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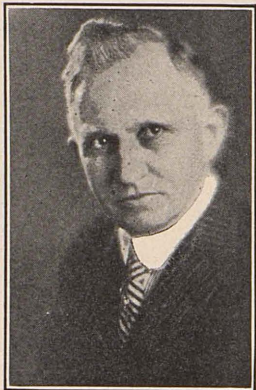
No. 5



Long Beach, a Metropolis by the Sea.

Message to Employees

THE annual campaign for funds to carry on the work of the Community Chest will begin early next month and I wish to point out the splendid work this organization has done in aiding the needy.



During the past year its funds have been used to relieve in the hour of distress more than 360,000 persons. Orphaned and maimed children, widowed mothers, aged and sick men and women upon whom fate has laid a heavy hand—all have shared in proportion to their need by funds disbursed through the Community Chest. Two organizations which it supports distributed free more than 600,000 quarts of milk to undernourished children in schools and homes.

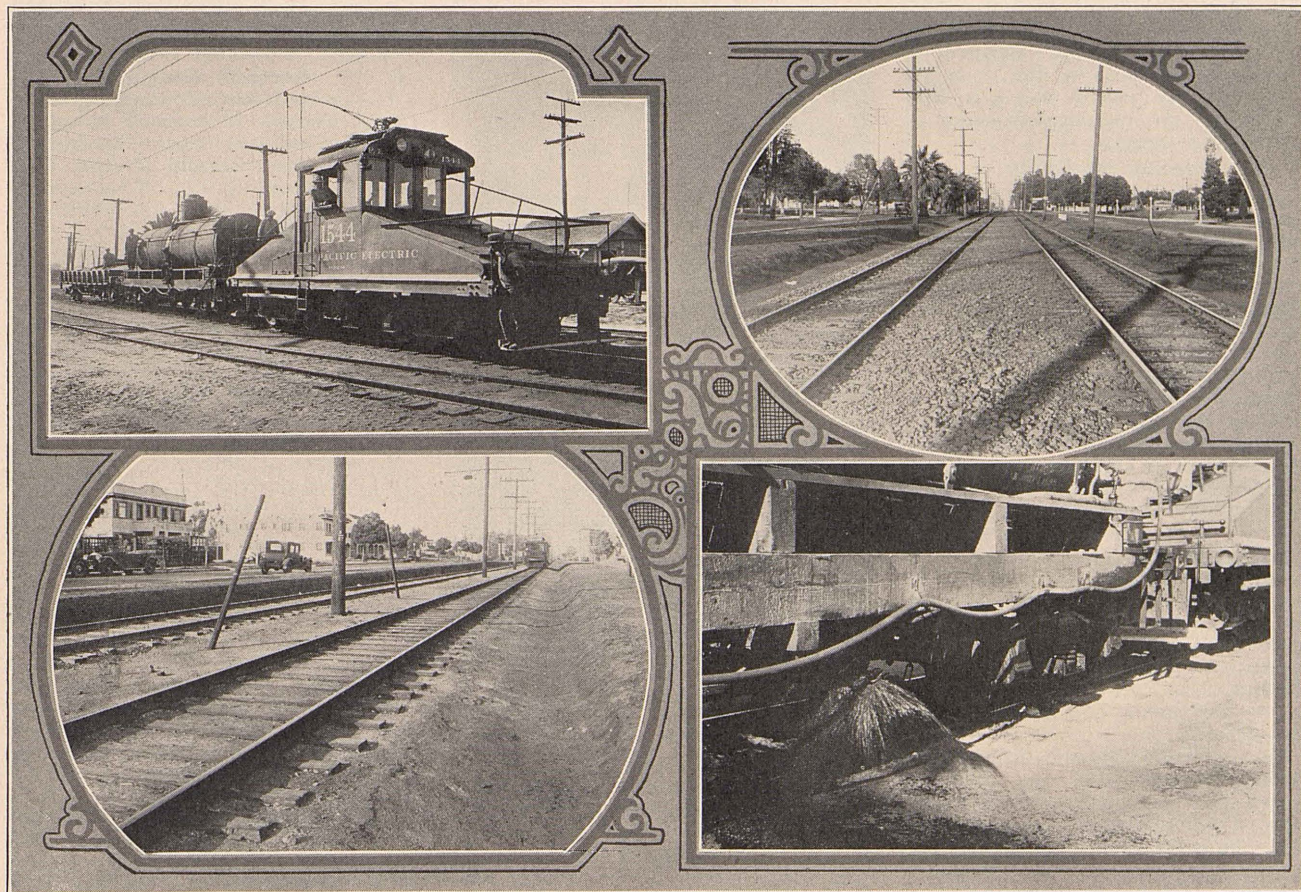
In every large center of population there is always found a certain number who through environment, circumstances or fate must be aided by the charity of those more fortunate. The Community Chest, in my judgment, both in theory and practice, has proven beyond a doubt the most scientific and effective means of administering charity.

Under a single management it provides for hundreds of charitable organizations and does it with an operating expense of only 2½%, while under the former plan the cost ranged between 20 to 40%. It eliminates innumerable drives for funds by persons paid to solicit money—Chest solicitors do not receive a cent in pay. Its relief is given regardless of religion, race or creed, and many of those aided are discouraged from crime and acts of desperation.

I was proud last year of the very liberal response made to this worthy cause by employees of this Company and hope that all will again give in proportion to his or her means.

W. Pontius

Weeding Out Weeds on Weedy Rights-of-Way



TO the well-known certainties of life—death and taxes—might appropriately be added—weeds on the railway rights-of-way.

Since the laying of the first rail a century ago, the weed nuisance problem has been a nightmare to maintenance-of-way forces of all railways to a greater or less extent. Various methods have been employed in combatting the unsightly growth with semi-satisfactory results, but always at a cost that even the thought of would prove fatal to a Scotchman.

In Southern California the Pacific Electric has run the gauntlet of experience in fighting and subduing this vagrant growth. The problem of this railway was intensified due to the fact that in California weeds sprout every month in the year and the well-known "fifty-seven" varieties blush at having considered themselves quite a family. Too, the task was intensified due to our lines passing through many closely located cities and communities whose commendable civic pride resulted in aggressive complaints against a roadbed being garnished with this unsightly growth.

Early Methods

Not so many years ago large crews of men cleared its rights-of-way of weeds by hand. This process of course was an expensive one, and seeking

The equipment used, a close-up of the oil spray being applied to the road-bed and two "after-taking" exhibits. Weeds, sighting our oil spraying equipment, are as uncomfortable as a Scotchman when the collection plates come his way.

✦ ————— ✦
better results, the burning method of elimination, which came into popular favor some years ago, was tried. The mechanical process of so exterminating weeds involved the movement of the weed burner over many sections of the system three or four times each year. While this method proved entirely satisfactory, insofar as it dealt a death blow to the growth, it created a fire hazard that was indeed objectionable.

Followed another plan of dealing with the weeds, it being the now popular and much used chemical process. This method provides for spraying rights-of-way with a chemical known as sodium arsenite, the chemical being diluted with water according to the hardness and thickness of the vegetation to be destroyed.

This latter process proved far more effective than any tried up to the time of its introduction, and it still remains the more economical weed destroyer where the problem is solely a matter of destroying vegetation.

However, there are other difficulties

and angles which suggested the wisdom of an experiment of using crude oil on the rights-of-way as a weed executor. The theory of the results that might be accomplished worked out in actual practice, as in due time it was found that the oiling process serves a four-fold purpose, all of which are useful and important of accomplishment, they being (1) kills weeds; (2) settles dust; (3) improves the appearance of rights-of-way and (4) removes the glare from rock ballasted and other ray throwing roadbed.

The method of applying the oil to the roadbed is one developed by the Engineering Department of the Pacific Electric, it being very similar to that used in the application of the chemical weed killer. A regulation tank car is converted into an "oiling car" through the addition of a slotted pipe spray connected to the outlet of the tank. The slotted pipe extends from its connection with the bottom tank outlet to either side of the roadbed proper and is so constructed that extensions may be brought into use for the spraying of extra wide strips of right-of-way.

The spraying car is also equipped with a two-inch centrifugal pump connected to a five-horsepower d.c. motor with a hose connection to the tank proper. There are also two lengths of one-inch hose, about twenty-five feet

in length, with a nozzle on each hose through which the pump forces oil. The nozzles atomize the flow so that it is a simple matter for a man to hold the hose and spread the oil evenly. This latter equipment is only called into use when extra wide strips of right-of-way are to be sprayed or where obstructions in the form of posts, poles or fences makes it difficult to use the regular extensions to the roadbed spray.

Sanding for Safety

Immediately following the oil car is a sander, which is a converted flat car, being boxed with sides eighteen inches high. There are four spouts, over which is placed a fine screen, into which men placed on the car shovel sand and the greased effect on the surface of the rail caused by the oiler is neutralized, leaving the track in safe operating condition.

When spraying with regular equipment under average conditions the oiler moves at an eight to ten mile per hour speed spreading approximately 2,000 gallons of oil per mile. When the hose sprays are used the speed of the train is of necessity considerably slower, depending on the area to be sprayed and the many other local conditions encountered.

The oil used for this purpose, commonly known as "diesel" oil, is a low grade distillate with the asphaltum removed and being of twenty-four degree gravity.

The oil penetrates the ground very rapidly, between 1½ and 2 inches within the first hour, and does not leave a gummy or sticky surface as might be surmised. The cost per barrel of diesel oil at this writing varies between \$1.08 and \$1.10, f.o.b. the refinery.

The cost of applying the average coat of oil is \$40.00 per single track mile. This figure includes the cost of the oil, mileage and operation of equipment, labor and supervision. Where it is necessary to spray by hand, sections of the right-of-way too far distant from the regular equipment, the cost naturally runs higher being estimated at about 0.2 of a cent per square foot.

Experience on the Pacific Electric Railway shows that best results are obtained through the periodical spraying of the roadbed. The oil is applied at intervals of six months until three coats have been applied, after which it is only necessary to repeat the process once about every two years, and then only with a light single coat. It is simply a matter of getting the ground "set for the killing" and then keeping it that way through occasional spraying.

Kills 'Em All

After the three applications of oil, practically all seeds within the soil of the right-of-way have been killed and thereafter seeds that reach the right-of-way, although they do reach the interior of the soil, do not germinate, but lie dormant until they die. The oil applications have "no respect for persons" being effective against all species of weed growth, and particu-

New Club Site Cleared for Early Action

PRELIMINARY to actual construction work on the new P. E. Club Building, the structure occupying a portion of the Los Angeles Street site upon which our new club home will be erected, was last month torn down.

Several conferences were held by officials in which the architectural plans were discussed, following which minor changes were made and with the approval of plans after these changes are incorporated work will be begun and actively pursued. As previously told, funds have been appropriated and are available to start the work.

To properly commemorate the event plans have been made to have Mr. Pontius doff his coat, handle a shovel and look natural, if possible, when the camera records our executive in vigorously starting the initial building activity.

larly has it been "dynamic" against Bermuda grass, more commonly known as the hated "devil grass."

This Company has oil treated the San Bernardino, Long Beach and San Pedro Lines major arteries, besides various strips on practically every line of the system. Oil has also been effectively used in the improving of private right-of-way in the largely populated cities of Glendale, Long Beach and Culver City.

From any angle viewed, so far as the Pacific Electric is concerned, the oiling process is superior to previous methods. Ultimate cost will show a smiling credit on the ledger; dust is pleasingly and permanently controlled; roadbed is improved in appearance to the point where complaints have been entirely eliminated and instead come welcome letters of commendation, and the glare strain on motormen's eyes is removed through the darkening effect of the oil applications. The four-fold purpose which the oil serves, as compared with single benefits of the chemical process, places the oiling method in a class by itself so far as the treatment of the railway roadbed and right-of-way are concerned.

HOW OLD ARE YOU?

"Age is a quality of mind.
If you've left your dreams behind,
If Hope is cold,
If you no longer look ahead,
If your ambition's fires are dead,
Then you are old!
But—if from Life you take the best,
If in Life you keep the Zest,
If Love you hold,
No matter how the years go by,
No matter how the Birthdays fly,
You are not old!"

—Selected.

TRAINMEN CHOSEN TO WORK ON SAFETY COMMITTEE

Having been selected to represent their respective divisions, the following Trainmen will serve on the Safety Committee during the months of October, November and December:

Northern Division

H. C. Hampton, Conductor, Macy; D. W. Claudin, Motorman, Pasadena; E. F. English, Freight Motorman, Macy; R. W. Bressie, Freight Conductor, Macy; B. L. Brown, Conductor, Pomona, and J. A. Severance, Motorman, San Bernardino.

Southern Division

E. T. Barrett, Conductor, Los Angeles; M. C. Holk, Motorman, Long Beach; A. V. Knowles, Conductor, Watts; P. H. Paulson, Motorman, San Pedro; M. A. MacLean, Conductor, San Pedro; J. C. Cody, Motorman, 8th St. Yard, Los Angeles.

Western Division

I. Iverson, Conductor, Ocean Park; A. L. Grentz, Motorman, Hill Street; C. L. Settle, Conductor, Los Angeles St.; S. G. Masterson, Motorman, Sherman; G. G. Garlock, Freight Conductor, Sherman, and O. H. Tuck, Freight Motorman, Sherman.

Besides representing all three divisions of this railway, the above listed men also represent local, interurban and freight service and are therefore in a position to bring up for consideration and discussion unsafe habits or operating conditions that are now being practiced on any part of the system.

The Safety Committee will appreciate the co-operation of all employees to the extent of calling to its attention operating practices or conditions which may appear to be unsafe or detrimental to the service.

SAFETYGRAMS FOR CHILDREN URGED BY SAFETY SAGE

"Look before you weep," is the plea of Sam Bones, 81 year old safety sage, and pensioned Southern Pacific train conductor, who urges that every automobile operator paste a safety slogan on his steering wheel.

Bones offers the following safetygrams:

Ever alert—never hurt.

Look both ways—safety pays.

A minute expended for safety beats a month in the hospital.

Taking a chance at a grade crossing works every time—except the last time.

Chance speeds to disaster and thereafter limps on crutches.

The way some drivers act, they must think they have more lives than a cat.

The chance-taker may make good news for the newspapers, but it's bad news for his loved ones.

"If I could afford it," Bones said, "I'd start a national contest among school children, offering big cash prizes for the best safetygrams. Tens of thousands of school children own or operate automobiles and some way to make them seriously think 'safety first' ought to be devised."

Increase of Fare Impends on Neighbor Rail Lines

SEVEN, instead of five cents, will be the basic fare of the Los Angeles Railway, if a decision of the Supreme Court upholds a finding of the Federal Court increasing the rate in a decision rendered September 11. Appeal to the higher court having been subsequently filed and an injunction asked prohibiting the increased fare going into effect until after a decision of the Supreme Court, several months may elapse before the issue is definitely decided.

The Federal Court's decision, which was concurred in by three district judges, held that the present five cent car rate is confiscatory and enjoined the California State Railroad Commission from enforcing a recent order denying the street railway company's petition for an increase.

Under the terms of the decision handed down the court held that the Los Angeles Railway is rightly entitled to a seven cent fare for a single ride, with four single fare tokens for twenty-five cents, free transfers issued and also half fares for school children and students.

Another provision of the decision rendered provided that the railway company, in putting the new fare into effect, should issue a refund coupon to all patrons paying a cash fare and give bond in the sum of \$50,000 providing that if it should ultimately be held that the decision is unlawful the excess represented by the coupons should be refunded upon presentation of holders.

The court's decision last month came as a result of a six-year effort of the L. A. Railway for an increase in its fare rate. Several appeals to the Railroad Commission were made, culminating in that body's denial a few months ago, following which the railway made an appeal to the court for relief. A valuation of \$42,000,000 was the figure which the Railroad Commission accepted as a reasonable cost of property used in providing service.

In an appeal to the courts on Sept. 19 for a stay of execution of judgment, attorneys for the city of Los Angeles and the Railroad Commission asked that in case this were denied that a temporary stay be granted pending an appeal to the United States Supreme Court. It was generally presumed that this action will delay the increased fare going into effect for two months.

STEEL PLATES TO PAVE

Steel plates for street paving in big cities have been suggested in the east. The initial cost of such paving would be more than offset by savings in repairs. Water pipes, telephone wires, etc., could be installed beneath removable steel plates, thus eliminating the necessity for tearing up streets, advocates of this plan point out.

Whoozit?



UP IN Ogden, Utah, in the early part of 1884, a young man arrived on earth via the Stork Express. He was a quiet youngster, if we are to judge his early years by his later ones, for he doesn't make much noise yet.

As a matter of fact, when he talks you have to get up close to get all of the conversation—kind of a Scotch trait—afraid some vocal tones will be wasted.

Looking over his chronological record of achievement, we find he has ranged in employment since 1902 from car and coach furbisher on the Southern Pacific at Ogden to his present Pacific Electric position. In the latter place he has had much anguish of mind because of the fact that he spends such a gosh-awful lot of money, and, being somewhat Scotch, by inclination, if not by birth, it hurts.

Along the line to where he's come he has served as Labor Foreman, Stores Clerk, Accountant, Storekeeper and even put in about a year in France in the laudable effort and success of keeping Willie Hohenzollern from bossing the world. He may now be said to have become one of those who is "Who's who" on the Pacific Electric.

Meet Mr. C. Thorburn, General Purchasing Agent, but don't try to sell him anything unless the price is half what it should be, also carries a large line of discount, and it's standard in its class.

Missed Nothing

"So you remember way back to the Revolution, do you?"
 "Yassa. De Revolution and Gin'l Washington an' all them."
 "Perhaps you were a witness of the fall of Rome?"
 "Nossa, Ah didn't exactly see it, but Ah recollect hearin' somethin' drop."

Greatest Attendance Ever Marks Class Enrollment

WITH registration for school classes conducted by our Educational Department greater than at the beginning of any previous term, indications point to another banner year. To those who wish to take advantage of study opportunities all of the subjects that were available last year and several others have been added to the curriculum.

Outstanding in the new subjects introduced this term is Conversational Spanish. Particularly pleasing, too, should be the manner in which this interesting language is to be taught. It is planned not to go into the fundamentals of grammatical construction, but rather to confine the course to building a vocabulary for ordinary conversation. Dr. V. M. Egas, who incidentally is Consul of Ecuador, was secured to teach this class, and brings with him a reputation of having taught many students to proficiency in the language.

Public Speaking, a subject which was taught last year, is again available to employees and the large number of students in that class were pleased with the announcement that Miss Virginia M. Rowell would again preside as instructor. Miss Rowell's interest, forbearance and mastery were well exemplified during the time she headed this class last season.

Traffic Management and Personal Leadership are subjects taught last year which will again be repeated under the tutelage of Earl W. Hill, Educational Director. Mr. Hill's method and thoroughness with which he went into these studies last year no doubt accounted for the large attendance, and in fact, overflow of applications for enrollment.

Business English, presided over by Anna C. Latimer; Stenography and Typing under the direction of Vesta M. Mawe, are other subjects taught last year that are again to be repeated. Students of the English class last year remember Miss Latimer and the splendid progress that they made under her tutorship. Miss Mawe is serving her first term in the Stenography and Typing classes, but brings with her broad experience in teaching these important subjects. The shorthand class this year starts with beginners and the Gregg system is to be taught.

Two additional subjects are to be given members of the Women's Auxiliary each Thursday morning. Interior Decorating and English Literature are those which the so-called "weaker sex" will seek to master. In charge of the English Literature class will be Miss Daisy Thompson, a graduate of the Hastings College, Hastings, Nebraska, and who for the past twelve years has been actively engaged in teaching the subject.

The classes are being conducted in Room 714 Pacific Electric Building and following the practice last year, diploma awards will again be given those who acquit themselves creditably

and attend classes regularly. Employees desiring to do so are welcome to register in any of the classes except Personal Leadership, the quota for which has been filled. The Educational Department is a function under the direction of the Pacific Electric Club, which likewise is headquarters of Mr. Hill, to whom inquiries should be directed in person or writing concerning registration.

The following is a schedule of the subjects, hours and days on which classes are conducted:

Schedule of Evening Classes 7 to 9 p.m.

Public Speaking Monday
Conversational Spanish Tuesday
Personal Leadership Wednesday
(Members of this class are selected by heads of departments.)
Traffic Management Thursday

Schedule of Afternoon Classes 4:45 p.m. to 5:45 p.m.

Business English Mon., Wed., Fri.
Stenography (Beginning)
..... Mon., Wed., Fri.
Typing Tues., Thurs.
Mathematics—Problems. Tues., Thurs.
Interior Decorating
..... Thursday, 10 to 11 a.m.
English Literature
..... Thursday, 11 a.m. to 12 m.

SHIPYARDS PLAN ACTIVITY

Shipyards of Los Angeles, San Francisco, Oakland and Seattle, which have had meager years since the cessation of new building following the war, are making plans to keep home many of the rich contracts arising from the Jones White Act, which appropriates \$250,000,000 as a starter for a new American merchant marine.

Approximately \$55,000,000 of new bottoms are contemplated at present for Pacific lines, and a drive will be made to have all of these constructed in Pacific yards. Matson Line contemplates three, costing \$5,000,000 each, which are expected to go to Bay City plants.

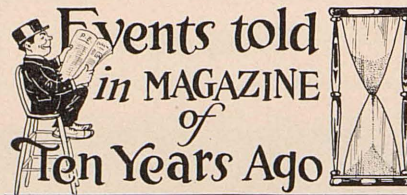
Dollar Line, however, because of its trade in all coast ports, may see fit to distribute some of its contemplated contracts, which are expected to call for even more expensive ships at the rate of one or more each year. A dozen other lines make up the balance of contemplated new tonnage. One concern, existing so far on paper, but said to have powerful financial backing, would center its activities in Los Angeles and is known to favor local yards if negotiations with the government for several large liners materialize.

The extent to which shipbuilding benefits a community is seen in the fact that 78 cents of every \$1 is declared to go for labor. One \$5,000-000 ship, therefore, would employ 2600 workmen at \$5 a day for a year.

Honored

"I must say, cook," said the lady of the house, "that of late your work has been very perfunctory."

Before she could continue, cook broke in with: "Thank yer kindly, mum. I've been here three months now, and though I've tried my best that's the first bit of praise I've had since I've been here."



Looking back upon the past, ten years ago seems only a matter of months. Yet can you recall where we were or what we were doing just ten years ago? We can't either.

With the thought it will furnish interesting reminiscences the Magazine will publish each month, space permitting, a brief historical review taken from its pages ten years ago.

The October, 1918, issue contains announcement of H. B. Titcomb becoming Vice President of the Pacific Electric Railway and the article contains his first address to employees at a big war-time liberty loan meeting held at the Club.

The Pacific Electric Red Cross Auxiliary were raising funds to buy an ambulance to turn over to the Red Cross. This ambulance was secured and was used in service for quite a long while.

The boys at the Torrance shops held a big flag raising ceremonial at which a 12x18 foot flag was given to the breeze. The ceremonial was in charge of W. E. Stewart, General Foreman and C. A. Elmquist, Mill Foreman. The patriotic speech of the occasion was made by J. N. Badgett, one of the workmen at the plant.

The old railway office in San Pedro at Sixth and Palos Verdes was abandoned and Pacific Electric new quarters at the foot of Fifth Street occupied.

A great many news notes appear in the Magazine of October, 1918, under the heading "Scraps from the Scrapers," being news notes from France, where a great many of our boys were engaged in the late fight. Among those mentioned from "over there" was Captain James C. McPherson, who announced his safe arrival overseas. Captain McPherson, as many know, is now Superintendent of Southern Pacific electric lines at Oakland.

Sergeant George L. Barclay reports from France with the 38th Engineers. This was the son of our old friend George Barclay of the Engineering Department. Sergeant Barclay before going to France was in our Signal Service and is now a business man at Huntington Park.

Dan Tobey, now with the Mullen and Bluett Company, and well-known as our annual picnic announcer, was taking Y.M.C.A. training in Chicago and was due to go to France as baseball trainer and entertainer in camps.

Fred Garrigue reports that he had gone to war to fight, but finds himself assigned to the office of the Divisional Surgeon at Camp Kearny where he was pounding the keys of a trusty typewriter, the Government having concluded that he was a better office man than a "Dough boy." Garrigue is now connected with the Pacific Fruit Express at San Francisco.

Advice from France states that Captain McKee, now Trainmaster, Western Division, was doing yoeman service in France delivering food and supplies to the boys on the front line. The correspondent is very liberal in his praise of McKee and his methods of getting foods to the front.

Sergeant Shea, who left his job as Stationer to go to France, is reported as Mess Sergeant of one of the Military Police companies, while Harry Marler, now Assistant Passenger Traffic Manager, was Battalion Sergeant Major.

We had daylight saving time in October, 1918, as we are reminded in a Magazine of that date to set our clocks back one hour on October 27, that being the date set for the change of time.

MORE BETTERMENTS OKEHED

Work orders calling for the expenditure of sum aggregating \$77,682.00, were approved by the management during the month of September, reports W. Z. Shaw, Cost Engineer, covering improvements and betterments at various locations over the entire system, which work will be done as early as possible.

The following work is necessary in order to put trackage in proper operating condition: On Sunset Boulevard between Echo Park Avenue and Glendale Boulevard, reconstruct and pave outbound track, renew present 72-lb. construction with 128-lb. grooved girder rail; install treated ties, tie plates; renew crushed rock ballast and pave with asphalt concrete pavement, estimated cost of \$9691.00.

West 16th Street from Figueroa to Georgia Street, reconstruct and pave tracks, renewing present 72-lb. construction with 128-lb. grooved girder rail construction; install treated ties and tie plates, renew crushed rock ballast and asphalt concrete pavement, estimated cost \$7904.00.

On 6th Street, from Los Angeles to Broadway, reconstruct and pave approximately 2213 feet equivalent single track, replacing present 72-lb. construction with 128-lb. grooved girder rail construction, renew crossover and turnout, diamond and curve at northeast corner at 6th and Main Streets; replace redwood with treated ties, renew crushed rock ballast and asphalt concrete pavement, at an estimated cost of \$30,131.00.

Pacific Avenue Loop, Long Beach: reconstruct and pave approximately

689 feet equivalent single track and shift 40 feet; also shift track from 11½ feet to 12-ft. centers between Ocean Avenue and First Street; replace present 60-lb. and 72-lb. construction with 128-lb. grooved girder rail construction; replace redwood with treated ties, and gravel with crushed rock ballast; replace 7-in. asphalt concrete with 8-in. asphalt concrete pavement, estimated cost \$9,093.00.

In order to conform to Improvements being made by municipalities the following Street Crossings will be improved:

San Pedro Lumber Company Spur, Long Beach Line, Los Angeles: Reconstruct and pave tracks serving the San Pedro Lumber Company across Compton Avenue and across first alley west of Compton Avenue; replace present 60-lb. construction with 128-lb. grooved girder rail construction; replace redwood with treated ties; install crushed rock ballast and 7-in. asphalt concrete pavement, cost \$1621.00.

Myrtle and Olive Avenues, Monrovia Line, Monrovia, California: Replace present 75-lb. construction with 128-lb. grooved girder rail construction. Replace redwood with treated ties, oil macadam with asphalt concrete pavement; remove and replace automatic flagman; install rail top concrete culvert and make changes to existing culvert, etc., estimated cost \$2874.00.

In order to avoid hazard of accident and to improve operating conditions it is planned to renew the following special work:

At Delta Station, Vermont Heights Line: Replace present 70-lb. with 75-lb. C.S.R. split switch turnout; install 100 additional 75-lb. tie plates, estimated cost \$1038.00.

163rd Street, Gardena, on the Watts-Redondo Line: Renew present 60-lb. A.S.C.E. with 75-lb. C.S.R. split switch turnout; renew tie plates, estimated cost \$922.00.

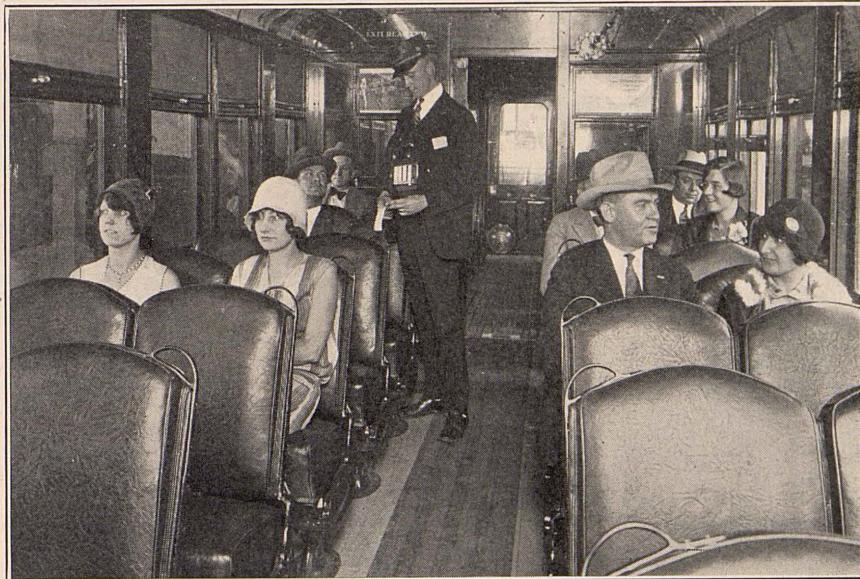
At Pacific Electric-Southern Pacific Station, San Bernardino: Renew single track turnout and curve on connection from the San Bernardino-Colton Line on 3rd Street into station grounds; replace present 72-lb. material with 93-lb. and 128-lb. material; renew gravel with crushed rock ballast; redwood with treated ties, estimated cost \$3037.

MOTOR COACH LINE ON PICO BOULEVARD DISCONTINUED

Showing that this Company's motor coach line on Pico boulevard could not be successfully operated in view of existing competition offered by buses of the City of Santa Monica, the Railroad Commission granted permission for the discontinuance of the line on September 24th.

The line operated by this Company formerly ran between West Boulevard and Sixteenth Street, west on Pico Street to Ocean Avenue in Santa Monica and north to Utah Street, the competing line paralleling the same route.

New Car Seats Please Public



The first of 45 cars serving west coast beaches to be equipped with new seats and open section closed in. Note their roominess and suggestion of comfort. Reports from Trainmen of the Western Division indicates that the public is highly pleased, many patrons having voiced their favorable sentiments.

MANY favorable comments have been received and heard concerning the improved type of seats being installed in the Venice Short Line and Santa Monica via Sawtelle equipment. To date ten of these cars have been so equipped and the balance are to be similarly fitted and put into service at the rate of four or more weekly.

Entailing an expenditure of \$81,500 and providing the highest type of seat yet introduced in interurban equipment on the Pacific Coast, a total of 1260 of these seats are to be installed in the 45 cars serving Santa Monica, Ocean Park and Venice. Replacing all leather and wood slat seats previously used and being of Spanish leather with heavily upholstered backs and seats and cushioned with deep springs, the new comfort facility is thought to be the last word in electric car seats. They are designed along the lines of automobile seats and are equally as comfortable.

The cars in which the new seats are to be installed were formerly of the one end open section type. To protect passengers from rain, wind and fog, these open sections are being closed in by installation of windows.

The work is being done at the Torrance shops and beginning early this month a schedule of four or more cars were to be completed and placed in service each week until the entire 45 have undergone the improvement.

Many other cars of the open section type operated by the Company are to be similarly closed in and present wood slat seats replaced with upholstered ones.

Men may not be practical, but they wouldn't wear knee pants and spend their time trying to pull the things down over their knees.

TRAINLOAD OF GOLD PAID BY RAILROAD FOR TAXES

Fourteen freight cars, each bearing approximately forty-nine tons of gold coin, would have been required to deliver the taxes paid last year by the Class I railways of the United States if paid in gold, according to T. O. Edwards, general auditor for Southern Pacific.

"Railways now are paying more than one million dollars in taxes each day," Edwards said. "Last year taxes paid by the Class I railways amounted to \$376,110,243, or more than six per cent of their total operating revenues. This means that six cents out of every dollar paid by the public in passenger fares, for transportation of freight and incidental services is actually paid for taxes.

"Excessive taxation subtracts from expenditures railroads might make out of earnings for needed improvements and extensions, increasing in amount the new capital expenditures required to maintain present high standards of railroad efficiency in a rapidly growing country.

"As the public is the railroad's only source of income, it is the public that indirectly must foot the tax bill for the carriers. Through greater efficiency of administration and economy of operation the railroads have greatly reduced the cost of transportation to the public, lower freight rates alone having effected a saving to the public of nearly \$836,000,000 since 1921.

"As the public reaps the benefit of all railroad economies the lowering of railroad taxes, the single major expenditure over which lines have no control, would be in the public interest."

Future Looms Bright For Electric Rail Lines

Authority, Despite Handicaps and Problems, Sees no Successor to Electric Railways as Medium for Mass Transportation

IN ANY attempt to discuss the future of the electric railway industry, whether in the metropolitan communities or in the small towns, one must start with a definite premise. There must be no uncertainty of conviction.

My unshakable premise is this—that no community larger than a village can prosper or be an attractive place in which to live except it have a reliable, dependable public transportation service.

The time can never come when the city dweller can always depend upon his own private vehicle to supply him with all the transportation he and his family and guests may need.

Therefore, public necessity and convenience require a transportation service available to everybody every day in the year; without such a service the public is seriously handicapped.

Easy to Misunderstand

In these days of rapid transportation, when the steam railroads are preparing to use the airplane as a supplementary vehicle in super-rapid transcontinental service, when air mail is commonly used, when automobiles fill our highways and block our streets, when "pep" and speed seem to dominate men's minds, it is understandable that people who have not given the subject as careful study as we have given it should reach some false conclusion relative to local transportation in the future.

To some of these people the electric street car seems slow. To some of them it seems as if its days of usefulness were nearly done. They point to the fact that nearly 25,000,000 passenger automobiles are operating in the United States, that thousands of buses are giving service, and they make bold to declare that even these shall pass away and the air flivver or "air bus" will carry the people wherever they wish to go. To such people we can only say that they reckon without understanding; that they know not whereof they speak. Mass transportation is a science of itself.

Enthusiasm is a large factor in developing false conclusions. The inventor of a device or the discoverer of a new principle sees it revolutionizing the world. He sees it relegating to oblivion tried and true tools, methods, systems, ideas and policies. Yet as time goes on humanity finds not only a place for the new idea or invention, but also finds that it must continue to use the very thing the new idea was supposed to supersede. Radio has not supplanted the cable and telegraph—it has but extended the usefulness of the telegraph. Oil has not supplanted coal, aluminum has not taken the place of steel, chromium has not made obsolete the nickel plating industry. I might go on and cite other modern developments which enthusiastic promoters prophe-

sied would revolutionize the habits of mankind and make obsolete many tried and true devices used theretofore, but which wrought no revolutions, although they did add tremendously to the comfort of life and to the volume of business done in the country.

Some years ago our friends engaged in the motor vehicle industry were enthusiastic as to the future of that transportation medium. They saw the "rubber urge" moving mankind to desert the iron horse and the electric motor. They doubtless were honest in their stated beliefs that the trolley car was going the way of all transitory things, to be supplanted by their own vehicle. But their enthusiasm, so necessary an element in good salesmanship, led them to false conclusions, for experience has proved that the electric street car in mass transportation is as necessary today as it was ten years ago.

It is true that the increased use of private automobiles, and the development of inter-city bus lines, have deprived the electric railways and the steam roads of much of the traffic which they used to carry. It is true, also, that the automotive industry appears to have reached its peak of productivity. We are told that all but a

small percentage of the sales made nowadays are replacement sales, and not sales to new owners.

Conditions in the local transportation business therefore are becoming stabilized. Private transportation has reached the maximum of convenient use in daily urban service. The bus has been adopted as a valuable auxiliary vehicle by the railways, and public policy in most places is against permitting competitive bus operations which would hamper the established transportation companies in their necessary public service.

What, then, of the future?

Merely this—that where electric railway companies now are operating at rates of fare that bring less than a reasonable return on the value of the property, there must be a readjustment of service and rates that will enable the company to continue to give good service and at the same time earn a profit for the stockholders.

Communities of reasonable people will not hesitate to approve rate schedules in harmony with good business law, that is, rates which will earn reasonable profits.

It is the public realization of the need of dependable transportation service that is the best insurance the public transportation industry can have. Some such service is absolutely necessary to every community larger than a village. The kind of service to be rendered will be determined by the characteristics of the communities. If a taxicab service is all that is necessary, then a taxicab service will be all that will be given. If a bus service is sufficient, then buses will render the service. And if electric railways give the most efficient and economic service, all things considered, then electric railways will continue to serve the communities.

The future of the electric railway industry in the small community is controlled largely by conditions within the communities. It is a significant fact, however, that nowhere in the United States has there been an abandonment of an electric railway in a community of more than 30,000 inhabitants. It is also significant that in several communities, when the local street railway companies were unable to continue rendering service, the people themselves took over the properties and are operating them for the public convenience, the taxpayers making up any deficits. Some of these towns that have gone into the street railway business are small ones.

I am continually seeing more and more income sheets that show a definite stabilization and constant trend to profitable operation and I am more than ever impressed that our utility, which is so necessary, so important, is emerging from the period of revolution and that private enterprise is successful.

Need of Railways to be Greater Than Ever

INSTEAD of playing a role of less importance, electric railway in the future will become increasingly needful to the public, is the viewpoint of Lucius S. Storrs, Managing Director of the American Electric Railway Association.

This well-versed authority predicts that the time will never come when electric railways will be supplanted as the medium of mass transportation. Substantiating his statement, this expert calls attention to the fact that in the United States never yet has any other mode of transportation substituted street cars in cities of more than 30,000 population.

That competition by privately owned automobiles has about reached its peak is another encouraging outlook cited by Mr. Storrs. Verifying this contention he points out "that all but a small percentage of the sales made nowadays are replacements, and not sales to new owners."

Other interesting and optimistic predictions are contained in the article herewith, which is extracted from an address by Mr. Storrs.

MORE THAN 360,000 PERSONS AIDED BY COMMUNITY CHEST

The Los Angeles Community Chest aided 263,917 individuals who were either sick, crippled, destitute, aged or orphaned during the past 12 months, according to statistics just made public by its social welfare department. An additional 96,482 persons, principally children, benefited by better citizenship organizations and neighborhood settlements.

The services thus rendered 360,399 men, women and children, were divided between institutional members of the Chest, among whom were:

Twenty-one welfare agencies served 20,383 destitute families.

Two agencies distributed gratis 602,634 quarts of milk to undernourished children in schools and homes.

One emergency home sheltered 34 mothers with their 49 children.

Thirteen children's orphanages and schools sheltered, cared for and gave training to 2,805 dependent small boys and girls.

One agency placed 333 little waifs, deserted or orphaned children in adoptive homes.

One children's clinic distributed to 116 infants 43,808 ounces of mothers' milk, thereby saving many young lives.

Seven day nurseries gave daily care to 931 little fatherless children while their widowed mothers were at work earning a living.

Three agencies provided relief and employment to 9,014 persons.

Four agencies gave lodgings, meals and other services to 56,322 homeless men.

One agency assisted 21,349 travelers and transients, locating relatives and securing food, medical attention and shelter.

Six agencies performed services for 56,800 persons in public hospitals, sanatoria and prisons.

Four women's agencies made and distributed 13,303 garments.

New Dump Cars Contribute Efficiency and Economy

SUPPLYING a need that will contribute both to efficiency and economy in track work performed by our Engineering Department, nine new units of work equipment have just been turned over to our track forces. The cars consist of two motor equipped differential work units and seven without motors, and represent an outlay of approximately \$75,000.

To be used mostly for delivery of rock ballast and waste material from and to track construction and improvement jobs, by reason of its special design and features, the new equipment will very materially reduce cost of performing track work.

In many instances it has heretofore been necessary to hire trucks for performing the service hereafter to be rendered by this equipment. Its outstanding virtue lies in the fact that materials can be handled, with one crew, in tremendous quantities in train movements over our own rails. Also, it permits the unloaded materials to be placed just where desired alongside of either rail without subsequent handling by hand. A load of rock, gravel or loose material can be unloaded in about thirty seconds and the train proceed on its way. Its lowness permits rapid loading when shoveling by hand, material not being lifted more than four feet.

Another feature which will contribute materially to economy is the fact that excavated materials can be dumped at borrow pits and abandoned trestles. The cars can be dumped while in motion and in all instances the load is deposited alongside of and clear of the track.

The differential car, briefly stated, is a standard work car equipment for electric railways and was designed particularly to meet their needs. It consists of an all steel underframe upon which is mounted an all-steel tilting

body. The operating mechanism consists of an electric motor that drives through a worm gear reduction which actuates a system of sheaves and cables so as to dump and right the car body.

The first stage of the dumping operation consists of a horizontal movement of the body on the underframe, during which the side door folds down and outward until it obtains the same plane or level as the floor. The body is then tilted until it unloads all or only part of the contents, as desired. Dumping is a one-man operation throughout and load can be unloaded on either side and can be discharged in less than 30 seconds by simply moving control lever.

This equipment was purchased from the Differential Steel Car Company of Findley, Ohio. They are forty feet in length, motor cars weighing 61,000 pounds and trailers 40,000 pounds.

WHAT IS A STREET CAR?

This sounds like a foolish question. However, here is what the Manufacturer, a trade publication, says about street cars and street railways. First it points out that a street railway is one of the chief assets of the modern city, and then it states the following qualifications:

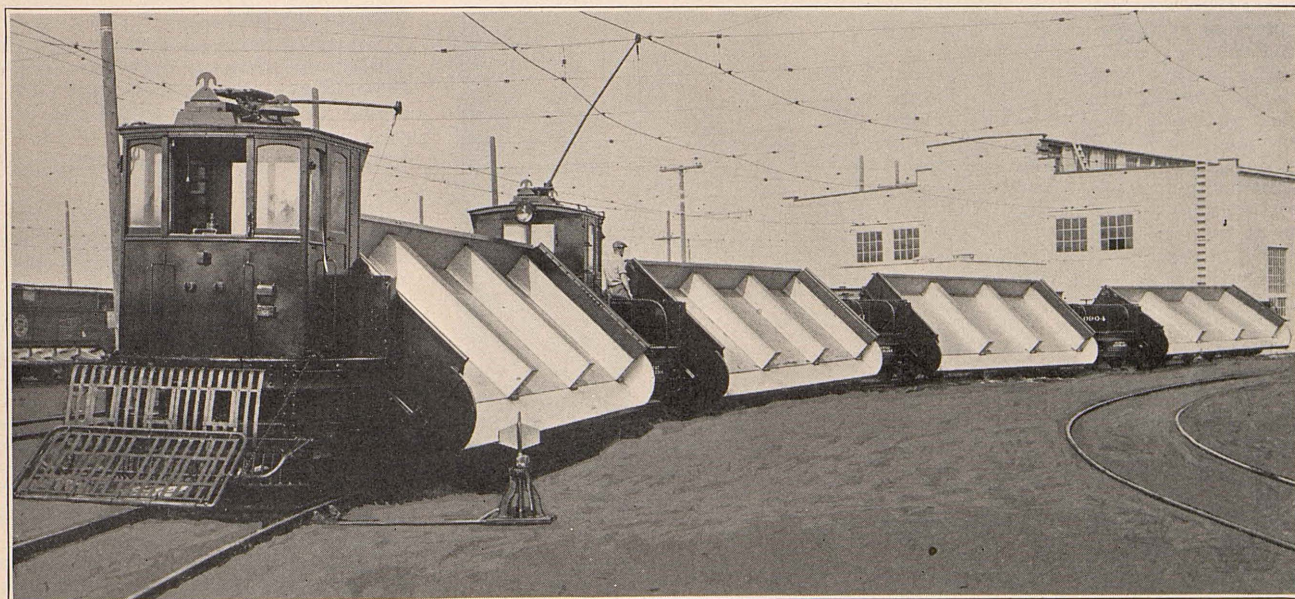
It is an efficient partner of business and a dependable servant of the individual.

It takes people to and from their work in stores, offices and industrial plants.

It brings customers to merchants, students to school and patrons to theatres and public gatherings.

It develops the city and increases property values.

It contributes to the revenue of the city through payment of taxes and upkeep and distributes its payroll among local people.



Designed to speed work and lower costs the above recently acquired differential dump cars are ready for service.

THE PACIFIC ELECTRIC



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

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

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

ONE OF THE great railways of the east, in fact the first to be built in America, has for its ideal in building better relations with the public the slogan, "The Will to Please."

The President of that railroad in a recent address at a convention of employees expressed this interpretation of that phrase as it should be put into practice:

The Will To Please

"Keeping on doing those simple human things that are so frequently overlooked and forgotten, I suppose because

they are so simple and so common. We can carry on in the spirit of 'The Will to Please.' We can try to make everyone who once uses this railroad want to use it again. We can follow out the idea of being a good neighbor, and we can, if we want to, and if we keep it uppermost in our minds, develop a policy which will make people want to patronize our line, want to stay with us in times when business is bad."

We of the Pacific Electric have also that "will to please." While we have made progress in our relationships there are yet many steps to take before we shall have reached a state of contentment.

Our attitude toward patrons must be constantly watched and our efforts from day to day must be intensified along the lines of courtesy, consideration and helpfulness if we would fill our mission and gain the assertion from patrons that the employees of the Pacific Electric indeed have "The Will to Please."

"The reason that some folks never wake up and find themselves rich is because they never wake up."

COMPARISON OF ACCIDENTS DURING AUGUST, 1927 AND 1928

	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	84	100	75	72	153	210	42	33
Collisions and Interferences with cars	4	1	7	0	2	3	0	0
Persons struck by cars	2	3	2	3	9	3	0	0
Derailments	2	6	6	13	6	13	0	0
On and off moving cars	9	3	4	4	14	11	0	1
Miscellaneous	22	19	24	43	42	49	4	13
Total	123	132	118	135	226	289	46	47
	9 Dec.		17 Dec.		63 Dec.		1 Dec.	

	1928		1927		
	1928	1927	1928	1927	
Interferences with vehicles	354	415	14.69%	Dec.	
Collisions and Interferences with cars	13	4	225.00%	Inc.	
Persons struck by cars	13	9	44.44%	Inc.	
Derailments	14	32	56.25%	Dec.	
On and off moving cars	27	19	42.10%	Inc.	
Miscellaneous	92	124	25.80%	Dec.	
	513	603	14.92%	Dec.	

"I LOVE YOU CALIFORNIA"

The beauty and lure of California evidently made a deep and lasting impression upon Miss Nellie M. Severance, employed by the Soo Line at Minneapolis, as did also our own great railway system. The lady thus addressed us:

"When your Magazine comes to my desk it seems to bring with it the breath of orange blossoms. Skimming through its pages I seem again to be traveling through groves of magnificent orange and lemon trees—and miles and miles of beauty such as only your rails traverse.

"The cover picture of your September 10th issue is particularly beautiful—I can't help wishing it in colors—the lillies and the willow trees.

"The name of our city in a clever joke on page 4 looks good.

"I came away from California last July greatly impressed with the tremendous transportation system your company represents, and one of the most delightful memories of a month spent there is the fine service available over your innumerable routes."

"BE WHAT YOU IS"

Don't be what you ain't;
Jes' be what you is,
'Cause if you is not what you am,
Den you am not what you is;
If you is jes' a little tadpole,
Don't try to be a frog;
If you is jes' de tail,
Don't try to wag de dog.
You can always pass de plate
If you can't exhort and preach;
If you is jes' a pebble,
Don't try to be de beach.
Don't be what you ain't,
Jes' be what you is,
'Cause de man that plays it square
Am gwine to get his.
It ain't what you is has been,
It's what you now am is.
—Badger Highways.

"Dear Teacher," wrote an indignant mother, "you must not whack my Tommy. He is a delicate child and isn't used to it. We never hit him at home except in self-defense."

COLLEGES CHARTER SPECIAL MOTOR COACHES FOR TEAMS

Following last year's success in securing movements of football teams and students via motor coaches to the scenes of contests, solicitation forces of the Passenger Traffic Department have for the past several weeks been engaged in efforts to obtain a still larger volume of this business.

While the football season did not get under way until late last month, three movements of teams were effected from the solicitation efforts made. The Roosevelt High School chartered one coach between Los Angeles and Covina; Santa Ana Junior College two coaches between that institution and the Chaffey Junior College in Ontario; also one coach was chartered by the same college between the institution in Santa Ana and Pasadena Rose Bowl.

A special rail trip also resulted from these solicitation efforts. Forty passengers attending the football game between Pomona High School and Covina High School made the journey between the two cities.

Traveling Passenger Agents of the Traffic Department are continuing their efforts to obtain a large share of the football college movement.

OFFICIAL'S FATHER PASSES

Many friends within the ranks were grieved to learn of the passing of the father of O. A. Smith, Passenger Traffic Manager on September 21st. His death occurred at Santa Barbara while enroute to this city from the north, acute indigestion being the cause of his passing.

Burial services were held at the family home, 3100 North Broadway, and interment at the Mountain View Cemetery, Pasadena. Besides his widow, Mrs. Anna Smith, the deceased is survived by three sons and three daughters.

A huge floral offering bespoke the sympathy and sorrow of many friends.



Rod and Gun Club Outing To Camp Closes Season

By J. M. GOEPFERT,
P. E. Rod & Gun Club

ON SEPTEMBER 29th and 30th about 38 members of the Rod & Gun Club, their families and friends, gathered at the Pacific Electric Camp for the annual camp closing outing. After the assignment of cabins the familiar cry went out "When do we eat?" At 6:30 p.m. at the first clang of the bell, the mad rush to the dining room was on.

To tell those club members who did not attend this outing what we had to eat would be cruelty, and for anyone to ask for more than was served him would be inhuman.

A very late arrival to the Camp was our old friend J. E. Adams with two chaperons. Pretty nearly missed out on those sirloin steaks didn't you, Jean?

After the feast the sports committees arranged the awards to be given for the various sports, viz: largest trout caught, \$4.00; largest number trout caught, \$3.00; second largest trout caught, \$2.00; third largest trout caught, \$1.00. Five one dollar bills attached to as many balloons to be released in the dance hall.

At this time again our venerable friend J. E. Adams of V. A. Corrigan Company (advertisement) arose and announced that he would give a watch chain in addition to the \$4.00 for the largest trout caught. Thank you, Jean, you have done it many times before.

Mr. Huntington took the floor and announced that partners were to be chosen for the balloon dance, calling attention to the monetary value of five of these balloons. The music starts; they are off! The balloons are released; the mad rush. From out of the mass of humanity staggers a lone sweet woman, her hair in a turmoil her glasses in one hand and in the other the envelope containing the precious dollar bill. She remarked, "If that big guy hadn't knocked me silly I would have gotten two of them."

To make a long story short, we danced every imaginable dance on the calendar. Permit a brief description of one, "The lemon dance." You would think at first thought that this dance was a sour affair. Oh, boy! if you have an up-to-date judge it can be made the sweetest of them all, ask Oefinger.

Events in their order: Weiner and marshmallow roast; some more dancing; four hours sleep for the fishermen.

At 4:00 a.m. Sunday the night guard C. F. Estes rounded out the fishermen; 4:30, breakfast—hotcakes and coffee; now to the lake. In pairs the

fishermen kicked off in their boats, with the understanding that their catch must be registered at the camp not later than 12:01 p.m.; to the four winds they scattered in quest of the finny tribe.

Mr. Estes and J. E. Adams, fearing that their breakfast of hotcakes would not last, gave up the arduous job of trolling and perched themselves into a cosy and sunny cove and went to perching. Mr. Adams claims 33 perch, Estes would not commit himself as to numbers. A check at Camp at 12:01 p.m. revealed that Geopfert and Oefinger were outlawned.

Where were they? Two lucky fishermen; they had taken from the lake up to 10:30 a.m. 11 trout ranging in length from 10 1/4 to 13 inches, they turned their boat homeward, giving themselves one hour and thirty minutes to make Camp, fishing on their homeward trip. At about 11:00 a.m. they took their 12th trout from the water, turned to put it safely away and found to their sorrow that the sack containing the 11 trout had broken from its mooring on the side of the boat and their morning's catch lay somewhere on the bottom of the lake. So endeth a day of real pleasure.

Fishing prizes awarded: E. Roger Lemella, first, \$4.00 cash, donated by the Rod & Gun Club, and watch chain donated by J. E. Adams of V. A. Corrigan Company, 631 South Main St. F. B. Patterson, second prize, \$3.00, donated by P. E. Rod & Gun Club.

After lunch an elimination horseshoe

pitching contest was staged. J. F. Quinn, first, \$3.00; F. B. Patterson, second, \$2.00; C. F. Estes, third, \$2.00.

Lest we forget, the Rod & Gun Club, their families and friends, extend to Mr. and Mrs. Huntington many thanks for their efforts in making this outing one of pleasure and one long to be remembered. Mr. Vickrey, the same spirit goes forth to you. Yes, sir-ree!

Bowlers' League Season Is Again Under Way

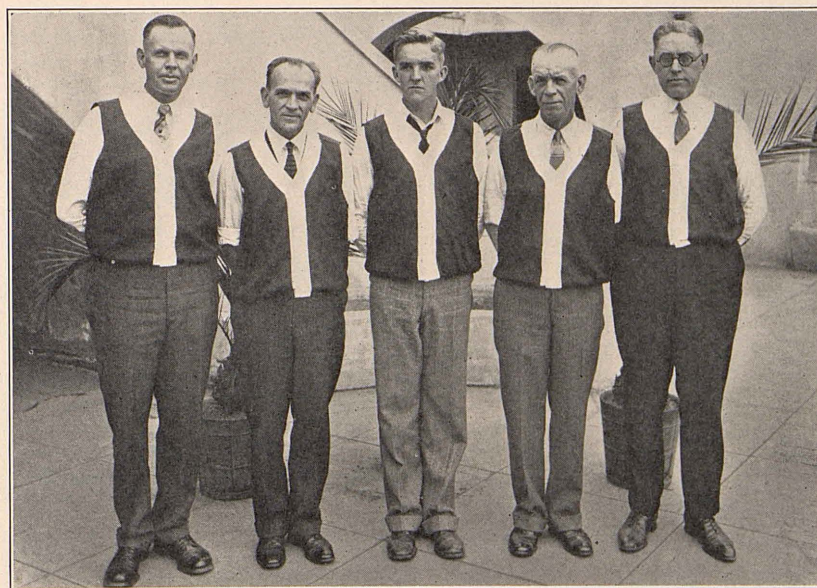
FRIDAY, October 5th, witnessed a resumption of the Pacific Electric Bowling League in which twelve teams, composed entirely of employees, again started a season of twenty-two weeks' play. The success and pleasure attendant with the games enjoyed last year made this year's organization easy of accomplishment and all indications point to a bigger success than the league has yet enjoyed.

The games this season will again be bowled at the Jensen Recreation Center, Sunset Boulevard at Logan Street, being played each Friday evening at 8:00 p.m. Employees from the following departments make up the twelve contesting teams:

Claim Department, Signal Department, Engineering Department, Southern Division No. 1, Southern Division No. 2, Electrical Department, Local Freight, South Freight, Telephone Department, Pacific Electric Club, Ladies Accounting, Macy Street.

Under an ingenious handicap system employed the weaker bowlers and teams are afforded practically as good a chance of winning their share of the many cash prizes offered as are the teams composed of a personnel with higher averages.

Under the league's plan 40-cents of



Whether it was a deep-laid plot to dazzle the eyes and weaken the play of their opponents, or a suggestion to "ride the big red cars" is not known. Nevertheless, the Electrical Department bowling team made all present "see red" when they took the alleys last Friday evening robed in eye-straining red jackets. Members of the team, from left to right are: R. M. Cobb, Captain; E. J. Hasenyager; E. W. Hasenyager; J. M. Geopfert and C. G. Gonzales.

the dollar per night charged the bowlers is set aside as the nucleus for a fund to be awarded in cash prizes, of which there are twenty-six, the total amount being \$180.00.

L. H. Covell is again President of the League in recognition of his untiring and splendid work done in organizing and working out the many details incident to the plan and schedule of play. Other officers are R. M. Cobb, Vice President; C. G. Gonzales, Secretary and Treasurer and Robert Arzate, Field Captain.

Employees desiring to witness the games are welcome any Friday evening.

BALL CLUB STILL WINNING

After winning twelve straights, the Pacific Electric base ball team was knocked from its high perch, temporarily at least, on September 23rd by the strong Pasadena Eagle Club. Our twirlers have not been in the best of form during the past month but due to the heavy batting attack the team has come out on the long end of the score in each instance except in the Eagle's game.

The Crown City team was taken into camp at Brookside Park on Sunday, the 9th, 13 to 12, after a hectic battle, which the score would indicate; and the San Clemente team was also defeated 9 to 8, on the 16th, in another close contest.

The day of the San Clemente game was of a most enjoyable nature. Aside from the game itself, which was replete with thrills, the team, through the courtesy of the Pacific Motor Coach Company, travelled in a special motor coach from Newport Beach to the Spanish Village, which is a place of beauty itself, over one of the most wonderful scenic routes, through Laguna Beach and the other points along the Ocean highway.

Preparations are now being made for the big Winter Leagues which will start about November 1st and, as usual, the Pacific Electric team will be re-organized with the idea of becoming affiliated with the Triple-A and Saturday Industrial Leagues.

Tony Antista and Bud King, two of the old favorites, have returned from professional ball to re-join the Club; also T-Bone McClung, who will be remembered as a Conductor on the Western Division two winters ago. "Buzz" Wetzel, of the Hollywood Club, will also be a member of the pitching staff this winter.

Art Jacobs, who has been doing some stellar work in the box for the Club, is confined to the Hospital by an operation for appendicitis but is getting along nicely.

Ralph Layne, star outfielder, is lead-

"This whipping hurts me more than it does you, my son."

"Let's spare each other pain the next time, dad."

Maid: "You know the old vase you said had been handed down from generation to generation?"

Mistress: "Yes."

Maid: "Well, this generation has dropped it."

ing the Club in hitting. He is rapping the ball at the rate of 494. Rod Murphy, Field Captain, is also up there in the batting percentage, with an average of 440. The team's average is 334, a record to be proud of.

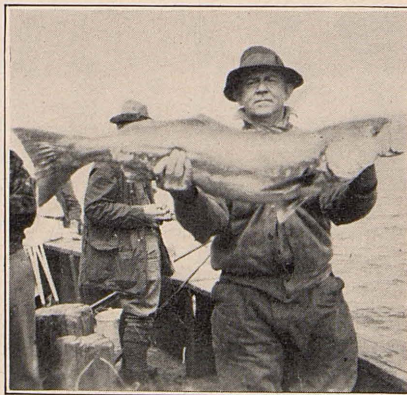
HOLD SURF FISHING PARTY

Salt Creek Camp, located on Coast Highway, about four miles south of Laguna was the scene of a Rod & Gun Club gathering on September 22nd and 23rd for a surf fishing party, reports G. M. Goepfert. The weather was ideal for this sport as was the water, but the fish were very backward in taking the hook.

Saturday night up to 11:30 p.m. a few surf perch and about two small corbina were the only victims to the anglers. At about 5:00 a.m. Sunday the gang was at it again with the same results. We moved about one mile further south, hoping to change our luck, but it was not until about 11:00 a.m. that one of the lucky ones was hooked; this proved to be a three-pound ten ounce corbina. Two more corbina were taken from the same family group by the same fisherman, giving this lucky chap a three pound ten ounce; one two pounds, ten ounces, and one one pound, ten ounces.

Some ten Rod & Gun Club members, their families and friends took part in this outing; a very pleasant affair indeed. Salt Creek is a new camp on our south coast and for surf fishing, rock fishing, bathing and camping no doubt is the best camp in the section. Camping charges are 50c per auto per day with stove and all camp facilities. The Club will no doubt make this camp one of its rendezvous this coming season. Many good catches of corbina and croaker, also bass, sheephead, halibut, etc., have been made on this beach.

Contest winners: J. M. Goepfert, first, 3 lbs. 10 oz., corbina, \$2.50; A. M. Cross, second, 1 lb. 6 oz., perch, \$1.50; J. W. May, third, largest number, \$1.00.



Forty by forty-eight—meaning forty pounds in left and forty-eight inches from "stern to bow." Such were the weight and measurements of a giant white sea bass landed by Capt. Jack May of the P. E. Rod & Gun Club on the occasion of a deep sea fishing expedition from a barge off Point Loma early last month.

The gent with the "I can prove it" expression is Capt. Jack himself.

OFFICERS ATTEND ELECTRIC RAILWAY CONVENTION

Representing this Company at the 47th Annual Convention of the American Electric Railway Association in Cleveland, Sept. 22 to 28, Frank Karr, Vice President and Chief Counsel, S. H. Anderson, Superintendent of Power and Equipment, and C. Thornburn, Purchasing Agent, were in attendance. All three report that this year's event was a splendid exhibition and Mr. Anderson made the following comment concerning the convention and his observations.

"R. P. Stevens, President, in addressing the meeting reviewed the accomplishments of the past year and forecast the future of the industry to be brighter. Other speakers at the opening session pointed out the response of the public to good service and higher speeds.

"The Manufacturers' exhibits of cars, motor coaches and equipment exceeded other conventions. The large manufacturing companies exhibited improved car and station equipment which attracted a great deal of attention.

"The motor coach manufacturers exhibited new designs of coaches, one of which was a V-type 8-cylinder engine for light weight, high speed coaches, seating capacity for 16 to 21 passengers. Two of the companies exhibited new designs of single deck 39-passenger coaches.

"Two companies exhibited a new design of light weight, 4-wheel, 2- and 4-motor rail coaches with 17 ft. wheel base, seating approximately 40 passengers. The weight for each seated passenger is approximately the same as a 25-passenger single deck motor coach, 450 lbs. These coaches are equipped with soft cushioned seats, and it is the belief of the manufacturer that the extended wheel base will give comfortable riding qualities and overcome the objections of the short wheel base of former 4-wheel light weight rail cars."

"My impressions from the Cleveland convention," remarked Mr. Thornburn upon his return, "are the necessity of providing a clean, comfortable, quick and reliable service and then selling it to the public at a reasonable fare. All of the talks in the various meetings were along these lines and the equipment, appliances, etc., on display emphasized one or more of these features.

"In listening to the address and in viewing the exhibits I made constant comparison with our present practices and materials. We are still abreast of the times. The new seats, new sash for enclosing open ends and other changes being made on our present equipment compare very favorably with any that were displayed. The ten new cars to be received in a few weeks are right up to any proven equipment that was exhibited.

"Several speakers developed the competitive stage of transportation today and stressed the fact that each and every employee must aid in selling the transportation offered to the public.

"Necessity riders—those who must

ride our cars or busses or be without any means of transportation, are rapidly diminishing. Consequently cleanliness, neatness, courtesy, willingness to please, and reliable services must be the watch words and action of all of us."

FISH TRAVEL HABITS GIVE INDUSTRY HELPFUL DATA

As an aid to the fishing industry, which annually markets \$200,000,000 worth of products, the federal government recently concluded a long series of investigations designed to determine the migration habits of the finny tribe. In its efforts the Bureau of Fisheries marked and tagged more than 500,000 fish.

Evidence gathered so far indicates that the principal food fishes are stay-at-home fellows the Bureau reports. Cod, haddock and mackerel tagged and released were recaptured in many cases only a few miles from the place of their first capture.

Mackerel tagged off the North Atlantic coast of the United States were found to be migrating to the New Jersey coast during the winter, and returning to the vicinity of Cape Cod in the spring.

Codfish tagged near Shelbourne, Nova Scotia, moved only a few-score miles in a year, but haddock were found to have traveled about twice this distance, chiefly to the northeast.

The tagging of salmon, the great sea-product of the Pacific coast and Alaska, has revealed part of the life-story of this most mysterious of fishes. The salmon spawns in the upper parts of fresh water rivers, and at the age of a year goes down-stream to the sea. It disappears into the ocean's depths for a period of two or five years. Where it stays no one knows. Salmon have never been caught far out in the ocean, but they must be there, for during the stage they have never been found near shore.

When the salmon reaches sex maturity, it returns in great droves to the fresh-water rivers to climb waterfalls and cascades, then in the upper reaches to spawn and die. The salmon's body floats down the river and disintegrates, leaving behind a younger generation to carry on the life-cycle.

The shad, important Atlantic food fish, makes a similar pilgrimage annually into the ocean depths.

The eel reverses the process of the salmon, spawning in unknown depths of the Atlantic and spreading to both American and European fresh-water rivers to grow up, returning to its spawning place never to return after a few years.

The tuna is probably the greatest traveler. Specimens of this species caught in the Mediterranean off Italy have been found to have fishhooks of Norwegian make in their jaws, torn off in a battle against a fisherman.

Not Strange

Hay: "My grandfather lived to be nearly ninety and never used glasses."

Craft: "Well, lots of people prefer to drink from a bottle."

Picture on the Cover

FEW cities in the entire United States have enjoyed the growth and development that has followed in the wake of the meteoric climb of Long Beach, an airplane view of which graces the cover of this month's issue. Note the metropolitan aspect given its skyline by the numerous large structures of which many more would appear were the width of the page greater.

Boasting a population of 150,000, Long Beach now has a clear claim upon fourth rank among the cities of California, the number of residents being exceeded only by Los Angeles, San Francisco and Oakland. The end of its phenomenal growth is not yet, as witnessed by recent government statistics showing that for the first six months of this year it ranked fourth of all United States cities in building per capita expenditure.

Blessed with a climate that enraptures; centered adjacent to the world's greatest oil producing fields; possessed of a harbor that is being developed to receive the largest ships afloat, and better yet, populated by an aggressive and far-visioned citizenry, a picture ten years hence will remind one strongly of a New York skyline.

FOUR DEATHS IN SEPTEMBER

About the average quota of deaths, four, marked the list of those of our fellows taken from this life during September. Those whom death called were:

Elmo A. White, Motorman, Western Division.

Albert H. Newberry, Carpenter, Mechanical Dept.

Stanley J. Guilloz, Motorman, Western Div.

Walter F. Beard, Supervisor, Western Div.

Fortunately, all of the forenamed had seen the wisdom of providing against life's uncertainties and protected their dependents by both Group Insurance and the Mortuary Fund. A total of more than \$11,000 was disbursed to the dependents named.

During September an additional disability claim was allowed by the insurance company upon application therefor by the railway, making twelve employees who are receiving aggregately \$966 monthly under the total and permanent disability clause of the Group Insurance.

Plain Enough

An Englishman endeavoring to get a connection with a friend over the long distance telephone, was having difficulty in making the operator understand the name of the exchange, which was Ealing. Finally, in desperation, he said: "E-for 'erbert, A-wot 'orses eat, L-where yer goes when yer dies, I-for ingine, them things in front of trains, N-what lays eggs, G-for goblime. Now, 've yer got it!"

HUNTINGTON EXHIBITS ARE AGAIN OPEN TO PUBLIC

Opening of the Huntington Library and Art Gallery to the public again was resumed on October 2 following closing during September for rearrangement of exhibits and other plans incident to increasing the permitted number of visitors. Requests for admission cards have come in larger numbers than ever before and it is expected that the full daily quota will be received for some time to come.

Due to the tremendous number of applications received in recent months it was decided to increase the allowed number of visitors from 300 to 500 daily and also to add to the number of visiting days. In the future from Tuesday to Saturday inclusive of each week visitors will be admitted and also on the first and third Sunday of each month. Visiting hours are from 1:30 p.m. to 4:30 p.m.

Applications for cards of admission should be addressed to the Henry E. Huntington Library and Art Gallery, San Marino, California, specifying the date and number of admissions desired, and enclosing a stamped and addressed envelope for reply.

Applications will be filled in order of receipt. Not more than five cards of admission will be issued to any one applicant. Children under ten years of age will not be admitted to the buildings. For the immediate present the number of admissions will be limited to approximately 500 each day.

Persons going by the Pacific Electric Railway should take the Sierra Madre cars to the Huntington Library stop, then walk north on San Marino Avenue to Stratford Road, following this through the double iron gates to the Library. Those coming by motor from Los Angeles should proceed along Huntington Drive to the San Marino station of the Pacific Electric Railway, then north on San Marino Avenue to Stratford Road, following Automobile Club signs through the double gates to the Library; from Pasadena, proceed east on California street to San Marino Avenue, then south along San Marino Avenue to Stratford Road.

The decision permitting a larger attendance to the Library and Art Gallery was due to the ever increasing demand for admittance tickets, records showing that from February to August inclusive, more than 80,000 persons had viewed the famous collection. Many science, art and history classes from the Southern California educational institutions were among the horde of sightseers, and various institutions of learning are making applications for groups of students to make a visit during coming months.

GREAT ELECTRIC PLANT

One of the largest electric distributing stations in the world is to be operated without man, woman or child within its walls. It will be controlled by electric impulses sent from a station three miles away and will supply current for 300,000 families.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

The Pacific Electric Club Executive Committee met in Room 711 P. E. Bldg., for the September meeting on Wednesday, September 5, at 2 p.m. The following were absent F. L. McCulley, E. C. Seivers, L. M. Moore, Guy Woolley, J. M. Geopfert, B. F. Manley, J. E. Flathers, C. S. Alexander and John Jackson.

Club Fund

Balance, 8-1-28	\$ 549.34
Receipts	1062.00
Total	\$1611.34
Disbursements	790.21

Balance, 8-31-28 \$ 821.13

Relief Fund

Balance, 8-1-28	\$ 126.95
Receipts	1317.85
Total	\$1444.80
Disbursements	1065.00

Balance, 8-31-28 \$ 379.80

Unfinished Business

The minutes of the August meeting of the Executive Committee were read by Mr. Vickrey and approved by the newly elected Executive Committee.

Mr. Geibel gave a resume of the work of the Executive Committee and the Pacific Electric Club for the Club

Year of 1927-1928. Some of the outstanding points in Mr. Geibel's talk may be summed up as follows:

Each and every Executive Committeeman should make a point in securing additional members to the P. E. Club and to the Mortuary Fund.

The Educational Department of the Club has done a most excellent work during the past year and will continue along the same lines for the coming year.

The sporting activities of the P. E. Club, including the baseball teams, the basketball teams and the bowling teams, have had an unusually successful year.

The Rod & Gun Club have set a mark for one thousand members for the coming year. The Ladies' Auxiliary now have a membership of one hundred. The second and fourth Thursdays of each month have been selected for the meetings.

The P. E. Club's new location on the ninth floor of the P. E. Building will better serve the purpose of the Club while awaiting the erection of the new Club Building. Our Club members are urged to avail themselves of this opportunity to enjoy a game of pool or to read in the Club Library.

This being the first meeting of the

newly elected Executive Committee, the business of the meeting was to elect the President, Manager, Secretary and Treasurer of the P. E. Club for the Club Year of 1928-1929.

Upon this announcement being made, H. D. Priest nominated F. E. Geibel to succeed himself as President for the coming year. At once the nominations were closed and the Executive Committee unanimously voted for Mr. Geibel to fill the chair. P. T. Porter nominated N. B. Vickrey for Manager that he might carry on his excellent work as in the past years. Again the nominations were closed and the vote was unanimous for Mr. Vickrey's re-election. Mr. Vickrey thanked the Executive Committeemen for their kindness and expressed the wish that he might work with them harmoniously during the coming year. W. A. McCammond was again elected to act as Secretary and Treasurer.

The Governing Board elected by the Executive Committeemen to work with the President and Manager for the coming year are as follows: C. E. Moser, Agent Upland; J. M. Geopfert, Elec. Dept.; F. E. Mayfield, Mech. Dept.; C. A. Thomas, Motorman, West. Div.; H. L. Young, Asst. Terminal Foreman, Macy Street; L. H. Covell, Dispatcher, Southern Div., and T. L. Wagenbach, Eng. Dept.

Mr. Geibel personally welcomed Miss C. B. Templeton, the representative of the Accounting Department. This is the second time that a lady member has been chosen on the Execu-



Since the removal of the Club to its temporary home in 910 Pacific Electric Building, noon and evening hours find many employees enjoying its many comforts and pleasantries. All are invited and urged to make use of the Club's facilities, particularly the ladies. Why? Note the added charm the charmers lend to the atmosphere in the picture above.

tive Committee. Miss Templeton expressed her pleasure to be numbered among the Committee and asked that they should not "pick on her."

In order that each member of the Committee might know who his fellow member is, Mr. Geibel requested each Committeeman to arise, give his name and state his department.

Mr. E. E. Hunkin stated that the Torrance baseball team has won the Twilight baseball championship.

Mr. McCammond stated that the rates usually allowed employees and their dependents will continue during the winter months. Club cards will serve as identification for these rates.

Mr. Osborne asked that parking space be provided for cars at the Mechanical Shops at Torrance.

LADIES HAVE A BUSY MONTH

The first meeting of the Ladies' Auxiliary was held on September 13th at the Club's temporary quarters, 711 Pacific Electric Building, reports their official scribe, Mrs. Lon Bishop. Sixty members were in attendance. An interesting paper on 'early California history was read by Mrs. Curtis and no one knows her history better than Mrs. Curtis. Mrs. Jackson, as her contribution to the program, gave one of Edgar A. Guest's splendid poems.

A feature of the afternoon was a request from the President that each lady give a short talk on where and how she spent her vacation, and it proved a booster testimony meeting for the P. E. Camp, for the majority had spent either all or part of their vacation time at our delightful resort.

The second meeting was held September 27th with several new members in attendance.

The speaker for the afternoon was Mrs. Dora Stearns, a woman who has been very prominent in the political life of the city and who is at the present time President of the Women's Political League. She chose as her subject "Constructive Politics" and it was given to the ladies in a very forceful manner.

Classes were formed in English Literature and Interior Decorating and they will be held every Thursday morning beginning October 4th at 711 P. E. Building, from ten until twelve—giving an hour to each class.

The Club is planning to have a card party the third Thursday in each month, the first to be held on October 18th at 2:00 o'clock in the Club room. Bridge and five hundred will be played and a social afternoon spent.

The next regular meeting of the Club will be on October 11th at 2:00 o'clock P.M.

You Can't Always Tell

The pet joke of a certain community was to offer a dime and a nickel to Jed, the town half wit. The poor fellow always took the nickel, because it was larger.

One day a stranger, having been told about Jed, made the customary offer of a dime and a nickel. When Jed took the nickel the visitor asked him:

"Don't you really know the difference between a nickel and a dime?"

"Sure I do," answered Jed with a crafty smile, "but if I took the dime they'd never try me no more!"

Big Improvements at Sherman Street Opening Brings About Many Betterments to Facilities at Important Terminal

By W. Z. SHAW,
Cost Engineer

INCIDENT to the opening and extending of the south roadway of Santa Monica Boulevard in the vicinity of our Sherman properties, there is to be a widespread rearrangement and improvement to the Company's various shops and other facilities at this location. Preliminary work on the various projects was begun on Sept. 10th and early this month activities of relocating and demolishing building got under way.

Entailing a total expenditure of \$138,000 when completed, our Sherman layout will be modernized in every respect and many new facilities provided for carrying on the various operations which are centered there. Delay in making improvements at this important terminal have been due to lack of knowledge as to just what the county of Los Angeles would do in regard to the opening and extending of this thoroughfare. With this definitely established plans were drawn which harmonize and otherwise meet with improvements planned for the entire district.

Rearrangement of facilities consists of the following:

Present store building is larger than required and track rearrangement makes location unsuitable for efficient handling of supplies. Portion of building will be remodeled to provide Trainmen's quarters which are at present on second floor of depot which is to be wrecked. Portion of store building will also be remodeled to provide toilet and locker room facilities for mechanical forces.

WELCOME THE NEWCOMER

"Oftentimes a new employee, coming into a new environment and finding himself among strangers, finds considerable difficulty in making friends," says the Ohmer Fare Register. "This is usually because his new associates do not think to take the initiative in extending the glad hand and the newcomer is naturally slow in pushing himself forward.

"A man or woman newly employed is working under more or less of a strain in order to become adjusted to the new conditions and a friendly word goes a long way toward easing the situation.

"Imagine yourself a new employee. You know how pleased you would be to have those about you take an interest in you and admit you to the inner circle of friendship and goodwill.

"We learned of a man who was recently in the employ of the company who, when leaving, told the personnel director that when he first came to work his foreman did not introduce him to a single one of his fellow

Present special work shop will be converted into a car repair shop at an estimated cost of \$19,015.50. Work heretofore done in this building was contracted to local commercial firm.

The car repair shop is a frame and galvanized iron structure which cannot be relocated and will be wrecked.

Present two-story combination frame and brick depot cannot be relocated and will be abandoned. Suitable freight station will be provided in yard and a small passenger station, fronting on Santa Monica Boulevard, constructed adjacent to sub-station.

Front of sub-station will be wrecked and remodeled to conform to new street line, while the present Line Department building, which is larger than required, will be wrecked and a store and Linemen's quarters constructed adjacent to remaining portion, will replace them.

The existing iron and brass foundry buildings are no longer required for foundry purposes and will be remodeled to provide garage facilities.

Miscellaneous small buildings will be razed and removed to clear ground for improvement and re-arrangement of tracks, including surfacing of yard and providing driveways, etc., to serve the new layout will cost approximately \$64,320.95.

The present store building will be altered into trainmen and shop toilets.

Wiring for buildings and yards, for lights, telephones and providing new shop equipment call for an expenditure of \$18,000.

workers. He did not say this in any particular spirit of complaint, but with the suggestion that it might be well if the older employees could in some way be urged to be more considerate of the new employee. We believe his suggestion is very much to the point. It is quite certain that all we need is a little reminder along these lines and we will be glad to treat the other fellow, who is new to the job, as we would like to be treated ourselves under similar circumstances."

P. E. MASONIC CLUB DOINGS

At the September meeting the Club was addressed by Dr. Fuller Swift, Editor of the Masonic Digest.

During September the Club visited South Park Lodge No. 563 and Long Beach Lodge No. 327 and conferred the Third Degree upon fellow employees.

On the evening of October 15, the Club will visit West Gate Lodge No. 335 and confer the Third Degree.

Next regular meeting October 9.

Employees' Travel Tips Bring Much Business

THREE special movements involving the handling of 237 passengers over our rails, and a total of 35 Southern Pacific steam line tickets sold, resulted from tips furnished by employees last month.

A. O. Williams, Trainmaster at Long Beach, secured the mass movement of Sciots Pyramid from Long Beach to Pasadena—97 passengers. This consistent business-getter was instrumental in securing movement of the same organization from Long Beach to the Wilmington Bowl, 100 passengers making this journey.

C. T. R. Mathews, Machinist at Torrance, another frequent furnisher of tips, was responsible for the movement of 30 passengers from the German Methodist Episcopal League from Los Angeles to Catalina Island, this Company securing the revenue on the rail haul to and from Wilmington.

Employees throughout the system furnished many valuable tips concerning prospective journeys of friends and others over Southern Pacific lines, solicitation of which resulted in the total of 35 persons to whom were sold a total of 21 round-trips and 14 one-way tickets. Those who kindly furnished this data and to whom appreciation is due and expressed, are:

W. A. Woods, Section Foreman, San Bernardino, one one-way, Dixon, Ill.

B. W. Carrington, Engineering Dept., one one-way, New Albany, Ind. Ford Cosner, Conductor, Pomona, one round-trip, Knoxville, Tenn.

Lyle Brown, Clerk, Van Nuys, one round-trip, Iowa City.

George T. Brown, Solicitor, Passenger Dept., one round-trip, El Paso.

R. E. Wedekind, Attorney, one round-trip, New York City.

W. E. Massingale, Conductor, San Bernardino, one one-way, Fort Worth, Tex.

H. Hoppood, Mechanical Dept., Ocean Park, one round-trip, Chicago.

O. G. Randall, Conductor, Southern Division, one round-trip, Chicago.

A. C. Vignes, Asst. Trainmaster, Southern Division, one one-way, Hamilton, Ontario; one round-trip, Chicago.

T. Crotean, Trainmen Instructor, Los Angeles, one one-way and one round-trip, Chicago.

J. W. Finney, Engineering Department, two round-trips, Chicago.

W. O. James, Freight Claim Department, one round-trip, Des Moines.

C. E. Ives, Motorman, Riverside, one round-trip, Jacksonville, and one round-trip, Des Moines.

R. Nywening, Conductor, San Bernardino, one one-way, Bolivar, Mo.

P. H. Lyon, Freight Traffic Department, Los Angeles, one round-trip, Detroit.

A. E. Babcock, Conductor, Riverside, one round-trip, Detroit.

Arthur Bailey, Checker, Los Angeles Freight House, two round-trips, New Orleans.

ANOTHER DONATION TO CLUB

The following books were donated to the P. E. Club Library by Mrs. Evaline McGruder, wife of Wm. H. McGruder, Station Master, P. E. Station: A Life's Remorse, by The Duchess; Passers-by, by Anthony Partridge, and Her Love or Her Life, by Mrs. E. D. E. N. Southworth.

The Club is always thankful for any books which our employees donate, as there is a constant demand for books of all kinds, especially those of fiction. The collection of western stories are greatly in demand.

WEEKEND CAMP FROLIC

On September 22nd the General Superintendent's office force visited the Pacific Electric Camp for the week-end. A most delightful trip was had at the Camp, where the party was assigned excellent quarters in cottages and bungalows.

After one of the Vacation Home chef's famous dinners, the evening was spent with cards, dancing, music and games; a wonderful ride to the Rim of the World for a night view of the valley below; then a weiner roast and marshmallow bake, and then, well space will not allow for full details as to how Chief Clerk Hill was declared champion (you'd be surprised), "Baron" Harry Long's nice way of entertaining the younger members of the fair sex and the sea-sickness of Joe Shafer. Mrs. Cox, File Clerk, left her better half behind, and from all appearances had a wonderful time.

Sunday morning awoke bright and beautiful and a most delightful trip via the "Lady Louise" was had around the lake; then back to the camp for luncheon. Later the ride down the mountains, where from many points could be seen the new high-speed highway under construction.

C. S. Alexander, Secretary to Div. Engineer, San Bernardino, one one-way, Dixon, Ill.

Hugo Dummer, Freight Agent, Glendale, one one-way, Chicago.

B. M. Gillian, Switchman, San Pedro, one one-way, Houston, Tex.

L. Antista, Supervisor, Southern Division, one one-way, Chicago.

Henry C. Pingel, Car Repairer, Torrance, one round-trip, Milwaukee.

Richard A. Sandell, Cashier, Freight Station, Hollywood, two one-ways, Detroit.

W. J. Stewart, Motorman, Los Angeles, two round-trips, Boston.

M. Levin, Accounting Department, one round-trip, Chicago.

O. B. Riley, Day Operator, Substation No. 8, Altadena, one one-way, New York City.

J. W. May, Substation Operator, one one-way, Portland.

Railroads in Second Rank of Nation's Industries

TRANSPORTATION by steam and electricity in the United States employs over 2,000,000 men and women; engineers, firemen, switchmen, track workers, a vast army of clerical workers, and the whole range of mechanics and construction workers who give all their time to building and repairing the rolling stock and fixed property, says a national publication. The railroad industry is even more omnipresent than farming. Not only does it spread to every corner of the open country but it reaches also to the heart of the metropolis. In a way it is the cornerstone of the entire industrial structure.

In point of capital invested the railroad industry probably takes second place—it is doubtful whether the building industry represents so large an aggregation of property even though it employs a million more workers. About \$28,000,000,000 represents the value of the nation's railroad investment, according to the computations of the Interstate Commerce Commission for 1927. Of this enormous total 20 per cent has gone into street and electric railways.

Railroads are symbolic of the age of big business and the machine. Of the ten largest corporations in the United States, all of them representing a capital investment of over \$1,000,000,000, no less than five are railroads; the Southern Pacific, the Pennsylvania, the New York Central, the Union Pacific and Santa Fe.

Reducing the output of railroads transportation service for passengers and freight to terms of dollars and cents shows a contribution up to that of the building industry. The money which the public pays for this service amounts to over \$7,000,000,000 a year.

Industry	Employees	Rank	Value of Products or Service	Rank	Estimated Investment	Rank
Railroads	2,184,000	3	\$7,396,000,000	2	\$27,800,000,000	2
Automobiles	430,000	10	4,745,000,000	6	3,000,000,000	10

BIGGEST MONTH AT HARBOR

Exceeding all former records for exports from and collections at the Los Angeles Harbor, the month of August registered the greatest volume of tonnage yet recorded, a report by the Collector of Customs at the harbor reveals.

The export figures just registered showed values of \$12,760,000, compared with \$7,123,171 in August, 1927. Imports had a valuation of \$4,200,000, compared with \$2,967,328 for August a year ago.

It is the matter of harbor collections, however, that is the real criterion of port business conditions, and these amounted to \$677,000, nearly \$22,000 gain over the \$655,879 received in August, 1927.

"They say if there's anything in a man, travel will bring it out."
"You tell 'em! I found that out my first day at sea."

The Causes and Control of Electrolysis

Paper delivered by Julian Adams, Asst. Supt. of Power, before the Water Supply Section of the Division of Public Administration at the University of Southern California, August 18th.

By JULIAN ADAMS
Asst. Superintendent of Power

ELECTROLYSIS of underground pipes is something which unfortunately will always be with us. Wherever electric current flows from a pipe to the earth, pitting or eating away of the pipe always occurs to some degree, and this is electrolytic action or electrolysis.

Sometimes this is caused by stray current from the tracks of electric railroads. More often it is caused by battery action resulting from dissimilar metals in the piping system and various conducting substances in the soil. For instance the combination of iron pipes and brass fittings in the soil establish an electric battery and the flow of electric current, or whenever there are impurities in the metal in the pipes such action is set up. Again, whenever the earth contains such substances as cinders or coke in contact with the piping system a very good electric battery is established and electric current flows between pipe and earth.

Battery action of this kind is sometimes referred to as galvanic action, but this is merely another name for electrolysis. The two are one and the same thing and it is impossible to tell from the physical appearance of a corroded pipe whether the corrosion is the result of stray current or produced from other causes as mentioned above.

Precautions Cited

Practically all corrosion of underground pipe is, in reality, electrolysis, but this paper will deal only with electrolysis as produced from stray current from electric railroads. There is no universal cure for such electrolysis, but in order to reduce as far as is practical the amount of stray current in the earth from the tracks of electric railroads, it is desirable that certain precautions be taken by the railroads.

1—The rail joints in the track should be well bonded and this bonding should be regularly inspected and maintained.

2—Reasonably close spacing of substations is desirable in order to keep down the length of the track return circuits. The advent of the automatic substation has made it practical, in some cases, to add additional substations, and a great deal of money has been spent by the railroads in recent years in doing this in and around Los Angeles.

3—When interurban railroad lines are built on private right of way, the escape of stray current is reduced if the ties are laid on well drained road bed and preferably on rock ballast.

Certain supplemental methods consisting of reducing the current flow

and voltage drop in the track have also been found in some cases justifiable. One of these methods consists of the use of what is known as the three wire system of distribution. For 600 volt lines this consists of making some sections of the trolley wire 600 volt positive to the track and some sections 600 volts negative to the track, the track in this case being the neutral return and carrying only a small amount of current.

The first installation of a three wire system of distribution to be made in the United States for the mitigation of electrolysis was installed in Hollywood in 1915 by the Pacific Electric Railway. Since that time this system has been extended by the Pacific Electric and it is now in use in Venice, Santa Monica, Pasadena and South Pasadena. Among other cities where it has since been installed in the United States are New Orleans, Omaha and Springfield. It has operating disadvantages and its use is justifiable in special cases only.

Another method of reducing the current flow in the track is the use of insulated negative feeders to carry a portion of the return current. Current is forced through these feeders by installing resistances between the tracks and the negative bus bars in the substations. Such insulated negative feeders are expensive to install and the resistance connections to the track result in a continuous and a very considerable power loss. The insulated negative feeders are used here and elsewhere in the United States to a very limited extent only.

Government Finding

Some years ago the Bureau of Standards at Washington discovered that reversals of current flow in underground piping system, even if made only once in 24 hours reduced the amount of electrolysis by a very large amount. The first application in the United States of this principal to electrolysis mitigation was made in the cities of San Bernardino, Riverside, Redlands, Corona and Rialto by the Pacific Electric Railway in 1918. In these cities the trolley is made 600 volt positive to track on the odd days of the month and made 600 volt negative to the track on the even days of the month. The arrangement of the railroad company's electric distribution system in these cities is such that this does not result in any operating difficulties.

Another supplemental means of reducing electrolysis from stray currents is the electrical draining of the pipes. The electrical current is drained from them by placing copper bonds between pipe and rails or between pipe and negative bus bars of the substation at such places as pipes are positive to the rails. This is probably the oldest form of electrolysis mitigation in use and in many cases is very effective. In other cases, however, its use is undesirable. It is likely to set up cross flow of current between different piping systems and result in injury to other pipes.

Let us now refer to some of the

things which pipe owners can do to reduce electrolysis.

1—Cast iron pipe should be used where practical in preference to other kinds of metal pipe, as electrolysis is slower on cast iron than on wrought iron and steel. Thin riveted sheet steel pipe is the worst pipe that can be used.

2—In laying new pipes or replacing old ones, pipes should be placed as far as possible from the rails and the crossing of service pipes under the tracks should be avoided where practical. Some companies in densely built-up districts lay mains on both sides of the street to accomplish this.

3—Insulated coatings, where pipes are close to the rails, are justifiable.

4—The use of insulated joints to break up the electrical conductivity of the pipes is effective.

NO-CRUISEING LAW SPEEDS PHILADELPHIA TRAFFIC

That traffic congestion can be relieved to a large extent by the adoption of regulations prohibiting or limiting the cruising of taxi cabs in busy metropolitan districts, is indicated by the results of a no-cruising ordinance adopted by the City of Philadelphia. The figures of a recent check, made on Chestnut Street between Juniper and Thirteenth, after the no-cruising rule had been made effective, are compared with those of a similar check made at the same season of the year, but before the new regulations were adopted, in arriving at this conclusion, states the Philadelphia Rapid Transit Co.

A year ago, in spite of the smaller number of taxis, 1,877 empty cabs passed along this section of Chestnut Street between the hours of 9 a.m. and 6:30 p.m., an average of one empty cab every eighteen seconds. The figures of the recent check show that this number diminished from 1,877 to 630, an average of one empty cab every sixty-four seconds. This is an average reduction of sixty-six per cent.

That the result obtained from the no-cruising ordinance in Philadelphia is typical of what could be accomplished in the matter of relieving traffic congestion in other cities were similar regulations adopted is the belief of those making the survey.

Many an accident has occurred because the man at the wheel has refused to release his clutch!

Knew All About It

He: "I love you as no one ever loved before."
She: "I can't see much difference."

This Magic Age

Card in Florida paper—
Thursday I lost a gold watch which I valued highly. Immediately I inserted an ad in your lost-and-found columns, and waited. Yesterday I went home and found the watch in the pocket of another suit. Heaven bless your paper.

His Civility

"Jack says he's a civil engineer."
"Don't believe a word of it, dearie, you should see how he acts when he's out with me."

Boy Defines

"Willie," said the teacher, "can you give a sentence illustrating the difference between 'nectar' and 'elixir'?"
"That's a cinch," said Willie. "Before Bill Smith married Sadie Jones he nectar. Now elixir."



"Listening In" Along The Lines By Our Correspondents

SHERMAN TERMINAL By E. D. Arthur

The long contemplated moving of Sherman Shops in order to open Santa Monica Boulevard through to Doheny Drive on the south side of right of way began Monday morning, September 17th, and according to reports, all buildings were to be vacated by October 1st.

The General Foreman, Mechanical Dept. and Terminal Foreman, Transportation Dept. are to occupy the present Store Department building jointly. The Repair Shop, Machine Shop, Winding Room and Air Shop are to occupy the building formerly used for the manufacture of special work materials. The Garage will move to the Foundry building and the Store Dept. will have a portion of the building now used by the Line Dept. The above changes are now under way and every effort is being made to speed the work.

Numerous track changes are to be made, and a new passenger and freight station and the Sub-Station constructed.

We understand that J. E. Pasley spent another sleepless night this week enroute to and from Long Beach. "There's a reason", but we haven't learned her name.

H. H. Hapgood, Day Foreman at Ocean Park, and Miss May Smith, formerly of Fall River, Mass. were married in Tia Juana, Mexico, Sept. 7th. Mr. Hapgood is better known to most of the boys as "Hap", who join in wishing all the happiness for the Haps and perhaps a little Hap.

They are at home to their friends at 912 Vernon Ave., Venice, Calif.

Night Foreman W. R. White of Ocean Park, while on vacation will make a trip back to Missouri to the old home town, Joplin.

Mrs. W. R. White, wife of Night Foreman at Ocean Park, and little daughter Barbara, are spending a short vacation with relatives in San Francisco, Calif.

H. B. Weaver and wife are visiting places of interest in Southern California while on vacation. Mr. Weaver is employed at No. 3 car house at Sherman.

Emil Brower, Electrician at Ocean Park, who has been absent for several weeks on account of a slight accident, has returned to work.

H. E. (Buck) Mattox is spending his vacation with relatives in Denver, and Greely, Colo.

Herbert T. Williams, Auto Repairer at Sherman Garage, spent three days of his vacation with the boys at the garage, but finally decided to take a trip to Mt. Lowe.

Mrs. Louis Wabnitz, wife of Machine Shop Foreman, was called to New York on account of the illness of her sister.

W. M. Johnson, Day Foreman Hill Street

Station, spent his vacation with friends and relatives in Kansas, Oklahoma and Texas.

C. J. Medley and wife are guests of relatives in San Francisco while on vacation.

Doings of the night shift at Sherman Car House:

Deacon (B. R.) Brown, Sailor (C. T.) Pate, H. V. McLaughlin and Tom Wilson have all purchased new cars. (How do they do it?)

Prof. J. W. Carrell has become acquainted with a new girl and expects to be married while on vacation. (He has his consent).

STORES DEPARTMENT By H. Vander Zee

Still quite a number of Stores Department employees who have not had their vacations. Following are names of those who took their vacations during the month of September.

Ward McCall, Storekeeper, fishing trip, High Sierras.

Geo. Quesenbery, Sec. Stkpr., Home and Catalina Island.

Gus Smith, Janitor, home.

W. J. Grover, Helper, Catalina Island.

Wm. Winterberg, Deliveryman, home.

Earl King, Helper, Hanford, Calif.

Mary Gannon, Typist, P. E. Camp.

Theo. Gartner, Asst. Stationer, having enrolled in the U. C. L. A. has been replaced by Wm. Grover, formerly Helper at Torrance.

Other changes in the personnel of the Stores Department this month:—

Don Fuller, Helper in Stationery store, now with Stores-Shop Delivery at Torrance.

Isaac Cowgill, formerly at Washington St., has replaced Don Fuller in Stationery Store.

Edwin Amen—new employee, temporarily employed as Helper at Stationery Store.

"New Arrivals"

* Born to Mr. and Mrs. R. E. Ewing, Sec. Storekeeper, Sept. 12th, a seven and one-half pound girl.

Born to Mr. and Mrs. Wm. Kitto, Section Storekeeper, Sept. 21st, a seven and one-half pound boy.

Congratulations are extended to the proud parents.

Oldsmobile still continues to be the popular car in the Stores Department. Frank Clark, Storekeeper Macy St., is now the proud possessor of the latest model Sedan. There are now 9 of these cars owned by employees of the Stores Department.

Elaine Farrell, Stenographer, has purchased a new Willys-Knight Coupe.

Mary Gannon, Typist, entertained the Stores Department girls and their friends, at her home Monday evening, Sept. 10th. They all report an enjoyable time. "B" was there too.

Harry Nebanzahl, Helper, has been assisting

Mr. Hopkins in the Catalogue Bureau for the past month, printing cards for the 1928 annual inventory.

The Stores Department week-end outing Sept. 15th and 16th at the P. E. Camp, Lake Arrowhead, was well attended. Thirty-seven persons took advantage of this pleasant outing and everyone reported a very enjoyable time.

Storekeeper W. McCall, was the first person to drive our new Tractor, propelled by seven men unloading it. Ward was quite equal to the occasion.

John Vander Zee, Stores Accountant's display of Red-Cornish poultry at the L. A. County Fair at Pomona won three prizes in his first attempt at raising Blue Ribbon Stock. Believe Mr. Vander Zee has chosen a field that will experience plenty of pleasure and competition from his future efforts in producing prize winning birds.

SOUTHERN DIVISION Samuel J. Mason, Passenger Director

Well folks, forgive me for not being on the list last month. The reason is that I was in Long Beach at the Pacific Southwest Exposition starting Red Buses.

H. E. Henderson, Conductor, Redondo Line, is enjoying a visit with his sister whom he had not seen for twenty years. H. E. says the sister is enjoying California very much.

J. S. Reed, Conductor, is back after a vacation with home folks in St. Louis, Missouri.

Albert H. Fickett, Dispatcher, Southern Division, is back on the job after a visit in San Francisco. Albert says the fogs in San Francisco are very dense, but he thinks the fogs are just as bad in the Dispatcher's office.

H. "Breezy" Bramen, Conductor, is back to work after a slight accident to his knee. Boys, get Breezy to tell you about it. It is very interesting.

The Sheriff's office of Los Angeles County has called on us again for another man. This time it is no other than Joseph Ogle of Santa Ana Line. Joe will be in the Civil Department.

Boys give Ray Harmon, Night Station Master, Sixth and Main, a glad hand. He took some of his chickens to the Los Angeles County Fair and came away with two ribbons.

F. L. McCulley, Terminal Foreman, Los Angeles Street Yards, is back from his grape ranch and reports a good crop.

Fred Auforth, Conductor, Run No. 92, is visiting in the east after a successful operation at the California Lutheran Hospital.

Harry Grier, Gateman, Sixth and Main, is visiting old home folks in Iowa.

**NORTHERN DIVISION
Eastern Lines
By Ruth Thompson**

F. E. Peachey, Asst. Superintendent, with his wife and daughter have gone to Balboa, where he will spend the greater part of his vacation. They are planning a motor trip North later, before returning to San Bernardino.

Dispatcher W. G. Bodkin has just returned from his vacation which he spent in the North, making the trip by boat.

The Riverside Fair closed yesterday. We handled more Indians to the Fair grounds than ever before, the largest day being September 26th, when we took care of 1918.

The Pacific Electric camp closed September 30th, after a very successful season.

Conductors L. B. Lord and D. J. Finley, with their families, are spending two weeks in Grand Canyon.

Motorman G. F. Parkins and family left last week for Tacoma, going by way of Salt Lake City. They will return about the middle of the month.

Conductor L. V. Thompson and Motorman K. Thompson have just returned from a hunting trip in the north; the latter has gone to Kansas to finish his vacation.

Motormen Pontius and Davis, Conductors Woodburn and Vallon and Brakeman Headrick are late vacationists who are spending their time in Southern California.

**MECHANICAL DEPARTMENT
By Carleton B. Bell**

Angelo Andrini, Helper in the Paint Shop, has just returned from a three months' visit to the old home in Italy.

Carl Elmquist, Mill Foreman, is back at work after a three months' leave of absence during which he visited many cities in the Middle West and in Canada. He climaxed by buying a new Ford sedan.

Dirk Mol, Millman, also is back at work after a three months' visit to Europe where he visited his old home and relatives in Holland. While there he witnessed part of the Olympic games.

Miss Miller, Stenographer, is very lonesome these days. Her twin sister got married September 2, and now Arreen is only half here. It must be terrible to have a twin sister for so many, many years, and then have her leave you cold that way for a mere man.

Congratulations to Hugh E. Leonard, Machinist. He is the proud father of a fine baby boy, and the mother and the new boy are doing fine. However, the father is taking his vacation. We are not sure just why.

The sympathies of his fellow-workmen are extended to Roy Powell, Craneman, for the loss of his mother September 5.

The expression "the Pacific Electric family" is best understood after a visit to the Pacific Electric Vacation Camp. This is the unanimous opinion of employees of this department who spent the week-end September 15 and 16 at the Camp with Stores and Purchasing Department workers.

Willis Brooks has been sporting a beautiful black eye. He claims he injured it while working under his automobile. But and however, we have learned that Mrs. Brooks was helping him repair said automobile.

H. H. Webb, Sr., Helper in the Machine Shop, won several prize ribbons at the Los Angeles County Fair at Pomona with his Rhode Island Red chickens.

Everybody is glad to see "Eddie" Albachten, Armature Winder, back on the job. He has had a long stay at the hospital, but looks better now than he has for many months past, and we hope his troubles are over with. A. H. Newberry, carpenter, is still in the hospital, and although his condition is grave he would enjoy a few words with some of his fellow-workmen.

Harry Pierce, George Wheaton and Bill Husbands returned September 22 from a very successful hunting and fishing trip in the high Sierra mountains. They loaded their camp equipment on pack horses and went far back in the mountains where few hunters go and were well repaid for their extra effort. The beautiful crop of whiskers displayed by George Wheaton on his return would have been a credit to any high-class Bolshevik. However, they did not keep his friends from recognizing him when he presented them with a nice piece of venison.

E. Lloyd Murphy, Auto Mechanic, went to the P. E. Camp for the closing week end and showed up all the other fishermen by catching an 18½-inch trout, the longest of the season, on the next to the last day of the camp season.

Torrance was represented at the Camp on the closing week end by 22 shop employees and their families. It was suspected that some of this number were responsible for the crepe which was displayed indiscriminately throughout the camp when folks arose the last day of the camp season. Most of them stated that they would be on hand next year to see that the opening day was fittingly celebrated also.

**MECHANICAL DEPARTMENT
By Willis M. Brooks**

ANOTHER OLD-TIMER

Half way around the world; from the ice and snow of far Sweden to the land of perpetual summer, our own California, is the odyssey of Charles Lundgren.

Born in 1864 in the shadow of the Arctic Circle, the age of manhood brought determination, for at 21 years of age, Charlie landed, an immigrant, in New York City.

The big city could not claim him for its own, however, for a few days later he arrived in Muskegon, Michigan, where he remained for about a year.

Gradually working his way westward, he next moved to St. Paul, Minn., where he started his railroad career in the employ of the street railway company.

From Minnesota he next moved to Milwaukee, where, in 1893, he met and married "the lady", Miss Isabelle Tucker.

In 1902, Charlie, together with his family, arrived in Los Angeles and almost immediately started working at Seventh and Central for the Los Angeles Pacific Railway Co., now a part of the Pacific Electric System.

When the Special Work Shop was transferred to Sherman in 1916, he, too, was transferred and the next twelve years found him faithfully at his post turning out special work.

As the years rolled by his family increased until it now consists of himself and wife, two sons and a daughter.

He is now at the Torrance Shops, where his years of railroad experience will find a ready use in the service of this Company in whose employ he has been for more than a quarter century.

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

It happened at Wingfoot. An auto was belching what looked like smoke from its inards; Bill Leach and Jack Armstrong on a motor, shout fire! and grabbing a fire extinguisher rushed over to auto, pumped all of liquid out of container, but smoke still keeps coming. A colored man standing by remarks "Thanks, boss, but that auto is a Stanley Steamer and that's just vapor coming out of the engine." Bill remarked to Jack, "Don't ever breathe a word of this or we will never hear the end of it." Jack answers, "Do I Look that foolish?"

Yardmaster Hemphill, had a close shave from sudden death a short time ago while inspecting his mining property in Arizona. "Hemp" made a misstep and fell, and came very close to falling down a 5000 foot shaft. "Hemp" saved himself by clinging to a heap of gold sacks that were ready for shipment to Butte Street. Lucky grab.

Assistant Trainmaster, Frank Bradley, while on a visit to the beet job at Santa Ana had four blow-outs on the way down and it was a

real warm day when Frank arrived at Santa Ana. Very warm!

Frank Haag reports that his ranch at Escondido is bearing a bumper crop and Frank gives all the credit to his extensive water system. Avocados are bringing record prices.

Former Conductor Yeager is in good shape after a serious operation. Yeager is sending regards, through the writer, to his many old friends on the Pacific Electric.

Here's hoping that Jim Blake will soon be his old self again after his recent illness.

"Fat" Combs is worried about getting bumped. That's all right 'Fat' we heard different.

George Roy is working on the supply train with 'Frenchie' Neville. George said he will soon be able to land a job down on the docks as a Stevedore. He feels that fit. O. K. George. Don't let them get you down.

Brakeman Christie and Trolleyman Freeman are working a very novel job, half nights and half days. Sam Kirk said the sudden changes are great, but it's hard on Freeman as the boy is hard on the boxes after a night job.

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

The Los Angeles County Fair which was held at Pomona, September 18th to 23rd inclusive, proved to be as popular as in the years past. The exhibits were not only beautiful, but were representative as well of the district from which they were submitted.

Trains on our Pomona Line, direct to the fair grounds, were well patronized throughout the week. Sunday especially proved to be a busy day, with many patrons taking advantage of our Sunday Passes. In addition to regular service several extra trains were run to accommodate special parties.

September further proved itself a "fair" month for the Southern California Fair was held at Riverside from September 25th to 30th inclusive. This annual exposition was well up to its past high standard of exhibits and was well attended.

Travel on our Los Angeles-Riverside Line increased very noticeably during the week of the big fair.

We are glad to introduce and welcome to Macy, Conductor F. E. Wood, a new arrival.

The stork didn't miss Macy Street last month for on September 21st, Conductor W. E. Beck became the justly proud father of a 7½ pound baby girl. Congratulations, Mr. and Mrs. Beck.

Conductor L. N. Velzy has returned to Macy Street from Pomona where he has been filling in on the extra board during the heavy vacation season.

It is with pleasure that we announce the marriage of Conductor G. D. Jeremiah, San Bernardino Line, to Miss Marvel Louise Stauber, of Upland, California, on the evening of Saturday, September 29th.

The happy couple are spending their honeymoon in making a trip to Duluth, Minnesota, the former home of the bride. Congratulations and best wishes.

**ACCOUNTING DEPARTMENT
By William Keelin
Batting for George Perry**

The memories of vacation are still with us; the month of September reflects:

Mr. Fleschner remained at home. Mr. Knowlton visited in Kansas City.

Charles English motored to Stockton, while I. Tighe traveled in the same direction as far as Fresno intent on bagging some ducks.

Earle Moyer and family spent an enjoyable week at P. E. Camp.

Irene "Tillie" Falconer spent her time showing eastern relatives many reasons for "the why" of Southern California.

Andrea Nielsen went by boat to San Francisco. George Watson remained at home, as

did Eddie Uecker. Emily Prior motored to the Grand Canyon. Mr. Winfield Scott Hancock Weeks picked Arizona as a good place for celluloid collars. Mr. Cattle and wife traveled to Denver, stopping off a few days in Salt Lake City. While in the station in Denver Mr. Cattle overheard a young lady mumbling "Cy, Cy" and upon inquiry learned that she was waiting for a man named "Cy." We know that man—and How!

Noble Cates went to Big Creek, rifle in hand and full of hope. Hadn't been out long before the whole camp was aroused by a big noise and soon saw Noble coming through the clearing with a bear in close pursuit. He was calling out 'I'm bringing him in alive'!

A new employee to join our ranks is Mollie Jackson who formerly worked under F. W. Pope, Auditor of Freight Accounts, in the San Francisco office. She has been added to the forces of the Calculating Bureau under Miss Bettis.

Due to illness Frances Jensen has taken a leave of absence, her place being filled for the time by Doris Lindeman.

Those on vacation in the Conductors Accounts Bureau are as follows: Florence Halde-man, San Francisco; Ann Shofer, Boston, New York, Pittsburg, etc. Dovey Brown, home; May Painter, El Paso, Texas; Florence Cederstrom, Salt Lake City and Ogden; Matilda Johnson, Home.

LONG BEACH TERMINAL By Jean Edwards

His name was Albert Omer Williams, in fact, it still is. On the records of Indianapolis, Indiana may be found this same name. If anyone wants to know how old he is those records may be scanned.

That town seemed to be a pretty good place to live so he stayed there until 1904. During the years preceding his departure he attended grade school, a Y. M. C. A. business college and the Heeb business college.



A. O. Williams

In quest of funds he found a wholesale grocery house that seemed to offer a solution to his difficulties. After learning his 'groceries' he removed himself to the county auditor's office where he learned his 'figures' (?) Uncle Sam next took charge of the boy's destinies while he worked in the Post Office and then 'whoops' and he was in Chicago, (not yet the notorious Chicago) making maps. Feeling the lure of the Golden West it was a case of 'California here I come'.

As a Conductor on this same Southern Division he started with the P. E. Later as a Conductor on a work train he assisted in building the San Pedro, Newport, Huntington Beach, Santa Ana, Whittier, West Basin and Covina lines.

Followed next his gracing a Terminal Foreman's job at Seventh and Central, after which he became Depot Master at Sixth and Main Street, being succeeded by the present incumbent, Wally.

Five years in this capacity and the need for an Asst. Trainmaster at Long Beach developed, where he has been ever since. Later as Trainmaster he became boss of the boys and being Worshipful Master of a local Masonic Club there are a number of the boys whom he gets to boss twice.

Respected and esteemed, he is still among us, even though he did almost run himself and everyone else to death in handling the exposition crowds. Since the boys like him and he likes us, it is a matter of "flowers to the living."

7TH ST. WAREHOUSE By Daniel Sanchez

Wm. Ninyard, Checker, lest doubtful friends doubt his luck, or rather skill, at having landed a two year deer, brought back a deer head

from his mountain vacation. Do we like deer meat? Yes, indeed!

Soon only fond memories will remain of the 1928 vacation season, nearly all of the remaining vacationists having gone during September. From those who went last month we learn that:

H. Houtekamer, Stevedore, visited relatives in the east, while San Francisco and points north attracted Foster Whitehead, Road Clerk. Isidro Tellechea, Checker, felt the urge to visit his home and relatives in Mexico; Dan Page, Stevedore, took an extended leave to visit in the east; Baxter Ryan made a journey to the Lone Star State, Texas.

Misfortune overtook our good friend, Eddie Highton, last month. The first day after being assigned to duties of Chas. Keller, who was transferred to Butte Street, he suffered a painful accident to his left foot. His many friends hope for a speedy recovery.

H. Holland, Trucker, was away from his work, due to sickness, as this is written. Reports were favorable to his early return to duties.

The pesky little fellow so handy with the bow and arrow struck deep in the heart of William Hernandez, who last month succumbed to the charm of Miss Juanita Quintane. Just half the luck their many friends wish them assures a long life of wedded bliss.

From the Freight Terminal headquarters we are informed that:

Odette Coulam from Accounting Department leaves next month—trip to Denver and Salt Lake City.

Ralph Malone, Expense Clerk, is visiting relatives in the north.

Com'm'l. Checker J. H. Young reports a very enjoyable time in the northern provinces.

Teller James Brownlee returned last week from his vacation spent at Antioch, Cal. Jimmie says no fish—but many fine sights.

Team Track Foreman C. F. Holt with his son Harry are on leave visiting the old home in the East.

Eugene Tracy, Leo Maloney and M. J. Davison of the Butte Street Car Desk is on vacation.

Car Clerk L. R. Hill is confined to his home on account of sickness. Car Clerk Harold Pickler, just recovering from an operation for appendicitis, was called East on account of the serious illness of his father.

Guido Roedder, Car Clerk, who received an injury to his foot in a motorcycle wreck some time ago, is having the silver plate removed.

Comm'l. Checker Ben H. Fisher reports the safe arrival of his wife from Kansas City, where she has been an invalid, recovering from a serious operation for some time.

ENGINEERING DEPARTMENT By Margaret E. Maitland

Warren Smith returned from his vacation a married man, and after seeing his wife, formerly Jerry Howell, we think Warren shows very good judgment. The Engineering Dept. presented Mr. and Mrs. Smith with an electric iron and an electric percolator.

F. L. Linne surprised us all by passing the candy and cigars. He also has a new position and is now Bridge & Building Material Clerk.

Chas. Soothill has just returned from his vacation which he spent at home.

Martha Falbaum also is back from her leave, part of which was spent at Catalina.

B. Manley went hunting, getting his quota, one a four-point deer.

Reuben Gies reports losing his dog while listening to Al Smith's speech.

R. Smith is spending his vacation near Gaviota Pass Hunting deer—wonder how the new Ford is acting?

Mr. and Mrs. Hubon spent their vacation at San Francisco and San Diego, report a very pleasant trip.

Howard Christianson is back on the job; vacation to Howard does not mean a trip somewhere, his was spent at home.

R. E. Humphreys spent his leave in the High Sierra, Lake Tahoe, Sacramento and San Francisco; didn't get any fish but had lots of fun.

Since the installation of the pool tables in the Club on the 9th floor, several members of the Field Dept. are enjoying games during their lunch hour. Ladies are welcome.

C. B. Davis transported twelve soldiers from March Field to Santa Monica and return in a Fokker Monoplane.

E. C. Hill has just purchased a new Erskine six.

Jos. Frownfelter, after living in Los Angeles for 13 years, has recently moved to Alhambra.

Dave Boyle spent one week of his vacation at Parcher's Camp in the High Sierra. They say the man who can go through the first two weeks of raising a mustache has the makings of a hero. Take a look at Dave.

Earl C. Hazlett has recently been appointed P. E. Band Librarian.

Mr. and Mrs. McClure enjoyed the weekend, Sept. 22nd, at the Pacific Electric Camp.

We are glad to report that I. McInnis is in much better health after his vacation and leave of absence.

Jas. Flathers spent his vacation on a ranch near Visalia.

Mr. Bordner has returned from a two weeks' vacation, which time he divided between San Francisco and Big Bear Lake.

For the past year the Valuation Bureau has been in the trapping business and now has the capture of thirty-eight rats to its credit.

B. C. Baldwin has just returned after a five weeks' leave of absence, spent at Indianapolis. Hial Williams spent his vacation at Long Beach.

Alex Sulimoff has returned from his vacation spent visiting in and around home.

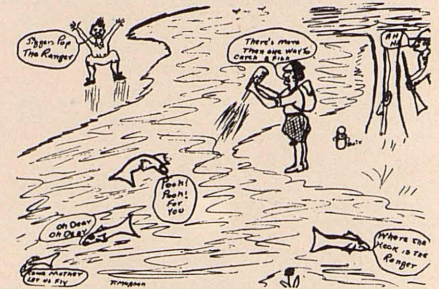
J. Neff, Towerman, says he has forsaken the new love for the old and has returned to the second trick Subway tower.

All P. E. Towermen have been granted one additional day off per month. Heretofore these men were allowed one day off a month.

Mrs. H. B. Riley, wife of Towerman Riley, had her pocket picked, losing \$30.00 and her annual pass. We hope that the thief becomes conscience stricken.

Lee Cash has been doing so much night work it has caused him to neglect his social obligations.

Up to these Virgin Waters
Where 'tis said man had never trod,
Went our fellow worker Gould,
With his trusty fishing rod.
Back from this mountain fastness
Large and shiny trout he brought
But this is our personal opinion
Of the way said trout were caught.



Universal

Son: "Pop, you know in India a man doesn't know his wife 'till after the marriage."
Father: "Why India?"

Sad Case

Willie was dejectedly walking home from school and his weebegone appearance attracted the attention of a kind-hearted old lady.

"What is troubling you, my little man?" she asked.

"Dyspepsia and rheumatism," replied Willie.

"Why, that's absurd," remarked the old lady.

"How can that be?"

"Teacher kept me in after school because I couldn't spell them," was Willie's dismal answer.

Film Industry Is Great Aid To Southland Progress

CONTINUING a phenomenal growth, the motion picture industry in Los Angeles last year produced pictures having a total value of \$176,000,000 states a report of the Los Angeles Chamber of Commerce. In making this remarkable progress during 1927 that industry takes second place in the matter of total value of its products, petroleum being at the top of the list in this district.

For the country as a whole the motion picture industry is the fourth largest, this fact being shown in reports of N. M. Lord, Director of the U. S. Budget Bureau.

Figures illustrative of the enormous proportions which the industry has reached show that of the \$1,500,000,000 invested in motion pictures in this country, \$1,125,000,000 is invested in the Los Angeles district. Authentic reports state that the industry is spending \$5,000,000 locally for permanent improvements and stands at the head of thirty-five basic California industries in this regard.

There are 30,000 motion picture theatres in the United States with an annual weekly attendance aggregating 70,000,000 persons. The Motion Picture Producers and Distributors' Association is authority for the statement that approximately \$1,264,000,000 is paid annually in admissions to theatres showing motion pictures. Last year it is estimated that 191,433,000 people attended motion picture shows in Southern California alone.

Making for the general prosperity of the Southland, the motion picture industry contributes to practically every other industry in this district. Purchases of all kinds are necessary for the productions that are continually being made. One studio in Los Angeles is the biggest single purchaser of lumber in the Southern California area, not even excluding the furniture industry which turns out millions of dollars worth of products annually.

The Wrecking Crew

The car was brought to the local garage for repairs, and was badly damaged.

Dad's Example

Father: "Every time you are bad I get another gray hair."
Son: "Well, you must have been a corker. Look at grandpa."

Detour Makes Difference

She—"Men are all alike—whatever you say to them goes in one ear and out the other."
He—"And what is said to a woman goes in one ear and out at the mouth."

"And when was the baby born?"
"Between the second payment on the radio and the tenth payment on the car."

Father to Son

"Father, I'm a pauper."
"Congratulations, son, boy or girl?"
"I'll give you fifty cents if you'll wash your face," said the college professor to his small son.
"Keep it and get a haircut," was the young hopeful's reply.

His Mother's Boy

"Daddy," cried six-year-old Edwin, "don't say 'must' to me, it makes me feel won't' all over."



Musician—"I quit."
Leader—"Take your drum and beat it."

Anyway, It Purred

Did you hear of the little girl, a citified youngster, who visited in the country and said: "Oh, Auntie, come quick. The cat has gone to sleep and left his engine running."

In the Vernacular

Sydney Shields, well-known actress, has an old negro mammy from the South in her employ. The other day, a colored man appeared at the door seeking work. The woman met him and the following was the conversation between the two:

"I don't reckon you-all knows of nobody what don't want to hire nobody to do nothin', does you?"
"Yes, indeed, I doesn't."

He (discussing present-day fair sex): I can't for the life of me see what keeps women from freezing to death.
She (blushing): "I don't think you are supposed to see."

His Mistake

Hubby: "It seems, my dear, that there is something wrong with this cake."
Wife: "That shows what you know about it. The cook book says it's perfectly delicious."

The Strenuous Life

Judge: "Why have you not made these alimony payments?"
Defendant: "I can't start till week after next, Judge. There are still two installments due on the engagement ring.—Life."

Marvels of Electricity

Tenderfoot—"The marvels of electricity have set me to thinking."
Scoutmaster—"Yes, it is wonderful what electricity can do."

Excluded

Grace is a young lady of five years and also of a very difficult disposition. The other day a visitor to her father's home found her weeping in a corner.
"Why, what are you crying about?" she asked.

"Cause all my brothers and sisters have a vacation and I don't have any."
"And why don't you have any vacation?"
"Cause I don't go to school yet."

The Clinging Sort

Johnson: "So you gave up trying to teach your wife to drive the car?"
Williams: "Yes. When I told her to release her clutch she let go of the steering wheel."

Natural

"Did you give your stenographer a day off on her birthday?"
"She didn't need it; she took three years off, herself."

The teacher was discussing the rhinoceros family with her class and then said: "Now someone name some things that are very dangerous to get near to and that have horns."
"Automobiles," promptly replied little Jimmy.

So'd We

"That is a skyscraper," announced the guide.
Old Lady: "Oh, my! I'd love to see it work."

Toolie (trying to locate his last pay): Let's see, I had eighty-five bones. Spent twenty on likker; lost forty-five in a crap game; and—er—I musta spent the other twenty foolishly.

Negligent Salesmanship

The only reason a great many American families don't own an elephant is that they have never been offered an elephant for a dollar down and easy weekly payments.

Beware of the man who promises more than you have a right to expect.

"The trouble with the average man is that he seldom increases his average."

"What's troubling you, little boy?"
"Ma's gone and drowned all the kittens."
"Dear me! That's too bad."
"Yep, she—hoo-hoo—promised me I could do it."

Good Advice

"What kind of a husband would you advise me to get?"
"You get a single man and let the husbands alone!"

Shattered Hopes

Applicant: "Here is my diploma in public speaking."
Employer: "Very well, go out in the other room and address those envelopes."

Blazed Trail

Heavy Stranger (returning to theatre between the acts)—Did I tread on your toes as we went out?"
Seated Man (grimly)—"You did, sir."
Heavy Stranger (to wife)—"That's right, Matilda, this is our place."

Finis

Here's to the memory of Johnny McGuire, Who ran through the town with his trousers on fire;
He went to the doctor and fainted with fright,
When the doctor told him his end was in sight!

No Lie

"Meyer, you are a swindler—you took a day off yesterday to bury your mother-in-law and today I met her in the park."
"Pardon me, I did not say she was dead, I only said I would like to go to her funeral."

The Law of Attraction

"Father, you were born in California you say."
"Yes, my son."
"And mother was born in New York."
"Yes."
"And I was born in Indiana?"
"Yes, my son."
"Well, father, don't it beat the Dutch how we all got together?"

The Wicked Thing

"Did you say your husband has been deceiving you, dear?"
"Yes, the brute! He has been walking to the office and spending the bus fare I gave him every morning."

There You Are

"These rich people make me sick. What's the use of having money if you don't know how to enjoy it?"
"Well, what's the use of knowing how to enjoy it if you haven't got the money?"

Too Much Reform

He was earnestly orating to a large but not too select an audience.
"I want land reform!" he shouted. "I want housing reform, I want educational reform, I want liquor reform, I want—"
"Chloroform," said a bored voice from the audience.

"And now, Jimmie," said the teacher, "can you tell me what is raised in Mexico?"
"Aw gwan," replied the bright boy, "I know what you want me to say but ma told me not to say bad words."

"How can I make anti-freeze?"
 "Hide her woolen pajamas."
 —Columbia Jester.

Another Momentous Question
 She: "According to the latest fashion notes, skirts are going to be worn below the knees."
 He: "I don't doubt it, but how are they going to keep them on?"—Life.

Suspicious
 Wife (at table)—Mother sent me a recipe for some wonderful floor polish, but I've mislaid it.
 Husband (tasting his soup suspiciously)—Are you sure you have mislaid it, my dear?

Wide Discretion
 "Well, now, what time do I have to get to work mornings?" asked the new hired man.
 "Any time you like," responded Farmer Fumblegate, "So's it ain't later than half past four."—Kansas City Star.

Old Song, New Tune
 Fuller Gloom says: "You hardly know these days when you hear a woman telling about having nothing to wear whether she is boasting or complaining."—Albany Knickerbocker Press.

Forgot Himself
 Mrs. De Style (as dress mannequins display gown at modiste's)—Which do you like best, Richard?
 Husband—I prefer that tall brunette—that is, I mean the pink chiffon, my dear.

A commercial traveler, held up in the Orkneys by a storm, wired to his firm in Aberdeen: "Marooned by storm. Wire instructions." The answer came back promptly: "Start holidays as from yesterday."—Boy's Own Paper.

A Scotsman was asked what he would do if someone left him a thousand pounds, and he replied: "Count it."—The Rambler.

Costly Trespass
 "What a lovely fur coat—what did it cost?"
 "One single kiss."
 "That you gave your husband?"
 "No: that he gave the maid."

Cat Out of the Bag
 "Miss Lamb—er—Sylvia—there's a question I've been wanting to ask you for weeks."
 "Carry on, old thing, the answer's been waiting for months."

Such a Joker!
 Ethel was sitting on the beach giggling when Bess came along and asked the reason.
 "Oh, but isn't George the cut-up?" replied Ethel, between gasps of laughter.
 "Yes, but where is he now?" Bess wanted to know.
 "Well, he made a comic dive a while ago, and for the longest time he's been down under the water blowing bubbles for me."

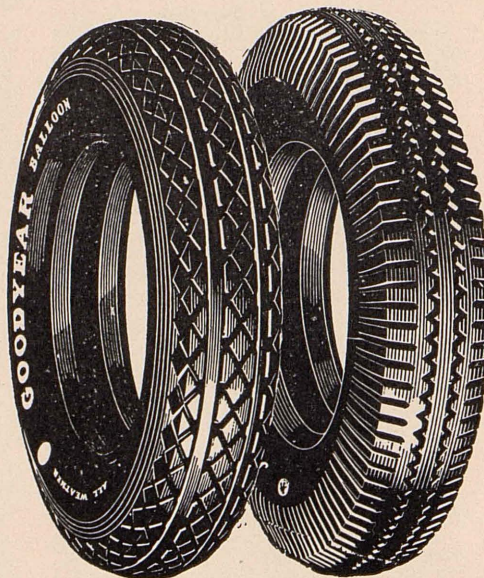
During the Month of September THE PACIFIC MUTUAL LIFE INSURANCE CO. paid the following P. E. Employees Disability Benefits Through the WM. L. THOMAS AGENCY

PARTIAL LIST

Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid
Alfring, Richard,	Acute Indigestion	\$16.66	Gillice, Francis E.,	Influenza	16.66	Keiller, James,	Cut Hand	16.00
Allison, Robert J.,	Frac. of External malleles	28.00	Grenage, Jesse M.,	Influenza	144.00	Marshall, Lee,	Influenza	32.00
Auforth, Frederick W.,	Hernia	90.00	Griffin, Frank J.,	La Grippe	20.00	Morse, John F.,	Ring worm	60.00
Bowman, Raleigh D.,	Autotoxemia	16.00	Groth, Fred C.,	Lumbago	28.00	Rich, Frank,	La Grippe	16.00
Burget, Donald C.,	Acute Tonsilitis	20.00	Harmon, Ernest R.,	Bruise	77.33	Rooney, Thomas,	Lumbago	18.66
Deal, Daniel A.,	Rheumatism	50.00	Hathaway, Amos E.,	Tonsilitis	16.00	Ross, Joseph,	Contused chest	53.33
Deming, Charles O.,	Gastritis	16.00	Hess, Charles K.,	Indigestion	28.00	Senay, O. E.,	Bowel Inflammation	20.00
Durkee, Percy E.,	La Grippe	14.00	Howell, Leslie A.,	Influenza	34.00	Telegdi, John L.,	Gastritis	44.00
Geist, Joseph E.,	La Grippe	16.00	Hughes, Ralph M.,	Colic	14.00	Turner, Elmer B.,	Inflamed ear	24.00
			Hutson, Martin E.,	Strained ligament	50.00	Turner, Myron E.,	Indigestion	17.33
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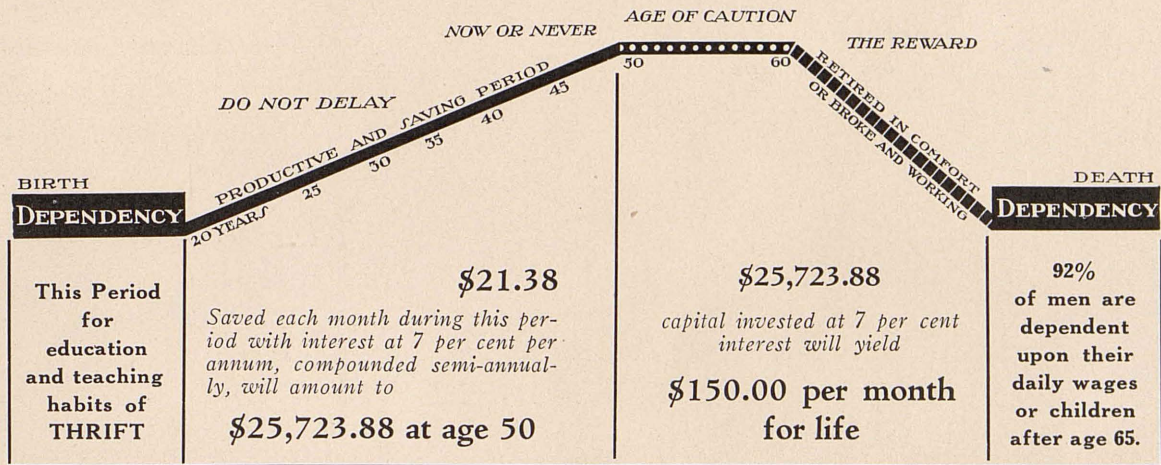
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Consider the Facts — Then Act!



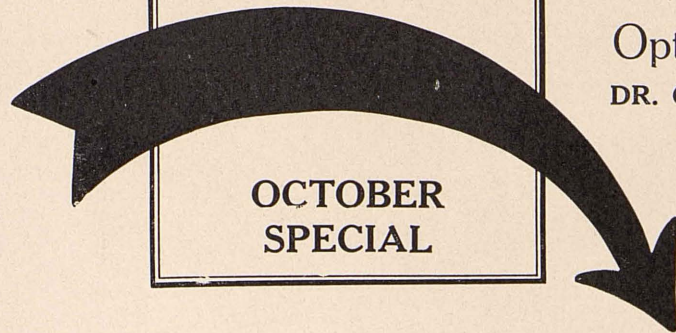
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