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Lotus and lilies abloom in Echo Park

Myself

I HAVE to live with myself, and so
I want to be fit for myself to know.
I want to be able, as days go by
Always to look myself straight in the eye;
I don't want to stand, with the setting sun,
And hate myself for things I've done.

I don't want to keep on the closet shelf,
A lot of secrets about myself,
And fool myself, as I come and go,
Into thinking that nobody else will know,
The kind of man I really am;
I don't want to dress up myself in sham.

I want to go out with my head erect,
I want to deserve all man's respect;
But here in the struggle for fame and pelf,
I want to be able to like myself.
I don't want to look at myself and know
That I'm bluster and bluff and empty show.

I never can hide myself from me;
I see what others may never see;
I know what others may never know;
I never can fool myself, and so
Whatever happens, I want to be
Self-respecting and conscience-free.

—Edgar A. Guest.

Success Measured by the Quality of Service

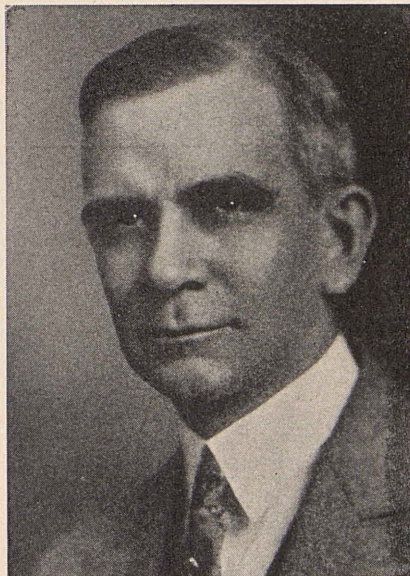
Public's Good Will Earned or Lost by Those Coming in Contact With Patrons; President Shoup Expresses His Views

Abstracted from an address made by Mr. Shoup on public relations activities of utility corporations at a recent meeting in San Francisco of the Pacific Railway Club:

THE best public relationship is established by each utility giving the best possible service within the scope of its activities, be it a railroad, a power company, a telephone company, or a gas company. The man who does not get a good meal on the diner or whose train is late, or who meets with vexatious delays when trying to put through a call to Los Angeles, or whose electric lights go out at some critical time, or whose gas fails when his wife is having dinner prepared for company has had created in his mind a more profound and lasting impression than could be made by anything we might say or any statement we might make in connection with the affairs of the company as related to the public. It is essential that we do give good service, and it is essential that there be team work to that end.

Service is not merely the perfunctory carrying on of business. It must be given with the spirit of giving service. If all along the line everyone feels that he is part of the railroad company and represents the company in his dealings with patrons; that his actions and demeanor represent to the patron the spirit of the company, then he will have a proper view of the very best way of establishing good public relationship. There is nothing quite so powerful in this world as personal contact between man and man, and the nature of that contact determines the benefits that will accrue to the interests that he is serving.

The managements of all public utilities have one problem that they may lose sight of, and that is the problem of decentralization, not to overlook the fact that affairs that could be handled from one central authority when the business was small can no longer be so directed when the business has greatly increased in volume. Many of the large corporations are finding that out. They are decentralizing responsibility. I use that word instead of authority, though it really means the same thing. They delegate responsibility down along the



Paul Shoup

line so that when a question comes up someone will not have to climb fourteen flights of official stairs to get the answer. It goes to the mechanics of the organization, it goes to the system of handling things.

More than ever before the executives of the large corporations are realizing that, after all, public good will is determined and made known largely not by someone sitting in the general office or in the superintendent's office, but by the men out on the firing line who come in contact day by day with the patrons. Upon these men, who actually meet in person the patrons of any institution—

the good will we in turn have for them. That does not mean there can be lack of sympathetic, interested and directing leadership.

There are, of course, matters that arise between the corporation and the public that are not individual, and must be cared for in some satisfactory way. If the corporation is to present its story to the public it cannot do it by leaving it to any one person. It must have a study made and then properly place the utility side before the public, and in that connection there must be team work.

Making Facts Public

We are preparing to build a bridge between Martinez and Army Point. That suggestion was offered first some 14 years ago, but because of various objections raised, though I do not know of anything that could be more useful considering the amount of investment required, the project was dropped. This time we asked everyone in Southern Pacific service to take a hand in telling the people about the bridge and the reasons why we are to build. We posted them all in advance, before doing anything, by having the engineers in charge of the work and other officers sit down and work out a memorandum covering the reasons why this bridge should be built. When we were ready to make public our facts we did so, giving the information wide publicity at one time. I mention that merely as an example of where the individual contact was not sufficient.

There must be a plan, if you have a story to tell the public at large. Tell it with clarity and brevity, and have people ready to answer any questions that may come up. For that reason the various public utilities have found it necessary to establish public relations departments which are more than merely publicity departments. These departments should be the general voice of the company and give its ideas directly with full information to everybody concerned. That work is efficient and useful as long as it is confined within reasonable bounds, and for the purposes created. There must not be assumptions; if you have not the facts, do

Good Service Keynote of Success

More than ever before executives of the large corporations are realizing that, after all, public good will is determined and made known largely not by someone sitting in the general office, but by the men out on the firing line who come in contact day by day with the patrons.

* * *

Service is not merely the perfunctory carrying on of business. It must be given with the spirit of giving service.

* * *

We must determine how we all can be of service to our patrons. By so doing, without being a nuisance or impertinent, we can do more to establish good public relationship than many of us think.

* * *

We must place ourselves on the outside looking in and try to get the view of the other fellow.

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taking the railroad, I have in mind ticket agents, freight agents, conductors and brakemen and so forth—depends the good will that the public should have for us, and, I might say,

not try to create them by assumption. If you cannot prove your case to yourself you cannot prove it to the public. It is better to understate your position than to overstate it and then be un-

able to sustain yourself. It is better to deal with specific problems than to get out broadsides of general information.

Stop Calamity Pleas

There was a time when the railroads were on the verge of all being broke. There was a great deal said about the poverty of the railroads, and that someone would have to do something. I think that tale of poverty stopped about the right time.

You finally get tired of the poor friend who every time you meet him makes a touch, or the blind beggar who is continually after you to purchase pencils. I do not believe very much in advertising our poverty. Everybody has troubles of his own, and at the time the railroads were advertising their poverty there were others not much better off. But we can tell our story when we are being unfairly dealt with.

There is no difference in the money put into railroads, or power companies, or any other public utility, than that which goes into other enterprises; and after all I believe the public wants to be fair. To get a square deal we must not be too vociferous. I suppose that we of the Southern Pacific might with propriety point out our large losses in lines serving Oakland, Alameda and Berkeley. But the public might not be interested—the other fellow is not generally interested in your troubles.

However, there is an element of justice in every man that invites a square deal and if a railroad problem is brought home to him in the proper manner, he will be inclined to treat it fairly. We must place ourselves on the outside looking in, and try to get the view of the other fellow.

The railroad business concerns the business of nearly everyone else in the United States. We cannot always expect to be receiving and never giving. We cannot always be thinking only of our own interests. We must determine how we can all be of service to our patrons. By so doing, without being a nuisance or impertinent, we can do more to establish a good public relationship than many of us think. A little kindness, a little thoughtfulness, a friendly discussion of the patron's problem, some suggestion or advice you can give him; the patron will remember that long after he has forgotten about the routine of his relationship with the railroad company.

His Boy's Luck

John, aged four, was told it was 7:30 p.m.—his bedtime.

He walked most reluctantly to the door, turned, and looked back with his chin trembling, and tears in his eyes, and said: "When I get big and have a little boy, he won't have to go to bed at 7:30—and he can play baseball if he wants to, and have a football," and, with one loud sob, continued, "Oh, I wish I was him!"

A Minneapolis traffic cop at a busy corner saw an old lady beckon to him one afternoon. He held up a dozen autos, a truck and two taxis to get to her side.

"What is it, lady?" he asked rather impatiently.

The old lady smiled and put her hand on his arm. "Officer," she said in a soft voice, "I just wanted to tell you that your number is the number of my favorite hymn."

"Yes, Sir! I Remember When..."



Four retired and esteemed veterans who "took in" the picnic. From left to right: Peter Brown; Peter Heller; William Brown and Frank Longstreet.

TO this group of honored veterans of the service the annual picnic means far more than a day's outing.

It means to them the opportunity to greet friends of their "good ol' days", as well as those of the present, and to review, in a manner such as few of us can do, what this railway system has grown to from a very small beginning. You can readily imagine Frank Longstreet, on the right, telling Peter Brown, on the left, an amusing incident of thirty-five years ago, and hear Peter Heller, second from the right, and William Brown, standing

next to him, laughingly confirming Frank's story and starting another with "you aint heard nothing yet."

This group of four is probably known to more men on our system than any others. It is to the loyalty and strenuous effort they displayed to the Company in the earlier days that they may well point with pride. Because of this they and others of the veteran forces are honored by those of us of the present day.

Oh Faithfuls! Long may you live and enjoy to the utmost happiness and health.

TWO AND ONE-HALF MILLION FOR 1928 IMPROVEMENTS

Involving a larger capital expenditure for new facilities and improvements than during any one year in the past ten, except one, betterments already made, under way or contemplated on the Pacific Electric system for 1928 will reach a total of more than \$2,450,000. In the past decade this railway has spent a greater sum for improvements only during 1925 when the bulk of outlay for the Glendale-Hollywood-San Fernando Valley Tunnel was made.

This year's major improvements and additions involve purchase of rolling stock, improvements to roadways, additional power and safety device facilities, erection of buildings and bridge structures and acquirement of shop

equipment. Practically every line of the system will benefit through the betterments made or soon to be under way. About two-thirds of the total 1928 appropriation has already been expended.

For the most part the new facilities now in service or to be added during the current year are designed to speed up service and provide additional comfort. In the matter of reducing running time, this company is now operating a total of 207 limited trains daily which save passengers as high as fourteen minutes over regular trains. This is the largest number of limiteds ever operated by the Pacific Electric.

Knots Required

Alice: "Why do they have knots on the ocean instead of miles?"

Skipper: "Well, you see, they couldn't have the ocean tide if there were no knots."

Picnic Outing Rivals Best of Former Years

Large Crowd Greet's Yearly Gathering at Redondo Beach With Much Enthusiasm. Children Attendance Breaks Record

SOME day—we'd say! Numbered among P. E. family picnics of the past have been some outstanding events, but none that preceded this year's gathering held at Redondo Beach on August 18th, contributed more in pleasure to those in attendance. If anyone failed to have a big day it's the tip to see the doctor.

From every standpoint the day was one long to be pleasantly recalled. Attendance was as large as ever, weather and plans perfect, amusements plentiful and nothing lacking in the way of wholesome fun and entertainment.

This year's picnic marked the first occasion when a separate day's outing was held for Mexican employees and while festivities were progressing at Redondo Beach a full program of sports and amusements were being staged at Rose Hill Park for our swarthy workers and their families. This innovation worked out more pleasantly for all concerned.

Weather Perfect

Our never-failing balmy picnic day greeted the first arrivals and from 9:00 a.m. until near midnight "something was doing." For the early arrivals a baseball game, fishing and bathing were the attractions that had to be decided upon. Early noon saw hungry groups gathering about well-filled baskets of picnic lunches in tidy quarters where free coffee and orangeade were served to the tune of 22,000 helpings.

With appetites appeased for the time the large gathering that had now arrived was beginning to assemble on the El Paseo where vaudeville and athletic events were to be staged. Five splendid acts preceded the racing and other contests. Easily 5,000 persons viewed the seventeen events that were staged. More than \$350 in cash was distributed to winners and near-winners. The usual good sportsmanship displayed was again manifested by all contestants.

Music throughout the day was furnished by Adkins Saxophone Ensemble of which C. H. English, Accounting Department, is a member and which splendid organization kindly donated their services for the day. Art Pabst's Strolling Troubadors, in clownish attire, also amused and entertained with well rendered numbers. Clowns with circus make-ups and clever antics were a source of joy to the steen thousands of kiddies present.

No one person could possibly have witnessed or correctly recorded all that was in progress throughout the day and neither is space in this issue available to tell the whole story. But there was plenty going on and certainly there were few who failed to enjoy themselves. Sketching briefly other amusements:

Dancing, afternoon and evening, 14,250 dance tickets were given out during the evening dance hours. Bathing

Tickets Dispensed Show Picnic Attendance

THAT last month's Redondo Beach picnic gathering was quite a party was well evidenced by the volume of tickets dispensed for the different free items.

From the figures below it is evident that more children than at any previous picnic were present, while adult attendance ranked with any former year. There were dispensed:

2150 dolls to girls
2150 siren whistles to boys
6000 bricks of ice cream
4200 merry-go-round tickets
3525 bath tickets
14,257 dance tickets (evening only)
22,000 helpings of orangeade and coffee.

throughout the day which 3,521 persons enjoyed. Bowling by six departmental teams; scores recorded on sports page, as will also be found details of shooting and fishing events staged by the Rod & Gun Club. Boxing and wrestling bouts in the early evening. To the kiddies were given 15 gross of dolls and a like number of siren whistles, 6000 bricks of ice cream and 4,200 merry-go-round tickets.

Praise is due the picnic committee personnel for the foresight of their plans and the energy with which they were put into action. It was work, hard work, for those who year after year abandon their pleasure to make the outing a success. Too, it is fitting that a word of appreciation be expressed the management for the liberal unleashing of purse strings incident to the all-important matter of financing these outings. That all are grateful and appreciative goes without saying.

The Winners

Winners of the athletic events staged on the El Paseo were as follows:

Event No. 1—75-yd. race for boys over 8 and under 12 years: 1—Paul Strasser; 2—Milton Klein; 3—Eddie Held.

Event No. 2—75-yd. race for boys over 12 and under 16 years: 1—Howard Pruder; 2—Arthur Kraft; 3—Ray Clark.

Event No. 3—Novelty dressing race for boys, limited to six: 1—Grover Todd; 2—Fred Dwight; 3—James Miller.

Event No. 4—75-yd. race for girls over 8 and under 12 years: 1—Alice McDonald; 2—Mary Kelso; 3—Noami Breeden.

Event No. 5—75-yd. race for girls over 12 and under 16 years: 1—Margaret Waldron; 2—Angie Binetti; 3—Mary Waldron.

Event No. 6—75-yd. race for ladies over 16 years: 1—Francis Platt; 2—Shirley Hough; 3—Mildred Windham.

Event No. 7—75-yd. race for winners of Events 1 and 4—Handicap for boys: 1—Alice MacDonald; 2—Paul Strasser; 3—Milton Klein.

Event No. 8—400-yd. relay race, each man to run 100 yds.: 1—John R. Bell; 2—Charles Bowman.

Event No. 9—Three-legged race for men over 20 years, 75 yds.: 1—Lawrence Mullins and Elmer Fryrear; 2—John R. Bell and Harold R. Smith.

Special Event—Officers' Race: 1—H. O. Marler; 2—L. A. Lovell; 3—F. R. Fysh.

Event No. 10—Sack race for men over 20 years, 75-yds.: 1—Earl Shulkey; 2—Lawrence Mullins.

Event No. 11—Sack race for boys under 20 years, 50-yds.: 1—William Wilson; 2—Arthur Kraft.

Event No. 12—25-yd. potato race for ladies over 16 years: 1—Mary Wilson; 2—Frances Platt; 3—Maxine Zimmerman.

Event No. 13—25-yd. potato race for boys under 16 years: 1—Joe Hibshman; 3—Milton Klein; 3—William Wilson.

Event No. 14—Free-for-all race for men, 100-yds.: 1—Charles Bowman; 2—John R. Bell.

Event No. 15—Novelty newspaper race for ladies over 16 years: 1—Helen Kennedy; 2—Ruth Matthies; 3—Bessie Mae Bailey.

MEXICAN WORKERS HAVE BIG DAY AT FIRST OUTING

Some 2000 Mexican employees, their families and friends thoroughly enjoyed the separate picnic given them at Rose Hill Park on August 18. This occasion witnessed the first scheduling of two picnics and the success of the plan was so obvious that henceforth it will be adopted permanently.

Among the program of events were an indoor baseball game, running races, novelty contests for cash prizes and dancing during the afternoon and evening. Coffee and orangeade were served to all, while the children were given in addition ice cream, beads to the girls and toy whistles to all boys present.

Dan Sanchez of the Los Angeles Freight Terminal was Chairman in charge of the day's festivities, and assisted by Simon Ventura and a corps of eight, put over the day's entertainment in a manner that reflected most creditably.

This year's Mexican outing was the

PLAY AND PLEASURES OF PICNIC PORTRAYED



The camera recorded action and plenty of it at the last picnic gathering. Athletic events with cash prizes as awards to winners were again staged on the El Paseo before a large crowd.

first time an attempt was ever made to give Mexican employees a separate outing. Not being aware of how the plan would be received, arrangements were proceeded with carefully, but with assurance that these workers will participate in and enjoy such an outing, next year's plans will be designed on a larger scale.

Another Quarter Million Improvements Planned

WORK Orders calling for the expenditure of a sum aggregating \$245,539.90, were approved by the management during the month of August, informs W. Z. Shaw, Cost Engineer, covering improvements and betterments at various locations over the entire system.

On East 9th Street between San Pedro Street and Hooper Avenue, the Company is to reconstruct and pave tracks replacing present 72-lb. material with 128-lb. A.S.C.E. grooved girder equipment, replace redwood with treated ties, install 79,000 square feet of asphalt concrete pavement, etc. Entire cost of this project is estimated at \$87,313.

At Las Tunas Drive, San Gabriel, on the Alhambra-San Gabriel Line, from Mission Road to Del Mar Avenue and from San Gabriel Boulevard to Del Mar Avenue, it is planned to reconstruct approximately 6370 feet single track and lower same to street grade, renew present 50-lb., 60-lb. and 75-lb. rail and fittings with 128-lb. A.S.C.E. grooved girder rail and fittings, install approximately 59,900 square feet of asphalt concrete pavement, which work is necessary to conform to improvements to be made by the city of San Gabriel.

Estimated cost of this work is \$106,036.40.

At Del Rey on the Del Rey-Redondo Line, Pacific Electric will construct spur track 618 feet in length to serve the Reliance Rock Company, which industry handles large shipments of rock and sand. The estimated cost of this project is \$3565.11.

In Redlands, Smiley Heights Line, at Center, Cypress and Cedar Streets it is planned to renew 1000 untreated with redwood ties, renew bolts and spikes and to install oil screening pavement in order to conform to improvements made at these locations by the city.

The estimated cost of this work is \$4640.

In Los Angeles on the West 16th Street Line at Venice boulevard and Georgia Street, it is planned to renew double track 72-lb. narrow gauge turnout from combination gauge track with 128-lb. double track turnout, renew redwood ties with treated ties, renew ballast and asphalt concrete pavement, which work is necessary to reduce maintenance expense and improve operating conditions.

The estimated cost of this work is \$6591.

On the Hollywood Line, from Sanborn Junction to Myra Street, it is planned to reconstruct and pave ap-

Pacific Electric Club Now in Temporary Home; New Building Soon Under Way

ALTHOUGH they are only temporary quarters, it has been many years since the Club Rooms were as inviting as they are at the present time. Just one short visit will convince any dubious individual as to this being true.

As announced in last month's issue of the Magazine, on August 28 the Club quarters on East Eighth Street were abandoned and, pending the erection of its new home, the Club will occupy rooms on the seventh and ninth floors of the Pacific Electric Building.

In Room 910, which has a polished hard-wood floor and is of convenient size to serve such a purpose, is located the Club offices, together with reading room, library, wash rooms and pool tables. The large windows covering the entire west side of the room assures an abundance of light and adds to the cheerful atmosphere conspicuously present. Rooms 711 and 714, which were used last year for educational work, are to have further equipment added and will be used as class and assembly quarters.

While the Club quarters now have no dance floor, Club Manager Vickrey is making plans for a series of dances to be given during the fall and winter season, both within Los Angeles proper and at outside points too distant for employees to come into the city to attend such events. This plan will be carried out until our own dance quarters are available in the new Club Building.

The more convenient location, together with the attractiveness of the present Club rooms, produced a marked increase in the patronage immediately after the furniture and other equipment were installed. With such an increased interest being shown in the present quarters, it is easy to visualize the popularity certain to be enjoyed by the Club upon the completion of its new home.

Regarding new club building Mr. Pontius informs that approval of final plans would be made in a few days and the work under way at a near future date, expenditure and other details having been approved.

An mind you, fellow employees, all that is necessary to enjoy the privileges offered by the Club is membership therein at a cost of twenty-five cents monthly.

proximately 626 feet of north track of Hollywood Line from end of special work at Sanborn Junction to beginning of 128-lb. rail at Myra Street, renew 7-inch asphalt concrete pavement, replace redwood with treated ties, and renew crushed rock ballast and track bonding, which work is necessary to put track in proper operating condition and to reduce heavy maintenance expense.

This work is estimated to cost \$5139.

At Ohio Avenue, Sawtelle, on the Lagoon-Westgate Line, it is planned to lower grade of west track approximately 8 inches, east track to remain at present grade, reconstruct and pave tracks in the street, replacing 60-lb. material with 128-lb. grooved girder rail, install two reinforced concrete culverts replacing redwood culverts, and replace oil macadam with 7-inch asphaltic concrete pavement, which work is necessary to conform to improvements being made by the city of Los Angeles at this location.

Total cost of this work is estimated at \$3652.

At Whittier it is proposed to remodel store building to provide suitable quarters for Pacific Electric and Southern Pacific Ticket Office, waiting room and concessions.

This work will consist of installing new front in building, move and re-finishing counters and ticket facilities, replacing present toilet facilities, install new partitions, and rearrange existing partitions, install linoleum on

DIVIDEND PAID TRAINMAN FOR ACT OF COURTESY

Yes, courtesy always pays!

And some times the dividends come in the form of Uncle Sam's "Iron Men." Such was the case last month when Conductor H. S. Zink of the Pasadena Oak Knoll Line received a check for \$5.00 from a passenger to whom he had a few days previous advanced the price of a one-way fare to Los Angeles.

Boarding a train at LaSenda, the prospective passenger discovered to his dismay that he had left home without the well-known wallet. It was a rather embarrassing situation for the gentleman until Conductor Zink came to the rescue and advanced fifteen cents for the trip to Los Angeles. Grateful for the courtesy extended, the patron wished to show his appreciation and chose the monetary method.

Although not always expressed in quite so material a way, there is a constant flow of commendations received by the Company telling of courteous acts performed by Trainmen, and to the loyal employees who are thus adhering to the policy of courtesy at all times under all conditions goes the management's hearty "well-done."

floors, rearrange electric wiring and fixtures and install additional fixtures.

The estimated cost of this work is \$3489.

Novel Plan Permits Learning While Riding

Educators Offer P. E. Commuters Numerous Courses for Study While Traveling To and From Their Work Daily

UNDER the plan about to be introduced to the traveling public of Southern California, commuters of this railway will be able to turn heretofore idle time into profitable study periods. Educational courses covering various subjects, most ingeniously planned and arranged, can be successfully mastered while the student-commuter rides comfortably to and from his home each day.

That Southern California should be a particularly fertile field for the introduction of such a study course is evident from the fact that there is a larger adult attendance at night school classes here than in any other section of the United States. Residents of this district have definitely acquired the study habit.

In sympathy with the movement this railway has pledged its support in a co-operative way to aiding in every possible manner the success of the Commuters' School of Southern California, the official name of the new plan of learning. Station Agents of the Company, of which there are about seventy-five in number scattered over the four counties served by the Pacific Electric, will act as registrars, salesmen and otherwise aid the movement. Under the method of introducing the plan to the public the prospective student has only to purchase from the station Agents a book of coupons which cover a month's study, for which three months' actual study time is allowed. His text and all necessary instructions are received by mail the following day.

Simple and Practical

The simplicity and practicability of the plan are the fundamentals upon which its originator, J. Gustav White, Educational Director of the Y.M.C.A., bases his hope for its complete success. The outstanding appeal, aside from its low cost, is the fact that the student is not forced to carry bulky textbooks to and from his home each day. The textbook bugaboo is entirely removed through the substitution of small portable units in loose-leaf form of a size that fits comfortably into the pocket. The student takes only a few pages with him each morning, the standard textbook being segregated into short period study units which are punched for insertion in a comparatively small manila binder.

Even more appealing to the studious one is the absence of the necessity of long written exercises after having studied and mastered a given lesson. Instead of the ordeal of a written examination, a set of questions are propounded in a manner capable of being answered by marking a cross in a true or false column as a process of examination. This saving of time, together with carrying on the studies in an otherwise unengaged period, are the factors which it is hoped will weigh

Classrooms on Wheel's

OF MORE than passing interest are the details of the educational plans told in the accompanying article.

Briefly stated, the sponsors create an opportunity for study by commuters when traveling to and from their work on interurban cars. The means are provided at a nominal cost. Textbook study courses, covering various subjects in which mastery is largely accomplished through reading, are supplied. Methods of supplementing reading lessons are also provided.

The announcement of the novel plan is made by Susan M. Dorsey, Superintendent of the Los Angeles Public Schools, which organization, together with Universities and others, are co-operating. Likewise, this railway is to aid in the plan through Station Agents acting as representatives.

This is the first attempt ever made in the United States at mass education in which many institutions have combined their efforts in a common cause. The success of the movement will be watched with keen interest, both by this railway and other carriers throughout the United States.

heavily in the appeal of the plan to the public.

Ingenious, too, is the method of instruction provided. Coupon books are given the students, carrying with them the privilege of a choice of several methods of supplementing his study period. Personal attendance at evening classes at any of the many co-operating colleges, written correction of his work by mail, personal interviews with instructors or telephone consultation are at the option of the student. These several forms of instruction may be mixed; that is, the student may attend a class at a convenient location to him and also interview an instructor when he feels the urge to do so.

Various Courses Offered

More than twenty courses are listed among the series of studies publicly announced early this month. Numbered among them are subjects which appeal dearly to the commuter and country resident, such as home gardening and home building. Naturally subjects are confined to those whose mastery may be accomplished thoroughly through reading. Among those available are: Philosophy, Psychology and such practical courses as Airplane Trans-

portation, Business Law, English, History (in conjunction with oral classes), Radio Theory, Salesmanship, Advertising and Personal Leadership.

Announcement of the plan was made public by Susan M. Dorsey, Superintendent of the Los Angeles Public Schools, which organization, together with the University of California Extension Division, University College (U.S.C.) Public Library and the Y.M.C.A. Institute, all of whom are in sympathy with the movement and have pledged their intensive support both through furnishing instructors and otherwise. Each institution has joined in the managing committee which was appointed by the Governors of the Los Angeles County Council for Adult Education.

Being much less in cost than correspondence school courses and on an approximate parity with similar courses without textbooks in local university extensions, together with the fact that it is launched in a heavy commuting center, as witnessed by our operation of about 2500 interurban trains daily, the sponsors are optimistic of the outcome of the movement. The success of the plan will be watched with great interest, both by educators throughout the country and interurban carriers. In the history of educational activities in the United States it is the first co-operative attempt ever made to accomplish mass education under the single plan where-in various interests have pooled their activity and support.

CONSIDERATION FOR OTHERS IS ASKED OF AUTOISTS

"Why does a certain class of autoists apparently take delight in harassing street car operators," the Sharon, Pa. Herald inquires. "Are they animated by meanness, recklessness or by a deliberate effort to collect damages or insurance, or all three combined?"

"Street car operators are human. Many of them own and operate autos themselves. But when handling their trolley cars they are at the mercy of persons who are running autos. They cannot deviate from a fixed course. But many auto drivers can, and do, cut in, speed up and take desperate chances of getting by. Mostly, they do get past without trouble. But if there happens to be any difficulty they are prone to blame it on the trolley operator, who, whether he is at fault or not, has to make a report for something that, in nine cases out of ten, he is not responsible.

"Realizing their position, trolley operators in the main, use extreme caution. The other fellow would do well if he were a little more considerate of the street car operator and a trifle less reckless in traffic."

ELECTRIFICATION IN EUROPE

Electrification of railroads in Europe is proceeding at a fairly rapid pace informs the Department of Commerce which has just completed a survey of the European roads. All the larger countries are active in this regard, but Italy has done most. That country now has about 1,000 miles of electrified railroad line, as compared to nearly 2,000 in the United States.

Switzerland comes second, with about sixty miles less electric line than Italy; Germany is a close third; while France comes fourth, with only about 620 miles. More projects for electrification are under way in France, however, than in any other European country.

The eminence of Italy and Switzerland is not hard to explain. Neither country produces a pound of coal, while both have tremendous water power resources. About ninety-three per cent of all the electric current manufactured in Italy is from water power.

Population Density

Java claims the distinction of having the densest population of any country in the world with 730 inhabitants to the square mile. It is also stated that to Greenland goes the questionable honor of being the most sparsely inhabited, there being only 0.2 persons per square mile in this icy region.

To Link New Highway Under Sunset Boulevard

IT BEING a part of the Major Traffic Plan and designed to provide relief from traffic congestion in the vicinity of Sunset Boulevard and Sanborn Avenue, construction work was started July 23 on the projection of Myra Street under Sunset Boulevard. This improvement is a part of the Hyperion Avenue project connecting the Hollywood and Glendale districts.

A concrete arch, eighty feet wide, is to be built under Sunset Boulevard on the present level of Myra Street, which is twenty-six feet below the level of the former at this point. Due to the difference in the levels of the two streets no grade change is necessary.

A special type of flat arch construction is to be employed which is designed to give the structure adequate strength to support the local and interurban railway traffic routed over the Hollywood Line.

The open-cut method of construction which is being employed necessitated the removal of approximately two hundred feet of track of the Hollywood Boulevard Line from Sunset Boulevard at this point. In order to do this a temporary double track trestle was built to the north of Sunset Boulevard.

In the building of this trestle, which is supported by six-pile-bents placed at approximately fifteen foot intervals, it was necessary to relocate four orna-

mental street lighting posts. When the two hundred foot trestle was completed, vehicular traffic was detoured around Hollywood Boulevard at this location and the street paving torn up to permit the laying of the shoo-fly track, which is five hundred thirty feet in length.

It is estimated by those who have the work in charge that seven or eight months will be required to complete the project.

The total cost of this undergrade crossing, which is being borne jointly by the City of Los Angeles and the Pacific Electric Railway, will approximate \$130,000.

CORRECT DRESS OR NO RIDE

Passengers on Rio de Janeiro street cars must adhere to correct attire, informs a recent press dispatch from South America. Men must wear a collar-and-tie and on the first-class cars a coat.

The rule is strictly enforced as evidenced by the fact that a conductor recently got into a physical combat with a man who insisted on riding in violation of the collar-and-tie order, the dispatch stated.

Then a Scream

"Poor Miss Seymour came near getting herself into trouble last night. She started, according to her usual habit, to look under her bed."

"Well?"

"Well, her bed at the time happened to be an upper berth in a sleeping car."



The projection of Myra Street under Sunset Boulevard necessitated removal of tracks to a bridge shoo-fly pending construction of concrete structure across Sunset. Such jobs are "just another day" to Engineering Department forces who completed the detour in short order.

School Season Again at Hand

Company's Educational Plan Offers Chances To Ambitious. Consult Educational Director

EDUCATIONAL opportunities are again knocking at the door. Beginning on September 17, a week after the opening of the Los Angeles public schools, our own Education Department will resume activities, informs Educational Director Earl W. Hill.

Following much the same plan as was in effect last year, seven courses of instruction are listed on the Company curriculum. Five of the classes will be conducted by Los Angeles High School teachers to be appointed by the Board of Education, while Educational Director Hill will personally conduct the other two courses.

The studies to be offered are: Public Speaking, Monday evenings, 7 to 9 p.m.; Personal Leadership, Wednesdays, 7 to 9 p.m.; Traffic Management, Thursdays, 7 to 9 p.m.; Business English and Stenography, Monday-Wednesday-Friday, 4:45 to 5:45 p.m.; Mathematical Problems and Typing, Tuesday-Thursday, 4:45 to 5:45 p.m.

The above classes are to be conducted in Rooms 711 and 714 Pacific Electric Building. During the summer the equipment in these quarters has been

**Educational Director,
P. E. Club,
Los Angeles:**

I am interested in taking up the study of.....

Kindly advise time and location of nearest classes.

Name

Home Address

.....

Present Work

Phone

Department

thoroughly conditioned and ere the opening of school comes around all will be in readiness.

Diploma certificates are again to be issued to all employees who successfully complete prescribed courses of study under the supervision of our Educational Department. Last year 144 employees received these awards and from interest at present being

shown in educational work, this figure will be far exceeded during the coming year.

Bulletins will be issued from time to time announcing special classes as they are organized to meet particular needs.

For further information regarding the Company's educational plan, enrollment in any of the City Schools or other questions that might be presented, get in touch with Educational Director Hill, Room 910, Pacific Electric Building, he will gladly consult with you. The accompanying form is furnished for your convenience.

All classes conducted by this Company are free of expense to employees. Likewise, those noted in the tabulation below, all being high school classes, are available without tuition cost.

INSPECTORS A MOST POTENT LINK IN TRANSPORTATION

The important role played by the Inspectors of an electric railway is well told in the following paragraphs which appeared in a recent issue of Aera Magazine:

"Every electric railway maintains a service inspection organization of some kind. The inspector is the most important factor in maintaining service satisfactory to the public. Besides pleasing the public, he must also satisfy the company and be fair to the trainmen. Inspection enables the management to place the responsibility where it belongs for mistakes and to give credit where credit is due for exceptionally good service rendered.

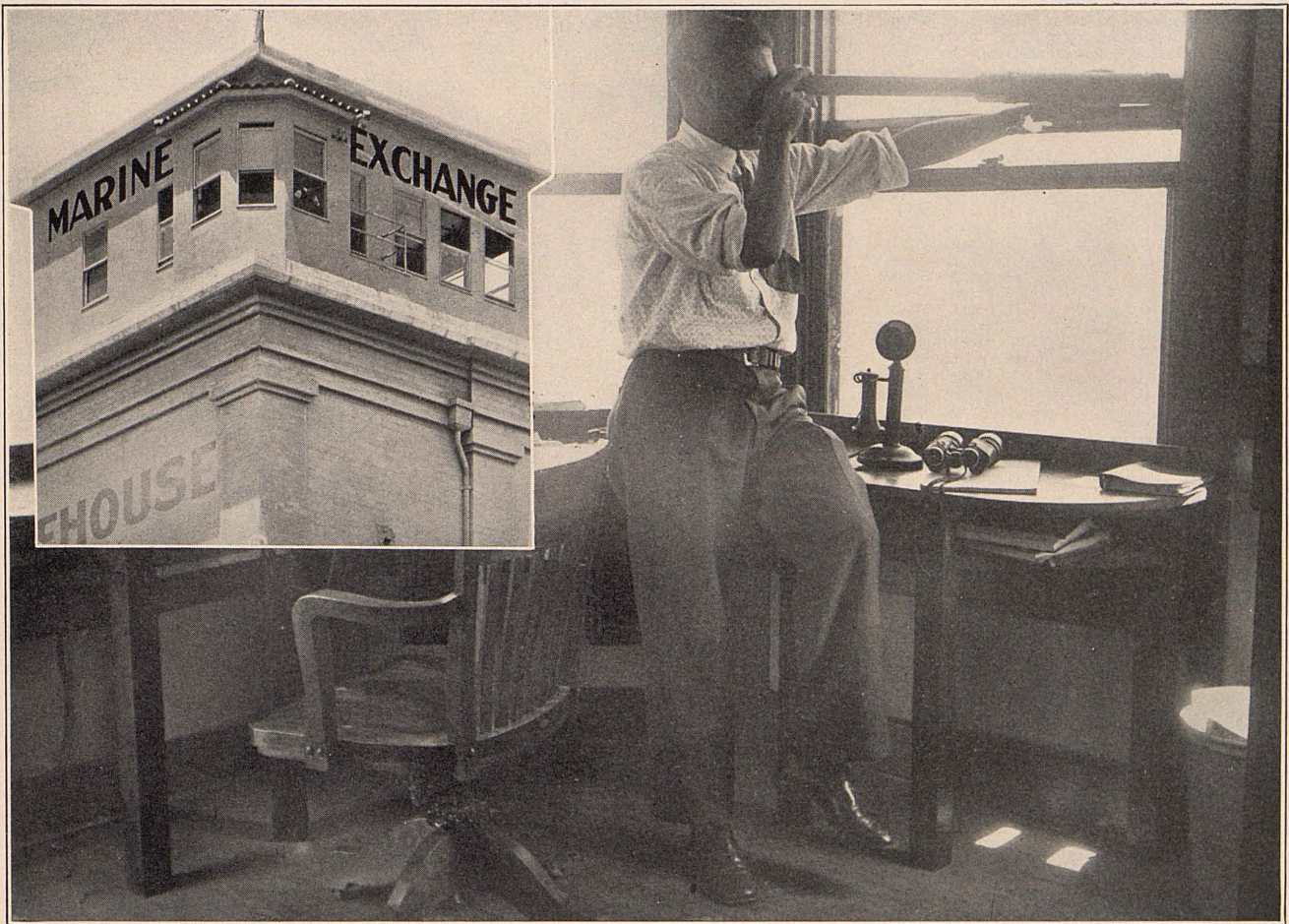
"Service includes a multitude of things. It does not mean only carrying passengers from one point to another. Responsibility for service extends all the way from the superintendent down to the minor employee. Good service means courteous treatment of passengers and clean cars. Courtesy can be obtained from the employee by keeping him in good humor and reasonably satisfied. If the employee is in a bad humor it will surely be reflected in his attitude toward the passenger. The latter is received either with a smile or with a face which shows his discontent. When cars are clean the passenger also feels clean and comfortable. An employee with a smile and a clean car are two things which make a pleasant impression on the car rider.

"Attractive rides, like other attractive goods, are easy to sell. An attractive ride is a quick ride on a clean car. A slow ride irritates the passenger, as do dirty and overcrowded cars, or long gaps in the headway. Proper service inspection avoids these troubles.

"The essence of successful inspection is the element of surprise. Trainmen should know that they are subject to inspection, but the exact time should be unknown to them. The inspector's function should be not merely to discover errors, but to discover good work and to praise the good no less than censure the bad. Even censure for bad work can be bestowed in such a way that it will appear as an aid toward

- | | | |
|---|------------------------------------|-------------------------|
| AUTOMOBILE MECHANICS | | |
| Automobile Engineering | Storage Battery | Automobile Electrics |
| ASSAYING AND CHEMISTRY | | |
| Qualitative Analysis | General Chemistry | |
| BUSINESS COURSES | | |
| Commercial Art | Accounting | Professional Law Course |
| Photography | Calculating Machines | Typewriting |
| Arithmetic | Business Law of Calif. | Penmanship |
| Bookkeeping | Stenography | Traffic Management |
| | Salesmanship and Advertising | |
| DRAWING AND DRAFTING | | |
| Architectural Drawing | Blue Print Reading | Structural Drafting |
| | Mechanical Drawing | |
| ENGLISH | | |
| Beginning Business English | Journalism and Short Story Writing | Literature—American |
| Dramatic Art | Public Speaking | |
| ELECTRICITY, PHYSICS AND ENGINEERING | | |
| Direct Current | Alternating Current | Wiring |
| | Physics | |
| LANGUAGES | | |
| Spanish | French | Latin |
| MATHEMATICS | | |
| Shop Mathematics | Trigonometry | Algebra |
| | Geometry | |
| MECHANICAL | | |
| Mechanics and Strength of Material | Concrete Construction | |
| Woodwork | Carpentry | Blacksmith Shop |
| Machine Shop | Oxy-Acetylene Welding | |
| SOCIAL AND BIOLOGICAL SCIENCES | | |
| Ethics | Sociology | World History |
| Current Economics | Psychology | Civics |
| | Biology | |
| FOR THE LADIES | | |
| Sewing | Dressmaking | Millinery |
| MUSIC | | |
| | Orchestra | |
| PHYSICAL TRAINING | | |
| Men's Physical Training | Women's Physical Training | |

MARINE EXCHANGE KNOWS THINGS NAUTICAL



Headquarters and lookout station of Marine Exchange at the entrance of Los Angeles Harbor where shipping information is received and broadcast. The bureau renders an inestimable service to shippers of Southern California.

WITH THE growing importance of Los Angeles Harbor a great need was felt by owners, shippers and receivers of waterborne freight, purveyors of supplies, many government officials, and the public at large for a bureau which would gather and disseminate information regarding the movements of vessels serving this port and detailed statistical information covering the cargoes they discharged or lifted.

An effort to meet this need was made by public-spirited shipping men at the Harbor, but it developed that beside being a constant financial drain, service under such auspices was incomplete and unsatisfactory.

Five years ago a series of meetings was held by the shipping interests of this community to consider the subject and as a result the representatives of steamship companies whose vessels served Los Angeles Harbor, and allied interests, requested the Board of Directors of the Chamber of Commerce to establish and operate a Marine Exchange to be financially supported by subscriptions from the transportation companies and fees for service regularly rendered the newspapers and others

requiring dependable data regarding ships and shipping.

Its History

The Marine Exchange was established July 1, 1923, and its port log gives particulars of more than thirty thousand commercial vessels which have called here since that date. Official records of their cargoes—their origins, destinations, commodities, weights, values, etc., are kept available to all interested.

Besides the statistical and other written information released by this branch of the Chamber, it handles a daily average of 200 verbal inquiries concerning maritime matters pertinent to the activities of the 7,000 merchant vessels carrying the flags of 18 nations which serve this Harbor each year.

July was the fifth anniversary of Marine Exchange under the management of the Los Angeles Chamber of Commerce. Twenty-four hours a day, every day of the year, its lookouts, working on three shifts, take care of the needs of the community in the matter of arriving and departing vessels.

For five years these lookouts have

worked under a heavy handicap account of poor housing. They have occupied an old shack at the entrance of the Harbor which was a relic of the naval activities during the Great War. A new Lookout Station has just been completed on top of the seven-story municipal warehouse at the Harbor entrance.

This will compare most favorably with the one erected last year at the entrance to San Francisco Bay by the Merchants Exchange of that city. It will be a credit to the port of Los Angeles and undoubtedly will be so voted by the ships' companies and passengers of all arriving vessels.

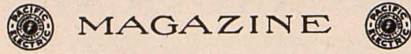
Capt. Paul Chandler, a well known shipping man of more than thirty years experience at many of the world's ports, is manager of Marine Exchange.

He: You know what the Gold Dust Twins said?
She: No, what?
He "Lux against us."

"Johnny," said the minister, reprovingly, as he met an urchin carrying a string of fish one Sunday afternoon, "did you catch those today?"

"Ye-es, sir," answered Johnny. "That's what they get for chasin' worms on Sunday."

THE PACIFIC ELECTRIC



MAGAZINE

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

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

YOU SEE them at every sea-port; men with glazed eyes who dream day by day scanning the horizon for ships that never come to port. Their lives are made up of dreams and hopes—these men who never act.

Wharf

Dreamers

They are not only found at the sea-coast, however. Many of us hope for the "break" and follow the really silly procedure of waiting for "our ship to come in."

Man is by nature a dreamer and a creature of imagination. More likely he will see his ship coming home brimful with treasures than to imagine himself the stevedore filling its hold with cargo. When his thoughts turn to saving he most likely contemplates the day when he can put away a whole week's pay. The setting aside, regularly and consistently—is a habit achieved only after hard schooling.

If we would reason it would be clear that we cannot hope for a ship, treasure laden, to come in unless we work to provide the cargo. Every dollar we save is a contribution to the cargo of our ship that will return with earnings in the years when inevitably will come days of ceased or lessened earning power.

Nothing is too little to save—witness the Woolworth tower, built on profits of five and ten cent sales.

Don't be a wharf-dreamer!

AS A RULE, a picnic is merely a picnic. They vary in a few essential details, but in the main they are the same.

There was one held on Saturday, August 18th, however, that was different. It was not just a gathering attended by a mass of near-friends. It possessed a geniality, cordiality and comradeship seldom found in a group

COMPARISON OF ACCIDENTS DURING MAY 1928 AND 1927

	Northern Division 1928-1927		Southern Division 1928-1927		Western Division 1928-1927		Motor Coaches 1928-1927	
Interferences with vehicles.	66	95	88	89	154	185	21	24
Collisions and interferences with cars	3	5	6	2	3	1	0	0
Persons struck by cars.....	3	2	5	3	3	3	0	0
Deraillments	6	6	8	11	5	12	0	0
On and off moving cars.....	9	5	3	5	12	7	0	0
Miscellaneous	16	26	29	47	34	58	12	5
	103	139	139	157	211	266	33	29
	Dec. 36		Dec. 18		Dec. 55		Inc. 4	

	1928	1927	
Interferences with vehicles	329	393	16.28% Dec.
Collisions and interferences with cars.....	12	8	50.00% Inc.
Persons struck by cars.....	11	8	37.50% Inc.
Deraillments	19	29	34.48% Dec.
On and off moving cars	24	17	41.17% Inc.
Miscellaneous	91	136	33.08% Dec.
	486	591	17.76% Dec.

ELECTRIC RAILWAYS PAY TAX BILL OF \$65,000,000 YEARLY

Taxes paid by electric railways in this country to federal, state and local governments last year reached the staggering total of \$65,000,000, according to Leslie Vickers, economist of the American Electric Railway Association.

"From every dollar the electric railways receive in fares they pay seven cents in the form of direct taxes," says Vickers. "In addition to these millions they pay from two to three per cent more of their revenue for paving maintenance which does them no good, for street cleaning, snow removal and other charges which do not benefit the car riders in the least.

"Practically 10 per cent of the gross revenues of the railways is paid into the public treasuries. The tax item is nearly twice as great as the amount of dividends paid by the companies, and is equal to about half of all their interest charges. Such a heavy burden upon an essential industry has a serious effect upon the quality and amount of service they can render the public. Most of the railways could be revived and restored if we could find relief from the oppressive burden of taxes which we bear."

The basic fare for street railways is 10 cents in 214 out of 313 cities having a population of more than 25,000. Many, if not all, however, use tickets or tokens which reduce this fare when two or more are purchased. The average fare charged by 220 companies is now 7.9846 cents.

outing. It was the gathering of a great clan all engaged in the same line of endeavor for many years and among whom a great, broad spirit of reverence and brotherhood has developed.

The usual banalities of an ordinary picnic were absent, but that which was present in power was that something which draws men closer together, creates forbearance with human frailties and finds something always in the other fellow. It was our greatest and best ever picnic.

Yes, the Pacific Electric picnic this year WAS different!

PREVENTION OF DROWNING TOPIC OF DISCUSSION

Instructions as to the prevention of drowning, as the subject relates to the swimming public, was the topic of considerable discussion during the recent inspection of professional and volunteer life-guards on the Southern California beaches.

Among the most common causes for beach tragedies are the eating of heavy lunches before entering the water; swimming too soon after eating and large crowds on week-ends and holidays, it was pointed out. Undertows also reap their harvest; this, however, is mostly because the inexpert swimmer becomes excited, fights against the outgoing force and is battered between that and the incoming waves. The expert swimmer does not fight against undertow, but waits until the force of the rip current is exhausted and then comes in on the inrushing waves, they explained.

By adherence to the above common-sense warnings, the chances of drowning at the beaches would be materially reduced. Accidents at the beaches are not frequent, but every precaution is being taken by those in charge to eliminate the existing dangers and the assistance of the public is solicited in this safety first campaign.

SOMETHING TO THINK ABOUT

- Do you like your work?
- Have you learned the best, quickest and easiest way of doing it?
- Have you a fixed goal, in line with your supreme talent?
- Do you believe absolutely in your own future?
- Are you correcting your own weaknesses; mental, financial, social or spiritual?
- Are you tactful, cautious, courteous?
- Can you relax entirely in your leisure hours?
- Are you saving money systematically?
- Do you enjoy art, music, literature, and the presence of little children?
- Does your highest ambition include some real service to humanity?—Ace.



Large Crowd Enjoys Trip to Boise City

QUESTS of the Union Pacific Athletic Club of Los Angeles, seventy-three members of the Pacific Electric Rod and Gun Club and their families are still talking about the outing last month to Boise, Idaho. From every viewpoint it was conceded to be the most pleasant trip of its kind ever taken by the Club members, and appreciation for the many courtesies extended by their fellow athletic club and Union Pacific management was heard from those who were fortunate enough to make the trip.

Leaving in a special train, more than 400 excursionists made up the party which left Los Angeles Friday afternoon, August 24. The train consisted of eighteen sleeping cars, two diners, two baggage cars and an observation car. One of the baggage cars was equipped for dancing and a six-piece orchestra provided musical strains for the merry party during the six-day journey.

At Salt Lake City buses were on hand and a complete sight-seeing trip was made in the Mormon capitol Saturday afternoon, following which the party departed for Boise City, arriving at their destination Monday morning. There a full program of various athletic sports was staged, and together with sight-seeing trips provided, at most nominal rates, there was not a dull moment.

During the entire stay the excursionists used Pullman cars for hotel accommodations and ate their meals in the two dining cars that accompanied the party throughout the journey. Low flat rates were charged for meals which all praised for their tastiness and wholesomeness. In fact, the cost of the trip was ridiculously low and nothing was overlooked or lacking that would add to the pleasure of the party.

The Union Pacific Athletic Club has most graciously extended an invitation to the Rod and Gun Club members to accompany them on future pilgrimages, and judging by the enthusiasm of those who made last month's trip, appreciation will be evidenced by an even larger attendance.

LeRoy Spafford of the Rod and Gun Club was Chairman of the arrangement committee and performed his many duties in that connection in his usual thorough and enthusiastic manner.

No Such Car

The teacher was trying to give her pupils an illustration of the word "perseverance."

"What is it," she asked, "that carries us along rough roads and smooth roads, up hills and down hills, through jungles and swamps and raging torrents?"

There was silence, and then Tommy raised his hand.

"Please, teacher," he said, "there ain't no such car."

P. E. BALL TEAM NOW GOING AT WINNING PACE

The Pacific Electric Champion baseball club has apparently again hit its stride, having dropped only one contest during the months of July and August and won both games of a Labor Day double-header at Catalina Island.

The win over the Catalina Cubs, before a large crowd of the employees on the occasion of the Annual Outing to the Island, July 1st, has already been covered and this feat was doubly repeated over the Labor Day holidays, the first game resulting in the score of 5 to 3, and the second game 10 to 6. The Cubs were very much strengthened for these two games, but their pitchers were unable to hold the heavy hitters on our team.

The Pacific Electric team defeated the following clubs during the month of August: Marine Oil 11-5, Glendale 19-7, Soldiers Home 6-1 and Ventura Shell 7-1.

One of the greatest achievements in the history of the team was the defeat administered the strong Shell Oil Club on July 23rd, score 7-5. The pitching of Jacobs, ace flinger, was steady and his fast breaking curve succeeded in striking out a large number of the Shell Oil batters, which is no easy task. The hitting of Badie Bouett also aided, he landing the pill safely four times out of five trips to the plate. Paul Rennie performed as usual, like a veteran behind the plate.

The Club played the Pasadena Merchants on July 8th, and, as usual, whenever those fellows are tackled, old man jinx ruled, and our boys were again taken down the line by that extremely lucky contingent, 7 to 5.

WEEK-END PARTY AT CAMP

The next big outing planned by the Rod and Gun Club will be the annual week-end trip to the Vacation Home on September 29 and 30 to participate in the closing ceremonies of the 1928 season at our Camp.

The program for this trip has not been entirely worked out, but will probably consist of fishing, shooting and other contests, with plenty of action for everyone, so you can begin to plan for this excursion and figure that it will be a trip well worth your while.

Why She Took

"I suppose you took me for a fool when you married me?"

"Well, I took you for better or for worse, not knowing how you'd turn out."

An Unfailing Remedy

A young wife who was learning to drive a car became somewhat confused over the details.

"But how can I ever think of the right thing to do," she asked the instructor.

"O, just imagine that your husband is driving," was the rejoinder.

TRANSPORTATION BALL NINE BOWS TO MECHANICS

Having laid aside their baseball togs, the Mechanical Department ball team may now bask in the glory of victory for another year. The crowning achievement of the Torrance boys was their 7-4 victory over the Transportation Department ball tossers in the annual Picnic struggle for the diamond supremacy.

"Old Man Jinks", who has made his home with the Transportation boys for the past several years, again accompanied them to the ball grounds. As in years past, Charlie Hill's Transportation Team was conceded the edge in the struggle, but Mr. Jinks would not have it so, and thus the Mechanics added another scalp to their string of Picnic day victories.

The Transportation Department scored first in the second inning on a home run by Casey and again in the fifth when Brewster poked the ball out of the lot. The Mechanics cancelled one of the runs in their own half of the fifth on Taylor's single and a double by Vignes. Two runs in the first half of the sixth, due to a walk given Bell, followed by Sisk's home run, made the score 4 to 1 in favor of the Transportation team.

This must have been the signal for action, for in their own half of the sixth the Torrance team made two runs, the same being chargeable to an error which allowed Lallich to reach first and Leonard's home run. The very next inning the Mechanics continued their attack. Martz opened with a single, was sacrificed to second, Veilene drew a walk and then Goin got a lucky home run which just barely dropped over the bleacher fence. Lallich, the next man up, got a single and Leonard sent him all the way home with a hard double.

The game was well played, there being only two errors made, one by each team, and was watched with much interest by the large gathering of rooters.

The box score follows:

Torrance Terriers		AB	RH	A	P	O
Phillips, 3b	.....	4	0	1	2	1
Goin, c	.....	4	1	1	0	6
Lallich, r.f.	.....	4	2	2	0	1
Leonard, s.s.	.....	4	1	2	3	1
Hayes, p.	.....	4	0	0	1	1
Edwards, 1.f.-1b	.....	4	0	1	0	5
Taylor, c.f.	.....	3	2	2	0	1
Martz, c.f.	.....	1	0	0	0	0
Vignes, 2b	.....	3	0	2	4	2
Shaw, 1b	.....	2	0	0	0	9
Vielleneve, 1b	.....	0	1	0	0	0
		33	7	11	10	27

Transportation		AB	RH	A	P	O
Allaire, 2b	.....	4	0	0	2	1
Murphy, s.s.	.....	4	0	2	5	2
Bell, r.f.	.....	3	1	0	0	2
Sisk, 1.f.	.....	3	1	2	0	0
Appleton, 3b	.....	4	0	0	1	1
Casey, 1b	.....	4	1	1	1	9
Rachford, c.f.	.....	4	0	0	0	0
Williams, c.	.....	2	0	0	2	12
Brewster, p.	.....	4	1	1	0	0
McGraw	.....	1	0	0	0	0
		33	4	6	11	27

BOWLERS VIE AT PICNIC

A pleasing feature at last month's picnic was the bowling tournament, a sport not previously on the program at our annual gatherings, but one which, judging by the pleasure of those who partook in the games, will hereafter be regularly scheduled among the various picnic events.

Five teams were recruited among the different departments to compete for cash prizes to be awarded to the winners. The personnel of these teams was to a great extent similar to the teams which represented the same departments in the P. E. Bowling League. After the demon statistician had had his fling the scores and standing of teams for the games were as follows:

1st Engineering Department	2401
2nd Signal Department	2349
3rd Electrical Department	2340
4th Southern Division	2306
5th Rod and Gun Club	2209
6th Macv Street Terminal	2152

R. D. McCubbins, a star during the league tournament season, showed that he had not lost his eagle eye by rolling the three game high score with a creditable total of 591, while Lloyd Covell registered the high individual game with 220 pins to his credit. E. D. Ralph evidently has been getting in some practice licks as his score for the three games showed an increase of 26 points over his season's league average.

BETTER CARS NOW SERVING SOUTH PASADENA

Giving to South Pasadena Line patrons an entirely new type of local car, service was begun with the center entrance Hollywood and Watts Line type on Sunday, August 26. These cars, which are a great improvement over those formerly operated, supplant entirely those heretofore used, there being fourteen in number assigned to the line.

For a number of years past it has been the desire of the management to supply the South Pasadena Line with a better type of equipment, but it was impossible to do so due to lack of equipment, load and operating conditions. Ability to supply the necessary improved equipment at this time came about through a surplus which resulted from the diversion of Watts passengers to interurban cars through revision of fares. The 10c local fare to Watts also applies, under the revised fare schedule, on interurban cars, making it possible to decrease somewhat the frequency of service on the Watts Line. Also efforts have been made by our Mechanical Department for the last several months to reduce to the lowest possible level the number of cars awaiting repairs. This, too contributed to supplying the necessary better equipment for the South Pasadena Line.

Being a decided improvement in comfort and speed over the equipment formerly used on this line, it is expected that there will be a considerable increase in patronage resulting therefrom.

New Signs Aid Safety



A total of 428 crossing warning signs, as shown, are being installed at various intersections over the system to warn motorists of their approach to railway tracks.

IN A CONTINUATION of its endless campaign for the prevention of accidents, the Company is now engaged in the installation of 826 new crossing signs and the relocation of nine others so as to give greater protection. The installations, which are now about one-half completed, are being made over the entire system, thus affording all grade crossings with approved warning.

During the last few months a new type of crossing sign has been introduced in Southern California, it being a suspended sign 24" square, with a bold white X on a black field. The X signs, suspended from fourteen to sixteen feet above the road, are identical on both sides and face the flow of vehicular traffic across the tracks. This type, of which there are to be 428 placed in service, is known as Standard Crossing Sign No. 2.

The Standard Crossing Sign No. 1 is the type with which the public is most familiar, it being the cross-arm on post with black lettering "railroad crossing." Two hundred ninety-eight additional such warning devices are now being installed.

Four new automatic flagmen, designated as Standard Crossing Sign No. 3, together with ninety-six private crossing signs, have been authorized bringing the number called for under the one work order to 826.

The total cost of the above work, together with the re-location of the

nine No. 1 type signs and the painting of identification numbers on signs at 1,455 crossing, is estimated at \$15,200. The work is being done in accordance with General Order No. 75 of the California Railroad Commission and it is estimated by our Engineering Department that the placements will be completed early in December.

With this large number of additional signs broadcasting their "be-careful" warning this Company will have gone to the extreme limit in providing crossing sign protection.

FREIGHT SPEED INCREASES

A new record for average speed of freight train was made by the railways in the first three months of 1928, according to a summary of railway operating statistics just made public by the Interstate Commerce Commission.

For the three months ended with March the average miles per hour of trains in freight service was 12.7, as compared with 12 miles in the corresponding period of 1927, and in March the average was 12.8 miles, as compared with 12.2 miles in March of last year. For March the Central Western region had an average of 13.8 miles.

The average mileage per car per day showed a decrease from 29.9 in the first three months of 1927 to 29.4, but for March showed an increase of 31, as compared with 30.9 in March, 1927.

NEW YORK CITY CAR FARES INCREASED TO 7 CENTS

Recognizing the fact that the Interborough Rapid Transit Company of New York has not been earning a fair return on its invested capital under its present rate structure, which calls for a 5-cent fare, a special Federal Statutory Court recently appointed to deal with the dispute between the transit company and the city, granted permission to charge temporarily a 7-cent fare on its subway and elevated lines, states a news dispatch from New York City.

The decision authorizes a stay for a reasonable time if the city and the State wish to have the case reviewed by the United States Supreme Court, providing the city posts a bond to indemnify the company for any loss or confiscation it might suffer in the interim.

The temporary nature of the decision is emphasized further in the provision that before the company can start collecting the 7-cent fare it must post a bond large enough to refund all money collected in excess of 5 cents per passenger in case of a reversal by the higher courts.

TEN CENT FARE IS APPROVED FOR SCHENECTADY, N. Y.

Schenectady, N. Y., the city of electrical fame, has now a ten cent car fare, the Public Service Commission having on August 4th granted permission for the increase. The old fare in Schenectady was seven cents, with a like fare in its outward divisions.

The new schedule calls for a ten cent fare in the city zone and an inter-urban zone rate of ten cents, with regular riders being permitted to use tickets at the rate of eight and one-third cents per zone. Commenting on the new fare basis, the Commission said in part:

"The showing of the company's operations is such, as fully demonstrated by the low return which it is now earning, that no question need arise as to the justification of its claims for relief."

CAMP SEASON END NEARING

As was the case during July and August, this month is certain to be a banner one insofar as Camp attendance is concerned. With thirty-one reservations already made and the keenest September interest yet manifested, another attendance record is sure to be set.

Although many accommodations are spoken for, there is still ample to care for some of those who were disappointed in their anticipated Camp visit early in the season due to its being filled to capacity at that time.

The September attendance will be further augmented by several departmental week-end excursions that are planned. The Rod and Gun Club will pay their annual end-of-the-season visit on the closing week-end and after their departure from the mountain heights the official "closed until next season" sign will be posted.

County Fair "Bigger and Better"



L. A. County Fair, to be held at Pomona this month, covers 107 acres and offers 2,000 prizes to exhibitors.

By W. B. FOOTE, Agent, Pomona

SUSTAINING its reputation as the greatest exposition of its kind in the west, Los Angeles County Fair, to be held at Pomona September 18th to 23rd, will present this year a remarkably complete living picture of the development, not only of Southern California, but of the entire state. Substantial enlargements have been necessary in every department to care for the flood of demands for exhibit space. That all records will be shattered in the matter of attendance, number and variety of entries, seems assured.

While it is termed a "county" fair, the event is in reality a great exposition worthy of the county's enviable reputation as the richest agricultural and horticultural district in the world. A better idea of the magnitude of its scope can be gained when it is known that the grounds cover a total area of 107 acres. One half million square feet of space under roof is necessary to house the numerous exhibits. There are more than 25 tents and buildings on the grounds and 2000 prize contests will be held this year to determine the winners in the various departments.

Thus it is that Los Angeles County Fair has gained the reputation of being the greatest county fair in all the west if not in the country. Seventy-five thousand dollars will be spent in cash and trophy awards while earlier in the season over 5000 premium books were mailed to prospective exhibitors.

Interest is added to the fair this year from the fact that it will remain open on Sunday for the first time in its history. Thus the attendance will be greater and an opportunity will be given for a very elaborate program. One of the features will be a million dollar livestock parade before the grandstand to which free admission will be given.

It has ever been the aim to make Los Angeles County Fair one of rare beauty and the Spanish motif ad-

opted this year for the decorative scheme is particularly appropriate and is working itself admirably into the setting whereby untold wealth and opportunity of Southern California will stand forth as the fulfillment of fondest dreams of those adventurous souls who first pointed the way.

While countless lines of endeavor are represented the fair, more naturally, revolves itself about the agricultural, horticultural, livestock, industrial and household arts exhibits and each of these departments will present a show in itself worthy of an independent attraction. Then there is a big automobile show, a junior fair, elaborate art exhibits, light and heavy machinery, dairy exhibits, largest poultry show west of the Rockies, state and county horticultural exhibits, flower show, large midway carnival, music, etc.

Present plans for the opening day of the fair include a notable event in the laying of the cornerstone for the \$160,000 permanent exposition building, funds for which were recently appropriated by the county supervisors. It is planned to have Governor C. C. Young act as master of ceremonies. The building will be one of the foremost of its kind in the county.

Taken all in all, Los Angeles County Fair this year will constitute one of the greatest educational features conceivable. A visit will give one a more intimate knowledge of the resources and products of the various sections at a glance than could be gained in weeks of routine travel.

Should Be Careful

"I see by the paper that Babe Ruth walked twice today."
"Gosh, she should be more careful about whom she rides with."

Teacher: "Willie, can you tell me how matches are made?"

Willie: "No ma'am, but I don't blame you for wanting to find out!"

Teacher: "Why. What do you mean?"

Willie: "Mother says you have been trying to make one for years."

improving the service rather than as merely condemnation.

"Effective control involves frequent inspection of the work being done on all the lines. A constant check is necessary on the quality of service rendered by the trainmen. It is only by proper inspection and supervision that carelessness and the natural tendency to slackness in maintaining headways and schedules can be overcome. Employees are quick to realize when those in charge are not familiar with the facts concerning operation. Effective control can be exercised only when the manager really knows what is going on and does not guess at it."

AUGUST PROVES BIG MONTH WITH P. E. SPORTSMEN

August was a busy month for the shooting members of the Rod and Gun Club, reports B. F. Manley, official scribe.

On August 12 all participated in a novel quail shoot over the traps at Bangle. This shoot was something new in the trap shooting line and was quite popular; therefore, will probably be on the regular program in the future.

August 18, picnic day, witnessed the big competitive shoot held over the traps of the Redondo Beach Blue Rock Club, with twenty Pacific Electric shooters entered in competition.

The team representing the Southern Division were "high gun" with a total of 202 x 225 targets.

Prizes were awarded on individual high scores and following is a lineup of the winners and their scores:

1st—W. J. Hodge	.....44x50
2nd—B. J. Manley	.....44x50
3rd—A. B. McLeod	.....43x50
4th—J. L. Cowley	.....42x50
5th—H. L. Wiggam	.....42x50
6th—G. P. Walker	.....42x50
7th—K. L. Oefinger	.....41x50
8th—L. R. Spafford	.....41x50
9th—H. Smith	.....41x50
10th—Jack May	.....40x50

At the location of the shoot it was quite windy and the targets were flying badly, which accounts for the low scores.

Competition was keen and there were many tie scores which were shot off miss and out. W. J. Hodge and B. F. Manley were tied for first place and Manley forfeited first prize to Hodge on account of not being on hand for the shoot off.

J. M. Goepfert, F. L. Manley and Jack May were all tied for tenth prize and Jack May copped in the shoot-off.

In the team shoot between the Pacific Electric and Redondo Club, the Redondo team won, taking home the handsome cup which was donated by the Redondo Beach merchants.

Captain Estes piloted twenty fishermen to deep sea for the annual fishing contest and it was a hard day on the fish.

Dave Foyle hooked the largest fish, a 6½-pound barracuda, and was awarded first prize; George Brown bagged the largest number and was given a prize for quantity; Robert Lawrence landed the greatest variety and fared equally well on the prize money.

First Shipment of New Seats Arrive L. A.

WITH the first delivery of 250 improved type of seats to be installed in 950 class equipment, work of replacing existing seats and closing-in of open section of these cars is scheduled to begin the week of September 10.

Plans being made by Assistant Superintendent of Equipment Geibel, call for this improvement to be made at the rate of four cars weekly and with assurance from the manufacturer that subsequent shipments would be made at two weeks' intervals there should be no let-up in the work until the entire 44 cars shall have been so equipped and improved.

The combined number of seats totals 1260 and the equipment in which the improvement is to be made is that which serves the west coast beaches. The combined cost of fitting these cars with the greatly improved leather seats, together with closing-in the open section, will be \$105,000.

THREE DEATHS IN AUGUST

Three deaths among our ranks marked the toll of those taken from life during the month of August. In view of the six and seven deaths that have been registered in recent months this decrease is gratifying.

Those whom death called, and to the families of whom is extended the sincere sympathy of the entire Pacific Electric family, were:

Stanley E. Parker, Sub-station Operator; Thomas O'Brien, Retired Cabinet Maker, Mechanical Department and Andrew P. Larsen, retired Stevedore, Los Angeles Freight Terminal.

Each of the above three named carried both group and mortuary insurance, the total sum disbursed to the beneficiaries named by them being approximately \$6500.

Thirteen employees, due to total and permanent disability clauses of their group insurance, are receiving an aggregate of \$1,086.75 monthly.

STREETS WITH SIX LEVELS

A plan for the remodeling of business streets of New York into highways having six decks has been conceived by an Eastern traffic expert.

The plan would give open highways for a half dozen different lines of traffic. Pedestrians would have a full runway of their own, under the unique arrangement. Freight traffic and the subway would be in the basement and the faster vehicles would be confined to another level.

The expert asserts that the improvement would be able to pay for itself in

ADDITIONAL LOCAL SERVICE NOW ON SAWTELLE LINE

A re-scheduling of two evening rush hour trains so as to better serve patrons of the Sawtelle-Santa Monica district became effective September 1. The new schedule is so arranged that all points on the Sawtelle Line, the Brentwood district included, through to Ocean Park will be served by both limited and local service. This is accomplished by running in two sections the train leaving the Subway Terminal Station at 5:10 p.m.

The first section operates as a limited to Sawtelle, making stops only at Beverly Hills and Pontius Avenue enroute and then operates as a local, via Brentwood, into Ocean Park.

The second section, which is a two-car unit, leaves the Subway Terminal immediately following the departure of the first section. Both cars of the second section are operated as a limited to Vineyard, where the rear car is to be cut off, allowing the head car to proceed on limited schedule to Beverly Hills, from which point it does local work to Sawtelle and Ocean Park via Santa Monica Boulevard.

Local service between Vineyard and Beverly Hills is to be taken care of by the rear car of the second section which is cut off at Vineyard.

Another change which became effective the same date was the setting back five minutes of the departing time of the Sawtelle limited train which formerly left the Subway at 5:15 p.m. This train now leaves at 5:20 p.m. and operates via Vineyard, Beverly Hills, Sawtelle and over Santa Monica Boulevard to Santa Monica and Ocean Park.

HALF-DOLLAR COIN LOSING ITS FORMER POPULARITY

The half-dollar coin is following the silver dollar into oblivion, is the opinion of Robert J. Grant, Director of the United States Mint.

Most people would rather have two quarters than a fifty-cent piece, this being due to the fact that half dollars are too bulky to be carried easily. Besides, the new small-sized bills which will be put into circulation soon by the Treasury Department will serve to make the larger silver coins more unpopular, Mr. Grant believes.

"We tried to popularize the silver dollar because it costs the government less to keep silver money in circulation than it does paper money," asserted Mr. Grant. "The people just won't use them. And now half dollars are seldom seen in the East."

Mr. Grant estimates that it costs the government three cents a year to keep each paper dollar in the country in circulation, whereas it costs less than one cent to coin a silver dollar and, he added, "the silver dollar won't wear out whereas the paper dollar will."

the added value of property as a result of having six front doors at a street level.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

The P. E. Club Executive Committee met in the Auditorium of the Club Rooms for the August meeting on Wednesday, August 1, at 2:00 p.m. The following were absent: E. H. Clark, J. H. Ickes, R. L. Tozier, H. A. Wilkerson, R. G. Miller, Glenn Hatt, W. F. Powers, C. J. Hileman, J. W. Anderson, C. C. Rice, V. L. Swartz, B. F. Manley, C. S. Alexander, J. E. Flathers, John Jackson, W. A. McCammond, T. J. Day, and M. S. Wade.

Club Fund

Balance, 7-1-28\$ 388.07
Receipts 1073.75

Total\$1461.82
Disbursements 912.48

Balance, 7-31-28\$ 549.34

Relief Fund

Balance, 7-1-28\$ 401.32
Receipts 1290.63

Total\$1691.95
Disbursements 1565.00

Balance, 7-31-28\$ 126.95

Unfinished Business

The minutes of the previous meeting were read by Mr. Vickrey and approved.

The final arrangements were discussed concerning the Annual Picnic at Redondo Beach on August 18.

Mr. Allen asked that the P. E. cars stop at the ball grounds and that transportation be furnished to and from the grounds for those who wished to take advantage of them.

Mr. Vickrey stated that a picnic would be held at Rose Hill Park for the Mexican employees. Transportation should be gotten through the usual channels.

Mr. Geibel asked the Committeemen to adjourn that they might go to the office of Mr. Pontius.

New Business

Mr. Pontius spoke to the Committeemen concerning the erection of a New Club Building and plans for the building were shown to the Committeemen. The matter of a raise in Club Dues from twenty-five cents a month to thirty-five cents, to take effect when the new club building should be completed, was placed before the Committeemen.

The Executive Committeemen were well pleased with the plans and unanimously approved of the raise of ten cents a month.

The Committeemen suggested that a letter be sent to each and every Club Member acquainting him or her of the plan for a New Club Building and of the necessity of an increase of ten cents in Club Dues. A letter was drafted and approved by the Executive Committeemen and arrangements were made to mail without delay to the Club Members. At the bottom of the second page of the letter a blank vote

was left to be filled in by the Club Member and returned to the P. E. Club.

MEMBERS ELECT EXECUTIVE CLUB COMMITTEE

Following the usual custom blank votes were sent to all members of the P. E. Club early last month on which their choice of Executive Committeemen from their respective department or branch of the service was to be designated.

Compilation of ballots shows those named below as having received appointment for carrying out many important matters that will arise in coming months incident to the Club's operation:

General Offices: Paul Porter, F. E. Billhardt.

General Supt.'s Office: H. E. Norton.

Trans. No. Div.: J. E. Hawkins, F. O. Evans, L. P. Larson, H. L. Young, J. M. Ritter, J. I. Campbell.

Trans. So. Div.: F. L. McCulley, L. H. Covell, B. R. Hottinger, L. H. Tiedman, E. C. Seivers, W. H. Otto.

Trans. West. Div.: Glenn Hatt, L. M. Moore, M. E. Shay, C. A. Thomas, C. F. Langley, R. B. Hooper, L. H. Newport.

Agents, all Div.: C. E. Moser, C. J. Hileman.

L. A. Frt. House: O. C. Black, J. W. Anderson.

Mech. Dept., Torrance: F. E. Mayfield, P. H. Osborne, E. E. Hunkin, W. W. Robbins, E. A. Stevens, Guy Woolley.

Mech. Dept. No. Div.: C. C. Rice, I. E. Mankins.

Mech. Dept. So. Div.: V. L. Swartz.

Mech. Dept. West. Div.: M. T. Spencer.

Mech. Dept. East. Div.: R. V. King.

Electrical Dept.: J. M. Geopfert, H. R. Bullock, L. D. Bailey.

Engineering Dept.: B. F. Manley, C. S. Alexander, T. L. Wagenbach, Wm. Moesby, J. E. Flathers.

Accounting Dept.: Miss C. B. Templeton.

Pur. & Store Dept.: John Jackson, R. E. T. & R. Dept.: W. A. McCammond.

P. E. MASONIC PROGRAM

The next regular meeting of the Pacific Electric Masonic Club will be held Tuesday, September 11, at 7:45 P. M. in the new temporary quarters of the Pacific Electric Club, located in Room 910 Pacific Electric Building.

The principal speaker of the evening will be Dr. Fuller Swift, Ph. D., new Editor of the Masonic Digest and recognized Masonic authority. Dr. Swift's talk will pertain to one of the most interesting phases of Masonic history.

Come out and hear Dr. Swift and inspect the new temporary quarters of the Club.

CLUB BOOSTER CONTRIBUTES ELEVEN BOOKS TO LIBRARY

Each month there is a substantial addition to the Club Library as the result of some generous donor's contribution. Last month H. A. Crocker, manager of the Westinghouse Air-brake Company, brought in eleven books of fiction, all of which were in first-class condition.

Among the eleven are four books by B. M. Bower, they being: The Uphill Climb; Lonesome Land; Meadow Lark Basin and Black Thunder. Three others are the work of Clarence E. Mulford; Bring Me His Ears; Johnny Nelson; Hopalong Cassidy's Protege. The four others making up the contribution are: The Heart of the Range by William Patterson White; The Rider of the Mohave by James Fellow; The Ridin' Kid from Powder River by H. H. Knibbs, and The Way of the Buffalo by Charles Alden Seltzer.

Mr. Crocker has many times before added to the pleasure of all by his gifts of books to the Club and his latest contribution is just another manifestation of the interest he takes in the Club's welfare.

EMPLOYEES IN HOSPITAL

Fifteen employees were confined at the California Lutheran Hospital, 1414 So. Hope Street early this month, this number being more than double our sick list last month. Those confined were:

Hughes, Robert, Motorman; Martin, H. A., Motorman, N. D.; Dubois, Mrs. Theresa, Janitress; Norris, A. L. Conductor, N. D.; Elmore, E. V., Freight Dept.; Miller, Fritz, Motorman, S. D.; Mann, Wesley, Auto Mechanic; Osborne, W. C., Conductor; Miller, H. E., Dispatcher; Medina, R., Laborer; Newberry, A. R., Car Repairer; Yager, Willard W., Brakeman, S. D.; Grider, F. G., Brakeman, S. D.; Browning, W. L., Conductor, S. D. and Baios, Ramon, Laborer.

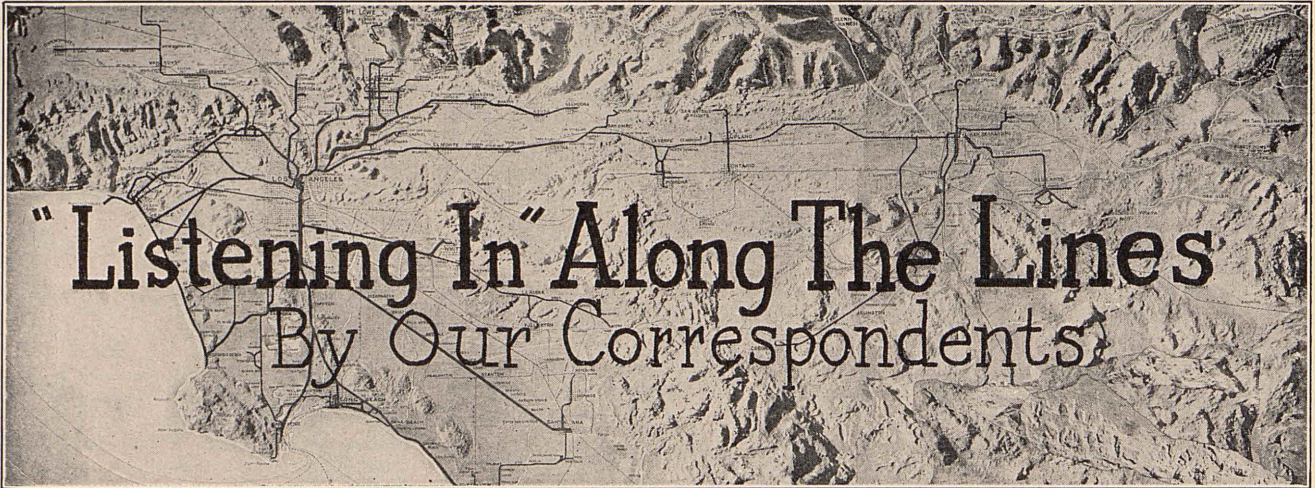
Friends are invited and urged to make frequent visits during the illness of their co-workers, such visits frequently having a stimulating effect toward recovery.

LADIES' AUXILIARY TO MEET IN NEW CLUB QUARTERS

Regular semi-monthly meetings of the Ladies' Auxiliary will be resumed this month, when on the 13th a special President's Day program is scheduled.

The meeting of the 13th will be of added significance in that it will be in the form of a dedication for the new temporary Club quarters insofar as the ladies are concerned. Having been moved from its old location on August 28th, the Club is now in the Pacific Electric Building, occupying rooms on the seventh and ninth floors.

Two o'clock in the afternoon is the time and Room 910 is the place for the meeting of the 13th. The other meeting scheduled for this month will be on the 27th and will be followed by sessions on the second and fourth Thursday of each month in the future.



MECHANICAL DEPARTMENT
By Clarence Bell

At the American Legion Flower Show in Torrance recently P. E. Shop employees gave a good account of themselves. The beautiful bronze and sterling cup was won by Daniel A. Barnard, Armature Winder, with a large and beautiful exhibit of many kinds of flowers. Miss Mary Baldrick, Coil Taper, won a valuable prize for best display of gladiolus and many other prizes for individual entries of gladiolus which seems to be her favorite flower. Others to win prizes were A. J. Fitzgerald, "Bud" Edwards, S. A. Whiting, C. B. Bell and E. A. Scallen.

Al Rice, Foreman of the Air and Control Depts., has just returned from a thirty-day visit to the old home in Mankato, Minn. He reports having a wonderful time, but is glad to get back to work so that the income amounts to at least equal the outgo.

The new leather upholstered seats for the 950 class cars have just arrived and they look mighty good. For next month's magazine we will have a good picture of them so all can see what comfortable seats the patrons of the Venice Short Line are to have. These seats should make more friends, and consequently more business, for our Company.

The eight new differential dump cars for the Engineering Dept. are here and Harry Clark, Asst. Genl. Foreman, is thinking awfully hard trying to decide where will be the best place to put the different parts of the electrical and air brake equipment on the two motor cars. Harry has done this job on many a passenger car and locomotive, but dump cars are something very different. We venture the guess that he will live up to his reputation.

Mrs. Alma Merritt, our Telephone Operator, is wearing a very happy smile and proud look this morning, Sept. 1. Her fair haired son Dale, Blue Print Operator, knocked the home run last night that brought in two runs and won the deciding game of the championship series of the Torrance Twilight League for the P. E. Shops team.

The Shops team, under the management of Harry Pierce, Millman, has made a great record for itself and finished the season in a fitting manner as champions. The first of the three-game championship series was won by the Union Tool team, score, U. T. 4, P. E. 1; the second game was won by the P. E. team, score P. E. 6, U. T. 0. The last game was won by the Pacific Electric, score P. E. 3, U. T. 2. A large and enthusiastic crowd was present at all the games and rooted lustily for their favorites.

Harry Pierce wishes it known all over the System that if there is any ambitious indoor baseball team anywhere that wants to know just how good they are, that the Shops team will be glad to accommodate them.

On Thursday evening, Aug. 23, forty employees and members of their families who

live in Torrance attended the concert at the Hollywood Bowl. All expressed themselves as being delighted with the wonderful music and the beautiful Bowl. Many thanks to the Company for the Special through car from Torrance to the Bowl, and to the Bowl management for the complimentary tickets. Many Shop employees living elsewhere took advantage of the opportunity to attend the Bowl concerts on the two nights for which we received tickets, August 23 and 24.

Why does Ernie Stevens limp so and wear sandals; why is Ed Straub's face so red; and why does F. E. Geibel hold his coat up off his shoulders and walk so carefully and not bend over AT ALL? I'll bet the next time they spend a Sunday with Ed at his Manhattan Beach cottage they will remember the noted California sun and keep in the shade at least part of the time.

ACCOUNTING DEPARTMENT
By William Keelin
Batting for George Perry

Following is the vacation gossip for the month of August:

L. A. Lovell, our Auditor, enjoyed several days fishing near Bishop.

Ellen Sparks, who has forsaken altitude for the lower regions of Mother Nature, informs Daisy Murphy, by post card, that Carlsbad Cavern in New Mexico is a wonderful place.

L. B. McNelly found a "fisherman's retreat" near Redlands, the fish being introduced to him one at a time.

Margaret Taylor remained at home as did F. J. Ogden, he living up to the theory that it is where a husband belongs.

J. R. McDonald divided his time between San Diego and P. E. Camp.

A certain party in Denver, Colo. attracts J. C. Saunders each year, but who sends him the cards from Palo Alto?

Sam Taylor went on location with his pipe. Gladys Howell and Martha Brucher went by boat to San Francisco.

R. E. Labbe was again delighted with our Camp, while W. L. Brown angled with the fish at the beaches.

Phil Still spent his time showing Eastern friends the beauties of Southern California.

Although Frances Jensen is on vacation, we are sorry to learn that she is confined to her home by sickness and hope for her speedy recovery.

Amelia Grenke vacationed at home, while Anna Beseman, with Miss Patton of the Treasury Department, visited Banff in the Canadian Rockies.

A. F. Manhart and family visited friends at Oceanside and San Diego.

Bertha Stokes divided her time between Mt. Lowe and San Diego.

The saying that Salt Lake City has five girls to one man must now be changed for during August a new employee joined our ranks in the person of Marjorie Stringfellow. She has been added to the force of the Calculating Bureau under Miss Bettis.

We are now convinced that our old friend "Bill" Rhoten, formerly of the Freight Accounts Bureau, is sorry he left us. It seems that down in Arizona one must work four years to earn a vacation and wait until the fifth year to take it.

Those on vacation in the Conductors' Accounts Bureau are the following:
Blanche De Vore.....Denver
Elizabeth Reckwey.....Grand Canyon
Nell Flanders.....San Francisco
Ella Franklin.....Liberal, Kansas
Marian Snowden.....Yosemite
Maud Winter.....P. E. Camp
Emma Taylor returned from a month's leave of absence and very much improved in health.

MACY STREET TERMINAL
D. B. VAN FLEET
Terminal Foreman

The sincerest sympathy of Macy Trainmen is extended to Conductor E. B. and F. J. Griffin, Macy Street, whose mother passed away last month.

Effective August 8th an extra freight crew was ordered to report at State Street Yard, Los Angeles, at 12:01 p.m. to assist in caring for the heavily increasing freight on the Northern Division.

The Stork Report for August gives the boy babies a unanimous majority as far as Macy Street was concerned. On August 7th, Motorman Z. P. Myers, South Pasadena Line, became the happy father of a 7-pound baby boy. Then on August 22nd, Conductor O. C. Angle, Macy Street, proudly boasted an 8-pound baby boy arrival.

Macy Trainmen lucky enough to get off-duty during the summer shortage of men to attend our annual picnic at Redondo this year, will vouch for the fine time enjoyed by all. The committees in charge of the entertainment and those on general supervision are to be congratulated for their efficiency.

Several Macy Trainmen were members of the large party that boarded the Union Pacific special train bound for the Bois: Outing on August 24th. A delightful trip was reported.

The rumor of 600 class equipment being put on the South Pasadena Line ceased to be a rumor when on Sunday, August 26th it became a pleasant reality. The patrons are certainly loud in their praise for the new cars and increasing patronage is expected.

With the new cars on the South Pasadena Line, Terminal gossip at Macy is rather speculative as to what effect the change of equipment will have on seniority. Some believe the line seniority will be boosted, especially as the winter months approach, while others are doubtful. However, the debate will continue.

Conductors R. C. Francis, T. L. Gates and

A. E. Hataway, Macy Street, all three members of the 160th Infantry, California National Guard, returned to work on Monday, August 27th after a two weeks' encampment near San Luis Obispo. All three trainmen and soldiers as well, show the benefits derived from the healthful sojourn in the great outdoors.

Famous last words at Macy Street:
"Say, Red, how about a little loan of five hundred?"

Car Clerk, Andy Moreno, is back after a long absence due to a broken ankle. He is stepping around cautiously, however.

Familiar faces about the terminal were conspicuous by their absence all during the month of August, vacations being the cause. Of those whom we have information about the following offers gossip of their destinations:

George W. Orr, Assistant Agent, spent part of his time with relatives at Selma, California.

J. C. Snow and W. T. Lichty, Inspector, both again were lured to the P. E. Camp, for which there are no stronger boosters than they.

Chief Clerk Ingold again reported to the R. O. T. Camp where he indulged in taking instructions given by the army each summer.

Perry Netzley reports a delightful vacation spent at Merced, while Cashier L. A. Post went on a fishing expedition and James Brownlee is now somewhere in the northern part of the state.

Cy Albright, with friends, went on a hunting and fishing expedition in the vicinity of Bishop. He displayed some beautiful pictures, as well as evidence that some fish were landed.

Others on their vacations as this is written are: Car Clerks Bastain, Michael, and Clair Alexander who visited local points and sought rest at home.

Chief Accountant Spencer is stepping "high, wide and handsome" in a shiny new Essex.

John Baker, Trucker and Ed Elmore, Stevedore, are on the sick list and confined at the California Lutheran Hospital. They will be happy to have their friends at the warehouse visit them.

Other disabled employees at this writing are William Collet, Trucker, who is ill at his home and Alvin Rhodes who met with a foot injury while on duty.

Theodore Phelps, Watchman, was called upon to serve as a juror during August. He says if he is never called upon again for the same purpose, it will be too soon.

If anyone ever feels the lure of the desert, before succumbing, it will be well to seek an interview on the subject with D. Skinner. Ask Skinner, he knows!

Vacation time also is here for warehouse workers:

Samuel Tellechea, Checker—at home; Greg Elias, Checker—Arizona; J. C. Clevens, Checker—home; John Ximmer, Stevedore—home; Pat Keyes, Stevedore—home; Wm. Hon. Stevedore—home; Jack Oglesly, Janitor—home; Paul Umberger, Checker—parts unknown.

ENGINEERING DEPARTMENT By Margaret E. Maitland

Valuation Bureau: G. T. Roberts is again at his desk after a pleasant vacation, a part of which was spent at Catalina.

Bob Houseman spent the month of August visiting with "the old folks at home" in Colorado. He reports wonderful fishing.

Mr. Fulton is taking a week off—most of the time being spent at home.

Thomas Boles, formerly of the Valuation Bureau, has been promoted from Custodian to Superintendent of the Carlsbad Cave, New Mexico. This cave while now a Government Monument will probably be made a Park at the next session of Congress.

Signal Dept.: Mr. Florence has moved his office from Room 690 to 633, P. E. Bldg. where a more quiet and spacious room is enjoyed by himself and signal forces. Mr. Lay,

Construction Engineer, as well as Mr. Nickerson, Signal Draftsman, are occupying the same quarters. Mr. Patterson, Maintenance Supervisor, has moved to the Signal office at Washington Street Yard where he will be closer to activities.

Mr. Florence and family spent the week of August 22nd, at the P. E. Camp.

S. E. McFarland, Signal Shop Foreman, is now on vacation and is having a "large" time with his family motoring and camping out along our southern beaches as far as San Diego. He overhauled his big Nash and got new rubber all around and feels he can hit the breeze with a great degree of relief and pleasure. Good luck Mac.

S. R. McNeill and Felix Brac, both Signal Maintainers, with their families are touching the high spots on a trip to Yosemite and way points by motor.

E. B. Hixson, another Signal Maintainer, and his family, are touring the north.

E. P. Englemann, Signal Inspector and wife, as well as Mrs. A. E. Patterson, mother of F. B. Paterson, are spending a week at P. E. Camp. Jos. McKay was also a visitor at our camp.

H. K. Nickerson, Signal Draftsman and family are on an extended trip by auto to Oregon.

The Engineering Dept. took first honors and the Signal Dept. bunch took 2nd honors in a six team bowling match at the P. E. Picnic.

C. H. Lay, Signal Construction Engineer, and family, have just returned from an extended visit to the Atlantic Coast. He got as far east as Boston which is nearly the limit distance in the old U. S. A.

Structural Dept.: Mr. Ha'sey spent his vacation on a trip through the inside passage by boat from Seattle to Skagway, Alaska. Skagway is the port at which the gold rush of '98 prospectors disembarked; going from there up Chicoot Pass to Lake Bennett and thence down the Yukon, spent a day at Juneau, making a side trip to Mendenhall Glacier. Visited several hours at Sitka, which is the old capital of Alaska and where there is one of the greatest collections of totem poles in existence. The highest temperature encountered on the trip was 55° which is a decided change from Southern California. At Wrangell Narrows the Mexican steamship Oaxaca was visible on the rocks where it was wrecked sometime ago.

Mr. Compton spent a very pleasant vacation at Yosemite.

Mr. Carrington and Mr. With are now in parts unknown.

Geo. Raidt and family spent their leave at Catalina fishing, boating and swimming. Also visited Zane Grey's brother, an old friend of the family.

Field Department: Mr. Gould, upon returning from vacations in previous years told such unbelievable fish stories that this time he brought back the evidence, a convincing picture.

Speaking of the "Field Dept." one might almost say the entire department went fishing on their vacations.

Mr. Davis spent his annual leave "up in the air" and was one of the three hundred who took part in the dedication of Lindbergh Field, San Diego.

L. W. Perry enjoyed his playtime breaking in his Hudson.

Main Office: E. C. Johnson spent a portion of his vacation in the San Francisco bay district, and motoring north on the Redwood Highway. His pleasure, however, was interfered with due to illness of his son, whom we are glad to say has now recovered.

L. B. Denton and family intended spending a week at the P. E. Camp, but had to return after two days, on account of illness of his oldest son.

Geo. S. McClure is again on the job after a vacation at Yosemite and points north.

Thelma Meighan, motored through Northern California during her annual absence.

The Engineering Dept. can now boast of a hero. Paving Foreman Oscar Culver, while waiting for a car on Hill St., was a witness to a shooting array between police officers and thieves attempting to hold up a jewelry store. One fellow was shot down and when he pulled his gun to shoot the officer Mr. Culver took his gun away.

Herbert Jacobson, Timekeeper Sec. 6, Del Fryrear, and M. G. Narwitz, of the Field Dept. enjoyed an outing to Boise, Idaho, sponsored by the Rod and Gun Club.

H. Hoag, after six years with the Engineering Dept. has severed connection with the Com-

pany. His position is being filled by John L. Howland.

Jos. G. Clark has just returned from a trip to Alaska.

Geo. L. Redd, spent his vacation in Alabama; reports mosquitoes quite numerous.

Geo. E. Watson, spent his leave at home.

Drafting Room: Mr. and Mrs. Budgett are enjoying a stay at Catalina.

Fred Bixenstein, after several years absence has been released by Dr. Weber and has resumed his duties in the Drafting Room. Many friends are glad to see Fred back on the job. Mr. Geo. A. Malcolm has just returned from a vacation, Holcomb Valley, San Bernardino Mountains.

Bonding Department: Ernie Hargreaves spent three weeks at Canada, and Canada to Ernie means beer that isn't near.

Bill Moran is spending his vacation in Texas.

Homer Douglas, after 8 years in the Bonding Dept. is now on the front end of the Vineyard-Hollywood Locals. Good luck, Homer.

J. R. Metz is now on vacation.

LONG BEACH TERMINAL By Jean Edwards

Yes sir, he done it; he went and got himself a sure enough 'gravy job'. Whozat? Why that guy Martin, yeah, you know—L. A. Martin. Strolling out to the Exposition grounds one day who should we see and hear but him. And noise! Say, he made more noise than a rock crusher operatin' full blast in a New York subway. Out of the racket we made out that he was trying to make some of the yokels ride a reddish bus.

That there Martin feller didn't do his outfit no harm, even if he has got an unbearable loud squawk.

Names Inspire Story

We went to the animal show to see the LYONS and the tame HERRING, too, and we'll all stick together in rainy or shiny weather and we'll all see the whole show through.

This, our latest pilgrimage, which was conducted under the auspices of the Society for CRABBY Conductors proved a source of untold satisfaction. We had never before realized that it was possible to catch so many farmers with the size and type of bait used.

The object of our facetious remarks, that is, if you don't already know, is the one and only "Pacific Southwest Exposition" which held forth in Long Beach, the one and only home of all the hopeful young rustics fair Iowa ever sired.

But then we were saved from utter desolation as we were confronted with quite as unique an assortment of flowers, birds, animals and other extraordinary manifestations of man's marvelous handicraft as it had ever been our singular fortune to meet with.

On one side was the most perfect specimen of the blooming OLSON that is now at random in this desert of ours. This remarkable flower never attains its full beauty in the land of its origin, but needs must be cultivated and tenderly nurtured in foreign soil ere it makes its piquant bow to the world.

We next heard someone speculate as to who had built the NEWHOUSE on the left of the entrance, no one seemed to know but some NUT-(ter) said that a BAKER had bought it from a BUTCHER who had taken a Julian BOND on the thing and then when he got the place he didn't know what to do with it. Perceiving the PICKLE he was in and knowing that safety lies in strength he decided to find a large MANN for his LACKEY, but as lackeys sometimes do, this one proved unfaithful to the noble ideal behind the place (on the left of the alley as you go out) and since the sense of security that he had expected was lacking he concluded that if ignorance was BLISS it surely was folly to be WISE.

On the WHITESIDE of this NEWHOUSE there were chained, two, more or less domesticated, MARTINS. One of them in particular was extremely wary of men, but when women were present it seemed to sense the difference in sex and would be at once the most docile of creatures and seemed to favor the attentions of any girl who tried to PETTIT.

We asked a boy who was holding a MORRIS chair in his arms, R. U. JOHN'S-son or JACK'S-son? He said "don't get WISE or I'll give you all a DEMERET." We were not.

to be outdone by this young imp so we just tossed him in a barrel of RAINWATER. Tiring of this amusement, we sauntered over to the SMALL GUY that was tending the PARKS. He had a MAUCK-(ing) bird under his arm that he was trying to make off with, unknown to the officials, but when we reminded him of the story of CAIN and his little brother he decided against his first choice and instead would take a COW-an a REED of GRASS. He seemed to want these articles for souvenirs, but even that was far beyond lawful BOUNDS and we simply could not tolerate the company of a person of this nature. Thinking that perhaps he needed some medicine, we pulled one of the WICKS out of a lamp and gave it to him to chew. Thus, in the words of that other ambitious guy, Julius of the Caesar clan, "We came, we saw, but unlike the hero of other days we were conquered."

"In the name of all that is holy, all that is sacred to mankind and all that has been consecrated by your worthy ancestors, do you, Ambrose Fortna, take this girl to be your lawfully wedded wife?"

These words or words to that effect will probably be heard before many days have passed and it is consistent to believe that hopeful Ambrose in a wee small voice will give the proverbial answer that will at once remove him from the ranks of the free and mighty bachelors and make of him a woman's slave for the rest of his natural life.

We shall say no more now, but will await the cigars with pleasure. I thank you.

WESTERN DIVISION By Leroy V. Greene

This is the time of the year when a "young man's fancy" is liable to turn most any way. Not only to thoughts of love but to other things. Ye correspondent's mind turned to verse, bad and indifferent, so if this month's outburst don't rhyme, "spare the rod."

This Month on the West

There have been big doings on the West,
To make the "Big Cars" come and go,
The boys have done their very best,
On time and safely, never slow.

The bids and bumps were very light,
Changes in work were very slight.
The Venice foremen, Auch and Day
Are pushing new business out our way.

The monthly pass is coming along,
And those who buy will not go wrong.
Business is good on every line,
Trainmen are working all the time.

Mr. Douglass has come back home,
We hope that he ner' will roam,
Away again from his division,
He does his stuff with rare precision.

So passed another thirty days,
We can only give our praise.
For the seniors and men with whom we work,
A great division, we won't shirk.

Them Politicians

We will be glad when the presidential election is over and the boys on opposite sides become friends again. Some of the mighty word battles we hear would do credit to the greatest orators of history. Drop around some time when the daily campaign gets under way and hear R. A. Van Ness, P. O. Ingram, J. A. Davis and E. S. Fraser settle the great problems of government among themselves.

Admittance is free of charge, but watch your overcoats as the management is not responsible.

AN ANNOUNCEMENT

News Note—Born to Lawrence and Marie McDaniels, baby boy, Ocean Park, Cal.—Aug. 24, 1928.

On the twenty-fourth in the early morn,
A bouncing baby boy was born.
Eight pounds of sweetness came to earth,
And blessed a family with his birth.

Now "Papa" Lawrence is a lucky lad,
To have the fun of being a dad,
And the best of health to "Mother" Marie,
The McDaniels family—lucky three.

Their Past Finds Them Out

As we continue with our monthly quest into what the boys used to do before the railroad lured, we marvel at the variety. This month we could find a city and run it without help. From mail carriers to amusements, we have the whole works.

C. E. Woodside is a former Standard Oil man, muchly traveled.

R. A. Van Ness has been a farmer, student and billiard expert.

M. A. Holder owned his own tire shop in San Francisco.

E. L. Griffin was one of Uncle Sam's most handsome mail carriers.

S. J. Hayball was an expert machinist.

J. E. Robertson owned his own grocery store.

J. R. Leslie was a hardware salesman who was plenty hard.

L. E. Pearson worked for his father doing little or nothing.

O. B. Edwards is an ex-steam railroader.

Arthur Doyle worked at Venice on the Pier for the Flying Circus and other amusement companies.

This concludes this month's expose but others follow.

Watch out—YOU MAY BE NEXT.

A Midsummer's Nightmare

(Dedicated to Trainmen who not only play golf, but have audacity to wear knickers around the barn).

We were working Brentwood Beach line,
A motorman and I.
He was a well-known golf fiend,
Just between you and aye.

We were passing Brentwood Golf Club,
The controller open wide.
And the passengers were getting
A fast and speedy ride.

The track was clear ahead of us,
This sunny summer day.
Suddenly he locked the brakes,
Wheels slid quite a way.

My heart had nearly missed a beat,
I did not hear a crash,
What in heck had happened?
Why had he been so brash?

I saw him leap from the platform,
And run back to the rear.
I seemed to sense disaster,
Hovering very near.

He stooped to pick up something,
Then walked slowly back.
Ye Gods—he'd seen a golf ball,
That had wandered on the track.

But I sadly fear this golf craze,
That grips this trainman now
Will make my dream seem very tame,
Such bugs do things worse—and how!
Adios!

SHERMAN TERMINAL By E. D. Arthur

The P. E. Annual Picnic was well attended by Western Division Mechanical Department employees. The consensus of opinion seems to be that we should have two picnics per year instead of one so that the old-timers might have more opportunity to exchange reminiscences.

The following employees have started on their vacation or just returned:

John E. Pasley spent all of his time at Long Beach. There seems to be a reason for this.

Mrs. Charles N. Lundgren and Mrs. Rosetta Hassan are visiting relatives at Eastland, Texas.

Mr. and Mrs. E. R. Bonsall and Mr. and Mrs. E. D. Arthur, joined the Rod and Gun Club party bound for Boise City, Idaho.

E. H. Osborne just returned from British Columbia after a three months' leave of absence.

George H. Young made a trip to Nevada, Yosemite and other Northern California points.

Louis Wabnitz reports an enjoyable time

at Catalina and San Pedro.

Ed. J. Rieber, our genial storekeeper, did not greet his friends with the usual smile the morning after the picnic. He hopes the other fellow will hit the mat first next time.

Prescott McDowell and wife just returned from Hughes Lake, where he has a fine cabin, reporting an enjoyable vacation.

E. R. Daniels, Car House Foreman, has made quite an improvement at the Sherman lower car house in the way of cleaning up the shops and yards, painting buildings, etc., giving the same a very presentable appearance.

Western Division employees regret very much to learn of the death on July 2nd of Noah M. Taylor, Motorman of the Western Division, and extend sincere sympathy to his family. Mr. Taylor was born in Dayton, Ohio, in May, 1864, and when a young man came to Los Angeles where he entered the service of this company some 24 years ago.

NORTHERN DIVISION Eastern Lines By Ruth Thompson

Trainmaster W. C. Monroe and wife are spending the week-end at Santa Barbara.

Conductor A. McLean has just returned from a ninety-day leave of absence spent in Canada, with a stop-off in Nebraska. Reports a fine trip with quite wet weather in Canada.

R. E. Rockoff of the Mechanical Department has just returned from a trip through the Middle West, sight-seeing in Grand Canyon and visiting in Kansas City. The only things he seems to remember about the whole trip are "ham, eggs and chickens," according to reports from the carhouse.

J. Gilbert, General Foreman of the Mechanical Department, leaves for a trip to Detroit early this month.

Conductor R. L. Patterson is spending his vacation in San Francisco.

Ticket Agent W. E. Massingale is visiting in San Diego and San Francisco. Ticket Clerk Sinotte is taking Mr. Massingale's place while he is away.

Verne Hill of the Mechanical Department played with the Pacific Electric ball team at Catalina over the Labor Day week-end.

A heavy movement of grapes is just starting from Etiwanda and Alta Loma. So far we have averaged from ten to twelve carloads a day.

FREIGHT DEPARTMENT SOUTHERN DIVISION By Thomas A. Lyons

Speaking of coincidences, here is one of interest: Foreman Garrison and Motorman Rothrock, working together on the Southern Division, each have a son playing on the same ball team in the big league games.

Lindsey Britt and Charles Wilson are both holding trolley, they being temporary members of the disabled club. Lindsey has a bad back and Charlie a hurt foot.

Wonder if George Bryant has seen any stray elephants lately? George was going into the circus business, once but found out that elephants were too hard to find and keep.

News from the beet job: Duke Burnett is gaining in weight, Walter Bayless is getting thin. Must be that Santa Ana water. Dutch Kircherfer has turned carpenter and is making easy chairs for the boys and Tom Garnett, the Motorman, has erected a radio set that all enjoy while on spot now and then, down where they make the sugar, beet sugar we mean.

"Chicken" Miller is going to hear lots of new stories now that Christie is with him

on the 9:30 hauler. Did you ever hear Christie tell that too-late yarn?

Charlie Gardner's wife is a wonderful cook. If you want to, stop in and find out for yourself. She is just across the way from the Eighth Street Yard Office.

The Packer family seem to be having all their hard luck at once. Three members, all P. E. employees, have been in the California Lutheran Hospital during the past month.

Will the members of the bowling team meet the writer on the 12th at 9th and Main at 8:00 p.m. for practice and organization?

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

On our vacation list for this month their appears C. L. Laytham whose seniority dates back to March, 1895; S. R. Mitchell who entered the service in February, 1897, and T. L. Hoag known as the "Father" of the famous Deodar trees in Altadena. Mr. Hoag entered the service July 14, 1897, D. H. Lockhart, also a veteran, entering the service in February, 1903, is away on leave.

Many of us recall when Officer Fred Walker was a Trainman of this terminal. Officer Walker was seriously wounded in a gun battle which followed a bank robbery in this City several days ago. We are glad to report that Mr. Walker's condition is improving steadily.

Conductor J. C. Hulet and family have returned from a delightful trip north, visiting Portland, Seattle, Vancouver and Vancouver Island, where Mr. Hulet has a daughter residing.

Motorman T. J. McKee reports having a very enjoyable vacation, motoring with his family to Yosemite National Park.

D. M. Durkee performed the duties of Agent at Rubio Canyon during the absence of A. Z. Clark who was away on vacation.

Conductor O. L. Sweek is working in Long Beach where he will remain for the duration of the Exposition.

Pasadena Terminal is furnishing eight men and motor coach equipment for service in Long Beach every Sunday in addition to the special through train from Pasadena which is carrying capacity loads for the Exposition in that City.

Conductor A. Sandefur spent his vacation visiting friends and relatives in Louisville, Ky.

J. C. Engle and party went fishing again. The results proved not so good as before, they had no L. G. (Bate) along and the fish just wouldn't strike the trolling lines.

Another Death Call

A shadow of sorrow was cast over the office of the Chief Special Agent and the other departments of the Company last month when word was received on August 19 that Mrs. Smith, wife of Charles R. Smith, had responded to the final summons.

On August 13 a ten-pound boy made its appearance in the Smith family and all went well for the first few days. Shortly matters took a turn for the worse and two blood transfusions were made, both of which proved to be unavailing. Burial took place in Tacoma, Washington, Mrs. Smith's birthplace.

Mr. Smith, who has been connected with the Special Agent's Department since 1921, reports the baby boy is doing nicely.

Nip: "Give me a sentence with the word fascinate in it."

Tuck: "My wife has ten hooks on her dress, but she is getting so stout that she can only fasten eight."

There's only one kind of baby a man knows how to hold in his arms.

Sandy was building a new home and when it came time to start the cellar he sent over to the Masonic Temple for a Free Mason.



Marriage is a game of give and take. What you don't give, she takes.

You've got nothing on me, coyly remarked the artist's model.

"Each year the beach becomes more and more a see shore!"

Girls are no longer known as flappers. They are called "bungalows"—painted in front, shingled behind, no upstairs.

Officer Thorpe: "Here, young lady! What's your name?"

Spending Gal: "Oh, mine's Alice. What's yours?"

Nip: "The girls in our office wear desk hosiery."

Tuck: "What do you mean, desk hosiery?"

Nip: "Roll tops."

Wife: "The maid has just given notice; she said you spoke insultingly to her over the phone yesterday."

Hubby: "Great Scott! I thought I was speaking to you."

Husband (in car): "Great heavens! The engine is terribly overheated."

Wife (calmly): "Then why don't you turn off the radiator?"

Clerk: "This is the latest patent life-saving belt made, sir."

Customer: "Are they quite reliable?"

Clerk: "Well, we've sold dozens of them and never had any complaints."

"Now, my son," said the conscientious father, "tell me why I punished you."

"That's it," blubbered the boy indignantly. "You found the life out of me, and now you don't know why you did."

First Lady: "Did you go riding with that salesman you met last night?"

Second Lady: "Yes."

First Lady: "How did he behave himself?"

Second Lady: "Well, he's either a gentleman or a dumb-bell."

Say it with flowers
Say it with sweets
Say it with kisses
Say it with eats
Say it with jewelry
Say it with drink

But always be careful NOT to say it with ink.

A gentleman was walking down the street with a little boy at his side, when the boy cried out: "Oh, pa! there goes an editor."

"Hush, hush," said the father. "Don't make sport of the poor man, God only knows what you may come to yourself, some day."

How To Reduce

Dietitian: "—a few leaves of lettuce without oil and a glass of orange juice. There, madam, that completes your daily diet."

Mrs. Amplewaite: "And am I to take this before or after meals?"

A young lawyer had been retained by a farmer to prosecute a railroad for the loss of 24 hogs. He wanted to impress the jury with the magnitude of the case.

"Twenty-four hogs, gentlemen," he said "just think! Twenty-four—twice the number there are in the jury box."

MISTAKEN IDENTITY

There had been an auto wreck. One of the drivers climbed out in a fit of temper and strode up to a man standing on the sidewalk, thinking him to be the other driver.

"Say, where the devil's your tail light?" he roared.

The innocent bystander looked up at him: "What do you think I am—a lightning bug?"

Waiter, there is a hair in my soup.
What do you want for 10 cents, a wig?

The way to keep a Scotsman from being seasick is to tie his hands behind his back and place a nickel in his mouth.

Rah: "What is the greatest water power known to man?"

Raw: "Woman's tears."

Sh:—"There are two things that prevent you from being a good dancer."

He—"What are they?"

She—"Your feet."

The Shortest Love Tale

"Marry me?"

"NO!"

—and they lived happily ever after.

Jane: Who are you betting on in the bathing beauty contest?

Bob: I'm playing them all to show.

"When I was your age," said the irate father to his six-year-old son, "I was glad to get dry bread to eat."

"You're much better off now you're living with us, aren't you, daddy?" replied the son.

More Difficult

Golfer—"Doctor, you remember you recommended golf to take my mind off my work?"

Doctor—"Yes."

Golfer—"Well, can you prescribe something now to get it back again?"

Thar She B'ows

The girl stood on the forward deck,
The boat—it started going;
The pilot looked at her to see
Which way the wind was blowing.

"I suppose you will want me to give up my job, Henry, when we are married?"

"How much do you earn at it?"

"Sixty a week."

"That isn't a job. That's a career. I wouldn't want to interfere with your career, girlie."

Old man in wheel chair; lady bather asks him how old he is. He looks her over and answers: "81, damn it!"

They Are Too

Alice: "What are the holes in that fence?"

Madeline: "Those are knot holes."

Alice: "Why, they are too holes."

"Man wanted to work in bakery who is well bred, an early riser, a good mixer, and if he will not loaf on the job he will get his dough every Saturday night."

Green Apples, Perhaps

Three-year-old Jimmie was suffering with a pain in his midsection. His complaining finally received attention and he was asked what was the matter.

"I think," said Jimmie, "I ate something that didn't concern me."

Bright Idea

"What did your wife say when you turned in so late last night?"

"Oh, she was half asleep and thought I was a dog. When she said, 'Is that you, Fido?' for once in my life, I had real presence of mind. I licked her hand."

Henry and Sylvia were out driving. Henry had one arm around Sylvia, when the car hit a bump and skidded.

"Oh, Henry," gasped Sylvia, "use two hands."

"Can't," says Henry, grimly. "Gotta drive with one!"

She: "I suppose you're just crazy to kiss me?"
 He: "You're right. I'd have to be."

A new charge on the police blotters:
DRIVING WHILE INFATUATED.

Goldstein: "Wherever in the world you go, you'll always find that us Jews are the leading people."

O'Sullivan: "How about Alaska?"
 Goldstein: "Well, Iceberg ain't no Presbyterian name."

Proof Positive

A Scotsman and a Jew were brought up before a judge on a charge of drunkenness. The Judge, to policeman: "What evidence have you to prove that these men were drunk?"

The Policeman: "You 'onor, I found the Scotsman lying on his back in the middle of the road, tossing his money in the air and the Jew catching it and giving it back to him."

"I want some light underwear."
 "How long?"
 "All summer."

The doctor had forgotten his patient's name; but, not willing to admit it, said: "Is your name spelled with 'i' or 'e'?"
 The astonished patient answered: "Why, doctor, my name is Hill."

A boy was visiting another boy, and as they were going to bed the little host knelt to say his prayers.

"I never say my prayers when I am at home," said the visitor.
 "That's all right," said the other small boy. "You better say them here. This is a folding bed."

None to Begin With

Jennie—"Dick didn't blow his brains out when you rejected him. He came round and proposed to me."

Teannette—"Then he must have got rid of them some other way."

Judging By Sound

Teacher: "What were the epistles?"
 Little boy: "Wives of the apostles."

"Are you bothered much with the things dancing in front of your eyes?" inquired the eye doctor.

"Yes," admitted the plumber, "and those new garters bother me some, too."—Public Service.

Compulsory Chivalry

In a crowded omnibus a stout lady vainly endeavored to get her fare out of the pocket of her cloak, which was tightly buttoned as a protection to pickpockets. After she had been trying without effect for some minutes, a gentleman seated on her right said:

"Please, allow me to pay your fare."
 The lady declined with some anger and renewed her attacks on the pocket. After some little time the gentleman again said:

"You really must let me pay your fare. You have already unbuttoned my suspenders three times, and I can't stand it any longer."

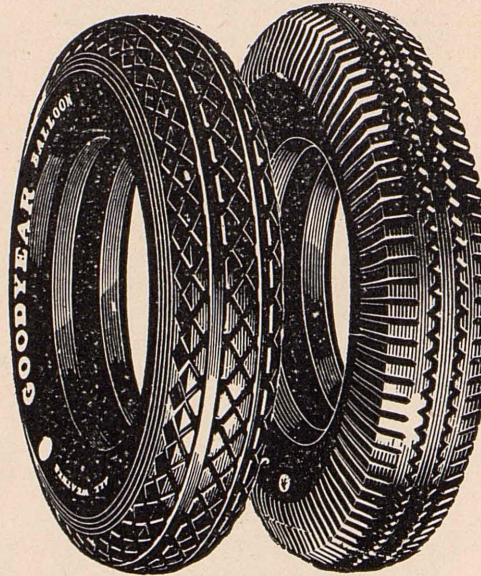
During the Month of August THE PACIFIC MUTUAL LIFE INSURANCE CO. paid the Following P. E. Employees Disability Benefits Through the WM. L. THOMAS AGENCY

PARTIAL LIST

Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid
Anderson, Henry	Gun shot wound	\$30.00	Gemmill, Lloyd D.	Food Poisoning	8.00	Murphy, Thomas J.	Bruises	26.00
Armstrong, Earl V.	Tonsillitis	16.00	Hamilton, Roy M.	Infected callous	20.00	Nobles, James R.	Hypertension	12.00
Blume, Gordon H.	Infected Tooth	18.00	Hataway, Amos E.	Tonsillitis	8.00	Phillips, Henry	Cold	8.33
Braley, Scott	Acute Gastritis	53.33	Hershler, Earl G.	Tonsillitis	12.00	Quillin, Harry D.	Hernia	99.10
Brown, Peter M.	Sprain & Bruises	48.33	Holbrook, Bruce S.	Sunburn	14.00	Ramsay, George M.	Cold and Bronchitis	20.00
Carrillo, Jesus L.	Pleurisy	18.00	Johnson, Lester N.	Boils	10.60	Reaney, George	Hernia	106.66
Christian, Henry M.	Biliousness	36.66	Knight, Lester	Acute Indigestion	12.00	Robinson, Russell L.	La Grippe	16.00
Christiansen, Max	Neurasthenia	22.00	Larson, Probert	Severe Strain	18.66	Scaggs, Richard C.	Influenza	82.00
Cole, Ralph C.	Cold	12.00	Light, Harris K.	La Grippe	6.00	Schung, Albert L.	La Grippe	10.00
Fortner, Leorie	La Grippe	50.00	Lowe, Ray C.	Muscular Rheumatism	14.00	Smith, Peter	Boils	82.40

New Low Prices give you brand new Goodyears for as little money as you would have been asked to pay a short time ago for cheap, inferior makes of tires.

Now is your chance to buy Goodyears at the lowest prices in tire history.



Don't take chances on having your vacation spoiled by tire trouble.

Come in and let us show you our complete line of Goodyear Double Eagle, Heavy Duty All-Weather, Standard All-Weather and Pathfinder tires. Special Wholesale Prices to Pacific Electric Employees.

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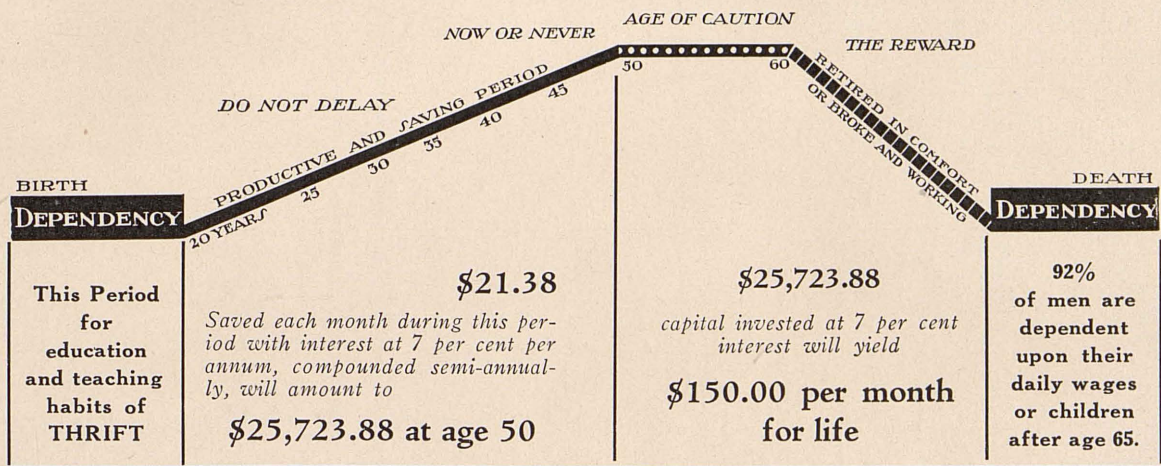
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Consider the Facts — Then Act!



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