



THE PACIFIC ELECTRIC MAGAZINE



Vol. 12

LOS ANGELES, CAL., MAY 10, 1928

No. 12



Forty-nine Reasons For a P. E. Camp Vacation.

PACIFIC ELECTRIC RY. CO. 17130

SUNDAY PASS Good Only on **APRIL**

Good from 2 a. m. on date of issue to 2 a. m. the following morning.

PRICE \$1.00

This Pass entitles Bearer to ride on all Cars or Motor Coaches of this company, UPLAND or West and RUBIO CANON or South, EXCEPT SPECIAL CARS. It must remain in the possession of the same passenger during the entire trip and to be exhibited to the Conductor any time on demand. Not to be lifted by Conductor unless these conditions are violated.

SELLING AGENT OR CONDUCTOR PUNCH HERE

W. Smith
PASSENGER TRAFFIC MANAGER

Form S. P. 1 **1928** NOT REDEEMABLE

Honoring Conductors PUNCH HERE →

BOOST SUNDAY PASSES!

THE greatest travel bargain ever offered the public of Southern California! The best opportunity ever available to employees to aid this Company!

Upon the success of our Sunday Passes lies the hope of producing much-needed revenue. Many, many thousands of them can be sold each Sunday, which in itself will be most helpful indeed.

But, of equal, or even greater importance, in selling these passes, lies the fact that through disposing of them in large quantities they will be the means of re-creating the riding habit with a very large portion of the traveling public not familiar with our service.

Think of being able to ride all day long over

the greater part of our system for the small sum of \$1.00.

Think, too, of being able to ride anywhere on our 1161-mile system, including the famous Mt. Lowe trip, for \$2.50.

Think what these passes mean to a visitor who wants to see as much of Southern California in as brief a time as it can be done.

Think of the number of most interesting places that can be visited in a single day cheaply, safely, rapidly and in the greatest of comfort.

Study the travel possibilities of these Sunday Passes and then direct the attention of your friends and acquaintances to them.

All of us can do our Company no greater service than to—

TALK SUNDAY PASSES—BOOST SUNDAY PASSES—SELL SUNDAY PASSES!

SELL SUNDAY PASSES!

PACIFIC ELECTRIC RY. CO. 09320

SUNDAY PASS Good Only on **APRIL**

Good from 2 a. m. on date of issue to 2 a. m. the following morning.

PRICE \$2.50

This Pass entitles Bearer to ride on all Cars or Motor Coaches of this company, EXCEPT SPECIAL CARS. It must remain in the possession of the same passenger during the entire trip and to be exhibited to the Conductor any time on demand. Not to be lifted by Conductor unless these conditions are violated.

SELLING AGENT OR CONDUCTOR PUNCH HERE

W. Smith
PASSENGER TRAFFIC MANAGER

Form S. P. 2 **1928** NOT REDEEMABLE

Honoring Conductors PUNCH HERE →

New Fare Schedule is Placed in Operation

Bulk of Public to Receive Benefit of Greatly Reduced Fares. New Sunday Passes and other Innovations are Introduced

PROVIDING far-reaching changes in passenger fares throughout our system, a decision handed down by the California State Railroad Commission on April 7th was made effective throughout the Company's lines on April 27th. The order rendered by the Commission was in answer to this Company's application for an adjustment of its fares made about a year ago.

In rendering its decision the Commission found that the Company was not earning a reasonable return upon its investment. The Commission used as its rate base a property value of approximately \$88,000,000, not including certain non-operative property owned by the Company. Based on the year's operation ending October 31, 1927, the State body determined that this Company had earned 2.74 per cent, and that with certain economies and abandonment of losing lines a return of 5.1 per cent would be forthcoming. Holding that the Company is entitled to 6 per cent return on the rate base valuation the Commission found that \$850,000 per year additional passenger revenue would need be earned to render a return adjudged by the Commission a fair earning.

In rendering the decision the rate making body expressed its doubt that an increase in existing fares would develop a sufficient volume of business to actually produce a revenue necessary to put the Company on an equitable earning basis. The Commission instead took the position that if certain of the Company's rates were lowered increasing travel would produce greater returns by reason of such reduced fares. Substantiating this view the Commission took into consideration the rather encouraging results that have accrued from the experiment on the Glendale line for a period of one year, which has actually built up patronage to the extent that revenues are now greater than when the higher fare prevailed.

In its decision the Commission pointed out that this order was not final and that it reserved the right to make such alterations and adjustments as might appear to be just and reasonable after an elapsed period of time. Our management accepted the findings of the Commission with good grace and despite the daring of

the plan and possibility of it further reducing revenues, will endeavor through every means possible to aid in making the new fares successful.

In its ruling the Commission segregated our operations into three general classes—viz, local street car service, interurban passenger service and freight service. It considered the two classes of passenger service entirely separately and the action taken was on the basis of making each of these self-supporting. The freight service, it was pointed out, was not considered in the decision rendered, investigation having proved that the same was earning a reasonable margin of profit on investment made in freight facilities.

duction from double the one-way and under the ruling now in effect, fare limit points are decreased about 500 per cent and collection of interurban fares by conductors is greatly simplified.

The 10-ride, 30-ride, week-day and monthly commutation tickets have been discontinued, with the exception that 30-ride commutation tickets will be sold on the San Bernardino Line from and to points east of North Pomona. The 46-ride school books and 60-ride, 40-day individual commutation tickets are increased 10 per cent, except in the territory east of North Pomona where no change in the fares were made.

In computing these fares, they are also designated to end in the nearest multiple of 0 or 5.

In increasing the commutation fares by 10 per cent the Commission expressed its recognition of the fact that this class of passenger travel was not profitable at the previous rates and that there was no alternative but to increase such fares.

In this connection, and contrary to the general opinion, it is a fact that our interurban travel by commutation books represents but 33 per cent of the entire interurban patronage, the one-way and round-trip tickets being about two-thirds of such travel. Hence, it will be shown that by far the greater portion of our interurban passengers actually receive a material reduction in fares, while the small increase made on commuters entails a raise in fares to a much smaller proportion of our passengers.

There are several outstanding advantages resulting from the new arrangement on interurban fares, among them being the simplified collection of fares through reduced number of fare points and fewer commutation books, less intricate accounting and reduced printing cost, both for tariffs and commutation ticket books.

Another innovation which went into effect with the new fare arrangement was the \$9.00 monthly pass for Pasadena patrons of the Company. This pass, to be tried out exclusively on the Pasadena line to determine its appeal to the public, includes besides transportation between Los Angeles and Pasadena, the privilege of free transportation within the primary in-

Executive Explains Local Car Fare Situation as Regards Los Angeles

In the discussion that took place following the inauguration of the new fare schedule on April 27, there was some misconception as to its effect on local passengers. In a public statement issued to the press, Mr. Pontius pointed out that about 80 per cent of the local passengers either paid no more than before or enjoyed a decrease in fare, while only approximately 20 per cent are affected by an increase. Mr. Pontius' full statement follows:

IN CONSIDERING local street car fares effective now on the city lines of the Pacific Electric Railway the impression should not be held that these fares represent an increase alone. There are decreases also in local fares which will benefit a very considerable portion of the public.

It is a fact that about 80 per cent of these passengers either will have a decrease in fare or pay the same fare as before, while the increase affects only 20 per cent of the local car travelers.

In many heavily traveled sections the fares have been reduced from 6c to 5c. In fact, all zone fares are reduced in this proportion. In many of these zones the travel is extremely heavy and will become more so. The inner zone on all the local lines into Los Angeles, for instance, and also from Vermont to La Brea are good examples of heavily traveled sections that are now receiving a lower fare. The Sherman district also is benefited by a round trip fare of 25c, a saving of 10c per passenger.

In the cities of Long Beach, San Pedro, Santa Monica-Venice, San Bernardino, Riverside and Glendale the local fare has been reduced from 6c to 5c.

Under the schedule now in effect our interurban fares are the lowest of any city in the United States. The reductions in these fares reaches as high as 45 per cent, and far exceed the comparatively small increases made. Under the rates now in effect by far the larger percentage of our patrons are actually receiving a material decrease in fares.

On the interurban service one-way and round-trip tickets were reduced ranging from 10 per cent to 45 per cent. These fares are based on 2 cents per mile with provision that all odd cents be eliminated, making fares end on nearest multiple of 5 cents.

The round-trip fare is a slight re-

ner zone of Pasadena on motor coaches and local street car lines, and also on local street car lines within the inner zone of Los Angeles. The pass is transferable and no limit is placed upon its use by the holder. If it develops in building up the commutation travel on this line this pass will be introduced generally throughout the system.

Another outstanding feature of the decision was the introduction of system passes to Southern California travelers. Two types of such card passes are to be given trial to determine their effect upon increasing Sunday travel which has fallen off so greatly in recent years.

Sunday Passes

One is a \$1.00 pass, good for unlimited transportation of the holder anywhere on the system—Upland on west and Rubio Canyon on south. Provision is made that it be sold by all ticket agents, conductors on street cars and motor coach operators, it being transferable and good for use any time between 2:00 o'clock A. M. Sunday and up to and including 2:00 o'clock A. M. Monday morning.

The \$2.50 pass is good for travel anywhere on the entire system, including Mt. Lowe, the same privileges of use being extended on this pass as are in effect on the \$1.00 pass. Details of the savings possible through the use of same are elsewhere commented upon in the Magazine.

Under the decision rendered both increases and decreases are made effective on local street car and motor coach lines in Los Angeles and other points on the system. In some instances the zone points were reduced in distance and these fares are on the zone basis in multiples of 5 cents. A passenger may ride through either two or three zones for 10 cents, and through four zones for 15 cents. The latter is a reduction from the former fare of 20 cents one-way and 35 cents round-trip. There are only two lines where four zones are encountered—namely the South Pasadena line terminating at Mission and Fair Oaks, and the Santa Monica Boulevard line which terminates at Sherman.

The inner zone points are located as follows: On Edendale line at Sunset Boulevard, on Hollywood lines at Bonnie Brae; Echo Park line at Sunset Boulevard and Echo Park; the Watts line at Amoca; Venice Boulevard at Hoover; Sierra Vista at Valley Junction; South Pasadena at Mission Road.

Reduced Local Fares

Provision was also made that former 6 cent local fare in the cities of Long Beach, San Pedro, Santa Monica-Venice, San Bernardino, Riverside and Glendale be reduced to 5 cents. Hence, it will be seen on analysis that there is a reduction in fares within the inner zones of Los Angeles and a number of other cities located on the system. An increase is made to about 20 per cent of our local street car passengers living within the second zone, while for the most part in the third zone the fare remains as heretofore, and at the

Patron Rides 334 Miles on One Dollar Pass

HERE is just one of many glaring examples of what can be done by the using of the \$1.00 Sunday pass. Being an actual experience, it is particularly interesting. We are thus informed in an item appearing in that splendid paper, the Long Beach Press-Telegram:

"Just to find out if the new Sunday and holiday pass on the Pacific Electric Railway Company came up to promises, George Livenessey, 621 East First street, made a tour of the system. He was able to travel 334 miles for \$1, or about a third of a cent a mile. Only once was it necessary to stand up.

Livenessey started on the 5:40 a.m. train Sunday for Los Angeles and arrived home at 12:33 a.m. Monday. The only long stops he made were thirty minutes in Glendora, an hour and three-quarters in Los Angeles and three-quarters of an hour in Venice. Only once, when he stopped to eat, Livenessey missed his train for San Fernando and then started home, but the conductor, interested at the number of punches on the pass, suggested going to Venice, which he did.

He lists the places visited in the order they came as follows: North Long Beach, Balboa, Slauson Junction, Yorba Linda, Los Angeles, Temple, Sierra Vista, Glendora, Oneonta Park, Pasadena, Los Angeles, Uplands, Los Angeles, Vernon Avenue, Los Angeles, Venice, Redondo Beach, Watts, San Pedro. 'Having at various times had to be displeased with the Pacific Electric service rates,' Mr. Livenessey wrote the Press-Telegram, 'I am glad now to praise the Sunday pass, the courtesy of platform men and the efficient service.'

terminus of the fourth zone an actual reduction is effective.

While it is, of course, yet too early to predict with any certainty the result that will accrue from this far-reaching adjustment of fares, the hope is held by our management that the much-needed additional revenue will be forthcoming. Taken by and large, the general plan effects a material reduction to the great bulk of our travelers and only by handling a very great increase over previous travel will it be possible to obtain the desired results. A very extensive advertising campaign involving newspapers, banners on street cars, pamphlets and folders, distributed both on cars and house to house, are among the mediums to be employed in informing the public of the advantages now available to them.

Very little confusion, considering the

TUBE UNDER BAY TO LINK OAKLAND AND ALAMEDA

The building of a modern city street, with its street car tracks, roadways and sidewalks, some forty feet beneath the water's surface is a novel construction program that is now rapidly nearing completion in the San Francisco Bay region. The large sub-water passage, which is estimated to cost \$4,500,000, runs approximately three-fourths of a mile under old San Antonio Creek, an arm of San Francisco Bay, and will replace the Webster Street Bridge which now links Oakland and Alameda.

"The spectacular and daring achievement marks a distinct advance in tunnel building," states the Popular Science Monthly, "first, because it is the roomiest tube of its kind in the world, and second, because of its novel construction. Instead of being driven beneath the bed of the waterway, as was the great Holland tunnel under the Hudson River, it was constructed in twelve separate pre-cast sections of reinforced concrete, built in a dry dock, floated ten miles down San Francisco Bay to the spot, and lowered to a trench in the bed of the estuary. There, forty-two feet below the surface, the mammoth cylinders were joined in a continuous water-tight tube."

The length of the tube between portals is 3,545 feet, 2,400 feet of which is under water, and its outside diameter is thirty-seven feet, seven and a half feet wider than the famous Holland tunnel. It is expected to accommodate in excess of 12,000 motor-cars daily, and in addition it will contain double lines of street-car tracks. The ventilation system is practically a duplicate of that employed in the Holland tunnel, there being powerful sixteen-foot fans in the portal buildings at each end of the tube to force in fresh air and draw out stale air.

The sections, weighing 4,500 tons apiece, were cast in enormous forms in a 750-foot dry dock at Hunter's Point, San Francisco. Into each went 250 tons of re-enforcing steel, 2,500 cubic yards of concrete, and 25,000 square feet of three-ply membrane waterproofing.

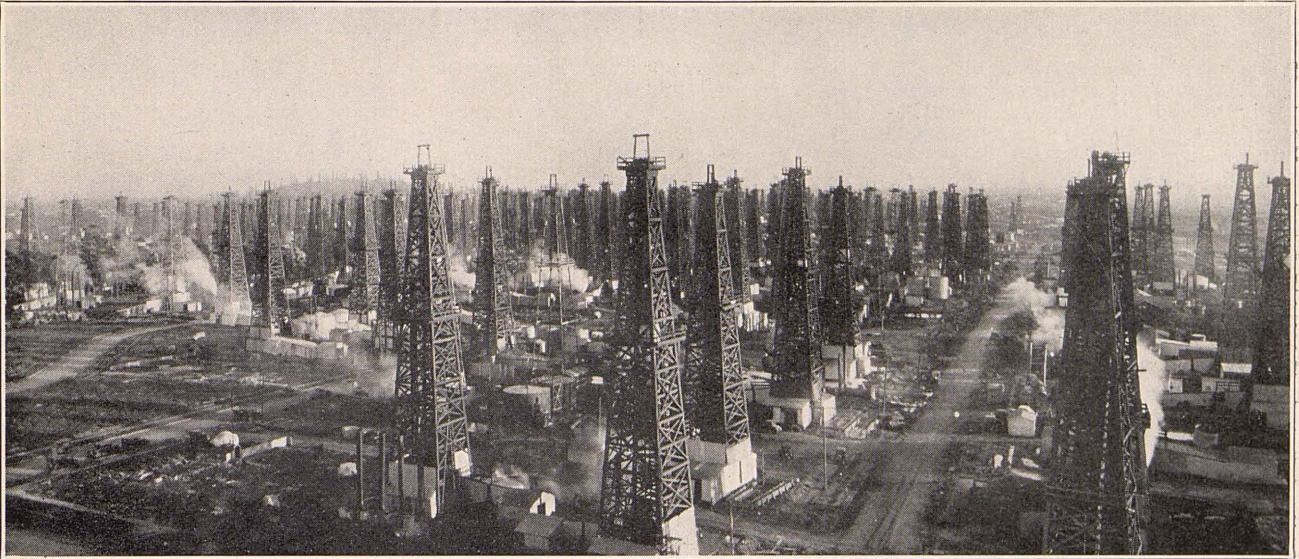
As the sections were completed, they were made water-tight by the placing of a bulkhead in each end, and towed by tugs to a position above where they were to rest. Then with 2,000 tons of sand and water ballast inside of each, they were lowered by winches, having been kept in accurate position by guiding masts at each end.

"You say he is a typical American patriot, but what do you mean by that?"

"That he hangs out the flag on holidays if reminded of it, hums the national anthem after the second line, forgets to register and kicks about the men the others have voted into office."—Cincinnati Enquirer.

complicated task of putting the fares into effect was encountered. Elsewhere in the Magazine Mr. Pontius comments upon the splendid work that was everywhere manifested during the trying early days of putting these fares into effect.

DEEP DRILLINGS RESTORE SIGNAL HILL YIELD



Still going strong, deeper drilling operations in the Signal Hill fields give every indication that further production records will be established in this historical field of liquid gold.

THE PAST production of oil in the Signal Hill and adjacent fields being one of the outstanding chapters in the history of Southern California, we sought and we present to our readers the views and findings of authoritative persons concerning the present and future of this rich producing area.

The "comeback" of Signal Hill and adjoining fields into production which seems destined to rival the output that startled the world during the infancy of oil development in this region, is well under way. Indeed, authorities tell us the results of exploration into deeper levels has revealed a chain of strata that assures profitable production for years to come. When economic and marketing conditions adjust themselves to the point where widespread production in these fields is necessary and advisable, it appears, in the light of recent discoveries, that former startling production figures may be far exceeded.

The Signal Hill district has been one of most productive fields of the world and has recently attracted renewed attention by again entering the limited class of oil fields with a production of 100,000 barrels or more daily, due to the discovery of deeper productive sand.

The Seminole district in Oklahoma, a vast area to be measured in square miles rather than acres, has only produced about half as much oil as has Signal Hill district with only 1600 acres of proven land.

The Signal Hill producers are located on a relatively high region in a series of porous sands, separated by impervious beds of compact shale, we are told. These sands act as reservoirs for oil, gas and water, and although they may be entirely independent of one another, they are likely to be con-

formable in shape. The structure of the sands conform in general to the surface formation; that is, the higher places on the surface correspond to higher parts of the underlying sand. It is in the higher portions of the sands that gas and oil accumulate, being lighter than the water with which they are associated.

During the early development of the Signal Hill properties attention was directed to the uppermost oil sand, that being the first penetrated. The principal sand was known as "Alamitos zone," which was 650-700 feet thick, producing oil from 18 to 26 degrees gravity at the initial rate of 1000 to 3500 barrels per well daily. The top of this sand was from 2300 to 3100 feet below sea level, depths of wells varying with their position on the field, their elevation, and the thickness of sand penetrated.

When the rate of production from the Alamitos zone declined and water began to show, operators "prospected ahead," deepening their wells in search of a new and more productive sand. This was found in the "Brown zone," separated from the Alamitos zone by a few feet of shale. Further prospecting proved that this sand had a greater areal extent than the upper zone, was more prolific, and produced clean oil in areas where water was previously encroaching. This lower sand produced oil from 26 to 31 degrees gravity and its thickness proved to be about 2500 feet, consisting of alternating shales and sands.

The third stage of development was started when wells were recently drilled to depths approaching 6000 feet, but as in the two previous stages, many wells must be drilled before the deeper sand can be definitely outlined. At present, however, about 500 feet of producing sand has been added, mak-

NO-PARKING BAN INCREASES TRAFFIC FLOW BY 70%

That the present traffic congestion can be at last partially relieved was revealed in the results of a no-parking experiment tried last month by the Los Angeles Traffic Commission on West Eighth Street, Los Angeles, which showed an increase of seventy per cent in the number of cars passing through the area after no-parking signs had been placed along the street.

A check was made one day between the hours of 5 and 6 p. m., at which time 795 cars passed the westbound signal at Figueroa and Eighth Street. The following night temporary signs prohibiting parking were put up on Eighth Street between Figueroa and Francisco, and as a result the intersection cleared 1,356 cars.

Thus, 561 more vehicles passed through after parking was eliminated, and similar experiments have resulted in the same ratio of gain, the commission reports.

ing the total thickness of the oil measures discovered to date from 3200 to 3700 feet with the possibility that more is yet to be located.

Having already paid royalties to the city of Long Beach totaling \$6,250,000, and still contributing at the rate of \$70,000 monthly, the Signal Hill district has stolen the spotlight of the petroleum world time and time again; and in so doing has flattened more geologists' reputations than any other oil producing area.

Today Signal Hill presents the complexities of a stabilized producing field, a new field with 160 wells drilling amid the 650 old producers, and an abandoned tail at Los Cerritos.

P. E. Camp Awaits Twelfth Season Opening

Interest Shown and Reservations Made Point to Breaking Last Season's Attendance Record. Add \$5,000 in Improvements

IT WON'T be long now! A few short weeks only separate the official 1928 opening of the Pacific Electric Vacation Camp—the date being Saturday, May 26.

With another \$5,000 expenditure for improvements now in progress, making the Company's total outlay on the camp proper exceed \$105,000, interest manifested thus far is indicative of a banner season. It is hoped and believed that last year's record attendance of 1,598 visitors will be exceeded by a goodly margin.

Outstanding in the improvements to be made this year is the construction of five new cottages. Exceedingly roomy, these new cottages will contain two bedrooms and may be obtained at the same rate as a single cabin.

They were designed and built particularly for large families and being obtainable at the low rate of \$10 weekly, afford a vacation outing at a cost that is indeed nominal. In the assignment of reservations these cottages will preferably be given to larger families.

They may also, however, be used to advantage by two small families who may desire to be together at the Camp and use joint cooking and dining room facilities. The expense of such an outing would be thereby lessened to a considerable extent, but as before stated, preference will be given to larger families in assigning these quarters.

More Parking Quarters

These five cottages are to be located on the hillside to the southwest of the main social hall and overlook practically the entire camp. They are of easy access over new foot paths. A new road is also to be built to them and parking space provided immediately adjacent.

All who attended the Camp last year will be glad to know that the genial and capable couple, Mr. and Mrs. George E. Huntington, will again be at the helm of affairs at the resort. George's ability, earnestness and evident desire to make everyone happy and comfortable won him a host of friends within our ranks last year. Mrs. Huntington, in her field, is no less capable, willing and anxious to please everyone during their stay. Be assured, the camp is in splendid hands.

A new feature to be added this year is the scheduling of a children's hour each afternoon, except Sunday. Mrs. Huntington has suggested that she will

gladly devise games and amusements solely for the children, thereby relieving mothers in the camp and permitting further relaxation and more time to enjoy themselves. This promises to be a pleasant innovation.

Another feature to be carried on during the coming camp season is the organizing, several days weekly, of picnic parties. There are many beauty spots and retreats in adjoining mountains that offer a splendid day's outing to large numbers who may wish to put up a lunch and spend the day in some isolated spot of Nature. These outings, in a measure, will replace the former sight-seeing bus trips, it being felt that most all have enjoyed the trips formerly conducted and that more diversion and pleasure will be created

1. Free fishing privileges on Lake Arrowhead. Free row boats (usual charges at all others resorts \$1 to \$1.50 per day.)

2. Free launch rides around the lake; the number depending on the number of persons stopping in Camp. (Usual charge for this is \$1 per trip.)

3. Frequent trips in big bus to picnic parties wishing a picnic outing to beauty spots in surrounding mountains.

4. Free wiener bakes, marshmallow roasts, corn bakes, plunge bathing, croquet, games and amusements for both adults and children.

5. Free dancing in large dance hall.

6. Free auto parking space within Camp grounds, conveniently located.

The housing accommodations of the Pacific Electric Camp, which total about 150 persons, consist of two dormitories of six rooms each,

capable of accommodating one or two persons to each room; 18 single bungalows with accommodations for up to five persons each; two double bungalows, which will accommodate up to eight persons each; six cabins, each of which will accommodate up to five persons, and five tent cottages, accommodating five persons each, and where families are larger in number than five, additional sleeping accommodations can be provided, adjoining tent cottages, or second cottage secured.

All bungalows, cabins and cottages are fully equipped, including bedding, cooking utensils, etc. Dormitories are not equipped for cooking and none will be permitted therein. Coal oil for cooking, groceries, fruits and other supplies may be purchased at the store at cost to this company. Free wood is provided for heating purposes in the bungalows.

Vacationists may do all of their own cooking or may purchase cooked food at the store delicatessen or take meals at the dining room, as preferred.

Following is a table of charges for housing accommodations and meals:

	Per Week
Tent Cottage	\$ 7.50
Cottages, double	10.00
Cabins	10.00
Single Bungalow	12.50
Double Bungalow	17.50
Guests, Add Per Guest	4.00
Dormitory—Single	5.00
Dormitory—2 Persons	7.50
Guests, Add Per Guest	3.00

New and Former Camp Features Now Available to Visitors

THE 12th annual season of the Camp opens Saturday, May 26th; season closes September 30th.

The major improvements this year consist of 5 new cottages. These were planned primarily for use of large families and may be secured at the same rate as charged for single cabins. When available, they may also be used for two small families who may wish to jointly use this type of accommodation. With the improvements this year the Camp now represents an investment of approximately \$105,000.

All charges for accommodations are the same as the lowered rates in effect last year.

Employees may again have the privilege of paying for accommodations (only) by payroll deduction, the same as was done last year.

Free transportation by Company bus will again be provided this year from San Bernardino to the Camp and return. This bus will be operated Wednesdays and Sundays.

Children's Hour will be a new feature each afternoon, except Sunday, during the present season, affording amusement for children and relaxation for mothers.

Mr. and Mrs. George E. Huntington will again be in charge of the Camp.

by reason of these special picnics.

The bus which last year made Wednesday and Sunday trips to San Bernardino and return in transporting free of charge employees and their dependents, will again be at the disposal of all. This big bus is now in the shops at Torrance undergoing a \$500 mechanical improvement that will further adapt it and make it more comfortable for mountain riding.

No resort anywhere offers its guests the many privileges and pleasures without cost that are offered at our Mountain Camp. In line with the Company policy of furnishing everything possible at the least cost, the following are some of the free diversions provided:

Day Rates

One Person, Dormitory	\$1.00
Two Persons, Dormitory	1.50
Two Persons, Tent Cottage	1.50
Two Persons, Cabin	2.00
Two Persons, Single Bungalow ..	2.00
One Guest, Dormitory	1.50
Two Guests, Dormitory	2.00
Two Guests, Tent Cottage	2.00
Two Guests, Bungalow	2.50

One Guest in Bungalow, Cabin or Cottage

Employees may double and occupy same quarters and save money as follows:

	Per Week
Tent Cottage, occupied 4 or less.	\$10.00
Guests, Add Per Guest	1.00
Cabin, occupied 4 or less	12.50
Guests, Add Per Guest	2.50
Sgl. Bungalow, occupied 4 or less	15.00
Guests, Add Per Guest	2.50
Dbl. Bungalow, occupied 6 or less	20.00
Guests, Add Per Guest	2.50

Meals—Employees' Rates

BREAKFAST	\$.50
Coffee and Toast20
Coffee and Hot Cakes25
Fruit10
LUNCH75
DINNER75

Meals—Guests' Rates

Breakfast	\$.75
Lunch	1.00
Dinner	1.00

Occupants of Bungalows, Cabins and Tent Cottages may purchase prepared food, or do all or part of their own cooking. No cooking in Dormitories.

Guests of employees will be admitted to the Camp, but must occupy the same quarters as the employee, and an extra charge will be made for guests. Guest charges must be paid by the Employee and not by the guest.

Deferred Payments

Employees who so desire can arrange for deferred payments for housing accommodations through payroll deduction, but all supplies used while in Camp must be settled for at the time purchased. This time payment provision is made for the purpose of assisting employees with large families to enjoy a vacation and spread the cost over a period of three months.

All reservations for Camp accommodations must be made at the Pacific Electric Club, 514 East Eighth Street, Los Angeles.

As was in effect last season, free transportation will be provided for employees and dependent members of their families from any point on the Pacific Electric system to the Camp and return. This includes transportation from San Bernardino to the Camp and return on new motor coach built especially for this purpose. Free transportation on coach, however, applies only to employees and their families spending one or more weeks vacation in the Camp.

Week-end visitors to the Camp, or those spending less than a week, will be required to use regular auto stage

Discarded Clothes Will Aid Mexican Kiddies

WITH the general spring house-cleaning now practically completed there are undoubtedly many useful articles of clothing that have been uncovered for which the individual owners have no particular use, either because the youngsters have outgrown them, or other cause.

For such clothing Miss W. Ashby, Nurse, Engineering Department, is appealing in behalf of some 500 children, ranging in age up to sixteen years, who are residing with their parents in our many Mexican camps. Any article of clothing that still possesses a reasonable amount of wearing qualities can be put to a useful purpose by our Engineering Department.

Look around the house and gather up those articles you no longer need. Bring them down to Room 690, Pacific Electric Building.

or provide their own transportation to and from the Camp, the stage fare for which, San Bernardino to the Camp and return, is \$4.60 for adults and \$2.30 for children between the ages of 5 and 12 years.

Guests of employees will be transported only on regular stage at the fare named above.

Application for transportation, in line with the above, should be made through regular channels.

A reasonable amount of baggage, consisting of clothing and toilet articles, will be carried free both upon our special motor coach and the regular stage.

It is not necessary for employees to take bedding to the Camp, there being sufficient in the Camp equipment to take care of all needs.

Bus Two Days Weekly

Movement of vacationists to and from Los Angeles and the Pacific Electric Camp will be made on Wednesdays and Sundays only, full particulars as to times of leaving both Los Angeles and the Camp will be given at the time reservations are made.

Plan your vacation now and make reservations at the earliest possible moment in order to avoid disappointment.

Assignments to living quarters will be made in the order which reservations are received for the class of accommodations as desired.

Every effort will be made to accommodate, so far as possible, occasional visitors and week-end parties, but first consideration will be given employees spending a full vacation term of one or two weeks at the Camp. Families of two or more persons will be given consideration over single individuals.

MORE CALIFORNIA SPANISH NAMES ARE TRANSLATED

Following Mr. L. B. Young's interesting account of the origin and the romantic history surrounding many of the names of cities appearing in the last issue of the Magazine, the thought of learning about the derivation and meaning of additional Spanish coinages so common to the Southland, suggests itself.

From a recognized authority on this subject, we quote below several California Spanish names and their English translation:

Alameda—Grove of trees; a public walk.

Alamo—Poplar tree.

Alhambra—Name of a city in Spain.

Alta—High; elevated.

Alta Loma—Rising ground; high mountain.

Arroyo Seco—Dry river bed.

Balboa—Discoverer of Pacific Ocean.

Brea—Pitch; tar; asphalt.

Camino Real—Highway of the King.

Corona—Crown.

Vista—View.

Del Mar—View to the ocean.

Duarte—Pioneer family.

El Monte—The forest; the wilds.

El Segundo—The second.

Fontana—Pioneer family; fountain; spring.

Lomita—Little hill.

Mira Mar—Ocean view.

Palo Verde—Green stump.

Planada—Level ground.

Playa Del Rey—Playground of the King.

Puente—Bridge.

Puente Alto—High bridge.

Puente Largo—Big bridge.

Ramona—Feminine of Raymond.

Redondo—Rounding; circular in shape.

Rio Vista—River view.

Rivera—Pioneer family; stream.

Rodeo—Round-up of cattle, etc.

San Bernardino—St. Bernard.

San Dimas—St. Dimas.

San Fernando—St. Ferdinand.

San Gabriel—St. Gabriel.

San Pedro—St. Peter.

Santa Ana—St. Ann.

Santa Monica—St. Monica.

Sierra Madre—Mother range of mountains.

Tropico—Tropical.

Los Nietas—The nests.

Hermosa—Beautiful.

K. C. Buses Show Defecit

Appealing to the City Council of Kansas City for relief from the financial losses that it has suffered under the present rate structure, the Kansas City Public Service Company recently filed a request for a 15-cent fare for its down town buses. The bus fare at present in Kansas City is 10 cents.

Along with the application for increased fares was a proposal for new bus routings and a detailed report of the financial losses during the past two years which showed that during this twenty-four month period a deficit of approximately \$530,000 had been accumulated.

Company Has Kept Abreast With Progress

History Records How Pacific Electric Has Pioneered and Always Kept Abreast of Times With Progress of Industry

By L. H. APPEL

Asst. Superintendent of Power

WE ARE living in an age of rapid transition as well as rapid transit, when old ideas and established theories are being forsaken and when new discoveries and startling inventions are causing us to discard the old and to even question the worth of our most stable institutions.

This leads us logically to question the relative position of the electric railway in this age of transition; what scientific progress has it made during its life of four decades; what is it doing at the present time comparable with the scientific and industrial advances in other fields of activity, and what does it promise for the future.

Probably no better answer can be given for our purpose than that obtained by referring to the history of the development of the Pacific Electric Railway System. The history of our own great system may conservatively be said to be the history of electric railways.

The construction of the Pacific Electric was begun in the early nineties, a period when staunch hearts were required to put out on the uncharted sea of electrical operation. These early builders were truly pioneers in the strictest definition of the word, as there were no precedents, no experiences of others to any extent to guide them. It was but a few years previous, in 1888 that the first commercial electric railway of any consequence in the United States was placed in operation in Richmond, Virginia, and it was only in 1893 that the Redlands Electric Light and Power Company placed in operation the first polyphase power transmission line in the world carrying 400 kilowatts $7\frac{1}{2}$ miles at 2500 volts.

Early Problems

Naturally, it is difficult to realize in this age of reliable and efficient electrical and mechanical equipment the problems of the early engineers. Lack of proper materials and understanding of the problems of performance, design and insulation constantly harassed and perplexed them.

It may be said that it was necessary for them to accept the available equipment on faith, as the machines were not generally designed from any theoretical or even practical knowledge of the equipment, but more often by the rule of thumb based on a good guess. These were trying times and it was necessary for engineers to proceed cautiously every step of the way. They were compelled to constantly experiment on their own accord, tear down and rebuild.

Consequently these pioneers develop-

Important Milestones In History of Company

BELOW is a chronological list of some of the most important electrical developments and equipment installations on Pacific Electric lines.

The history of these developments will show that some of them originated within our own organization; others were perfected and all adopted within a short period after being introduced.

Any one of these is a complete chapter in electric railroading.

- 1892—Single Reduction Gear Motor
- 1901—Synchronous Converter
- 1902—Motor Generator Set
- 1902—15,000 Volt A. C. Transmission Line
- 1902—Telephone Train Dispatching System
- 1902—Pneumatic Air Operated Trolley
- 1903—Multiple Control for Cars
- 1908—Electric Welded Rail Bond
- 1910—Automatic Electrically Operated Wig Wag
- 1911—Catenary Overhead Line Construction
- 1912—60-Ton Electric Locomotives
- 1913—Electric Block Signal
- 1914—1200 Volt D. C. Trolley Operation
- 1914—Steel Cars
- 1916—Automatic Substations.

ed skilled judgment and advanced many ideas to the industry which were afterwards incorporated in future designs.

Probably the influence of the Pacific Electric and its predecessor companies on the industry, due to the painstaking study and experimenting of their railway engineers in those early days, can never be accurately determined. Nevertheless it was in a large measure. Probably no greater in proportion than other electric railways which were coming into being throughout the United States during this period, but owing to the comparative magnitude of the undertaking under way in Southern California where the electric lines were being extended radially in all directions from Los Angeles, resulting in the upbuilding of hundreds of communities and materially assisting in building Los Angeles into a city of

the metropolitan class, its influence was certain to be proportionately greater.

It is important to remember that it was due to the coming of the electric railway that the American city of the early nineties underwent such tremendous development during the past four decades, permitting cities to expand and resulting in the development of the suburban district which would have otherwise been impossible.

Practically at the very inception of the Pacific Electric System the policy of adapting the most progressive developments in the railways and allied industries to its operation was adopted and the chronological history of the system will reveal that this practice has been consistently carried out.

Development and improvements started of necessity almost simultaneously with the completion—if not before, of the very first lines as the crudeness and inadequateness of the available equipment and material were clearly realized.

Fortunately one of the very first major improvements occurred in the car motors, which originally were very large and clumsy affairs of limited capacity and relatively unsatisfactory. With the introduction of the single reduction motor in the early nineties, the electric railways experienced considerable relief from motor difficulties. Incidentally we are wont to overlook the important corollary that despite later developments the electric motor is still by far the most reliable and efficient power unit in practical use.

Then followed continued improvement in the car motors, and capacities were increased. Overhead line material, substation and power house equipment likewise showed consistent progress. Very serious attention was given to car design and throughout the entire period of operation the Pacific Electric has endeavored to provide car equipment second to none. The history of car development is an interesting chapter in itself of the Company's development.

P. E. Quick to Adopt

As previously cited the Pacific Electric quickly adopted the use of the single reduction gear motors. Then followed many major developments and improvements, among them being, multiple control for car equipment, alternating current apparatus for substations, high voltage alternating current transmission of electrical energy, catenary construction for overhead lines, high direct current voltage for interurban train operation, automatic substations, together with many others,

all of which were quickly applied to our system.

No attempt has been made at this time to definitely trace the development of the various phases in detail, but only to indicate sufficiently and point out how closely the electrical development of the Pacific Electric system paralleled the wonderful development and achievements which have occurred in the realms of the electrical industry during the past quarter of a century and more, and what has been written here relative to the electrical development is equally so for all the branches of the railway.

Future Bright

As to the future! The electric railway, despite other forms of transportation which have developed during the past decade, is still pre-eminent and the most important, practical and consistent method of handling mass transportation in and between metropolitan centers of population. As the cities grow the public is assured that on the basis of past performance, this railway will continue to fulfill its obligations.

The Pacific Electric Railway organization is fortunate in still having a number of pioneers within its ranks who are cheerfully imparting their fund of knowledge, and the result of their experiences down the line so all may benefit thereby, a true measure of their loyalty.

As employees we should be proud of our heritage.

IMPROVEMENTS UNDER WAY

The work of reconstructing 2319 feet of double track on Highland Avenue, Hollywood, from Sunset Boulevard to beginning of curve north of Franklin Avenue is now in progress. This work consists of replacing track with 128-pound grooved girder rail, installing tile drain, treated ties, crushed rock ballast and seven-inch asphalt concrete paving, at a total estimated cost of \$53,275.00.

All preliminary work covering the construction of the Riverside undergrade crossing was completed and the contractor began excavating for retaining walls and bridge on April 16th, pouring concrete for north abutment footing on April 25th.

On the La Brea undergrade crossing the Bridge and Building Dept. began setting the 80-ft. steel girders on April 26th. After steel girders are all in place contractor will construct the concrete deck and the south retaining walls, entire job is now approximately 70 per cent completed.

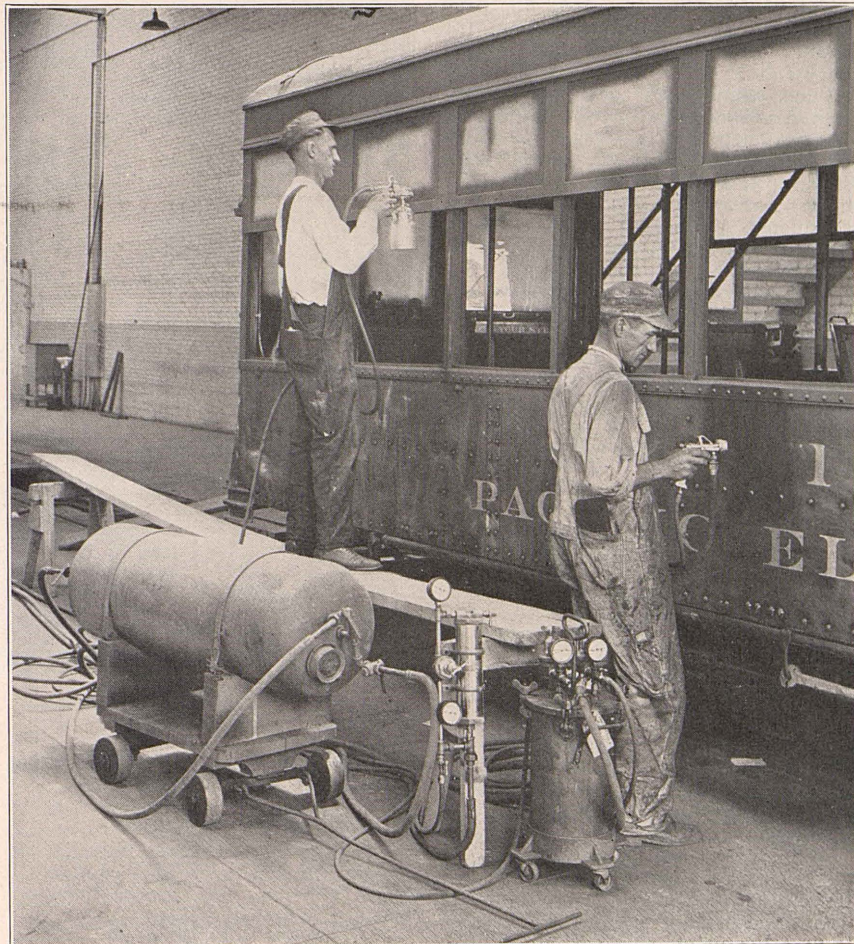
The work of relocating the Watts-Redondo Line from Hermosillo Ave. to Bridgedale is now under way, grading work performed by contractor is approximately three-quarters completed, and the preliminary work preparatory to laying the track has just begun.

W. Z. Shaw, Cost Engineer, reported the foregoing progress.

Town Belle—Oh, aren't these stockings lovely. I want a pair of them to wear to the ball tonight.

Clerk (absent-mindedly)—Will that be all?

Adding Red to 'Big Red Cars'



Applying by spray method new "lacquer" paint adopted for future use on equipment.

HOW MUCH, would you guess, is annually spent by this Company in painting passenger cars?

During 1927 nearly \$100,000 was paid out for this purpose.

This feature of maintenance has always been a problem to all railroads. The cars must have a "live" color with good visibility and staying qualities. Often, when exposed to all kinds of weather, as cars must be, such colors fade, resulting in a washed out, unattractive appearance.

We can thank the automobile for the development of lacquers which "weather" a longer life without checking or fading. Also, the surface is much harder and dirt does not imbed itself in the surface as it does with varnish, making cleaning a much easier task.

In keeping with progress, our Torrance shop is being equipped for spray painting and from now on all steel passenger cars and locomotives will be painted with the lacquer materials. Not only is a longer life estimated for the lacquer job, but the method will also save considerable time in the shop, owing to the very rapid drying qualities of lacquer.

The operation is the same as before,

except that all materials, save putty, will be applied by the air gun method instead of being brushed on in the old-fashioned way.

In repainting, it is necessary only to clean off the surface and spray on a fresh coat of lacquer. Therefore, it is apparent that a considerable saving will be effected.

The use of paint spray guns for freight cars has been in successful operation for years on our own and other lines.

"Here's something new, a Heavenly Fruit Salad, and, believe me, it should be avoided," contributes Sam Bones, 81, veteran wise-cracking apostle of safety.

"Take one pear (pair), with a nut at the steering wheel and a peach at his side, agitate with a good long 'spoon', shake along toward a grade crossing at 45 miles an hour with a fifty-mile-an-hour train in the near foreground. Mix for a split second, and you'll have a salad that any corner will recognize."

1898: "May I have the pleasure of the next dance with you?"

1928: "May I borrow your frame for the next struggle?"

FIVE DEATHS DURING APRIL

During the month of April the summons to the great beyond was answered by five of our fellow employees, to the beneficiaries of whom was paid a total of \$10,465 through group insurance and membership in the mortuary fund.

Those who answered the call were: Juan Amesquita, Laborer, Engineering Department; Albert G. Lake, Conductor, Northern Division; Joseph McClellan, Janitor, Mechanical Department, Torrance; Chas. W. Stratson, Conductor, Western Division; and Belford Henderson, Conductor, Northern Division.

Two new disability claims were approved by the insurance company last month, bringing the total to eighteen employees who are now receiving monthly payments aggregating \$1311 due to their being totally and permanently disabled.

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

A. R. IRELAND RESIGNS

The old saying that "one's loss is another's gain" holds true in the case of A. R. Ireland, Assistant to Supt. of Employment, who on May 1 severed his connections with this Company to take up duties with The Railway Mutual Building & Loan Association. Mr. Ireland has many friends who will be glad to know that he will henceforth occupy a responsible position with this thriving young organization.

In October, 1926, having had considerable experience in real estate dealings prior to this time, Mr. Ireland took an active part in the organization of the Association and was elected as its first President, which office he held until recently when he resigned in order to take a more active part in the building and loan business.

Mr. Ireland began his railroad career some 17 years ago, he having entered the service on March 7, 1911, as a Mileage Clerk for the old Los Angeles Pacific, which company in May of the same year was consolidated with the Pacific Electric Railway. He has been employed in the Accounting Dept., Time Keeper's office, General Superintendent's office and in March, 1921, entered the Employment Dept., where he held forth up to the present time.

The Pacific Electric Masonic Club elected Mr. Ireland as its President in December, 1927, and under his guidance the Club has splendidly progressed. He was also Grand Master of the Glendale Lodge No. 544, F & AM, during the year 1926.

The vacancy in the Employment Department has been filled by J. N. Breese, who has been in the employ of this Company since 1918, he having held successive positions in Accounting, Freight and Transportation Departments prior to his present position.

In leaving, Mr. Ireland has the good will of his fellow employees, who join in wishing and predicting for him the best of success in his new field of activity.

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

PLACING emphasis on acts of exceptionally courteous conduct and varying degrees of splendid efficiency in the conduct of their duties, well over two score of Pacific Electric Trainmen were named in letters of commendation received during the past few months.

The commendatory acts covered practically the entire field of our operations and show very conclusively that the public is appreciative of courtesy shown and assistance rendered.

The thoughtfulness of one of our Conductors in making special arrangements for passenger, who was pressed for time, so that he could make connections with one of the Southern Pacific trains, was the subject of a letter of appreciation received from our owning Company.

The names of trainmen, lines on which employed and nature of commendations are as follows:

WESTERN DIVISION

Trainman	Line	Nature of Commendation
R. J. Lewis	Gardner Junction	Thoughtfulness to elderly lady.
N. M. Simmons	Redondo	Honesty and attention to duty.
T. Slack	Hollywood-Venice	Special courtesy to passengers.
J. R. Garner	Hollywood	General courtesy and efficiency.
Wm. Hale	Hollywood	Exceptional courtesy to passengers.
R. L. Hill	Burbank	Efficiency and courteous conduct.
J. S. Taggart	Sherman	Efficient, courteous attention to duty.
F. B. Owen	Santa Monica	Special courtesy and efficiency.
J. S. Everett	Freight Service	Exceptional courteous efficient conduct
H. M. Ayers	Vineyard	Courteous assistance given passengers.
R. H. Laird	Sawtelle	General efficiency and courtesy.
W. G. Onslow	Franklin Avenue	Efficient operation of car.
L. Falbert	Franklin Avenue	Courteous treatment of passengers.
D. R. Tingler	Hollywood	Assisting to recover lost brief case.
Wm. McAllister	Hollywood	Exceptionally courteous conduct.
D. B. Simmons	Glendale	Special directions given lady.
P. W. Reynolds	Van Nuys	Assisting lady to board car.
E. N. Denton	Santa Monica	Returning purse lost on car.
R. S. Williams	M. C. Operator	Geniality and efficiency.
R. M. Hightower	Sawtelle	Special attention to calling streets.
W. H. Smith	Burbank	Loaning price of ticket to passenger.
R. W. Baugh	M. C. Operator	Cheerful attitude and efficiency.

NORTHERN DIVISION

R. A. Arensberg	Riverside	Special courtesy and efficiency.
H. K. Riordan	San Bernardino	Exceptional courtesy.
H. D. Collins	So. Pasadena	Efficient and courteous conduct.
B. B. Ayers	So. Pasadena	Courtesy and efficiency.
W. R. Purves	Sierra Vista	Paying passenger's fare.
H. B. Ravey	Mt. Lowe	Courteous conduct to passengers.
L. Tonopolsky	Mt. Lowe	Courtesy shown toward passengers.
J. K. Kennedy	Sierra Madre	Notifying passenger of desired stop.
R. N. Hosford	Pasadena Oak Knoll	Pleasing personality and efficiency.
W. A. Haden	Redlands	"Self-Control" in trying situation.
H. L. Woodford	M. C. Operator	Special recognition by 18 passengers.
E. R. Grinnell	Sierra Madre	Agreeable manner handling passengers
Gilbert Reid	Pasadena S. L.	Efficient operation of car.
R. J. Ballenger	San Gabriel	Unfailing courtesy to passengers.
D. E. Coleman	Glendora	Unusual efficiency and courtesy.
F. J. Griffin	Glendora	Outstanding efficiency and courtesy.

SOUTHERN DIVISION

G. B. Moore	Watts	Exceptionally courteous conduct.
L. E. Goodman	San Pedro	Courteous manner handling passengers.
J. E. Miller	Long Beach	Assisting to recover lost purse.
Neal Brock	Santa Ana	Efficiency in avoiding accident.
V. C. Moon	Redondo	First aid rendered elderly lady.
E. A. Shimmin	Hollywood-Venice	Restoring lost opera glasses.
E. Adler	Hollywood	Special assistance to passengers.
G. A. Besett	Fullerton	Special courtesy and efficiency.
A. Hessmer	Fullerton	Special courtesy and efficiency.
C. F. Gates	Whittier	Assistance rendered elderly lady.
C. J. Large	Long Beach	Restoring valuable papers lost on car.

SAVINGS BY USE OF PASSES

Emphasizing and clearly pointing out the savings that can be effected by the use of the new \$1.00 and \$2.50 Sunday passes, we repeat below some outstanding instances whereby a considerable savings results.

The examples noted are only a few; there are a great many other travel combinations that make these passes the biggest bargains from a transportation standpoint ever offered the Southern California traveling public.

Combination Rail, Motor Coach Trip
 Round Trip fare, Pomona to Los Angeles\$1.10
 Round Trip fare, Los Angeles to Castlemmare 1.00
 Total\$2.10
 Cost of trip by use of pass 1.00

Saving by use of pass\$1.10

Circle Tour of Beach—One Way Fare
 Los Angeles to Santa Monica ..\$.30
 Santa Monica to Venice05
 Venice to Redondo Beach25
 Redondo Beach to Long Beach .. .60
 Long Beach to Balboa40
 Balboa to Los Angeles..... .75

Total\$2.35
 Cost of trip by use of pass 1.00

Saving by use of pass\$1.35

If you reside along any of the local lines in Los Angeles an additional saving will be made.

* * *

Round trip fare Owensmouth to Los Angeles\$1.00
 Round trip fare, Los Angeles to Balboa 1.40

Total\$2.40
 Cost of trip by use of pass 1.00

Saving by use of pass\$1.40

* * *

Round Trip fare, San Bernardino or Riverside to Los Angeles...\$2.25
 Round Trip fare, Los Angeles to Mt. Lowe 2.50

Total\$4.75
 Cost of trip by use of pass 2.50

Saving by use of pass\$2.25

Captain Billy who hails from Minnesota tells this story of a Swedish farmer. It happened shortly after Colonel Lindbergh's famous hop to Paris.

A friend of the farmer remarked: "That was a mighty fine thing Lindbergh did, wasn't it, Jens?"

"What var dat?" asked Jens.

"Why, haven't you heard? Lindbergh, a fine Swedish lad, flew from New York to Paris, all alone, and without stopping."

"Vall," replied the farmer, "it's about time de Swedes bane doing something. There hasn't bane any Swedes done anything since Yack Yonson licked Yim Yeffries!"

Squires Named Head New Harbor Line



George F. Squires, appointed General Manager of the Harbor Belt Line Railroad.

PLEASING indeed to his many friends within our ranks was the announcement last month of the appointment of George F. Squires to the position of General Manager of the Harbor Belt Line Railroad at Los Angeles Harbor.

Possessing capabilities of a high degree his selection to the important post was the outcome of ability displayed in various positions enroute to and while employed with this Company as Assistant Freight Traffic Manager. "Genial George" assumed his new post late last month, which involves full charge of all freight operations at the L. A. Harbor under a Board of Operation composed of city and railroad officials.

Necessary preliminary work to enable the commencement of the Belt Line operations within the very near future is now being carried on and establishment of the Harbor Belt Line Railroad, in accordance with the terms of the recently executed Unification Agreement, is proceeding rapidly. Its consummation will mark the achievement of a project requiring several years' negotiations on the part of the Greater Harbor Committee of Two Hundred of the L. A. Chamber

of Commerce, the Board of Harbor Commissioners and the railroads.

Mr. Squires has been engaged in railroad work since he was 15 years of age. He began his career in 1908 with the Los Angeles Pacific Company, which line was later consolidated with the Pacific Electric System. During his twenty years of railroad experience Mr. Squires has occupied positions of responsibility in both the operating and traffic departments. Characteristic of many who succeed in railroad endeavor, Mr. Squires began his career in a humble capacity and enroute up the ladder served in the various capacities of station agent, telegraph operator, freight brakeman, conductor, terminal foreman, and prior to his service with the traffic department, was train dispatcher on the Western Division.

He entered service in the Traffic Department in 1916 and qualified step by step until his appointment as Asst. Freight Traffic Manager in 1925.

During the past three years Mr. Squires was specially assigned, in addition to his regular work, to the detail of working out the consolidation of lines forming the Harbor Belt Line Railroad and in behalf of the interested railroads has taken an active part in the negotiations leading up to the consummation of the Belt Line agreement.

While a veteran in experience and ability Mr. Squires is but a young man still, being only 35 years of age. His appointment was agreed to unanimously by all interested parties in the operation of the Belt Line, he being considered ideally capable of dealing with the many intricate problems incident to the post.

Also effective with the appointment of Mr. Squires was the selection of J. W. Mee as Assistant General Manager of the Harbor Belt Line Railway.

The involved operations in the Harbor District are so extensive that Mr. Mee, by reason of his intimate knowledge of properties and operating problems, was chosen as Mr. Squires' senior assistant.

Coming to this Company in 1915 in the Timekeeper's office, Mr. Mee has seen service in the ticket offices, ticket stock department, as Agent at Riverside and San Pedro, from which latter point he was appointed to the post of General Agent of the Harbor District in June, 1922.

A thorough and capable railroader, Mr. Mee is well qualified to satisfactorily perform the responsible position with which he has been entrusted. Many friends, while regretting the loss of his association, likewise are happy to know of the promotion that has come to him.



J. W. Mee

"Shirts that laugh at the laundry" was advertised by a certain firm. One of ours, bought elsewhere, has such a keen sense of humor that it arrived home the other day with its sides split.

—Punch.

THE PACIFIC ELECTRIC MAGAZINE

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

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

Vol. 12; No. 12 May 10, 1928

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Frank Farnham Trans. Dept.

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

NOW is the opportune time, the twelfth year of the Magazine, to say "thank you" for the great aid that has been given in the monthly preparation of the Magazine during the year just closed.

No one better realizes than those directly in charge of the Magazine the time and effort that our contributors have put forth in the preparation of material sent to us. No reward, other than the satisfaction of the feeling that always comes with having done one's part, is offered or expected by our contributors. It is truly a work and effort unselfishly given for the pleasure and benefit of others.

In our constant aim to further improve the Magazine, we wish here to point out what many of us, who have never before given much thought to the Magazine, can do toward making it more worthwhile.

If you see some feature of our operation that has never been written up, drop us a line calling our attention to it. Or better still, write it up and send it in.

Your correspondents cannot see all that is going on, nor know what all of his fellows are doing or planning. Give him tips of what you see and hear.

Perhaps you read a joke that would amuse others; clip it and send it in. It is no joke locating about fifty good ones each month.

Feel free to give us your criticism. Kindly critics are regarded as the Magazine's best friends.

This is your Magazine. We of the staff after all only play a minor part, merely assembling, arranging articles and putting them together in the proper manner.

Our efforts to improve each succeeding issue of the Magazine will be realized with more of us aiding to achieve this end.

COMPARISON OF ACCIDENTS DURING MARCH, 1928 AND 1927

	Northern Division 1928-1927		Southern Division 1928-1927		Western Division 1928-1927		Motor Coaches 1928-1927	
Interference with vehicles	112	134	66	89	179	198	34	32
Collisions and interference with cars	3	3	7	2	3	5	0	1
Persons struck by cars	4	2	4	5	4	5	1	1
Deraillments	4	14	16	19	8	12	0	0
On and off moving cars	8	16	9	6	9	10	0	2
Miscellaneous	16	26	18	41	31	44	6	12
	147	195	120	162	234	274	41	48
	Dec. 48		Dec. 42		Dec. 40		Dec. 7	

	1928	1927		
Interferences with vehicles	391	453	Dec. 62	13.68%
Collisions and interferences with cars	13	11	Inc. 2	18.18%
Persons struck by cars	13	13		
Deraillments	28	45	Dec. 17	37.77%
On and off moving cars	26	34	Dec. 8	23.53%
Miscellaneous	71	123	Dec. 52	42.27%
	542	679	Dec. 137	20.18%

NEW INSTRUCTOR JOINS OUR EDUCATIONAL DEPARTMENT

The services of Miss Virginia R. Rowell, Public Speaking Instructor, have been secured to fill the vacancy caused by the resignation of Mr. Leonard, former instructor. That Miss Rowell is a worthy addition to our teaching staff is shown from the fact that she has had many years' experience in similar roles and further that she is an Instructor of Public Speaking at the Polytechnic High School. Miss Rowell was recently honored by being elected to the office of Second Vice-President of the National Association of Teachers of Speech.

Proceeding on a practical basis, she is giving instruction in public speaking such as any person is likely to have occasion to use. The proper technique of a public appearance is being emphasized and speeches of announcement, introduction, presentation, etc., are being rendered.

Many men in public life in this vicinity owe in no small degree their ability as public speakers to the training obtained under the direction of Miss Rowell. Her method of instruction is such that it inspires confidence and gradually trains one to speak smoothly and intelligently before an audience.

The five other courses now being offered by the Educational Department are progressing nicely. However, there is still room for a few more ambitious employees in each, reports Educational Director Hill.

From present indications it appears that when school closes the latter part of June, in excess of 100 Pacific Electric employees will be the recipients of Educational Diplomas presented by the Company to all who successfully complete a prescribed course of study.

She is a dangerous woman—a woman whom it is well for men to avoid if they can. When she goes after a man, she gets him, for her method of approach is such that her victim may not escape the terrible entanglement which must inevitably follow. She wields a tremendous power; there is about her something which may not be resisted by the unsuspecting male, who is her target. She is a dangerous woman.
She drives a car.

EMPLOYEES IN HOSPITAL

The Medical Department furnished the following list of employees who were confined to the hospital when the Magazine went to press: H. E. Miller, Dispatcher; Mateo Holquin, Laborer; H. Buffington, Car Carpenter; J. T. Turner, Motorman; C. W. Furness, Switchman; George Glasser, Foreman; G. H. Crozier, Brakeman; D. Mateo, Laborer; H. Ivester, Brakeman; Mrs. Theresa Dubois, Janitress; Mrs. Jennie Van Julay, Car Cleaner; J. Cook, Motorman, and E. W. Foster, Motorman.

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.

DONATION OF BOOKS MADE TO CLUB LIBRARY

We are again indebted to our good friend H. A. Crocker, Manager of the Westinghouse Airbrake Company, for donation to the Club Library of seven splendid volumes of fiction by popular writers. Mr. Crocker has many times before added to the pleasure of all by gifts of books to the Club.

The names and authors of the books which he so kindly presented late last month are:

The Courage of Marge O'Doone—James Oliver Curwood.

Red Belt—Pendexter.

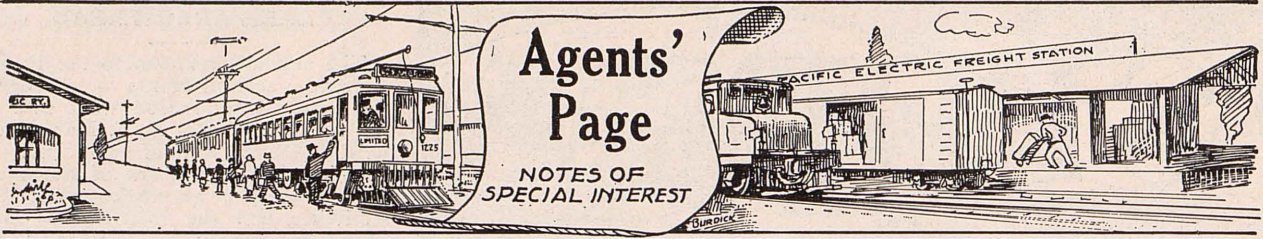
Quality Bill's Girl—Tyler.

Two-Gun Gerta—Waddell and Daly.

The High-Grader—William M. Raine.

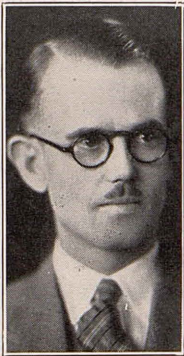
Alias "The Night Wind"—Vanardv.

The Lady of the Night Wind—Vanardv.



Other Promotions Made In Freight Dept.

INCIDENT to the naming of George F. Squires to the position of General Manager of the Harbor Belt Line Railway, several more changes and re-arrangement of duties have resulted within the ranks of the Freight Traffic Department.



A. E. Norrbom

in freight traffic matters which his experience fits him to fill with distinction.

Coming to this Company as Secretary in June, 1920, Mr. Norrbom advanced step by step leaving a trail of successes in each of the posts assigned to him. He began as a railroader in 1916 with the Denver and Rio Grande Railway at Denver, with which organization he advanced rapidly until illness in his family necessitated his coming to California.

During Federal control of railroads he was employed by the Denver District Traffic Committee handling rate matters, which experience stood him in good stead upon coming into this company's employment.

Mr. Knoche in his new post of Assistant to the Freight Traffic Manager will be in charge of freight rates, divisions and tariffs, a scope of work in which he has had extensive exper-

ience, both with this Company and former railroad connections.

Employed in 1920 in the Freight Accounts Bureau as temporary clerk, he resigned three and one-half years later to accept a position with the Minarets and Western Railway. He returned to this Company the year following in the Freight Traffic Department where he advanced to the post of Chief Rate Clerk, a technical and responsible position.

Before his connection with the Pacific Electric, Mr. Knoche was employed in various capacities by the St. L. & S. F. Railway in St. Louis, Southern Pacific accounting department, and the Denver & Rio Grande Railway. His experience and capabilities displayed are assurance that his new duties will be most satisfactorily fulfilled.

Several other changes in the personnel of the Freight Traffic Department resulting from the changes above recorded were contemplated, but details lacking as this was written. An item next month will announce these further changes in the Department's personnel.

AGENTS HOLD BREEZY MEET

A well attended monthly meeting of the Agents' Association was held Saturday evening, April 14, after which a check into the attendance record revealed that the Northern Division Agents were again leading in that annual race for a free banquet, reports G. W. Orr, secretary of the association.

H. O. Marler gave a vivid interpretation of the new schedule of passenger fares which went into effect April 27. He explained in detail the new zones and reduced rates for one-way and round-trip tickets, also the slight commutation ticket increase and the special advantages of the \$1.00 and \$2.50 Sunday passes.

The Annual Outing of Agents was discussed and President McQuigg appointed a committee of five to work out details and report their recommendations at the next Agents' meeting. Members of this committee are C. E. Moser, J. W. Smith, P. H. Mann, G. W. Orr and H. O. Marler.

T. J. Day gave a brief summary of business conditions and called attention to recent advancements made among the personnel of his department, notable among which was the appointment of George F. Squires as General Manager of the Harbor Belt Line Railroad, and the advancement of T. F. Hunter and P. H. Lyon to the position of Traveling Freight Agents.

SYSTEM AGENCY CHANGES

Since our last issue, advises Frank Farnham, Transportation Dept., the station at Brea has been bid in by B. H. Sutton, now Agent at Corona, and the Garden Grove Agency by Claude Anderson. This is the second time Mr. Anderson has bid in Garden Grove, having been "bumped" from there upon the closing of Des Moines Station. He hopes that this time his stay in Garden Grove will be for a longer period.

The Agency at Corona is now up for bid, but assignment has not been made.

The Southern Pacific has again drafted one of our men. This time Al Hough from Redondo, who is now in the Long Beach office. The position at Redondo was filled by the promotion of J. W. Tate, Assistant Agent at Sierra Madre.

Since the Southern Pacific has been recruiting their Ticket Clerks from the Pacific Electric station employees, we are finding it difficult to provide competent men as fast as they are needed.

The Assistant Agent at El Monte, Wayne Speith, was transferred to Sierra Madre to fill the position vacated by J. W. Tate.

R. R. Corey, Assistant Agent at Beverly Hills, has been on annual vacation, part of which was spent in San Francisco. He is back on the job now and Relief Agent Dorrell has moved on to East Long Beach to allow Assistant Agent Krafft and family to take a trip back to the old home in the East. Mr. Krafft will be away for a month, visiting at Chicago, Buffalo and way points.

Assistant Agent G. C. Haase of Claremont is among those taking vacations at the present time, his position being temporarily filled by C. W. De Long.

W. A. Gibbons, Receiving Cashier, has not yet returned to duty after a prolonged sick leave, but the doctor assures us that he will soon be as good as new.

We are glad to be able to report that Clyde Whiteley, Agent at San Bernardino, is able to return to his post. He has to use crutches to get there, but is on the job. Assistant Agent W. G. Yates, who was called back to duty on account of Mr. Whiteley's illness, is now enjoying the balance of his vacation.

T. J. Diebolt, Clerk at East Long Beach, has been transferred to the Sawtelle Agency as Assistant Agent, relieving A. E. Dorrell, who will again resume Relief Agent's duties. The position thus vacated at East Long Beach has been filled by J. W. Stewart.



W. G. Knoche

NEW MOTOR COACH LINE IN SERVICE ON WILSHIRE BLVD.

In auguration of bus service to Beverly Hills via Wilshire Boulevard was begun Friday, May 1st.

Providing a line that will require more buses than any existing bus line now operated in this city, the new line is to be operated by the Los Angeles Motor Bus Company, jointly owned by the Los Angeles Railway and the Pacific Electric Railway. Service on Wilshire Boulevard to Fairfax Avenue was previously rendered by buses of the Los Angeles Railway, but with extension of the line to Beverly Hills the operation henceforth will be rendered by the jointly owned and operated bus company.

Double-deck buses are to be used exclusively on this line and under the great frequency of service proposed it will require a total of 36 double-deckers of 58 passenger capacity to meet the schedule to be provided. Eight new additional buses are to be purchased immediately in contemplation of heavier travel.

Under the proposed schedule the new line will terminate at Wilshire and Santa Monica Boulevards in Beverly Hills, the down-town terminus being at Fifth and Hill Streets.

The schedule provided serves Beverly Hills with approximately 75 round trips daily, except Saturday and Sunday when slightly less frequency will meet travel needs.

Splendid Work is Done in New Fares' Debut

THE final word that the Railroad Commission of the State of California had denied the petition of the City of Los Angeles for a rehearing in the Passenger Rate Case was received on the afternoon of April 23rd.

The Traffic Department was immediately a humming hive of activity. Tariffs, tickets, transfers and circulars of instruction to employees, as well as advertising matter for the public had to be prepared and put through the press.

It was thought best not to ask for any postponement of the effective date of the new rates, which had been set for April 27th. This meant that all preparations must be completed and put into operation in three days. The Transportation Staff and Instructors were called together for a meeting the morning of the 24th, and a line-up given them on the new force and fare collection methods proposed. In all, three such meetings were conducted by Assistant Passenger Traffic Manager H. O. Marler.

Commencing the morning of April 25th and continuing during the afternoon and evening of that day and the next, meetings were held for Trainmen and others interested, at nine different terminals, at which instructions were given.

With this meager preparation, the new rates were launched on the 27th as planned.

"The loyal and efficient cooperation of men in all departments concerned, and the earnest efforts of staff, conductors, car operators, ticket clerks and everyone having to do with this change made it successful with the minimum amount of friction with the public," is the manner in which Mr. Pontius expressed his appreciation for the good work done. Conductors particularly were praised by our executive.

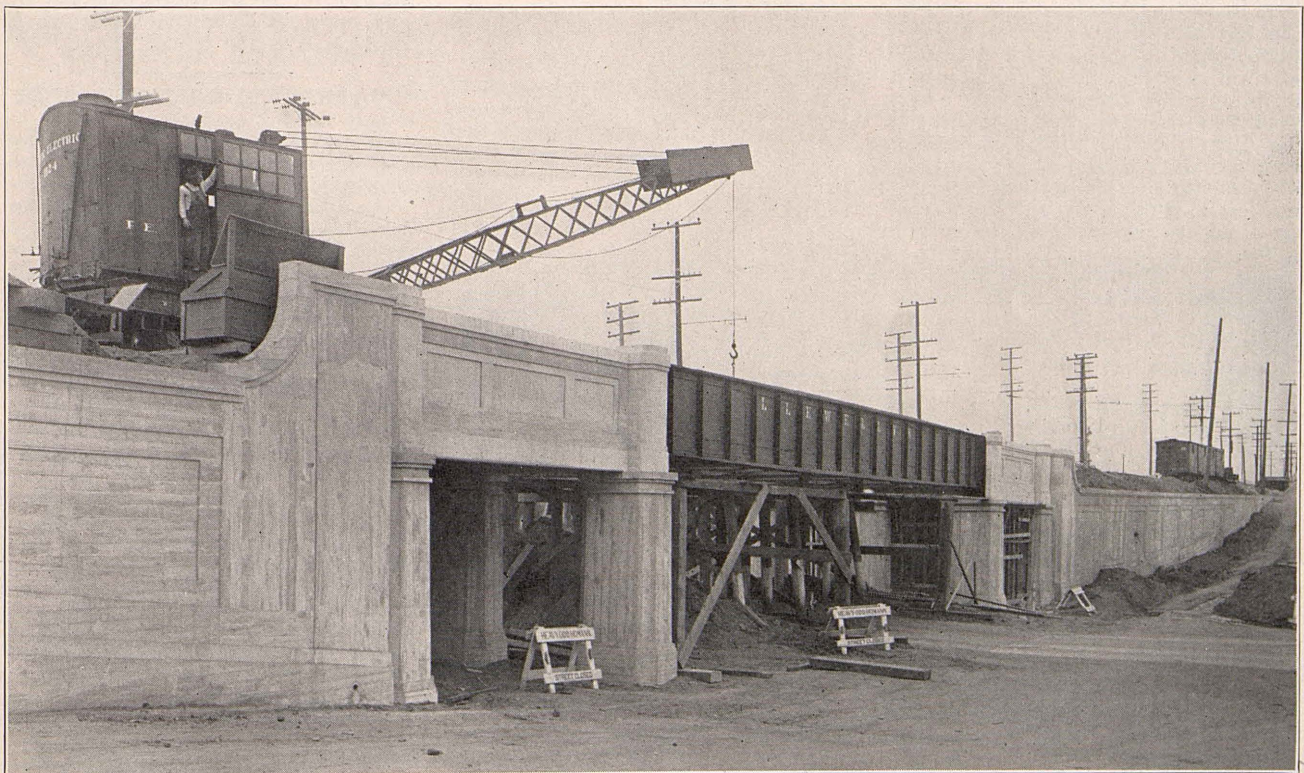
Mechanical Department forces also are to be commended for the good work they performed in connection both with registers and hanging of banners.

With the cooperation of the Ohmer register staff, registers on several hundred cars were changed after the close of work on the 26th, and before the cars went out on the morning of the 27th. This, in itself, was a colossal task and it was well done. The Ohmer people forwarded the necessary material from their Dayton plant by airplane so that there might be no delay in changing the registers.

P. E. OFFICIALS TO SPEAK

As the Magazine goes to press the California Electric Railway Association, whose membership is made up of the eighteen largest electric railway properties in this State, is in session at its annual meeting in San Francisco.

A program brimful of discussions on problems confronting the industry in the State has been outlined. Messrs. C. Thorburn, Dr. W. L. Weber and E. C. Thomas were scheduled to speak.



The La Brea Avenue Grade Separation on our West Sixteenth Street Line now in course of construction. This \$100,000 structure, with its long concrete approaches on each side, is 625 feet in length, while over La Brea Avenue proper is an eighty-foot span, together with smaller concrete spans on each side, making the separation across the street 124 feet in length. M. C. Halsey, Structural Engineer, under whose guidance the work is progressing, estimates that within six weeks trains will be operating over the structure and that within ninety days it will be entirely completed.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

P. E. EXECUTIVE COMMITTEE MEETING HELD AT CLUB

The Pacific Electric Club Executive Committee met in the Auditorium of the Club Rooms for the April meeting on Wednesday, April 4, at 2 p.m. The following were absent: E. T. Albert, J. H. Ickes, R. L. Tozier, H. A. Wilkerson, W. F. Powers, Thomas Brownlee, M. T. Spencer, T. L. Wagenbach, John Jackson and T. J. Day.

Club Fund

Balance, 3-1-28	\$ 188.60
Receipts	1124.00

Total	\$1312.60
Disbursements	1274.38

Balance, 3-31-28	\$ 38.22
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Relief Fund

Balance, 3-1-28	\$ 256.12
Receipts	1148.18

Total	\$1414.30
Disbursements	1297.00

Balance, 3-31-28	\$ 117.30
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Unfinished Business

Mr. Thomas and Mr. Buck brought up a request for repairs for the Trainmen's Room at Hill St. Subway Terminal Building. This includes the cues, cue racks and shower baths.

A careful explanation was made of the fact that the Group Insurance is carried by the Company for the period of three months while an employee is ill. Should the illness continue longer than three months, said employee or his immediate relatives or friends should make payment of the insurance dues monthly. This may be done by mailing a check to the Treasurer of the Company, stating what the amount is for.

New Business

Mr. Rice asked for repairs for the lockers at Macy Street Mechanical Shops. Mr. Geibel replied that an appropriation is now going through for same.

Mr. Chrystal stated that the Mortuary Fund is now paying \$1,019.67.

Mr. Hooper asked for a bridge to be used in the pool games at the Sherman Trainmen's Room.

Mr. Geibel briefly outlined the work which has been started by the Ladies' Auxiliary of the Club. A meeting was held on Thursday, March 8, when some twenty ladies met in the Club Library to discuss the formation of the Ladies' Auxiliary. On March 22, the second meeting was held at 1:30 p.m., when some forty-two ladies gathered in an informal musicale and social meeting. Light refreshments were served. It is the plan to meet on the second and fourth Thursdays of the month at 2 p.m.

E. C. Thomas briefly explained the work which has been accomplished by the letters which have been sent out

by the P. E. Railway Company to the employees. Many noteworthy tips have been obtained and good results will be received indefinitely.

Mr. Vickrey stated that Wednesday, April 25, would be P. E. night at the Mission Play, San Gabriel. Six hundred reduced rate tickets were reserved for employees.

Mr. Vickrey stated that the P. E. Camp will open on May 26. Many improvements are to be made and a banner year is expected. Additional accommodations will be erected to house the ever-increasing attendance which will fill the camp to capacity the coming season. It is suggested that employees plan their vacations with a view of spending at least a week at the Camp.

P. E. CLUB BULLETIN From May 15 to June 15, 1928

Thursday, May 17:

Dance of the Flowers in the Ball Room at the Club, 8:30 p.m.

Friday, May 18:

General Staff meeting in Auditorium, 10:30 a.m.

Monday, May 21:

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

Thursday, May 24:

Ladies' Auxiliary meeting at the Club, 2 p.m.

Saturday, May 26:

Opening of Pacific Electric Camp in San Bernardino Mountains.

Monday, May 28:

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

Thursday, May 31:

Patriotic Ball in Club Rooms, 8:30 p.m. This is the last dance of the season.

Monday, June 4:

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

Wednesday, June 6:

Executive Committee meeting at 2 p.m.

Friday, June 8:

Car Foremen's Club meeting in Auditorium at the Club, 7:45 p.m.

Saturday, June 9:

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

Monday, June 11:

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

Tuesday, June 12:

Masonic Club meeting, 7:45 p.m.

Wednesday, June 13:

Rod & Gun Club meeting at 8 p.m.

Thursday, June 14:

Ladies' Auxiliary meeting at Club, 2 p.m.

TWO CLUB DANCES HELD

The employees of the Company living in and near Pomona were given a dance at the Moose Hall in Pomona on the evening of April 20.

The P. E. Orchestra musicians always enjoy these Pomona engagements for nowhere on the system are there to be found a more enthusiastic gath-

LADIES' AUXILIARY GROWS

With an average attendance for the month of April of approximately forty members, the newly organized Ladies' Auxiliary of the Pacific Electric Club got away to a flying start, reports Miss Maybelle Gilbert, official scribe for the organization. The membership is rapidly increasing and the new members are warmly welcomed at the regular meetings which are held on the second and fourth Thursdays of each month.

At the April 26th meeting a musical program was furnished by the well-known radio artists, Irma Mitchel Butler and Marie SeLegue, accompanied by Mrs. R. L. Brainard. A very interesting article was read by Mrs. F. E. Geibel and current events read and discussed by other members.

Several innovations have been added as permanent features, such as the flag display and salutation, the singing of America and the "penny" march, the proceeds of the latter to be used as a flower fund.

The committees are beginning to function and the Club's program is being steadily advanced. A definite line of work has been outlined and will soon to be put into action. Such studies as economic problems, the laws of the State, and others which the members may choose, will be taken up. Refreshments are served at the social half hour following adjournment of the regular meeting.

It is hoped that all ladies of the Pacific Electric Family will become members of the Ladies' Auxiliary and participate in the activities now outlined and assist in laying plans for the future.

PATRIOTIC BALL AT CLUB

The P. E. Club will hold a Patriotic Ball for the Club members on Thursday evening, May 31, at 8:30 p.m.

As a large number of our Club members have seen service during the World War, it is desired that many will come either in soldier's or naval uniforms. Those who do not have this honor are requested to wear the national colors.

With this Patriotic Ball, the Club will close a most successful season of dances which have furnished most up-to-date instruction in the popular dances as well as given enjoyment to hundreds of our members.

ering of merrymakers and nowhere are the old-fashioned dances danced to such perfection.

These Club members are eagerly looking forward to the next dance, which will be early in the autumn.

On the evening of Wednesday, April 18, the employees were also given a dance in Pasadena in the beautiful Shakespeare's Club, 220 S. Los Robles Avenue.

While the crowd was not as large as usually comes to a dance in this vicinity, those in attendance were enthusiastic dancers and thoroughly enjoyed the event. The cymbal dance proved to be very popular.

COLISEUM OLYMPIC BENEFIT GAMES TO BE PLAYED

A mammoth attendance is expected to witness the athletic carnival and entertainment to be given at the Coliseum in Exposition Park, Los Angeles, on June 16 for the purpose of raising a fund of \$100,000 or more to send the Southwest's premier athletes to the Olympic Games at Amsterdam this summer.

As planned by the Southern California Olympic Games Committee, of which Robert S. Weaver is president, the festival will outshine anything of its kind before attempted in the West. Besides the Olympic games tryouts in which the best performers of Southern California, Arizona and New Mexico will compete, there will be unique exhibitions by motion picture stars, six-round boxing bouts, music by a massed band of 1000 pieces and other features now being arranged by a show committee of which Harold B. Franklin is general chairman.

The track and field trials, which will determine selection of this section's representatives at the final Olympic tryouts in the East, will bring into competition some of the world's greatest athletes. Charles W. Paddock, Charley Borah and Frank Wyckoff, admittedly the fastest sprinters, will be pitted against one another in the 100 and 200 meter dashes. Second only in spectacular importance will be a double duel in the shot put and discus, which will feature Clarence "Bud" Houser, "Tiny" Hartranft and John Kuck.

URGES TAXING MUNICIPALLY OPERATED BUSINESS

Editorially speaking, the Los Angeles Times in a recent issue fired a broadside at the foundation upon which the principles of government ownership of public utilities are based. It stated in part:

"The demand of State Senator Swing of San Bernardino County that the state tax basis be broadened by abolishing the exemption now enjoyed by municipally owned public utilities, is one that should receive hearty support from all thoughtful people."

After citing several specific examples where municipal ownership is now employed in California to the disadvantage of the public in general, the editorial continued:

"It would thus be better all around if these municipal businesses were taxed on the same basis as other businesses. The consumer, in the long run, would pay no more, and his money would aid in supporting the State government instead of a political machine. The farmer who never is able to evade taxation, would be benefited; and the municipal plants would be forced to clean house and get on an efficient basis.

"It is indeed, questionable whether there ever should be any exemption from taxation on any ground. Certainly there should be no exemption for municipal businesses which are in competition with private businesses."

Exploit Sun-Kissed Fruit at Anaheim Orange Show

TAKING rank with the major celebrations held annually in Southern California is the California Valencia Orange Show, held each year at Anaheim, Orange county. The eighth annual Valencia orange show this year will be staged from May 24 to June 3 and Anaheim is making plans to entertain a quarter of a million out-of-town visitors during the eleven days of the fete.

Orange county is famous for its wealth of citrus fruits, notably Valencia oranges, the value of which in 1927 reached the staggering total of \$24,924,281. The total value of Orange county's citrus crops last year is officially given as \$28,394,661. The smallest county in California, Orange county's total of produced wealth for 1927 reached the astounding figure of \$98,919,271. Of this amount, \$56,500,000 was made up of oil and natural gas from the great Santa Fe Springs and Brea fields, and the remaining \$42,419,271 represented the return from soil crops.

The California Valencia Orange Show offers something unique and different from the ordinary agricultural exposition. The 1928 Valencia show executive committee is headed by F. A. Yungbluth, president of the Anaheim Chamber of Commerce. George W. Reid, secretary of the chamber, is manager of the show and Anaheim and Orange county officials and business men are co-operating to make this year's show the biggest and most successful staged thus far.

The show grounds on the outskirts of Anaheim, as well as the huge main auditorium, will be transformed into a veritable fairyland, with a profusion of flowers and potted plants lavishly displayed and 6,000,000 golden-hued Valencia oranges used in the decorative scheme. The decorations will be dis-

tinctly oriental, suggestive of the theme for the 1928 show, which centers around Aladdin and his magic lamp. The two entrances to the show grounds will be replicas of the caves of Aladdin and the booths will be dressed to represent the jeweled caves of story-book fame. Many surprises await the visitor to the eighth annual California Valencia Orange Show.

Educational features will be stressed, the industrial section containing scores of late model implements and materials used in citrus fruit culture. The automobile department will occupy a separate section, with showings of the latest models.

Among the other entertainment features will be plain and fancy fruit packing contests in which teams representing all of California, Arizona and Mexico will be entered. There will also be an airplane building and flying contest for boys from 10 to 18 years, staged under the supervision of the Orange county Boy Scout organization. Substantial awards will go to winners in the three classes, which include commercial models, stick models and gliders.

The Anaheim Chamber of Commerce is spending between \$75,000 and \$100,000 on this year's Valencia Orange Show, which contrasts sharply with the \$15,000 expended on the first exposition held in 1920.

Special rates to Anaheim during the period of the show have been granted over Pacific Electric lines and various motor bus lines which, with other organizations, are co-operating with the Anaheim Chamber of Commerce in furthering the Valencia show project. To miss this unique fiesta is to miss one of the most worth while exhibitions staged on the Pacific Coast.

Willard and Annie were out motoring and Annie insisted that he allow her to run the car. After some persuasion he reluctantly consented, and his fears were soon realized. "Oh, Willard," the girl cried excitedly, "take it quick! Here comes a ditch!"



Fairyland that will greet the visitor at the Anaheim National Orange Show scheduled for the latter part of this month and first three days of June.



"Listening In" Along The Lines

By Our Correspondents

ACCOUNTING DEPT. By George Perry

Mr. L. A. Lovell, our Auditor, is attending the annual convention of Railway Accounting Officers, which is being held this year in Atlanta, Ga.

Congratulations to Byron Billhardt, formerly of the Disbursements Accts. Bureau, who has recently been appointed to the position of Treasurer with the Harbor Belt Railroad at San Pedro. As a slight token of the friendship and respect which "Bill" has gained through his spirit of willing co-operation he was presented with a monogrammed brief case. "Eddie" Uecker, who for the past three years has been checking time both on the line and in the offices, will take the position of special clerk recently vacated by Byron.

We were visited the other day by Mrs. Anna B. Smith, who has been staying at the Tujung Sanatorium for her health. Mrs. Smith is looking very much improved and we hope that she will not wait so long to come and see us again.

Another employee to leave our ranks this month is Clark Mathews, Disbursements Bureau. He qualified in the Civil Service Examination for a position with the post office department. We all join in wishing him success.

Pacific Electric talent has invaded the Hollywood High Evening School as Ruben Hackbrath, Freight Account Bureau, was the heinous villain (curse him for a dastardly scoundrel) in "The 13th Chair," a thrilling mystery play. Before the performance Hal McCall and Guy Rasmussen of this department favored the audience with a duet. Several employees are members of the high school dramatic class.

Miss Peggie Giordan, Conductors Accounts Bureau, left the service May 5. She is to be married soon and expects to spend her honeymoon at Yosemite and Lake Tahoe. Her friends and co-workers wish her joy and happiness.

Congratulations are extended to Mr. and Mrs. MacDonald, who were married on the 18th of April. The happy couple spent their honeymoon in San Francisco. Mrs. MacDonald was formerly Bernadette Stouffer of the Conductors Accounts Bureau.

A certain Clerk in the Miscellaneous Accounts Bureau has been detected wearing a Hoover Button while a Democratic Ballot has been found in his pocket. This is a sad case and friends of the clerk have been worried about this sudden turn for the worse.

A dreadful affliction has visited several members of this department in the past few weeks, the first signs being noticed on T. E. Dickey, Clayton Scholl, Eddie Uecker, et al. The symp-

toms are a slight discoloration of the upper lip, which when more closely examined resembles hair, which all means that the mustache season is upon us.

Vacations for the month of April are as follows:

Mrs. Mildred Corbett Salt Lake City
Helen Spafford Home
Emma Taylor Home
Bernice Grose Home
Bernice Cavalliere Various cities in Mexico
Earl Moyer Hermosa Beach
Bill Keelin Butte, Mont.

Evelyn Lemon, Stenographic Bureau, has been transferred to the Mechanical Dept. Hazel Weber is taking her place.

James Gould, Freight Accounts Bureau, won the Consolation Cup on April 15 after a hard fought game of 21 ends at Exposition Park Bowling Greens. In addition to the cup he was presented with a silver mounted flower vase.

NORTHERN DIVISION Eastern Lines By Ruth Thompson

Asst. Trainmaster Monroe and wife, with a party of six other couples, spent last Sunday in the mountains, visiting several different resorts among which was the Pacific Electric Camp. The Camp was in readiness for the opening and they acclaimed it the most pleasant resort in the mountains and Superintendent and Mrs. Huntington, ideal host and hostess.

The people of San Bernardino are well pleased with the change in passenger rates.

Motorman Millick is taking a twelve-day rest from his duties.

Conductor Bowles has been on a very interesting trip through the desert.

Motorman N. S. Davis is on a sixty-day leave of absence.

Conductor Wheelchel is just returning from a thirty-day leave during which time he took a trip through the northern part of the State.

Freight Agent Whiteley has returned to work after having been ill for a couple of months.

Conductor A. G. Lake, veteran employee of the Pacific Electric, passed away at his home in Redlands, on April 19th. Mr. Lake had just retired from service, having been with the company since October, 1902.

Conductor B. Henderson, who had been ill at his home for almost two years, passed away on April 27th. Mr. Henderson came here from the Western Division and had been in the employ of the company since September, 1923.

SHERMAN By E. D. Arthur

More than forty Western Division Mechanical Department employees took advantage of the special railway night on April 25th, to visit San Gabriel to attend the Mission Play. All who were present report an evening of high class entertainment. The new playhouse surpasses one's imagination and if you have not attended the Mission Play you should do so.

Mrs. Jennie Von Julay, who has been ill for the past year, was recently removed from her Beverly Glenn home to the Company Hospital. Her condition is slightly improved.

Mrs. Emily Hogue, who underwent a minor operation at the Company Hospital several months ago, is greatly improved and is expected to return to her work in the near future.

Born to Mr. and Mrs. Eddie J. Reiber, a nine pound baby boy who will be known as Eddie, Jr. Mother and son are doing nicely, but the father is suffering from chest inflammation to such an extent that his front shirt buttons have disappeared. Mr. Reiber will be remembered as the Storekeeper.

A. J. Blunt, garage mechanic at Glendale who underwent an operation for appendicitis, is also doing nicely.

O. D. Guidry of the Ocean Park Car Shop was suddenly called to the bedside of his mother in Louisiana.

Joseph Walker, who has been ill for several weeks, is on vacation while recovering.

E. H. Osborne, is reported ill at his home in Santa Monica, and we hope for an early recovery.

FREIGHT DEPARTMENT SOUTHERN DIVISION By Thomas A. Lyons

Those two little motormen who don't stand very high off the ground but who stand ace high when it comes to handling a train, Sammy Holyoke and Roy Downs, have changed their jobs during the past month.

That bowling team is eighty per cent organized. I need one more good bowler.

Ted Packer has told everybody, so line up for the cigars, about May 15th. Ted is going to buy four or five boxes.

If your head comes in contact with a locker at Eighth Street Lyle Foord will have it removed.

Some of the boys who were with us last winter have come back to work. Well, fellows,

here's hoping we have a good summer, and things are looking up right now.

Big Steve is out of the hospital and working on the day board. Steve looks good and says he feels O. K.

Harvey land, after a lot of hard luck in the line of sickness, is back to work again. Harvey always comes up with a smile.

With news at a premium this month and making no claims as to it being a literary gem, we offer the brain-storm below as condolence to those whose names have not been conspicuous in this column. Consolation is had in the fact that tomatoes are not yet ripe:

It was Winter (P. G.) and the Day (A. M.) had a Tang (A. M.) to it. The Wholf (H. F.) and the Lyons T. A. in the Wood (H. W.) were Wise (W. H.) A Messenger (C. A.) attempted to Dodge (L. J.) them so he went to the Ridgeway (C. E.). He passed through Busch (C. C.) in the Saltmarsh (F. H.). There were no Wells (A. A.) and Prim (E. E.) with a Brown (C. L.) suit he sought the Plannet (H.) and good Christian (C. W.) that he was called a Shepherd (W. A.) to Usher (E. F.) him to Spain (W.) the Bayless (W. F.) Allee (W. F.)

Soon they came to a Childs (J. F.) haven; there gathered were Jack-son (R. A.) John-son (F. W.) Wil-son (C. E.) and Nel-son (W. H.) and almost Keeling (C. H.) over they drank Beer (C. E.)

A Gardner (C. C.) saw this and called a Copp (G.). Now put under Locke (E. R.) they had to secure Bond (T. R.) from a Ward (C. A.) healer, but he was a Leach (W. A.) and wanted a re-Newell (O. L.). After this Noble (S. B.) Deal (D. A.) they were Freeman (F. L.)

Their pals Thomas (R.) and Paul (S.) and Roy (G. S.) met them and the Mob (ley) (B. H.) went to Cook (F. H.) Graham (B. H.) flour but their Cole (G. E.) was too low. So they each took a Jurn(er) (C. J.) over the Picket (C.) fence on the Land (H. S.) and went home in their Foord (L. H.) and Howe (F. B.)

SOUTHERN DIVISION

Samuel J. Mason,
Passenger Director

Baseball fans of the Pacific Electric, the Southern Division Trainmen's team finally won the cup offered by the Rod & Gun Club by defeating the Union Pacific team from Las Vegas at Pasadena on April 15. Every man on both teams played wonderful ball, the features of the game being the pitching of Cannon for the Las Vegas team and the first-basing of Sam Newland for the Trainmen. The home run by "Old Folks" Trowbridge contributed its part to the success of the occasion even though "Old Folks" only made three bases on the drive. The assistance of several team-mates was called for to help him from the field after his gallant efforts.

While on the baseball subject it might not be out of line to mention that Conductor John J. Jarvis started out for the Trainmen's ball game at Wilmington on April 8th, but failing to locate the ball grounds on foot, hired a taxi. John later found out that there was not a game on that particular day and he is now looking for someone to collect a taxi-fare from.

B. P. (Pop) O'Dell, Motorman, Run 18, San Pedro line, is back to work after a two weeks' vacation in Vancouver, B. C. Pop reports damp weather in Canada (?).

S. J. Bartula, Extra Conductor, has resigned his position with the Company and is now employed by a mining company in Congress, Arizona.

Ora Taylor, Asst. Superintendent, and wife, left May 6th for New York from where they will sail for Germany May 11th. Mr. and Mrs. Taylor will tour France, England and Scotland before returning from their trip which it is expected will take about four months. Bon Voyage.

The P. E. Camp opens on May 26. Many improvements are nearing completion and all will soon be in readiness for what is expected to be the most successful season in the Camp's history. In planning your vacation include at least a week at our mountain resort.

MECHANICAL DEPT.

By Willis M. Brooks

Under the title "Old Timers" in this column from month to month will appear some of the details of the interesting history in the lives of many of our Mechanical Department veterans. Necessarily the stories must be brief, but the main idea is to further acquaint all with how these old faithfuls, the back-bone of any industry, have rendered a valiant and worthwhile service. Publication of their exploits is to be taken as an acknowledgement of their worthiness and appreciation for deeds well and faithfully done.

Taken at random among the long list still to come we selected as Exhibit A, the venerable George A. Gilks, Foreman of the Torrance winding room.

George saw the light of day in London, England. He migrated when a young man to Canada in 1887 and tilled the soil.

The lure of California shortly impelled his settling on a fruit ranch near Riverside. He engaged in that vocation for a number of years but with a growing family and mechanical desires to gratify he moved to Pasadena in 1896 where he began his railroad career.

Connecting with the Pasadena-Los Angeles Railway, his first job was tearing out the old horse car lines and laying the then Pasadena main line. Shortly he was transferred to the line department under S. H. Anderson, then humbly employed. Followed changes that took him to the roadway and back again to the Line Department where he assisted in the rebuilding the overhead between Alpine Tavern and the Plaza, and helped install the first 600,000 C. M. feeder cable from the Pasadena Power House to Sycamore Grove. Later in 1900, came his advancement to General Electric Repairman and two years later he was given charge of repairs on the Pasadena Division. In 1904 he came to the main shops in Los Angeles for general duty and was promoted to his present post, which he fills most capably, in 1908.

George has three children, two boys and one girl, and four grandchildren. Also the respect and good will of everyone who has the good fortune to know him.

WESTERN DIVISION

By Leroy V. Greene

After many guesses as to what was keeping Motorman M. C. Baker out so late nights that he had to run to catch the Two-ten Short line in the early hours of the morning in order to get back to work at Ocean Park, the deep mystery has been solved.

Yes, Baker brought around the cigars and blushing announced that he had taken unto himself a wife. A few of the lucky boys got a glimpse of the new bride and all have unanimously declared Baker is a very lucky fellow in winning such a beautiful girl.

Motorman J. E. Robertson has inaugurated a new idea at Ocean Park. He rides back and forth to work every day on his new "Straight Two" bicycle. He reports that its upkeep is small and that it never runs out of gas.

Conductor Tom Mellon sprung a good one other day as he lifted a baby up the steps of his car while the mother was getting on. He remarked, "Here's where I give the little girl a hand." Oh yes, Tom keeps up with all the latest.

The Ticket Clerks are leading the West in bowling and they are plenty fussed up. Any time you go around the Hill Street office they will be more than glad to tell you all about it.

All of which reminds us that the league leading P. E. Basket-ball team is composed almost entirely of Western Division men and nearly all of these are from Hill Street. The personnel includes, Conductors Hamilton, Davidson, Howell, Blizzard and Richardson; Motormen Richardson and Hennesley.

Motorman D. Tucker is waiting for his eight year old son to learn to play the piano and then he is going to start a family orchestra. His wife plays the cornet, his son Harold plays the Trombone and Dan himself plays the harp. The other member of this musical family is Billy, age two. Later he will be taught the violin, but at present he plays only on the linoleum.

The uniform cap which Conductor Tom Sawyer of Sherman sports has become quite a relic. Not only that but it is about seven sizes too large. Tom has been kidded about his hat day in and day out but he won't part with it.

In view of the fact that the "One Horse Shay" became so popular as the result of a poem we feel inspired to give his hat a bit of verse, or what is it?

TOM'S TERRIBLE TOPPER

Here's to the cap of Tom Sawyer,

Long may it wave from his dome.

For many a lonesome cootie,

Has made it his Home, Sweet Home.

It has shielded his bean from the weather,

Yea, kept the rain off his beak.

It has weathered many a rain storm,

And never yet sprung a leak.

Let's preserve its noble memories,

Let's give it a golden cup.

But—it's Tommy's only sky piece,

And Tommy won't give it up.

We said last month that Supervisor Linder brought the sad, bad news around in the form of shortage slips. This statement aroused a storm of protest in both local and official circles. Therefore we take it all back, we dearly love to have the supervisor come around and hand us shortage slips with his big smile. (Horsefeathers ! ! ! !)

Motorman Glen Hatt holds the record for never having help when lifting the fender on an eight hundred class car. He simply gives it a little push and up it goes. He says that's where he gets his schol girl figure.

NORTHERN DIVISION

PASADENA

By Edmund C. Fox

Motorman E. A. Montgomery has returned from a vacation trip through the central west, spending most of his time in and around Kansas City. He reports having a very enjoyable time and glad to be back in Pasadena.

Conductor B. R. Habbis, peer of racket swingers of this Terminal, offers to appear against all comers. Address in care of Pasadena Carhouse.

May 1st brought forth vacations for A. Nowlin, L. H. Hawkins, H. J. Wiley and J. W. VanSickle.

Conductor L. N. Velzy, who transferred to Pasadena a short time ago, has returned to Macy Terminal.

C. N. Van Sycle, operator on the Lincoln Avenue Line, was the recipient of an unusual commendation mailed into headquarters. So pleased with his conduct was one of our regular passengers that he resorted to poetry in telling of the good qualities of Van.

MACY STREET TERMINAL,

D. B. VAN FLEET

Terminal Foreman

On the morning of April 9th, Motorman W. J. Anderson, South Pasadena Line, became the proud father of an eight-pound baby girl. Congratulations, Mr. and Mrs. Anderson.

On April 13th, Conductor L. E. Segar, Macy Street, was released from duty at Macy to go to the Pacific Electric Camp where he took up the duties of Chef.

Good luck, Segar, we will see you later, for we are going to come to the camp on our vacation.

Monday morning, April 16th, the elderly father of Conductors E. B. and F. J. Griffin, passed away.

The sincere sympathy of Macy trainmen is extended.

It is with pride that we announce the election by a large majority of Conductor A. P. Baker, Sierra Vista Line, to the high office of Vice-Dictator of the Loyal Order of Moose, Golden State Lodge No. 29. This is next highest office in his chapter and we wish to congratulate Baker for the honor bestowed upon him.

Wednesday, April 25th, was Pacific Electric night at the Mission Play. The performance was well attended with Macy Street being well represented.

April 25th and 26th were school days at Macy Street for all Conductors working out of that terminal. The school of three classes each day was conducted concerning the new tariff and zone changes. Many difficult and perplexing points were cleared up.

No, those Rod & Gun Club members you saw digging so intently in the dirt last month were not prospecting for gold, but for angle worms.

If you had followed the motor caravan on the night of April 30th to the P. E. Camp you would have discovered the use the angle worms were put to. On May 1st, the opening day of trout season, these members of the club were to be seen out on Lake Arrowhead trying to entice the finny tribe to strike their tempting bait.

The vacation plan adopted last year was proven most satisfactory and is being carried out again this year. However, Trainmen should bear in mind the special form that must be filled out before he can be released for vacation. Do not wait until the last minute to fill in blank. When your vacation is a few days away ask Terminal Foreman for blank. In this way your clearance can be obtained. Otherwise you may be delayed a day or two.

Does the South Pasadena Line "Owl" run go to Edendale? ? ? Ask Conductor W. C. Huddleston and Motorman H. Dupree, they know.

One day last month a Trainman in full uniform was sitting at a junction point when a local car pulled up and stopped. As some passengers were alighting, this trainman espied another Trainman, not in uniform, who was deadheading on the car and in a most boisterous and rough manner called the Trainman a long list of foolish and unnecessary names, before all present.

The offended one acted as a gentleman by ignoring the banter, but at the same time showed his embarrassment. The crew of the local car, as well as the passengers, all looked to see who the loud talking individual was.

They saw a Pacific Electric trainman in full uniform.

A prospective pay passenger waiting at the junction was overheard to comment about the freshness and rudeness of the man in uniform. However, thanks to another Company man present this individual was informed that the careless one was not a true type of Pacific Electric employee.

Let us all endeavor not to do the things that will cast an injurious reflection on our company, but try at all times to so act that its personnel will be considered the most courteous and considerate in America.

Small Boy (in clothing store): I want a collar for my father.

Clerk: One like mine?

Small boy: No, a clean one.

Judge, s'pose somebody'd call you a d— black rascal, wouldn't you hit 'em."

"But I'm not one, am I?"

"Naw, suh, naw, suh, yo' ain't one; but s'pose somebody call you de kind of a rascal you is, what'd you do?"

"I see that you've given up teaching your wife to drive."

"Yes, we had an accident."

"What happened?"

"I told her to release her clutch, and she let go of the steering wheel."

Officer: "Here, you must accompany me."

Drunk: "A'right. What cha gonner shing?"

When you wake up at dawn and can't go to sleep again, it's a sure sign that it's a holiday.

TRAFFIC TIPS BRING MUCH BUSINESS TO OUR LINES

April was a record-breaking month in point of results obtained from travel tips furnished by employees. A compilation shows that from the information furnished forty-two revenue passengers were secured for this Company, while the Southern Pacific benefited to the extent of twenty-two round-trip and eighteen one-way passengers to eastern and northern cities.

A special party consisting of thirty-six students from the Warren Harding High School of Sawtelle to the Mission Play at San Gabriel resulted from a tip furnished by D. W. Abbey, Freight Conductor, Western Division, and a party of six made a trip to Mt. Lowe largely through the efforts of W. E. Davis, Torrance Shops.

Inadvertently overlooked last month was the tip of Jack W. Boehme which resulted in a special motor coach movement from Los Angeles to the Mission Play—thirty passengers. Mr. Boehme also assisted in securing considerable business for the Southern Pacific in connection with the D.A.R. Convention held in Washington, D. C.

In addition to the following employees whose tips furnished business for our owning company, many other tips were sent in that will at a future date bring results.

Robt. J. Cowan, Car Service Dept., one one-way, Newark, N. J.

W. H. Edmondson, Cond., So. Div., one one-way Tecumseh, Okla.

Geo. A. Woodruff, Sub-Station Operator, San Bernardino, two round-trips, New York.

Frank Gies, Chief Clerk, San Pedro, one one-way New York, and one one-way San Francisco.

C. E. Robitson, Motorman, one round-trip St. Louis.

H. W. Wells, Ticket Clerk, Pasadena, one round-trip and one one-way Chicago.

G. J. Hardy, Freight Dept., one one-way Monterey.

Walter Bayliss, Clerk Butte St. Repair Office, ten round-trips San Francisco.

C. E. Roekel, Mech. Dept., San Bernardino, two round-trips Chicago.

A. Ray Butler, Motorman, No. Div., one round-trip Boston.

Hugo Dummer, Freight Clerk, Glendale, one one-way New York, two one-way Detroit, and one one-way Allentown, Penn.

D. E. Downs, Motorman, San Bernardino, two round-trips Louisville, Kentucky.

C. B. Tillotson, Real Estate, Tax and Resort Dept., one round-trip Boston.

G. C. Holcomb, Motorman, two one-way Eastland, Texas.

Herman A. Gaskill, Cond. West. Div., two round-trips Philadelphia, Penn.

J. W. May, Sub-Station Operator, Pasadena, one one-way Clinton, Iowa.

Geo. Weaver, Torrance Shops, one one-way, Dallas, Texas.

C. W. Knight, Acct. Dept., two one-way, Carthage.

P. E. MASONIC CLUB NOTES

The Annual Ladies' Night at the Pacific Electric Masonic Club was held May 8th at the Pacific Electric club quarters.

Among the feature events of the evening was a talk by Alfred Cookman of the Department of Biology of the Polytechnic High School, entitled "The Romance of Bird Life." Cam F. Saldana, noted Hindoo mystic, magician and hypnotist, was also on hand and succeeded in bewildering the audience with his art of deception.

The meeting of April 10th was addressed by Bro. Walter W. Ogier, Jr., of the California Institute, Pasadena, on the subject of "Preconstituted Masonry," covering the Egyptian, Persian, Greek and Roman derivatives of Masonry.

During April, the Pacific Electric Masonic Club visited Compass Lodge at Pomona and assisted in conferring two degrees upon fellow employees.

The Royal Arch Degree was conferred by a Pacific Electric Team for the first time May 1st, under the direction of E. A. Stevens, upon Herbert Smith, H. J. Allen and J. B. Nolan, all of the Mechanical Department, at Redondo Chapter No. 101 R. A. M. Redondo.

BETTERMENTS APPROVED

Adding further to the large number of betterment projects already approved this year and some of which are under construction, a number of others were last month approved by the management. Among the more important ones, reported by W. Z. Shaw, Cost Engineer, are the following:

Replacing present 240-foot trestle with 120-foot creosoted pile trestle and 120-foot fill at Watson on the San Pedro Line. The cost of this work will be \$13,800.

Twelve street crossings on the Owensmouth Line, between Van Nuys Boulevard and Canoga Avenue are to be reconstructed and paved, entailing an expenditure of \$12,000. Also on the Owensmouth Line is to be installed two reinforced concrete two-compartment culverts under double track at Jordan Avenue, and replace another culvert at Canoga Avenue with a similar installation. The estimated cost on this work is \$2300.

Slightly more than \$5000 was allotted to the construction of five frame cabins and other improvements at the Pacific Electric Camp.

In order to reduce the hazard of accident, automatic flagmen at First Street, Artesia, will be installed shortly. The estimated cost of these is \$713.

"Where'd you get that eye?"

"You know that pretty little woman you said was a widow?"

"Yes."

"Well, she isn't."

D. E. Hepler, Motorman, one one-way, Greensboro N. C.

N. C. Cottingham, Motorman, So. Div., one one-way Pleasanton, Kan.

BLOCK SIGNALS TO BE ADDED TO FOUR LINES ON SYSTEM

Four extensive block signal installations on this Company's lines, involving an expenditure of \$114,000, are scheduled to be placed in service within a few months. Construction forces are now engaged in one of the installations, which, together with the three other projects, when completed will give in excess of 100 miles of the Company's high speed trackage the protection of automatic signals.

Resulting in both a speeding up of service and insuring the utmost in safety of operation, the Sawtelle Line from Vineyard to Sherman Junction, a distance of three miles, will be equipped with automatic hooded signals. Limited trains now operated, with others being planned, together with the great frequency of trains over this section, are responsible for the improvement. The work involved entails an expenditure of \$60,000, it being necessary to change all poles from center of track to side construction.

A similar installation is soon to be under way between Rivas and Glendora, a distance of 4.71 miles. The manual operated light circuits now in operation between Rivas and Azusa and the end of the line will be protected by the same devices. About a three minute saving in running time will be effected by the improved facilities on this line, which calls for an expenditure of \$28,000.

The installation of block signals between El Nido and Hermosillo on the Redondo Beach, via Gardena, line is now under way in connection with other construction work, the cost of which is estimated at \$24,000. On the Van Nuys line, near Universal City, the Tujunga Wash and Los Angeles River district will have this type of automatic signal safeguard for a distance of 2,400 feet.

The protective installations to be made are of the improved type sanctioned by the Interstate Commerce Commission for steam line operation in heavily traveled districts, and are in keeping with the Company's policy of speeding up service over the entire system, commensurate with safety of operation.

CREDIT ENGINEERING DEPT.

That the Engineering Department is co-operating with the cities and individuals served by the Company is well shown by two letters of commendation that were received last month expressing appreciation for the splendid services rendered by our construction forces.

"I am sincerely grateful for the expeditiousness with which your Company replaced the pavement in front of the church so that it might be in shape for Easter Sunday," wrote in part Rev. Robert Freeman, Pastor Pasadena Presbyterian Church.

A communication from the Greater Graham Chamber of Commerce stated that that organization wished "to ex-



A pedestrian is a car owner with a wife and two daughters.

"How much liquor can a Scotchman drink?"
"Oh, any given quantity."

A wise old poker player, as he raised, would say: "To discourage vice, make it expensive."

Judge: What is the charge, officer?
Officer: Driving while in a state of extreme infatuation.

Teacher—"Can anyone tell me what 'hence' means?"
Little Abie—"Please, Miss, poultry."

This is Apple Week. Hurrah! An apple a day keeps the doctor away—unless you get the seeds in your appendix.

"Pop, what's a philosopher?"
"A chap who's too hard up to worry about it, son."

Passenger (testily): Is this a fast train?
Conductor (proudly): It sure is!
Passenger: Well, what is it fast to?—

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

Gentleman—"What a smooth gearshift you have on your car!"
Lady Driver—"Hey! Will you take your hand off my knee?"

He—Every kiss intoxicates me, darling. Would you like me to be a drunkard?
She—Well, yes, on condition that you don't mix your drinks!

Alicia—"Why are you off of Egbert?"
Bernicia—"The dumbbell—when I told him I wanted a course dinner, he ordered bran muffins."

Half an inch, half an inch, half an inch shorter, Skirts are the same for Mother and Daughter, When the wind blows each of them shows, Half an inch, half an inch, more than they oughter!

"Repeat the words the defendant used," said the lawyer.
"I'd rather not. They are not fit words to tell a gentleman."
"Then," said the attorney, "whisper them to the judge."

"How bashful you are! a pretty girl said to a young man.
"Yes, said he. I take after father there."
"Was your father bashful?"
"Was he? Why, mother says if father hadn't been so darn bashful I'd be four years older."

A small girl asked her mother: "If I grow up and get married, will I have a husband like papa?"
"Yes dear," the mother replied.
"And if I do not get married, will I be an old maid like auntie?"
"Yes."
The little girl thought for a minute, and remarked: "Well, I'm in a fix."

press its appreciation of the prompt and efficient way in which the matter regarding the crossing at Nadeau Avenue was taken care of.

"The crossing is now in splendid shape," the letter continued, "and the Chamber thanks you for making the improvement."

A modern murderer is supposed to be innocent until he is proved insane.

Queener: Could I have just one kiss?
Sheba: I don't cater to the retail trade.

Men are like trains—they are at their best when on the level.

In some boarding houses they certainly get a lot of mileage out of a roller towel.

"Have you heard that Edna is engaged?"
"No, who's the plucky man?"

Man in search of his wife: "Bridget, do you know anything of my wife's whereabouts?"
Bridget: "Yes, sir, I put them in the wash."

Mable—I had a lovely nut sundae.
Alice—Yes, dearie, I have one coming to take me motoring tonight!

"What are you studying at the University of Chicago?"
"Triggernometry."—Cracker.

The hardest lesson in life to learn is to unlearn a lot of things we have previously learned.—H. M. Stansifer.

"Have you some of that gasoline that stops knocking?"
"Then give my wife a glass."

"Oh, Tommy, how did you ever get such a black eye?"
"Because I did not choose to run, mother."

Possibility

Prof: "Where do bugs go in the winter time?"
Student: "Search me."

Comedian: "Look 'ere! I objects to goin' on just after the monkey act."
Manager: "Well, perhaps you're right. They might think you were an encore."

Fortune Teller—"Your husband will be brave, generous, handsome and rich."
Ruth: "How wonderful! Now, tell me, how can I get rid of the one I have now?"

He—We have an All-American player on our team.
She—Only one? It's terrible the way the foreigners overrun this country.

"Fix bayonets!" roared the hardboiled sergeant on the drill grounds.
"Please, sir!" quavered the very new recruit, "there's nothing the matter with mine."

Teacher—"Tommy, what is one-half of one-tenth?"
Small Boy—"I don't know exactly, teacher; but it can't be very much."

Yvonne—Fred seems to have a better disposition than most men.
Yvette—I don't know him very well, either.—Life.

A negro mammy had a family of well-behaved boys. One day her mistress asked: "Sally, how do you raise your boys so well?"
"Ah raises 'em wid a barrel stave and ah raises 'em frequent, Missy."

Officer—I'll have to give you a ticket, lady. Your tail light isn't lit.
Girl Driver—But officer, I don't know how to back the car anyway.

Squire—Did you suffer badly from the floods, Mr. Giles?
Mr. Giles—I should think I did! Why, I was shut up in the house with the missus for nearly a week.

Believe this one or not, but the difference between a flapper and a traffic cop is when he says stop, he means it.

Cop (to Sweet Young Thing turning right against one-way traffic stream):
Hey, you can't do that.

S. Y. T.: Why?

Cop: Well, a right turn is wrong—the left turn is right. If you wanna turn right turn left and then—ah, go ahead.

He had just hung out his shingle. That morning a stranger entered. The doctor asked to be excused as he hurried to the phone.

Taking down the receiver he said: "Yes, this is Doctor Whoosit. Yes, I will be ready for you at two-ten this afternoon. But please be prompt for I am very busy. Two hundred dollars? Yes that was the estimate I gave you."

Hanging up the receiver, he turned to the stranger, and, rubbing his hands, asked: "Now, sir, what can I do for you?"

"Nothing," replied the stranger quietly, "I only came in to connect the telephone."

Escape

"You have been a good boy. Papa's going to buy you a nice violin."

"Goodie! Now I won't have to get my hair cut!"

Young lady to acquaintance in lobby:

"Who is that very homely man over there?"

"That is my brother."

Embarrassed young lady—"Oh—of course—how stupid of me—I should have noticed the resemblance."

The teacher was giving the kindergarten classes a lesson in natural history.

"Now, Dickie" she said, "what do elephants have that no other animals have?"
"Why, little elephants," was the reply.

A news item in a California paper reads: "After the ceremony, Smith declared, he visited his father-in-law, Daniel Roney's house; whereupon his mother-in-law hit him over the nose, drawing blood, and his father-in-law fired at him twice with a shotgun. The police believe the Roneys objected to the match."

He (after one week of conjugal felicity)—
"Why darling, what are you crying about?"

She—"The cat just ate the pie I made."

He—"Don't cry dear, the cat has nine lives."

Daughter: "The preacher just phoned and said he was coming to call this afternoon."

Mother: "Gracious, we must make a good impression: give baby the hymn book to play with."

Boss: "Say, where in blazes are you two niggers going? Why don't you go to work?"

Mose: "We'se working, boss. We'se carrying des heah plank up to de mill."

Boss: "Plank! I don't see any plank."

Mose: "Well, fah de Lawd's sake, Sam, ef we ain't gone and clean forgot de plank."

"I don't believe you love me any more," sobbed the sheba.

"Why do you say that, dearie?" asked the sheik anxiously.

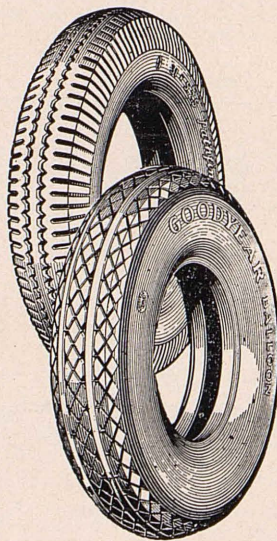
"Well, for the last week you've left every night before father threatened to throw you out."

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

PARTIAL LIST

Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid
Anderson, S. W., Gastritis		\$12.00	Ennis, Charles L., Lumbago		58.00	Mankins, Ray L., Tonsilitis		16.66
Baker, Herschel, Acute Arthritis		32.00	Fisher, Lawrence, Infected teeth		29.34	O'Niell, John H., Gastritis		10.00
Barron, Frank S., Influenza		30.00	Gray, Jack S., Pneumonia		28.00	Ophus, Harold L., Inflammation		20.00
Bass, Albert L., Tonsilitis		16.00	Grenage, Jesse M., Influenza		42.00	Polzien, Harry W., La Grippe		14.00
Burkhard, Geo. P., Sprained Ankle		28.00	Henry, Ellis E., Influenza		18.66	Richardson, James H., Lumbago		16.00
Campbell, Lonnie A., Diphtheria		32.00	Herschler, Earl C., Tonsilitis		22.00	Roberds, John T., La Grippe		26.00
Comstock, Cass L., Cold		10.00	Jenkinson, Wallace H., Sprained back		14.00	Rooney, Thomas, La Grippe		17.33
Coulson, Edwin C., Lumbago		12.00	Kernick, Sidney J., Injured Toe		22.00	Sammons, Roy E., Influenza		24.00
Crowder, E. L., Influenza		36.00	Linkroum, Edwin P., La Grippe		18.00	Smith, C. L., Influenza		14.00
Drake, William J., Contusion of foot		46.00	MacLeod, Earle R., Indigestion		12.00	Smith, William R., La Grippe		18.66

WHEN it comes to tires, we can supply you with genuine Goodyears at a price you can afford to pay. Good-year All-Weather Tread Cords if you want the best tires made regardless of price, or Good-year Pathfinders if you want known, dependable quality at a low price.



PACIFIC ELECTRIC employees can take advantage of our special group prices on Goodyear Tires, retreading or tire repairing by presenting their identification cards at either of our stores in Los Angeles or Santa Monica. Our Los Angeles store is open all night for your convenience.

Pacific Electric Deliveries

Pasadena Garage
Friday

Glendale Garage
Friday

Sherman Garage
Thursday

Torrance Store
29th of each month

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LOS ANGELES
WEStmore 3554-5710

1529 Wilshire Blvd.
SANTA MONICA
Santa Monica 28386

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Los Angeles, California

How About a Diamond?

This is June. June suggests Brides; Brides (directly or indirectly) suggest Diamonds.

We have them—meaning Diamonds. All sizes and prices.

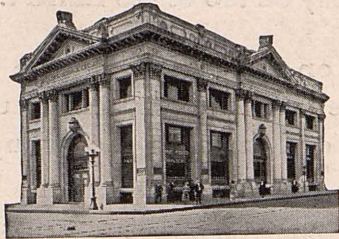
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Asst. Cashier.

ERNEST GARRETT
Asst. Cashier.

F. B. DICKEY
Asst. Cashier.

H. L. ST. CLAIR
Asst. Cashier and
Asst. Trust Officer

W. J. CROSBY
Asst. Cashier.

W. D. BAKER
Asst. Cashier.

F. B. PUTNAM
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