



THE PACIFIC ELECTRIC MAGAZINE



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No. 6



An Inspiration to Poets—View from the Lofty Palos Verdes

President's Thanksgiving Proclamation

THE season again approaches when it has been the custom for generations to set apart a day of thanksgiving for the blessings which the Giver of all good and perfect gifts has bestowed upon us during the year. It is most becoming that we should do this, for the goodness and mercy of God which has followed us through the year deserve our grateful recognition and acknowledgement.

Through His divine favor, peace and tranquillity have reigned throughout the land. He has protected our country as a whole against pestilence and disaster and has directed us in the way of national prosperity. Our fields have been abundantly productive; our industries have flourished; our commerce has increased; wages have been lucrative and contentment has followed the undisturbed pursuit of honest toil.

As we have prospered in material things, so have we also grown and expanded in things spiritual. Through Divine inspiration we have enlarged our charities and our missions; we have been imbued with

high ideals which have operated for the benefit of the world and the promotion of the brotherhood of man through peace and good will.

Wherefore, I, Calvin Coolidge, President of the United States, do hereby set apart Thursday, the 29th day of November next, as a day of general thanksgiving and prayer, and I recommend that on that day the people shall cease from their daily work and in their homes and

in their accustomed places of worship devoutly give thanks to the Almighty for the many and great blessings they have received, and seek His guidance that they may deserve a continuance

THANKSGIVING

Hark! ye who would with joyfulness attend
the gladsome feast,
Count o'er your blessings, every one.
And with heart and tongue acclaim your
thanks to your almighty King.
Pause not, and think your duty done.
But with a tender thought, send out a stream
of "Love" to help a brother on.

—Wm. B. Joseph.

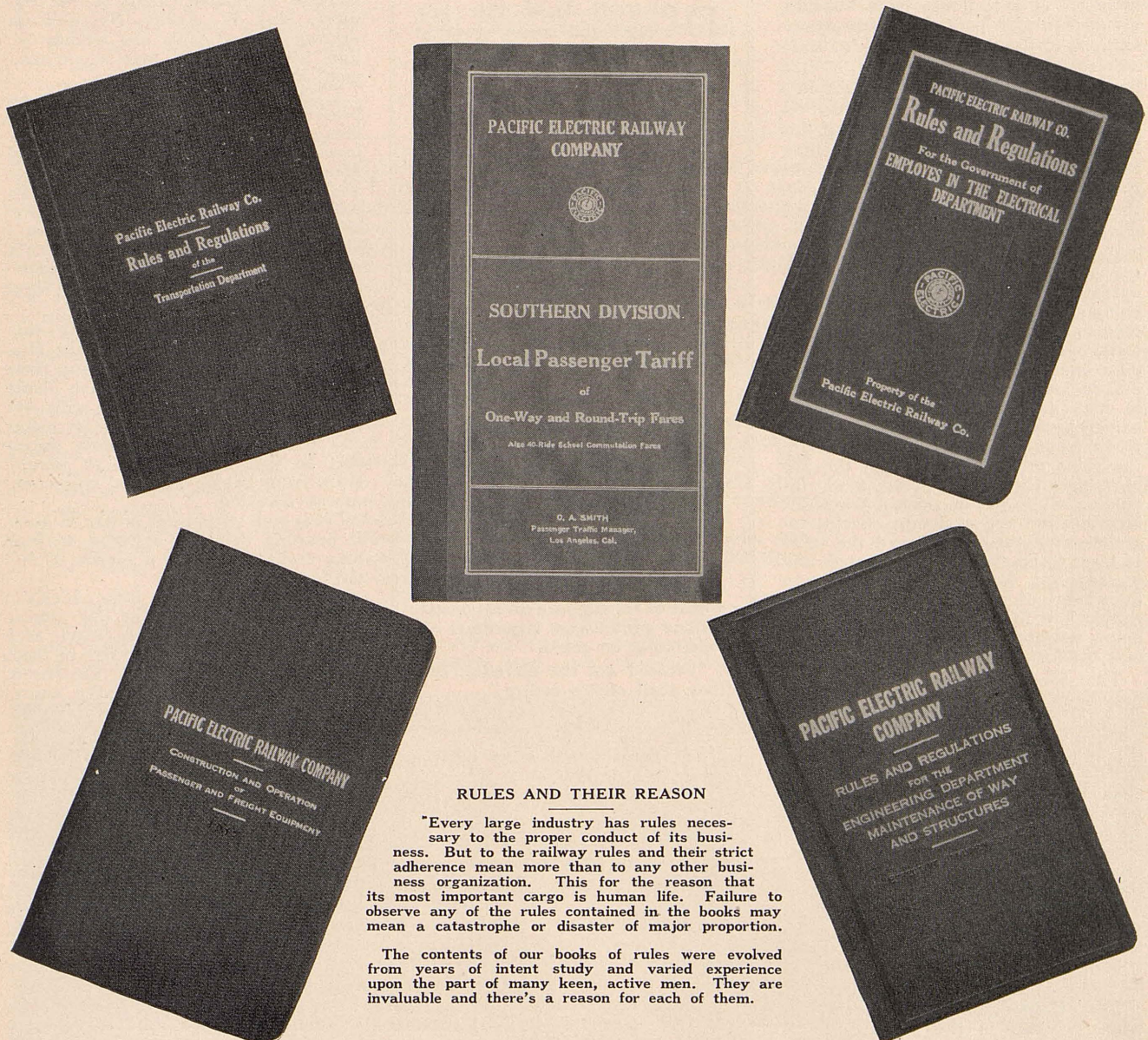
of His favor.

In witness whereof I have hereunto set my hand and caused to be affixed the Great Seal of the United States.

Done at the City of Washington, this 23rd day of October, in the year of Our Lord one thousand nine hundred and twenty-eight, and of the independence of the United States, the one hundred and fifty-third.

CALVIN COOLIDGE.

RULES ARE THE JEWELS OF EXPERIENCE



RULES AND THEIR REASON

"Every large industry has rules necessary to the proper conduct of its business. But to the railway rules and their strict adherence mean more than to any other business organization. This for the reason that its most important cargo is human life. Failure to observe any of the rules contained in the books may mean a catastrophe or disaster of major proportion.

The contents of our books of rules were evolved from years of intent study and varied experience upon the part of many keen, active men. They are invaluable and there's a reason for each of them.

NOT many of the people who daily patronize our lines have a full realization of what makes the wheels go around, or how everything is done with clock-like precision.

They doubtless surmise that in the operation of a very large industry, such as ours, there must be some rules for the guidance of employees engaged in different phases of the work, but even employees do not realize the extent to which "rules" govern practically every activity of this Company, in which almost 7,000 persons are engaged with various kinds of work.

When books of rules are spoken of a good many are inclined to be like the early day railroader who, when asked of what use the book of rules was, said "it is a good thing to have in your hip pocket when sliding down a hill."

This same railroader today would doubtless have been one of the first to refer to the book to get himself out of some operative dilemma he had gotten into.

What a chaotic condition would ensue were it not for books of rules and the enforcement of their provisions! For rules relate not only to the actions of men engaged in work, but are most vital to the economy of the railway in its construction, maintenance and operation. These rules in printed form reflect all of the best knowledge gained over long periods of time by the best men engaged in this line of business and because of them materials have been standardized, methods of using them have been made uniform and operative practices have been made not only safe, but rapid and sure of result. None of

these factors could possibly have been obtained were it not for the accumulation of all of this knowledge reflected in the books of rules. It is true that rules run up into the thousands in number, but each is in the book because it has been proven necessary.

In the operation of this Company, we have five principal rule books and some knowledge of their contents may be gleaned when it is known that in the rule book relating to construction and operation of passenger and freight equipment there are 315 closely printed pages in which every detail, even the smallest, relating to the construction and operation of our equipment is mentioned, explained and its application clearly stated.

This book is a hand book and the valuable friend, not only of mechanics who lay out and construct all the

equipment, but to every Trainman charged with the care and operation of that equipment. Not only must the Trainmen be versed in this rule book, but in addition thereto he must be very familiar, in fact, must have absolute knowledge and pass strenuous examinations of the operating rules of train service contained in a book of 125 pages. Were it not for the absolute knowledge of Trainmen that they receive from the constant perusal of this book, accidents would be appalling and our operation, which on the whole today is of as high class as any in the United States, would become chaos itself.

Conductors in service are not required to have as much of the specific operative knowledge, as far as the equipment is concerned, as the Motormen. On the other hand, the Motormen are not required to have specific knowledge of fares as the Conductor must have; for the Conductor in his daily work is always accompanied by his rule book, distinctive entirely from others in that it provides the rules or laws relating to the use of transportation of every kind, including all forms of tickets, transfers, identification and exchange checks, together with their limits and the rates of fares to be charged and quoted, and in addition to these, must have a knowledge of train operation that will enable him to protect the property he helps operate and safeguard the lives and comfort of his patrons.

The Electrical Department, which provides the power with which to move cars, arranges its distribution to the various points on the system, including the lighting of buildings, subways, terminals, shops—in fact, everything that electricity is used for, likewise has a book of rules containing 116 pages. In addition to the rules that are made for the guidance of Electrical Department employees contained in this book, the Supervisors and Superintendents must likewise have a knowledge of all municipal laws, as well as state laws and national laws relating to the distribution and other factors of handling electrical energy.

The Engineering Department, in whose charge is the laying out of lines to build all tracks, bridges and structures and the care and maintenance thereof, must have thorough knowledge of 249 pages of rules covering every feature of the activities of that department. This for the reason that the building of a railway on which to operate is the foundation of the work and the men who construct must be technicians of the highest order, not only through education of a theoretical nature, but by years of experience in the actual work. To the Construction Engineer the building of his road does not merely mean laying of rails upon ties. He must have proper ground preparation, his levels, curves and track elevations must be to a certain fixed standard and the completed track composed of grade ballast, ties, rails, plates, joints, spikes, one hundred or more details that enter into the completed construction, including

Community Chest Drive Now in Progress

DO YOU know that just around the corner poverty or sickness, crime or death, has taken its toll?

Do you know that a husband and father of a humble family has just died and left to the mercy of others a sick wife and perhaps a flock of innocent, helpless little kiddies? Do you know that there are thousands of sick and crippled children confined to hospitals? Do you know the economic struggle that is forcing privation and starvation on many an aged man and woman no longer able to work?

All of this is happening in this and every metropolitan city.

Fortunately there are Social Welfare Agencies who are helping these mothers, fathers and children. Their ability, however, to continue in this work of mercy depends upon each of us.

The call beckons every citizen. Right now an employee solicitor is appealing to the employee mass for funds to continue the work of the Community Chest, which in its support of 131 institutions administers regardless of race, color or creed.

"Blessed are the merciful, for they shall obtain mercy."

switches, signals and other such accessories of operation.

In the preparation of all of these books of rules it is not an independent privilege to each department to construct its rule book without due regard to other departments interested. Hence each one of these existing rule books, five in number, coordinate each with the other, thereby producing a composite set of rules applying to the activity of the entire system regardless of departmental application. At the same time in each is outlined specific practices and standards governing the individual department.

It is because of this perfect coordination under adequate, effective, logical, reasonable rules that the Company is enabled to operate its thousands of trains a day over its many lines without interference and without delay except in rare cases and such delays for the greater part are due to outside interference rather than any blemish in our own structure.

These rules are relied upon. They are recognized by those engaged in the work as vital, necessary and helpful in their work and when an employee is in doubt as to his procedure you will see him wisely referring to his book of rules, verifying the lines heard in the old opera, "King Dodo", where the leading character blithely sings, "Look, look, see in the book; it is as plain as A, B, C."

ASK AID IN MAKING MERRY CHRISTMAS FOR KIDDIES

Hoping to make this the best Christmas yet for the 550 Mexican children in section camps of the company, Miss W. Ashby, Nurse, Engineering Department, has already begun activities with that accomplishment in mind.

Late last month Miss Ashby appeared before a gathering of the Ladies' Auxiliary, which growing organization pledged their support and aid. Messrs. Geibel and Vickrey, President and Manager of the P. E. Club, also will give greater effort and support than has been done in former years. Tentative plans call for departmental representatives to solicit and encourage employees to give freely to these needy little ones.

"In a little more than forty days Christmas will be here," reminds Miss Ashby. "As usual at that season there will be hundreds who will have plenty and to spare; thousands who will have just enough to celebrate the occasion, and tens of thousands whose means will be just little enough to prevent them from having any real enjoyment of the occasion.

"It is well within our power to make it possible that the children at least may realize that it is a season of festivities and joy.

"Don't forget the little Mexican children in our camps at the coming Yuletide. One little toy from each employee will make every one of them happy for a time at least. Clothes of all descriptions will be gladly appreciated."

LAW VIOLATORS INCREASE FASTER THAN AUTOS

One out of every five motorists in metropolitan areas is charged with violation of the traffic laws each year, according to the American Automobile Association, which sent out a questionnaire to police authorities in fifty cities ranging in population from 50,000 to three million. The association cited the following as some of the striking facts developed by the survey:

The number of persons charged with violations of the traffic laws in eighteen metropolitan centers in 1927 was 614,232, as compared to 77,940 ten years ago.

While car registration in these cities gained 326 per cent, there was an increase of 688 per cent, in the charges of traffic violations. Only six cities, El Paso, Los Angeles, Minneapolis, Chicago and Denver showed a percentage of gain in car registrations greater than the increase in traffic violations.

Baltimore showed 2,975 per cent. rise in violations of the traffic laws in the ten-year period, while car registrations increased only 374 per cent. Los Angeles reported the greatest gain in car registrations, with 1,280 per cent, while the number of traffic violations increased 997 per cent.

Suzanne: What shape is a kiss?
Archibald: Give me one and we'll call it square.

TRACING THE CAR IN ITS JOURNEYS AFAR

THE majority of Pacific Electric freight cars move steadily over our own rails. There are also numerous cars of other railroads, commonly known as foreign cars, in addition to privately owned equipment, on our lines at all times.

The Pacific Electric handles between twenty and twenty-five thousand cars per month, each of which require an average of four entries in car record book to properly record the movements.

There are two primary factors in maintaining a daily car movement record.

(1). For a ready reference as to location or movement on any desired date or period.

Information such as this is frequently requested for the handling of freight claims, checking of repair and rental bills, and at times is required for legal purposes.

(2). For settlement of freight car hire, which is on a "Per Diem" or mileage basis.

Per Diem means per day, also means we pay the owners one dollar for each foreign owned car on our rails one day, and for each

By H. E. Norton,
Chief Clerk, Car Service Bureau

succeeding day it stands or moves on our tracks an additional dollar is paid.

WHEN you have stopped at a railroad crossing to let a freight train go by, or seen hundreds of cars in railroad yards, sometime showing from their lettering that they belong to a dozen different railroads—haven't you wondered how their owners keep track of them; know where they are or what their condition is?

Possibly some of those cars have never been on their own railway. Some of them are gone for years before they get back home. Yet they are producing revenue for their owners because of exchange practices.

This Company a few years ago purchased a large quota of cars in the east and in due time they started for Los Angeles. Many months elapsed before the first car reached our lines. But the Car Service Bureau knew where they were and saw to it that this Company was compensated for their use.

How's it done? Simple enough—when you know how. H. E. Norton, Chief Clerk, Car Service Bureau, tells why and how.

mills to two cents per mile according to the class of car, and earnings are credited to owners.

Information necessary to the compilation of car movement records is derived from two sources.

(1). Interchange reports.

These are the record of cars transferred between the Pacific Electric and our connections and are compiled at Agencies where interchange tracks are located. These reports are made on standard forms as prescribed by the American Railway Association, showing car initials and number, kind of car, whether loaded or empty, point of origin, destination, commodity if loaded, date, time and with what road interchanged.

(2). Wheel Reports.

These are furnished in duplicate by the freight conductors and is a report in detail of the cars handled in their train, namely, the initials, number and class of each car, between what points moved, time picked up and set out, loaded or empty, and if loaded, with what commodity, destination, and record of seals on car. The original is used for the pur-

not railroad owned, are operated on a mileage basis, rate varying from 6

destination, and record of seals on car. The original is used for the pur-



Portion of the offices of the Car Service Bureau where record of car movements are compiled from data furnished from yards.

pose of compiling car movement records, and the carbon copy for the computation of freight car mileage statistics.

The Car Record books are composed of large sheets specially printed and ruled for the purpose.

System and foreign car records are kept separately and these are further divided into a sufficient number of books to properly distribute the work.

Entry Method

The system books are made up with the car numbers in rotation, this permits of a more rapid entry of records. This is not practical with foreign records, due to foreign cars continually changing from one territory to another, so this equipment is posted as received, according to ownership.

Due to limited space, both on wheel reports, and car record books, a system of symbols are used instead of station names. A pamphlet is distributed to freight conductors for their guidance in reporting moves in this manner on their reports.

The entry of interchange or wheel movements are made direct from interchange and wheel reports to the car movement record books. This work is kept up to date at all times, largely due to the co-operation of Agents and Conductors in forwarding their reports so that records of any one day's handling are in our possession the following day.

The car movement books represent a complete and authentic day to day history of the movement of freight equipment on Pacific Electric rails, both loaded and empty, therefore it is easily understood why constant efforts must be put forth to keep them accurate, down to the smallest detail.

P. E. MASONIC CLUB DOINGS

The sixth annual dinner and reunion of the Pacific Electric Masonic Club will be held Saturday, November 17, 6:45 P. M. at the Los Angeles Masonic Club, 623 South Grand Avenue, Los Angeles.

The interest in the annual dinner and reunion has grown steadily each year and it is expected that the attendance records of previous affairs will be exceeded this year.

Arrangements have been made to obtain two prominent Masonic authorities to address the meeting, i. e. Dr. Fuller Swift, new Editor of the Masonic Digest—he "sure knows his stuff"—and as principal speaker, Judge Ira F. Thompson.

And as usual a fine entertainment will be provided.

All members should arrange to obtain their tickets early.

Don't worry if your job is small
And your rewards are few;
Remember that the mighty oak
Once was a nut like you.

Hardly Seems Possible

The automobile was a thing unheard of to a mountaineer in one community, and he was very much astonished one day when he saw one go by without any visible means of locomotion. His eyes bulged, however, when a motorcycle followed closely in its wake and disappeared like a flash around a bend. "Gee whiz!" he said, turning to his son, "who'd 'a s'posed that thing had a colt?"

Motor Truck Company Adjunct

New Subsidiary Formation Key to Greater Service, Efficiency and Use of Present Rail Facilities

ENTRY of this railway into the field of motor truck transportation was seen to be in early prospect with the filing last month of articles of incorporation of the Pacific Electric Motor Transport Company with the Secretary of State at Sacramento. Press announcements last month, in which the plan was confirmed by Mr. Pontius, gave details of the purposes and intent of the new subsidiary to this railway.

Tariffs, classifications, accounting methods and many other details incident to putting the company on an operating basis are now in course of preparations and it is believed that initial operations will commence on or shortly after the beginning of the new year.

The objectives for which the new company is being formed, our executive stated, include the right to own and operate motor trucks, the right to carry on the business of transporting freight, express and other commodities by motor truck or otherwise, and to conduct a general receiving, forwarding and warehousing business.

A New Service

Not only will the new company provide a service not heretofore available through this railway, but its operations will permit greater and more efficient use of Pacific Electric Railway facilities already available, but now used to only part of their potential capacity.

It will be of especial interest to Station Agents to know that their stations, through a rental arrangement, will be used jointly by the new transport company. Agents of the railway also will act as joint agents of the new company, although entirely separate and distinct tariffs and billing documents will govern the operations of the new subsidiary.

In the articles of incorporation filed, Los Angeles is given as the principal place of business and the capital stock consists of five thousand shares of a par value of \$100 a share. Officers of the Company are not yet named.

Commenting on the organization of the new Company Mr. Pontius made the following statement:

"Motor trucks, like motor coaches to passenger business, have a definite place in the freight transportation field. One function is to act as feeders to rail lines, and to perform a service between rail stations and the shipper's place of business. To meet these needs the Pacific Electric Motor Transport Company, a subsidiary of the Pacific Electric Railway Company, is being organized, providing through the use of motor trucks in coordination with the rail lines of the Pacific Electric Railway, a thoroughly complete transportation service, including "Store-door pick-up and delivery," throughout Southern California.

"The new Company will be, in its general character, an express company. It does not contemplate, for the present at least, the operation of trucks on the highways. Briefly the plan of operation is this:

"The Pacific Electric Motor Transport Company will perform a complete service from shipper's store-door to consignee's store-door under a through rate that will cover the entire service. The Motor Transport Company's trucks will pick up shipments at the shipper's door and haul them to Pacific Electric Railway's rail stations where they will be transferred to rail cars. Under a contractual arrangement the Pacific Electric Railway will make the line haul to the station of destination, where the load will again be transferred to the Motor Transport Company's trucks for delivery to the consignee's place of business. The transfer between motor truck and rail cars may be effected either by transferring the entire truck body intact from the truck chassis to specially equipped rail cars, as in the case of bulk freight, or by the usual method of handling between truck and rail car, as in the case of miscellaneous package freight.

Greater Efficiency

"The outstanding merit of the entire plan is that by coordination with motor truck operations it creates a greater and more efficient use for both motor truck and railway facilities that already are in existence or available."

"Full details of the plan of operation and the date of beginning operations will be announced later."

UNDERGROUND STREET

Paris, with its barricaded central districts and alley-like streets, is rapidly being swamped by traffic, say reports received by the National Automobile Club. Paris, say the reports, has been for some time making "desperate efforts" to solve the traffic problem. Any number of schemes have been suggested, some of them feasible, a great many of them impractical, and not a few of them downright wild.

But now comes a Parisian gentleman with an idea that is nothing if not wild, but which may prove in its wildness, its divergence from the age-old methods, a practical solution after all. While his proposal does not contain unfamiliar ideas, the magnitude of the plans is startling.

He would take the whole problem underground for its solution! He would have built, at the rate of \$2,000,000 a mile, a ten-mile tunnel. He, this Parisian, would put other vehicles completely out of sight, off the streets.

NEWPORT-BALBOA TRAINMEN ARE HIGHLY PRAISED

Reflecting, as it does, the splendid courtesy, honesty and efficiency of Newport-Balboa Line Trainmen, we are pleased to reproduce below a highly complimentary letter which Mrs. S. A. Hoefner of Newport Beach kindly wrote the management:

"As the mother of a high school student traveling from Newport-Balboa to Huntington Beach I wish to express my appreciation of the courtesy shown the school children by the Trainmen of your line.

"I have noted the courtesy of Conductors in assisting passengers on and off the Newport-Balboa cars with their baggage and took it for granted that was what was required of them, but I have been very much impressed by the consideration given the school children.

"My daughter lost a fountain pen on one of the cars and the Conductor made a special effort to help her try to find the pen. We found later that a Conductor taking the place of the regular one had turned the pen in to the Lost and Found Department and he even took the trouble to write us a letter about it.

"Later, one of the school girls left her purse at the Huntington Beach station. She reported it to the Conductor and he had the Station Agent locate the purse and returned it to the girl.

"These may seem like minor details, but they and many other details mean much sometimes and I think the patience and consideration of your Trainmen is very much to be commended."

MORE MOTOR COACH SERVICE

Additional service to meet growing morning and evening rush hour travel on our motor coach line between Huntington Park and Long Beach was announced late last month.

Under the new schedule which became effective on Thursday, November 1st, six additional trips are provided giving to the line a total of fifty-four trips daily.

Leaving Long Beach the new schedule provides half hour service beginning at 6:30 A. M. to and including 9:00 A. M.; while during the afternoon peak hours of travel the service leaving Long Beach is even more frequent. Motor coaches will leave the beach city terminal at 3:00, 3:30, 3:45, 4:15, and at half hour intervals thereafter until 6:15 P. M.

From the Huntington Park terminal under the new schedule motor coaches will operate on a prolonged half hour schedule, the 30 minute frequency beginning at 7:30 A. M. and continuing until 10:00 A. M. Beginning at 3:00 P. M. the new schedule calls for half hour service between 3:00 P. M. and 4:30 P. M., the next bus leaving at 4:55 followed by another at 5:15 from which time half hour service prevails until 7:15 P. M.

Whoozit?



THIS fellow is a charming looking young chap and in many respects he hasn't gotten over it during the past fifty few years of his mortal existence.

Knowing some of his early history spent in Arizona during the days when the cactus was sharp, cattle rustlers numerous, gamblers thick as fleas and the road of life rough and rugged, one would think that his latter days would show him case-hardened and with a cockle-burr disposition. But it isn't. He is rather gentle for his years of experience.

The subject of this sketch began his career in San Jose on the 25th of February, 1876, and he will not thank us for telling his age because he looks younger, acts younger, claims he feels younger and is probably sensitive to the fact that he is of an early vintage.

He moved to Arizona at an early age and during his young man days, after attending Santa Clara College, was employed by the Wells Fargo Express Company. In September, 1901, he became bookkeeper for the Los Angeles and Pasadena Railway at Pasadena, now a part of the Pacific Electric system, and automatically he became a Pacific Electric employee when those lines were taken over by this railroad. Since coming into the Pacific Electric organization he has been successively Paymaster, Chief Clerk, Special Accountant, and on September 16, 1922, became Auditor of the system.

By this time you will have recognized our Auditor, Mr. Lawrence Archer Lovell, whose hobby is golf and radio; who has a penchant for making the books of his department look pretty through the liberal use of red ink as applied to revenues, and who, because of his calling, is a natural pessimist except when among friends. As he has many friends his opportunities for practicing pessimism are infrequent.

Thirteen Month Calendar Looms for Adoption

Aside from acquiring the art of being able to speak freely and intelligently before an audience, employee-students in the public speaking classes conducted each Monday evening benefit greatly from the informative talks made by fellow students. The accompanying talk by L. H. Appel, Asst. of Power is a good example and is reproduced because of its timely and general interest.

THE NEW international calendar was conceived and planned twenty years ago by Mr. M. B. Cotsworth, an eminent English statistician and practical scientist, and was first sponsored in this country in 1924 by George Eastman, Rochester, of Kodak fame—Subsequently it was taken up by practically all of the large business interests, some of whom have already adopted the plan in their business activities.

Born and brought up as we have been under the old time Gregorian Calendar, such a radical change appears on first consideration practically impossible, but history discloses that the calendar has been radically changed several times without serious inconvenience.

At the end of the 16th century it was found that the accumulated excess under the Julian calendar amounted to 10 days, so Pope Gregory the 13th, as head of the Christian world, subtracted 10 days from the calendar making October 5, 1582, the fifteenth.

He also arranged certain other changes which resulted in our present calendar which we know as the Gregorian calendar.

However, all nations did not immediately fall into line, and it was not until 1752, almost two centuries after, before Great Britain and her American colonies came into the ranks of the new style calendar users.

George Washington was 20 years of age when the Gregorian calendar was adopted, so that in reality the first President was born on February 11. The reason we observe his birthday on February 22 is because, as I have stated, our calendar was changed in 1752. Eleven days—between the 2nd and 14th of September that year—were dropped out because the Julian calendar had drifted 11 days out of harmony with the seasons.

It is only since the world war, or in 1923, that Russia, China and Japan adopted the Gregorian calendar. And now it is proposed to change it again.

Present Shortcoming

Everybody knows the vagaries of our present calendar. We have to have a new one every year. Nobody is ever sure until he has looked it up whether the first of the month falls in the beginning or the end of the week. In the proposed calendar every month will be like every other month.

The plan of the calendar is very simple. The International Fixed Calendar would divide the year into 13 months of 28 days, each comprising four complete weeks beginning on Sunday and ending on Saturday. Every

month in every year would be exactly alike in dates and week-day names. The extra month would be inserted between June and July and be called "Sol."

The last day in each year would be dated December 29 and named "Year Day"; in leap years, leap day would be dated June 29.

If the proposed plan is universally adopted the calendar should be changed January 1, 1933, because then, the year, month, week-day, hour, minute and second all begin together. That year begins on Sunday and ends on Sunday. That is also the most convenient and logical time for a change from the standpoint of different naval observatories of the world.

It is admitted that our first reaction to so radical a change in our Book of Days is naturally one of disfavor, but as previously stated, upon an analysis of the plan it appears to overcome all objections and is growing rapidly in favor. In all likelihood it won't be long before the mystic 13 will play an important part in our daily lives.

COTTON EXPORT INCREASES

A tremendous increase in cotton exports from Los Angeles Harbor is shown in figures recently given out through the Los Angeles Compress and Warehouse Company. These figures reveal that 100,000 bales of cotton were exported through Los Angeles Harbor last year, and that an increase of 100 per cent, or 200,000 bales, with a value in excess of \$20,000,000, will be shipped during the present season.

"And the Next Day it Rained"

Reviving memories of the Japanese School Boy, comes now a brown-skinned islander rival whose literary gem addressed to the management is reproduced below identically as received:

I MEET last Saturday, so glad to see with favor—talk all together as simple necessary When you said that Superintendent Western Divn. was just out. Accordingly I have to wish reason (in case of my accident) (Pacific Electric your Company down in Hollywood-Hillcrest zone) In matter also—already sent your way by the Registered twice, but cannot give an answer yet from you and same time you told me to see O. D. Harris, Room 234, Claim Department, next Monday at 8:30 A. M. Therefore I will meet him again. Harris is as usual, does not do anything on the settlement at all. I will say be surely your offering on due time last Saturday as just like so and so. Although the above in matter does only he say (how wonderfully) I will remember you have been longer than the rest.

Alkali Ike: What happened to the tenderfoot stranger wot was here last week?
Texas Pete: Poor feller. The second mornin' he wuz here, he wuz brushin' his teeth with some of that foamy tooth paste and one of the boys thought he had hydrophoby an' shot him.

PRAISE COMMUTER SCHOOL

Editorially and otherwise, local and distant newspapers have commented most favorably upon the Commuter's School which this railway had the distinction of introducing to the American public. Below is the manner in which the S. F. Examiner expressed its views:

"Charles W. Eliot has the theory that a man or a woman could become educated by reading regularly half an hour a day.

"The Pacific Electric Railway in Southern California is developing a novel education-in-transit for the Los Angeles commuter. When he buys his monthly commutation ticket, he may enroll for a course in any one of the nineteen selected subjects. The list includes psychology, airplane transportation, English, history, advertising, home gardening, etc.

"The commuter student gets his lesson assignment in loose-leaf form. He receives enough each day to take up his time for the round trip of thirty, forty or fifty minutes. He has periodical examinations and is encouraged to extend his study by courses in the night schools.

"It is an ingenious way to turn to profit the tedium of the twice-a-day ride."

Try This on Your Piccolo

A sleeper is one who sleeps. A sleeper is that in which a sleeper sleeps. A sleeper is that on which the sleeper which carries the sleeper while he sleeps runs. Therefore, while the sleeper sleeps in the sleeper the sleeper the sleeper carries the sleeper in the sleeper over the sleeper under the sleeper until the sleeper which carries the sleeper jumps off the sleeper and wakes the sleeper in the sleeper and there is no longer any sleeper sleeping in the sleeper on the sleeper.—Ex.



It was our pleasure last month to entertain at Mt. Lowe a large group of City Passenger Agents from various railroads and points throughout the United States. They were captivated by its beauties and their testimonials will aid in further attracting travel to our famous resort.

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- S. R. Florence Engr. Dept.
- Edmond C. Fox Trans. Dept.
- V. L. Swart Mech. Dept.

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

HAS your family flivver been overhauled lately?

More than likely it has; for a good reason and to a good purpose too. Keeping an automobile tuned and operating correctly is good business. It pays returns in upholding the value of the investment, in satisfaction and results.

If it is wise and proper to occasionally take your automobile to a skilled mechanic, doesn't it follow that it is an act of far greater wisdom to have that greatest of all machines, the human body, checked up for "misses and knocks" by a reputable physician?

No possible harm can come from a periodic health examination. On the contrary, your physician may discover and correct conditions and symptoms that if neglected would shorten your days on earth, or cause you misery and suffering.

That physical defects, both major and minor, can and are detected by able physicians is well demonstrated by the experience of one of the large insurance companies which insisted upon a periodic health examination of its employee personnel.

"It is of record" says their statement, "that in a recent year that 7,530 men and women employees were thoroughly examined. Of these 1,880 were found to have some physical ailment requiring medical or dental advice or treatment. They were referred to their own physician and dentists. When the same group was examined a year later it was found that more than

COMPARISON OF ACCIDENTS DURING SEPTEMBER, 1928 AND 1927

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1928-1927	1927-1928	1928-1927	1927-1928	1928-1927	1927-1928	1928-1927	1927-1928
Interferences with vehicles	105	109	90	74	153	187	18	18
Collisions and interferences								
with cars	1	3	3	1	1	3	0	0
Persons struck	5	2	6	4	10	5	2	0
Deraillments	8	0	11	12	2	4	0	0
On and off moving cars	10	4	7	4	8	9	3	0
Miscellaneous	13	32	25	37	19	49	7	16
	142	150	142	132	193	257	30	34
	Dec. 8		Inc. 10		Dec. 64		Dec. 4	

Interference with vehicles	366	388	5.67%	Dec.
Collisions and interferences with cars	5	7	28.57%	Dec.
Persons struck	23	11	109.09%	Inc.
Deraillments	21	16	31.25%	Inc.
On and off moving cars	28	17	64.70%	Inc.
Miscellaneous	64	134	52.23%	Dec.
	507	573	11.51%	Dec.

50 per cent had yielded to treatment."

Each of us are far more valuable to ourselves, our families, our business or society than the automobile we overhaul so painstakingly from time to time.

Anytime, anywhere money will buy another automobile, but very frequently all the money on earth can't restore a neglected body.

A BOY'S MOTHER

My mother she's so good to me,
Ef I was good as I could be,
I couldn't be as good—no sir,
Can't any boy be good as her.

She loves me when I'm glad er sad,
She loves me when I'm good er bad;
And, what's a funniest thing, she says
She loves me when she punishes.

I don't like her to punish me;
That don't hurt, but it hurts to see
Her cryin'. Nen I cry; an' nen
We both cry an' be good again.

She loves me when she cuts an' sews
My little cloak an' Sund'y clothes;
An' when my Pa comes home to tea,
She loves him 'most as much as me.

She laughs an' tells him all I said,
An' grabs me up an' pats my head;
An' I hug her, an' hug my Pa.
An' love him purt' nigh as much as
Ma.

—James Whitcomb Riley.

WHICH ARE YOU?

"Isn't it strange that Princes and
Kings
And clowns that caper in sawdust
rings
And just plain peop'e like you and me,
Are builders for Eternity?
To each is given a bag of tools,
A shapeless mass and a book of rules;
And each must make, ere life is flown,
A stumbling block or a stepping stone."
—Selected.

Cheerful Giver

Charity: Will you donate something to the
Old Ladies' Home?
Generosity: With pleasure; help yourself to
my mother-in-law.

ARMISTICE DAY CELEBRATION

Gov. C. C. Young will be the guest of honor at the Los Angeles Armistice Day celebration in the Coliseum scheduled for Monday, Nov. 12, under the auspices of the American Legion. The Governor, one of the most popular California has ever had among world war veterans, has accepted an invitation sent him.

The most extensive Armistice Day program Southern California has ever witnessed is being arranged. Every veteran and civic organization will be represented in the great parade which precedes the program in the big concrete bowl.

Col. Frank H. Adams, retired Army officer, is Grand Marshal of the parade. He has a regular Army record starting with his first enlistment in 1893. He was twice wounded during 18 months overseas duty with the Third Division and was awarded the Distinguished Service Cross, Croix de Guerre with two palms and the Legion of Honor.

The celebration this year marks the tenth anniversary of the close of the war and is expected to attract one of the greatest crowds in the history of the celebration of Armistice Day.

Tourist Camp on Left: Hot Water

Many are the cans that are opened tonight,
Covered with evening dew;
Many are the kids that are howling tonight;
Many are the black flies too.
For we're

Tenting tonight, tenting tonight,
Tenting on the old camp ground!

There's a pup in the midst of the apple pie
And grandmother's knickers are torn.
Oh, the back tire's flat and the gas tank's
dry
And we wish that we'd never been born!
Tenting tonight, tenting tonight,
Tenting on the old camp ground!

Oh, the girl in the car from Calumet
Is flirting with poor uncle Will.
Oh, the canned heat's gone and the beds are
wet

But we're saving a hotel bill!
For we're

Tenting tonight, tenting tonight,
Tenting on the old camp ground!

—Goblin

"We prosper only to the extent of our ability and willingness to serve."

EMPLOYEES IN HOSPITAL

The list of sick and injured, as the Magazine went to press, we are happy to report, is materially smaller than has been the case for the past several months. On November 1 records showed that eight of our fellows were confined at the California Lutheran Hospital with varying degrees of sickness and injuries.

The unfortunate ones are:

John Hoover, Motorman; William Browning, Conductor, Southern Division; William Johnson, Watchman, Mechanical Department; Horace Miller, Chief Dispatcher; Ben Hershey, Conductor, Western Division; Nives Chavez, Laborer; Mrs. Rose Buttikofer, Car Cleaner, and Mrs. Theresa Dubois, Janitress.

We wish to repeat the admonition again that friends make it a practice to visit their comrades during their period of confinement. So doing makes more bearable the hours of weariness that are borne by those less fortunate than ourselves.

The hospital is located at 1414 South Hope street and employees are welcome to visit during regular hours from 2 to 4 and 7 to 9 each day of the month.

MORE BOOKS FOR LIBRARY

The following books were last month kindly donated to the P. E. Club Library by Frank Keene, of the Engineering Department:

- Chet Katherine M. Yates
- The Miller of Old Church Ellen Glasgow
- Together Robert Herrick
- A Flash of Summer Mrs. W. K. Clifford
- Her Mother's Sin ... Bertha M. Clay
- The Gipsy Queen's Vow May Agnes Fleming
- Rollo in London Jacob Abbott
- Classic Myths Charles Gayley
- The Balance of Power Arthur Goodrich
- The House of a Thousand Candles Meredith Nicholson
- Sunnybank Marion Harland
- Wonder Books for Boys and Girls Hawthorne
- Poor and Proud Optic
- The Bungalow Boys Dexter J. Forrester
- Boy Scouts in Mexico G. Harvey Ralphson
- Adventures of Jimmy Brown W. L. Alden
- Paul the Peddler .. Horatio Alger, Jr.
- Joe's Luck Horatio Alger, Jr.
- Bob Burton Horatio Alger, Jr.
- Boots Caro Senour
- Jack Harkaway's Struggles Bracebridge Hemying
- Jack Harkaway's Friends Bracebridge Hemying
- Jack Harkaway's School Days Bracebridge Hemying
- Jack Harkaway's After School Days Bracebridge Hemying
- Grammar School Boys of Gridley.. Irving Hancock
- The Boy Aviator's Treasure Quest.. Capt. Wilbur Lawton
- Boy Aviators of Nicaragua Capt. Wilbur Lawton

Shop Speedway Speeds Delivery



"Gosh, I'm going to like this job," said the new Stores Department tractor when the fair members of the department assembled for a joy-ride to demonstrate its prowess. A short tour quickly showed ability to handle large loads—pardon us, how indiscreet; it is obvious we should have said "dainty loads."

From left to right the back-seat drivers are: (back row) Alpha Barrett; Virginia Brissinger; Ruth Batsch; Elaine Farrell and Mary Gannon. Front row: Lena Gill; Myrtle Gilbert; Florence Gramling and Harriet Spencer. Ward McCall, Storekeeper, (he's married, too) is the driver.

By C. C. Fenimore
General Storekeeper

THE week ending October 20 saw the completion of the new speedway around the Torrance General Shops.

It is not a "speedway" in the most commonly accepted meaning of the word, that of a racing course for pleasure and profit. However, there will be races against time in delivering materials from the store to shops, from shop to shop, and from shop to store; also between electric and gasoline propelled hauling equipment in the completion of given tasks.

While the chances are remote, on account of ample protection afforded, there is always the possibility of a race to a fire in the yard between hose cart crews.

Then there will be pleasure in the accomplishment of a job well done, that of having the material on the job right where shop forces will use it, and profit in that such service will reflect favorably in shop production.

So, considering the question, by and large, maybe it is a "speedway" in the usually accepted sense of the word.

The 23,000 square feet of asphalt concrete road just completed is the first link of what is planned as complete chain of roads to serve the Torrance General Shops in most economical manner in movement of the large volume of material necessary in the general overhaul of company rolling equipment, passenger and freight cars, locomotives and motor coaches.

Becky: "Do you really lofe, me, Isaac?"
Isaac: "Vat a kvestion. Don't I let you sit on my lap and spoil the creases from my pants?"

CLUB HOLDS MONTHLY HOPS

For the benefit of the large group of Club members who have enjoyed dancing events staged by the P. E. Club, Manager Vickrey announces that provisions have been made to stage a series of dances during coming months.

Having engaged the Forrester's Liberty Hall, 955 South Olive street, a monthly dance will be held on the third Thursday evening of each month. Centrally located, the floor an excellent one, and ample in size, the dances are designed to attract employees in and near Los Angeles. However, all employees are eligible and welcome to attend.

Music for these events will be furnished by our own P. E. Orchestra, consisting of five pieces, their present day and old-time melodies having won them many friends by the excellence of their renditions.

In addition to the Los Angeles dances, Mr. Vickrey also announces that dances in outlying districts of the system will be staged from time to time, date, place and other details to be announced by special bulletins.

Club members who "ride the big red cars" to the Los Angeles dances should leave cars at 10th and Hill streets and walk one block west to Olive street. A large canopy over the entrance of the Forrester Liberty Hall will identify it.

Relief Wanted

Doctor—When you take your wife's temperature she must place the thermometer under her tongue and keep her mouth closed for two minutes.

Mr. Jones—Haven't you one that takes half an hour?



Engineers are in First Place Among League Bowlers

A WAY to four weeks of good play and sport, the Pacific Electric Bowling League teams and members are enjoying what promises to be the most successful season yet conducted.

A survey of the "dope sheet" shows that the Engineers lead after four nights of play, going into first place on Friday, October 26 when they ousted the Signal Department leaders who were dropped into a tie with the Southern Division Trainmen No. 2 for second honors.

McCubbins of the Signal Department is again demonstrating his class with a high individual average of 184. He is followed by Gowanlock of the Claim Department and Yeager of the Southern Division No. 1 with 181 and 172 respectively. L. H. Covell has failed to maintain his startling form of the first night and is now endeavoring to hold on to fourth place with an average of 171 with others barking closely at his heels.

Harris of the Claim Department is showing the way to new bowlers, distinguishing himself with an average of 122 for 12 games, a decidedly good figure for a beginner.

The Telephone Department, a new entry into the League, are holding firmly to ninth place. Captain McLeod with 119 average and his usual pep is keeping the team in line. Rumor has it that McLeod eats his morning and evening meals on the alleys.

Mrs. Brown, Captain of the ladies team, is showing the way to other fair sex members, she having the splendid average of 140. Not that we believe in telling family secrets, but in looking over the "dope sheet" we see the "better half," Mr. Brown, nine points below the Mrs.

The season's standing to date shows the Signal Department with a high team average of 2405; also that team is high in individual games with 864.

The high individual series is held by Yeager of Southern Division No. 1 with a score of 590.

High individual games of the season is held by Cross of the Engineers with a startling 243 for others to gaze upon. The high series for the ladies is held by Mrs. Brown with 430, who also has to her credit high individual game of 173.

The teams and their individual standing after four weeks of play is shown in the tabulation below:

	Total Pins
1. Claim Dept.	9121
2. Electrical Dept.	9098
3. Engineers	9076
4. Southern Division No. 1	9069
5. Signal Dept.	8959
6. Southern Division No. 2	8957
7. South Freight	8951

8. Macy Street	8825
9. Telephone Dept.	8821
10. Local Freight	8775
11. P. E. Club	8754
12. Ladies Acct.	8167

SHOOTERS SET FOR RABBIT DRIVE AND TURKEY SHOOT

The Pacific Electric Rod and Gun Club will hold the Annual Thanksgiving Turkey Shoot on Sunday, November 25, 1928, starting at 10:00 a.m., advises B. F. Manley, faithful scribe of the sportsmen.

The quail target, which originated at our Club, will be thrown for all the turkey events and shooting will be so arranged that the rank novice will have an equal show with the hardened blue rock shooter for the coveted prize.

Bangle shooting grounds will be the place to bag your turkey for the Thanksgiving feed, so don't fail to be on hand.

Who said rabbit drive? Yes, we will hold one on Sunday, November 18. The long-eared fleet-footed boys are reported to be in abundance this year. To take part in this event bring your gun, ammunition, eats, water, etc., and report to Field Captain by 6:00 a.m. Sunday at the south outskirts of Lancaster. Watch for the big fire where the gang will assemble

and proceed in a body to the hunting grounds.

Shells for this trip will be on sale at the Club on next meeting night, Wednesday, November 14. The price will be 90c per box, standard field load No. 5 chilled shot.

BOYS TO HAVE SHOOT TEAM

Comes now a chance for junior sportsmen to participate in shooting events sponsored by the P. E. Rod & Gun Club.

Under a plan to be adopted sons of members of the club will have the opportunity to go places and shoot things, the same as daddy does. The name of the budding organization will be the "Junior Blue Rockers," and boys between the ages of 12 and 18 will be eligible for membership. Also the plan will permit the admittance of chums of the boys as honorary members.

O. A. Smith, Passenger Traffic Manager, has agreed to sponsor and aid the new organization and big plans are under way that will provide lots of good sports for the future greats. A regular tournament season during 1929 will be arranged and suitable prizes offered the youthful competitors. Also, a team of five boys will have the opportunity of entering a tri-state shoot to be held at Las Vegas on February 9th and 10th.

Tommy Found Out

Teacher: "Tommy, you've not done a lick of work this morning, and I've told you again and again that the devil finds work for idle hands to do."

Tommy: "Yes'm."

Teacher: "Now take out your copybook and write that out twenty times."

"Now You Tell One"

Since Izaak Walton first placed fishing among the arts and sciences, the long since late Ananias has lost his standing as a prevaricator. The present day fisherman, and huntsman, too, is conceded to be a plus article when it comes to convincing people they've "gone places and done things."

The yarn below, taken from a new book about our national parks, suggested that we extend an invitation to P. E. Rod and Gun sportsmen to tell some of their experiences (?) in the field of sports.

Having read the one below no doubt many of our own members will remark, "You haven't heard nothing yet," which is just the proper state of mind. Let's have your choice yarn for publication in the Magazine next month.

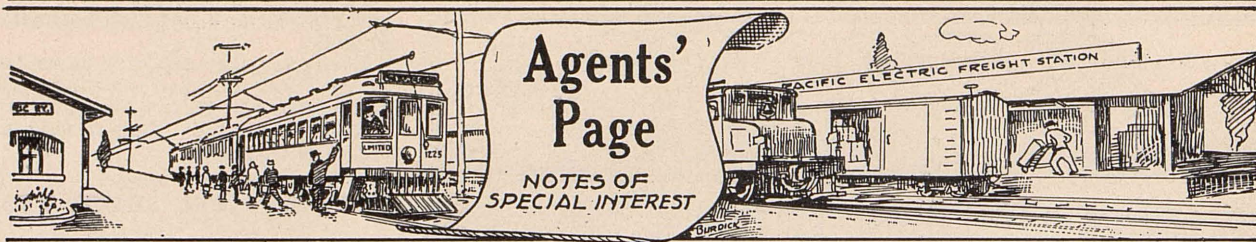
A RANGER doing patrol duty on the boundary line, having run out of supplies, grabbed his trusty old gun, for which only one shell remained, and, going beyond the park line, maneuvered around carefully, hunting diligently so as to be sure to get the best possible results with one shot.

Finally he came upon a brace of quail perched in a cluster of brush close enough together for both to be bagged at one shot. Carefully raising the gun, he fired! Imagine his great joy when on running to the spot to pick up his two quail he found that he had killed six more, which were on the other side of the bush and which he had not seen.

Hearing a great commotion out in a small lake near by, he saw a big buck deer that had become frightened at the sound of his shot and had run into the lake and bogged down in the mud.

In carrying the deer out, he sank down into the mud himself up over his boot tops. Upon reaching the shore he sat down and pulled his boots off to pour out the water and found in them a dozen nice fish.

Placing the quail, fish and deer together so that they could be more easily carried, he was struggling to get the load on his shoulders. This put a great strain on his suspender buttons, and one of these flew off with such force that it killed a rabbit 100 yards in the rear.



LATEST ON AGENTS' OUTING

As the Magazine went to press we were informed that the Agents' Association Annual Outing, which was scheduled for November 10th and 11th, had been postponed until November 24th and 25th on account of other previously arranged events at San Diego, which made it impossible to secure the accommodations desired for the occasion.

The Committee in charge, of which Charlie Hill is Chairman, is now busy working out the arrangements and will send out to the members of the Association within a few days a circular giving full details of the affair.

The tentative itinerary is to leave 6th and Main Street Station at 2:00 P. M., Saturday the 24th, and Wilmington Docks at 3:00 P. M., for San Diego via the Harvard or Yale, having dinner on board the steamer, and arriving at San Diego at 8 o'clock. The party will put up at one of the hotels there for the night, and Sunday will be given over to sightseeing trips, returning early Sunday evening via the Santa Fe.

AGENTS' OCTOBER MEETING

Agents of the system held their October meeting in the educational class rooms, 714 Pacific Electric Building, and discussed many problems of mutual concern. Geo. W. Orr, Secretary, thus recorded incidents and discussions:

Matter of the Annual Agents' outing, which had been deferred from the May meeting, was again brought up by Chairman Hill of the Entertainment Committee. Several trips had been proposed and after discussion it was decided by vote to take the boat trip to San Diego Saturday, November 10, returning by Santa Fe Sunday evening.

Mr. Marler stated there had been a big increase in sale of monthly passes and that further experiment with this type of transportation would be made on a weekly basis. In answer to inquiry he said that theater parties as small as 15 could secure some reduction in rates by using regular trains and all traveling together. Mr. Marler's talk covered a number of other matters of interest to all.

Mr. Day reviewed the freight business and stated there would be an announcement in the papers the following Monday concerning the new trucking project of this Company, of which we were advised at the June meeting. Actual operation should be in effect by the first of the year and will

cover as a beginning the cities of Los Angeles, San Pedro, Wilmington and Long Beach pick up and delivery service.

Mr. Norrbom announced operation of through merchandise cars from Wilmington to Glendale, Hollywood, Santa Ana and the West Coast beach towns in connection with the L. A. and the Pacific Steamship companies, this service to spread over the system if successful.

He again requested Agents to watch all public improvement projects for securing the haul on cement, crushed rock and other material. In answer to inquiry Mr. Norrbom stated that the present 96-hour collection basis would be adhered to in connection with truck deliveries.

Mr. Knoche, in speaking of rate matters, called attention to new rates on gasoline to Arizona and New Mexico points under which rates are now higher from P. E. points.

WEEKLY PASS INTRODUCED

Further experimenting and use of the card pass form of ticket on lines of the Pacific Electric was made public late last month with an announcement concerning a new form of weekly pass.

To be tried out exclusively on the railway's lines to Redondo Beach and points enroute the \$2.75 weekly pass became effective on Sunday, October 28th. This weekly pass supersedes the former monthly pass previously sold on the Redondo Beach lines at a \$13.00 monthly rate.

Like the monthly pass, the new weekly pass is transferable and may be used at the option of the holder as frequently as possibly during the seven day period for which its use is prescribed. The new pass becomes effective on Sunday of each week and is good to and including the following Saturday. It also carries the provision of the monthly pass in that it may be used on all local cars of the Pacific Electric within the first zone in Los Angeles. It will be sold by Agents only at Redondo Beach, Hermosa Beach, Manhattan Beach and El Segundo and may be procured on Saturday of each week.

Decision to try out the weekly form of pass came about, due to the fact that numerous persons received their pay checks each week and requested that the weekly form be tried out to determine its popularity with patrons.

Abie: "Ah, Rosie; ours must be true love all right—because I notice when we hold hands it just makes us both speechless."

Rosie: "Don't be foolish, Abie. How could we speak when we are holding each other's hands?"

ROCK-GRAVEL RATES UPHELD

The long mooted rock and gravel freight rate reduction case came to a conclusion last month when the California Railroad Commission upheld the present rates in effect.

Interests seeking a reduction claimed that rates being charged were confiscatory and excessive, they asking a 10c per ton reduction in all the graduated line haul charges in effect. The Commission, after a thorough review, disagreed and rendered a decision upholding the present rate.

In the same decision the Commission also held that the railroads can give special low rate to the State, County and Municipal Governments and withdraw them at their option without permission of the State governing body.

Evidence and testimony, not only for this railway, but other local carriers, was compiled and given at the public hearing, during the presentation of evidence before the Commission by George F. Squires, now General Manager of the Harbor Belt Line Railroad. The signal victory won by the railroads was responsible in no small degree to the able thoroughness and splendid manner in which he defended the present rates.

EXPORTS FROM L.A. HARBOR SHOW UPWARD TREND

Value of exports from the local harbor during recent months have shown a sharp increase. September was particularly gratifying, the total tonnage in and out of the port recording a gain of 11½ per cent, a detailed Marine Exchange report issued last month indicated.

Shipments to foreign countries reached a value of \$10,314,364 for the month, as compared with \$6,301,241 for the same month last year, a gain of more than \$4,000,000. Foreign export tonnage fell off 106,738 tons to 379,040 tons.

Volume of all commerce in and out of the harbor fell off slightly to 1,689,119 tons. Value of all shipments, however, increased \$5,936,193 over September, 1927, to aggregate \$75,052,499. In addition to the increased value of foreign exports, notable gains were made in foreign imports and intercoastal shipments received here.

Value of all shipments out of the harbor increased \$3,518,682 or 12 per cent to a total of \$31,865,183. Value of all shipments into the port increased \$2,417,511 or about 6 per cent to \$43,187,316. All imports exceeded all exports by \$12,322,133. Imports accounted for 59 per cent and exports 41 per cent of the total commerce.

NEW OAK KNOLL LIMITED

Coincident with the re-routing of the Oak Knoll Line trains via Lake Avenue, another limited was added to the morning schedule, effective October 20th.

Leaving the new Lake Street terminus at 7:33 A.M., the additional limited makes all stops until reaching Colorado and Lake Streets. Thereafter it stops only at California Street, El Molino, Fletcher Avenue, Oneonta and Sierra Vista. From Sierra Vista a non-stop run is made to Anderson Street, a distance of approximately six miles. This fast train saves approximately five minutes to passengers, making the run to the Sixth and Main Street Terminal in forty-eight minutes.

The addition of this limited makes two early morning fast trains for Oak Knoll Line passengers, the previous schedule calling for another Limited to leave the terminus at 7:53 A.M. operating under the same schedule of stops and time.

An early survey of travel following the re-routing of these Oak Knoll Line trains indicates that the change will prove a popular one with Pasadena patrons, travel checks indicating a considerable additional volume of patronage, which is expected to increase even further after the new plan becomes more thoroughly known to residents of the districts now served with interurban service.

MORE BETTERMENTS OKEH'D

A number of important betterments were approved last month for early attention, their cost aggregating \$73,000, and bringing the total of betterments approved during the current year to more than three million dollars. Details of the larger projects, as reported by W. Z. Shaw, Cost Engineer, are as follows:

Improvement to the present mail handling facilities at 6th and Los Angeles Streets, required for the expeditious handling of holiday mail and for the adequate protection of mails during inclement weather. It is necessary to construct steel canopies and mail and baggage platforms at an estimated cost of \$3,392.00.

To safeguard passenger traffic between Indian Village and Newton Park Station on the Pasadena Short Line and to provide protection over this section it is necessary to install automatic block signal system. This portion of track is subject to high speed and without signal protection it is hazardous due to curves and cuts. The estimated cost is \$62,681.00.

Replace 60 pound double track turnout with 90 pound A. R. A. double track turnout at Anaheim and McFarland Streets, Wilmington, on the San Pedro Line. This special work is subject to heavy freight traffic to and from Los Angeles Harbor as well as passenger traffic. Estimated cost to renew is \$2,879.00.

At Slauson Avenue, Long Beach Line, it is necessary to renew crossing which has reached its limit of service

life. It is proposed to renew present 70 pound with 90 pound A. R. A. material. Estimated cost \$2,039.00.

To conform to improvement being made in Cochrane Avenue by the City of Los Angeles, it is necessary to reconstruct and pave tracks in street, renewing present 70 pound with 128 pound grooved girder rail construction, replace asphalt concrete pavement, and relocate automatic flagman and crossing sign, at an estimated cost of \$1,369.22.

Status of Work Now Under Way

Work of relocating track in Las Tunas Drive was begun Oct. 31st, 1928:

Track work in connection with the new Sherman Carhouse layout is approximately 25 per cent complete; approximately 70 per cent of the buildings to be moved or removed has been done to date. Work of constructing the station structure was begun October 31st. The entire job as a whole is about 20 per cent completed.

Reconstructing and paving of East 9th Street from San Pedro to Hooper Avenue was begun October 22nd.

Reconstructing the Watts local line from Amoca to Slauson with 90 pound material was begun October 26th.

The track work, which is the last work to be done in connection with the Riverside Grade Separation, was recently completed and structure is now in service.

Cures for Insomnia?

For Rent—Three rooms: one double bed and two single beds, cold and hot water in each. Inquire 1166 Palm street. Phone 1090-W.—Classified ad. in a California paper.

Boss of the Exchequer

"Who is that impressive-looking woman over there?"

"That's Mrs. Peckum. She's a remarkable woman, and they say that she commands a very large salary."

"How does she earn it?"

"She doesn't earn it. Her husband earns it, and she commands it."

INCREASED FARES EFFECTIVE ON L. A. RAILWAY LINES

Four tokens for 25 cents, or 7 cents a ride went into temporary effect, at least, on the lines of the Los Angeles Railway on Sunday, October 21st.

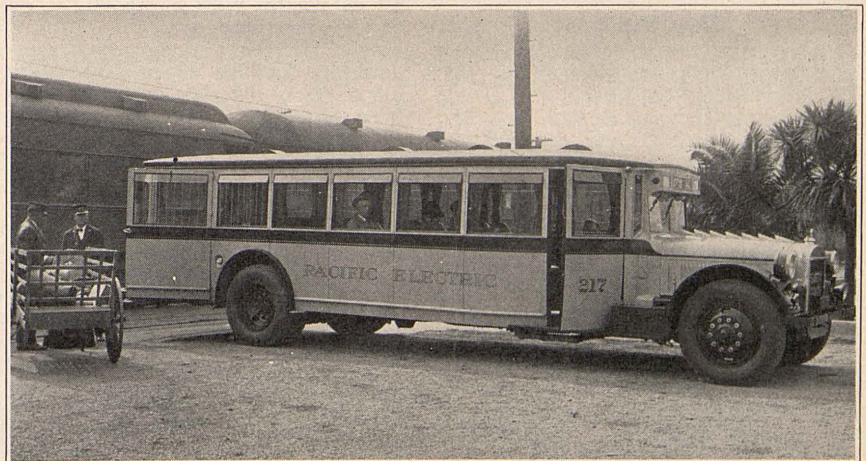
Ability to charge these fares was granted our neighbor railway when the Federal Court sustained a former ruling by the U. S. Circuit Court that the 5 cent rate was confiscatory and enjoined the California Railroad Commission from enforcing a recent order denying a petition for an increase in fares.

The new rates are not final until a decision of the U. S. Supreme Court is rendered and accruing revenues over previous fares will not be available until the high court ruling is made. Refund checks, evidencing the payment of fares over former rates, are being given to each passenger, the same being good for refund should the final ruling be unfavorable to the railway.

AUTOMOBILE TAXES ABROAD

Car owners in England pay a tax on their cars of \$4.86 a horsepower, says Transportation magazine. On a 20-horsepower car Germany collects about \$300. Belgium is about as bad. France on a 20-horsepower car levies \$87 plus a 12 per cent sales tax and a 1.5 per cent turnover tax on the sales price, says Motor. Brazil collects a flat \$50 on all cars. Argentina on a two-ton car gets \$265. Many other countries have equally unusual methods and taxes, and the net impression is that one way to build a big automobile industry is not to tax the customers too heavily. It also discloses the real reason for the so-called "European-type car" which has to be made with a little engine and light load to avoid the heavy taxes. That's why this type in full form will never be required in America.

Women are sure to remember the very things men want to forget.



Probably the most deluxe of all deluxe motor coaches operated by this railway was put into service last month for the convenience of Southern Pacific patrons destined to or from Pasadena. Seating 17 passengers the new coach is luxuriously finished, having individual heavily upholstered seats and other appointments of unusual distinction. A baggage compartment in the rear cares for luggage and trunks of passengers. The new coach meets all incoming and outbound trains at Alhambra.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

The Pacific Electric Club Executive Committee met in Room 711, P. E. Bldg., for the October meeting on Wednesday, Oct. 3, at 2 p.m. The following were absent: P. T. Porter, F. E. Billhardt, F. O. Evans, C. A. Thomas, C. F. Langley, R. B. Hooper, O. C. Black, J. W. Anderson, F. E. Mayfield, E. A. Stevens, H. R. Bullock, J. E. Flathers, C. S. Alexander.

Club Fund

Balance, 9-1-28	\$ 821.13
Receipts	1052.25
Total	\$1873.38
Disbursements	1318.65

Balance, 9-30-28	\$ 554.73
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Relief Fund

Balance, 9-1-28	\$ 379.80
Receipts	1135.15
Total	\$1514.95
Disbursements	817.00

Balance, 9-30-28	\$ 697.95
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Unfinished Business

The minutes of the September meeting of the Executive Committee were read by Mr. Vickrey and approved by the members of the Executive Committee.

Mr. Geibel stated that for the present no additional parking space could be given for the use of the shop men at Torrance, but that a careful check would be kept and care taken that this space should be used to the best advantage.

He urged that more employees take advantage of the educational opportunities given by the Company as there are many classes in which the average employee should be interested. E. W. Hill, Educational Advisor, will be glad to talk with anyone who desires help in forming a study schedule.

New Business

A request was made for repairs on the pool tables at Riverside. Mr. Vickrey replied that he had visited this Trainmen's Room some few days ago and that repairs would certainly be made in the near future.

L. M. Moore asked for additional shelter to be made for the storing of Motormen's stools at the Ocean Park Terminal, stating that ample ties are available for the construction of the walls and roofing materials could be obtained from buildings being wrecked at Sherman. T. J. Day offered the use of an obsolete box car for this purpose. Mr. Geibel promised to see what might be done.

C. C. Rice asked for additional seats for the use of employees while eating lunch at the Mechanical Shops at Macy street. Mr. Geibel replied that additional seats would be given for this purpose.

L. H. Covell briefly stated the plans for the P. E. Bowling League for the

season of 1928-1929. The bowlers will meet every Friday evening at Jensen's Recreation Center, Sunset boulevard and Logan street, Los Angeles. There are twelve teams of five men each. The games begin at 8 p.m.

Mr. Vickrey stated that one dance a month will be given for the Club members in the Forresters Hall, 10th and Olive streets, Los Angeles. These dances will take place on the third Thursday of each month and special notice will be given on the weekly bulletin. A dance will be given at some point on the system each month, the city and date to be announced at a later date.

Some thirty-eight or forty of the members of the Rod & Gun Club enjoyed an outing at the P. E. Camp on the closing week-end of Sept. 29 and 30. The fishing was good and everyone enjoyed himself to the utmost. This is an annual trip to the Camp for the closing date of the Camp staged each season and is awaited with pleasure by the members of the Rod & Gun Club who are fishermen.

FIVE DEATHS IN OCTOBER

The grim reaper again invaded the ranks during the past month and took a total of five of our fellow employees, which seems to be the allotted number taken from us each month.

Those who were called were:

Andrew Fraser, Clerk, Terminal Freight; Robert Murray, Inspector, Mechanical Department; Byron F. Goddard, Conductor, Northern Division; John Groot, Stevedore, L. A. Freight, and William Drake, Car Repairer, Mechanical Department.

The Insurance Bureau of the Accounting Department informs that more than \$10,000 was paid to the beneficiaries named by the deceased, all of whom, with exception of one, carried mortuary protection. In the case of Mr. Frazer the group insurance disability fund had been depleted owing to thirty monthly payments having been paid during his extended illness. He carried mortuary insurance, however, which was promptly paid in his case as in all others.

One additional claim was granted by the insurance company for total and permanent disability upon request and evidence presented by the Insurance Bureau. There are now thirteen employees receiving an aggregate of \$1017 in monthly benefits under the total and disability clause of the group insurance plan.

In behalf of the employee mass the Magazine extends to the relatives, saddened by the loss of loved ones, their heartfelt and sincere sympathy.

Yes, Sir!

Tommy: "What is your dog's name?"
Jackie: "Ginger."
Tommy: "Does Ginger bite?"
Jackie: "No; Ginger snaps."

LADIES ACTIVITIES EXTEND

The meeting on the 11th of October was one full day for the ladies,—classes in the morning from ten to four, reports Mrs. Lon Bishop, official Scribe.

The Interior Decorating and English Literature Classes are progressing nicely and proving both beneficial and pleasant.

The music class, which is to meet every regular Club day from one to two, has had to be postponed on account of the illness of their leader, Mrs. Womersley. The ladies hope she will be able to be with us again very soon.

The principal speaker on the program at our session on the 11th was Miss Ruth Sterry. Second Vice President of the Womans' Political League, a newspaper woman for fourteen years and a well-known figure in educational and political circles in the city. She spoke on the amendments and questions that confront the voter on election day, and her enlightening talk was greatly appreciated.

Mrs. Tyler is our instructor on Parliamentary Law and gave a few minutes to the study of Roberts' book on that subject.

The card party given on the 18th of October was quite a success and was enjoyed by a number of the ladies and their friends.

The next party will be given on Thursday afternoon, November 15th from two to four at Room 711 P. E. Building.

The second regular meeting of the Auxiliary for the month was held on October 25th and by special request, E. C. Thomas was asked to give some additional help on the amendments, etc. on the ballot for November 6th. His attitude on the different questions was a very fair and impartial one, leaving it absolutely up to the individual to use her own judgement as to the final decision.

He also had some very nice things to say about the Auxiliary and paid some splendid compliments to women in general for the stand they have taken and hold in the political world of today.

Miss Ashby, Nurse, who looks after the needs of the Mexican families in our Company's employ, was to have spoken during the afternoon, but could not be present. She sent a request, however, for donations of clothing, toys, anything that might be used, especially clothing. If you will send your donations to the P. E. Club, Mr. Vickrey will see that they are delivered through the proper channels.

The next regular meetings of the Club will be on the 8th and 22nd of November.

Should Be Thankful

During a railroad strike in England a volunteer engineer on the London-Liverpool express performed the remarkable feat of bringing the train into Liverpool 25 minutes ahead of time. The passengers went forward in a body to thank him. A pale face emerged from the cab.

"Don't thank me," it gasped, "thank God. I only found out how to stop this thing 10 minutes ago."

Placing Labor Displaced by New Machinery

ANY slackening of employment caused by the use of machinery has been speedily counterbalanced by new jobs that have been created during recent years. Dr. Julius Kahn, Director of the Bureau of Foreign and Domestic Commerce said in a recent radio speech.

"A factory operative," he pointed out, "now turns out 32,000 razor blades in the same time he produced 500 in 1913. The hourly output of four-ounce bottles used to be 77; now it is 3,000. In a little more than a decade there has been a per-man increase in output amounting to 211 per cent in rubber manufacturing, 83 per cent in petroleum refining, 61 per cent in cement production, 40 per cent in flour milling. In practically every manufacturing activity the advance in productivity per man has been genuinely striking."

Indirect Result

"The higher wages earned by those workmen who have been retained in the factories and railways have stirred a nation-wide demand for automobiles, for radios, for telephones, for motion-pictures, for cabarets, for restaurants and for countless other contributions to comfort. These must not only be built, they must constantly be serviced. That is where the new business aspect of this problem comes in.

"More than 1,280,000 men have found employment since 1920 in driving and ministering to the automobile. About 700,000 of these are chauffeurs or truck drivers. This is an impressive index of the amazing increase in the number of our automotive vehicles, which, as I mentioned in one of our earlier talks, has grown so rapidly that we have a car for every five persons in the country.

"With better living conditions, there comes, of course, a greater insistence upon education, both public and private, general and special. Hence the 125,000 more teachers of all sorts today as compared with 1919. A gratifying part of the increase in wages for factory workers goes into savings and life insurance; hence another item on the list of new 'servicing' equipment, namely, 100,000 more life insurance solicitors and so on, now clamoring at our doors than in 1919."

NOW COMES A ONE MAN SHIP

A 9000-ton ship which one man could take across the ocean has been built for an American firm.

It is an all-electrical ship, the Brunswick, built by Scott, Limited, for the Atlantic Oil Shipping company of Philadelphia.

At its trials on the river Clyde, one man at a switchboard operated the whole ship. The vessel steers automatically, does not require engineers to start or stop the Diesel-electric engines. Once the course is set the steering does not require further attention.



STATISTICS carried in the November, 1918 issue of the Pacific Electric Magazine reveal interesting data that well reflect this Company's growth.

An analysis of the Club's membership shows that the number of employees as of that month was 4,151, as against 6,500 today.

The Club membership totaled 2,043, only 1,679 of whom were contributors to the Mortuary Fund. Three Mortuary payments were made during the month, the amount being \$319.75, whereas this death payment now approximates \$1,020.

Throughout the pages of the issue "ten years ago" grim evidence of the great struggle "over there" is seen in letters from employee-soldiers (of whom there were 489 on the "Honor Roll") under a two column head "Scraps from the Scrappers." Decked in olive drab uniforms, pictures appeared of Herbert G. Scott, Cecil B. Rice, Archie Brahm, Duke Harwood, Sgt. E. A. Grothjan and Lieut. H. W. McGee. Treasurer M. S. Wade in a signed article made an eloquent appeal for the support of the Liberty Bonds.

To the four issues employees subscribed more than \$1,186,000.

Glimpsing over the news items we learn that:

C. K. Bowen, Captain, was located at Camp Humphrey, Virginia.

H. H. Straden, Western Division, wrote from Ft. Harrison, Indiana.

C. H. Keeling, Motorman, So. Div., advised of his trip enroute to France.

A. H. Hildebrandt, now of the Field Department, from a base hospital in France, wrote concerning serious injuries received.

Remember the P. E. Camp of ten years ago? Perhaps this item as it appeared will furnish an interesting contrast:

"The closed season is now on at our vacation home; the tent houses have all been dismantled and packed away for the winter in the big hall and for the next six months the camp will hibernate under the watchful eye of A. F. Stukey, guardian."

Another item reminds us that the flu epidemic was raging at its height. Public gatherings had been forbidden; travel was seriously curtailed and preventative measures widely discussed. "During the flu epidemic," said a Magazine item, "on request of the City Health Department, the Club has been closed, as well as the assembly rooms at Los Angeles Street Terminal, Macy Street, Sherman and Long Beach, and the Calendar of Club Happenings suspended until the embargo is removed."

Another Five-Cent Rail Fare Company in Distress

THE frequent claim that it is impossible for electric railways to make their way on a straight 5-cent fare is again vindicated in an airing of the difficulties which beset the Municipal Railway of San Francisco.

Press dispatches last month broadcast an official report of that railway in which the warning was given that the company cannot make any more extensions or improvements without an increase in fares.

Rather than face that dangerous predicament the management advocates urgent economy measures, which include the elimination of transfers between street cars and bus lines, complete divorcing of the system from politics, cessation of operation at once by the Marina district bus line and discharge of two non-civil service claim adjusters whom he had accused previously of holding their positions solely through political "pull."

The report is the latest move in a lengthy attempt to keep the municipal railway from becoming a white elephant on the hands of the taxpayers and an equally determined effort to keep fares at 5 cents because of the moral effect on municipal ownership.

In January, for instance, the report cited a revenue loss to the system of \$130,000 for the thirteen months ending at that time, and asserted the "red" is continuing at the rate of \$10,000 a month. No revision of these losses has been made since that time.

Supt. Boeken said in his report that discontinuance of transfers between electric cars and busses will save \$45,000 annually and that discontinuance of the Marina bus line will save another \$7000 annually.

He placed no figure on the amount which might be saved if politicians could have their hands taken off the purse strings, but recommended that the lines be placed under the supervision of a public utilities commission, a proposal which is embodied in charter changes now in the process of compilation for ultimate submission to the voters.

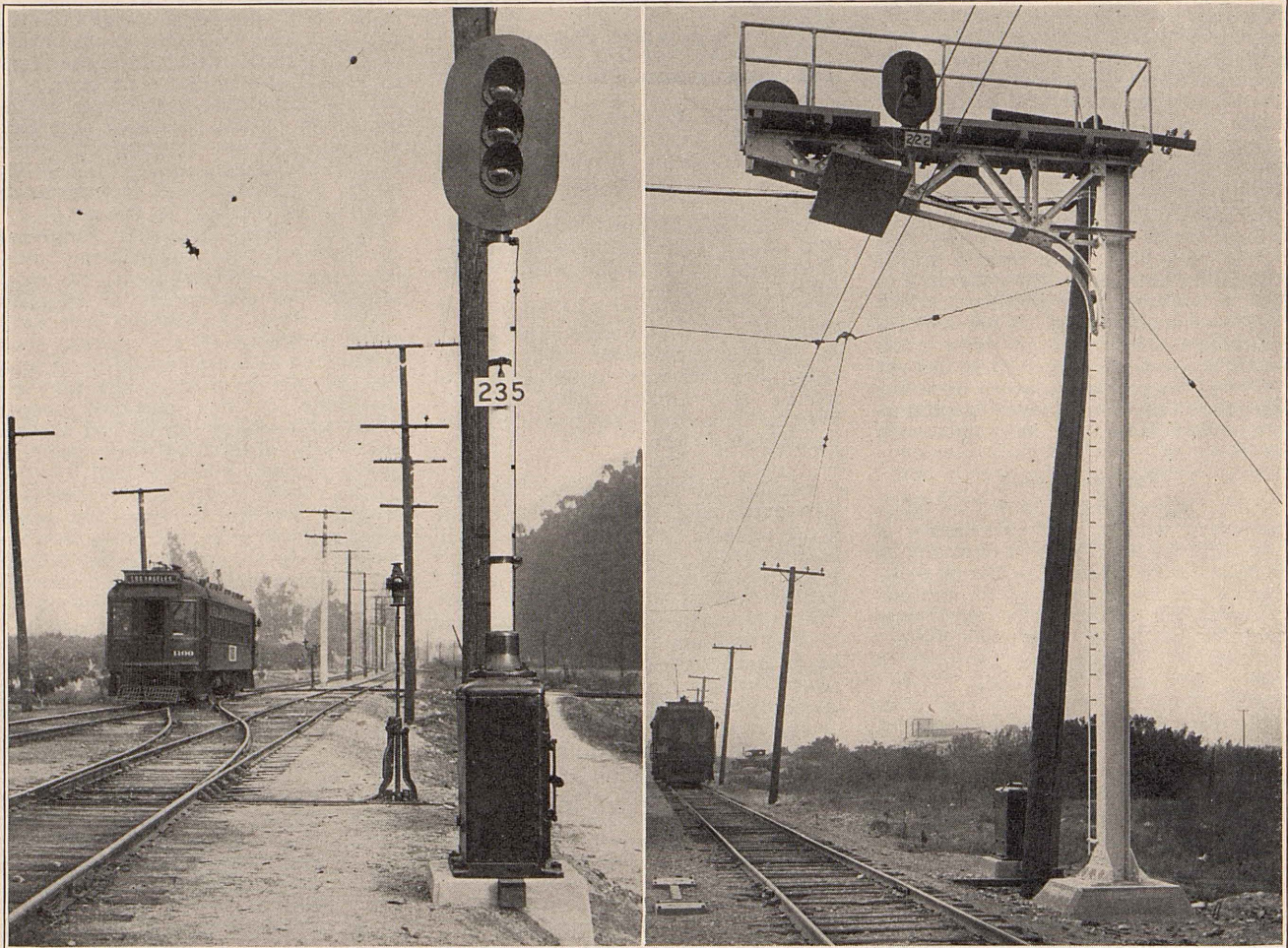
ELECTION DAY AT MT. LOWE

The fact that voters were "up in the air" was literally true on election day at Mt. Lowe Resort. The polling place for Mt. Lowe precinct was again located at the Tavern and some 45 good citizens, 4500 feet heavenward, followed the urge to "vote as you please, but vote."

The up in the air precinct had a decidedly Pacific Electric complex during the day electors throughout the nation were casting their choice for President, five of the six officers being residents of our famous Mt. Lowe Resort. The following officers were in charge:

John T. Nalls.....Clerk
Mrs. Jack Wilson.....Inspector
Mr. W. Siefert, (Siefert's Camp) Clerk
Mrs. George Lankin.....Judge
Mrs. Bert Chandler.....Judge
Mr. Al. Vivian.....Judge

ADDED SAFETY GIVEN WITH NEW AUTOMATICS



Type of automatic devices placed in service on the Glendora-Monrovia line last month. Several other similar important installations are now being made, completion of which will add 15 miles of such additional protection erected during the current year and give to our lines a total of 165 miles of roadway safeguarded by this modern protective device.

ON OCTOBER 23 block signals were placed in service on the Monrovia Glendora Line between Rivas and the end of double track at Azusa, near the substation, and the end of double track near Santa Fe ice house spur, Azusa and the station at Glendora.

These signals consist of the standard three-color electric light type, but arranged so as to permit train to follow one block apart and protecting against opposing train moves full length of double track section. This system is known as the APB style of single track protection, the letter "A" meaning absolute opposing, letter "P" means permissive following, thus making it possible for two trains to follow the section one block apart.

When a train approaches the single track section inbound it enters the preliminary circuit which is located between the inbound home and distant signals, the preliminary circuit when de-energized drops line relay of the outbound home signal, setting outbound home signal to stop, thereby blocking any train approaching the

By S. R. Florence,
Signal Engineer

single track section outbound. The outbound home signal will remain at stop until the inbound train has passed entirely over the single track section or headed into a siding or spur track and cleared the main line.

Assures Safety

When two trains, traveling in the same direction, desire to pass through the single track section the first train entering section will set the signal to stop at the far end of section and set the signal just passed to stop in the rear train. This signal will remain at stop until first train has passed the intermediate signals which are located approximately midway at the single track section.

Upon passing the intermediate signal, home signal at the end of single track behind this train will change from red to yellow permitting second train to enter the block and proceed, under restricted speed, and may so proceed until the intermediate signal is reached which will indicate stop

providing preceding train has not yet passed out of the section. When the first train has passed out of the section intermediate signal will indicate proceed for second train.

These movements can be carried on indefinitely for any number of trains providing an inbound train does not enter the preliminary section. Should an inbound train enter the preliminary section, a train approaching the outbound home signal will receive a stop indication as the inbound train has right by direction and will hold the outbound train until it has passed over the single track section. In case an outbound train has entered the single track section before the inbound train enters upon the preliminary section, the train will be stopped and held until the outbound train has cleared the section. Preliminary section has no control of the intermediate signal in either direction, thus making it possible for the train in the block to proceed through.

Should an inbound train enter the preliminary section, intermediate signal outbound assumes the stop posi-

tion, when an inbound train passes the inbound home signal and the inbound intermediate signal will assume the stop position when an outbound train passes the outbound home signal. This is protection in case a train operating in either direction should run by a stop signal, intermediate signals would both indicate stop and would keep the trains apart. A short preliminary section is installed near the intermediate signals to take care of any eventuality, such as power failure or a train reversing its movement while in the single track section. This preliminary prevents two opposing trains receiving a clear signal at the same time. Standard light type switch indicators are used all switches and derails.

Other Installations

We have also installed two sections of absolute protective block signals on the Watts Redondo Line; one section between Hermosillo and Bridge-dale and one between Perry and El Nido. The operation of these two last mentioned sections are the same as above.

The section between Rivas and Glendora has shown indications of speeding up the traffic. In actual check it has been found these signals will reduce the running time between Rivas and Glendora to some extent as well as adding safety. The cost to install this apparatus complete and in service was \$28,000. The sections between Hermosillo and Bridge-dale on the Redondo line \$24,000.

Material for the above sections was purchased from the Union Switch and Signal Company of Swissvale, Pennsylvania.

Oak Knoll Trains Routed To Lake St. Terminal

WITH the completion of track changes on Lake and Colorado streets, Pasadena, the operation of all Oak Knoll Line interurban trains to the new terminus at Woodbury Road and Lake Street, was begun on Saturday, Oct. 20.

To be tried out for a period of six months the change now to be made on this line was brought about through appeals made by the Board of Directors of the City of Pasadena, Altadena Chamber of Commerce and other organizations who pointed out the rapid growth of the district and large number of passengers boarding the Oak Knoll Line trains at Lake and Colorado Streets. Following appeals made to our management for the change in routing, checks showed that a larger number of passengers were boarding and leaving the interurban trains at Lake and Colorado from and to points north of Lake than were being handled between the former car barn terminus and this intersection. With this showing that the greater number of patrons would be con-ven-ien-ced with the change, the Company was responsive to the appeals for a trial operation over Lake Street route.

Except for minor changes in the leaving and departing time from either terminus the previous Oak Knoll Line schedule is in effect so far as the number of trains operated in both directions daily is concerned. The running time is practically the same as formerly. Under the new schedule, 49 trains are operated inbound from Pasadena and 48 outbound daily from

Los Angeles. From Los Angeles a limited outbound train leaves the Sixth and Main Street Station at 5:08 P.M. and a similar fast train will leave the new terminal at 7:53 P.M., daily except Sunday.

The following fares are to be effective from the Woodbury Road terminus:

One-way, 25c; round-trip, 45c; 46-ride school ticket, \$7.75; 60-ride commutation book, good for 40 days, \$11.25. In addition to the above the \$9.00 monthly pass, which includes the privilege of transfer to and from local cars and busses within the inner zone, will also apply to the new terminus and intermediate points on the line.

All former practices in connection with issuance of transfer will remain effective and for the benefit of passengers boarding trains between Lake and Colorado Streets and the car barn another provision has been made. Upon presentation of any class of ticket transfers will be issued from local cars to interurban trains and vice-versa to all passengers boarding or leaving trains between these two points.

The matter of re-routing these trains has been up for some months and an extensive survey made into patronage destinations before the change was decided to be tried out. The delay in getting the new routing under way was occasioned through extensive fabrication of trackage necessary to route trains across Colorado street. Incident to providing this trackage 192 feet of fabricated track with switches mate turn-outs and diamond crossings were constructed of 128 pound grooved girder rail. An expenditure of \$11,900 was necessary to provide the new track arrangement across Colorado street.

GRATEFUL PATRON PENS HIS THANKS FOR GOOD SERVICE

The Magazine is pleased to reproduce below a letter from Mr. F. S. Ackley of Sierra Madre, who gratefully wrote the management expressing his appreciation for an exceptional act of courtesy and service on the part of Dispatcher Lee Pulliam and Station Agent G. E. Mesecar. Kindly wrote Mr. Ockley:

"Through the thoughtfulness and courtesy of one of your train dispatchers yesterday, my sister-in-law, Miss Jackson, was able to catch the evening limited East to the bedside of her dying brother.

"She was on the Los Angeles car leaving Sierra Madre at 12:13 noon. Your local station agent kindly telephoned the Main Street Station where your dispatcher sent a message to the car at one of your towers outside the city, enabling Miss Jackson to return to Sierra Madre on the same trolley in plenty of time to pack and make her train.

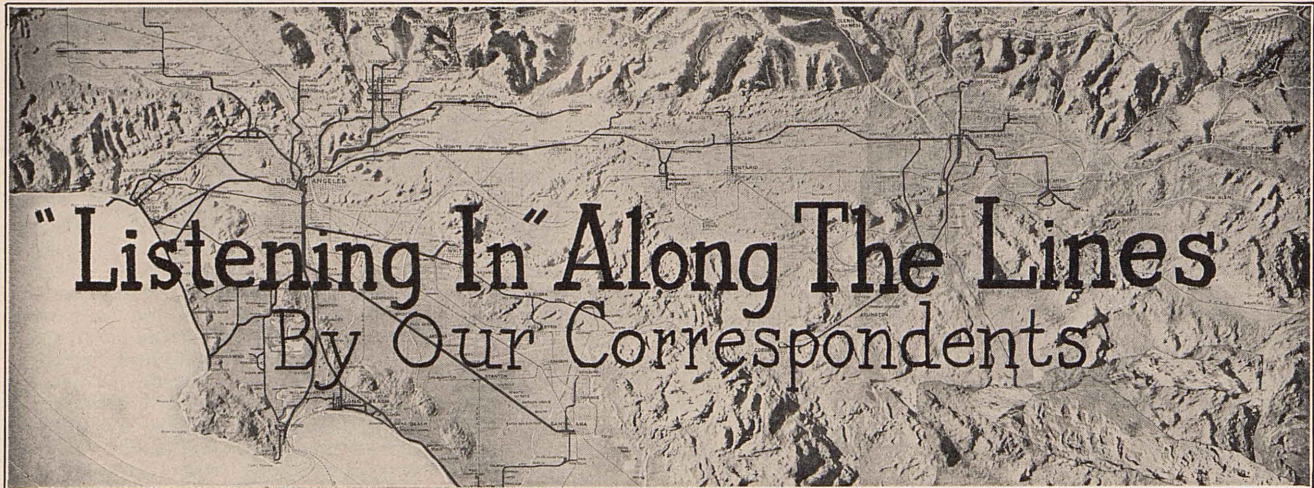
"I wish to express, to all who were responsible, our appreciation and thanks for this splendid service."

Feverish Initiation

"Have you ever been osculated, dear?"
"Yes, once for typhoid."



Altadena and adjacent districts know the value of direct interurban passenger service. "Welcome Pacific Electric" read many suspended banners amid a civic celebration held commemorating the re-routing of Oak Knoll line trains to the new terminal on Lake Street.



"Listening In" Along The Lines

By Our Correspondents

MECHANICAL DEPARTMENT By Carleton B. Bell

Ed. Scallen, Air Brake Machinist, has just returned from a vacation visit to his old home in Brainerd, Minn., bringing his father and sister to live with him in his Torrance home.

Roy Brucker, Blacksmith, was married to Helen Koopman of Glendale on September 25th, and they are now making their home in the bride's home city.

M. J. (Bud) Edwards, Machinist, is so in love with the new baby girl, Naomi, whom Mrs. Edwards presented him with the first week in October that he has presented her with a new Star sedan. "Dad" does the driving.

Rufus G. Young married Margaret Fargo of Los Angeles on September 24th. They spent their honeymoon in San Diego.

And thus, by various means the Pacific Electric "family" grows.

Frank Miller and his wife have returned from a trip to his old home in Rochester, Indiana, where they visited relatives and old friends.

Wiremen Stanley Lay and Clarence D. Strong are great football fans. They went to Berkeley to see the great U. S. C. versus U. C. football game and report that they were well repaid for the trip.

Sanford A. Whiting, Armature Winder, is making quite a name for himself as an amateur grower and exhibitor of fine dahlias. He exhibited two of his own creations named after his small son and daughter, Frank and Eileen, at the flower show in Inglewood, and won a first prize on each in their respective classes, competing against all comers.

The big new combination passenger and baggage de luxe Pageol coach was placed in service between Pasadena and the Southern Pacific Station at Shorb, Oct. 22. This new coach is a great improvement over old coach Number 4 which has been in this service for some time.

Mr. McEwing, Foreman of the Blacksmith Shop, hasn't been looking quite so well fed lately. Quiet investigation develops the fact that Mrs. McEwing is absent visiting her daughter who is attending the State University at Berkeley. We understand that Mrs. McEwing is getting regular reports of Jack's health and she will return before it is too late.

In last month's magazine I neglected to say that the hunting party consisting of Harry Pierce, George Wheaton and Bill Husbands also included John "One-shot" Husbands. John kept up his reputation of getting one deer each season with one shot. John takes two shells with him for use in case of emergency, but for four years has not required more than one.

Harry Clark, Assistant General Foreman, was the happy recipient of a box of papaws, "Hoosier bananas," which were sent him from Arkansas by Lacy King who is taking 30 days off to look over the old farm. Those who were fortunate enough to sample these "bananas" reported them as quite wonderful.

Mrs. Frances Kovanda felt the lure of home life so strongly that she resigned her position as Nurse in the Torrance Shops emergency hospital October 31, after filling that position for more than two years.

Mrs. Kovanda has many friends among the shop employees besides those to whom she handed out headache pills and bound up cuts and bruises for, all of whom are sorry to have her leave. The Mechanical Department of office force served a luncheon in her honor on her last day with the Company.

STORES DEPARTMENT By H. Vander Zee

The Stores Dept. employees extend their welcome to George Huntington, who is again with us as Storekeeper at 6th and L. A. Sts. after another successful season as Manager of our Camp at Lake Arrowhead.

George's geniality in his present job, where he is in almost constant touch with concerns from whom we buy, as well as with a large number of our own people, serves him equally as well as at the Camp.

The Stores Accounting Dept. has been more than busy the past month pricing the cards for the 1928 annual inventory. This work requires the accounting force to put in quite a few hours overtime, covering a period of several weeks.

Three new members were added to the force temporarily this year. Edna M. Connaghan, Comptometer Operator, who was with us on the same work last year; Myrtle Gilbert, Comptometer Operator, formerly with the May Co., and Earl H. Dixon, Price Clerk, formerly with the Southern Pacific Co. at El Paso, Texas.

Elaine Farrell, Stenographer, entertained the Stores Dept. girls at her home October 8th. The evening was spent playing Fan-Tan after which the guests were appropriately served with a Chinese luncheon of Chop Suey.

Employees taking their vacations during October are as follows:

Eugene Gilks, Receiving Clerk—San Diego.
Charles Mothershead, Helper—Phoenix, Ariz.
Raymond Cragin, Storekeeper—at home.
William Jolley, Supply Car Storekeeper—at home.
Earl Vignes, Truck Driver—at home.
Frank Carr, Inspector—at home.
Virginia Brissinger, Typist—at home.

Harry Nebanzahl, Helper, has resigned and accepted a position with the Pan-American Oil Co.; vacancy created was filled by Robert McLaughlin.

Wrenwick Martz, formerly Stores Shop De-

liveryman, now "Not-in-Stock" Clerk taking place of Earl King, now employed as Helper.

James Wagely, Helper, Macy St., transferred to Torrance to Stores Shop Delivery, was replaced by new man, Grant Ursanbach.

Harry Birch is a new employee at Washington St. to fill vacancy existing there.

Edwin Amen, Helper, Stationery Store, has resigned to accept employment in other fields; Nelson B. Holten, a new man, filling vacancy.

Eugene Gilks, Receiving Clerk, has purchased a new Ford sedan and made quite an extensive tour of Southern California during his vacation.

Frank Winterberg, who was temporarily employed as Storekeeper at 6th and L. A. St. during George's absence, is again with us as Shipping Clerk. Frank says it's kinda tough getting up so early but outside of that says he doesn't mind being back at Torrance again.

Charlie Stock, Track Storekeeper, is now the proud possessor of a Packard touring car, having traded his other car for same.

Delancy Briggs, better known as "Daddy" Briggs, was a visitor at the Torrance Store during the past month. Mr. Briggs is 81 years old, but is still going strong.

ACCOUNTING DEPARTMENT By George Perry

The marriage of Miss Florence Cederstrom, Conductors Accts. Bureau, to Henry Picou at the Church of the Angels in Anandale on October 23rd was a brilliant affair. Among those present were some of her close friends from the Conductors Accts. Bureau. Those of us who did not have the pleasure of being present at the ceremony desire to take this opportunity to wish the newly weds an abundance of joy and happiness.

"Hal" McCall, Miscellaneous Accts. Bureau has been ill for the past week with a bad case of tonsillitis. It is reported he is improving and will be back with us soon.

Mrs. Anna Smith whom we all know so well came into the office the other day to say goodbye as she is going to Tucson, Arizona for her health. We all wish her adieu and hope the journey will be successful in fully regaining her health.

The annual inventory is being taken care of by Reed Parkin who recently joined the Disbursements Bureau forces in the capacity of Inventory Clerk.

Hearty congratulations to Mr. and Mrs. Christensen who were recently married. Mrs. Christensen was formerly Miss Grace Poulsen of the Conductors Accts. Bureau. A double reception was held in honor of the bride and a very dear chum who had also become a bride on the same day.

The following clerks have been added to the staff of the Conductors Accts. Bureau during the month of October. Miss Hilda Dreher, Miss Dorothy McCoy and Mrs. Ethlyn Bowman. Welcome, ladies.

Our newly created Statistical Bureau under the direction of "Mike" Levin reports that if all the Hoover and Smith buttons in this office were laid end to end nothing would be done about it.

Several clerks from this office have enrolled in the night class for public speaking among whom are three married men, i. e., L. B. McNelly, T. E. Dickey and E. H. Uecker. While this group were eating luncheon the other day, Miss "Tillie" Irene Falconer, who was sitting close by made the remark, "You men won't have a chance to use your public speaking around home, so what good will it do you?"

Perhaps. But there has been cases of women getting the lock-jaw.

Harold Kuck spent a restful vacation at home, punctuated with short trips in and about Los Angeles.

"J. L." Smith is staying at home on his vacation.

Mrs. Dale, while on leave, contracted a bad cold and was in bed for a week. She is feeling much better now, but she states this is not the way to spend a vacation.

Homer Bailey, while on vacation, went duck hunting to the Salton Sea. He saw plenty of ducks but was unable to bag any.

"Ben" Butler remained at home during his leave entertaining relatives from Canada.

Virginia LeBlanc is visiting in Tulare.

Bertha Stokes, who recently returned from her vacation, is feeling much improved after the minor operation which she underwent while away.

Elsie Mundson journeyed to San Francisco and Florence Cox to Exeter.

Mrs. Marie Astaire, Mrs. E. Linsen Jane Cassidy, Zelda Karr and Anna Ferrier elected to stay at home and enjoy a vacation of peace and quiet.

MACY STREET TERMINAL
D. B. VAN FLEET
Terminal Foreman

On the night of October 9th an extra freight crew co-operating with a regular freight crew, moved the Barnes Circus train from San Bernardino to their winter headquarters near Baldwin Park, on our San Bernardino Line.

The Grim Reaper swung his fateful scythe again on October 17th, this time taking Conductor B. F. Goddard from our midst after he had suffered from a long period of illness. The sincerest sympathy of the Macy Trainmen is extended to Mrs. Goddard and bereaved family.

With the abandonment of the Upland-Ontario car line last month, and resultant installation of motor coach service in its place, two former Trainmen, Conductor G. W. Ott and Motorman G. S. Blaine, from Ontario, bumped onto South Pasadena Line runs at Macy Street. Welcome to Macy, boys.

We are glad to introduce and welcome into our midst, Motorman W. A. Theede, a new arrival to Macy.

Starting October 23rd, operation over the single track line between Azusa and Glendora became governed by modern automatic signals. Therefore the train registers at these points were abandoned. It is now extremely difficult for the old timers to become accustomed to seeing Trainmen other than white card (single track) men working these runs, for now an interurban man can work the line.

The Macy Street vacation list is beginning to show the first sign of slackening up since it started into full swing last spring. By the end of this month there will be only a straggling few to take their vacation before the first of the year.

With election day past, what are we to talk about now? You can hear it in almost every gathering: "I knew he would be elected. I was only kidding about voting for the other fellow", or, "I was only arguing to find out what you really thought", etc., etc., for several months to come.

ENGINEERING DEPARTMENT
By Margaret E. Maitland

A. J. Guercio while on vacation visited the Carlsbad Cave, New Mexico which he reports is very interesting and really worth while seeing.

Warran Smith, formerly of the Main office filing bureau, has been transferred to the Bonding Dept.

We were all very sorry to learn of the severe injury of Mrs. Meighan's son Jackie while playing with a neighbor's dog, but are glad to know that he is improving rapidly.

Miss Eva Laff is now in Denver, Colo. on leave of absence. From postals received Eva seems to be having a wonderful time.

H. With, formerly with the Structural Dept. is now in San Francisco. Jack T. Greenberg has taken over his duties.

E. H. Eaton has gone in for antiques. He is now the proud possessor of the original car introduced by Mr. Franklin.

Arrangements are now being made to post warnings in all hunting grounds for game to keep their weather eye peeled for a Nimrod. Mr. Gould has just purchased a new gun and draws a wicked bead; his score now stands 20 out of 43.

Stanley Lanham and C. B. Davis are attending U. S. C. night school.

When it comes to football the Engineering Dept. is "there". Take a look at "Moon" Mullins, formerly with the Field Dept. now playing full-back on the Notre Dame team, and Wm. Simkins' son "Bill" full-back on the Stanford team.

Engineering Dept. is proud of the distinction of having the one and only Chevy Chase mocking bird in captivity. Stanley Lanham is a whistler of some note, and not a bum note in a mouthful, as anyone listening in over KTBI Oct. 22nd can tell you.

S. R. Florence, with Mr. Englehardt, Service Inspector of the Railroad Commission recently inspected automatic flagmen on the Visalia Electric and Peninsular Lines.

Engineering Dept. Bowling team rated first place in the Oct. 26th game.

Robt. Arzate, Signalman on the Whittier line, is on sick leave account of badly injuring his index finger on his right hand while working on switch machine at Fullerton Road tower.

Homer G. King is now assisting H. K. Nickerson on the drafting table in the office of S. R. Florence.

Geo. P. Wurtz has been appointed Signal Maintainer at Hill St. Subway Tower.

Lenord Olshevsky is a new man in the Bonding Dept. All-together now, give him a Big Hand.

Arrived at the home of E. B. Hargreaves one new Magestic No. 71 Radio.

Mr. Bush, the last man in the Roadway Dept. to take his vacation, is now back on the job.

Didn't go anywhere; with Leo there's "no place like home."

Wm. R. Grant returned from San Francisco and has been making our mouths water with tales about "four-bit chicken dinners" he got there.

Geo. B. Barclay spent his vacation at his Huntington Park Mansion, while Ray Gragin, our genial storekeeper at Washington St. passed his two weeks "On the Sidewalks of Gardena."

Paul Turri intended to go to Denver, but got only as far as Salt Lake. Something wrong somewhere; how come Paul?

Geo. Prell visited friends and relatives at

Minneapolis and Duluth, Minn. and Geo. said "Dis sure bane a swell place to go."

Dave Foyle spent his two weeks nursing a cold at his Springdale home; while "Doc" Wallick, another "Big-Paint-and-Putty-Man," went back to his old home in Mammoth Springs, Arkansas.

In spite of the fact that it cost Ted Cuccia some "umpty-steen" big round iron dollars, he still maintains that the New York Yankees play pretty good baseball.

Fred Linne has been appointed Time-keeper at the Washington Street Yard.

A bunch of the boys were whooping it up—At Bill Baxters "Sunset Beach Home," to celebrate the opening of the Duck Season. We could not go, as we do not play pitch. A good time was reported by all, although Bill claims that if "Set-ups" were ducks he could have given a duck dinner for all the orphans in town.

The big Truck-and-Trailer Man of Washington Street, Earl Haskell has a brand-new Ford. All friends and well-wishers were around to look at it and as is customary take a kick at the tires. Why do people do that? If it had been a horse, would they have kicked it in the shins, Earl wonders.

NORTHERN DIVISION
PASADENA
By Edmund C. Fox

Introducing the following new men to whom we extend a hearty welcome: T. B. Bancroft; S. Branson; A. L. Cason; L. S. Cooper; O. H. Forthun; G. H. Gordon; H. H. Holland; E. T. Lankford; W. C. Markway; F. H. Martin; S. F. Sands; E. W. Steinnueller; S. F. Vogel; G. H. Warnock, and J. R. Willis.

The Trainmen's meeting for the month of October was held in the Pasadena Club Rooms. Many good suggestions were discussed and the meeting was very successful.

The following are away on vacation: W. S. Harris, H. D. Haverick, S. W. Horton, F. F. Lee, W. M. Lovelace, H. A. Moulton, H. C. Sweek, and O. L. Sweek.

The new Fageol Motor Coach which was put into service on the Pasadena-Alhambra-S.P. Station Line is receiving many favorable comments and is indicative as to what the future will bring in motor coach transportation.

The re-routing of the Oak Knoll Line up Lake Ave. was inaugurated October 20th, the celebration received wide interest among the residents of that section.

Three families in our midst were visited by the Stork in the past month.

J. J. Lockshaw was presented with a daughter.

L. N. Johnson brings the news of the arrival of a strapping boy of over eight pounds.

A. Nowlin reports an increase in his family on Oct. 26th. It's a boy. Congratulations to all.

T. J. Morgan is back from an extended vacation and trip through the East, reports having a very enjoyable time.

FREIGHT DEPARTMENT
SOUTHERN DIVISION
By Thomas A. Lyons

The wood is falling, the boys are cheering, and the pin boys are working overtime. The bowling team is hard at it every Friday night and though we are not at the top of the heap we are getting our money's worth of fun. Come and watch the fun at Jensen's on Sunset Boulevard every Friday night.

Pappy Tang, General Yardmaster, started his car the other night and the next minute found himself on another man's front lawn. Seems that Tang's boy busted something and forgot to tell pa about it. After the accident flaming youth was taught that he should never forget.

Brakeman McLearn is engaged to a charming

young lady. He has that "ring around my shoulder" expression.

Al Pollack received an awful scare last week. Tommy Holyoke called up and ordered him to appear before the traffic court the next morning for failure to report an accident Al believing Tommy "the law" called up every politician in town to square himself. Just at the height of his gloom Tommy walked in and told Al the joke. Ensuing conversation blue penciled by Editor.

Trolleyman Schmidt has a twelve-tube radio set. He heard the Graf Zeppelin over Ireland last month and expects to get in touch with Commander Byrd when the Commander is close to the South Pole. Some set.

"Fat" Combs and Lindsey Britt have bought the cigars. The big bird has a parcel for each of them and is hovering over both their homes.

Duke Burnett was so tickled over the election result that he has gone to San Diego to celebrate. Stay forever, Duke, and see who cares.

Harvey Smith placed a Sedlitz powder in a milk bottle and a certain Motorman almost died with fright when the Motorman set it off. Cruel joke, Harvey.

"Dutch" Kircherfer's good wife has undergone a serious operation. Here's hoping, Dutch, that she is up and around again and that your hard luck is over.

Howard Wholf, Ray Morgan and Buck Freeman have organized the hard seat club. They are going to take up with the newly elected President the question of proper seats in the proper places and the proper adjustment of the back rests. Here's success.

SHERMAN TERMINAL By E. D. Arthur

Now that the Sherman Shops are partially moved and machinery located a sigh of satisfaction goes out for what has been accomplished. However, yard track work and line work are under full headway but it will no doubt be several months before all departments are permanently located, as it is understood that several new buildings are to be constructed, including a new passenger station, store department building and blacksmith shop, and 1929 will probably find us busy with odds and ends to finish up before all work will be entirely completed.

O. D. Guidry has left the service on account of the illness of his wife who is in Arizona where he will join her shortly. Mr. Guidry was employed in the air department at Ocean Park shop.

M. T. Spencer, who was ill for several days, is back on the job again. Mr. Spencer is foreman of the air shop at Sherman and began work for the L.A. & P. Ry. Co. in 1897. He is better known to employees over the system as "Daddy Spencer."

Mrs. Annie B. King, absent for several weeks on account of injuries, has returned to work at No. 3 Car House Sherman.

Cleveland H. Smith, Cartoonist and Door Inspector at Sherman, spent most of his vacation with the doctor due to injuries to his left hand on the day before his vacation began. We don't envy Smith this kind of vacation.

Born to Mr. and Mrs. Jack P. Fraser, Oct. 25th, a son weighing nine pounds. Mother and son are doing nicely and the proud father has passed out cigars to confirm the stork's visit.

Hallowe'en ghosts were very considerate this year at Sherman Shops, only one small building was overturned without damage?

Eddie Reiber, Storekeeper at Sherman, has seemingly been forced into a game of squeeze-out, the Transportation Dept. has the North portion of the Store building and the Mechanical Dept. occupies the south part of the building and the Store Dept. has been squeezed to one-third its original size. Eddie still smiles.

B. W. Todd, General Foreman, Western Di-

vision, has found it necessary to have his shoes retreaded on account of the heavy mileage made between shops while same were being moved to new locations. He was wanted everywhere at the same time.

LONG BEACH & HARBOR By V. L. Swart

Deer hunting in the Kaibab Forest National Park has been exceptionally good this season according to a report brought in by General Foreman J. B. Green, and Frank Hudson, who returned from a hunting trip, each with a fine big mule-tail buck. Mr. Green claims they passed up several small herds until they found bucks of their choice.

On the return trip our General Foreman contracted a severe cold but what's a cold to a hunter who brings home the "bacon"?

Introducing three proud daddies on the Southern Division:

Assistant Night Foreman, "Bill" Griffith, Long Beach, a boy; Inspector Ernest Jones, Long Beach, a girl; Inspector Fred Encim, San Pedro, a boy.

Mothers and kiddies doing fine, thanks; and needless to say, folks, we all expect to smoke!

Night Foreman Dick Anroad, Long Beach, recently returned from a 60-day leave of absence spent at points in Europe. He reports a wonderful trip, and although encountering rough weather on the return voyage, Dick declares he never missed a meal.

The sincerest sympathy of the Southern Division Mechanical Department is extended to Inspector C. Medil, Long Beach, in the death of his mother.

Inspector Neph Griffith, San Pedro, recently shipped a box of tools and work togs to Long Beach in anticipation of a few days' work at the American Avenue Terminal. The box was "lost" in transit, and now "Grif" haunts the Lost and Found Department on Ocean Avenue. We think the Beach Gang assure Neph that "high-grading," especially of work togs, is "unusual" for Long Beach and wish to apologize for the "shortcoming" of some "tourist" to our fair city!

MECHANICAL DEPARTMENT By Willis M. Brooks

The gentleman whose picture appears with this sketch biography is Jesse B. Green, Mechanical Department, General Foreman Northern and Southern Divisions.

Born at Winchester, Ill., of pioneer stock.

His parents about a year after his birth moved to Kansas where he lived for 9 years. After a short return to Winchester, the family, and of course, young Jesse migrated to California and located in Ventura County, about where Oxnard now stands. Jesse attended the Ventura Public Schools until ready for business college.

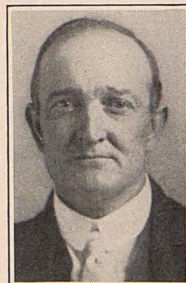
In May 1898 he enlisted in the army to serve in the Spanish-American War in the Philippine Islands. He was honorably discharged from the army in 1899 and commenced his railroad career with the L. A. P. Co. at Sherman in 1900.

Followed promotion to night Foreman in 1900; and to Foreman at Ocean Park in 1902. After 5 years he was again advanced to Truck Foreman, and during his office, trucks were changed to Standard Garage, of which work he was in active charge.

Again promoted in 1912 to General Foreman of the Western Division and in 1913 to General Foreman of Northern and Southern Divisions, which position he now ably fills.

He wooed and in 1909 married Ruth Wickersham, a native daughter of Los Angeles.

Two children have been born to them, Elizabeth in 1910 and Warren in 1912. Both children are now students at Hollywood High School.



FIRST AIRPLANE ACROSS U. S. REQUIRED 55 DAYS

The terrific speeds of modern day aircraft has brought to light some of the "achievements" of early day air pioneers. In contrast to the thirty-hour journey that today is possible to the time-pressed traveler, the hardships of the first trans-continental airplanes furnishes some marked contrasts.

It is on record that seventeen years ago Robt. D. Fowler and C. D. Rodgers from opposite sides of the United States started the first cross-country flights ever attempted in a heavier-than-air machine. They engaged in a race for \$50,000, offered for the transcontinental crossing by airplane.

Although they both completed the flight after extraordinary hardships and adventures which included crash after crash and the rebuilding of their planes several times, neither finished within the time limit prescribed for winning the prize, and the most they got was glory.

Rodgers took fifty days to fly from Sheepshead Bay to Pasadena. Six months later he crashed to his death at Long Beach, Cal., while flying in his transcontinental machine.

Bob Fowler is still living and is still in aviation. He is a member of an operating company with headquarters in San Francisco which is interested in commercial air lines out of that city and has the agency for a popular commercial plane on the Pacific Coast.

Fowler saw the arrival of the transcontinental air racers at Mines Field, Los Angeles, fifty of whom averaged between twenty-four and thirty-six hours' flying time from Roosevelt Field. His own time from Los Angeles to Jacksonville, spread between Oct. 19, 1911 and Feb. 1, 1912, included thirty-five days, in which he flew an average of 100 miles a day.

CALIFORNIA'S MISSION DATA

When was the first California Mission founded by Father Junipero Serra and how many such landmarks are there? The answer, together with other interesting data concerning these historical structures, is given in the tabulation below:

Name of Mission	Year Founded	Located at or Reached from
San Diego	1769	San Diego
San Luis Rey	1798	Oceanside
Pala	1818	Pala
San Juan Capistrano	1776	Los Angeles San Diego
San Gabriel	1771	Los Angeles
Los Angeles	Los Angeles
San Fernando	1797	Los Angeles
San Buena Ventura	1783	Ventura
Santa Barbara	1786	Santa Barbara
Santa Ines	1804	Las Cruces
Purisima	1787	Las Cruces
San Luis Obispo	1772	San Luis Obispo
San Miguel	1797	Paso Robles
San Antonio de Padua	1771	Jaton
Soledad	1791	Soledad
Carmel	1770	Monterey
San Carlos	1771	Monterey
San Juan	1770	Salinas
San Jose	1796	San Jose
Dolores	1776	San Francisco
Salano	1823	Sonoma

She's On To Him

"Does your husband lie awake at night?"
"Yes, and he tells them in his sleep, too."

Uplands-Ontario Service Via Rail Discontinued

REPLACEMENT by motor coach of our rail line service operating on Euclid Avenue between Uplands and Ontario was consummated on October 6th. Efforts of this railway so to do was not effected without resistance on the part of business interests and residents of the districts.

Hopelessly incapable of earning even its operating expenses the management about a year ago petitioned the Railroad Commission for permission to abandon the rail line and substitute therefor a motor coach service, hoping thereby to reduce the loss perceptibly. Hearings were had on the ground following which a favorable decision was rendered by the Commission. Vigorous protests of the action and insistent demands for a re-hearing were made, granted by the Commission, following which that body again ordered the abandonment.

Under the new operation a good service is being rendered and the schedule well meets travel demands. Indications are that patrons of the district are very well pleased and hope for better patronage is entertained.

Abandonment of this rail line recalls bits of early Southern California transportation history worth repeating.

Street cars of the horse and mule drawn variety first began to operate on Euclid avenue early in 1887, following construction of the line from State street to San Antonio Heights by the Ontario & San Antonio Heights Railway Co., in which Charles Frankish and Godfrey T. Stamm were the prime movers.

These cars brought widespread publicity to Ontario for the fact that horses and mules, after pulling the little cars up Euclid to Twenty-fourth street, were allowed to ride down the incline by gravity on a specially constructed platform behind.

When this type of car was replaced in 1895 by trolley cars, two of the mules which had served the line for many years, were sold to a San Antonio Heights rancher. Legends tell us that they worked splendidly in pulling a cultivator or plow up the orchard, but that they refused to pull on the down grade, having been spoiled by many years of riding down hill.

Ask and Receive

"What were you and Mr. Smith talking about in the parlor?" demanded Miss Blushes' mother.

"Oh, we were discussing our kith and kin," replied the young lady.

"Yeth, you wath," interposed her little sister. "Mr. Thmith asked you for a kith, and you said 'you kin.'"

One on the Collector

Murphy got careless in handling the blasting powder in the quarry, and Casey was chosen to break the news to the widow. Casey demurred but finally consented and called at Mrs. Murphy's house.

"Mrs. Murphy," said he, "isn't it today that the fellow calls for the weekly payment on Murphy's life insurance?"

"Faith and it is that," answered Mrs. Murphy.

"Well, now a word in your ear," said Casey, "Shure an' ye can snap yer fingers at the feller today."



Proud father (admiring the new pickaninny): "What shall we call de lil' feller, honey?"
Fond Mother: "Let's call it quits."

When you feel unkindly toward the man you work for—when your heart is full of resentment and your head full of revenge—stop and take a personal inventory.

I crept upstairs, my shoes in hand,
Just as the night took wing;
And I saw my Dad four steps ahead,
Doing the same darned thing.

Patronize Home Industry

Wife: "I just bought a set of Shakespeare."
Husband (angrily): "How many times have I told you not to buy those foreign tires?"

Her Excuse

"Why did you strike your husband with the rolling pin?"
"Well, you see, Judge, I wanted to make him level-headed."

Out of the Frying Pan—

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."

A Neighborly Conclusion

Neighbor: "Where are you off to in such a rush?"

Mrs. Riggs: "I'm trying to get some thing for my husband."

Neighbor: "Had any offers yet?"

Her Grate Man

"Does your wife ever pay you any compliments?"

"Only in the winter."

"In the winter? How do you mean?"

"When the fire gets low she says, 'Alexander, the grate!'"

Getting Ahead

Impatient Business Man (heatedly): Here it is Monday. Tomorrow will be Tuesday, and the next day Wednesday. The whole week half gone and nothing done yet.

Tuning In

The doctor's little daughter had strayed into his surgery, and was watching, wide-eyed, as he tested the heart and lungs of a patient. Suddenly she spoke:

"Getting any new stations, daddy?"

Sole of Her Foot

First Doc—"You look worried."

Second Ditto—"I am. I have a very puzzling case. A flapper wants to be vaccinated and insists I vaccinate her where it won't show."

All Is Not Lost

The fire which destroyed our tannery does not interfere with our still doing business as usual.—Ad in the Vancouver Star.

Place Forward

"Do you know Lincoln's Gettysburg address?"

"No, I didn't even know he lived there."

Getting the Truth

Registration Officer (to spinster): "Your name, please."

Spinster: "Matilda Brown."

Registration Officer: "Age?"

Miss Brown: "Have the Misses Hill, who live next door, given you their ages?"

Registration Officer: "No."

Miss Brown: "Well, then, I'm the same age as they."

Registration Officer: "That will do."

Proceeding to fill in all particulars, he murmured: "Miss Brown, as old as the hills."

"Laughter creates appetite," said the Scotchman, as he started to cry at the dinner table.

No Chewing

Up-to-date front room with gas for your meals, \$3.

Oh!

Husband: "Dear, will you please turn off the radio?"

Wife: "It isn't on—now as I was saying—"

"Mother," said the engineer's son, "do they have electric plants in heaven?"

"No, dear," replied mother. "It requires engineers to build electric plants."

"How can you tell when he's right?"

"It's an extraordinary coincidence but when he is right he holds the same opinion as I do!"

Doctor, feeling Sandy's pulse: "What do you drink?"

Sandy, brightening: "Oh, I'm nae particular, doctor. Anything you've got."

Troo Enuff

When there's nothing more to be done some man does it—when there's nothing more to be said some woman says it.

Oh Mabel—Hush

"Don't marry a man who snores!"

As advice is good, no doubt,

"But," asks Mabel, "my goodness,

"How are we goin' to find out?"

Try Again

Judge—"But why do you wish this divorce?"

Fair Plaintiff—"Well, I'm thinking of getting married."

The Modern Boy

Liberal Uncle: "Have you a dime bank, Willie?"

Willie: "No, but I have a bill fold."

The Insult

"Has Ted ever kissed you?" asked Ida.

"I should say not!" denied Ina indignantly.

Why?"

"Oh, he just happened to tell me the other night that he hadn't."

"The liar!"

A New Yorker, on a rainy day, hurrying up from the subway, slipped on a brush left by a street-cleaner and fell right into a puddle. As he got up, with fire in his eyes, he saw in front of him a tooth paste advertisement—"Comes out of the tube and lays flat on the brush."

Excused

Charlie woke up with a "morning after the night before" head. So he rang up the Boss's private number and said:

"I'm afraid I shan't be at the office today, I'm feeling very unwell."

"You needn't have troubled," came the reply, "it's Sunday."

Too L8

There was a lad named Willie T8

Who loved a lass called Annie K8

He asked if she would be his M8

But K8 said W8.

His love for her was very gr8

He told her it was hard to W8

And begged to know at once his F8

But K8 said W8.

Then for a time he grew sed8,

But soon he hit a faster G8

And for another girl went str8.

Now K8 can W8.

—Goblin

This Is About the Limit—A young man at college wrote a note to his father thusly:
 "Dear Father:
 "Would it be presumption to ask for twenty-five dollars of the money you received in 'Bright Sayings of the Baby' contests when I was a child?"

Or Plank It Down
 Customer—"Where is the steak on your menus?"
 Waiter (reading)—"There, sir; sirloin steak a la carte."
 Customer—"Good! Wheel it in."

She: "You remind me of the sea."
 He: "Wild, romantic, relentless—"
 "No; you just make me sick."

The Greatest Wonder
 "Henry told me the other night that I was the eighth wonder of the world."
 "What did you say?"
 "I told him not to let me catch him with any of the other seven."

Oh, Why, Oh, Why do they call it dough, when dough sticks to your fingers?

Sailor—"P-p-p-p"
 Captain—"Well, sing if you can't say it."
 Sailor—"Should ole acquaintance be forgot and never brought to mind—the bloomin' cook's fell overboard and is twenty miles behind."

The teacher asked her class to explain the word "bachelor," and was very much amused when a little girl answered: "A bachelor is a very happy man."
 "Where did you learn that?" asked the teacher.
 "Father told me."

A Literary Dud
 Customer—"I want to return this book I bought, 'Stories for All Occasions.'"
 Bookseller—"What's the matter with it?"
 Customer—"It's a fake! There's nothing there for a man to tell his wife when he gets home at 2 a.m."

The Difference
 Smart—"What's the difference between a hair-dresser and a sculptor?"
 Slow—"I dunno; what?"
 Smart—"A hair-dresser curls up and dyes and a sculptor makes faces and busts."

Occasion For Epithets
 Lady—"You naughty boy. I never heard such language since the day I was born."

Boy Knows
 "Now, Johnny," said Miss Eppis, "where were hair brushes first used?"
 "Oh, teacher," said Johnny bashfully, "I'd rather not tell!"

Cut Rates
 A man stepped up to a grocer's cigar counter and bought two 10-cent cigars. A Scotchman who was waiting to be served pushed forward. "You sell those cigars three for a quarter, don't you?" he asked.
 "Yes," replied the grocer.
 "Well," said the Scotchman, producing a nickel, "I'll take the other one."

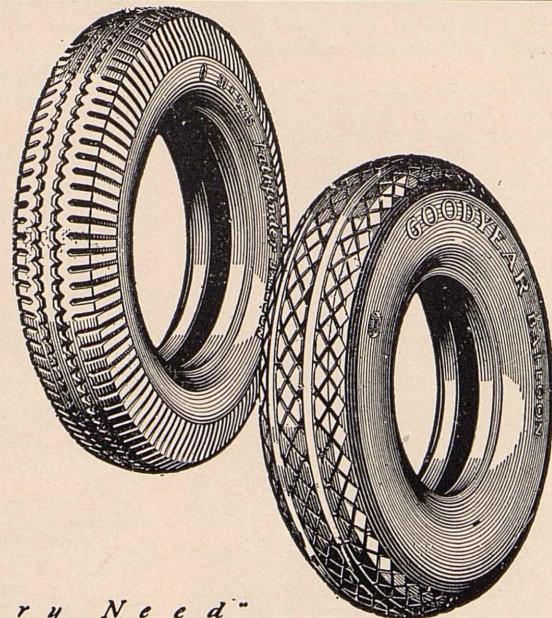
During the Month of October THE PACIFIC MUTUAL LIFE INSURANCE CO. paid the following P. E. Employees Disability Benefits Through the WM. L. THOMAS AGENCY

PARTIAL LIST

Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid
Ballinger, Ray,	La Grippe	24.00	MacLeod, Earl R.,	Duodental Ulcer	60.00	Sindefi, Maurice,	Infected Finger	20.00
Bramen, Harvey D.,	Abrasion on Knee	30.00	Mayfield, Francis,	Influenza	26.00	Sprowl, Jewel G.,	Biliousness	26.00
Culp, Harry J.,	Cyst	12.00	Morrissely, Jack,	Tonsillitis & Cold	12.00	Tanner, Albert,	Sprained Ankle	16.00
Crowder, E. L.,	La Grippe	16.00	Nanta, Wm.,	Syncope	12.00	Trine, Darrell, III	Since November 1926	1140.00
Damewood, Isaac,	La Grippe	54.00	O'Malley, Miller,	Severe Cold	26.00	Trowbridge, John,	Infected Teeth	16.00
Drake, Wm. J.,	Sprained Wrist	46.50	Pulliam, Lee,	Hemorrhoids	102.00	Walden, John R.,	Lumbago	14.00
Ely, Matthew, Jr.,	Migraine	10.66	Rich, Frank,	La Grippe	10.00	Walker, Joseph,	Neuritis	18.00
Hansen, Marion W.,	Influenza	20.00	Robinson, Charles,	Boils	14.00	Washington, Geo. S.,	La Grippe	14.00
Hendricks, Merald,	La Grippe	13.33	Robinson, Charles,	Boils	24.00	Waters, Gilbert S.,	La Grippe	10.00
Jaeger, A. L. G.,	Cold	16.00	Schambers, Jno. P.,	La Grippe	150.00	Wheeler, Floyd D.,	Cold	10.00
Knight, John W.,	Fractured Wrist	25.00	Sheeley, La Grippe		14.00	Whipple, Henry,	Cold	13.33

New Low Prices

Now you can buy GOODYEAR TIRES at the lowest prices these famous tires have ever carried. New Low Prices on the entire Good-year line are now in effect. We suggest that you visit the Motor Tires, Inc., store nearest you and get your Special Wholesale Price on your size Goodyears... Remember, too, Motor Tires, Inc., Service goes with every sale. -----



"A Tire for Every Need"

Motor Tires, Inc.

1244 East 8th St.
 Los Angeles
 TRinity 6565



1228 So. Grand Ave.
 Los Angeles
 Westmore 3554 & 5710

1529 Wilshire Blvd.
 Santa Monica
 283-86

6523 Santa Monica Blvd.
 Hollywood
 HOLlywood 5524

220 East Anaheim St.
 Long Beach
 622-79

Railroadmen's Associations Largest Building and Loan Ass'ns in U. S.

The Railroadmen's Building & Loan Association, Indianapolis, Ind. (Incorporated 1887). Resources June 30, 1928, \$53,909,174.57.

The Railroad Co-operative Building & Loan Association, New York (Incorporated 1890). Resources Oct. 1, 1928, \$53,251,376.00.

Our Own Association, The Railway Mutual Building & Loan Association, Los Angeles, is now 2 years old. Resources over \$1,250,000.00.

THE RAILWAY MUTUAL BUILDING AND LOAN ASSOCIATION

201-3-5-7 Pacific Electric Building

Los Angeles, California

Shop Early For your Holiday Needs

Save Money, Worry and Time
Get the Choice of the Stock

Among many attractive things we offer

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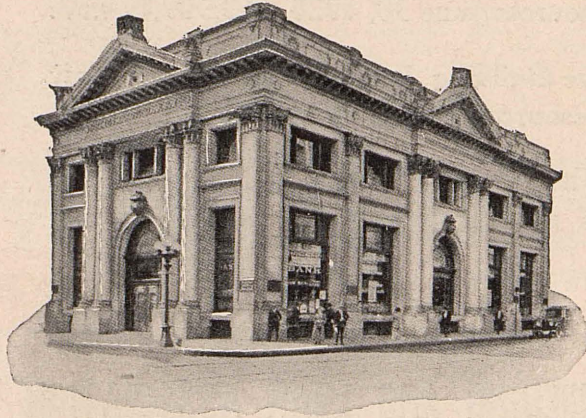
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