three, cover an area of approximately 15,000 square feet, and when filled contain over half a million gallons of pure filtered sea water. The water is taken from the ocean 720 feet from shore through suction pipes into a settling basin and after passing

By **W. A. McCAMMOND**
Real Estate, Tax and Resort Dept.

through the filters is heated to the right temperature before entering the pools.

Power turbine engines and pumps are in operation daily handling this volume of water and mammoth filters are continually filtering and re-filtering the water which constantly circulates through the pools.

The water in the children's pool is heated to a temperature of 90 degrees; that in the main pool 87 degrees and the water in the deep pool to 80 degrees.

Water Tested

The water in the pools is thoroughly disinfected by means of liquid chlorine which is applied in the form of gas through specially constructed apparatus for measuring its flow. Daily water tests are made in laboratory,

thereby assuring clean water at all times.

The bath house is operated under the rules and regulations of the State Board of Health.

Experienced life guards are on duty at all times to look out for the safety of all bathers.

The bath house has its own laundry equipped with all the latest washers, extractors, dryers, etc., where all bathing suits and towels are thoroughly sterilized and laundered. After passing through the washers and extractors the suits are passed by elevators to the roof where they are sun dried on specially constructed racks; towels being steam dried in laundry. When thoroughly dry suits and towels are then passed to sorting room on fourth floor, where suits are sorted into sizes and towels folded in readiness to be sent down by elevator to front counter for re-use. A sewing room is operated in connection with this department

COMPARISON OF ACCIDENTS DURING JANUARY 1928 AND 1927

	Northern Division 1928-27		Southern Division 1928-27		Western Division 1928-27		Motor Coaches 1928-27	
Interference with vehicles..	126	116	78	88	206	189	30	33
Collisions and interferences with cars	4	8	11	3	3	2	0	0
Persons struck by cars	3	5	8	3	6	8	0	0
Derailments	6	11	15	21	6	11	0	0
On and off moving cars	9	11	8	6	4	14	0	0
Miscellaneous	13	14	13	30	45	35	7	8
	161	165	133	151	270	259	37	41
	Dec. 4		Dec. 18		Inc. 11		Dec. 4	
			1928	1927				
Interference with vehicles			440	426	Inc. 14	3.28%		
Collisions and interference with cars			17	13	Inc. 4	30.77%		
Persons struck by cars			17	16	Inc. 1	6.25%		
Derailments			27	43	Dec. 16	37.21%		
On and off moving cars			21	31	Dec. 10	32.25%		
Miscellaneous			79	87	Dec. 8	9.19%		
			601	616	Dec. 15	2.43%		

where all torn and damaged suits and towels are repaired.

Behind the Scenes

Very few people realize when they visit a bath house the expense of operation of such an establishment, all they see is what is on the surface and they have no idea of what is behind the workings of a mammoth plunge such as this to keep it in operation for their health and amusement.

The basement of the bath house reminds one of Chinatown in San Francisco with its numerous tunnels, intricate passageways filled with pipes, valves, engines, pumps, filters and other equipment.

The cost of operation each year amounts to approximately \$70,000. Of this amount \$40,000 is paid in wages, giving employment to about 55 persons in summer and 25 in winter.

Over a quarter of a million people patronize this bath house yearly, and it requires a stock of over 8,000 bathing suits and 13,000 towels to be kept on hand at all times to take care of their requirements. This means heavy renewals each year as the life of a bathing suit at the outside is about two years and bath towels are worn out completely in from six to twelve months.

MUST KNOW THEIR ONIONS

Street-car conductors in Constantino must know their onions.

Orders have been issued to the trolley company here that henceforth conductors must eject from the train's passengers all who have been eating onions.

The rule will be enforced during the winter months when the company is forbidden to open any window.

"See here," the Indian inspector declared, "it is a violation of the law now to have more than one wife and the law must be obeyed. When you get back home you tell all of your wives, except one, that they can no longer look upon you as their husband."

"You tell 'em," suggested the Indian after a moment's reflection.

MASONIC CLUB ACTIVITIES

At the regular meeting held February 14 at the Pacific Electric Club, the members were addressed by Chas. M. Burrowes and J. M. Ross, publishers of the Masonic Digest.

During February, the Club visited John Marshall Lodge, Sherman; Rialto Lodge, Rialto; Hollywood Lodge, Hollywood and Upland Lodge, Upland, assisting in conferring the Master Degree upon five fellow employees.

Next regular meeting March 13, 7:45 p. m. At this time a prominent Masonic speaker will address the Club on a subject pertaining to the "History of Freemasonry."

TRAINMEN'S CONDUCT WINS ADMIRATION OF EDITOR

"We doff our hats to them in respect and esteem," was the summary of a glowing compliment paid to Conductor (1004) F. E. Cornwell and Motorman (1453) C. J. Butterworth by Frank P. Clarkson, Editor and Manager of the Van Nuys Tribune, in an editorial comment regarding a pleasant trip he made to Santa Ana via a "Big Red Car." Embodied in a lengthy article this gentleman kindly wrote:

"The Conductor called all streets and stations in advance, and with a clear, easily understood voice, loud enough so all could hear, but not loud enough to disturb those who always like to take their little snooze on the car. He was courteous, cool, watchful, efficient and well poised, ready and fit for anything that might happen. He was not only looking after the car, his car, but he was looking after the comfort of the passengers, his passengers. You could just see it in his eyes. That was his car and those were his passengers and he was going to take care of them.

"And the Motorman was just as efficient; he handled his car with skill." The writer then went on to tell of special assistance that was rendered an elderly lady which enabled her to catch the car.

LONGEST RAILROAD TUNNEL IN AMERICA COMPLETED

Officially opening the longest railroad tunnel in America, Governors, State officials and some 2,500 other representatives of the states of Colorado and Utah participated in the dedicatory ceremonies of the famous Moffat bore under the Continental Divide on February 26. Following the customary procedure, Governor Adams of Colorado and Ex-Governor Shoup of the same State each drove a golden spike into a tie at the eastern mouth of the tunnel, marking its completion.

Following the ceremonies, the four trains which brought the spectators were formed into two sections and proceeded to steam through the man-built gateway between the east and the west, the first passenger trains to go under the Continental Divide.

W. P. Robinson, head of the Moffat Tunnel Commission, formally transferred the possession of the tunnel to the Denver and Salt Lake Railroad, after which W. R. Freeman, President of the railroad, accepted on behalf of his company.

The tunnel, which is 6.09 miles in length, shortens the rail distance between Salt Lake City, Utah, and Denver, Colorado, by 173 miles and eliminates 30 miles of 4 per cent grade over the divide. It thus does away with a route that for weeks at a time has been impassable during the winter months and which at best has been slow and tortuous.

In carrying out this mammoth project 17 lives were lost and before the last load of dirt was hauled from the giant bore, \$13,000,000 was expended in completing the newest achievement of American railroads.

TRAFFIC TIP RESULTS GOOD

Quite a goodly sized volume of business for our parent company, the Southern Pacific, resulted from traffic tip cards submitted by employees during the past month. Concisely stated, 15 tickets were sold to various points of the United States.

The names of those supplying tips that were successfully solicited last month are as follows:

W. E. Bowers, Asst. Agent, Glendale, 1½ one-way New Orleans and 4½ one-way Toledo.

F. E. Gill, Chief Clerk, Store Dept., 2 one-way Toledo, Ohio.

C. H. Belt, Asst. Supt., 2 one-way New Orleans to Portland.

A. P. Baker, Conductor, No. Div., 1 one-way, Santa Rosa, N. M.

G. L. Brown, Solicitor, 1 one-way New Orleans.

F. L. Annable, Genl. Supt., 1 one-way St. Louis.

Frank Girard, Brakeman, So. Div., 2 one-way Chicago.

Many other employees furnished tips during the month that were successfully solicited for travel at a future date.

A woman went on a professional hunger strike and twenty Scotchmen proposed to her.

SPORTSMEN, 130 STRONG, IN LAS VEGAS, NEVADA, OUTING

On Friday night, March 10th, one hundred and thirty members of the Rod and Gun Club boarded a special train at the Central Station for the annual pilgrimage to the Tri State Trap shoot at Las Vegas, Nevada.

The Rod and Gun Club was represented in the shoot with two blue rock teams and in competition with twelve other teams our No. 1 team shot its way into first place, thereby bringing home a handsome trophy as its award.

Several individual cash prizes were taken by the P. E. shooters, but the outstanding accomplishment of the shoot was the cleaning-up of the field by F. L. Manley, the old timer of the P. E. Rod & Gun Club shooters, on the doubles events.

His score was a total of 43x50 which took first money, being a fifteen dollar cash prize.

After a big banquet on Sunday night, at which time the prizes were awarded, all boarded the train for the return journey, arriving back in L. A. Monday morning, everyone having a good time and expressing a desire to go again next year.

P. E. BALL TEAM RANKS FIRST AND THIRD IN LEAGUE PLAY

The Pacific Electric baseball team's 1927-28 Winter league season was highly successful. In addition to capturing first place honors in the Saturday Major Industrial League, the team also finished in third place in the Triple A League. The Major Industrial League consisted of the eight strongest industrial teams in Southern California, and while the team only lost one contest during the league season, the final outcome was not determined until the last game of the season had been played.

The team's showing in the Triple A League series was noteworthy, in view of the fact that the first and second place winners were composed exclusively of professional ball players who are still playing professionally. While our boys lost to these teams, two of the four games played, nevertheless in both cases the results of the contests were in doubt until the last inning.

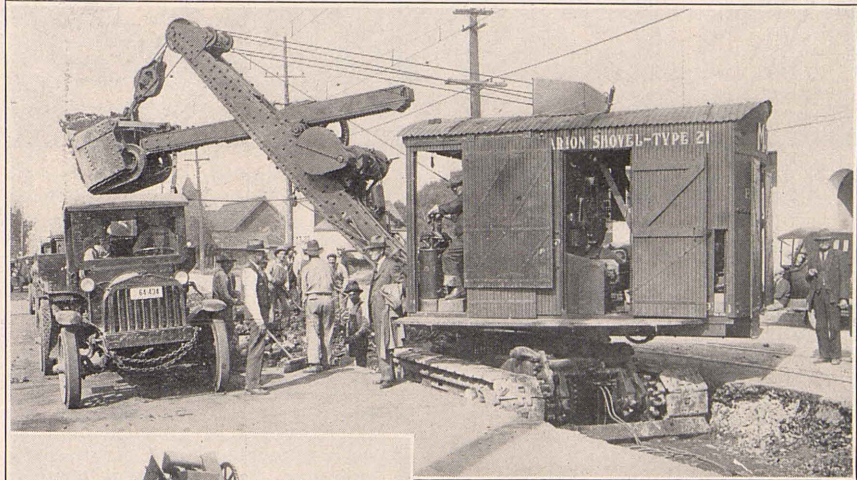
A handsome silver cup was presented to Manager Charlie Hill at the Annual Stag Show of the Southern California Baseball Managers' Association held at Elks Club, Thursday evening, March 1st, before an audience of nearly 1300 ball players, managers and fans, in recognition of first place standing in the Major Industrial League. In addition to the cup, each member of the team was awarded a gold baseball watch-charm appropriately engraved

Northerner—Pretty mild winters you have down here.

Southerner—Mild! Do you call two feet of snow mild?

Northerner—Two feet! Say, man, the snow was so deep in our country last winter that the farmers had to jack up their cows to milk 'em.

Less Toil, Cost and More Speed



Speeding up and lowering of costs will result from recently acquired electrically operated shovel and loader now being employed by Engineering Department forces.

It eliminates the use of wagon fuel tender, haulage of fuel, laying of temporary water lines, tying up for boiler wash and flue cleaning. In addition the labor saving factor is one of considerable importance, as apparent from the elimination of a fireman, watchman and hostler, and two pitmen. The use of electrical energy also contributes to the saving effected.

The shovel is equipped with suitable drum type controllers mounted in front, for controlling the swinging, crowding and hoisting operations. Necessary grid resistance is cared for mechanically.

It is capable of physically handling the variations in voltage from 250 D. C. to 600 Volt D. C. to which it is subjected when in operation on our 600-volt lines. The equipment is protected from over-loads by circuit breakers installed in each motor circuit and in service connections.

Equally proficient in speeding up and reducing costs incident to loading excavated material in paved streets, reconstructed under service, is the recently acquired mechanical loader, purchased at a cost of \$4500. Known as the Barber-Green Feed Loader, No. 42, it has demonstrated ability to effectively load an average sized truck with excavated material in ten minutes, including allowance for contingencies. By hand, with much more labor, the average loading time has been thirty minutes, thus the dead time of trucks is very considerably reduced. When the loader is idle the operator is assigned to other duties under the general foreman, while the laborers during such times are employed in track gang.

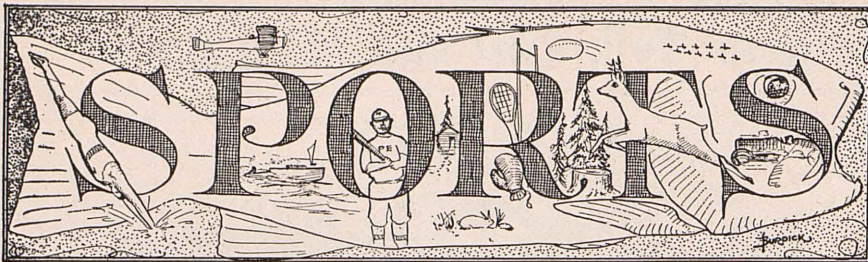
Since its acquirement this new loader has been employed in various reconstruction jobs in each of which it has been effective in speeding up and lowering costs of such work.

By W. Z. SHAW, Cost Engineer

RESULTING in a very material saving of track construction and repair costs, as well as speeding up the completion of such work, the newly acquired electrically operated shovel and loader have already proven their contemplated worth to our Engineering Department forces.

Known as the Marion Electric Crawling Traction Shovel, special type No. 21, this new track construction auxiliary was assembled recently at our Washington Street Yards, following which it was first employed in the extensive reconstruction job on the Lincoln Avenue line in Pasadena. Representing an outlay in excess of \$15,000, the unit quickly demonstrated pre-purchase expectations.

This shovel is designed for and will be primarily used in excavating for track construction, re-construction and for grading work. It replaced a steam shovel, formerly rented, for the same purposes. In addition to being of lesser bulk and more tractable, the new unit can be operated more cheaply and at the same time perform a greater volume of work in a given period. Another advantage is that it requires less labor in its operation.



P. E. ROD & GUN CLUB RULES EFFECTIVE DURING 1928

For the guidance of P. E. Rod & Gun Club members, which now total 1,000, below are rules and regulations, as adopted February 8th, and which will govern the distribution of prizes for the 1928 Tournament season:

Fishing Section

All fish entered in competition for prizes must be caught in open season and within the State. No fish taken in a private preserve will be eligible. All fish must be registered with the Secretary of the Club within fifteen days after catching except at the end of the tournament season, December 31st, when all registration must be in his hands within seven days after close of tournament.

All fish, except trout, must be weighed on scales regularly inspected by the Sealer of Weights. Size of trout must be determined by measuring its length.

All fish will be classed as either Salt Water Fish or Fresh Water Fish.

Surf fish will be classified as Corbina, Croaker, Yellow Fin and Surf Perch.

No member will be eligible to draw more than one first prize, one second and one third prize, and so on in each division. Should any one member qualify for more than one first prize in either division, then he shall have his choice of said prizes, and the remaining prize or prizes shall be awarded to contestants having next largest fish. The same rule shall apply to remaining prizes in sequence.

All registrations must bear the signature of a witness.

The following specie of fish will be accepted for registration under the 24 strand classification: Tuna, Sword Fish, Black Bass (Jew Fish), Albicore, Yellow Tail and White Sea Bass.

Only such fish as are not definitely classified may be registered under 9 strand classification which may include fish eligible in the 24 strand class.

Fish registrations must be submitted to Fishing Captain for his okeh, and then deposited by him in the registration box which will be opened at the close of tournament season.

Registrations will not be accepted from any member in arrears with dues and a suspended member will be barred from making registrations during the tournament season in which he is suspended.

Prizes go to members using any weight rod and a line not exceeding a standard 9 strand line, except in the 24 strand classification.

Not more than one cash prize can

be taken by any one contestant.

Under heading of P. E. Camp Trout the following rule will apply: "P. E. Camp trout prizes will be awarded to members of P. E. Rod & Gun Club on fish caught while stopping at P. E. Camp."

Gun Section

All members of the Club, in good standing, are eligible to compete for prizes.

All prizes will be awarded on basis of yearly percentages and shooting will be unlimited, except that to compete for a prize the minimum number of required targets as shown must be shot at. The yearly percentages will be governed by rules applying to Blue Rock Team. In registering deer heads for prizes, call on the Field Captain for necessary blanks; having same properly filled out and signed, return them to Field Captain for entry.

Deer Heads must be registered within thirty (30) days after killed and must bear the signature of a witness. Only deer killed in the State of California are eligible. No registration will be accepted from a suspended member.

Blue Rock Team

This team was established by picking the five men having the highest shooting percentage during the season of 1922.

Tournament Season

Tournament season extends from January 1st to December 31st.

Duties of Field Captain

All shooting will be governed by the American Trap Shooting Association rules. The Field Captain will have charge of the team, will see that all shooting rules are strictly enforced, and will arrange competitive shoots with other teams when so instructed by the President.

Season Shooting

All shooting registered for season prizes and team percentages must be done on the home grounds of the Club. Practice shooting will be limited to not over twenty targets on singles or doubles. All twenty-five bird events will be registered, except when competing with other teams, and the Club is paying for the shooting.

Merchandise Shoots

When Merchandise Shoots are held at the home grounds, all ties will be shot off "miss and out" from nineteen (19) yards at No. 3 position. No shoot-off score or night shooting scores can be registered on yearly prizes.

Classification of Shooters

Any contestant who has shot at less than 250 targets since becoming a member of this Club will be classed

as a beginner; any contestant having shot at 250 targets or more and not qualifying for a place on teams will be classed as an amateur; all members on Team No. 1 will be classed as professional amateurs.

Any member in good standing is eligible and may displace any man on the team, if after shooting 250 targets, his percentage is higher than any member of the team, such displacement to be based on shooting average of both men during the tournament season. If, at such time, for any reason, a member of the team has not shot 100 targets during the tournament season, his shooting percentage of the previous year will be used until March 1st, when he will lose his right to a place on the team; or if he has not shot at 250 targets by May 1st, he will lose his right to a place on the team until 250 targets are shot at.

Competitive Shooting

When competitive shoots are held with teams of other Clubs, the P. E. Rod & Gun Club will stand the expense of shells and targets, but scores made by members of the team at such snoots cannot be registered to apply on yearly prizes.

Bounties

In order to encourage the elimination of predatory animals, thereby saving the game on which these animals prey, the Club will pay bounties to regular members in good standing on the following predatory animals:

Mountain Lion, \$15.00; Coyote, \$2.50; Bob Cat or Lynx, \$2.50; Weasels, \$.50.

Bounties will be paid only to members making registration on proper form and delivered to the Field Captain with the scalp of the animal which scalp shall have both ears attached.

Bounties will be paid at the time of awarding of prizes at the close of the Tournament Season.

1928 PRIZES TO BE AWARDED ROD & GUN CLUB MEMBERS

Having an aggregate value of in excess of \$800, a varied array of prizes are again to be awarded winners of the various competitive events staged by the P. E. Rod & Gun Club during 1928. Below is a list of the numerous awards that await the successful contestants during coming months:

FISHING SECTION

Corbina

1st—9 oz. Spring Butt Rod; 2nd—150 yd. Free Spool Reel; 3rd—300-yd. 9 Strand Line.

Croaker

1st—9 oz. Spring Butt Rod; 2nd—150 yd. Free Spool Reel; 3rd—300-yd. 9-Strand Line.

Yellow Fin

1st—9 oz. Rod; 2nd—150 yd. Free Spool Reel; 3rd—300 yd. 9-Strand Line.

Surf Perch

1st—150 yd. Free Spool Reel; 2nd—Tackle Box; 3rd—300 yds. 9-Strand Line.

Largest Fish Caught on 9-Strand

1st—9 oz. Rod; 2nd—300 yd. Trolling Reel; 3rd—5 Knowles Automatic Strikers.

Largest Fish on Line Not Exceeding 24-Strand

1st—Trolling Rod; 2nd—400 yd. Trolling Reel; 3rd—300 yds. 24-Strand Line.

Salt Water Bass

1st—300 yd. Trolling Reel; 2nd—300 yds. 9-Strand Line.

Tide Water Steel Head Trout

1st—6 oz. Bait Casting Rod; 2nd—100 yd. Take-a-part Reel.

Steel Head Stream

1st—6 oz. Bait Casting Rod; 2nd—100 yd. Take-a-part Reel.

Lake Trout

1st—Combination Fly & Bait Casting Rod; 2nd—100 yd. Take-a-part Reel; 3rd—Fly Book; 4th—Landing Net; 5th—Davis Spinner.

Stream Trout Except Steel Head

1st—Com. Fly & Bait Casting Rod; 2nd—Leather Bound Creel & Strap; 3rd—60 yd. Trout Reel; 4th—1 doz. Assorted Fly Hooks; 5th—Flash Light.

P. E. Camp Trout

1st—Comb. Trout Rod; 2nd—Leather Bound Creel & Strap; 3rd—60 yd. Trout Reel; 4th—1 doz. Fly & 1 doz. Bait Hooks; 5th—Landing Net; 6th—Davis Spinner.

Fresh Water Bass

1st—Bass Casting Rod; 2nd—100 yd. Take-a-part Reel; 3rd—100 yd. Black Beauty Line; 4th—3 Bass-o-rino Lures.

Largest Number Fish Registered Salt Water

1st—\$5.00; 2nd—\$3.00; 3rd—\$2.00.

Greatest Variety of Fish Registered Salt & Fresh Water

1st—\$7.00; 2nd—\$5.00; 3rd—\$3.00.

Largest Number Fresh Water Fish Registered

1st—\$5.00; 2nd—\$3.00; 3rd—\$2.00.

Largest Number Surf Fish Registered

1st—\$5.00; 2nd—\$3.00; 3rd—\$2.00.

GUN SECTION

Blue Rock Singles

800 Targets

1st — \$50.00; 2nd — \$40.00; 3rd — \$35.00; 4th—\$30.00; 5th—\$25.00.

600 Targets

6th—\$20.00; 7th—\$19.00; 8th—\$18.00; 9th—\$17.00; 10th—\$16.00.

300 Targets

11th—\$10.00; 12th — \$9.00; 13th—\$8.00; 14th—\$7.00; 15th—\$6.00.

BLUE ROCK DOUBLES

300 Targets

1st—1 Wrist Watch; 2nd—2 Cs. Trap Loads.

250 Targets

3rd—1 Lunch Kit; 4th—1 Leather Gun Case.

200 Targets

5th—1 Cs. Trap Loads; 6th—1 Sportsman's Bag; 7th—1 Leather Shell Case.

Special Prize—1 Case Trap Loads for each 100x100 in one day's shoot.

DEER HEADS

1st—\$25.00 Merchandise Order; 2nd—\$20.00 Merchandise Order; 3rd—\$15.00 Merchandise Order.

We've Seen Her

"My sister reverses Darwin's theory."

"Howzat?"

"She makes Monkeys out of men."

FOUR WINS AND TWO LOSSES BASKETBALL TEAM RECORD

The P. E. Club Basketball team has been improving with every game, and is now tied with the Cudahy Meat Packers, for third place in the Major Commercial League, Section "B", reports Geo. T. Winslow, Team Coach. To date the boys have won four games and lost two. The losing games were with Richfield Oil Co., and the first game of the season to Cudahy. Pacific Mutual Life Insurance is leading the league with six wins and no defeats, while Richfield Oil is second with five wins out of six games played.

During the past month the following games were played: Monday, Feb. 13th, the Richfield Oil Co. won a hard fought game 22 to 15. Mitchell was the star for the Oilers while Davidson showed to the best advantage for our boys. Thursday Feb. 16, the American Tile was whipped 24 to 12, Davidson again showed to the best advantage while Leary had the edge on sinking baskets, making 10 points.

On Thursday, Feb. 23, the strong Paramount-Lasky team was taken into camp, 23 to 18. Bowers, our forward-captain, had "his eye" and sank 18 of the 23 points made by our team, "Little Davy" again showed that he is the best defensive guard in the league, by playing all over the court. Thursday, March 1st, Ducommon Corp. lost a close game to the P. E. boys 26 to 21. Bowers made 10 of the points and Howell run a close second with 6 points.

All of the league games are being played at Lincoln High School on Thursday night, and those wishing to see a good clean game of basketball should take the "3" car, or drive out North Broadway to the school. There is no admission charge and spectators are welcome.

In the near future the team hopes to travel around Southern California and meet some of the Athletic Clubs. Manager White has tentative games

with El Monte and Santa Ana Athletic Clubs, and also is planning on negotiating with the Santa Fe and Southern Pacific teams for games.

BOWLERS IN LAST ROUND

With the first five teams in league standing closely bunched, the P. E. Bowling League will start on the last leg of the Tournament on March 9th. A reversal of form by the leaders combined with extra good scores by the runner-ups will make possible a decidedly different standing when the final games are rolled.

The standing of the quintets, as of March 1st, was as follows:

	Won	Lost
Claim	58	32
Signal	57	33
Local Frt	56	34
City Ticket	56	34
So. Division	53	37
Electrical	44	46
P. E. Club	38	52
Macy St.	33	55
Ladies	32	58
P. E. Rod & Gun	23	67

BALL TEAM BREAKS EVEN ON OUTING TO LAS VEGAS

With a record of one game won, one lost, and another called on account of darkness with a tie score standing, the P. E. Trainmen's baseball team made a favorable showing in their jaunt last month with the P. E. Rod & Gun Club to Las Vegas.

Manager McCulley reports the boys played splendidly against their opponents, the Union Pacific shop team, and had strong backing by a loyal band of rooters who accompanied on the trip.

The tie game is to be played off at Brookside Park, Pasadena, on the occasion of the annual outing of the P. E. Rod & Gun Club, definite date for which will be set at the next meeting of the club.



P. E. Camp bedecked in winter raiment, fifteen inches of it.

PORT UNIFICATION (Continued from Page 4)

operation and management of all the railroad properties at the Harbor and insures unhampered future development of port facilities along economic lines in full harmony with the orderly development of the port.

Under this board will be an operating group composed of five members, the City and each railroad to appoint one member, which will be known as the Board of Operation. An affirmative vote of four members is required to sanction any action of this board.

The railroad facilities to be operated by the Harbor Belt Line Railroad include all rail facilities in the entire harbor area south of Anaheim Street and westerly from Badger Avenue south to and along the Long Beach boundary line. Fifty-eight miles of municipal tracks are merged with sixty-seven miles of privately owned tracks, and accompanying facilities, into a single freight terminal system.

The contract is original in text and has the distinction of being as unique a proposition as has taken place in such circles anywhere in the country. It provides for all contingencies and reconciles all conflicting interests, solving a score of perplexing problems.

An enumeration of some of the benefits and advantages which will result through the consummation of this agreement tends to emphasize the importance of the project which is unquestionably one of the most notable achievements in the City's history:

1. It saves the City from the expense of duplicating unnecessarily existing rail facilities, and gives all railroads now at the port, together with any that may come later, equality of access to all piers, industries and harbor facilities.

2. It gives the city an equal voice in the management of the system and fully protects the public interest in the future development of Los Angeles Harbor.

3. It will materially increase the revenue from the present City-owned railroad facilities without increasing the overhead.

4. It multiplies the rail facilities of the communities it reaches and so increases their attractiveness from an industrial standpoint.

5. It also multiplies the rail facilities of the steamship companies and assures the prompt handling of cargoes by the most favorable route.

6. It should reduce operating costs for the handling of cars and so will operate to reduce freight rates and places the railroads in a better position to meet truck competition.

7. Switching charges within the harbor area will be lowered. The harbor area is to embrace three zones, San Pedro, Wilmington and East San Pedro, with interzone rates. The existing 80-cent-a-ton rate between East San Pedro and San Pedro will be reduced to 60 cents a ton and the minimum car rate of \$14.40 will be decreased to \$10.00, thus affecting a saving to shippers of many thousands of dollars a year. Other reductions in

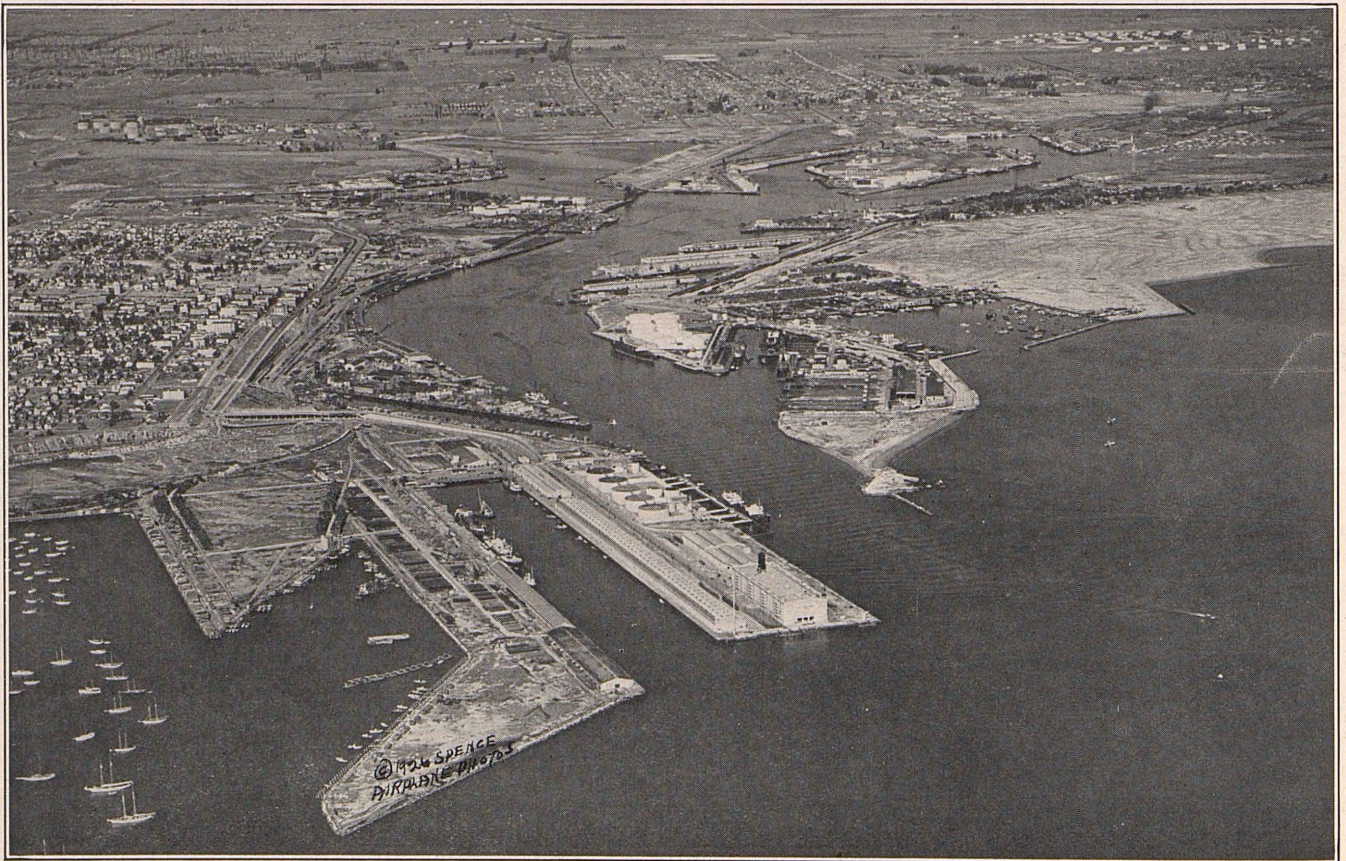
switching charges will result by reason of unification in lieu of the present combinations of rates occasioned by the separate operation of the individual railroads today serving the district.

8. It should also be borne in mind that a large number of industries and facilities are directly served by the various railroads which practical and physical conditions would not permit being served by a separately owned or created belt line, without causing a rate situation less satisfactory than that prevailing under the plan of unified operation, which has been adopted by the City and endorsed by practically every interested civic organization concerned with the future development of Los Angeles Harbor.

9. It substantially meets the stipulation of the Federal Government and indicates the willingness of Los Angeles to comply with the requirements of the Government for the construction of the \$14,000,000 outer breakwater.

10. It provides that the Belt Line area will be "home" territory for all lines and each freight station in the district will be a consolidated station for all member lines, affording greater conveniences to the shipping public.

The agreement has numerous additional advantages which establishes the project as a solid civic achievement and furnishes a foundation on which may be built a greater prosperity for Los Angeles Harbor, the City of Los Angeles, the County of Los Angeles, California and the entire Southwest.



An Aviator's view of Los Angeles Harbor as it is to-day.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

P. E. EXECUTIVE COMMITTEE MEETING HELD AT CLUB

The P. E. Club Executive Committee met in the Auditorium of the Club Rooms for the February meeting on Wednesday, February 1, at 2:00 P. M. The following were absent: E. C. Thomas, J. H. Ickes, R. L. Tozier, H. A. Wilkerson, Glenn Hatt, E. A. Stevens, T. L. Wagenbach, Wm. Moesby, B. F. Manley, and L. A. Lovell.

Club Fund	
Balance, 1-1-28	\$ 109.20
Receipts	1,103.49
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Total	\$1,212.69
Disbursements	1,244.42
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Deficit, 1-31-28	\$ 31.73
Relief Fund	
Balance, 1-1-28	\$ 559.12
Receipts	778.50
<hr/>	
Total	\$1,337.62
Disbursements	1,380.00
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Deficit, 1-31-28	\$42.38

Unfinished Business

C. A. Thomas stated that heat has been furnished in the Trainmen's Room in the Subway Building.

Mr. Geibel informed the Committee that Mr. Annable is favorable to a shelter being supplied for the gatemen at the Hill St. Terminal.

Mr. Rice stated that the car which has been placed at the Shops at Macy Street Mechanical Department has not yet been supplied with tables and seats.

Mr. Miller stated that the seat at Nogales, which belongs to the Eastman Outfitting Company, has not yet been moved up to the location where artificial light is furnished.

New Business

A request was made for ice in the drinking water at the Trainmen's Rooms at Macy Street Terminal. This will be looked into and a report made at a later meeting.

Mr. Garlock requested more adequate toilet facilities for the Trainmen at Sherman and a new cover on the pool table. Mr. Vickrey replied that it is up to the Terminal Foreman to put in the proper requisition for the new cover on the pool table and that an investigation would be conducted regarding the toilet facilities.

Mr. Kraft suggested that an additional spring switch would lessen the chances for accidents at the Macy Street crossing just above the Mechanical Shops.

Mr. McCammond informed the Committee that bath tickets may be purchased at the Bath House, Redondo Beach, at the rate of five tickets for one dollar. Employee should present

his transportation or Club Card in order to receive this rate.

Mr. Geibel briefly spoke of the splendid results which are coming in from the thousands of letters which are being sent out by the Company to the employees.

Additional members have been secured to the Mortuary Fund and the amount is now running over one thousand dollars.

P. E. CLUB BULLETIN

From March 15 to April 15, 1928

Thursday, March 15:
"St. Patrick's Ball" in Club Rooms, 8:30 P. M.

Friday, March 16:
General Staff meeting, 10:30 A. M.

Monday, March 19:
P. E. Band rehearsal, 8:00 P. M.

Wednesday, March 21:
Trainmen's Meeting all divisions. Notice as to place of meeting will be sent by letter

Monday, March 26:
P. E. Band rehearsal, 8:00 P. M.

Thursday, March 29:
April Fool Party in Ball Room at the Club, 8:30 P. M.

Monday, April 2:
P. E. Band rehearsal, 8:00 P. M.

Wednesday, April 4:
Executive Committee meeting, 2:00 P. M.

Monday, April 9:
P. E. Band rehearsal, 8:00 P. M.

Tuesday, April 10:
Masonic Club meeting, 7:45 P. M.

Wednesday, April 11:
Rod & Gun Club meeting, 8:00 P. M.

Thursday, April 12:
Easter Ball at Club, 8:30 P. M.

Friday, April 13:
Car Foremen's Club meeting in Club Auditorium, 8:00 P. M.

Saturday, April 14:
Agent's Association meeting, 7:45 P. M.

ANNUAL BALL AT REDONDO

Another pleasant evening for employees, their relatives and friends was registered at the Annual Ball given by the P. E. Club at Redondo Beach dance hall on the evening of March 2nd.

Threatening rain held the attendance down to a figure somewhat below that of former years, but otherwise the event was a happy one for all in attendance. Good snappy music by the Varsity Eight, the new musical aggregation engaged for the coming season, spot dances, balloons, serpentine and a snappy vaudeville number rounded out a pleasant evening. The P. E. crowd was estimated at about 800.

F. E. Geibel, Club President, in the absence of Manager Vickrey, was responsible for the carrying out of details for the event, which but for inclement weather, would have been the big success that has marked such former gatherings.

ST. PATRICK'S BALL AT CLUB

On Thursday evening, March 15, at 8:30 P. M. the P. E. Club will hold a St. Patrick's Ball in the Ball Room at the Club.

In keeping with the occasion dancers are requested to wear some particular article of clothing in green,—a necktie, a bow of ribbon, a flower, etc. The evening will be spent in old fashioned and Irish dances.

Should any of our members be familiar with any typical Irish dances, the management would be glad to give time for such a dance to be given during the evening.

The Thursday night dances are attracting increasing attendance and the P. E. Orchestra is rendering splendid music.

A Promise

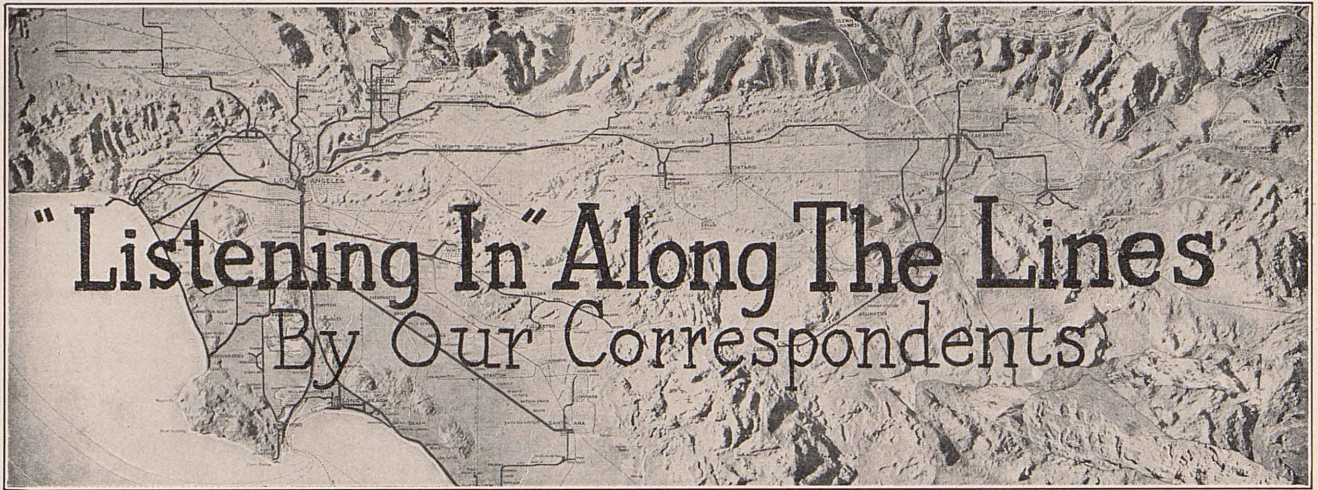
She had urged him to study the correspondence course, and in due time his salary was raised fifty dollars a month, just like the advertisements promise.

"Darling, I owe it all to you," he cried.

"Well, dear," she replied, "you won't after pay day."



A few of the masqueraders at a recent P. E. Club dance. Cross puzzle: Find Fred Geibel.



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

With clear and beautiful Southern California weather from the opening day, February 16th to February 26th, the closing day of the National Orange Show at San Bernardino, the procession of interested spectators went back and forth from all over the southland to visit the most gorgeous spectacle. Traffic to the show over our lines this year was heavier than ever before. Five car trains with sections was the order of the Los Angeles-San Bernardino Line. Previous attendance records at the show itself were shattered by the enormous crowds present this year.

Interest in the Mission Play at Old San Gabriel continues to manifest itself.

On the night of February 1st special train movements were necessary to accommodate a large party that was in Los Angeles attending the Western Fruit Jobbers Convention. Approximately 500 persons were in party transported via Pacific Electric on this night.

On night of February 8th, a two car special train was run to accommodate a party from Graham Station on the Watts Line to the Play.

On afternoon of February 24th there was another two car special run to accommodate a large party from Long Beach.

The Las Vegas trip is an event of the past, but is not forgotten by those making the journey. It was gratifying to learn that our first trap shooting team won first prize.

All making the trip reported having a very enjoyable outing.

Saturday, February 25th, the Iowa State picnic was held at Lincoln Park, on the Sierra Vista Line. Between the hours of 9:00 A. M. and 6:00 P. M. all trains were ordered to stop at Lincoln Park Station to accommodate the large crowd that patronized our service. Two car trains were run on the

Sierra Vista Local Line practically the entire day and interurban service was also increased.

According to reports it was one of the largest picnic gatherings in the history of the park.

Denver has sent us one more man to increase the already rather large Colorado delegation that is in the train service in our midst. The latest arrival is Motorman W. S. Justice. Welcome to Macy Street, Justice.

We are glad to welcome Conductor W. C. Thomas, San Gabriel Line, back on the job again. Thomas has been off duty several months due to serious illness.

Conductor L. N. Velzy, who has been working on the extra list at Macy Street, has transferred to Pasadena by bidding in a one-man car run.

It was a big shock to the Macy Street trainmen to learn of the sudden and accidental death of Conductor R. T. Bowen, on February 1st.

The sincerest sympathy of the Macy Street trainmen is extended to Mrs. Bowen and bereaved relatives.

The trainmen of Macy Street wish to extend their heartfelt sympathy to Motorman B. S. White, South Pasadena Line, whose wife passed away on afternoon of February 21st.

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

Too much kick in the crank resulted in a broken arm for our Assistant Superintendent Ora Taylor. Although Ora is around taking care of business, he admits that he has to favor the injured member and will probably have to do so for some few weeks to come. Here's hoping for a hurried mending of the broken bone.

If you see M. R. Yeager, Whittier line, out sporting around in his new "Victory Six" Dodge, you had better dodge, Brother, dodge.

Having bid in Run 50, Newport Line, F. D. Knox, Conductor, and George Everson, Motorman, are going to move to Balboa.

Mike Connley, Motorman, San Pedro-Gardena line, has resigned to accept a position with the Federal Prohibition Enforcement Department. Mike says that he means business and that he intends to enforce the Volstead Law to the fullest extent.

Mrs. C. E. Walley, wife of our Station Master at 6th & Main, is visiting in Mason City, Iowa, which incidentally, accounts for the far-away-look in Chester's eyes.

We are in receipt of information that R. B. Petty, formerly a Conductor on the Southern Division, is now located in San Francisco.

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

Pasadena Terminal furnished four additional motor coaches and operators to San Bernardino during the Orange Show, operating from the Pacific Electric Station to the Fair Grounds. Those chosen for this service were, J. E. Brown, H. D. Haverick, B. C. Placeway, and W. A. Radig.

Motorman L. G. Bate is the proud father of an 8 lb. boy, born February 23rd. Congratulations, Mr. and Mrs. Bate.

Conductor L. N. Velzy, formerly of Macy Terminal, has bid in a night run on the Altadena line.

Owing to the serious illness of his father, Motorman C. F. Kellogg has returned to his home in St. Paul, Minn.

H. E. Rodenhouse, Asst. Supt., accompanied by Mrs. Rodenhouse, is spending a very enjoyable vacation traveling on land and sea. From latest reports they were in Key West, Fla., bound for Havana, Cuba.

ACCOUNTING DEPT.
By George Perry

Loring L. Lane, Disbursements Accounts Bureau, left the service February 29th, to go into business for himself. He is starting a chicken ranch at Norco. Although only with the company for a little more than a year "Lane" made many friends, who were sorry to see him leave. All join in wishing him success in his new venture. Fred T. Vanasek has been advanced to fill the vacancy.

Old Doc. Stork paid Mr. and Mrs. Byron Billhardt a visit on February 20th, leaving Robert Gordon, 8¾ lbs., in their care. Mother and son are both doing fine. Congratulations and best wishes from the "Gang."

Miss Thelma Johnson was added to the staff of the Freight Accounts to replace Mrs. Mildred McMahon, who has been transferred to the Disbursements Bureau to take the position left open through the advancement of Miss Gladys Howell.

A slight change has been made in the personnel of the Stenographic Bureau with addition of Miss Charlotte Kline, who will take the place of Miss Elsie Sefer, who left the service February 25th and plans to enter a Commercial Art School. Her many friends of the P. E. wish her the best of luck.

Miss G. B. Templeton, Head Clerk, Conductors Accounts Bureau, is taking a much needed vacation and rest. She plans to spend a week in San Francisco and a week at home.

MECHANICAL DEPT.
By Willis M. Brooks

Mr. Straub's office looks somewhat lonesome these days with Jack Liston, General Foreman, whose roll top sits across the office over by the rear window, on the sick list, and C. B. Bell, Mr. Straub's clerk, away preparing for the hospital where he is to undergo an operation.

The Engineering Department has just finished grading and leveling the shop's diamond, which is now due to be rolled hard. A new back-stop has been erected and the bleachers provided with seats from old retired cars. The team is busy and any other department figuring on getting a look in on the ball game money next Picnic Day had better be doing a little work. We aim to keep the annual cup right where it is for several seasons yet. (Chas. Hill please note.)

The very attractive appearance the building and grounds at Torrance present is frequently commented upon. Shrubs and flowering plants have been set about the building and are growing beautifully. The grounds and driveway are clean and show the evidence

of care and cultivation.

The general maintenance of cars is not a clean job. It is amazing how rubbish and dirt can accumulate if allowed to do so. None of this is found at our shops.

An inspection of other industrial plants in Torrance show none with better kept grounds than our own P. E. shops.

February Obituary

Joseph Howard, Truckman. Cancer is reported as the immediate cause of death. Mr. Howard began working for the P. E. in 1911 and has a record of faithful service to the time of his last illness.

Frank Palmer, carpenter shop, entered the service in 1917 and left in 1923. Again employed in 1924 and served until called on. Heart trouble is given as the cause of death.

Ray Sherman of the Machine Shop was called to the bedside of his dying mother in Denver. A floral expression of sympathy was sent by his fellow workmen.

On the B. O. list:

George Dowling, retired millman, is in the hospital for an operation. Chas. Yancy, Cabinet Shop, Chas. Steward, Cabinet Shop, and A. H. Newberry, Erection Shop, are all on the sick list.

Frank Miller, Foreman of the Truck Shop is once again seen at the shop after an extended and serious illness. Frank is one of the best known and popular members of the entire P. E. family and everyone is glad to have him back again.

Claude Simons of the Winding Room is convalescing from an operation for appendicitis.

Local politics is a live topic in Torrance. If current reports are true there are about 10 candidates for 3 seats on the City Council.

The latest member of the family to announce his candidacy is Mr. Horton of Marcelina Street, Torrance. Mr. Horton is an old timer in the P. E., having entered the service sometime prior to 1908 and is now towerman at Compton. He is the husband of Mrs. Emma Horton of the Winding Room.

Harry Clark, Assistant General Foreman, is responsible for many improvements in the electrical equipment of cars.

We have it from a reliable source that the electrical and air installation he made on locomotives 1619 and 1631 is one of the best in the country. He has now perfected a relay for the 950 class cars. In 1924 the old single notching relay in 950 class cars was replaced with a double notching relay and a line switch installed for motor protection. These relays were constructed on the standard model with dash pot. Dash pots, both trainmen and mechanics regard with especial affection; they are the source of a general and unvaried round of trouble.

In the new relay, perfected by Mr. Clark, the dash pot has been entirely eliminated. 950 class cars are being equipped as rapidly as possible and by the time this goes to press will be all completed. Smooth acceleration into high speed is obtained much more quickly than with the old relay. No trouble, so far, has been experienced with the new installation.

A new crane for lifting and placing air tanks is being erected on the platform used for testing air tanks. This will speed up the work and relieve the testers from the heavy lifting heretofore necessary.

The test rack revolves the tank, which is given a thorough internal bath and also the air test required by the Government.

7TH ST. WAREHOUSE
By Daniel Sanchez

The Terminal force misses the cheerful face of Harry H. Smith who passed away in the hospital after a short illness. Harry entered the service six years ago and for the past few years had been checking and inspecting the large paper shipments going into the Panama Warehouse.

The sympathy of the entire P. E. Family is extended to Mrs. Smith in her sorrow.

Night Bill Clerk Thomas B. Walter surprised his many friends recently with the announcement of his marriage.

May Nelson, P. B. X. Operator, has resigned her position with the company to devote her entire time to the care of the home. Miss Edith J. Brown, who is not a stranger at the Terminal, has taken over May's former duties.

John Barryclough and Edwin Misenhimer, Yard Messengers, both left the service last month, the former returning to his home up North while the latter went to Arizona. The new Yard Messengers are Herbert S. Whitley and Virgil D. Penland.

All are busy during spare moments trying to figure out when they can go on their vacations. These spring there will be a large number of the mountains. Fishing poles and hiking boots are being over-hauled. And from the opinions being freely expressed, days make one feel the lure of the force spend their vacation at the P. E. Camp.

Isidro Tellechea, Checker, is daddy again, this time to a young daughter. We again extend to Isidro and wife our congratulations.

Some one told us that Dave Pardee, Trucker, had two wind mills at his place to pump water, but was compelled to take one of them down on account of there not being enough wind.

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

By a popular vote Zeke Meyers was granted the right to go after the perishable at Artesia from now on. Yes, politics have been playing an important part in our daily life.

Ray Moran and John Shanley engage frequently in friendly arguments. It seems that Moran has trouble inducing John to read his books.

Jim Leathy, Charlie Ventriss and "Heavy-on-the-Brakes" McLean have organized a golf team and are working-out on the links each Sunday. The boys have developed remarkable skill in this particular sport and are improving their game each week. A challenge is hereby issued, in behalf of the above named golfers, to meet in matched play any golfing team in the P. E. organization.

Brakeman Joe Logan, according to Charlie Ward, has a wonderful invention which is to be used in connection with radio sets. Tests so far have been very satisfactory and all who have witnessed its performance are enthusiastic over its future possibilities. Joe has a patent pending on the new device.

The elder Lutes has a very novel idea of saving money for the company and says the contemplated savings run into large figures. The idea will be launched just as soon as Lutes gets it in working order.

Conductor G. A. Reed remarked the other day that he once saw some cars break away, jump a derail and roll back for two miles. Reed was convinced, but Charlie Noonan let him stay that way.

DEATH RECALLS VALIANT ACT

The recent death of Thomas B. Sawyer, retired veteran Motorman, Northern District, recalled an incident wherein Mr. Sawyer took a leading part in quite a thrilling episode. The Pomona Progress-Bulletin thus recorded it in their columns:

"It was in Ontario, when President Stamm, of the neighboring city bank was locked in the bank vault by bandits who escaped to the south hills. A telephone message to the Stone Castle power house in San Antonio canyon brought President Stamm's son in communication with the frantic would-be rescuers of the imprisoned man. The son alone knew the combination to the vault. The run which Tom Sawyer, the motorman on the Euclid Avenue line at that time made in bringing the rescuer to the bank stood unchallenged in the minds of Ontario residents for years."

Mr. Sawyer entered the service of the Ontario & San Antonio Heights Railway in 1907 and became connected with this railway upon the merging of the property into the Pacific Electric.

Answers to Questions Asked of Trainmen

Question: "Why does the Pacific Electric not have supply of timetables on each car so the public can secure them without going to the stations?"

Answer: Consideration has been given this matter at various times in the past. The plan was not carried out on account of the expense involved and the wastage of timetables, also the further reason that cars are interchangeable from one line to another and unless someone was especially assigned to the duty of keeping the receptacles filled with the timetables, the plan would not be successful. There is no objection, however, to conductors carrying a supply of these timetables and giving them to passengers when requested.

Question: What days are the battle-ships open to visitors?

Answer: Saturdays and Sundays, from 1 to 5 p. m. The Navy operates small motor launches at no charge to the public. These launches run from the foot of 5th Street, San Pedro, direct to ships.

Question: How many trolley breaks occur on system per month?

Answer: During 1927 there was a total of 206; an average of 17.17 per month.

Question: How do you reach Roosevelt Memorial Park?

Answer: San Pedro via Gardena Line. Sunday concerts at 2:00 p.m. on the largest pipe organ in the world.

Question: How do you reach Studio City?

Answer: Take Ventura Blvd.-Girard bus at Hollywood and Highland Boulevards to Pacoima Avenue stop.

Question: How should passenger be directed to reach the Church of Flowers?

Answer: Take Glendale-Burbank train to San Fernando Road; walk one block to the right.

Question: How is power, consumed by this Company, measured?

Answer: As the total yearly power bill is approximately one and one half million dollars, great care is taken to prevent any errors in measuring the power requirements. Electrical energy is metered out at the various delivery points by means of watt-hour meters, which are carefully checked twice each year against instruments calibrated by the United States Bureau of Standards.

Judge: "Say, Abe, this is a purely domestic affair and it is a shame to get a divorce on such petty charges. Why don't you and Lindy settle it out of court?"

"Yessuh, jedge—ah 'grees wif yo'—but every time we starts settlement de police allus stops us!"

He was a faithful and esteemed employee and remained in the service until May, 1923 when failing health necessitated a change of climate. He passed away in Tucson, Arizona on February 7th.

EMPLOYEES IN HOSPITAL

The Medical Department furnishes the following list of employees who were in the hospital when the Magazine went to press: S. Cruz, Track Laborer; George Dowling, Retired; C. W. Stratton, Conductor; I. O'Neil, Groundman; R. Mohr, Inspector; T. Kabata, Car Cleaner; G. F. Tate, Motorman; A. Thyberg, Brakeman; H. E. Miller, Dispatcher; Mrs. E. Hogue, Car Cleaner; L. A. Morley, Conductor, Western Div.; G. P. Albrachten, Electrician, in the California Lutheran Hospital and E. Foster, Motorman, in the Pacific Hospital.

At all times we find a number of our co-workers in the hospital or off duty on account of illness. Of course it is impossible for any one person to keep in touch with all such cases and make calls that would be desirable. The calls that are appreciated most are from those associated in the same department with the ill person.

It gets rather lonesome, being on your back and suddenly deprived of the companionship to which the daily routine has made you accustomed. When a person is so confined, that is the time when a visit from a friend is most appreciated.

FIVE DEATHS DURING MONTH

Five deaths among members of the Pacific Electric family was the toll exacted by the "grim reaper" during the month of February. To the beneficiaries named by those who passed on was paid the sum of \$5,500 in Group and slightly more than \$5,000 as Mortuary insurance.

Those who answered the call were: R. T. Bowen, Conductor, No. Division; Joseph H. Howard, Trucker, Mechanical Department; Thos. B. Sawyer, retired, Eng. Department; Glenn L. Fisher, Asst. Agent, and Frank Palmer, Helper, Mechanical Department.

A total of \$1,155.75 was paid to 17 incapacitated employees through the disability feature of the Group Insurance.

Our hearts go out to those whose homes were saddened by death and speaking for the employee mass, we express tender sympathy.

N. Y. TRAFFIC "STAGGERED"

Every skyscraper put up in New York adds to the congestion in the streets and increases the burden on subway lines. Recently the health commissioner of the city suggested that employers of large numbers of people could help relieve the subway congestion by having their employees come to work in platoons, at different hours, and having them leave in the same order. A large insurance company has put the plan in effect, and relief has been observed at the stations these employees use. Various city departments are expected to adopt the plan.

Sign in a border restaurant in Texas: "Near Beer Here and Real Beer Near Here."



A wise man thinks all he says, a fool says all he thinks.

He: "Mabel says she thinks I'm a wit."

She: "Well, she's half right."

Easy

Patient—Doctor, how can I repay you for your kindness to me?

Doctor—By check, money order or cash.

Grouchy Diner—"Say, I never had such corn on the cob. Take it back, it isn't fit for a jackass to eat."

Waiter—"Very well, sir. I'll get you some that is."

"Petting" Larceny

Ralph—Would you—er—be very angry if I stole a small kiss, dear?

Rachel—That all depends on how long it would take you to return it!

He: His ears remind me of a pair of front fenders.

She: They are big, aren't they?

He: And they're on the two sides of a vacuum tank.

Only Pinch He Knew

Old Deacon (to the little newsboy)—My boy, I've known poverty. All my life I've had to pinch to get along.

Little Newsboy—Gee, but ain't it lucky you never was caught?

Drug Store Clerk (excitedly): Oh, sir, there's a Scotchman out there who wants to buy ten cents' worth of poison to commit suicide. Now can I save him?

The Boss: Tell him it'll cost twenty cents.

A Fast One

Wife (looking at dark growth)—"Why didn't you shave?"

Husband—"I did."

Wife—"When?"

Husband—"Just after you said you were nearly ready."

Salesmanship

After drinking several glasses of cut-priced lemonade, a man approached the lad in charge of the stand and addressed him:

"Young man, how can you expect to sell your lemonade at five cents, when you have a competitor offering the finest lemonade I ever drank at two cents?"

"Well, mister," answered the boy, "we're in partnership. The cat fell in his bowl an hour ago, and we decided to get rid of his lemonade quick before the news spread."

Modern Dress Reform

The only things getting longer about women's evening gowns are the shoulder straps.—Judge.

"Food to any angry person is a poison.

"Any fool can fast or stuff, but it takes a wise man to eat moderately and well."

Six-Cylinder Shooter

He—Billy the Kid, the famous Arizona desperado, killed nineteen men before he was twenty-one.

She—What kind of a car did he drive?

Slightly Mixed

Customer—I want to get a nice Christmas present for my husband.

Clerk—How about a nice humidior?

Customer—But I don't know what size he wears?

Modest Indeed

"Just where did the automobile truck hit you?" asked the dealer.

"Well," said the injured young woman, "if I had been wearing a license plate it would have been badly damaged."

Not Flattering

Mother: "Were you polite when the lady gave you the chocolates and did you thank her?"

Tommy: "Yes, I was, I told her I wished father had met her before he married you."

Military Commander: "Forward, march! Company, halt! Forward, march! Squads, left! Squads, right! On left into line! By the right flank, march! Halt! Rest. Attention!"

Irish Recruit: "Begad, if I'll work for a man who changes his mind so often."

A Scott named McIntosh had an argument over his taxi fare. The driver talked harshly and insulted the Scot.

"Do you know who I am?" he said, proudly. "I am a McIntosh."

"I don't care if you're a brand new umbrella, I'll have my fare," said the driver.

Leave it to the Irish

An Irishman applied for a job at the gas plant.

"What can you do?" asked the foreman.

"Almost anything," answered the applicant.

"Well," said the foreman, "you seem to be all right. Could you wheel out a barrow of smoke?"

"Sure; fill it up for me."

"Pa, did you go to Sunday School when you was a boy?"

"Yes, my son, I always went to Sunday School."

"Well, Dad, I think I'll quit going. It ain't doing me any good either."

Exclusive

Weary Husband: "I've been to every shop in town, and they can't match this ribbon anywhere."

Wife: "Splendid! I just wanted to make sure no one else could buy it!"

Judge: Is your husband much of a provider, Mandy?

Mandy: He ain't nothing else, sir. He's gwine get some new furniture providin' he gets the money; he's gwine to get the money providin' he goes to work; he's gwine to work providin' the job suits him. I never see such a providin' man in all mah days.

Personal Representative

A kiss will last but a day, ten pounds of candy she will eat and forget; the roses you send will fade with the dawn, but a Persian kitten or a nice puppy is an hourly reminder of you. McEden's Kennels.—Credited by the Boston Transcript to a Southern paper.

Murder!

"Hey, waiter, come here and get this soft-boiled egg!" yelled an irate guest in the dining room of a swell hotel.

"Yessah, Boss, what you want me to do with it?"

"Take it out into the back yard and wiring its darn neck."

Wanted a Change

"Will you go with me to the zoo?"

"No, thank you, I'll stay home. My eldest daughter does the kangaroo walk, my second daughter talks like a parrot, my son laughs like a hyena, my wife watches me like a hawk, my cook is as cross as a bear, and my mother-in-law says I'm an old gorilla. When I go anywhere I want a change."

"And what are your political ideas?" asked the City Motorist of the Buckwheat.

"Well, it's hard to tell. Ma is a Republican, I am a Democrat, the baby is wet, the cow is dry, and the dog is a socialist."

"I can get all but the dog; what makes you think he is a socialist?"

"All he does is sit around on his tail and growl."

Turning Over a New Leaf

It was visiting day at the jail, and the uplifters were on deck.

"My good man," said one kindly lady. "I hope that since you have come here you have had time for meditation and have decided to correct your faults."

"I have that, mum," replied the prisoner in heartfelt tones. "Believe me, the next job I pull, this baby wears gloves."

"Thow away your wishbone,
Straighten up your backbone,
Stick out your jawbone,
And step on 'er!"

Dumb Dora (reading sign over box office): "Oh, John, it says 'Entire Balcony 35c.' Let's get it, so we'll be all alone."

Owner of nearly complete house: "I've arranged to get married as soon as the house is finished."

Foreman: "Don't worry, sir. We'll drag the job out as long as we can."

He: "My idea of a wife is one who can make good bread."

She: "My idea of a husband is the one who can raise the dough in the hour of knead."

Mrs. Smith: "This 'ere fellow thinks 'e can sing like Caruso."

Mrs. Brown: "Well, they do say as 'ow Caruso 'ad a beautiful voice, but 'ow could they know with 'im stranded on that island with nobody but Friday to 'ear im?"

Getting Ready

"Has you made all arrangements for your marriage, Mandy?"

"Well, not quite all, Dinah, I's got to buy a trooso, an' rent t house, an' get mah husband a job, an' buy him a good suit o' close an' get some regular washin' work to do. An' when them's done ah kin name the happy day."

A Cutting Remark

MacGregor—Are ye the mon who cut ma hair last time?

Barber—I don't think so, sir. I've only been here six months.

His Best Critic

First Humorist—"Do you read your jokes to your wife?"

Second Ditto—"Yes, and when she doesn't laugh I know it's a good one."

"It is true that statistics prove women live longer than men?"

"Well, you know, paint is a great preservative."—Dennison Flamingo.

Am-You-Nishon

He—See that man over there? He's a bombastic ass, a vacuous nonentity, a conceited humbug, a parasite, and an encumbrance to the earth.

She—Would you mind writing that down? You see, he's my husband, and I should like to use it on him sometimes.

Long-Time Credit

The local church was making a drive for funds, and two colored sisters were bearing down hard on Uncle Rastus.

"I can't give nothin'," exclaimed the old negro. "I owes nearly everybody in this here old town already."

"But," said one of the collectors, "don't you think you owe the Lord something too?"

"I does, sister, indeed," said the old man, "but he ain't pushing me like my other creditors is."

Try Our Razor

The Shopkeeper—"No, sir, we don't sell revolvers. What about a couple of yards of clothesline?"—Humorist.

Slight Mix-Up

Boris: What do you think of Kreisler?

Bernice: Great! Splendid pick-up, a lot of pep, and twenty miles on a gallon.

Get This Straight

"Mandy, what foh is yo' goin' inter that beauty pahlo?"

"Go 'long, big boy, an' lemme 'lone. Ah is goin' ter get me a permanent straight."

Beating the Game

Tommy was meandering homeward much later than his usual supper time. A friend of the family who happened to meet him said:

"Why, Tommy, aren't you afraid you'll be late for supper?"

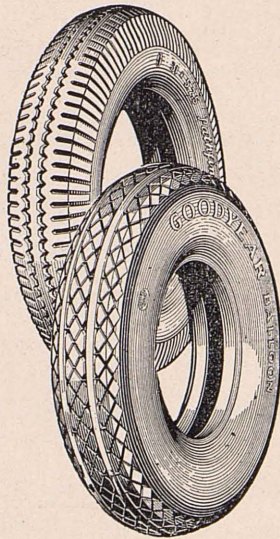
"Nope," replied Tommy, "I've got the meat."

Law-Abiding Citizen

Not long ago Deacon Miller bought a horse and buggy and took his wife out one Sunday for a drive. They came to our neighboring town of Osseo and saw a sign which read, "Speed limit, fifteen miles per hour."

"Here, ma," said the deacon excitedly, "you take the lines and drive and I'll use the whip. Maybe ye can make it."—Life.

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PARTIAL LIST

Name	Disability	Amount	Name	Disability	Amount	Name	Disability	Amount
Bidwell, Merle F.,	Influenza	\$26.00	Foth, Carl H.,	Gastritis	29.00	Paulsen, Lewis C.,	Gastritis	20.00
Binder, John, Jr.,	La Grippe	10.00	Fowles, Joseph D.,	Appendicitis	56.00	Robison, Charles H.,	Infection	14.00
Burget, Donald C.,	Gastritis	20.00	Gallahar, John W.,	Influenza	10.00	Ruse, Reldon R.,	Cut Hand	12.00
Cowen, Aaron,	LaGrippe	22.00	Gardner, Dean B.,	Infection of hand	44.00	Simmons, Durward B.,	Cold	10.00
Crownstream, James F.,	LaGrippe	20.00	Hinkley, Harry R.,	Influenza	42.00	Speir, William J.,	Pneumonia	53.33
Edmondson, Noah H.,	Infected Teeth	13.33	Hunter, Herbert E.,	Bronchitis	22.00	Sproul, Jewel G.,	Cold	10.00
Edwards, Elislia F.,	Rheumatism	24.00	Miller, Clifford H.,	Burned foot	14.00	Stiller, Paul Edward,	Influenza	16.66
Fisher, Lawrence A.,	Indigestion	10.00	Noel, Francis B.,	Diphtheria	21.00	Ulmer, John W.,	Influenza	14.00
Fortna, Ambros D.,	Appendicitis	60.00	O'Malley, Miller,	Influenza	18.00	VanWickle, Seth W.,	La Grippe	19.00
Fortner, Leorie,	LaGrippe	28.00	Pascoe, William H.,	LaGrippe	16.00			

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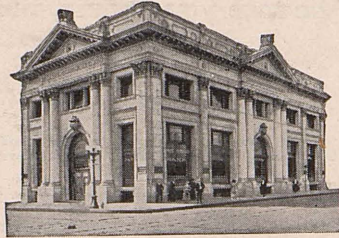
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