

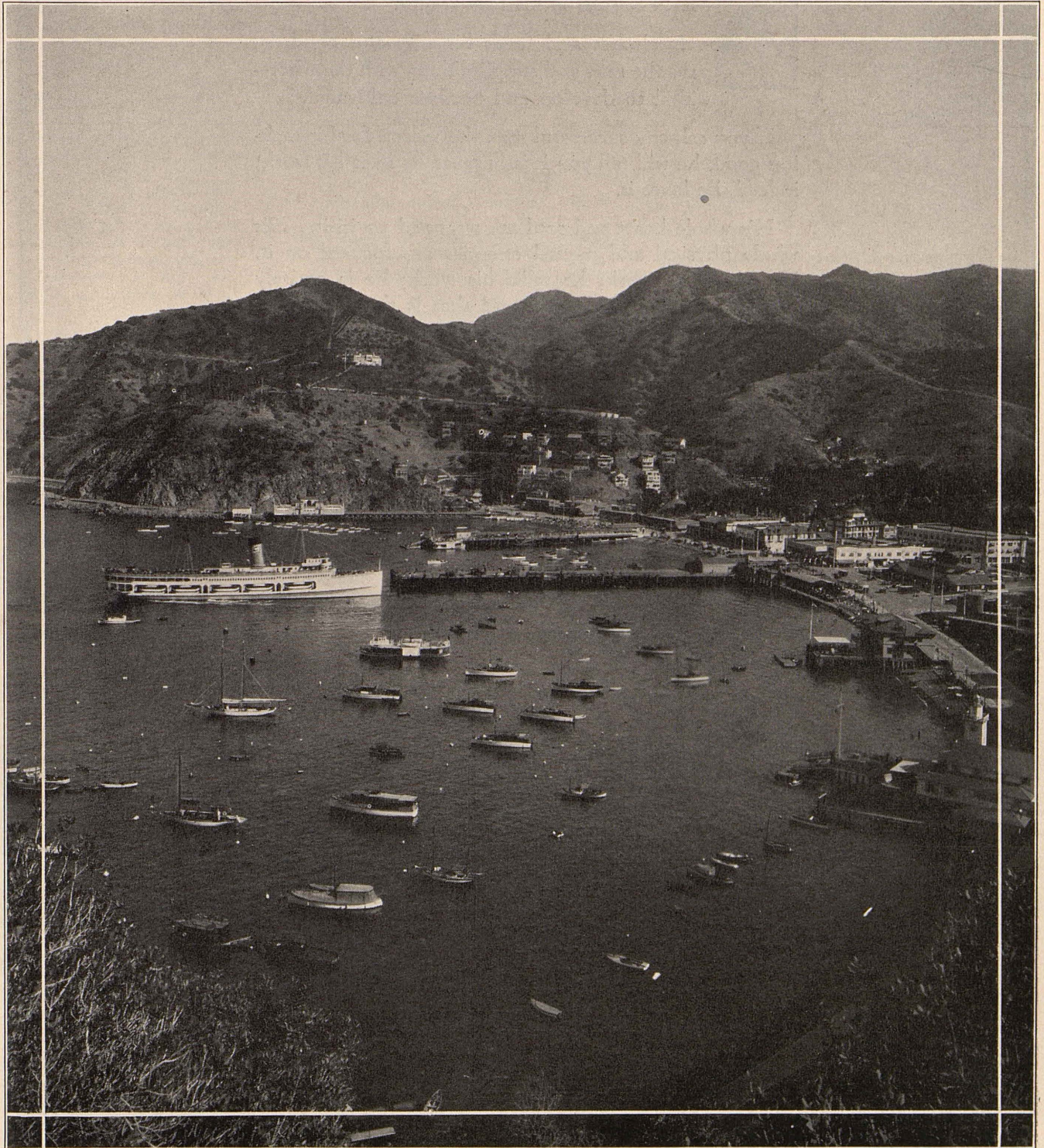
Pacific Electric Magazine



Vol. 13

LOS ANGELES, CAL., APRIL 10, 1929

No. 11



Avalon Bay, Catalina Island.

A Man's Job



MAN'S JOB is his best friend.

It clothes and feeds his wife and children, pays the rent and supplies them with the wherewithal to develop and become cultivated.

If you ask any successful man the reason for his making good, he will tell you it is because he likes his work; indeed, he loves it.

His whole heart and soul are wrapped up in it. His whole physical and mental energies are focused on it. He walks his work; he talks his work; he is entirely inseparable from his work, and that is the way every man worth his salt ought to be if he wants to make his work what it should be, and make of himself what he wants to be.

—Senator Arthur Capper.

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Door Delivery and Pick-up Service is Begun

Company Subsidiary Co-ordinates Truck With the Rail Operations in Rendering a Superb New Service. Success Assured.

MARKING the entry of the Pacific Electric Railway into a store-door delivery service, through the medium of the separately organized and operated subsidiary, the Pacific Electric Motor Transport Company, operations of the new company began on Monday, March 11th. Predicted prior to inauguration of the service, and substantiated to an encouraging degree following the first few weeks of operations, every indication points to the handling of a greatly increased volume of less-than-carload business.

To the shipper, and both to this and other railroads of the country, the inauguration of this new service holds much of interest. How to obtain more business or to handle certain existing business profitably is a problem that confronts all railroad carriers of the nation. The expansiveness of our railway's operations is sufficient to gauge the success of a similar plan elsewhere and if the desired results are forthcoming it no doubt will prove the stimulus for the entry of other railroads into a similar correlation of the motor truck with rail line operation. Ever alert for still faster handling of his products, particularly where it is promised by a well established and reliable carrier, the shipper is keenly interested in the outcome of the newly innovated service.

A Different Problem

Contrary to the conditions and problems that stimulated other railroads into entering into a store-door delivery plan the Pacific Electric Motor Transport Company was organized to meet an altogether different exigency. Most similar plans were adopted by railroads or their subsidiaries to relieve overloaded or congested terminals and LCL freight stations. The plan now under way is for the purpose of attracting additional freight traffic for existing railroad facilities and forces to the end that they be used to their fullest potential capacity.

Confined, for the present at least, to operation in Southern California, the plan of rendering the service is briefly as follows:

The Pacific Electric Motor Transport Company publishes rates from store-door at point of origin to the store-door at point of destination. It issues a single through billing from and

to both points and undertakes the performance of the entire service. At originating points the transporting company's trucks pick up shipments at the merchants store-door and hauls to the station of the transport company at point of origin. Here they are loaded on rail cars of the Pacific Electric and hauled by rail to the station of destination. At such destination point the shipments are transferred from the rail cars to motor trucks of the Pacific Electric Motor Transport Company and delivery is made to the store door of the consignee.

The rail car use explained in the operation for the line haul between origin and destination points is simply an op-

portive to truck owners in seeking a contract arrangement with the new company.

In addition to store-door to store-door delivery, the tariff of the transport company in some instances publishes rates applying from or to the station; i.e., from station at originating point to store-door at point of destination; also, from store-door at point of origin to station at point of destination. The object of these alternative rates is to enable the transport company to meet similar rates and to be qualified to render a like service operated by private truck carriers.

In no instance does the Transport company publish station to station rates. The contrast of the latter company with the Pacific Electric Railway provides for the new company to make joint use of the railway company's freight station and station employees, the transport company participating in payment of salaries to such employees and paying rent for the use of facilities employed.

Variance of Rates

It is of interest to know that rates of the new company are not gauged or based upon existing rail rates between the same points. Necessarily they are designed to meet on common ground motor truck carriers operating in the same territory. The transport company's rates, in some instances are the same as station to station rail rates; in most cases they are:

A combination way bill and expense bill is used, the complete document being made out by agent at the forwarding point. An

outstanding advantage of this practice is that the expense bill is ready to go with the truck driver who makes delivery at door of consignee.

The large number of freight trains operated by the Pacific Electric make it possible to make a one day delivery. Shippers are urged to notify of pick-up not later than 3:00 P.M. daily and where this is done guarantee of delivery is made for early the following morning. Failure to notify of pick-up by 3:00 P. M. does not necessarily imply that truck will not call the same afternoon and accomplish delivery the next morning and arrangements have been made whereby shipments, picked-up as late as 5:30 P.M., will be delivered early the following morning.

Shippers Enthusiastically Receive New Service. Much Work Ahead.

AS THE Magazine goes to press the Pacific Electric Motor Transport Company has been in operation 21 days, and all indications point to its success.

In this first three weeks of its operation it has secured well over two hundred new patrons, and is handling daily a volume of new business comparing favorably with that of other transportation agencies which have been in business for years.

The shipping public is highly favorable to the Transport Company's operation—its rates and service, and its reliability; and all that is necessary now to insure its complete success is to get it properly before the attention of the shipping public.

And the way to this is SOLICITATION!

The Agents of the 24 points now served by the Transport Company have responded enthusiastically to the requirements of the Transport Company; and a campaign of vigorous solicitation by them is certain to show in the daily reports of business done at their respective stations, some increases that will be very gratifying to the officers of both the Transport Company and the Pacific Electric Railway, who review them every morning.

Agents will be interested to know that consideration is now being given to establishment of service at 15 additional stations within the immediate future.

erating convenience, and so far as the shipper and receiver is concerned, the railroad does not enter into the performance of the service contract. The rail service explained is carried out by the railroad for the transport company under a private contract.

Under the plan of operation now in effect the new transport company has not found it expedient nor wise to purchase its own motor trucks, to date contracts having been made with local truck operators within the town or districts being served. Seeing the opportunity for increased business, truck operators have been quick to enter into contracts which were put to bid. The possible large and dependable tonnage that will develop also has been an in-

Many shippers find it necessary to consistently clear their floor space and insist that shipments be taken as soon as they are ready. To meet this condition contracts with truck operators stipulate that they shall make pick-up within two hours after notified to call on shipper.

The plan of operation also provides a C.O.D. service for the shipper, truck driver making the collection. In the case of regular customers, whose financial status is unquestioned, the Transport Company's agent makes collection for services rendered.

A Misconception

To many persons not familiar with the plan of operation of truck carriers the pick-up by truck, delivery to freight station, rail haul and subsequent delivery by truck at destination, may appear to be cumbersome. The impression prevails that it is the usual practice of freight carriers to pick up and deliver at point of destination by the use of the same truck. This procedure, however, is not generally followed. Pick-ups are made by most truckmen by light and fast delivery units, hauled to a central point where shipments are transferred across platform into large trucks which make the line haul. At point of destination final delivery is made to light delivery truck. Hence it will be seen that the transport company follows an identical procedure with the exception that the long haul is made via rail lines.

In the tariff employed there is but one pick-up and delivery zone adjacent to Los Angeles. Provision is wisely made, however, for shipments originating in or destined to territory outside of the prescribed zone for the drayage company under contract with the transport company to go out of the zone to handle such shipments. It is stipulated in so doing that they are acting solely in a private capacity and that the haul beyond the prescribed zone is an arrangement between the drayman and shipper for which the drayman is paid by the shipper, such charge being a known and uniform drayage charge. This latter feature enables the quoting of a uniform rate. The responsibility of the transport company begins at the boundary zone.

In most of the small cities the pick-up and delivery zone limits is generally placed at the city limits. In a few instances the zone is stipulated owing to city boundaries extending to impracticable distances.

The ultimate success of the operations of the transport company naturally cannot be gauged until the plan shall have been in operation for a number of months. Suffice to say, however, the first few weeks of operation have been conducive to encouragement. The reliability of the service and organization fostering the new company are factors which are expected to play an important role in its success. Many shippers have expressed themselves that the volume of the rates is not so important as is the fact that they can

Company Has 5 Houses at Torrance For Sale

WITH the discontinuance a short time ago of the Torrance housing plan, the Company still have five houses in the city of Torrance that may be purchased by employees at attractive prices and on terms not elsewhere procurable.

The sizes of these houses and their locations are noted below:

2224 Andreo Avenue—4 rooms.
1011 Amapola Avenue—5 rooms.

1222 Amapola Avenue—5 rooms.

2007 Plaza del Amo—5 rooms.
2011 Plaza del Amo—4 rooms.

The prices of the homes listed range from \$3200 to \$3850, and may be purchased by employees on such favorable terms as 10 per cent down and 7 per cent per month. To employees also the rate of interest on balance is 6 per cent, instead of the 7 per cent, and in some instances 8 per cent is charged. All of the homes are in good condition.

Any employees contemplating the purchase of a home in Torrance will find it worthwhile to investigate the homes above listed and those who may wish to inspect the properties can do so and obtain further details from C. B. Bell in Mr. Straub's office at the Torrance Shops.

depend that the published rate is that which they will constantly pay.

Plans to Expand

While for the present operations are confined between Los Angeles and twenty-three cities of Southern California it is planned within a few weeks to extend the service to many other cities bordering on Pacific Electric rail lines, numerous contracts now being consummated with truck owners. In the territory to be served by the newly formed company it is estimated that business can be developed to in excess of a half million tons per year.

As previously stated the organization and personnel of the new company is distinctive from that of the railway. It is being operated independently and by a separate staff of officers.

In charge of operations L. B. Young has been named as Manager. Mr. Young was formerly connected with the Pacific Electric as Special Representative of the Executive Department, previously having had years of practical operating experience with the Southern Pacific Company.

"Why all the bandages on Jones' head?"

"Rotten bridge."

"Break through?"

"No, trumped his wife's ace."

Aid Asked to Perpetuate Historical Relic

LYING in drydock at the Navy yard in Boston, Massachusetts, the United States frigate Constitution, "Old Ironsides," is once more regaining that glory which in days gone by earned for her from a nation of shipbuilders the title of "Queen of the Seas." A corps of workmen gathered together for this particular task are now taking up the work of replacing her decks and hull in a manner that would have done credit to the master shipbuilders of a century ago, who laid the initial planking in the old frigate.

The cost of renewing the old craft is an expensive one. To date some \$625,000 have been received and about \$475,000 expended. It is estimated that approximately another \$190,000 will be required, and that the work will be completed in February of 1930. The fund for rebuilding the Constitution is being completed principally through the sale of copies of the Gordon Grant painting. Additional revenue is being received from the sale of souvenir ash trays, cigarette boxes, book ends, anchors and miniature cannons, made from original pieces of Old Ironsides salvaged in the process of reconstruction.

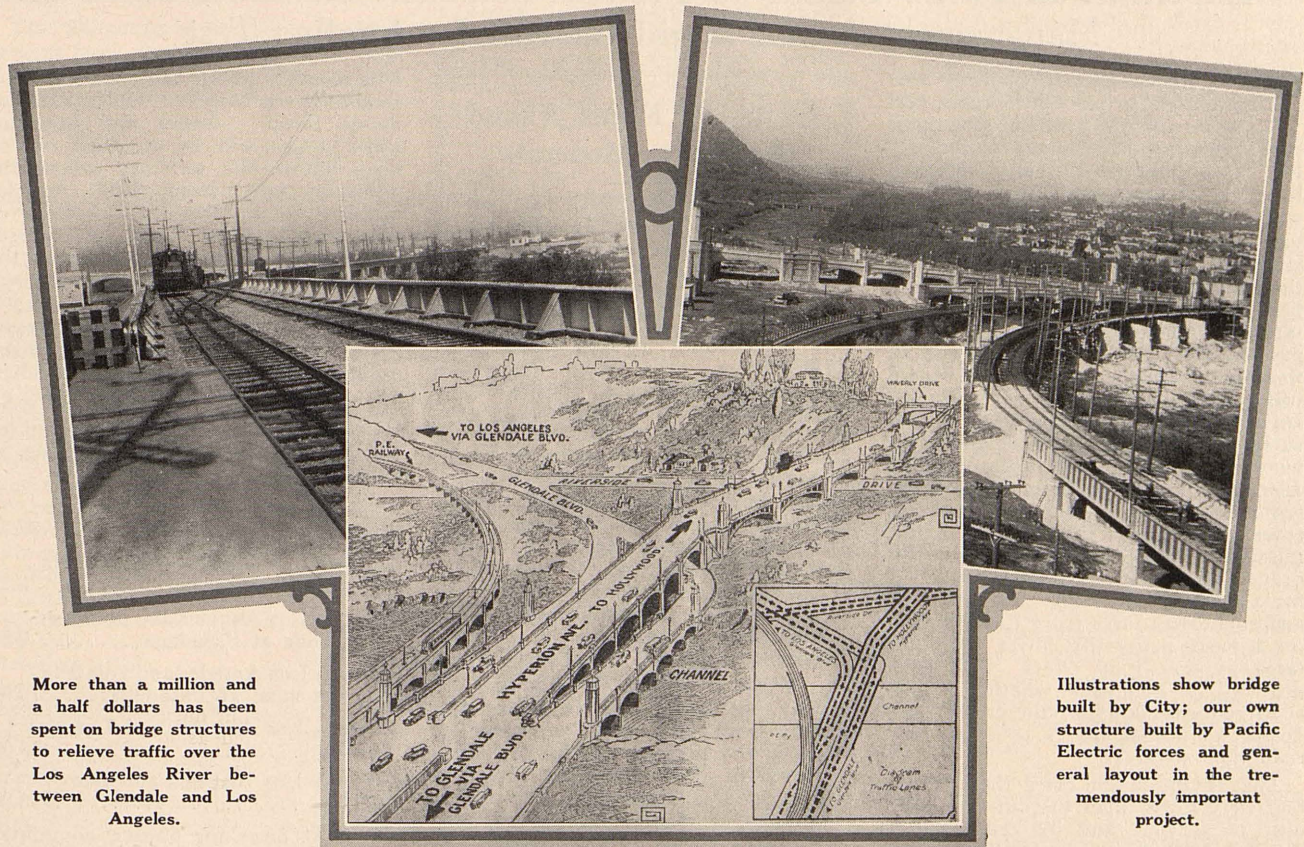
"The desire of the National Save 'Old Ironsides' committee, authorized by act of Congress to raise funds for her reconstruction, is to place a picture of the famous ship in every American home, school room and office as a constant reminder of the aspirations, sacrifices, and devotion of our pioneer days, and as a patriotic inspiration to the future," says Philip Andrews, Rear Admiral of the U. S. Navy.

Tentative plans for the future of "Old Ironsides" contemplate sending her on a cruise to all parts of the country that may be reached by water, so that those who have contributed to the rebuilding of the old relic of the seven seas may see her. Every man, woman and child will be given a chance to visit the ship and no charge will be made. School classes will be invited aboard for educational purposes, and all will be afforded the opportunity of seeing the Constitution as she looked in those illustrious days when Hull, Stewart, Decatur and Bainbridge led her in glorious venture.

Every dollar derived from the sale of pictures is to be used exclusively in the construction of the Constitution. The sale now under way is being sponsored entirely by the United States Navy Department under the supervision and direction of Rear Admiral Philip Andrews, U.S.N. A complete history of this glorious frigate is given with each picture purchased.

A Navy representative is now in this city and is receiving the wholehearted support of public utilities and other industrial organizations in the sale of pictures and those employees who may wish to secure a copy may do so by calling or writing the Bureau of News, 664 Pacific Electric Building.

MAMMOTH NEW TRAFFIC ARTERY SOON READY



More than a million and a half dollars has been spent on bridge structures to relieve traffic over the Los Angeles River between Glendale and Los Angeles.

Illustrations show bridge built by City; our own structure built by Pacific Electric forces and general layout in the tremendously important project.

IT WILL BE only a matter of days now until Southern California shall have seen the completion of the Glendale-Hyperion bridge over the Los Angeles River enroute to Glendale, the servicing of which offers relief to vehicular traffic which had become well nigh intolerable. To make possible the fluent handling of vehicles over the new structure, which is capable of providing free and rapid passage of many times greater than the former narrow highway bridge, this Company made two major improvements that fitted into the general scheme.

Costing more than a million dollars, the city of Los Angeles constructed the vehicular bridge across the river at this location, the bridge also being an overhead viaduct which is a triple structure with two roadways, Glendale Blvd. and Riverside Drive, separating north and south traffic, each 28 feet wide between curbs and above 400 feet long. The length of the main structure, which extends over Glendale Boulevard and Riverside Drive, and known as Hyperion Avenue, carrying traffic between Glendale, Pasadena and West Los Angeles, is approximately 1400 feet. It is claimed to be one of the most pretentious structures west of the Mississippi, the cost of the reinforcing steel alone approximating nearly one quarter of a million dollars.

Our own bridge structure across the river, which cost \$135,000, was

By W. Z. Shaw, Jr., Cost Engineer

designed as follows: 428 feet with steel girders, concrete piers and ballast deck, consisting of six spans which span the main channel. The balance of 189 feet is constructed with creosoted pile bents and creosoted timber and the 144 feet of the southerly end of original structure was removed and replaced by fill. The balance of the structure, 304 feet on the south and 148 feet on the north, was raised approximately four feet to meet the new grade.

During heavy rain sieges the former structure was the target of floating debris, constantly threatening trouble and interference with service. With 50-foot spans in the neighboring vehicular structure, and spaced approximately the same in our own bridge, the river is now confined to a definite 300-foot channel. Troubles of the past should hereafter be eliminated at this location.

The Hyperion undergrade crossing, completed in February, 1929, is a link in the general plan of handling vehicular and Pacific Electric traffic in this district. This structure is a 227 foot reinforced concrete double track bridge supported by four steel girder spans and cost approximately \$140,000.

Milo C. Halsey, Structural Engineer, designed and supervised the Company structures at this location. The speed

with which they were completed and minimum interference with service during their construction has been the subject of much favorable comment.

HARBOR EXPORTS MOST YET

Exports at Los Angeles Harbor for the month of March reached the staggering total of \$13,500,000, according to the monthly report submitted by Collector of Customs L. H. Schwaebe.

This is the highest figure ever reported here for one month's business. It exceeded by approximately \$2,000,000 the exports for March of 1928, when \$11,588,970 was reported.

Shipments to Hawaii for the month totaled \$725,000 and to Alaska \$56,314. Port collections amounted to \$454,218.32.

Postmaster P. P. O'Brien reported March receipts of \$894,562.30, an increase of \$26,223.82, or 3.02 per cent, over the corresponding month a year ago.

Son: "Pop, I got into trouble at school today and it's your fault."

Pop: "How's that, son?"

Son: "Remember I asked you how much \$1,000,000 was?"

Pop: "Yes, I remember."

Son: "Well, 'a helluva lot' isn't the right answer."

Company Files Fare Adjustment Application

Experimental Fares, Failing to Produce Sufficient Revenue, Cause of Management Asking Slight Increase for Another Test

THE Pacific Electric Railway now proposes to place into effect certain changes in its passenger rate scale as an experiment for the period of six months and until changed by order of the Commission.

The Company for a great many years has failed to earn its operating expenses and fixed charges. During the rate case pending last year and the year previous a great many representatives of cities and public bodies expressed the belief that a reduction in the interurban rates would so stimulate traffic as to produce more net revenues. In order to determine whether or not such reduction in interurban rates would stimulate traffic the Pacific Electric proposed to try out for the period of one year such reduction in rates. Thereupon the Railroad Commission of the State of California, by order dated April 7, 1928, established for a trial period of one year one-way and round-trip fares from Los Angeles on a basis materially lower than the fares previously in effect. The purpose was to determine whether or not such reduced fares would create sufficient additional travel to offset the reduction in fares.

The commutation rates then in effect were lower than the out-of-pocket cost of service, and by order dated April 7, 1928, fares for the 60-ride 40-day limit commutation ticket were increased 10 per cent.

The net result of these fare changes, however, based upon the same volume of travel that was being carried, amounted to a material reduction in revenue unless a large increase in travel resulted.

Fares in the City of Los Angeles were ordered changed to the zone basis that is now in effect.

More Passengers, Less Money

The period of one year designated as a trial for these fares is now up, and unfortunately the Pacific Electric finds its revenue for the first ten months \$824,409.11 less than for the same months of the previous year under former fares. At the same time, travel has increased to the extent that 2,295,093 more passengers were handled. However, the additional travel was not sufficient to offset the reduction in fares, as shown by the reduction in revenue. Likewise, the situation is not improving as shown by the records of the past several months, the reduction in revenue for each month remaining approximately the same.

The only way to bring the revenues up to what they were formerly is to make adjustments in the fares. In application to the Railroad Commission setting forth the fares that we think should be established particular at-

Increased Fares Asked Are Very Moderate

ACCOMPANYING is an article by Mr. Pontius explaining this railway's position regarding fare adjustment application filed with the Railroad Commission last month details with which we should all be familiar.

It will be recalled that when the present fares were put into effect on April 27th of last year they were of an experimental nature, being considerably lower than previous fares. The management agreed to put these reduced fares into effect for one year in answer to widespread opinions expressed that greatly increased travel would result in sufficient volume to produce needed additional revenue.

While it is true that the railway has handled more passengers with the advent of lower fares, the revenue has fallen far short of that resulting from former fares. During the first ten months of 1928 travel increased to the extent of 2,295,093 passengers over same period of 1927, in spite of which the intake was \$824,409.11 less.

Only slight increases over existing fares are now asked, and if allowed, they will still be less than those fares in effect prior to the time the experimental fares became effective.

attention is called to the fact that the increases are very small in practically every case and will not, in my judgment, be of serious moment to any of the communities. It should also be noted that the proposed fares, particularly the one-way and round-trip fares, will still be materially less than the fares in effect prior to April, 1928.

Special week-end excursion round-trip fares will be provided to beach points as follows:

Los Angeles to Venice, Ocean Park, Santa Monica50c

Los Angeles to El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach60c

Los Angeles to Long Beach and San Pedro70c

Tickets will be sold on Saturday or Sunday, good returning Saturday, Sunday or Monday.

More Monthly Passes

During the past year we have had on

trial monthly passes to Pasadena, Long Beach, Santa Monica, Venice and Redondo Beach. Under the proposed fares passes will be provided on all lines within the territory where the one-way fare from Los Angeles amounts to not less than 15 cents or not more than 45 cents. All passes will include transportation within the Inner Zone of Los Angeles on local street car lines.

The sale of these passes, in most cases, means a decrease in fares to the regular rider, or commuter.

The following passes will be sold, which will include transportation on local street car or motor coach lines at destination:

Between Los Angeles and points in first zone at Glendale.....	\$7.50
Between Los Angeles and points in second zone at Glendale.....	8.50
Between Los Angeles and points in first zone at Pasadena.....	9.00
Between Los Angeles and points in second zone at Pasadena.....	10.00
Between Los Angeles and Long Beach	13.00
Between Los Angeles and San Pedro	13.00

Present fares for 60-ride commutation tickets will not be changed.

The Sunday Pass fare of \$1.00 which has been tried out during the past year will be continued as it is at the present time during the months of May, June, July, August and September. The Sunday Pass sold good over the system at rate of \$2.50 will be discontinued on account of the very light sale of these passes.

Local Fare Changes

The only changes proposed in the local fares within the City of Los Angeles are as follows:

- Increase the rate for the 20-ride ticket sold for \$1.00 between Zone 1 and Zone 2 to \$1.25, or, in other words, from 5 cents per ride to 6¼ cents per ride.
- Discontinue the sale of 20-ride ticket for \$2.00 between Zone 1 and Zone 4, on account of only a small number of these tickets being used.
- Present fares are 15 cents one way and 25 cents round trip between 4 contiguous zones in Los Angeles, including transfers. It is proposed to sell round-trip tickets at 25 cents only between Zone 1 and Zone 4 and discontinue transfers in connection with such fare, transfers to be issued hereafter only in connection with 15 cent fare.

Local fares in cities outside of Los Angeles, including Pasadena, Glen-

dale, Long Beach, Alhambra, Santa Monica, Venice, Redondo Beach, San Pedro, Riverside, San Bernardino, Redlands and Santa Ana will not be changed in any way.

The following is statement showing present fares, proposed fares, also fares in effect prior to April, 1928, to and from the important communities surrounding Los Angeles:

President is Honor Guest at Annual Agents' Meeting

ONE of the very finest events ever held by a branch of the Pacific Electric family was that of the Pacific Electric Agents' Association annual banquet at the Masonic Club in this city on Saturday evening, February 9.

tion introduced the evening with pertinent remarks and introduced the toastmaster, E. C. Thomas, General Agent.

The speakers of the evening were the guest of honor, Paul Shoup, President Southern Pacific Company and President of the Pacific Electric Railway, also Messrs F. L. Annable, Frank Karr and D. W. Pontius.

The remarks of all of the speakers were of a very encouraging tone, but from our President came the wonderful message of the evening—a heart to heart talk with “his boys” that endeared him more than ever (if that were possible) to every one of us. Throughout his address he manifested that same kindly, considerate understanding that has marked his career from the beginning and reviewed very briefly the problems that have confronted our company the past few years. Mr. Shoup predicted that the future will be very satisfying to all of us who are interested in the welfare of the Pacific Electric property. He stated among other things that “the men who are responsible for getting the money for new expenditures and to provide money for deficit are satisfied with our management, as well as with the manner in which employees of the Pacific Electric are doing their work and that they are likewise pleased and satisfied with the physical condition of the properties.”

Mr. Shoup likewise expressed the belief that “our avenues of movements in Southern California are so placed and arranged that they will prove to be the logical means to transportation and that they will, as that means of transportation, become more valuable and without doubt become an earning industry as the congestion on the highways increases and as individual travel by autos, individual movement of freight by trucks becomes more difficult, as they undoubtedly will.”

He expressed gratification that our new club, which he has been interested in for so long, is now under way and before long will be completed, and that it is to be regarded as a monument to the Pacific Electric employees for their long faithful work and endeavors and that this view was held not only by himself, but by others in the great organization of which he is President. He expressed the hope that upon its completion it may indeed prove a temple of industrial friendship that the club has always met in our organization.

We were indeed honored in having Mr. Shoup with us on this occasion which followed immediately after one of the most wonderful tributes given any man, in the Southern California testimonial banquet in his honor at the Biltmore Hotel on the preceding evening, where 800 representatives of the social, civic, professional and industrial men of Southern California gathered in probably the greatest function of its kind that ever has been or possibly will ever be given in this city.

Between Los Angeles and	Present Fares		Proposed Fares		Fare Monthly Pass	Fares in effect prior to April, 1928	
	One Way	Round Trip	One Way	Round Trip		One Way	Round Trip
Wilson Avenue & Main St. (Alhambra) .....	.15	.25	.15	.30	\$ 6.00	.26	.42
Alhambra (Garfield Ave.) .....	.20	.35	.15	.30	6.00	.26	.42
Arcadia .....	.30	.50	.35	.60	10.50	.44	.72
Azusa .....	.45	.80	.50	.90	...	.64	1.04
Balboa .....	.75	1.40	.85	1.50	...	1.06	1.73
Baldwin Park .....	.35	.60	.35	.60	10.50	.48	.79
Bell .....	.15	.25	.15	.30	6.00	.20	.33
Beverly Hills .....	.20	.35	.20	.40	7.50	.28	.46
Burbank .....	.25	.45	.25	.50	8.50	*.33	*.54
Claremont .....	.65	1.20	.70	1.30	...	.88	1.44
Covina .....	.45	.80	.45	.80	12.00	.60	.98
Compton .....	.20	.35	.20	.40	7.50	.30	.49
Culver City .....	.20	.35	.20	.40	7.50	.27	.44
El Monte .....	.25	.45	.25	.50	8.50	.36	.59
El Segundo .....	.35	.60	.40	.70	11.50	.52	.85
Fullerton .....	.55	1.00	.60	1.10	...	.76	1.24
Glendale .....	.15	.25	.15	.30	6.00	*.21	*.35
Glendora .....	.50	.90	.55	1.00	...	.70	1.15
Hermosa Beach .....	.40	.70	.40	.70	11.50	.52	.85
Huntington Beach .....	.65	1.20	.75	1.30	...	.89	1.46
La Habra .....	.45	.80	.50	.90	...	.61	1.00
La Verne .....	.55	1.00	.65	1.15	...	.79	1.29
Long Beach .....	.40	.70	.45	.80	12.00	.52	.85
Manhattan Beach .....	.40	.70	.40	.70	11.50	.52	.85
Monrovia .....	.35	.60	.40	.70	11.50	.45	.80
Newport Beach .....	.75	1.40	.85	1.50	...	1.06	1.73
Ocean Park .....	.30	.50	.30	.55	9.50	.43	.70
Owensmouth .....	.55	1.00	.55	1.00	...	.79	1.29
Pasadena .....	.20	.35	.20	.40	7.50	.29	.47
Pomona .....	.65	1.10	.65	1.20	...	.83	1.36
Redondo Beach .....	.40	.70	.40	.70	11.50	.52	.85
Riverside	1.30	2.25	1.35	2.30	...	1.71	2.80
San Bernardino	1.30	2.25	1.35	2.30	...	1.58	2.58
San Dimas .....	.50	.90	.60	1.10	...	.72	1.19
San Fernando .....	.55	1.00	.50	.90	...	.75	1.23
San Gabriel .....	.20	.35	.20	.40	7.50	.30	.49
San Pedro .....	.40	.70	.45	.80	12.00	.52	.85
Santa Ana .....	.65	1.20	.75	1.30	...	.92	1.50
Santa Monica .....	.30	.50	.30	.55	9.50	.43	.70
Sawtelle .....	.25	.45	.25	.50	8.50	.35	.60
Seal Beach .....	.50	.90	.55	1.00	...	.66	1.08
Sierra Madre .....	.35	.60	.35	.60	10.50	.43	.71
South Pasadena (Mission and Fair Oaks) .....	.15	.25	.15	.30	6.00	.24	.39
Torrance .....	.35	.60	.40	.70	11.50	.50	.82
Upland .....	.75	1.35	.85	1.50	...	.98	1.61
Van Nuys .....	.35	.60	.40	.70	11.50	.51	.83
Venice .....	.30	.50	.30	.55	9.50	.43	.70
Whittier .....	.35	.60	.35	.60	10.50	.47	.77
Wilmington .....	.40	.70	.45	.80	12.00	.52	.85

*(Prior to April, 1927)

“Lamentable?”

I bet her she wouldn't marry me and she called my bet and raised me five.

“The Jealous Lover”—Lie to me if you wish, but swear that you have been true to me!

Not for Long

It's the little things that bother us—you can sit on a mountain, but not on a tack!

There were 208 Agents, assistants and guests present.

Not only was the menu the best ever served at a similar function, and the entertainment of a very fine nature, but there was an accord of feeling present, a unity of purpose displayed and words of encouragement, advice and good will expressed that will be cherished and remembered many days by those fortunate enough to be present.

President Livingston of the associa-

Harbor Belt Line Railroad Starts Service June 1st

WHEN on March 28 the Interstate Commerce Commission released its decision approving the contract for unified operation of railroad facilities at Los Angeles Harbor, assurance was given that the much-talked-of Harbor Belt Line Railroad would soon be an actuality and that simultaneous therewith Los Angeles Harbor would be placed in a position to climb higher in its already enviable position among the leading ports of the world.

Replacing the individual railroad operations of the past and present, the Harbor Belt Line Railroad commencing June 1, will operate as a single unit of railroad all rail facilities in the entire harbor area south of Anaheim Street and westerly from Badger Avenue south to and along the Long Beach boundary line. Fifty-eight miles of municipal tracks are to be merged with sixty-seven miles of privately owned tracks, and accompanying facilities, into a single freight terminal system.

The decision handed down by the Commission was in substance a complete approval of the application as presented by the parties to the Unifica-

tion Agreement, there being only a few immaterial conditions injected. The Commission granted a certificate of public convenience and necessity for a period of five years, subject to such further extensions as may later be authorized.

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

Belt Line operations are to be confined solely to freight service and will not affect the passenger service of this Company in the Harbor District.

George F. Squires, former Assistant Freight Traffic Manager of this Company, is the General Manager of the Belt Line organization and will be in active charge of its operations.

"I guess we'll make port," said the sailor as he threw in another handful of raisins."

Paula—"Pansy won a loving cup last night."

Paul—"Oh! I didn't know they gave prizes for that."

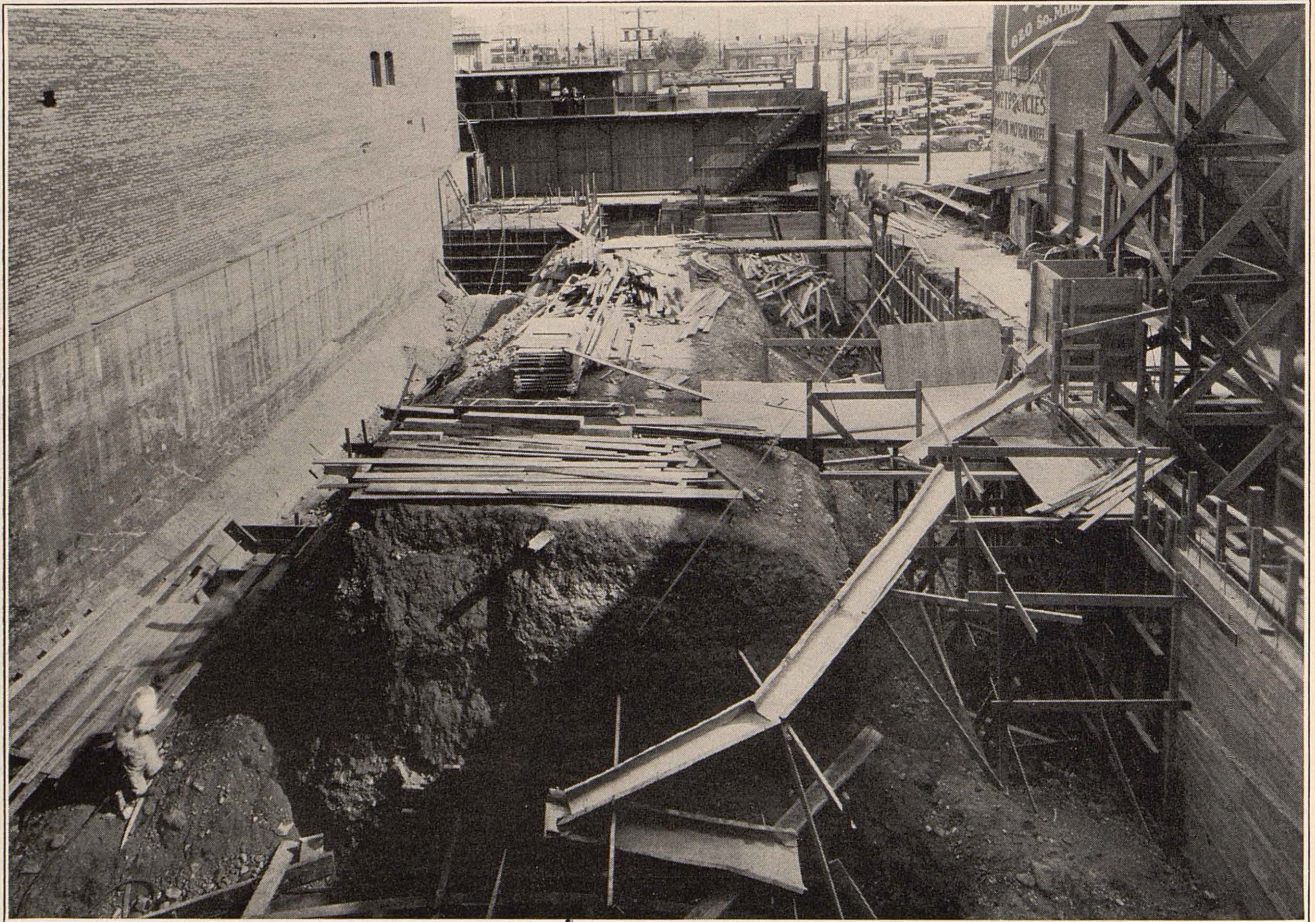
More Betterments Planned For Immediate Action

WORK orders calling for the expenditure of sum aggregating \$98,729.00 were approved by the Management during the month of March, 1929, informs W. Z. Shaw, Cost Engineer, covering improvements and betterments at various locations over the entire system, which work will be done as early as possible.

In order to conform to improvements being made by municipalities the following street crossings will be improved:

Riverside Drive, Hollywood-Van Nuys Line: Reconstruct and pave tracks across street; replace present 70-lb rail and fittings with 128-lb. grooved girder rail and fittings; renew crushed rock ballast; install asphalt concrete paving and automatic flagman, at an estimated cost of \$2556.00.

At Federal Avenue on the Westgate Line: Reconstruct 165 feet of double track in street, replacing present 60-lb. with 128-lb. construction; renew gravel with crushed rock ballast, oil macadam with asphalt concrete paving at an estimated cost of \$4138.00



How's the new club building coming along? Fine! Excavation has been completed; 90% of concrete foundations are in place; contractor has erecting crane on the job; 75% of all steel has been fabricated and placement of steel scheduled to begin Monday, April 8th, if rain doesn't interfere. Picture shows the site as it appeared late last month.

At Willow Street, on the Long Beach-Newport Line: Reconstruct and pave tracks across street, replacing present 60-lb with 128-lb. material, renewing redwood with treated ties, install crushed rock ballast and asphaltic concrete pavement, at an estimated cost of \$2586.00.

The following are miscellaneous approved: Reconstruct special work and tracks coming within the limits of the Watts Interlocker, on the Long Beach Line; also make necessary signal changes at an estimated cost of \$34,697.00, which work is necessary to put tracks in proper operating condition for high speed interurban trains and heavy freight traffic, and to reduce maintenance cost.

Renew 50-lb. and 60-lb. turnouts and connecting rails, joints and fastenings with 75-lb. C. S. R. material; renew ties and tie plates at Macy Street Yards, on the Pasadena Short Line, at an estimated cost of \$3687.00. This work is necessary to renew turnouts worn beyond repair and to avoid heavy maintenance cost.

In order to reduce hazard of accident the following automatic flagmen will be installed:

Pomona Park Ave, Pomona—cost \$724.00.

South Ethel Avenue, Covina Line—cost \$643.00.

The following bridge maintenance work was approved: Bridge No. 1445 at El Rincon, on the Sierra Madre Line, at a cost of \$5365.53: Retire, remove and replace single track bridge 208 feet in length. This trestle, which was built in 1905, has reached the limit of service life.

Remove double track trestle on Municipal Terminal trackage over slough south of Catalina Terminal and replace with quarry waste fill, at an estimated cost of \$1573.00.

In order to serve industries the following spur tracks were constructed:

Rialto Avenue and "F" Street, San Bernardino: Construct spur track 348 feet in length to serve the Sun Publishing Company, estimated cost \$2036.00.

At Dolanco Station, on the Gardena-San Pedro Line, construct spur track 1020 feet in length to serve the United Concrete Pipe and Construction Company at an estimated cost of \$2429.00.

At Harbor City, Garden-San Pedro Line, construct industrial spur track 272 feet in length to serve the Western Sulphur Industries, Inc., estimated cost \$1760.00.

At Sentous, on the Santa Monica Air Line, construct industrial spur track 108 feet from point of switch to clearance point, which track will connect with track 440 feet in length to be constructed by the Industry under private contract; estimated cost \$1905.00.

62nd Street, Wingfoot District, Ascot Park Line: Relocate existing turnout from point of switch to heel of frog to position south of 52nd Street and construct connection; estimated cost \$621.00, to serve the Austin Securities Company.

Conventions in 1929 Most Yet

Large Number of Visitors to Southland Assured. What They Spend and How. Our Obligation.

By F. E. BILLHARDT,
General Agent, Passenger Traffic Dept.

WHAT is going to happen in Los Angeles during the approaching summer season? This question probably has not been given much thought by the layman; however, the following picture of this immediate future, which is based upon genuine conservative facts, indicates that approximately 1,000,000 tourists and convention delegates will soon be on their way to Southern California.

Out in this wonderful country, far distant from the greater populated sections of the United States, where the majority of large conventions are held, our activities at home are often overlooked because we are sometimes more impressed with what is going on elsewhere.

However, on account of the numerous events scheduled for our City, many travelers from all parts of the country, eastern, middle west, north, south, Pacific northwest and coastwise are now arranging their vacation plans for a southwestern journey this summer. People of this section may therefore rest assured that the present year, particularly this summer season, the largest tourist and convention delegation in history will caravan via rail, water and motor to this fair city for an educational and joyful vacation.

History To Be Made

It is predicted by the various rail line officers, the Los Angeles Chamber of Commerce, and the All-Year Club that our floating population this year will make history for this section of the country. There will be State, Regional, National and International Conventions held in Los Angeles, the majority of which are scheduled between the months of April and October, and with the regular and anticipated increased tourist influx, it will represent a total of well over one million visitors before the year is ended. The largest conventions will be the Ancient Order of Nobles of the Mystic Shrine, Imperial Council, June 4 to 6th inclusive, and the Benevolent and Protective Order of Elks, Grand Lodge, July 9th to 13th inclusive, each bringing a delegation of approximately 50,000 people to this city. There are also numerous other conventions scheduled with an attendance representation from 100 to 2,000 people, with which, all totaled, will unquestionably mean a busy and thriving season for everybody in Southern California.

The hospitality of Los Angeles, our famed hotels and restaurants, improved convention accommodations, excellent railroad service, coupled with a delightful all-year climate, beautiful scenery, picturesque beaches and mountain resorts, large population, advanced

civic improvements and other attractions, now places this City permanently in the front rank of the nation.

Los Angeles is in keen competition with the east and middle west for conventions, and notwithstanding the fact of the problems of greater distance, expense and time away from business, this City now has such a wide and substantial reputation that people await an opportunity to visit here when such events are held.

The convention dollar, of course, means a large turnover and new actual cash for this community, but the outstanding benefit is the advertising this City derives from visitors and delegates which is spread nation-wide upon their return home, and by that, our greatest gain will be in the future effect of such publicity.

What Visitors Spend

According to figures compiled by the International Association of Convention Bureaus, the average convention visitor spends approximately \$11.25 per day for necessities during his or her stay in the community while attending such meetings. This includes only the amount disbursed for hotel lodging, meals and other essential expenses, which excludes nominal purchases, and in fact extensive purchases of merchandise, such as gifts or articles for personal use, and which if they could be estimated would, of course, materially increase the above figure. The distribution of the total money spent by all tourists and convention visitors through various channels of trade, as estimated by the Los Angeles Chamber of Commerce, which figures are considered reasonably conservative, is as follows: merchandise 26%; restaurants 23.5%; hotels 20.3%; automobiles, accessories, garages, gas, oil 11.5%; transportation 7%; taxicabs, motor buses, street railways 3.3%; theatres and amusements 2.5%; confectionary, cigars, miscellaneous 5.9%.

The Chamber of Commerce also furnishes figures, which through their means of securing are very conservative, of delegates and visitors to the 82 conventions, some of which have already been held this year. It is estimated that between 200,000 and 250,000 people will have been in attendance at conventions booked to date for balance of the year. The average convention period is four days and the average expenditure per person is conservatively \$10.00 per day (which is the universally accepted ratio) therefore, the above attendance multiplied by four means a civic dividend between \$8,000,000 and \$10,000,000. Prospects indicate that by the end of the year the total number of conventions will be increased from 82

to 150 or more, thus adding at least 100,000 more people and making a total civic asset for the year of \$14,000,000, brought into the city from the outside. This does not include the ordinary and increased tourist influx expected this year, which if added, and the same basis applied for all tourists and convention delegates visiting Los Angeles during 1929, would undoubtedly increase the above amount to a staggering total.

Lasting Benefits

Our Southern California is destined, not only for this year, but for each succeeding year to have constantly increased convention bookings and tourist influx, particularly for reason of climatic conditions both summer and winter and the establishment of this country as a year-round tourist center. Seven years ago a certain Los Angeles newspaper printed an article stating that the nation at large is of the settled opinion that if our winters are balmy, our summers must necessarily be unbearably hot, but since our All-Year Club is telling the world, in many ways through national advertising, that Southern Californians sleep under blankets in the summer, a new tourist season—a summer season—has been definitely created.

What Southern California reaps from this source, the Pacific Electric naturally shares in, and in all probability, this will be our busiest summer season for all times past.

Representatives of the Passenger Traffic Department are now working with the various convention committees in the interest of arranging trips for delegates visiting here this summer. There are also a large number of eastern organized tourist parties booked in advance for Mt. Lowe, Catalina, and the Orange Empire trips. The largest volume of this business will come during June and July, however, the Pacific Electric is in better position than at any time in the past to handle all traffic offered. A large number of new steel passenger cars have been purchased in the last few years; our Trainmen and others, who are so necessary in satisfactorily conducting the service, are at a high standard. Therefore, for this Company to maintain an institution lasting and effective, so that our eastern visitors will spread the correct news of our service, it is up to every employee to continue to embody such tradition of trustworthy service in performing their duties.

Our Responsibility

This Company will not only be called upon to handle special train movements, as usual, for the uniform bodies of the various large convention organizations, but we will also have the task and duty to perform adequate and efficient transportation service to the individual stranger who will make trips to various points on our lines. The stranger, of course, not knowing local conditions, will need all assistance possible when traveling, and the more polite and courteous assistance that can be accorded to this individual, the

What Do We Get Out of Life?

Official, in Address to Agents, Points Out Virtues of Employment and Life in the Southland

Address of F. L. Annable, General Superintendent, before Agents' Association at Annual Banquet, Saturday evening, March 9th.

"WE HAVE just seen a man elevated to the Presidency of the United States who was born, like us, a barefoot boy. He has achieved the highest position it is possible for his countrymen to bestow upon him. He is largely what is generally called "a self-made man."

Each of us born in this country can recall having been told, when a child, that this position—the Presidency—was a possibility for us. Even then we had some realization of the tremendous odds against the proposition. Perhaps Herbert Hoover felt the same way when he was a boy and yet, like most of us, he did look forward to high accomplishment.

We, in common with 50 or 60 million other male citizens in the United States not President, may well ask: "What are we getting out of life?" Perhaps if we had the same chance at it we might do as well on that job, but Herbert Hoover has it for the next four years at least, and we are working for a railroad in Southern California.

What are we entitled to as free American citizens?

The words of Herbert Hoover over 20 years ago, it seems to me, are worth while repeating:

"There is the right of every red-blooded man to be assured that his work will be a daily satisfaction to himself; that it is a work which is contributing to the welfare and advance of his country; and that it will build for him a position of dignity and consequence among his fellows."

I have long felt and many times have expressed the thought that if a man did not find a joy in his work he should seek another job. Everyone who is in the railroad business knows that there is a fascination in it which keeps us at it in preference to any other line of work. If we are alert to the variety and novelty of the experiences which come to us in our work we are constantly brightened and cannot rust out.

When I first came to the Pacific Electric I had been for more than a year in the heart of the desert of Arizona, and one of the men out there sent me a wire reading "Lucky dog. Condemned to work in a Rose Garden." He, in common with many others, felt that there was a great advantage in living in Southern California, and it is a consideration we should not overlook. When we read of frigid temperatures, cyclonic winds, terrible floods, or devastating heat in other parts

greater the dividend in store for our great transportation system.

Let's show them what the west can do for the east!

of the world, we congratulate ourselves on living in this salubrious climate where it takes an occasional earthquake to liven us up.

I think we hardly realize that we are witnessing and having a part in one of the most spectacular developments that have occurred in the history of the world, right here in Southern California. A vast hegera of people from all over the globe to settle in a new community where living conditions are easier and life is happier because of climatic conditions and the opportunities for recreation.

Under these conditions of surroundings our work should be more pleasant and a daily satisfaction to ourselves.

This transportation business in which we are engaged is a public service necessary to the communities in which we live; necessary to their life, to their growth and development. Without it Southern California could not have become what it is. Necessary as it has been in the past, we can now see that its greater usefulness is before it in the future. Our work here to maintain and improve this service is a contribution "to the welfare and advance of our country."

It is the opportunity of every agent of the Pacific Electric, and he is urged to make himself a place and a part in the civic life of his community—to join in all the legitimate activities of Chambers of Commerce, service clubs and every organized effort toward improvement in his neighborhood. Many agents are officers and directors in such organizations and are active in such affairs, thus improving their social and business status, and in the words of Herbert Hoover which I have quoted, "building for themselves a position of dignity and consequence among their fellows."

By this measure and by these tests we are tonight able to congratulate ourselves on the situation in which we find ourselves.

If you don't think you amount to much, your opinion is about right.

"What's a joint account, Pop?"

"It's an account where one person does the depositing and the other the withdrawing."

Not So Dumb.

A large building was under construction in a neighboring city. Extra help was needed. A feeble-minded man was hired; he could at least push a wheelbarrow. Some forty men were lined up to carry bricks to the masons. The foreman noticed as the feeble-minded man passed that his wheelbarrow was turned upside down.

"Why don't you turn your wheelbarrow right side up?" he asked.

"Oh, every time I do they always fill it with bricks," was the answer.

Agents Cited for Splendid Work in Monthly Reports

SEVERAL company station Agents received "honorable mention" in a letter from W. S. McNutt, District Accountant of the Railway Express Agency, Inc., for proficiency in rendering 100 per cent reports during 1928. Mr. McNutt's letter and explanation of the plan of rating Agents in this regard, follows:

We maintain card record, showing by months, whether or not Agent prepares correct reports. Record is published annually showing percentage of efficiency attained by each of the 250 joint railroad and express agents reporting to this Bureau that covers Southern California.

The percentage rating is determined by dividing the number of balance sheets rendered each month into the number correctly prepared, and it will doubtless be of interest to the Pacific Electric officials and employees to learn that the following joint agents of the P. E. lines ranked right at the top of the list with 100 per cent during the year 1928.

H. M. Wright.....Alta Loma, Cal.
E. S. DonaldsonEl Segundo, Cal.

The following two are worthy of honorable mention because they made 100 per cent in rendition of reports, but did not prepare reports every month in the year as the first two listed above.
J. C. Winterberg.....Artesia, Cal.
G. C. HaaseRialto, Cal.
Henry E. Thomburgh....Wilmar, Cal.

It should be understood this rating covers simply the preparation of express reports and means, they were free of errors—that is, we did not find it necessary to issue any error letters.

The record made by the above mentioned agents, particularly the first two is indeed a splendid one and most praiseworthy, and we feel it capable of accomplishment at other agencies along the line, for after all the preparation of reports is not a complicated proposition. I might also state the record made by Pacific Electric joint agents compares favorably with that of joint agents on the other three major rail lines serving this section.

What has been done at Alta Loma, and El Segundo can be accomplished anywhere. "Don't ride the saw, pull it and remember it is your little pile of sawdust that counts."

MONTHLY P. E. CLUB DANCE

On the evening of April 18, there will be the usual popular Club Dance held at Forester's Hall, 1329 South Hope Street, Los Angeles.

This beautiful new hall is well adapted to hold these monthly dances which are attracting a large group of employees and their friends.

The five-piece P. E. Orchestra are featuring popular music of the day and also play many of the lovely old fashioned waltz tunes.



IN APRIL, 1919 our Magazine was devoted principally to reporting numerous of our fellows returning from France and the scenes of the big war. There were still quite a number in France representing this company and the Magazine notes letters received from Earl Moyer of our Accounting Department, Joseph Borsch of the Southern Division, Otto Sandau, George Sleeper, A. C. Barney, H. W. Edmonds and a number of others who were still there "mopping up." Captain O. L. McKee, who is Trainmaster, Western Division, and who by the way during his term in France as an officer of supplies, kept most of the army fed (if we are to judge from the reputation that followed him back) wrote an interesting letter from Belgium to Superintendent Annable.

In April, 1919 there occurred at Sawtelle another such incident as made "Pigs is Pigs" famous. Only in this case it was foxes instead of guinea pigs. It seems that W. W. May, our Agent at Sawtelle, received an express box containing two foxes, but had difficulty in locating the consignee. He held the foxes over for several days and finally when delivery was to be made he found that instead of two foxes he had twelve to deliver.

In April, 1919 we were pretty well along in the construction of our new shop at Torrance and our Magazine of that date contains a picture of the Mechanical staff on a visit to the shops at Torrance. Looking at the picture of then, and knowing the men of the group that are still with us, shows that "Father Time" has dealt kindly with many of them, although "they are not as young as they used to be." Out of the group of thirty shown then eight are no longer with us, several have been retired from service and others have passed to the great beyond.

Our Mortuary Fund in April, 1919 amounted to \$563, while today it is \$1029.

One of the functions ten years ago this month at the Club was the "Campfire" Minstrels, which from the account in the Magazine played to crowded houses for two nights and was given a loud reception. It won't be long now until, with the completion of the new Club, many similar events will be held.

Hoodooed

He: "Yes, I've been married seven years today."

She: "Gosh, you must have broken a mirror."

Company Student Members Organize Active Body

For the purpose of promoting social activities, planning outings and entertainments a student organization has been formed within the ranks of employees who are members of classes conducted by our Educational Department. An Executive Council, composed of a President appointed in each class meets each Wednesday evening at 6:00 p. m., wherein business and other plans incident to carrying out the purpose of the organization is discussed.

The Executive Council has appointed as officers:

J. B. Green, Chairman.

Mrs. W. A. Bishop, Vice-chairman.

I. E. Mankin, Secretary.

After taking office, Chairman Green appointed the following members of the council to act as chairmen of committees:

Mrs. M. E. Gilks, Reception Committee.

I. E. Mankin, Entertainment Committee.

J. N. Shafer, Publicity Committee.

The chairman of each committee will in the near future appoint members of his committee from the student body of each class.

The several interesting items which follow were contributed by J. N. Shafer, Chairman of the Publicity Committee.

Speaking Classes Jointly Meet

A meeting of the Public Speaking Classes of the various evening High Schools of Los Angeles and vicinity was held at the Polytechnic High School on Friday evening, March 22.

The following evening high schools were represented:

Polytechnic, Belmont, Manual Arts, Inglewood, Huntington Park and Pacific Electric Railway School.

Those representing the Pacific Electric Railway School were as follows:

J. B. Green, Mechanical Department, Macy Street.

Jessie Harry, Mechanical Department, Pasadena.

Mr. Snell, Associated Oil Company.

The above organization will be known as the "United Public Speaking Class." There shall be at each assembly of this organization, a President, Vice-President, Secretary, Treasurer, Timekeeper and Board of Directors.

The Board of Directors shall consist of one member elected by each class, said members having the power to vote for his class, and the President, Vice-President, and Secretary shall be members of the board. The board will have full power to arrange all meetings, election of officers, programs, and other activities of the assembly.

The last assembly consisted of approximately 200 people, and each class was allotted 15 minutes for their speakers.

The United Public Speaking Class decided to hold a joint meeting once each month. Now that a permanent

organization has been formed, the various classes of the P. E. Railway School will be advised of the date, place of the next meeting and invited to attend.

New Class in Psychology

A class of Applied Psychology has been added to the curriculum for employees, it being conducted under the able tutorship of Dr. Hum of the University of Southern California. The class consists of 47 members, practically all being company employees.

Classes are held at 7:00 p. m. each Friday at the Sentous High School, Pico and Sentous Streets, Los Angeles.

Redondo Beach Outing

Having been proposed by the Executive Council and approved by class members, the Educational Dept. outing will be held at Redondo Beach, on Saturday afternoon and evening, April 20.

Although the program is not yet complete, it will include swimming in the plunge and many other recreational features during the afternoon, while the evening will be largely devoted to dancing.

Everyone is invited to attend this outing, which is the first of several planned for the near future.

Traffic Management Class

Our Company's initiative in the establishing of the Pacific Electric Motor Transport Company, the organization and operation of which is something new in the transportation field, was the subject of discussion in the Traffic Management class at its meeting of Thursday, March 21.

L. B. Young, General Manager of the Transport Company, talked to the class, his discussion covering in a general way the method of operation and the prospects for the future.

While there are other railroad companies employing trucks in various capacities, none have or are using trucks in a similar way to the Pacific Electric through its subsidiary, the Pacific Electric Motor Transport Company.

The prospects for the future of the Pacific Electric Motor Transport Company are exceedingly bright, Mr. Young told the class, this being due to the fact that a new field is being opened by the establishing of store-door-to-store-door delivery, a service never possible through strictly railroad operations.

Engineering Mathematics

The mathematics class of the P. E. Railway School is progressing splendidly.

During the past month the subjects of logarithms and exponents with numerous applications to engineering formulae have been studied. In addition, the subject of compound interest with application to laws of growth have been given considerable attention as well as several other important subjects useful to engineers, such as the use of reciprocals, weighted averages and unit costs.

To Wage Attendance Content

The various classes of the P. E. Railway School are having an attendance contest, endeavoring to increase

the regular attendance, and to create an interest in being present at each class.

The winning class will be the guest of honor at the Annual Student Body Banquet, which will be held at the close of the school semester.

Much interest is shown by the students, and the mathematics class has arranged a graphic chart which will be kept up to date at all times, showing the standing of each class, on a percentage basis.

The secretary of each class has charge of the roll call, in conjunction with the instructor. After each class the roll is checked with the number absent, deriving the percentage. It is then signed by both the secretary of the class and the instructor and filed with Mr. Hill.

U. S. CENSUS TAKING COSTS FORTY MILLION DOLLARS

The fifteenth decennial census of the United States as provided for in the Constitution will start officially January 1, 1930. The first U. S. census was taken in 1790.

The magnitude of the undertaking is probably not realized by the average person, but the facts are that for a period over 100,000 persons will be employed in the activity and by the time that the count is completed and the results published the cost will have reached upwards of \$40,000,000, an average of approximately forty cents for each person enumerated.

It should be understood, however, that taking the census is not confined only to enumerating and classifying the population, but includes a census of agriculture, mines, manufacturers, as well as many other cross sections of American national activities.

EDUCATION DIRECTOR EDITS BOOK ON AERONAUTICS

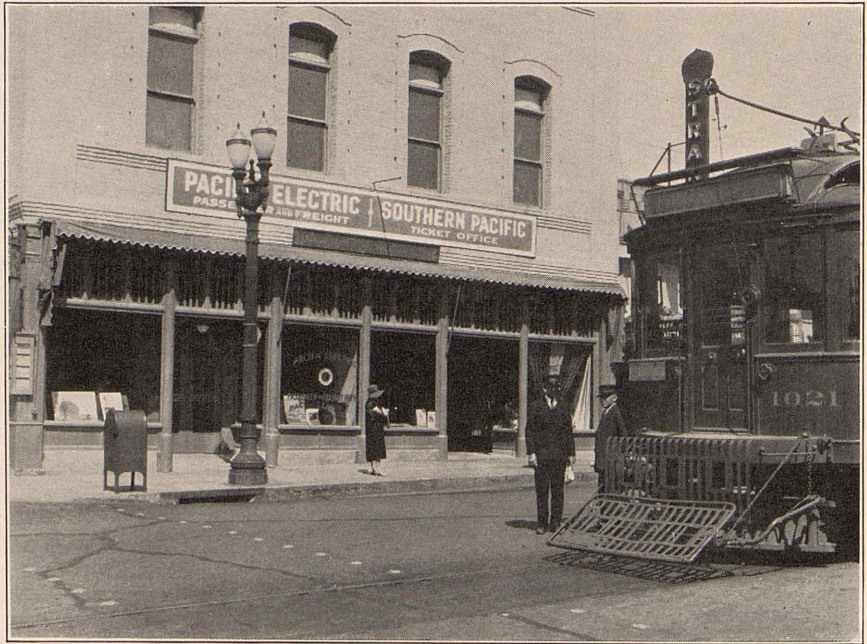
Long interested in the art and having made an intensive study of its various phases, E. W. Hill is the joint editor of a new book entitled "Airplane Transportation." His associate in the publication just off the press is James G. Woolley, Vice President of the Western Air Express and generally recognized to be one of the foremost authorities in the heavier-than-air mode of transportation.

Unlike many textbooks the matter has been prepared in a manner free from technical verbiage and is so prepared that the individual who has not had experience in aeronautics can obtain the maximum of profit.

Practically every phase of modern air transportation is covered in the text's contents. Among the subject matter, which contains 400 pages, are lengthy discussions of the history, effect of transportation, general operating practices, theory of flight, mail and express growth and possibilities, meteorology, airways, government regulation, commercial application and many other related topics. Splendid illustrations, which abound throughout the book, lend much to its attractiveness.

The book has already been accepted as the standard at the College of Commerce, University of Southern California, at which institution Mr. Hill is a member of the faculty. Numerous inquiries have been received from libraries and other institutions of learning throughout the country and every indication points to a big success for the publication.

Many friends within the ranks will receive with pleasure the news of Mr. Hill's success in this undertaking.



Thoroughly modernized and improved our Whittier Station, jointly occupied with the Southern Pacific, now presents a most pleasing appearance. A new front has been built, counters and ticket facilities refinished, new partitions installed and linoleum laid at a cost of about \$4,000. Agent W. F. Wiebers reports many favorable comments.

THE PACIFIC ELECTRIC MAGAZINE

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Employees of the Pacific Electric Railway.

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

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

LIKE the little boy who, when told that if he would start by saving one cent the first day; two cents the next day; four cents the next and keep doubling his savings every day for thirty days he would have at the end of that time \$10,737,418.24—we often run into rough seas in charting our financial craft. Every thing went fine with this ambitious little fellow at the start, but it wasn't long before he was wondering what he would use for money.

"What Will You Have When You Are Sixty-Five"

Ambition to lay aside for the inevitable "rainy day" is indeed an advisable and commendable thought, but the achieving of success in saving ventures, like everything else, must be tempered with wisdom. Many of us will recall our having firmly resolved to save a given amount from each pay check, only to find that the zeal to save had not been balanced against the amount of income. Failure to successfully achieve the goal of our desire toward savings lessens enthusiasm and makes it more difficult to start again.

Most of us are governed by different conditions, problems, needs and ambitions. So there can be no set rule, either as to the amount we should save from a stipulated salary, nor as to the best manner of accumulating. We must concede, however, that financial independence when we shall have reached the twilight of life is a condition to which we all aspire. To realize that happy ambition from our own efforts means a measure of sacrifice over a given period of our life, which the sooner begun the quicker and less painful to accomplish.

Money accumulates at an alarming rate and for the benefit of those who may have pondered over the question frequently seen "what will you have when you are 65," we quote from a building company's broadcast in effect that:

If you are 20 and want \$5,000 when you are sixty, save \$2.50 per month at 5 per cent interest.

If you are 30 and want \$5,000 when you are 65; save \$4.43 monthly at 5 per cent interest. If 40 save \$8.43, and if 50, \$18.70.

Should you want \$20,000 when you are 65, at 20 you need only save \$9.98 at the same interest compounded semi-annually; save \$17.73 a month at 30; if 40 it will take \$33.70, and if you delay until 50 you must produce \$74.83 monthly.

Stated from another angle, \$1.00 a month at 6 per cent compounded semi-annually, will yield \$289.11 in 15 years; \$5. a month—\$1450.80 in that period; \$10. a month, \$2,903.88 and \$15. a month, \$4,355.34.

To accumulate that which we seek cannot be accomplished in a day. Saving money means we must plan; means that we must work and be willing to make some sacrifice. But so does everything else worthwhile!

The reporter was sent to write up a charity ball. His copy came in late and it was careless. The editor reproved him the next day by quoting an extract:

"Look here, Scribbler, what do you mean by this, 'Among the most beautiful girls was Robert McNair Steele?' Old Steele isn't a girl, you idiot! He's one of our principal shareholders."

"I can't help that," returned the realistic reporter, "that's where he was."

COMPARISON OF ACCIDENTS DURING FEBRUARY, 1928 AND 1929

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1929	1928	1929	1928	1929	1928	1929	1928
Interferences with Vehicles.....	77	95	83	80	161	170	21	41
Collisions and Interferences with Cars	2	3	1	4	2	3	0	0
Persons Struck	1	4	3	3	1	3	0	0
Derailments	8	6	16	9	7	2	0	0
On and Off Moving Cars.....	7	15	3	8	16	20	1	4
Miscellaneous	21	9	32	20	43	15	3	4
	116	132	138	124	230	213	25	49
	16 Dec.		14 Inc.		17 Inc.		24 Dec.	
			1929	1928				
Interferences with Vehicles.....			342	386	44	Dec.	11.40%	
Collisions and Interferences with Cars.....			5	10	5	Dec.	50.00%	
Persons Struck			5	10	5	Dec.	50.00%	
Derailments			31	17	14	Inc.	82.35%	
On and Off Moving Cars			27	47	20	Dec.	42.55%	
Miscellaneous			99	48	51	Inc.	106.25%	
			509	518	9	Dec.	1.74%	

The one who saves is the one who will win.—Calvin Coolidge.

APPRECIATION

Life's a bully good game with its kicks and cuffs—

Some smile, some laugh, some bluff;
Some carry a load too heavy to bear
While some push on with never a care,

But the load will seldom heavy be
When I appreciate you and you appreciate me.

He who lives by the side of the road
And helps to bear his brother's load
While the world goes by with a merry song,

But the heart grows warm and sorrows flee
When I appreciate you and you appreciate me.

When I appreciate you and you appreciate me,
The road seems short to victory;
It buoys one up and calls "Come on",
And days grow brighter with the dawn;

There is no doubt or mystery
When I appreciate you and you appreciate me.

It's the greatest thought in heaven or earth—

It helps us know our fellow's worth;
There'd be no wars or bitterness,
No fear, no hate, no grasping; yes,
It makes work play, and the careworn free

When I appreciate you and you appreciate me.
—William Julson Kibby.

PARKING TROUBLES OF PAST

More than 60 persons were arrested yesterday for violating the hitching ordinances. Those who wish to save themselves time and trouble will see that when they leave their rigs at the curb the horses are hitched either to the curb or with weights and they are not left standing more than 20 minutes at one time and place."

—From the Los Angeles Express of 25 years ago.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

The Pacific Electric Club Executive Committee met in Room 711, P. E. Building, on Wednesday, March 6, at 2 p.m. The following were absent: Paul T. Porter, F. E. Billhardt, L. H. Covell, F. O. Evans, B. R. Hottinger, V. L. Swartz, M. T. Spencer, J. M. Geopfert, B. F. Manley, Wm. Moesby, T. L. Wagenbach and T. J. Day.

Club Fund

Balance, 2-1-29	\$ 944.63
Receipts	1071.75
Total	\$2016.38
Disbursements	863.04

Balance, 2-28-29	\$1153.34
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Relief Fund

Balance, 2-1-29	\$ 61.95
Receipts	1352.50
Total	\$1414.45
Disbursements	1400.85

Balance, 2-28-29	\$ 13.60
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Unfinished Business

Mr. Vickrey stated that the requisition for necessary repairs at Hill Street are to be finished within a short time.

The lockers for Trainmen at Sherman are on the work order. It is hoped that another pool table will also be installed before the work is finished at this terminal.

According to an investigation made by Mr. Vickrey there are ample lockers in the Trainmen's Room at Pasadena which should be used by the men at that Terminal. The fact that these lockers are a little unhandy should not interfere with their usefulness, as this is the only space available at this terminal for their placement.

Mr. Geibel stated that the matter of suitable arrangements in regard to the lost and found articles at the Hill Street Subway, is under consideration by Mr. Annable.

Mr. Geibel stated that a box car has been sent to the Ocean Park Terminal for use as a place to store the Trainmen's equipment at that place.

New Business

A request was made for shelves in the dispatcher's office at Pasadena where Trainmen might place their Ticket Containers, etc.

Mr. Hatt asked for additional seats at the Ocean Park Terminal.

Mr. Osborne requested the use of the wrestling mat for the men at the Torrance Shops. Mr. Vickrey promised to see what may be done regarding this matter.

Mr. Hunkin reported that more P. E. Magazines are needed at the Torrance Shops.

Mr. Mayfield asked concerning dividends on the Group Insurance. Mr. Vickrey answered that up to date no information has been received regarding this matter and should be known

in a few days if any are to be given out this year.

Mr. Alexander reported a most delightful dance at San Bernardino in the American Legion Hall, Fourth and D streets, on the evening of February 28, 1929. Splendid music was furnished by the P. E. Orchestra and the employees, their families and their friends never seemed to tire of dancing. The largest crowd in the history of these delightful dances was present.

Mr. Hooper asked for mirrors in the Trainmen's Room at West Hollywood, and was informed that mirrors would be included in the furnishing at that place.

C. A. Thomas reported that broken chairs are not properly repaired at the Hill Street Terminal Trainmen's Room and that there is a scarcity of seats at that place.

W. A. McCammond briefly outlined the Housing of the Company at the Torrance Shops, which is now practically completed, and stated that it had been a pleasure to work with these employees in obtaining homes for many who could not have obtained homes under other conditions.

WEEKLY P. E. CLUB NOTICES

Each week the P. E. Club issues a colored weekly bulletin which contains the varied activities of the Club for the coming week.

Club members are requested to watch for each issue of the colored bulletin so that he may be conversant with any activity of the Club which may interest them.

In the past two issues of The Bulletin the P. E. Golf Tournament has been featured. Other issues will deal with baseball, tennis, golf, Ladies' Auxiliary, Ladies' Card Party, etc., also the monthly dances and others given at outlying points on the system.

The fact that the color of the Bulletin changes each week will inform the Club member at a glance that a new bulletin has been placed on the bulletin board and some item of interest may appear thereon in which he will be glad to become informed.

P. E. MASONIC CLUB EVENTS

The next meeting of the Masonic Club will be in the nature of a dinner and dance at the Mt. Lowe Tavern, Friday evening, April 12, in honor of the Degree Team.

It has been arranged to have the last car from Los Angeles arriving in sufficient time for the dinner to leave 6th & Main Streets, at 5:00 P. M. The first train returning from Mt. Lowe will be at 9:30 P. M. which will permit out-of-town train connections in Los Angeles.

During March the Club visited

MANY ACTIVITIES MARK BUSY MONTH IN LADIES' CLUB

If anyone doubts the pleasure and benefits that are being enjoyed by members of the Ladies' Auxiliary we respectfully refer them to the past month's activities, reported and submitted by their ever-faithful scribe, Mrs. Lon Bishop.

The meeting on the 14th of March proved a very delightful one. After the minutes were read Mr. Andrew J. Campbell was introduced. This gentleman has very kindly offered to assist the ladies in staging a play which is to be part of a program given at the graduation exercises of the classes held in June.

At the club affairs in the future there will be no excuse for mistaking Mrs. Jones of Pasadena for Mrs. Smith of Torrance. The ladies have all been supplied with their new club buttons (thanks to Mrs. Jackson) and feel quite proud.

Our program was given a real treat with two humorous readings presented in a delightful manner by Miss LaVerne Doges, who is "Sunny Lue" of KFI, the children's story teller.

There promises to be a real race between the classes for membership honors and as this writer happens to be President of the Interior Decorating class and the Auxiliary is sponsor for both English Literature and Interior Decorating, we are grabbing a chance to boost.

All of you ladies of the Pacific Electric family come and visit the classes, then we know you'll enroll—Room 711, Pacific Electric Building, every Thursday morning from 10 to 12. Come and get in on this banquet we are going to win.

Another card party was held on the 21st of March and, of course, another enjoyable afternoon for several tables of players. The prizes were awarded to Mrs. Walter White of the Mechanical Department in bridge and to Mrs. Gill of the Stores Department in five hundred.

The last club meeting of the month was a gala affair, it being our first anniversary. We celebrated in real birthday style—birthday cakes, candles and all that goes with it. The Auxiliary was organized just a year ago with twenty members and now has on its enrollment close to 150 members.

The regular hour of drill in Parliamentary Law given by Mrs. Tyler was held prior to the festivities and is always enjoyable and instructive.

The next meeting will be held on the 11th and 25th of April and don't forget the card party on the 18th.

Henry S. Orme Lodge, Los Angeles and Seaside Lodge, Long Beach, and conferred the Third Degree upon two fellow employees.

At the regular monthly meeting, held March 12, the membership was addressed on a pertinent Masonic subject by E. T. Ramsey, Editor of the Masonic Digest of Los Angeles.



Sportsmen's Timely Tips To Avoid John Law

By J. P. Geopfert
P. E. Rod & Gun Club

THE Jack rabbit is an unprotected animal in all the fish and game districts of the State of California. This rabbit can be hunted without a hunting license and can be hunted at night, etc.

The Brush rabbit and Cottontail rabbit, however, is a protected animal in all districts, except District 4¾ (San Diego and Imperial Counties), where they can be hunted at any time during the year; can be sold and no bag limits are set.

In all districts except No. 4¾ the Cottontail and Brush rabbit are protected and the only open season on them is during the month of December.

Bag limits on Cottontail and Brush rabbits is 15 per day or 30 per week, but at no time can you have more than 15 in your possession, except in district 4¾ and in district 4 where there is no bag limit restriction.

A general opinion seems to prevail that all animals listed under the heading of predatory mammals are not protected by law. On the contrary, there are about 10 species of predatory animals that are fur bearing animals and are protected except from November 15 to February 28, both dates inclusive.

As stated in district 4¾ there is no protection on Cottontail and Brush rabbits, but you are not allowed to bring these rabbits into any district in which the season is closed on them, so "watch you step."

Shooting at night and from automobiles is a threefold violation of the law.

The law reads: It is unlawful to shoot resident game between one-half hour after sunset and one-half hour before sunrise, also it is unlawful to shoot any kind of game from an automobile, etc., and in some counties in the state it is unlawful to shoot from a highway. So beware of John Law.

Game Fish

Many fishermen do not know that it is unlawful to fish for tuna, yellowtail, Jewfish or black sea bass, albacore, barracuda, bonita, rock bass, corbina or surf fish, yellowfin croaker, spotfin croaker, salmon, steelhead and other trout, charr, whitefish, striped bass, black bass, perch, crappie, calico bass, and all varieties of sun fish without a fishing license; all fish listed above are classed as game fish.

There is only one safe and sane method for hunting and fishing; procure your hunting and fishing license early and avoid the law, acquaint yourself with the law relative to your

class of sport and you will save yourself a lot of grief and cash.

Watch out for the Volunteer Deputies. The woods are full of them.

TRAINMEN'S BALL TEAM WINS GOOD SHARE OF GAMES

Manager McCulley reports that the Trainmen's baseball team is now hitting on all four and are giving the opposing teams in the various communities over the system that they play a hard battle each Sunday.

In the last four games played the following is the final score: P. E. Trainmen 5—Palms Merchants 1; Bellflower 9—P. E. Trainmen 8; Pac. Steamship Co. 4—P. E. Trainmen 3, P. E. Trainmen 10, Wilmington Merchants 5.

In the last game 4 double plays were made, Hill to Vignes to Ebbe, which is quite a record for one game. The Battery composed of Spencer and Garrison cannot be surpassed in semi-pro ranks, while the infield composed of Turner, Hill, Vignes and Ebbe "looks like a million." The outfield, Henry, Captain, Yaeger, and Bell, with Holmes, Atkins, and Fenwick, utility players, rounds out the team.

All team members are employees of the Company, and give a good account of themselves, as representative of the Pacific Electric Railway. They wish to thank the large number of fans of the Company for their loyal support at all games.

ROD & GUN CLUB ACTIVITIES

The regular monthly shoot at Bangle, April 14-29. This is to be a preparatory shoot for the annual tournament to be held by this Club on May 11th and 12th, 1929.

Sunday, April 21st, the Club will hold its annual picnic at Tournament Park in Pasadena. The big folks all know what sports there will be, but the picnic committee is making a special effort to give all the kiddies a real day of pleasure. It's going to be a surprise for the kids, so don't leave any of them at home. Bring them out into the sunshine for a good airing.

Don't forget to make your reservations for the P. E. Camp Fishing outing May 1st, 1929. There will be plenty of boats, lots of eats, good beds for all. Come early and avoid the rush!

Fellow Sufferer

A landlord wrote to his tenants: "Dear Sir:—I regret to inform you that my rent is much overdue. Will you please forward me a check?"

Back came the reply: "Dear Sir:—I see no reason why I should pay your rent. I can't pay my own."

Tennis Introduced as New Sport for Employees

THE Pacific Electric Rod & Gun Club is now stimulating an interest in tennis among employees and hope to rapidly advance toward an organized athletic activity. An employee's Club was represented in tennis at Las Vegas at the last annual meet there by two players, Vernon Bowers of Hill Street Station ticket sales force, and H. D. Turner of the General Claim Department.

On March 17, through the efforts of Mr. Spafford, an invitational tennis tournament was staged on the courts of Huntington Park High School in which teams from the Santa Fe Railroad, Union Pacific at Las Vegas, Union Pacific at Los Angeles and Pacific Electric Railway participated. For this event six men turned out; S. F. Vogel and B. R. Hobbs from Mr. Rodenhouse's Pasadena organization; Donald De Pozzi and Dakin Boardman from Mr. Day's board at Ocean Park, Vernon Bowers and H. D. Turner. The team had not played together before and not having had an opportunity to observe the game which his men could play, the captain was not able to choose positions to best advantage, and the more experienced and practiced Santa Fe team outclassed us. For the first serious effort at team play, however, the result was very gratifying and in addition the personnel initiated a very pleasant acquaintanceship.

There will be other matches arranged in which Pacific Electric Railway employees will be entered as a team and any employee who wishes to compete for a place on the team is invited to communicate with D. H. Turner in room 224 of the 6th and Main Streets Building.

GOLF EVENTS ARE ARRANGED

The second Pacific Electric Railway Employees' Golf Tournament will be held on the beautiful Sunset Fields Golf Course, located on Angeles Mesa Drive near Jefferson Street, on April 21st, 1929.

This tournament is open to all employees, and is an 18-hole affair. All entrants will be handicapped in accordance with their ability. Everyone entered is assured of an enjoyable time and if you so desire, you may bring a friend or friends, who, however, will not be eligible to compete for the prizes. Entrance fee is 50c, which will be applied on the green fee of \$1.50.

It is requested that you send your entry in as soon as possible in order that reservations may be made sufficiently in advance to insure good starting times. Transportation for those not driving their own machines will be arranged for.

The prizes will be worth-while and a special prize will be offered for the best score turned in by persons playing golf for the first time.

A Company team has entered in the

BOWLERS END SEASON WITH "GARRISON" FINISH



P. E. Bowling League members who certainly do make "whoopee." Picture was taken on the final night of the season that closed last month; several teams and many individuals were closely placed for prize money which totaled \$708; excitement was at fever pitch.

By R. M. COBB,
Electrical Department

Los Angeles Industrial and Commercial Golf League, which is composed of teams representing leading commercial firms of the City of Los Angeles. Play will be over the Montebello Park Golf Course during the months April to October, 1929, inclusive. Play will be held on Saturday afternoons and starting times will be reserved for teams.

Anyone desiring to secure a place on the Pacific Electric team in this league will please get in touch with D. F. Houston, Room 221, at the earliest possible moment. The team is being lined up now and it is desired to have a strong representation in this league as possible.

A Point of Order

Mose: "I hear you got a girl, Sam."
Sam: "Yes."
Mose: "Where does she live?"
Sam: "Main Street."
Mose: "What's her name?"
Sam: "Belle."
Mose: "Seen her lately."
Sam: "No."
"Mose: What's the matter—had a fight with her?"
Sam: "No, I went to her house last night and there was a sign on the door, 'Bell out of order,' so I didn't go in."

BEFORE a large and enthusiastic crowd the 1928-29 season of the P. E. Bowling League was brought to a close Friday night, March 22, at Jensen's Recreation Center, Sunset Boulevard and Logan street. Voting it the best season they had ever participated in, the members of the league met in the P. E. Club the following Friday and distributed the prizes. Out of a total of \$1591 put in the league, \$792 went to the bowling alleys and \$708 was awarded for individual and team prize money.

The team winning first place for the second half of the split season was the Telephone Department team, ably captained by Walter Ohlinger, together with A. B. McLeod, Sr., A. B. McLeod, Jr., Gilbert and Brenchley. This pesky aggregation also ran away with the prizes for seasonal high series with a score of 2555, and seasonal high game, 954. They certainly deserve much credit for the way they came through during the last half of the season.

The next two places were tied for by the Southern Division No. 1 and Electrical Department teams. Captain Yaeger of the Southern Division No. 1 team, presented two new men, Ebbe and Turner, in addition to the veterans, "Pop" Henry and Gates. Turner increased his average 13 points during this half to win the first prize money

offered for the bowler having the highest increase in average during second half. A. B. McLeod, Sr., and Guy Wooley tied for second place with 12 points each.

The Electrical Department team showed up strongly all season in spite of injuries and placed in the money both halves. Captain Cobb, Gonzales, Geopfert and E. J. Hasenyager played through the season, but E. W. Hasenyager, the junior member of the team, had the misfortune to fracture an ankle, necessitating the substitution of Pres. Covell in his place.

The Signal Department team, although ending fourth for the second half, had plenty of strength the first half and obtained a big lead for the individual gold medals for the team obtaining the largest number of points during the entire season. This team was undoubtedly the strongest aggregation in the league and but for a few cases of nervousness and hard luck would have finished higher the last half. It is composed of Captain Wood, Arzate, McNeill, Weston and McCubbin.

The Claim Department was carried through largely by the sterling work of Jay Gowanlock and Captain Brahm. Jay not only led the league in averages, but rolled high series for the season, 624. Art Pabst has shown a lot of improvement and we expect great things of him next season.

The Pacific Electric Club team was

responsible for the member winning high game for the season. Guy Wooley is the gentleman's name and his score was 247, which was certainly going some for anybody. Captain Winslow and his men were fighting for every point at stake.

Macy Street and the Engineers with Captains Hodge and Ralph at the respective helms, were consistent winners throughout the season. Tommy Lyons and his cohorts brought the colors of the Southern Freight team well out towards the head of the list. The Local Freight team with Captain Dumoulin, Orr, Brown, Lutes and Schwindt put on a very tough team to beat, as did the Southern Division No. 2, captained by "Vic" Prettyman. The Ladies' Accounting team was handicapped by a lack of really strong bowlers, but made up for that by their fine showing of sportsmanship. Captain Brown was the leader and Mrs. Johnson, Mrs. Cobb, Mrs. Sanders and Miss Brahm all did their best to make it interesting for their opponents. Mrs. Sanders increased her average 8 points to win the prize offered for the lady increasing her average the most during the second half. Mrs. Brown won the prizes for high game high series and high seasonal average, a very complete clean-up.

The feature of the final meeting was the presentation of a new bowling ball and bag to President L. H. Covell from the members of the league. For once Lloyd was at a loss for words to express himself and very nearly gave a "lap order."

The Signal Department team donned their new gold medals and stood up for inspection, standing up well under a fire of complimentary (?) remarks.

It was voted to open the 1929-30 season on the night of October 4, 1929, and the following officers were elected to serve during that season: President, R. M. Cobb; Vice-President, F. B. Patterson; Vice-President, A. B. McLeod; Secretary, C. G. Gonzales; Manager, Lloyd H. Covell.

AGENT BOOSTS P. E. VIA PEN

Travelogues of Pacific Electric journeys told in the written word by George T. Winslow, Relief Agent now stationed at El Segundo, are appearing at weekly intervals in the El Segundo Herald.

Mr. Winslow takes the reader on a visual journey through to points reached via Pacific Electric lines, stressing the agricultural, industrial and historical features of cities traversed.

The article called to our attention was an interesting treatise of the trip to Riverside and by virtue of recounting the numerous points of interest is a boost toward encouraging travel over our lines. The idea is a capital one and reflects creditably to Mr. Winslow.

Don't waste your time watching the "boss," and he won't have to waste his time watching you!

TRAINMEN CHOSEN TO WORK ON SAFETY COMMITTEE

Having been selected to represent their respective divisions, the following Trainmen will serve on the Safety Committee during the months of April, May and June:

Northern Division

W. E. Swartz, Motorman, Macy Street; C. W. Knight, Conductor, Pasadena; C. L. Webb, Freight Motorman, Macy Street; W. B. Young, Freight Conductor, Macy Street; J. W. McMillen, Motorman, Pomona; and F. P. Ream, Conductor, Riverside.

Southern Division

E. Moorhead, Conductor, Los Angeles Street Yard; E. Whiteside, Motorman, Long Beach; C. H. Spence, Conductor, Long Beach; E. W. Whalen, Motorman, Watts; R. E. Hilburn, Freight Conductor, San Pedro, and J. E. Moore, Freight Motorman, 8th and Hemlock.

Western Division

L. Kline, Conductor, Ocean Park Car House; J. B. Yorke, Motorman, Ocean Park Car House; C. Forsyth, Conductor, West Hollywood; E. F. Dietz, Motorman, Hill Street; H. B. Vansandt, Freight Conductor, West Hollywood; and S. J. Broswell, Motorman, West Hollywood.

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

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

FOUR DEATHS DURING MARCH

Four of our fellow workers passed from this life during the month of March insurance statistics reveal. Those whom death called were:

John E. Hoover, Motorman, So. Division.

Joseph Wilson, Janitor, So. Division.

Agnes R. DeLamater, Cashier, Redondo Beach Bathhouse.

LeRoy Spafford, Train Instructor.

To each of the beneficiaries named by the deceased above Group insurance, ranging from \$1500 to \$3500 was paid. In but two cases were they members of the Mortuary Fund. The total paid to relatives amounted to \$11,050.

Twenty-two employees are now receiving monthly payments from \$51 upwards pending complete recovery under the total and permanent disability clause of the group insurance plan.

Speaking for the employee mass our deep and sincere sympathy is extended to the families and relatives of our fellow workers who took flight.

EMPLOYEES IN HOSPITAL

Showing a gratifying decrease in number of employees in the California Lutheran Hospital, at 1414 South Hope Street, over the previous several months, but nine of our fellow workers were confined as the Magazine went to press this month. The names of those on the sick or injured list are as follows:

Mrs. Clara Painter, Car Cleaner; Reckard Johnson, Carpenter, Mechanical Dept.; Ed Kohler, Trolleyman, No. Div.; Geo. Raine, Motorman, No. Div.; Francisco Jaimes, Laborer, Engineering, Dept.; Joe M. Bernarbe, Laborer, Engineering Dept.; R. D. James, Motorman, No. Div.; N. Chavez, Laborer, Engineering Dept.; and Earl Rose, Carpenter, Mechanical Department.

We again urge that employees fulfill their moral obligation in visiting those of their less fortunate associates to the end that their confinement be less tiring and complete recovery speeded by the assurance and well wishes of associates.

BALL TEAM IS REORGANIZING

Manager Hill is gathering his team together again after losing several of his players due to their joining professional ball clubs and he expects to have a fast semi-pro club representing this Company.

The Pacific Electric team will enter the strongest Summer League and look forward to a successful summer season. Before starting play in the Summer League games will be scheduled with leading local semi-pro outfits in order to get the team playing together.

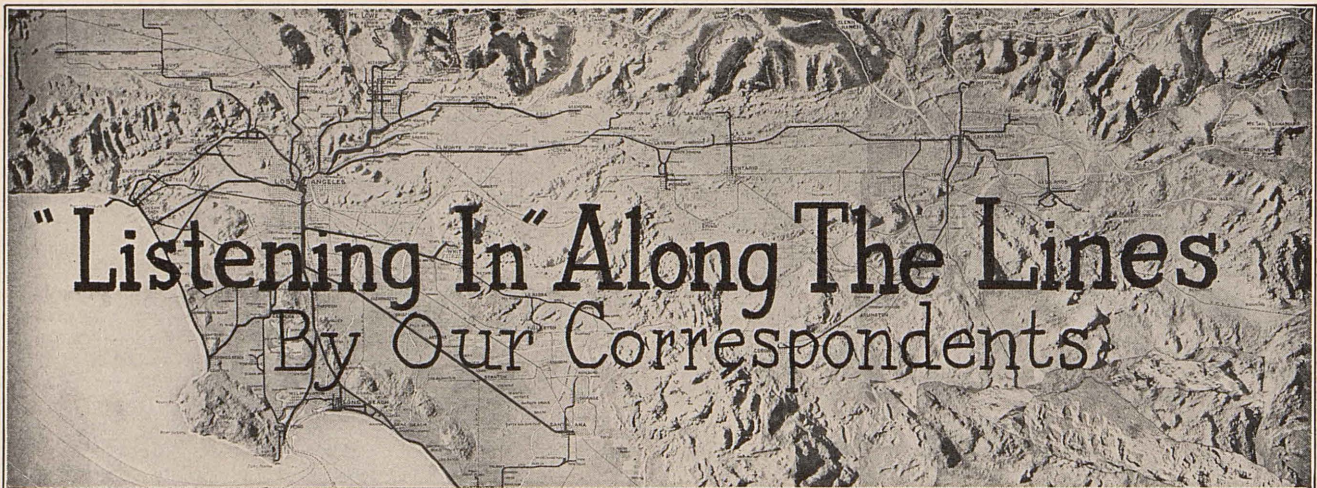
Several of the old Pacific Electric favorites; Badie Bouett, who has been elected field captain in place of Rod Murphy, Bob Rachford, Paul Rennie, John Lugo, Clary Abarta and Jim Blewett, will again be with the team. Pat Garrison, who has shown up well with the P. E. Trainmen's team and who also had a try-out with the Los Angeles Coast League Club, will also be a member of the Pacific Electrics. The first game will be played vs. the Los Angeles Fire Department Team at Soldier's Home, on April 7th. On April 21st a game will be played vs. the Crown City Team at Brookside Park, Pasadena.

June 30th and Labor Day have been reserved for games vs. the Catalina Cubs at Catalina Island.

ORANGES RANK ELEVENTH IN VALUE OF U. S. CROPS

Figures from the Crop Reporting Board of the Department of Agriculture for 1928 show that oranges in spite of a short crop in both California and Florida, stand eleventh in value of all U. S. crops.

Corn, with a farm value of \$2,133,000,000, is by far the largest and represents about 25 per cent of the value of all crops, \$8,456,000,000. Cotton, valued at \$1,291,000,000, comes second with hay third at \$1,243,000,000.



MECHANICAL DEPARTMENT By Carleton B. Bell

General Foreman J. G. Liston is up and around and hopes to be back at work again by the time this Magazine reaches you. If he is not, I am sure he would enjoy a little visit from fellow workers as recovering from illness is rather lonesome and tedious business. You will find "Jack" at 952 Hemlock St., Los Angeles.

The new P. E. Band which is composed entirely of Torrance employes, is being rapidly gotten into shape for public appearance by Director John T. Watson. Director Watson transferred to Torrance Shops from Macy Street the first of March and immediately got busy organizing the new band. It won't be long now until the P. E. Band is more famous than ever before.

Anthony Zamperini, Electrical Machinist, returned to work March 27 looking somewhat the worse for his session with Dr. Goldstein. Tony's abbreviated appearance is due to the fact that Dr. Goldstein removed his tonsils. He would not open his mouth for me so I am not sure that he told me "the whole truth and nothing but the truth."

Am glad to report that Mrs. Wright, wife of Allen Wright, Armature Winder, who has been ill for some time, is showing marked improvement and expects to be home again soon.

We are often surprised to learn just what kind of talent is hidden inside the shop clothes of some of the fellows we rub elbows with every day. We were much pleased to learn that Frederick Fox, Electrical Machinist, is an artist of considerable ability. He has just received a letter from the Santa Cruz Artists' Association accepting his water color picture entitled "Flowers and Butterflies" for exhibition in the California State Exhibition at Santa Cruz. He has also lately had several of his pictures accepted for publication in Art and Nature Magazine. These are real accomplishments that anyone may well be proud of, and the congratulations and good wishes of all Mr. Fox's fellow-workmen are extended to him.

Edgar M. White, Blacksmith, was detained from work several days on account of a childish attack of measles. However, his recovery is believed to be complete as he reports having an enjoyable time the evening of March 26 at which time Torrance celebrated the turning on of their new lighting system and treated all the visitors to coffee and doughnuts. Mr. White admits eating 36 doughnuts.

A ruined romance seemed certain the other morning when "P. E. Mary" Baldrick was seen coming to work in a different machine from that which is usual. However, after the first shock wore off it was seen that Louie was the driver. Investigation developed the fact that Louie's old trusty had been traded in on the new machine.

Walter Scott, Auto Mechanic, is a proud

father, his wife having presented him with a 10-pound boy March 20. Machinist Johnny Van Vliet is almost as proud as the father. Johnny is the uncle of the wonderful child.

All the boys in the Blacksmith Shop are smoking good looking cigars this week at the expense of John Julian Blacksmith. Mr. Julian married Maggie Mercer of Highland Park March 23 at Santa Ana. Johnny was afraid that the Los Angeles Marriage Bureau would not issue him a license on account of his very youthful appearance. They are now living in Gardena.

Frank Mayfield, Armature Winder, has left for a 90-days' leave of absence for the purpose of taking his wife to Arizona, where he believes the climate will improve her health.

Car 1299, which is to be rebuilt into a business car for the use of officials of this Company and visiting notables, is now in the shops and will soon begin to take shape as something entirely different from that which it is now. This car when completed will take the place of present wooden business car 1000.

The big job of enclosing the open section on the 800-class cars by applying metal sash and folding doors is now practically completed. With this improvement, and the improved seats on these cars, the old 800's are very comfortable to travel in, although they have been in service approximately 17 years.

7TH ST. WAREHOUSE By Daniel Sanchez

The boys extend hearty congratulations to Louis Davila, Checker, who was married March 28 to Miss Leonor Rubalcava.

William Odell, Stevedor, is getting along nicely after a few days illness which kept him away from work. He will return soon we are told.

Mr. Phelps, our Day Watchman, is still looking for his Easter eggs between the box cars.

The Mexican revolution has spoiled a good many trips to the city of Tia Juana especially among the Mexican boys. We are wondering why?

Jim Browning has been promoted from Checker to Night Foreman. The boys are glad to hear the news and we know that Jim will be as good a Foreman as he was a Checker. Whatever you do Jimmy, don't play any Irish jokes on the night boys.

We are glad to report that our new service, the Pacific Motor Transport Company, is doing splendidly. We have handled many tons of freight since it first started, and both tonnage and number of shippers is increasing.

Asst. Agent, Geo. W. Orr, is enjoying a few days' vacation at his new home in the vicinity of Arcadia.

Posting Clerk, Odette Coulam, has gone

north on an extended leave of absence on account of her health.

Adolph O. Altenburger is back on the job again after being absent sometime.

Jos. L. Randall is the new messenger in the Freight Terminal, Vice Evans filling another position.

J. D. Masters, Clerk, was called away to Thermal account serious illness of his father, who, however, is recovering.

Inspector Sam DeHaven was one of those going on an early vacation due to his wife's illness. He reports that she is improving.

Oral W. Evans has been assigned position in the OS&D Department.

Car Clerk, W. A. Buck, has returned from his vacation and reports interesting trip across the border.

C. H. McCance is still on the sick list account injury to his ankle reported some time ago.

R. E. Stone, Trucker, has returned from an early vacation.

Among those planning their vacation this month are Carrol C. Brown, Bill Clerk, and Irene Brown, P. B. X. Operator, who will visit friends and relatives in the East.

MACY STREET TERMINAL D. B. VAN FLEET Terminal Foreman

The Macy Street Trainmen all unite with the members of the many other departments in expressing their deep regret and sorrow over the sudden passing away of Train Service Instructor L. R. Spafford.

The sincerest sympathy of the Macy Trainmen is extended to the bereaved family in their hour of great sorrow.

The Macy Street Trainmen extend their sincerest sympathy to Conductor F. E. Wood, Macy Street, who was recently called east to the bedside of his dying mother.

Conductor C. T. Haberman, Sierra Vista Line, is the very satisfied owner of a new Chevrolet Six. If you wish to get thirty-five miles to the gallon of gas, just get a "Chevy Six", C. T. states.

The big problem of overcoming the inefficient radio reception at the Macy Street Terminal, due to great electrical interference surrounding the premises, has finally been mostly accomplished. Motorman R. E. Sanders, Macy Street, who is also a qualified electrician, studied the annoying conditions and now has a radio set installed that practically eliminates the interference. Sanders states he is now

working on an addition to the set that will still further improve its efficiency.
We are all certainly grateful for his ability and perseverance.

Here is a wedding announcement that was not brought to our attention in time for the last issue of the Magazine. However, we now take great pleasure in announcing the marriage of Brakeman A. Jensen, State Street, to Miss Florence Murray, of New Orleans, Louisiana, in the Baptist Church in that city, on February 20th, last. Despite the fact that it was a rainy night, the church was filled to capacity. The bride and bridegroom remained in the Southern city for two weeks and then extended their honeymoon to Los Angeles and Catalina, at the latter point visiting the bridegroom's parents.

Congratulations and best wishes.

We are indeed glad to announce the wedding of another of our Macy Street Trainmen, namely, Motorman H. W. Polzien, Sierra Madre Line, to Miss Sarah Marr, of Pasadena.

The beautiful ceremony was performed at the residence of the bride's sister, in Pasadena, at 2:00 p.m., Sunday, March 10th.

The happy couple, after receiving congratulations, left for a honeymoon trip by automobile to San Diego and surrounding points of interest.

We all unite in extending our congratulations and best wishes.

On the morning of March 28th, an extra freight helper motor was ordered out to assist a regular crew in the handling of Al G. Barnes Circus train into Los Angeles. At State Street Yard the train was turned over to the Southern Pacific switching crew and with the assistance of our helper motor, the heavily loaded train of twenty-nine cars, most of which were seventy feet in length, was run through the Macy Street Yard.

The movement of the train was handled with the utmost efficiency and without mishap.

If you wish information concerning Box Motor "1475", you'll have to get it from Motorman P. A. Bowles of the Mission Play Crew. He has the latest on it.

Same Jam! After eating a jam sandwich recently, Conductor Jack Richey, Pomona Line, made a rather startling discovery. In fact, so disturbed was he, that a sympathizing friend kindly requested the following notice be put in our Magazine:

"Lost! One false tooth, somewhere between Covina and Los Angeles. Finder, please return to Conductor Jack Richey, Macy Street, as soon as possible and receive reward."

Motorman W. Carpenter, Sierra Vista Line, is now sporting a new Nash Special Six. With the twin ignition system the car is equipped with, it has power to spare, according to Carpenter.

Fellows, let's not forget our fellow workmen who are laid up at the California Lutheran Hospital. Three of our numbers are now there, namely, Motorman R. D. James and G. T. Raine, and Trolleyman Ed. Kohler. A visit by you will be appreciated.

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

The sad news recently received that L. R. Spafford, Train Service Instructor, suddenly departed this life was met with a deep sorrow and lamentation. Mr. Spafford's position as Instructor brought him in close touch with many, as he was known over the entire system. His passing is regarded as a great loss to his family and friends.

Mr. Spafford entered the service of our Company April 5, 1909.

O. H. Forthun experienced some misfortune when he was cranking a Ford. What happened can well be imagined. He is carrying his right arm in a sling. However, he is getting along nicely but will be on the off list for some time.

Congratulations are due Mr. and Mrs. Ralph Wallace on the arrival of a new son, born March 17. Mother and baby doing fine.

"Fore!" A spontaneous burst of enthusiasm has taken hold about the Pasadena Car House over Golf and several more new beginners have purchased outfits; namely, R. L. Ellison, J. R. Willis, E. C. Watson, W. J. Richards and C. J. McAtee. Pasadena will soon be able to make a pretty fair showing in our P. E. Tournament.

And let it be remembered that a checker contest is now in progress. Those interested in this diversion are as follows: E. A. Chute, G. Fielder, C. J. McAtee, J. F. Mahan, R. Zieber, W. O. Johnson, L. N. Johnson, R. F. Bird, P. J. Murphy, I. E. Murphy, W. D. McCollum, P. A. Lackas, E. C. Watson, and R. N. Hosford.

Motorman E. C. Herschler, formerly of Macy Terminal, is now holding run No. 8 out of Pasadena.

Conductor L. M. Young who resigned almost two years ago, renewed his connections with our Company the first of March. Mr. Young was welcomed with a glad hand from all who knew him.

The following new men are now breaking in on the Pasadena local lines, to whom we extend a hearty welcome. W. M. Cantrell, F. A. Fuller, M. H. Lee, E. N. Mattson and R. M. Peak.

**ACCOUNTING DEPARTMENT
By George Perry**

Several members of this department were present at the public installation of officers of the Antlers Lodge at the Elks Temple in Pasadena. Charles Schmitt of this office being the vacating President, was in charge of the ceremonies and entertainment. A delightfully arranged program of musical selections and readings brought the evening to a close.

"Tom" McKnight, Miscellaneous Accts. Bureau, who has been in charge of the Contract Desk, left the services of the Company, March 30th. His friends and associates join in wishing him success in his new undertakings.

James Cooper, Misc. Accts. Bureau, who was installing the Fan-Fold Contract filing system left the service in the latter part of March. "Good Luck"—"Jimmie".

Miss Esther Quast and Miss Helen Wegerer, Conductors Accts. Bureau, spent Easter Sunday at Mt. Lowe. They enjoyed the perfect weather, the mountain air and the unfailing hospitality.

Miss C. B. Templeton, Chief Clerk, Conductors Accts. Bureau is enjoying a much needed vacation. She is spending a week or so in San Francisco.

Both Albert Eurich and George Watson, Disb. Accts. Bureau were in the hospital for a few days undergoing minor operations. They are now fully recovered and are looking well and happy again.

George Winslow, Relief Agent in the Freight Acct. Bureau, is assisting in the absence of Gilbert Lamm, who has been ill for the past two months.

The vacation list for the month of March is as follows:

Nina Jordan, Home; Jane Cassidy, Catalina; Esther Nieman, Home; Mrs. Fanny Jones, Minnesota; Mrs. Irene Hurlbut, Home; Philip Still, Home; I. B. Malin, Pueblo, Colo.

**LONG BEACH & HARBOR
By V. L. Swart**

Inspector W. H. "Tex" Lowry, San Pedro, has returned to duty after taking a much needed rest at Gilman's Relief Springs, near Riverside. "Tex's" presence always seems to pep up the old gang.

Word just received from Inspector N. L. Griffith, San Pedro, reports a slow improvement in health. "Neph" is wintering near

Salt Lake City, and when we say wintering we mean nothing else except!

The following employees enjoyed their annual vacation during the month of March: Whit "Tex" Preston, Dallas, Texas; Eric Johnson, Home and Joe DeVries, Home.

The names of some 15 employees from Long Beach and San Pedro terminals have been added to the class in Personal Leadership, one of the ten classes now being conducted by this Company in its campaign of Industrial Education.

At a recent class meeting Educational Director, Earl Hill, expressed his appreciation for the valuable assistance being rendered the class by General Foreman J. B. Green, who is untiring in his efforts.

It might be termed "embarrassing moments", but the fact remains that the results should teach a certain San Pedro inspector not to bet his lone overcoat on a prize fight and pick the wrong man, for in this case the results were rather sad, to say the least.

Late to work excuses are all right, but it is often hard to determine the exact truth of the various angles, but when a man reports his pants ripped on him and that he was held up for repairs we know where the old overcoat went. This kind of excuse is hard to beat as it is not alone original, but odd.

Moral: Either buy two suits for the one price, or at least a two pants suit, and we are not advertising, either. Boy! Page Verner Favill.

**SHERMAN TERMINAL
By E. D. Arthur**

Louis Wabnitz, Machine Shop Foreman, is the proud winner of a \$350.00 Zenith radio in a lucky number drawing recently held at the Hights Tower filling station. Mr. Wabnitz bought five gallons of gasoline and held the right number. Some people have all the luck!

Harold W. DeWitt, repair shop employee, has left the service and reported that he was going to Detroit where he would enter the service of the Pascadero Mining Company of South America.

J. F. Pasley, Mileage Clerk, has purchased a new 1929 Oakland coupe. We hope John will avoid milk wagons with the new car.

If you have not enrolled in one of the many Pacific Electric classes you should arrange with the head of your department to do so now.

Mrs. A. H. Fox, wife of Electric Shop Foreman, who has been ill for several weeks is reported slightly improved and slowly recovering.

Two of the new 750-class cars arrived Mar. 19th at Sherman from Torrance Shops where control and air equipment was installed. They were placed in Hollywood service the 21st. The lot of 10 cars are equipped with roller bearings and the new type chair seats and are the most modern and up-to-date to be found in electrical railway service. Passengers riding these cars expressed their appreciation regarding their comfort and safety. The remaining eight will go in service at the rate of one every few days.

**NORTHERN DIVISION
Eastern Lines
By Ruth Thompson**

The West Coast Theatre at Riverside gave a free showing of the picture "Redskin" for the Indian children from Sherman Institute, also paying their transportation for the round trip from the school to Riverside, which made nice business for the Pacific Electric with 871 fares.

The Engineering Department is to open work on the Redlands City Line, putting in new ties and fixing up the track.

Claude St. Claire, the owner of the cigar and magazine stand in the depot at San Bernardino, is enlarging his place of business, under the supervision of the Pacific Electric, and

will operate a very attractive, first-class fountain service. He expects the work to be completed within the next two weeks.

Freight Conductor O. L. Finley, who has been in the employ of the Company since February 29, 1924, has resigned to accept a position with the Santa Fe Railway.

The first meeting of the Pacific Electric Social Club was held at the home of Mrs. Andrew Miller, 263 Ninth Street, Wednesday afternoon. Organization of the club, which is to be purely social in character, was effected and the following officers chosen: Mrs. Andrew Miller, President; Mrs. R. B. Snedaker, Vice-president; Mrs. Paul Sims, Secretary; Mrs. George Ott, Treasurer.

Motorman Grimsley, who has been confined to his home by illness for the past month, is well on the road to recovery and expects to be back in service in the near future.

Conductor Besoyan is off duty on account of blood poisoning.

Motorman Parkins, who has recently had his tonsils removed, is still on the sick list.

STORES DEPARTMENT By H. Vander Zee

The vacancy on Voucher Clerk's desk, created by Miss Batsch transferring to the Purchasing Department, is being filled by Miss Doris Sturgess, a new employee.

Isaac Cowgill, Helper to Stationer, has left the service. Chas. Wright, formerly Helper at the Washington Street Store, is now in the Stationery Store to fill the vacancy. Dwight Knowles has replaced Wright at Washington Street.

With the completion of the new store and car floor level unloading platform at Sherman, a new supply service has been instituted. Two box cars have been placed in shuttle service between this point and Torrance, being handled by Supply Train. They are helping to keep Sherman Shops and yard clean of scrap and unserviceable materials by having them put directly into the car currently, instead of being placed in scrap bins or other places awaiting shipment. Service also saves an extra handling of material from scrap bins to car.

Elane Farrell, Stenographer, was absent several days during March with an attack of influenza. There were evidently still a few germs flying around the atmosphere, left behind by the late flu epidemic. We hope this is the last of them.

Floyd E. Gill, Chief Clerk, has purchased a Nash sedan in which he plans to take a trip to Yosemite during his vacation this summer.

Florence Gramling, Clerk, is the second vacationist in the Stores Department this year. Ronald Howard, Helper, being number one. Both of them spent most of the time at home.

FREIGHT DEPARTMENT SOUTHERN DIVISION By Thomas A. Lyons

When they told Joe Logan he was to work nights, he danced with joy all over the shanty. Joe has just returned from Kansas City and reported he had a dandy time.

The Bowling Team celebrated their many victories at the home of Charlie Ventriess on March 29th and we will say in passing, Mrs. Ventriess is a wonderful hostess.

To us who knew the man, the passing of Roy Spafford was a shock. Adios, old friend. May you find happiness in God's Mansions.

To Tommy Holyoke in his elevation to Assistant Trainmaster, we extend our good wishes and may he be successful. He is a genial little fellow who carries with him a good thought from every man who knows him.

George Copp never misses a day in taking a plunge in the briny ocean, hence that big chest and that wonderful development. Some man, that fellow!

When "Dash Away" Wells was told that Major Seagraves made 231 MPH in his racing car he smiled and said, "That's no speed at all. Did you ever see me taking a light motor down the Cypress Hill?"

Jack Cody makes a trip to Perris almost every Sunday. The fruit trees are all in bloom this month and Jack said the beauty of the valley compensates for the long drive up there and back again.

"Pa" Haag is soon to retire. His ranch at Escondido is bearing fruit and "Pa" is soon to reap the reward for his many hours of labor.

LONG BEACH TERMINAL By C. H. Spence

Smiling Harry Hoffman has bid back on Run 49 after being in San Pedro for the past few months. Glad to see you back Harry.

We understand "Swede" Olsen has a small farm near Compton. We hope Congress gives the farmers some relief this year so Olsen will receive some benefit from his crops.

Congratulations to Conductor E. N. Martin, who took unto himself a wife recently. Emmett is back on the job now and is looking fine.

Have you noticed how R. N. Johnson has slicked up lately? We think there is something behind all this—possibly a lady friend.

If you want to know anything about Long Beach, your run, or in fact anything pertaining to the Pacific Electric, just ask "Joe." We boast of having the best "Man in Gray" of any station on the Pacific Electric system. He is courteous at all times and is always on the job, rain or shine.

C. C. Combs is back on the job after being in Colorado on a vacation. Cecil reports snow and cold weather there, and he is glad to get back to Long Beach.

Conductor Briggs of the Naples Line, is back on his run after being called away to Kansas City on account of the illness of his brother.

Robert Hayes has transferred over to the Cashier's office. Bob's good qualities and integrity will make him a good cashier.

SOUTHERN DIVISION Samuel J. Mason, Passenger Director

F. Blakeley, Conductor and W. A. Blakeley, Motorman, were called to Little Rock, Arkansas, to the beside of their mother, but she passed away before they arrived. We all extend our sympathy to them.

Geo. Bauer, Motorman, Watts Line, lost his brother in an auto accident here in the city. We extend our heartfelt sympathy to Mr. Bauer in his loss.

Boys, have you noticed Conductor C. H. Black's new hat. We understand he paid \$40.00 for it, and C. H. says he was never in San Diego in his life.

V. C. (Gravy) Moon, has returned to work after a vacation trip to Chicago and way stations.

"Pop" Henry, Conductor, lost high score in the bowling league by one point. Tough luck, "Pop."

Mike Connelly is breaking in as a Motorman after a few months on Federal Prohibition forces. We understand that Mike has put the bootlegger on the run and is ready for his old run back. Welcome home, Mike.

L. Shockley, The Man in Gray at 6th and Main, has a wonderful cat story. It seems that his cat Patsy was missing several days. Said cat was located in a palm tree. The Redondo

Fire Department, all the neighbors and a couple of P. E. train crews were needed to rescue Patsy.

OCEAN PARK CAR HOUSE

It is with sincere regret that we broadcast that Harry Bell has left Ocean Park. We miss you Harry. Hurry back.

Attention men. Sergeant is giving serious thought to growing a mustache.

Spring is here. The baseball stiffness will soon be here; that is if we can get some gloves and balls.

Through the untiring efforts of our T. F., "Tiny" Hatt and "Dinty" Moore, Ocean Park now is the proud possessor of a stool house.

M. Sindeff is combining a vacation and honeymoon trip east via Chevrolet. We will soon smoke.

J. E. Robertson and M. C. Baker have just returned from their vacation spent seeing the sights afforded by sightseeing trips over the system. Both report a good time.

ENGINEERING DEPARTMENT By Margaret E. Maitland

We wish to congratulate Jay Gowanlock, who walked away with all honors and a sweet piece of change as winner of the P. E. Bowling Tournament. He defeated the well-known alley-wrecker, Bob McCubbin, who won second money. Always thoughtful and considerate the boys wrapped up this second prize in a nice hand-embroidered towel, for some reason or other.

For any inside information on the Hollywood Baseball team or any advance baseball dope in general, see our embryo storekeeper Max White. Don't forget though, that he talks with reverse-English and place your bets accordingly. He is keeping Jack Quinn in smoking for the season, and several others are just waiting to hear him holler "Vell, if you don't believe me, I betchu".

The big Engineering Dept. trailer is back in service after a long and painful operation to its rear axle. Haskell has kissed and made up with the Store-Department so everything is hotsy-totsy now.

Geo. Breiniger had three days work for the sign-writer on Mount Lowe. From this estimate we would think that George would do real well in the second hand business. Anyway it took about twice that long, but of course it was kind of chilly up there part of the time and the eats are good all the time.

Max Schuring spent some time at Mt. Lowe overhauling the signs, and was especially interested in the "Proposal Arbor" sign, and from Max's attitude since he returned we believe he also spent some time at Inspiration Point.

On April 1st, M. Peppin called the Zoo to talk to Mr. "Lyon" but was unable to get in touch with the gentleman.

C. B. Davis called Mr. "Curr" at the Dog Hospital on the same day, but as it was a high-class hospital they did not have a cur.

Jim McCulloch, of the Field Dept., and his orchestra play at Mt. Lowe every Saturday and Sunday evening. They have no difficulty getting people to dance, but it is almost impossible to get them to stop.

E. Hayward has taken to hiking, Ferndale was the destination last Sunday.

L. W. Perry was in a three-hour blizzard on the Ridge Route on Sunday, March 24th.

Gesford Thompson has been ill for some time, and is now back on the job.

Funny isn't it how the Mexican Revolution

When a husband and wife think alike, it is the wife who thinks first.

Motorecycle Cop: "What's your name"
Flapper: "Mabel. What's yours?"

Police Court: What have you to say to this charge of assault?
Defendant: He called me an ass.
P. C.: Ah! and naturally you kicked.

This Marriage Question
He: "Will you marry me, dearest?"
She: "Certainly. Companionate, trial or fight-to-a-finish?"

Only a Shock of Hair
She (combing hair): "Look, my hair is full of electricity."
He: "Why, of course, it's connected to a dry cell."—Selected.

Any Old Port in a Storm
Cop—Lady, don't you know this is a safety zone?
Woman Driver (in difficulties)—Of course—that's why I drove in here.

Hedda—Why do you wear spats?
Lucien—In memory of my first wife.

The riddle of the ages never will be solved as long as the women have their way about it.

Jack Hand, Garage Foreman, says it's a sure sign of Spring when you collide with a vegetable truck.

Can't Use It
Boarder—"Look here, this is disgusting. I've been here over a week and I haven't had a clean towel."

Lady Help—"Well, you've got a tongue haven't you?"
Boarder—"Yes, but I'm not a cat."

What Say?
Reading over the replies to his advertisement for an organist, the clergyman came across this:

"Dear Sir—Noticing you have a vacancy for an organist and choirmaster, either lady or gentleman, having been both for several years, I beg to apply for the position."

Ouch!
Abie sat on a thumb tack and his Irish rose!

Misleading Fires
Eyes are the index to the mind,
Say sages with delight;
But truly, I am sure they err,
For my girl's eyes are bright.

Do You Remember When—?
"With a single stroke of a brush," said the school teacher, taking his class around the National Gallery, "Joshua Reynolds could change a smiling face to a frowning one?"
"So can my mother," said a small boy.

"I think I should have named my boy "Flannel," said Mrs. Binks.
"Why?" asked Miss Jinks.
"Because," answered Mrs. Binks, "he shrinks from washing."

Beautiful Friendship
Blinks—"I can't understand why your wife is so chummy with that awful Mrs. Riley."
Jinks—"It's easily explained: they both dearly hate the same woman."

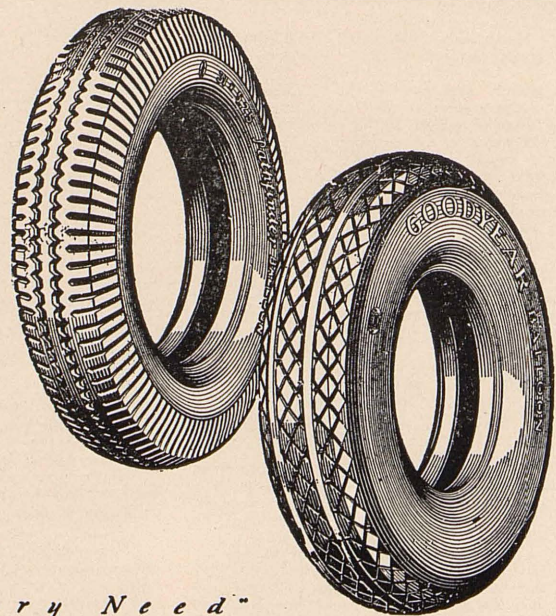
During the Month of March THE PACIFIC MUTUAL LIFE INSURANCE CO. paid the following P. E. Employees Disability Benefits Through the WM. L. THOMAS AGENCY

PARTIAL LIST

Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid
Bean, F. E.,	Rheumatism	\$ 8.00	Harris, Clarence W.,	Tonsillitis	24.00	Marien, Frank J.,	Burned Hand	120.00
Blair, Claude C.,	Lumbago	14.00	Hastings, Daniel L.,	Lumbago	22.00	Morse, John F.,	Eczema	60.00
Brown, Edward H.,	Amputated Finger	60.00	Henderson, R. W.,	Broken Leg	80.00	Patzer, Robt. R.,	Food Poisoning	12.00
Brown, John,	Crushed Toes	60.00	Henry, Elmer E.,	Influenza	40.00	Schambers, John P.,	Heart Disease	700.00
Burkhard, Geo. P.,	Cold	24.00	Howell, Leslie A.,	Stomach Trouble	14.00	Scribner, Palmer E.,	Sprained Ankle	80.00
Cripps, Grant M.,	La Grippe	20.00	Ingraham, Paul P.,	Bruises	60.00	Shoemaker, Fred L.,	Influenza	22.00
Daffern, John W.,	Bruises	10.00	Jarvis, Ernest E.,	Influenza	13.00	Smth, W. R.,	Cut on Face	48.00
Edmondson, Noah H.,	Crushed	160.00	Jensen, Ove,	Influenza	8.00	Soule, Le Roy M.,	Influenza	28.00
Ely, Matthew, Jr.,	Influenza	120.00	James, Raymond W.,	Influenza	10.00	Walden, John R.,	Influenza	32.00
Finley, Lloyd A.,	La Grippe	12.00	Justice, W. S.,	Infected tooth	22.00	Wayne, Ralph E.,	Influenza	60.00
Gardner, Rob't.,	Broken Ankle	120.00	Lovelace, Wm. M.,	Tonsillitis	24.00	Washington, Geo. S.,	Broken Toe	76.00

New Low Prices

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



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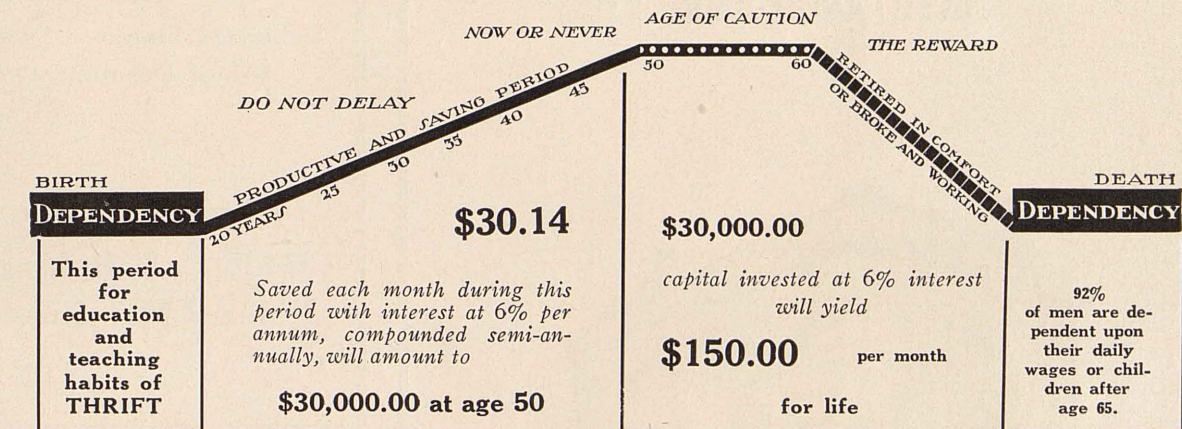
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Los Angeles
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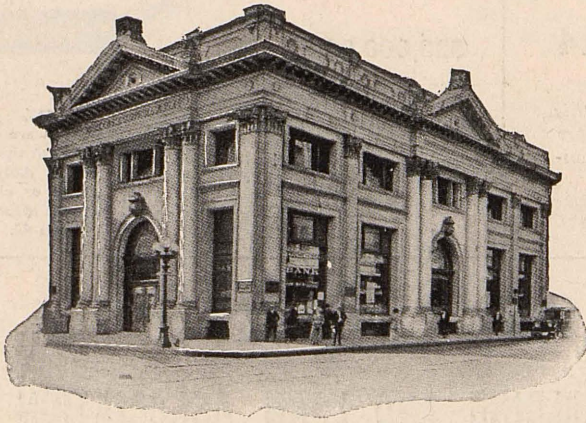
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