



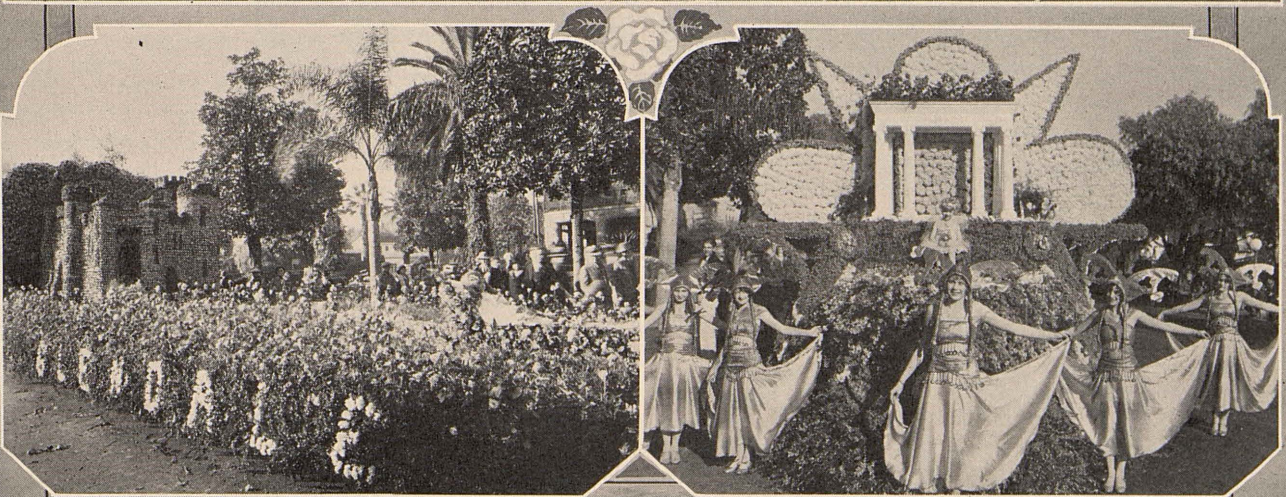
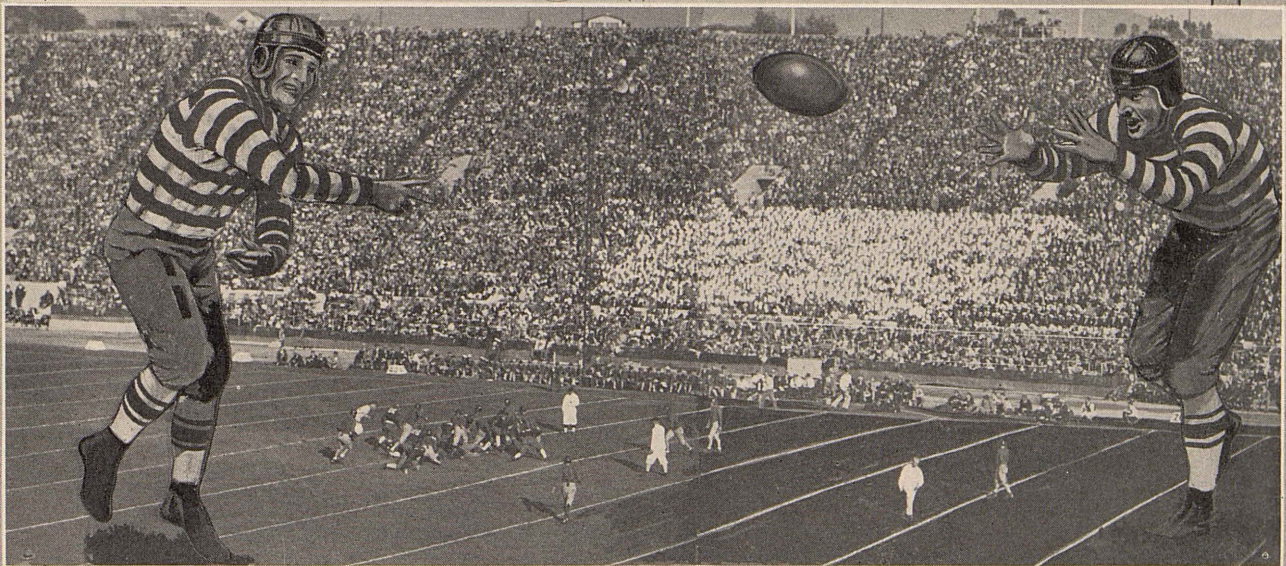
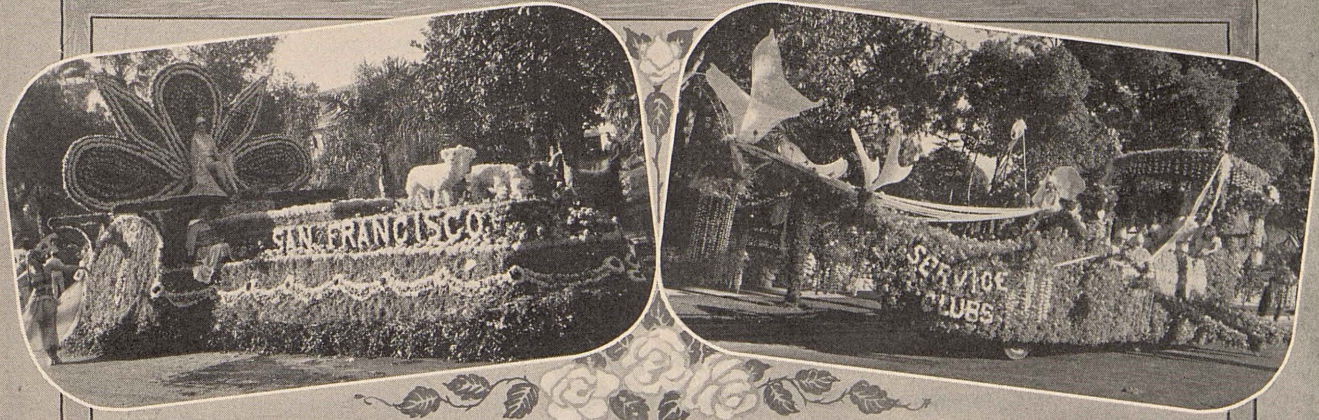
THE PACIFIC ELECTRIC MAGAZINE



Vol. 13

LOS ANGELES, CAL., JANUARY 10, 1929

No. 8



New Year's Day in Pasadena

“It’s What’s Inside The Man That Counts”

THE question was recently asked Mr. Paul Shoup, who on January 1st became President of the Southern Pacific Company, as to what his “recipe for success” was. As might have been expected, he replied in his usual pleasant way with an aphorism of his own coining that will no doubt travel far and linger long.

Briefly his reply was:

“It’s what’s inside the man that counts—his attitude toward life and his fellow men.”

His remarks in full were:

“Of course, there’s no recipe for success. Moreover, not everyone agrees on what constitutes success. You can’t measure success entirely by the yardstick of wealth.

“A high type of success is to build up a happy home around yourself. A man’s home life colors his entire existence. You’re successful if you win the true, enduring love of a fine woman.

“In other words, the thing that counts is spiritual development. Without that, any form of success is worthless. Some get it one way, some another. What it amounts to is keeping bright the flame you were given when you came into the world—keeping it burning bright and clear until it finally goes out.

“It’s what’s inside the man that counts—his attitude toward life and his fellow men.”

R. R. Commission Confirms Pioneer Rights

Cites Future Need of Rail Service and Decides Against Crippling Competition in Territory Adequately Served by Rails

IN DENYING the Pasadena-Ocean Park Stage Line permission to parallel existing Pacific Electric rail service the California Railroad Commission set forth in its decision last month some epochal expressions as regards the present and probable future needs of this Company's passenger service.

At considerable length the Commission dwelt upon and paid tribute to the pioneering which the Pacific Electric did in early days "through great stretches of uninhabited territory. The Commission expressed the belief that for mass transportation the street and interurban car is best suited, and would become more so with the passing of time.

The statements made in the decision rendered are so optimistic, far-reaching and encouraging to those of us engaged in rail transportation service that we quote from the decision verbatim at length:

The form of transportation that made possible the great development of interurban territories around Los Angeles, including Hollywood, was the Pacific Electric interurban service instituted years ago through great stretches of uninhabited territory. With the development of this territory eventually came the private automobile, which was the principal means of decimating the carrying loads of the Pacific Electric and raising the cost of such transportation to the individual. Following this was the development of bus transportation over the highways duplicating in small degree the electric service before regulation became effective.

Competitor's Status

Much of this bus service in the Los Angeles territory that has tried to give anywhere near the frequency of service (though nowhere near the capacity) of the interurban trains has been hard pressed, even though increased rates have been granted in some instances. That is to say that where bus service has branched out beyond taking the cream of the business it got out of its depth. It, too, feels the effect of competition with the private automobile.

What will be the final outcome of the war between the rail and automotive forms of transportation no one is wise enough to say with any certainty. That they will both survive, possibly in

modified forms, and finally be substantially relegated to their respective fields seems most certain. For densely populated areas where mass transportation and solidarity of operation is necessary the street or interurban type of car traveling in a defined path, with the least interference to other traffic, is still a necessity and bids fair to become more so in the future.

The problem confronting the Commission in this matter is difficult and vital. The immediate extent and value of the service involved is comparatively insignificant, viewed in the light of the whole transportation question coming before the Commission. The prin-

donment of the electric line were proposed.

It is now and will continue to be a necessity for mass transportation in this community, especially as the territory becomes more congested in population, the highways become more difficult of navigation and parking accommodations become more impossible. It is still the one outstanding transportation utility in this metropolitan district carrying its millions of passengers monthly between these localities. There are many other districts than this one to be considered. We must also realize that if this one competition is allowed others must be permitted, which course of action could

easily soon destroy the proper transportation facilities of the great mass of people who must depend upon and are entitled to a reasonably adequate and convenient method of moving at reasonable cost. The record before us shows that the passenger operations of the protestant railway on the whole are conducted upon a very narrow margin of profit. If a substantial amount of business is diverted by a policy of unrestricted competition from bus lines added to the competition of private automobiles its revenues very probably would be reduced to a point where virtual abandonment might be necessary.

It is contended in this proceeding that Pacific Electric Railway has not voluntarily attempted properly and adequately to serve the public in this territory and that under the rule laid down in Pacific Gas and Electric Company vs. Great Western Power Company, 1 C.R.C. 203, 211, it cannot now offer to give additional service and escape competition. If the two situations were in anywise analogous that principle might here be invoked. But the facts

are very different. In the case cited there was a clear case of lapse and failure of duty. In the instant case the Commission, the public, and the utility have been wrestling with the matter for several years.

Railway's Efforts

In many instances the railway in different parts of its territory has tried to work out the problems with the local authorities and civic bodies and has changed and enlarged its service, has

Mass Transport Demands Electric Lines, Says R. R. Commission

What does the future hold for the Pacific Electric? The California Railroad Commission, an authoritative body of the first rank, thus expressed itself last month.

THE form of transportation that made possible the great development of interurban territories around Los Angeles, including Hollywood, was the Pacific Electric interurban service instituted years ago through great stretches of uninhabited territory.

For densely populated areas where mass transportation and solidarity of operation is necessary the street or interurban type of car traveling in a defined path, with the least interference to other traffic, is still a necessity, and bids fair to become more so in the future.

Has the time arrived when the automotive bus shall replace or compete with the electric rail car in this territory? We believe the community would rise up in rebellion if the abandonment of the electric line were proposed. It is now and will continue to be a necessity for mass transportation in this community, especially as the territory becomes more congested in population, the highways become more difficult of navigation and parking accommodations become more impossible.

principles involved and the potentialities of the future indicate far reaching results. It is proposed here by the applicant to enter into direct competition with one branch of this composite electric service where heretofore this Commission has denied that right.

Has the time arrived when the automotive bus shall replace or compete with the electric rail car in this territory? We believe the community itself would rise up in rebellion if aban-

put on bus extensions, and has duplicated its own lines in some instances with automotive equipment. In this particular community, in a proceeding started and under way before the instant application, a study was made of the mass of transportation and upon showing made by the localities additional service was put on and improvement to equipment started. The Commission cannot find facts which in the public interest would warrant the application of the rule contended for.

The record in this matter is unique in the fact that it is perhaps as extensive and exhaustive as showing in the way of the desire of bus service over rail as has ever been presented to the Commission, while at the same time it is weak as to the actual necessity of additional service to move the public. There is no question that a substantial part of the public desires to ride on a bus and that desire comes in conflict with the necessity of a larger group of the public to be transported in any reasonable way at a minimum cost. It was expressed by one of the officials of a civic organization substantially in this wise, that they didn't care who got the permit to operate but those who liked buses wanted the opportunity to ride in them.

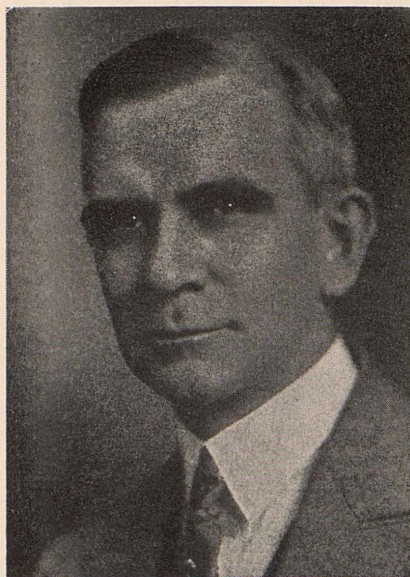
While testimony from those who now use their private cars that they will forego that and use the public bus, and from those that ride little on the cars that they will ride much more on the auto stage, although sincerely given, has in the past been found rather ephemeral when it comes to practical results. Yet we believe from the record before us that the Pacific Electric Railway will be as much justified here in experimenting with bus service, even though it duplicates to some extent its rail lines, as it has been in other instances.

Company's Offer

At one of the hearings on this application, protestant, Pacific Electric Railway Company, filed the following offer of service:

"The management of the Pacific Electric Railway Company, protestant in the above entitled application, believes that the service which it is now rendering between Hollywood and the West Coast Beach District is adequate to meet the public convenience and necessity. However, during the course of the presentation of the applicant's case, more than two hundred witnesses have been produced and examined, a certain percentage of them having testified that the service of this protestant is not adequate to meet such public convenience and necessity. The applicant above seeks to establish a parallel and highly competitive motor coach service to the rail service of this protestant. If the Railroad Commission finds, from the evidence in this case, that as a matter of fact the present service of the Pacific Electric Railway Company is not adequate to meet the public convenience and necessity, this Company is willing to improve such service so that it will meet such public convenience and necessity, and it hereby offers to so improve the service

President Shoup Awarded Ranking S. P. Post



President Shoup

NEWS of the advancement of Paul Shoup, our highly esteemed chief executive, to the Presidency of the Southern Pacific Company, Pacific System, was received with sincere pleasure among the entire Pacific Electric organization. Our rejoicing at his having been so fittingly awarded was duplicated by myriads of admiring friends scattered throughout the nation.

Mr. Shoup's railroad career is entirely too well known to require detailed account in the Magazine. To adequately record his many accomplishments would necessarily entail a highly complimentary and lengthy article, and which we fear would offend the known modest nature of Mr. Shoup. Hence, we repeat only a brief biography which appeared in a national railroad magazine of recent date:

A Native Son

"He was born at San Bernardino, Calif., in 1874. His first railway service was in the mechanical department of the Atchison, Topeka & Santa Fe in his home town in 1891. Later in the same year he became a Ticket Clerk of the Southern Pacific, and during the following 19 years served in the operating and traffic departments at various points as Telegrapher, Agent, and Assistant to the General Passenger Agent.

"In 1910 he became Assistant General Manager in charge of the electrified lines of the Southern Pacific with headquarters at San Francisco. Two years later he was elected President of the Pacific Electric Company with

as your Honorable Body shall find, from the evidence in this case, is necessary to bring such service to the standard so that the public convenience and necessity will be adequately served."

headquarters at Los Angeles, although retaining charge to the Southern Pacific's electrified properties at Fresno, Stockton, San Jose and Oakland.

"He has been President of the Pacific Electric ever since. In 1918 he became Vice President of the Southern Pacific and in May, 1925, Executive Vice President. He has been President also of the subsidiary companies owning the Southern Pacific's extensive oil properties, and Vice President of the Northwestern Pacific, of which the Southern Pacific is one of the owners.

"It is hardly necessary to say that, holding the various positions he has, Mr. Shoup has been for years one of the busiest and hardest-working men on the Pacific coast. Nevertheless, he always has been accessible to anybody who has had business with him, and it is doubtful if there is any man on the Pacific coast who has a wider acquaintanceship or more loyal friends. Although he is quiet and even retiring in his manner, his personality attracts everyone who comes in contact with him.

"While he has been in railroad service for 37 years, and it has been 16 years since he was elected President of the Pacific Electric, Mr. Shoup is now only 54 years old. A native son of California, one who knows the Pacific coast as few men do, and with an unusually broad experience as a business man and railway officer, it has long been expected that he would succeed Mr. Sproule when the latter should decide to retire; and few men ever assumed the presidency of a railroad with a better equipment for the performance of its duties than Mr. Shoup possesses."

More Good News

Coming with announcement of Mr. Shoup was another that was received with much gratification by a great many friends throughout our organization, in the appointment of Frank Mulks as Assistant to President Shoup. Frank is essentially a Pacific Electric product, beginning in the Accountant Department of this Company in his youth, not so



Frank Mulks

many years ago, becoming later Assistant to the Vice President and General Manager, Mr. Shoup, going with him later to San Francisco as Office Manager of the Southern Pacific Company. He then became Assistant to the Executive Vice President, again Mr. Shoup and on January 1st, this year following his chief to higher honors as Assistant to the President of the Southern Pacific Company.

Adam and Eve came back to earth
To see the latest styles from Worth;
Said Eve to Adam—"It seems to me,
The styles are the same as they used
to be."

HEROIC ACT SAVES BATHER

Resulting in the almost unheard of feat of restoring to consciousness and life a man who had been submerged in the ocean between 15 and 20 minutes, Company lifeguards at Redondo Beach last month earned well-deserved honors for their heroic efforts.

On December 26th a young man bather, who ventured in the sea further than proved wise, was heard to call for help and seen to sink by a young lady companion who spread the alarm of his predicament.

Life-guards Winston Jay, Oliver Keeler and Ralph Zwolsman answered the frantic call and after a ten minute search below the breaker line his body was located, brought to the surface and taken to the beach, apparently lifeless. After many minutes of anxious and well-executed resuscitative measures signs of life began to appear and before many minutes the unfortunate bather was brought back to the land of the living. First aid measures also were given by Phillip West, Ben Schaefer and Bob Goldson.

Persons who witnessed the rescue from the beach stated that it was accomplished only at great peril, with a minimum of delay and that the proficiency of the trio alone saved the victim an untimely death. E. L. Young, Assistant to the Vice President and General Manager, Superintendent Froude, the press of Redondo Beach and many individuals paid most complimentary expressions to the rescuers.

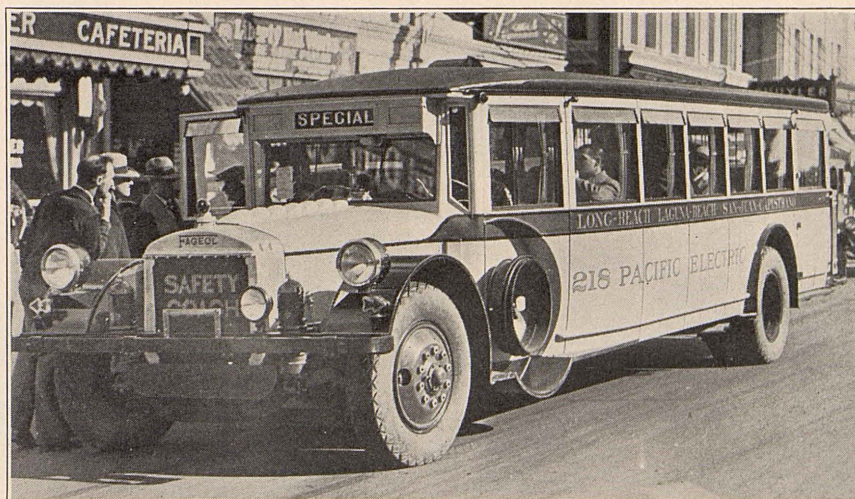
HOOVER AND THE RAILROADS

Whatever the president-elect may think of the waterway development and the effects of this character of competition upon the rail lines, he evidently has a decided respect for the efficiency which the railways have created since their return from federal domination, as compared with the period in question. In one of his pre-election addresses, Mr. Hoover stated:

"There is no better example of the practical incompetence of government to conduct business than the history of our railways. During the war the Government found it necessary to operate the railways. That operation continued until after the war. In the year before being freed from Government operation, they were not able to meet the demands for transportation. Eight years later we find them under private enterprise transporting 15 per cent more goods and meeting every demand for service. Rates have been reduced by 15 per cent and net earnings increased from less than 1 per cent on their valuation to about 5 per cent. Wages of employes have improved by 13 per cent. The wages of railway employes are today 121 per cent above pre-war, while the wages of Government employes are today only 65 per cent above pre-war. That should be a sufficient commentary upon the efficiency of Government operation."

"Rufus, this road is awfully steep; can't I get a donkey to take me up?" "Lean on me, darling."

New Line Serves Scenic Coast



New deluxe motor coach used in Long Beach-San Juan Capistrano service.

PROVIDING deluxe motor coach service from Long Beach and all points enroute to San Juan Capistrano, through service via Pacific Coast Motor Coach Company's palatial new equipment was begun Monday, December 17th.

Eliminating the necessity of change from car to motor coach at Newport Beach, increasing the former rail service to Newport from two to three trips daily, and supplying the most luxurious type equipment yet introduced anywhere on the Pacific Coast, the new service is destined to further popularize and advertise the various cities its route will serve, as well as add a most scenic route to our motor coach lines.

The new schedule of the Pacific Coast Motor Coach line retains close connection with the Santa Fe at Capistrano for San Diego, the arrival and departure of two coaches daily being timed as to make connection with San Diego trains in either direction. The running schedule from Long Beach to San Diego via the motor coach line is 3 hours and 55 minutes, a full hour's saving of time as against leaving from Los Angeles.

Under the new schedule motor coaches will leave Long Beach from the P. E. Station at 9:20 a.m., 2:00 and 6:45 p.m. daily, arriving Capistrano 1 hour and 40 minutes later in each instance. The running time to Laguna Beach is one hour and 15 minutes. From Capistrano coaches leave daily from the Santa Fe Station 7:00; 11:35 a.m. and 4:25 p.m.

Two deluxe parlor car type motor coaches, costing approximately \$12,000 each, have been purchased for the line and will begin operation with inauguration of the new service. Equipped luxuriously throughout, the new equipment is claimed to be superior in appointment and improvements to any motor coach now operating in California. They seat 19 passengers roomily and a rear baggage compartment

cares for luggage of travelers. Seats are heavily upholstered with deep double springs. Windows are designed so as to provide passenger full and unobstructed view of the many scenic gems enroute.

Some of the fares provided in the tariff are as follows:
To Laguna Beach:

From	One Way	Round Trip
Newport	\$.45	\$.80
Huntington Beach....	.55	1.00
Long Beach95	1.50

To Capistrano:

From	One Way	Round Trip
Laguna	\$.45	\$.80
Newport80	1.40
Huntington Beach....	.90	1.55
Long Beach	1.40	2.25

Providing the traveler with 43 miles of coast line journey the route is over the new Coast Highway and affords viewing what is becoming more generally recognized as the most beautiful portion of the entire Pacific Coast. Among the scenic charms that are seen at close hand are Corona Del Mar, Morro Bay, Emerald Bay, Laguna Beach, Three Arches, Dana Point and others.

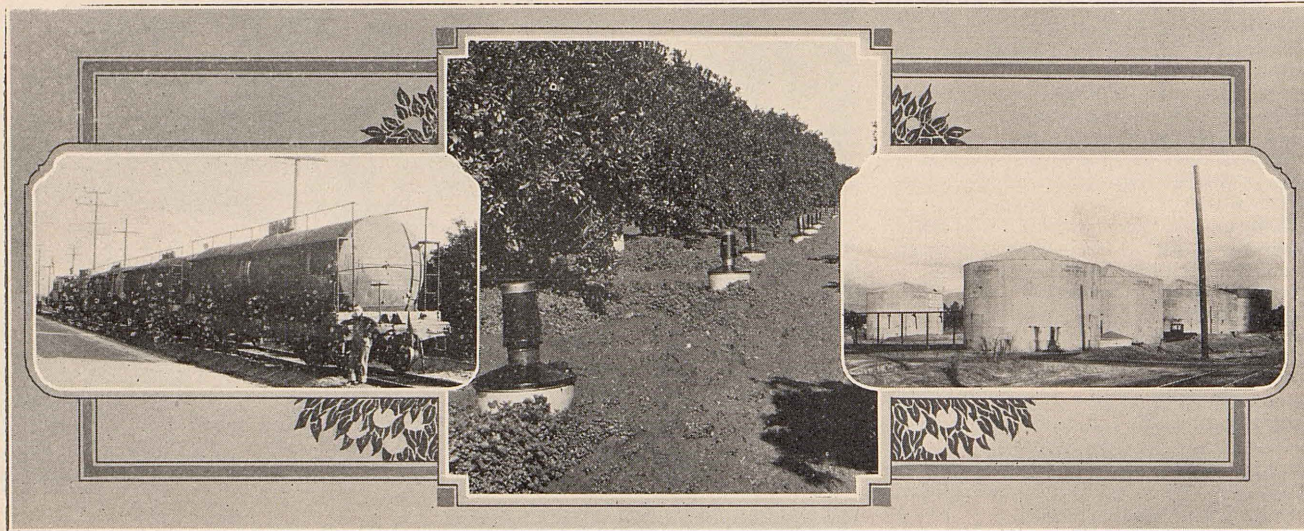
"GAWG'INS" VISIT MT. LOWE

The pleasure of a jaunt to Mt. Lowe was last month afforded the members of the Georgia Tech football team who engaged the University of California in gridiron combat on New Year's day.

The journey was made on Wednesday, December 26th, but on account of not desiring to interfere with the training routine of the squad, Coach Bill Alexander made the outing a short one, the party having left Pasadena at 8:15 a. m. and returned after an hour's stay at our famous resort. Forty-six persons made up the party.

The football players reported they were stimulated by the bracing mountain ozone and the panorama perspective that greeted them.

HEATING CITRUS ORCHARDS INSURES MILLIONS



IN TIME of peace, prepare for war."

Such may well be said to be the slogan of citrus growers of Southern California who in increasing numbers yearly have equipped their groves for orchard heating. The purpose, of course, is that they may successfully wage war upon the occasional visit of their buga-boo, "old man frost."

So tremendously valuable has become the citrus crop of this state that failure to derive the full value of it would have a far-reaching and demoralizing effect upon our economic life. The truth of this is readily apparent when it is stated that 200,000 persons in the state are directly dependent upon it for a livelihood, and many, many more indirectly.

Deviating a moment, here let us record some down-to-date statistics regarding this major industry:

Statistics

The value of the crop last season grossed \$130,000,000.

A total of 260,000 of California's acreage is planted to citrus products.

Sixty-five per cent of the oranges and 98 per cent of the lemons produced in the United States are grown in California, whose average crop yields 50,000 carloads annually.

To the credit of California's climate, sometimes referred to as "unusual", it may be recorded that in the past two decades there have been but two fatal or major crop destructions from freezes, these occurring in 1913 and 1922. This does not, of course, mean that near-dangerous temperatures were not registered in recent years. Rather, it proves that from these two calamitous experiences came conviction among growers that orchard heating, not smudging, if you please, was a precaution to which they must at all times during the winter be ready to

It costs heaps of money to heat "all outdoors," but that is just what citrus growers do in their orchards during severe cold spells. Pictures show a P. E. assignment of smudge oil en route to protect the golden fruit; typical placing of heaters in a grove, and oil storage tanks employed to insure a supply of oil in citrus growing section.

resort. The danger temperatures, experienced late last month, that were happily combatted, was a vindication of the widespread and growing use of orchard heaters.

While many "pet theories" have been advanced as to other means of fighting freezing temperatures, when applied to practice they invariably have proven fanatical. To date the only practical method devised to prevent frost temperature in orchards is by heating the surrounding air.

The heaters, which are common to all of us, are placed at staggered intervals throughout the orchard, the intervening distance between them depending upon their size and heat throwing capacity. A low grade 30-degree petroleum base oil from adjacent local fields is most commonly used for fuel. It has been authoritatively stated that from year to year the average cost of orchard heating approximates \$50 per acre, this figure being exceeded frequently during excessively cold winters.

The success which has attended the combative efforts of growers in recent years may be credited to several contributing factors. The federal government has aided unstintingly through its co-operation in providing meteorologists who supply unusually accurate weather change trends. The radio announcements of approaching dangerous temperatures have been invaluable in warning growers to beware. Supple-

mented by screeching sirens and telephone service of district associations and riders, who keep close tab of temperatures in various adjacent sections, there is now little likelihood of an orchardist awakening to find that he has slumbered through the night without realizing that his labor and efforts have been for naught due to a visit from the dreaded frost.

Danger Points

The temperatures at which a crop may be destroyed may be said to depend upon the age of the trees, their sturdiness, the maturity of the fruit, and the duration of threatening temperature. Generally speaking, at 28 degrees alarm may be felt for the ripe orange and it is at this temperature that the grower lights his heaters. Damage in most instances does not occur at 28 degrees, but the precaution is taken should the thermometer drop several degrees lower. The lemon is considerable more susceptible to cold and at 30 degrees the orchardist is doomed to a hard night. Temperature recordings are registered by unsheltered instruments and in many instances the fruit is pierced and its juice temperature taken at frequent intervals during the cold spell.

This railway and others of the district feel that they may justly lay claim to a degree of credit in the success that has attended growers in recent years when frost visits threatened the crops. Due to lack of sufficient storage capacity a crisis arises with each protracted cold spell. If of three or four days' duration the limited supply of oil on hand or in the district is quickly absorbed and S.O.S. calls are made for expeditious delivery for the crop's salvation.

As indicating the tremendous number of heating units in the various or-

chards of Southern California here, let us record this fact: It requires roughly 2000 carloads of oil to make one filling of the heaters employed in citrus groves of Southern California. The California Fruit Growers' Association is authority for the foregoing statement.

Service Rendered

Regardless of the cost of rendering the service when such an emergency arises, orders are in effect that heater oil shipments shall be given priority over all other freight commodities. It has not been an unusual or exceptional feat to rush a shipment of the precious oil from the harbor refineries to the most distant point on our line in the short space of five hours. In such emergencies, in order to save time, the oil tank cars are spotted on sidings where delivery trucks are filled from the cars rather than await the transfer of the oil from cars to storage tanks.

During recent years oil storage tank facilities in the various citrus districts have been increased, but the capacity is not yet sufficient to relieve acuteness when low temperatures are experienced for several consecutive days.

Thinking growers recognize the value of orchard heating and with the increased value of their crops look upon the expenditure much in the light that the layman regards life insurance. Hence, in time of peace they prepare for war.

SIX DEATHS DURING MONTH

The happy news of November, when not a single death among employees was recorded, was counter-balanced during December; when statistics for the month were complete it was shown that six of our fellow workmen had answered the final call. Those taken from this life were:

John N. Armstrong, Motorman, So. D.v.

Wm. C. Bonser, Agent, Redondo Beach.

Theresa DuBois, Matron, P. E. Bldg. Edward B. Severson, Conductor, No. Div.

Bert C. Chanler, Motorman, No. Div.

Fernando Wallick, Painter, Eng. Dept.

To the beneficiary named by each of of the deceased Group Insurance was paid, also Mortuary fund protection was carried by four of those called, the aggregate disbursed being \$16,500.

At the present time twenty employees are receiving a total of \$1552 monthly as benefits under the total and permanent disability clause of the Mortuary insurance.

In behalf of the entire employee personnel, the Magazine extends sincerest sympathy to the remaining loved ones in their hours of sorrow.

The greatest mistake we can make in life is to be continually fearing we will make one.

The smartest person is not the one who is quickest to see through a thing; it's the one who is quickest to see a thing through.



THE war was over, but the American Red Cross Auxiliary of the Pacific Electric was still functioning and the call was made in the Magazine of January, 1919 for the ladies to turn in all knitted garments and render accounts as to wool and other details in connection with the work.

Fred Billhardt, now our General Agent, Passenger Traffic Department, was still over in France and acknowledged receipt of a Christmas card from some of the boys.

Jim Roberts a well-known employee of our Accounting Department left in January, 1919 and went to San Francisco to take over other work for the Southern Pacific Company. Since those days Jim has been at various and sundry points on the Southern Pacific and on last accounts was somewhere in Arizona in business for himself.

The Magazine of January, 1919 reports the appointment of J. C. McPherson, just returned from army service with the railroad engineers in France, as Assistant General Superintendent. Captain Jim did not stay with us very long. He went north as Superintendent of the East Bay Electric lines of the Southern Pacific Company at Oakland, where he still is and where "long may he wave" as one of the most genial and jovial railroad executives in the west.

Our Agents' Association had just held an election following which the Association was penned up by an address of our then Vice President and General Manager, H. B. Titcomb. It is not recorded in the Magazine what Mr. Titcomb said, but it may be conjectured that it was a plenty and forceful.

The new Agents Association officers elected for the year 1919 were O. D. Ashton, President, B. Colter, Vice President and the re-election of H. L. LeGrande as Secretary. Being elected Secretary was a perennial habit with LeGrande and if he is not Secretary now his retirement has been very recent.

C. Thorburn, our "Scotch" Purchasing Agent, who at the time of the war and sometime after was Storekeeper for the Pacific Electric Railway, sent a postcard from France stating that he was now First Lieutenant, 62nd Railway Transportation Corps. A. E. F., adding that he was well and happy and that he had spent the last week in Paris. He also wrote of other things—as much as he could get on a postcard.

J. W. Haughton had just received a few more yards of gold braid. At that time he was in the U. S. Navy and had just been commissioned Lieutenant Commander. His commission was marked Number 1, which made it take precedent over all other commissions allowed at that date, making him a senior in rank. It was a very distinguished honor being advanced from Lieutenant Engineer to Lieutenant Commander without intervening ranks and made for him two commissions in the U. S. Navy in one and one-half years, which is quite a record. Jack is now back with us since these memorable days. He is with the Mechanical Department and as popular as in days of yore.

We had a bowling team in 1919 headed by Carl Belt, Captain, the team being composed of Belt, Young, Sunderland, Fisher and Walters.

RIDING HABITS IN CITIES

According to figures prepared by the Beeler Organization of New York, the people of New York and Brooklyn make more use of street car and rapid transit transportation than any other large city in the country, the figure for New York being 485 and for Brooklyn 412 rides per capita per year. In New York, 70 per cent use rapid transit, 23.6 per cent street cars and 6.4 per cent buses. In Brooklyn, the percentages are 64.4 per cent rapid transit, 34.1 per cent street car and 1.5 per cent bus. Boston is credited with 301 rides per capita per year, of which 26.8 per cent are rapid transit, 63.4 per cent street cars and 9.8 per cent bus. Of the cities surveyed, Cincinnati and Richmond each make use of more than 25 per cent bus service, but neither city has rapid transit transportation, the remainder being taken care of by surface cars.

An interesting side to transportation in cities is shown by the number of automobiles per thousand inhabitants. New York is credited with 77.7 and Brooklyn 71.8, whereas Boston has 125, Cleveland 187.6, Baltimore 184.7 and Cincinnati 185.8.

PLEASED WITH LANDSCAPING

Expressing the pleasure and satisfaction derived from landscaping done by Engineering Department forces at the San Marino and Las Tunas station B. M. Salyer, Secretary of the San Gabriel Planning Commission kindly addressed the following letter:

The San Gabriel Planning Commission wishes to express to you its appreciation of the manner in which you have landscaped the grounds of the little station at San Marino and Las Tunas Drive.

It is a satisfaction to us to see this addition to the beauty of San Gabriel and we are glad to offer you our thanks for it.

With the compliments of the season and with best wishes for your increasing prosperity, etc.

SEVERAL SCENES OF SANTA'S SERVICES



Avalanche of Christmas mail, holiday parties, preparing for visit to children and others were busy but happy days around the Main St. Terminal last month.

THE PACIFIC ELECTRIC MAGAZINE

Published Monthly by the Bureau of News
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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.

THE New Year, 1929, came in with a flood of sunlight that would and should symbolize a bright year, and would also admonish us to match its brightness by imitation in keeping our own surroundings clean and cheery.

The old adages have it that "Cleanliness is next to Godliness," and that "Order is Heaven's first law". The aphorisms doubtless refer to personal appearance, cleanliness of habits, neatness of surroundings and orderliness of ourselves and our possessions.

"Setting Our House in Order"

There is an economical side to these matters as well. It is a known fact that these virtues produce material and financial returns. They create savings and attract business.

Just now a clean-up campaign is being planned for our great railway system. It contemplates a renovation and burnishing from top to bottom, and when concluded should make our entire system reflect our effort and desire to deserve and hold patronage.

Let's begin "setting our house in order" before "company comes."

Let us all, in every position, prepare for inspection, before that event arrives and provide a pleasant surprise for the inspector.

Let's make our tracks, cars, coaches, motors, offices and persons shine with cleanliness and order, that we may please present patrons, attract new business, and greater than all, be pleased with ourselves and our surroundings.

It will pay several ways.

Viewpoint of a Great Metropolitan Paper

Under the caption of "An Act of Justice," the Los Angeles Times thusly commented upon the action of the Railroad Commission last month in denying a motor coach company to directly parallel rail service rendered by this Company:

THE decision of the State Railroad Commission denying the right of a motor-bus line to compete directly with the Pacific Electric lines from Hollywood to the beaches, is an act of justice. The commission holds that the Pacific Electric is entitled to enjoy the benefits of the traffic which it has built up with time and money, and recognizes that the system of State regulation has duties to the carriers as well as to the public. This has been recognized infrequently in the past.

The public, which sometimes gets impatient with the rates or the service or both of rail carriers, should realize that both these things are the result in part of conditions imposed by itself. The rail carriers provide and maintain their own roadbed; they are taxed heavily; and they are not given a free hand in running their business; and then they are sometimes expected to compete on even terms with lightly taxed buses which run on highways built and maintained by the public, and which repay only a small part of the maintenance cost. This is obviously unfair.

Great Expectations

First Hobo—What's de hurry, Benjamin, what's de hurry, going to a fire?
Second Hobo (shivering)—I hope so 'bo, I sincerely hope so!

HOLLAND TUBE FIRST YEAR OF SERVICE COMPLETE

With a year's operation having been completed the Holland tunnel under the Hudson is hailed as both financial and utility success.

Figures published recently show that during the year 8,500,000 vehicles passed through the tube and that the total earnings of the great structure during its first twelve months was \$4,700,000. The traffic through the tube has increased from month to month to such an extent that its sponsors predict that it will be amortized within a period of ten years. It cost \$48,000,000 to complete it.

Ventilation problems during the six minute journey through the tunnel have been taken care of with complete success. Through conduits both above and below the roadway a 72-mile gale blows constantly. Fresh air enters through vents placed above the curb and is sucked up through vents overhead. Batteries of blower fans change the air about every 90 seconds and the air below the Hudson is said to be purer than in the streets of New York.

To police and keep traffic moving in the tube a force of 202 traffic officers are required; in addition fire fighting and emergency crews to handle breakdowns are maintained. The hapless motorist who runs out of gas while in the tunnel is quickly supplied a gallon—at a cost of \$1.00.

IF I KNEW

If I knew that a word of mine,
A word not kind and true,
Might leave its trace on a loved one's face,
I'd never speak harshly, would you?

If I knew that the light of a smile
Might linger the whole day thru,
And brighten some heart with a heavier part
I wouldn't withhold it, would you?

COMPARISON OF ACCIDENTS DURING NOVEMBER, 1927 AND 1928

	Northern Division 1928-1927		Southern Division 1928-1927		Western Division 1928-1927		Motor Coaches 1928-1927	
	1928	1927	1928	1927	1928	1927	1928	1927
Interferences with Vehicles	108	112	81	85	161	192	28	35
Collisions and Interferences with Cars	9	3	3	4	7	6	0	0
Persons Struck	1	8	2	3	4	7	0	0
Derailments	5	8	5	18	11	8	0	0
On and Off Moving Cars	6	13	8	4	18	7	0	0
Miscellaneous	14	18	17	32	40	48	6	5
	143	162	116	146	241	268	34	40
	19 Dec.		30 Dec.		27 Dec.		6 Dec.	
			1928		1927			
Interferences with Vehicles			378	424	Dec.	46	10.84%	
Collisions and Interferences with Cars			19	13	Inc.	6	46.15%	
Persons Struck			7	18	Dec.	11	61.11%	
Derailments			21	34	Dec.	13	38.23%	
On and Off Moving Cars			32	24	Inc.	8	33.33%	
Miscellaneous			77	103	Dec.	26	25.24%	
			534	616	Dec.	82	13.31%	

"The way to be happy is to make other people happy."

Saving Plan in Auto Insurance

Employees by Virtue of Grouping Purchase of Auto Insurance May Make Large Saving

COMPLETION of arrangements whereby employees, at a considerable savings to themselves, may purchase standard automobile insurance was announced early this month by Mr. Pontius. Under the terms of the contract entered into all forms of automobile insurance, except collision, may be purchased by employees at a reduction of approximately 30 per cent below the board rates usually quoted to individuals.

Needless to say, the subject was given intensive thought and study before action was taken. For the past several months investigation has been made to determine the merits of the proposition submitted and the possible saving that would accrue to employees. It was developed that of the great number of employees who own automobiles a large percentage carry insurance in one form or another, paying in premiums for the protection afforded thousands of dollars.

Plan Approved

Before sanctioning the contemplated plan samples of policies were called for and each reviewed carefully by our Law Department with a view to determining their legality and absence of verbiage that would result in litigation or delay when payment of claims were applied for.

Too, the financial ability of the insuring company was investigated and satisfactorily established, as well as the record of the local broker, the Allen T. Archer Company, 215 W. 6th Street.

In securing the 30 per cent saving that has been arranged, employees are assured that no protective features of the several individual policies are eliminated. The saving comes about solely through the wholesale or group purchase of automobile insurance; just as it is cheaper to buy any commodity in extremely large quantities. It should be understood and assurance is given that the Pacific Electric in no manner, financial or otherwise, benefits by the plan entered into, the action of the management being solely for the benefit of the saving that will accrue to employees.

The following is a brief description of the hazards on which the saving of 30 per cent applies:

- Fire, Lightning and Transportation.
- Theft, Property and Pilferage.
- Theft of Extra Equipment.
- Public Liability.
- Property Damage.

Protects the assured same as Public Liability, except it deals with damage to the property of others.

There are other forms of automobile insurance popular with many persons on which the saving previously mentioned will apply, details and cost of which will be gladly given by the insurance company's representative.

On collision insurance, as previously

Parlor Cars Offer Sales Chance for Employees

THE acquisition of new parlor cars for handling passengers to and from Los Angeles Harbor, also offer alert employees an excellent opportunity for securing special movement parties," says F. E. Billhardt, General Agent, Passenger Traffic Department.

"These cars may be chartered and where meetings are held or events staged in cities on our lines, lodges and other organizations will look with more favor than ever before on using Pacific Electric service," says Mr. Billhardt. "The luxurious appointments, splendid seats, and seating arrangements are appeals that will off-set the practice of attending such events by using private automobiles. The enjoyment of association with friends in comfort not heretofore available will make a big sales appeal."

Mr. Billhardt asks that employees belonging to lodges or other organizations keep this deluxe service in mind and when a special journey is contemplated make an effort to interest the committee in charge of arrangements to use these parlor cars. Full information as to rates and other details may be secured by applying to the Passenger Traffic Department, or a solicitor will make a personal call when advised of a planned outing.

stated, the 30 per cent discount does not apply.

For the benefit of employees who are now or may be later interested

in purchasing automobile insurance under this new plan the accompanying form is provided. The data shown is necessary for the quotation of rates in conjunction with the different forms of production.

If an employee is now carrying insurance and wishes, at a later date, to substitute this policy for his existing insurance, the form will be filed and the individual notified at the approach of expiration date. The form should be sent to the Allen T. Archer Company, 215 West Sixth Street, Los Angeles.

There is no obligation of any kind on the part of an employee to take out such insurance, nor does the requesting of such information incur any.

The plan proposed is solely with the view of enabling Pacific Electric employees to carry adequate automobile insurance at the lowest possible cost.

CITRUS CROP OUTLOOK GOOD IN EASTERN DISTRICT

General Agent Jones of San Bernardino, after a survey of the orange crop in the eastern district, makes the following optimistic report:

Basing estimates on figures secured from the various citrus associations the output this season will be approximately forty per cent greater than last year and about twenty-five per cent heavier than the season closing Oct. 31, 1927.

The crop this year is considerably heavier than last year, although the oranges are not as a rule sizing up as well. The quality and grade, however, are showing up well.

Citrus growers for the past few seasons have enjoyed very good returns; therefore, the groves are being cared for much better; groves have been well fertilized and cultivated with the result a bumper crop is on hand.

The fruit season in this district passed the required sugar test earlier than in past years with the result shipments of oranges began about two weeks earlier than in previous years. Also this has resulted to date in a movement of fifty per cent more cars to date than last year.

On account of the greater volume of fruit moving this season naturally the high price range of last season has not been maintained.

Name Phone No.....

Address City

Occupation

Is Auto now insured?

Expiration date

Make Year Model

Type of body

Cost

(2nd Hand) \$..... Motor No.

(New) \$.....

TERRORS BYRD WILL MEET

The expedition of Commander Byrd, which is the costliest ever made, the outlay totaling over a million dollars, is imperiled with handicaps and hardships almost beyond imagination. From an article in the Labor Magazine we learn that—

The Antarctic is probably more hostile to human life than any other part of the globe. The cold is intense—eighty degrees below zero has been reached more than once. The wind is terrific. The Antarctic has well been named the home of the blizzard.

For days together, previous expeditions have recorded wind velocities around 100 miles per hour; and storms are known in which the wind speed ranges from 140 miles per hour up.

It has been estimated that in these frightful gales, some "puffs," or momentary bursts of speed, run up to 200 miles per hour.

Photographs in the Scott and Shackleton expeditions show men wielding ice picks and leaning against the wind at an angle of forty-five degrees.

Explorers in the Arctic, when provisions run out, have at least some chance of killing a bear, a fox or a seal. There is no such chance in the Antarctic.

The Antarctic continent is larger than the United States, and there is not a land animal on it larger than an insect.

There is not a permanent inhabitant, there is not a tree, and it is believed there are less than 100 square miles not covered with a permanent coating of ice.

FREIGHT SPEED MARKS MADE BY SOUTHERN PACIFIC CO.

A new high record for speed in handling freight traffic was established by the railroads of this country in October, according to J. T. Saunders, freight traffic manager, Southern Pacific.

The daily average movement per freight car in that month was 36.2 miles, an increase of 1.5 miles above the best previous records for any corresponding period.

In the same month, the daily average movement per freight car on Southern Pacific Lines was 47 miles, or 11 miles above the national average.

The daily average movement per freight car for the first ten months of 1928 was also the highest ever attained for any corresponding period, amounting to 31.2 miles a day. This was five-tenths of a mile above the daily average for the same period in 1927.

Southern Pacific's daily average freight car movement for the first ten months of 1928 was 39.6 miles, or 8.4 miles above the national average.

Girl (admiring Jack's new tie): "Oh, what a cute tie. I wish I had a dress made out of that."

Railway News Gleanings From Near and Afar

Average Fare Now Above 8 Cents

The average fare for the electric car ride is now above eight cents. Competition of the private automobile has caused this rise, according to the latest bulletin on fares issued by the American Electric Railway Association.

Increased cost of operation, exclusive of labor and materials, is due to the fact that the traffic lost to the automobile has been largely off-peak traffic such as pleasure riding, midday riding by agents and salesmen and the necessity of keeping cars and their operating crews in readiness for the rush hours.

Chicago Lines Record Month

More persons were carried by street cars of the Chicago Surface Lines during October than in any previous month in the history of the company, according to the monthly report. The total number of rides for the month was 142,063,299. They paid \$5,406,144 in fares.

The increase in rides was 2,884,207 over the previous record month, March, 1928; and the increase in gross income was \$53,915 over the record established December, 1926. Every month this year has shown an increase in total rides over the corresponding months of last year.

Concerning the record month travel, Vice President Richard said, "People are learning more and more that the common carrier has a distinct advantage over the private automobile for city transportation. Surface Lines cars make almost as good time as automobiles in congested sections, and when the time consumed in parking the automobile is taken into consideration, the street car is faster. So far as economy is concerned, of course, there is no comparison. Short-haul riding has been increasing rapidly of late also, due to the increased regularity of cars through the Loop and other congested sections."

Seattle's Railway Still Floundering

Seattle, Washington's, municipal street railway system is still floundering, according to the Tacoma, (Wash.) News-Tribune. The fare on Seattle's street railway is 10 cents for single rides or three rides for 25 cents.

"There is one thing that Tacoma should be thankful for," the paper declares. "Thus far we have resisted all efforts to plunge into a municipal ownership experiment and have preferred to let Seattle have that grief and expense alone."

Quoting the Seattle Star, the paper continued:

"If revenues are not increased and operating expenses cut down, the rattety-bang cars will have to run until they collapse. The railway does not earn enough to meet its bonded debt and maintain itself decently."

Detroit Buys 100 New Street Cars

Detroit Street Railways of Detroit, Michigan, the largest city of automobile manufacturing in the world, has signed a contract for the purchase of one hundred new street cars from the Perley A. Thomas Car Company.

Because of the need of extra transportation facilities due to removal of jitneys from the streets, Detroit has been renting a number of cars from the Cleveland Railway Company of Cleveland, Ohio.

Ten-Cent Fare for Baltimore

The rate for a single fare in Baltimore is now 10 cents or four tickets for 35 cents. This decision has been announced by the Public Service Commission of Maryland in conjunction with a ruling on the new depreciation valuation of the United Railways. Substantial increase in the depreciation allowance resulted in the higher fare.

TRAINMEN CHOSEN TO WORK ON SAFETY COMMITTEE

Having been selected to represent their respective divisions, the following trainmen will work on Safety Committee during the months of January, February and March:

Southern Division

- C. D. Rulison, Motorman, Los Angeles
- G. N. Williams, Conductor, Long Beach
- R. Tracewell, Motorman, Long Beach
- G. W. House, Conductor, Watts
- E. E. Haney, Motorman, Frt., San Pedro
- L. W. Gosnell, Conductor, Frt., Eighth St. Yard
- W. C. Thomas, Conductor, Macy Street
- L. A. Strople, Motorman, Pasadena
- J. P. Coy, Frt. Conductor, Macy St.
- C. W. Hardman, Frt. Motorman, Macy Street
- E. Joseph, Conductor, San Bernardino
- E. H. Clark, Motorman, Pomona

Western Division

- A. W. Young, Conductor, Hill St. Station.
- H. Gerlach, Motorman, Hill St. Station.
- C. F. Albert, Conductor, Sherman.
- J. A. Presley, Motorman, Sherman.
- W. C. Wetley, Frt. Conductor, Sherman.
- C. C. Martin, Motorman, Ocean Park.

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.

NEW PARLOR CARS TO PLEASE OUR PATRONS



Six deluxe parlor coaches of the type depicted in the accompanying photograph are the latest addition to our passenger equipment. Of steam-line comfort and design the new cars are intended primarily for service operated to and from steamers at the local harbor, but will also be available for chartering to special parties.

COMFORT Special! Such well might be an appropriate term in referring to the Company's new parlor car type coaches, three of which were initiated into the service on Thursday, January 3rd. Three more of a similar type and 11 all-steel interurban cars will shortly be available, the 17 new cars being intended primarily for use in the service operated to and from steamers at the Los Angeles Harbor.

Luxurious throughout the new deluxe parlor car coaches exceed in refinements any similar type of car introduced by electric railways in the west. In fact, the appointments and comforts embodied in the equipment rank with, if indeed they do not exceed similar cars operated by many steam lines throughout the country.

Many New Features

Included in the new innovations introduced in the parlor coaches are the services of a white-coated porter whose duties will be to look after the comfort of travelers and render such special services as will contribute to the pleasure of coach passengers.

The individual seats of the coaches, 39 in number, are placed in parlor car fashion. They are unusually attractive and comfortable. Of semi-lounging type, they are deeply upholstered in combination leather and two tone striped mohair. Wilton rugs of fine quality cover the entire floor, while silk shades, dome lighting and lavatory facilities lend other splendid features to the new equipment. A section of the car, similarly fitted throughout, is set aside for smokers, eleven seats being provided.

Both the parlor cars and new interurbans are of the largest type used in Pacific Electric service, resembling to a great degree the present 1200 class operated in the Long Beach and San Bernardino service. They weigh approximately 110,000 pounds and are equipped with four motors of 140 horsepower each.

Pending the servicing of the 11 new interurbans, the 3 parlor cars will be made into trains with present 1200 class equipment and used for handling passengers to and from all coastwise, Honolulu and Panama Canal steamers arriving at the Harbor. A charge of 25c over regular fare is assessed for use of the parlor cars and arrangements have been made with the steamship companies whereby advance information is given as to number of reservations in parlor cars in order

into trains if required.

In a public statement issued last month Mr. Pontius stated that the new equipment, while intended primarily for steamship, will be available to the public for chartering by special parties. He pointed out that lodges and many other organizations who wish to travel enmasse may avail themselves of extra comfort by use of this equipment.

A Frenchman was relating his experiences of learning the English language. "When I discovered that if I was quick I was fast," he said, "and that if I was tied I was fast, if I spent too freely I was fast, and that not to eat was to fast, I was discouraged. But when I came across the sentence, 'The first one won one one-dollar prize, I gave up trying to learn English.'"

A lady had no end of trouble with one of her servants, who was continually breaking some article of value. One day she spoke to her thus: "Do you know, Mary, you have broken more china this month than your wages amount to? How can we prevent this?"

"Well, I don't know, mum, unless you raise my wages."

More System Improvements Approved by Management

WORK orders calling for the expenditure of sum aggregating \$206,576.00, were approved by the management during the month of December, as per information supplied by W. Z. Shaw, Cost Engineer, covering improvements and betterments at various locations over the entire system, which work will be done as early as possible.

The following work is necessary in order to put trackage in proper operating condition, conform to street improvements and speed-up service:

Reconstruct and pave Franklin Avenue Line from Western Avenue to Vine Street, approximately 11225 feet of single track and one crossover, replacing present 50 pound, 60 pound and 72 pound with 93 pound and 128 pound rail and fittings.

Renew gravel with crushed rock ballast; redwood with treated ties; oil macadem with asphalt concrete pavement, and install 21000 square feet of additional asphalt concrete pavement, etc., at an estimated cost of \$141,373.00.

On Rialto Avenue, San Bernardino, from the west line of Mt. Vernon Avenue to a point where track leaves the street and enters private right of way, a distance of approximately 627 feet, reconstruct and pave track, replacing 75 pound with 128 pound grooved girder rail; install treated ties and asphalt concrete pavement, replacing redwood ties and oil macadem pavement; replace gravel ballast with crushed rock, etc., at an estimated cost of \$7,386.00.

Renew present 90 pound single track, electric, over single track, steam (A. T. & S. Ry. Crossing at San Dimas) with 110 pound Balkwill articulated manganese crossing; renew crossing timbers, crushed rock ballast, etc., at an estimated cost of \$2,333.00.

To restore tracks and roadway to proper operating condition and repair damage done by flood waters during rainy season of 1928, which has cost this Company approximately \$24,822.

In order to conform to improvements made by municipalities, the following street crossings will be improved, 128 pound rail be installed at each location and new treated ties replacing former one.

Foothill Boulevard crossing, on the San Dimas Quarry Line: Reconstruct 72 feet of track account State Highway Commission opening 100 foot boulevard and paving 30 feet across the Pacific Electric tracks. Estimated cost, \$1,912.00.

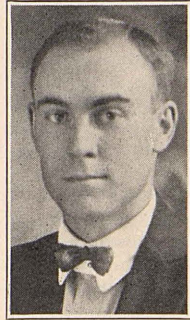
Huntington Drive and Mission Road, Pasadena Short Line: Replace approximately 660 feet of rail with grooved girder construction. Renew ties, gravel with crushed rock, and replace 3260 square feet and install additional 15,740 square feet of 7 in. asphalt macadem paving, and 1050 square feet of 5 in. oil macadem pavement, at an estimated cost of \$10,933.00.

Wilshire Boulevard Crossing of the Soldiers Home Branch, Sawtelle: Re-

Ambitious Employee Writes During Spare Time

WOING the muse in spare time is a hobby or side-line with H. R. Goller, Operator on the Alhambra Motor Coach Line.

Too, due to his persistence and determination, two essential qualifications one must possess for success in the literary field, Mr. Goller has turned his spare moments into profitable ones. Evidence of the proficiency of his pen and probable bright future that awaits him may be seen in a thrilling and entertaining story by our author-operator in the current number of the Sky Riders Magazine. Numerous other of his splendid stories have appeared in several other popular magazines during the past year.



H. R. Goller

Like many others who have attained success in story writing, Mr. Goller has had no special training or educational advantages. His early manhood was spent as a cowpuncher on the western slopes of the Rocky Mountains in Colorado. Later, on leaving the range, he secured employment with the Denver Tramway Company. It was only in the past few years that the urge to capitalize on his inherent ability to write impelled him to try his luck, and following a few rebuffs and discouragements, he experienced the thrill of an acceptance.

A capable and courteous employee, Mr. Goller has many friends within the ranks who join in the hope that his initial successes are but the forerunner of many more of greater scope and reward.

construct main line and spur track of Soldiers Home Branch; install 800 square feet of 5 in oil macadem walk and 2100 square feet of 7 in. asphalt concrete pavement, at an estimated cost of \$3,293.00.

Wilshire Boulevard Crossing of the Westgate Line: Replace with 128 pound grooved girder rail and fastenings; renew gravel with crushed rock; replace oil macadem with asphalt concrete pavement, etc., at an estimated cost of \$2,509.00.

The following are miscellaneous jobs to be performed at various points over the system:

Toluca Yard, Glendale:

Construct inspection pits approximately 90 feet in length for the use of the Mechanical Department, at an estimated cost of \$900.00.

Perry Station, Watts—Redondo Line:

Construct trackage, which was formerly old Watts—Redondo Main Line, to the present Main Line, at an estimated cost of \$2,828.00. This facility is necessary to provide a spur for the unloading of rock shipments.

Early History of Valley Lines Recalled by Newspaper

CITING some interesting history preceding and following the laying of the rails to San Fernando Valley points, initial operation of which occurred on December 16th, 1911, the following facts are digested from an article appearing in the North Hollywood Press on the subject:

Up to 1911 the biggest day in the history of the Lankershim-Toluca district, as it was then familiarly known, was the annual rabbit drive, but 17 years ago the section began to hum. The cause was the completion of the construction of the link of the Pacific Electric Railway through Cahuenga Pass from Los Angeles through Lankershim and up the valley to Van Nuys, Owensmouth and San Fernando.

Construction of the road had been under way for months and the opening day brought special trains bearing railway officials and dignitaries. The mythical "golden spike" that joined the two ends of the line, thus connecting the valley with the outside world, was driven by the late W. C. Weddington and H. J. Whitely, who had been active in negotiations that resulted in the building of the line.

The day was devoted to joyous celebration by the 500 residents of a district that today estimates its population at 17,500.

Although the Lankershim Laconic (since developed into the North Hollywood Press) was then in its second year, the townsite was remembered by pioneers as Toluca, which was the original name. The battle between Toluca and Lankershim was settled some time after Mr. Weddington became postmaster of Toluca in 1893, when Lankershim absorbed the musical Spanish name, but it was many years before Toluca remained only as a memory.

The name Lankershim originally attached to the community through the purchase by the Lankershim Ranch Land and Water Co. of the easterly 12,000 acres of the Los Angeles Grain and Milling Co.'s great ranch. This purchase was operated as seven ranches, the one involving the present townsite being known as the Lankershim ranch. Adjoining it on the west was Kester ranch, which name has been preserved on that street. Other local names, such as Garnsey and Hoffman, were given in honor of directors in the Lankershim ranch corporation. Some of the ranches took the names of their foreman, although in the case of Toluca (meaning fertile valley, in Spanish) the name is said to have been the Christian name of the wife of Foreman Workman of the ranch known under his name.

Before the coming of the railroad banking connections were with either Hollywood or Burbank and involved a tedious drive by team, as the automobile was then little more than a toy and the road through Cahuenga pass was a rough and narrow mountain trail.

BOWLERS COMPLETE HALF OF LEAGUE SEASON

Before a record breaking crowd of spectators, the P. E. Bowling League brought its first-half season to a successful close. Several prizes were at stake and excitement was at a high pitch throughout the entire evening.

The team prizes were won by the Signal, Claim and Electrical Department teams respectively. High individual average was won by Gowandlock, with McCubbin a close second.

The bowling ball offered to the bowler bowling the highest pins over his overage for the evening was won by none other than the famous professional "Abe" McLeod, while the ball for the highest individual game, using 200 as a basis on a three-quarter handicap, went to the genial captain of the Engineering Department team, E. D. Ralph. Archie Brahm was a close second in both of these events and a medal for being the original "hard luck guy" is being cast for him.

John Brenchly raised his average from 87 per game to 128, an increase of 41 per game, leading the league in this respect. C. D. Gonzalez was second, coming up from 115 to 151, an increase of 36. Among the ladies, Mrs. Cobb has made the best increase, raising her average each week by one or more points from 88 to 112, or 24 points.

HIGH COST OF CARELESSNESS

Carelessness of mountain visitors during the past year again exacted a terrific toll, the total loss amounting to \$1,480,000.

Figures given out today by the Automobile Club of Southern California disclosed that up to November 20 California's forest area had been attacked by 2005 fires and that 781,614 acres had been burned over.

Investigation revealed that although lightning was to be blamed for some of the blazes the majority of them were caused by carelessness.

Grass fires burned over 347,920 acres. There were 321,933 acres of brush destroyed, while timber acreage devastated was estimated at 76,976 acres. Nearly 15,000 acres of grain were destroyed.

EXECUTIVE MADE HONORARY MEMBER OF FIRE DEPT.

In recognition of support given the department, Mr. Pontius was last month made an honorary Battalion Chief of the Los Angeles Fire Department, a prized distinction which few persons have conferred upon them. A handsome official engraved badge was furnished our executive by Rex M. Laws, Vice President of the Board of Fire Commissioners.

In expressing his appreciation for the honor bestowed, Mr. Pontius stated that "as a citizen of Los Angeles, I am proud of the splendid record of our Fire Department which I consider second to none." His continued support and interest in the department was assured.

Special Employee's Rate To Redondo Plunge

THE Redondo Beach plunge is enjoying a splendid winter season and we are reminded that rates to employees apply during the winter months, as well as in the summer.

For the benefit of those who may not recall it, we repeat that special reduced rates, a card of five tickets, may be purchased for \$1.00, which is less than half the price charged the public. Tickets are good for use of employee or members of his family.

To secure this special rate it is only required that employee show card pass, trip pass or club membership card evidencing his employment with the Company to the Cashier at the bathhouse.

The plunge is open every week day in the year from 10 a. m. to 10 p. m. and on Sundays from 8:00 a. m. to 6:00 p. m.

WILLIAM C. BONSER

On December 5, 1928 many friends, and fellow employees of the Pacific Electric were shocked to learn of the sudden demise of William C. Bonser, Agent at Redondo Beach.

"Billy" Bonser, as he was familiarly known to his friends, had been with the Pacific Electric since 1910 as an employee at the local freight office; later as Agent at San Bernardino and for the past nine years was Agent at Redondo Beach. By his cheery, friendly, loyal life he had won many very close and intimate friends, not only with the company, but with the public at large. Throughout his railway career his contact with the public through civic organizations, in which he took very great interest, has created bonds of friendliness for himself that will endure for many years. Especially is this true in Redondo Beach where he was a member and took an active interest in Chamber of Commerce work, in club life and fraternal circles as was attested by the great concourse of people who attended his obsequies.

Mr. Bonser was born in Chillicothe, Ohio in 1885 and in his demise leaves a wife and one son to mourn his loss.

The condolence and deepest sympathy of many friends are extended to the bereaved.

Fun is like insurance — the older you get the more it costs you.

"Anyone could tell by looking at you, your parents came from Ireland."

"My parents did not come from Ireland," said Pat.

"Come on, don't try to fool me, your face shows that your parents came from Ireland."

"They did not," said Pat, "they are in Ireland yet."

TICKETS EXTENDED ACCOUNT OF FLU EPIDEMIC

Extending the limits of ticket books which the purchasers were unable to use on account of the flu epidemic, a consideration was made to more than 400 Pacific Electric patrons last month.

Under a ruling of the Passenger Traffic Manager permission was authorized to extend the limit of 30, 46 and 60-ride commutation tickets for a period equal to the number of days purchasers were unable to use tickets due to illness.

Several grade, high schools and colleges were closed for varying periods during the epidemic which passed its peak last month; also a number of firms were closed. Obtaining a certificate from either the principal of schools, or from the purchaser's employer in the case of 30 and 60-ride tickets extensions were made by Ticket Agents at the Main Street and Hill Street station and in the office of the passenger department.

MOTOR COACHES OF SUNSET BLVD. LINE REROUTED

Resulting in greater convenience to patrons with probable consequent increased travel, the downtown terminal of the Sunset Boulevard Line of the Los Angeles Motor Coach was changed from Seventh and Grand Avenue to Fifth and Hill Streets.

Following the change in the business section terminal the motor coaches of this line were routed as follows: Inbound, east on Eighth Street to Olive, north on Olive to Fifth and east on Fifth to Hill Street. Outbound the coaches operate south on Hill Street to Eighth and west on Eighth Street where they resume regular route.

Simultaneous with this terminal change the Railroad Commission acted favorably upon an application for fare increase on this motor coach line. The ruling handed down by the Commission stipulated that the fare beyond La Brea and Sunset Boulevard to or from the downtown terminal would be 15 cents one-way, or 25 cents round trip, with a single fare of 10 cents applying, as heretofore, in district intervening between 5th and Hill Streets and La Brea and Sunset.

To a Horse!

O horse, you are a wondrous thing! No horns to honk, no bells to ring; no license buying every year with plates to screw on front and rear.

No spark to miss, no gears to strip; you start yourself, no clutch to slip, no gas bills mounting every day to steal the joy of life away. Your inner tubes are all O. K. and, thank the Lord, they stay that way.

Your spark plugs never miss or fuss; your motor never makes us cuss. Your frame is good for many a mile, your body never changes style, your wants are few and easily met—you've something on the auto yet.—Exchange.



Play Golf? New Sport Being Planned for Employees

AND now comes golf as a sport addition to other pastimes sponsored for employees by the P. E. Club.

In answer to requests from a number of workers interested in the fascinating sport, Club Manager Vickrey has pledged his support in aiding every way possible those who wish to join in the tournaments and events to be staged under the Club's auspices.

Preliminary plans have been made to initiate the sport by holding a 36-hole tournament affair for employees of the Pacific Electric Railway. This will be in the nature of a handicap and players will be penalized according to their three previous scores prior to opening of tournament. Handicapping will be done in such a way as to give everyone an equal chance at the prizes.

All employees are eligible and foursomes can be so arranged as to permit players choosing foursomes if they so desire. Arrangements have been made to secure very reasonable rates at the following clubs: Sunset Fields, Westwood, and Montebello, and play will be over two of these courses. Starting times will be arranged for in advance and very satisfactory charges have been promised.

It has been tentatively decided to offer five prizes for the five lowest scores after handicaps have been secured, and a fee of 50c each will be charged in addition to the green fee (which will be considerably below the regular fee).

Unless it is found impossible to do so, it has been decided to play the first round January 12th, and the second round January 19th. Everyone is expected to turn in at least two scores previous to that time in order that fair handicaps may be given out.

Those interested should ascertain the approximate number of golfers in their department who would care to enter this tournament so that information may be had of the number for whom reservations should be made.

Suggestion has been made that a Pacific Electric Golf Club be formed holding monthly tournaments and this will be decided upon at a meeting which will be held following the first tournament.

Information regarding plans to enter into the sport with employees may be had from Club Manager Vickrey; D. F. Houston, Secretary or C. R. Leslie, Treasurer, employed in Passenger Traffic Department.

Napoleon of Finance

"Listen! Lend me twenty dollars but only give me ten of it. Then as I owe you ten and you owe me ten, we'll call it square."

Las Vegas Trip Again To Be Made Next Month

BEFORE the next issue of the Magazine, members of the P. E. Rod & Gun Club, other employees and their families will have started on another pilgrimage to Las Vegas, Nev. This outing, pleasant as have been the several others that preceded it, promises to exceed in fun and sport any of the former visits to the neighboring state. Events and attractions this year are greater in number than ever before, according to L. R. Spafford, Chairman of the Tournament Committee.

The Tri-State Blue Rock Shoot, in which our shooters will vie with Union Pacific and other gun wielders, is the leading attraction, but for others who are not so "hot" for that sport, there is a program that will make the journey well worthwhile. Baseball, basketball, tennis, golf, horse-shoe pitching and dancing, together with music and fun en route provide more than plenty to amuse and entertain.

The cost of the trip, through courtesy of the Union Pacific Company, is exceptionally low, it being estimated that not to exceed \$9.00 will cover all expenses per person, including meals, during the entire trip. Sleeping accommodations will be of the best, standard sleeping cars having been assigned. Also, if successful in getting two complete cars signed up, a tourist car will be supplied for a Club and Card car.

The itinerary planned calls for the party, which will comprise a complete train, to leave the Central Station at 8:00 p. m., Friday evening, February 8th, arriving Las Vegas early Saturday morning. The return journey will be made Sunday at 6:00 p. m., arriving in Los Angeles early Monday morning.

Applications to make the trip should be made to officers of the P. E. Rod & Gun Club, who advise to make reservations early.

MR. HOOVER'S PLURALITY

Official returns from the various 48 states on the recent Presidential election reveal that Mr. Hoover had a plurality of 6,423,612 votes. The President elect polled a total of 21,429,109 as against 15,005,497 the final returns showed.

Despite belief to the contrary it is stated that Mr. Hoover did not poll as large a majority over his opponent as did President Coolidge in 1924 against John W. Davis. Mr. Coolidge's plurality totaled 8,386,503.

The total vote cast in 1928, the largest in the history of the United States, was 36,798,669.

P. E. Basket-Ballers Lead in League Standing

By G. T. Winslow, Manager

OUR basketball team has been going along at a fast clip all season having won all games played thus far and at this writing are tied with the old and timely rivals, the Cudahy Packing Company five. Coach Hamilton has the boys under his guidance this year and is making the most of the situation by winning every game sent his way.

The team roster is as follows: H. H. Hamilton, Coach and Guard; J. C. Davidson, guard; Wm. Wood, substitute guard; "Reg" Walton, forward; Al Marcheskie, forward; Joe Shafer, forward; Lloyd Leary, forward and center, and "Andy" Anderson, center.

The main worry has been which combination to start, as all the boys are capable players and it seems a shame to have anyone sitting on the bench.

The success this season can be mainly attributed to harmony and ability of the players as the competition this season has been more keen, and for any team to stay at the top of the list in the league, they have to play a fast game.

The boys have scored wins over, The Title Guarantee & Trust Company, Union Ice Company, American Tile Co., The Los Angeles Motor Coach, and a number of other practice teams.

Coach Hamilton and the boys are going to have the fight of their young lives when they meet the old and ancient rival gang from the Cudahy Packing Company, much to the pleasure of all concerned. Last year the two teams wound up the season in a deadlock and the packing house boys took the final honors, but this year the boys have other plans. This game, as all other league games, will be played at The John Burroughs Junior High School, located at 600 South McFadden Place, or one block north of Wilshire Boulevard on Jan. 14th. Those desiring to see any of the games are welcome and admission is free.

Future games will be announced in the Pacific Electric Club Bulletin, which is sent out to all members each week.

Following is Commercial League Standings:

	W	L	Pct.
Pacific Electric Club.....	3	0	1.000
Cudahy Packing Company.....	3	0	1.000
Nat. Auto School.....	3	1	.750
Title Guarantee Trust.....	2	2	.500
American Tile Co.	1	2	.333
Motorists	1	2	.333
Bank of Italy	0	3	.000
Union Ice Co.	0	3	.000

SPORTSMEN ELECT OFFICERS TO SERVE DURING 1929

At the regular monthly meeting of the Rod & Gun Club, held Dec. 12, the members assembled chose the following men to handle the affairs of the club for the year of 1929:

F. B. Patterson, President; E. H.

Pierce, 1st Vice President; A. B. McLeod, 2nd Vice President; C. G. Gonzales, Recording Secretary; H. E. Norton, Financial Secretary and A. B. McLeod, Treasurer.

James G. Clark, B. F. Manley, L. R. Spafford, Executive Committee-men.

To handle publicity, J. M. Geopfert will wield his prolific pen.

President F. B. Patterson appointed the following:

A. M. Cross, Captain "Gun Section"; C. F. Estes, Captain "Fishing Section"; L. R. Spafford, Chairman Tournament Committee.

The sad feature of our January meeting will be the absence of the Ladies, but listen girls, when we take quarters in our new club we are going to put on a "Ladies Special" that will surpass anything ever staged by this Club and all for the benefit of our wives and sweethearts—"Be patient."

Bear in mind the outing to Los Vegas starting Feb. 8th, make every effort to attend this outing, we want to make it bigger from year to year and its success depends on your support.

The next shoot at Bangle will be held Jan. 27, 1929. One object of this shoot is to "limber" up for our Tri-State shoot at Vegas.

As a reminder, be sure to get your copy of the February Magazine, as it contains the prize list for our various events for 1929; also rules and regulations covering competitions, etc.

At January meeting, prizes will be awarded for 1928 winners. Be on hand to carry away your share of the Glory. See you later.

How Parking Problem Has Been Solved in Chicago

THE ordinance prohibiting parking in the Loop district, or downtown section, of Chicago is proving a great success. It now has been in effect since January last.

Here are some of the outstanding results of the practical working of the ordinance:

Traffic through the Loop has been speeded up tremendously.

Accidents of all kinds in the Loop have been decreased about 10%.

Passenger traffic of all kinds through the Loop has appreciated approximately 18.33%.

Pedestrian traffic has increased slightly more than 2%.

The speed of automobiles has been increased from 20 to 30%.

The speed of street cars has been increased from 15 to 30%.

Business has not been injured by the ordinance. On the contrary, there is every indication that business has been greatly aided by it. There still are a few complaints, but they come chiefly from small merchants.

A committee from the Association of Commerce recently submitted an exhaustive report on the workings of the

Official Chosen President of P. E. Masonic Club

AT THE regular annual election held December 11, 1928, O. A. Smith, Passenger Traffic Manager,



O. A. Smith

was elected President of the Pacific Electric Masonic Club for the ensuing year. In addition, the following officers were elected to serve with Mr. Smith: J. L. Smale, Treasury Department, First Vice-President and Chairman of the Membership Committee; F. J. Leary, Transportation Department, Second Vice-President and Chairman of the Entertainment Committee; R. M. Cobb, Electrical Department, Third Vice-President and Chairman of the Visiting Committee; H. G. McDonald, Executive Department, Treasurer, and L. A. Appel, Electrical Department, Secretary.

Directors: O. A. Smith, C. Thornburn, Purchasing Department; F. E. Geibel, Mechanical Department; A. B. McLeod, Electrical Department, and F. B. Patterson, Engineering Department.

Installation of officers and presentation of tokens to retiring President and members of the club who have served as Masters of their respective Lodges during 1928 will occur at the next regular meeting to be held Tuesday, January 8, 7:45 p. m., Room 711, P. E. Bldg.

ordinance and endorsed it highly. Representatives of all the big business interests affected by the ordinance agreed whole-heartedly to the report, but asked that it not be issued at this time, preferring to wait until the plan had been in effect for an entire year.

Perhaps the best proof of what big business men in the Loop think of the working of the ordinance is found in the fact that some of the outstanding ones have been the strongest supporters of the ordinance. Elmer Stevens, a member of the family that owns Stevens Brothers store, the Stevens Building, the Hotel Stevens and the Hotel LaSalle, all in the Loop district, was chairman of the Transportation Committee which put through the ordinance. He always has been very strong for the ordinance. He urged its adoption in the beginning and has supported it strongly. A dozen other representatives of big firms have served on the committee.

The business record of the Fair store since the non-parking ordinance went into effect gives a good idea of results. The Fair store stock is listed on the New York Stock Exchange and hence monthly reports on the Store's activities are available. Throughout the year each report has shown growing business for the Fair. A recent report declared that the earn-

MISSION PLAY OPENS AT SAN GABRIEL FOR 18th SEASON

The Mission Play opened its 18th season at the splendid new playhouse provided by its sponsors on Tuesday, January 1st.

Irmalee Campbell, an artist of great prominence, has been selected this year as the prima donna of the great drama which portrays so vividly the early history of the states, appearing in the leading feminine role as Senora Yorba, opposite R. D. McLean, celebrated dramatic actor, who will again be seen in the impressive and forceful role of Fray Junipero Serra.

Regular rehearsals were in progress for two weeks prior to opening and Mr. McGroarty, who has been personally supervising the cast, predicts that the Mission Play will have one of the greatest seasons in its history.

Preparatory to the opening of the famous play a concert was given Sunday afternoon at 4:00 o'clock when a demonstration of organ synchronization worked out to fit the various dramatic scenes of the Mission play, was enacted. The concert marked the presentation of a new pipe organ to the Mission playhouse by a group of prominent Californians.

Performances will be held every afternoon, except Monday, also on Wednesday and Saturday evenings. As has been done in years past special Pacific Electric service will be operated leaving the 6th and Main Street station at 1:15 p. m. and at 7:15 p. m. for the evening performances.

ings for the year ending January 31, 1929 would show more business done in the preceding ten months than any time during the last ten years. An article in the Chicago Tribune on October 3rd last said that the September business of the Fair was 35½% higher than the preceding year.

Mandel Brothers business also showed an increase during January and February of last year, the first two months that the ordinance was in effect. No later reports on the activities of this store are available.

POPULATION OF CALIFORNIA

The population of the State of California now exceeds 5,000,000 and is increasing at the rate of about 3¾ per cent annually, according to the findings of California Taxpayers' Association in the population survey which it has just completed.

The estimates made by the association show that the population of the State was 4,910,000 for the year ending June 30, 1927, and 5,093,500 for the year ending June 30, 1928, which indicates an increase in population of 183,500, or 3¾ per cent, during the year.

Preparations

"What about the great optimist you were speaking about the other day?"

"Oh, yes. His doctor told him he had only a month to live, and he began learning the harp."—Life.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

The Pacific Electric Club, Executive Committee, met in Room 711, P. E. Building, for the December meeting on Wednesday, Dec. 5. The following were absent: Paul T. Porter, F. E. Billhardt, J. E. Hawkins, F. O. Evans, E. C. Seivers, J. W. Anderson, F. E. Mayfield, I. E. Mankins, J. M. Goepfert, H. R. Bullock, Wm. Moesby, and Miss C. B. Templeton.

Club Fund

Balance, 11-1-28	\$ 613.69
Receipts	1056.75
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Total	\$1670.44
Disbursements	965.64

Balance, 11-30-28	\$ 704.80
Total	\$1670.44

Relief Fund

Balance, 11-1-28	\$1132.87
Receipts	1087.08

Total	\$2219.95
Disbursements	1245.00

Balance, 11-30-28	\$ 974.95
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Unfinished Business

Mr. Vickrey states that owing to the health conditions the Pomona dance would be postponed until a later date.

Mr. Robbins again brought up the subject of water conditions in the Shops at Torrance. As this is the time of year that the condition of the water is most noticeable some effort will be made to improve its condition.

Mr. Vickrey asked the Committeemen to spread the news of the Christmas Dance to be held in the Forrester's Liberty Hall, 955 So. Olive St., Los Angeles, on the evening of December 20. Preparations have been made to take care of five hundred people, and it is hoped that this hall may be filled to capacity on this particular evening.

New Business

C. Thorburn, a past President of the Pacific Electric Club, and a member of the Hospital Committee, was asked to make a report on the increase of dues. Also a few changes in the rules. After a considerable discussion by the Committeemen, there was a unanimous vote by the Executive Committeemen that the Club Committee go on record as being in favor of this report. A full detailed report was in the December issue of the P. E. Magazine.

Mr. Vickrey made rather an extensive report on the work of the Community Chest showing its work, what it is doing and how it performs. The Community Chest keeps a most accurate system of filing whereby records may be looked into when a call comes for aid, so that so-called repeaters cannot obtain help from more than one organization. In conclusion, he asked that at any time any individual cases needed attention, the word should be brought to him and he would personally

see that it was properly attended to.

Mr. Vickrey made a report on the work of Miss Ashby, the nurse in the Engineering Department, who was preparing eight hundred baskets to be distributed to Mexican children just a few days before Christmas.

BIG CROWD AT XMAS DANCE

Exceeding the attendance at any former similar event, the Christmas dance, held on the evening of December 20th was a record-breaker in more than one instance. When all noses were counted it was found that in excess of six hundred persons had gathered to participate in the evening's frolic.

The banner crowd was most pleasing to all, but it was unfortunate insofar as the provisions made by Santa was concerned, who wise though he be, had not foreseen or prepared himself to supply presents for more than the attendance of former years. Club manager Vickrey wishes to express his regrets and has exacted a promise from Santa that it will never happen again.

Club members, who are enjoying the monthly dance in greater number each month, are requested to make note of the fact that the next dance will be held at Forrester's Hall, 1329 South Hope Street, the former dance hall on Olive Street being doomed to be razed.

EMPLOYEES IN HOSPITAL

Although much smaller in number than during the height of the "flu" epidemic early last month when the capacity of our quarters at the California Lutheran Hospital were taxed, thirteen of our co-workers were bedridden from various causes as the Magazine went to press early this month. Those stricken were:

- J. E. Hoover, Motorman.
- William Johnston, Watchman, Mech. Dept.
- William Browning, Conductor, So. Div.
- E. Sutton, Conductor, West. Div.
- W. E. Davis, Carpenter, Mech. Dept.
- L. Gallegos, Laborer, Eng. Dept.
- O. S. Gorham, Janitor, Trans. Dept.
- J. M. Bernabe, Laborer, Eng. Dept.
- Robert Gardner, Foreman, Eng. Dept.
- Otho Hamble, Passenger Agent.
- Mrs. Clara Painter, Car Cleaner.
- W. J. Smith, Bonder, Eng. Dept.
- J. T. Turner, Motorman, West. Div.

Everything possible to hasten a speedy recovery of our unfortunate fellows is being done by our Medical Department and invitation is extended to friends and co-workers to visit the ailing ones as a further stimulant to their former vigor.

Most men call a spade a spade, until they happen to let it drop on their toe.

BEST CHRISTMAS YET GIVEN CHILDREN IN CAMPS

Due to the liberal response of employees Christmas this year brought more joy than ever before to 800 Mexican children living in the 22 section camps scattered throughout the system.

Toys and clothing donated by employees were received in sufficient quantity as to give to each child in the various camps one or more toys, and articles of clothing donated were sufficient in number to care for the more needy cases.

Miss Winifred Ashby, Nurse Engineering Department, worked diligently for weeks in sorting and allotting the various articles received and two days before Christmas began the large task of delivery. In addition, to toys and clothing, each of the 800 children were given a Christmas box containing a liberal supply of candy, nuts, apple, orange, raisins and chewing gum.

Miss Ashby asked that through the Magazine we express her appreciation for the splendid response of employees.

The P. E. Club also did a Santa Claus act in distributing 132 baskets, containing nuts, candy, apple, orange, dates, raisins, cigarettes and gum. These baskets were taken to the homes of pensioned employees, the sick at the California Lutheran Hospital and also those confined to their homes with illness throughout the system.

LADIES' AUXILIARY DOINGS

Just one meeting was held last month, on December 13th. The attendance was not as large as usual, but this can readily be understood with so much sickness prevalent and the holiday season on in full rush.

Mrs. Tyler's classes in Parliamentary Law are getting "wiser" every day, Mrs. Jackson having courage enough to take the chair last session and acquitted herself admirably.

An exchange of packages provided quite a bit of fun for the members and those containing things suitable for kiddies were piled back on the table and sent to some of the families in the Company's employ. There are so many urgent calls for clothing, etc., and the names of four families were brought to the notice of the Auxiliary and a committee formed to investigate and help them. The ladies hope that every member will bear these, and other needy families, in mind. Conditions where children are kept from school because of the lack of proper clothing are deplorable and we must all do what we can to help better these conditions.

The next regular Club card party will be held on the 17th of January, play beginning at 2:00 o'clock.

The next Club meetings will be held on the 10th and 24th of January.

The Ladies wish at this time to extend Hearty New Year Greetings to the Company and to express a wish that the coming year will prove to be a most prosperous and successful one.

Mrs. Lon Bishop.



ACCOUNTING DEPARTMENT By George Perry

We welcome to the fold: T. L. Hincle who has been added to the personnel of the Misc. Accts. Bureau to take over the position recently vacated by J. R. McDonald, advanced to the Group Insurance desk.

The radio bug must be busy in this dept. as Miss Polhemus and T. E. Dickey have both purchased Atwater Kent radio receivers recently. They are very enthusiastic about the performance of their respective sets.

Bigger and better Christmas celebrations were featured by the Conductors Accounts in their annual party under that genial master of ceremonies "Daddy" Briggs (who makes a delightful "Santy" with or without make up.) The party was a huge success with pleasant surprise gifts for all, including the four tiny tots (all under 4 years) whose mothers brought them to see the tree and hear the carols which were sung by all.

The usual manner of announcing the engagement with a most unusually beautiful ring was followed by Jeannette Smith whose sparkling finger and sparkling eyes indicate that there are two extremely happy young people in this old world. Her many friends and co-workers of the Pacific Electric Railway take this opportunity of extending hearty good wishes.

A near riot in the Pasadena Rose tournament Parade was averted by the quick thinking of J. P. Hoaglund of this Dept. who when the Scotch band (of which "Bill" Matheison is the pipe major) passed by, forcibly restrained his brother from tossing a nickel into their midst, thus saving the day.

Little Dan Cupid doesn't seem to mind the cold weather from the way he has been shooting his arrows about in the Conductors Accts. Bureau. The following young ladies are reported to have become engaged over the Holidays: Maude Winter, Blanch De Vore and Helen Kehne. Best wishes are extended by this Department to the happy couples.

The Stenographic and Comptometer Bureaus, under the directions of Mrs. Dale and M'ss Bettis respectively, joined in the spirit of the Yuletide with a Christmas tree and decorations throughout the Dept. Gifts were exchanged and a jolly time had.

Our good friend "Tom" McKnight may be found at his old haunt, the Contract Desk, to which he has returned account of the vacancy left by L. B. McNelly, who has been transferred to the Terminal Fruit Auction. We all join in wishing "McNelly" good luck in his new venture.

The following list indicates those who availed themselves of the last opportunity to take vacations during 1928:

Guy Rasmussen, Salt Lake City; Alston L. Marsh, home; Mrs. Sanders, Bethany, Mo.; R. F. Butler, home; R. T. Knowlton, home; Helen F. Bettis, Village Inn, Lake Arrowhead; Albert Eurich, Long Beach; Emily Young, home; Ruby Kubbler, home; Virginia Flackenecker, home; Jenette Smith, Long Beach.

STORES DEPARTMENT By H. Vander Zee

General Storekeeper C. C. Fenimore was confined to his home for several days with influenza during the past month.

The following employees took their vacations during December:
Wrenwick C. Martz, Not-in-Stock Clerk, Cocoran, Cal.
Frank Clerk, Storekeeper, at home.
Fred Dilthey, Storekeeper, Northern Cal.
Marcelino Avila, Helper, at home.
Herbert Stibbard, Elevator Operator, "visiting."

John Vander Zee, Stores Accountant, and Charles Stock, Track Material Storekeeper, were tied for 2nd place honors in having the second largest families visiting the P. E. Camp during the 1928 season. Both were presented with a check from the management as a prize for this distinction.

First prize was awarded to Mr. J. Brissinger, father of Virginia Brissinger, typist in the Stores Dept., whose family was the largest visiting the Camp this summer.

Another lucky member of the Stores Dept. is Robt. McLaughlin, Helper. Mac and his wife were the first honeymooners to spend their honeymoon at the Camp during the past season, for which the management also awards a prize.

Looks like the Stores Dept. came in for their share of the prizes, this season.

Ed. Rand, Truckdriver, was called to Santa Paula to attend the funeral of his brother-in-law who was killed in an automobile accident. The Stores Dept. extend their sympathy to the bereaved relatives.

After paying a sick call to Lena Gill, Comp Operator, and Ruth Batsch, Typist, who were ill with influenza at the time, the Stores Dept. girls were entertained at the home of Mary Gannon for the remainder of the evening with a Christmas party.

Excavating now going on at Macy Street marks the beginning of improvements to be made in Store facilities at that point in the way of new oil house stub tracks to serve Store, and car-level unloading platform.

The new Store at Sherman is now under construction. It is more centrally located to all material users than is the present store. It will also handle overhead line materials for the Western Division of the Electrical Dept., something not previously done. It should be ready for occupancy within the next 30 days.

ENGINEERING DEPARTMENT By Margaret E. Maitland

Chas. Estes, of "bigger and better yarns" fame, came out with a new one the other day about a rattle-snake that swallowed a setting hen and after that out of remorse, hatched the eggs, and mothered and nursed the baby-chickens. Charlie can sure tell 'em. Burleigh Manley, who through his many years experience as "Mother Superior" of the Rod & Gun Club has come in contact with the 57 varieties of liars, claims that Charlie can't qualify as such, although he is darn careless with the truth.

Again the old "Flu" did considerable damage to some of the pay-checks as quite a number of the men were off. The high cost of "flu-medicine" makes it hurt more.

The following of the inmates were on vacation during the last two weeks of the Old Year:

F. L. Patterson, roaming the hills of El Sereno.

Henry Rhen, at the Golden Gate.

Tommy Riggs, anybody's Gate.

Jas. Jennings, last seen going in the direction of Willowbrook with a bag of peanut brittle.

Barney Edmunds, the antenna-expert, whose only regret is, he can't hear the four-thirty whistle.

A few weeks ago Burleigh Manley came to the office in the morning with a pair of shoes on that were not mates and did not look alike. Aside from the feeling of jealousy it might arouse in our breast for a man possessing so many shoes as to make a mistake like that, we would suggest not to put in more than one yeast-cake to the four pounds of raisins.

F. C. "Shorty" Sharp was one of the many "flu" cases in the yard and confined to his home for several days. "Daddy" Woods visited "Shorty" several times, though "Shorty" claimed that his visitor displayed more interest in the patient's goodlooking landlady than in the patient himself.

We sincerely regret the passing of F. Wallick, who was employed in the B & B Paint Gang, and was a familiar figure around the yard. Our heartfelt sympathy goes to his wife and family in their hour of distress.

"Hal" Smith, who for years has been one of the leading Tennis-players of Bell, has forsaken his first "love" and instead has taken up bowling, to the detriment of all the alleys in the neighborhood of the Smith Homestead. We understand that already he is collecting a handsome bonus from the bowling-pin manufacturers. It seems a shame, however, that a man with his vocabulary could not have taken up "golf" instead.

Stanley Lanaham, who has been with the Pacific Electric for the past six years, has severed his connection with the Company and is now with the Board of Public Utilities.

We are sorry to lose Stanley, but wish him every success in his new position.

The vacancy created by the resignation of Stanley Lanham has been filled by M. E. Peppin.

Albert de Pfyffer surprised us all by announcing on his return from his vacation in Yosemite that the vacation was also a honeymoon.

Chas. E. Hunt spent the Christmas holidays in San Diego.

H. J. and Mrs. King have decided to name their little daughter, born December 11th, Elizabeth Ruth.

F. B. Patterson, on New Year's day had the misfortune of running a nail in his foot and has been visiting the doctor regularly since.

Bob McCubbins has been transferred from the Construction Dept. back to the Maintenance Dept.

Henry Webb certainly knew his stuff when he took his vacation at Christmas time. Henry has been going places and doing things and raising Whoopee generally.

Wm. J. Eatherly has been off about three weeks on account of the flu.

Henry Williams is now back on the job; he was off for about two weeks after burning his hand.

The news in the Track Department seems to be all "bad news". Robt. Gardner of Extra Gang 15, had a very unfortunate accident on 9th street having both his legs broken.

Warren Smith, also work on East 9th Street, was severely injured and is now in the California Hospital.

E. C. Johnson's private car, the faithful old Nash, like the "One Hoss' Shay," went to pieces all at once, breaking down under the weight of Sam Florence. We understand a reward was once offered, but Sam so far has failed to claim it.

SHERMAN TERMINAL
By E. D. Arthur

Now that the "flu" has practically spent its fury only a few employees are absent on that account. However, it seems that it is difficult in some cases to regain the former health rapidly.

Roy C. Helliwell reports an enjoyable vacation visiting Orange, Garden Grove and other points.

C. O. Hamm visited various points on the P. E. System, including Santa Ana and Corona.

A. F. Doyle and wife of Ocean Park spent the holidays with relatives in Oakland and San Francisco, while on vacation.

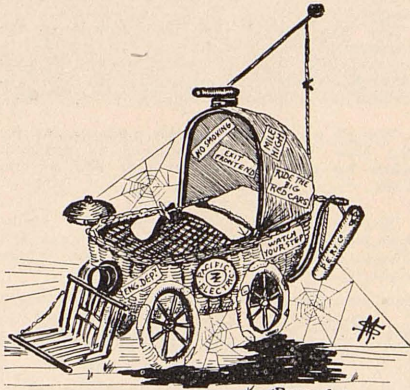
It is reported by the proud father that Eddie Rieber, Jr., son of Sherman Storekeeper, expects to wrestle 'Strangler' Lewis sometime in the near future.

The Sherman building program is coming along very nicely. The new blacksmith shop has been completed and occupied, the New Store Dept. building will be completed in just a few days, and the new passenger station, sub-station and freight station will probably be completed within the next week. It is expected that all work will be finished up by the middle of February.

"John Stork" played the role of Santa Claus to the home of Mr. and Mrs. Truman B. Chase, and presented to them a six and a half pound baby boy, who has been named David Irwin. Mother and baby are doing nicely and the proud father is all smiles. Who said there ain't no Santa Claus?

A "Buggy" Story

By Max Schuring
Washington Street Yard



SEVERAL years ago one of the many "good men and true" of the Engineering Department, J. W. Penney, invested some of his hard-earned money in a nice, new baby carriage.

Although it did not in the least resemble a savings bank, he put a pretty "little Penney" into it and wheeled it around our city streets.

After the little "Penney" had become about the size of a "two-bit piece" and outgrown her little "Rolls-Royce," it happened that Jack Williams was on the lookout for a conveyance for his little girl. So the Buggy changed hands and thereafter was proudly pushed around our City Parks by "Papa Jack."

About the time Jack's little girl got so that she could get around without the assistance of "Pop and his buggy," the Stork had just visited the home of F. B. Patterson and for a year or more "Pat's Pet" rode all over the hills of El Sereno in the faithful old "blunderbus," until—

One day Roy Davis came in with a blush on his countenance and a box of stogies under his arm and whispered to everybody that "twas a girl." Once more the "Sweet Chariot" changed hands and Roy became the proud "shuffer" and how!

After the heir to the Davis' millions got to be old enough to be wearing out shoe leather and hit her old man up for nickels for ice-cream cones, the buggy was turned over to another proud "Papa", T. W. Arthur Willis, who also managed to get quite a bit of good use out of the "bottle-scarred" veteran, but—

Now comes the sad part of the story: After all these years of faithful service and with still lots of good mileage in it's chassis, the buggy stands there empty and deserted. Are the men of the Engineering Department going to stand by and see this buggy stay empty and waste away? No, a thousand times, NO!

Now is the time for all good men . . . etc.

Please make your reservations early. Remember, it will be available for only a few short years. . . . Then it will go to the Smithsonian Institute to take it's rightful place alongside of the "Spirit of St. Louis" as mute evidence of the "spirit of the Engineering Department."

MECHANICAL DEPARTMENT
By Carleton B. Bell

Batista Zanotta, painter, recently returned from a visit to the old home in Italy after an absence of about 4 months. He reports having a wonderful time, but also says he is glad to get back to work.

Another vacation which was not quite so pleasant—Arreen Miller, stenographer in Mr. Straub's office, started her vacation trip to San Francisco on the steamship Admiral Dewey on the roughest day of the year. After taking several days to recover from the consequent sea-sickness she returned home by train and went to bed with the flu for 10 days, which isn't exactly what vacations were in-

tended for. We hope she will have better luck next year.

Congratulations to Auto Mechanic Augustus James Fitzgerald and family, which now includes a brand new 9/4 pound baby boy.

Roy Coultis, Assistant Foreman of the Paint Shop, at last realized the worth of the slogan "Eventually, why not now?" and took unto himself a wife. The cigars were much appreciated by those who were lucky enough to get around that way before their departure. Roy was presented with a set of beautiful silver tableware by the Shop Foreman.

The sympathies of his fellow-workmen are extended to Walter Benson and his wife for the loss of their daughter, Eva.

The flu hit Torrance Shops, as at the height of the epidemic approximately 18 per cent of the shop employees were absent from their work, but it was only a few days, and the percentage of employees off very quickly lowered to normal. No Torrance Shop employees died from the flu, but quite a number of them showed very plainly that they had been very sick.

Ok'n S. Gorham, motorman on the Shop jigger that takes the boys back and forth to lunch at Torrance on such close schedule time each day, is in the hospital awaiting a major operation. His many regular passengers wish him the best of luck and an early return to the control of his faithful jigger.

The last of the 10 new 750-class cars, bought for use on the South Pasadena line, are now in Torrance yard, and Harry Clark and his force will soon be busy equipping them with their motive power, control, and brake equipment.

The home of Mrs. A. L. Morgan, 211 E. Fairview Ave., Glendale, furnished the setting for a most unusual and happy party, Saturday evening, December 29, to announce the engagement of the hostess's niece, Miss Adelaide Gibson and Marion J. Gibson, son of Mr. and Mrs. M. B. Gibson, also of Glendale.

The Christmas theme was consistently carried out in decorations and games even to the announcement, which was made on tiny tags tied to cotton snow balls and showered upon the assembled guests. Luncheon was served in the soft glow of candle light.

Miss Gibson, now of Mr. Geibel's office, was formerly in the Transportation Dept., and her many friends in the P. E. will be interested in the foregoing announcement.

NORTHERN DIVISION
Eastern Lines
By Ruth Thompson

Dispatcher Lou N. Hatch has just returned from a week's vacation spent throughout Southern California.

Many trainmen were off last month on account of "flu" but most of them are now back at work.

The paving on Rialto Avenue has been completed and many of the delays to trains on the Los Angeles-San Bernardino Line can now be avoided.

A special motor coach was chartered for the American Legion to take them to the Rose Tournament at Pasadena.

The three-car special train to the Tournament, from Riverside and San Bernardino, was filled to capacity.

Oranges are moving quite rapidly from all points on the Eastern Lines.

Conductor Gough, whose mother passed away recently has gone east with the body, making the trip to Canova, South Dakota, to the old family home.

Conductor E. B. Severson, who has been in the service of the company since August 1, 1905, passed away at his home in Riverside on December 30th. His death was caused by heart-failure due to high-blood pressure. Conductor Severson had been ill for some time. He will be missed by a host of friends.

OCEAN PARK CAR HOUSE By H. F. Bell

N. Laborde toured the Mason Dixon states on his vacation, spending most of his time in Louisiana and Texas. His mother came back with him to spend a few months enjoying our sunny climate. While Conductor Laborde enjoyed himself for forty long, long days, anxiety became more intense daily for the boys who were nervous about catching his Hollywood-Venice run, and wishing his return.

Mr. and Mrs. P. D. Yarborough spent the holidays with relatives in Texas and this vicinity. Mr. Yarborough's position at Vineyard was filled by Motorman H. E. Tooker during his absence.

The former Conductors B. E. Carhart and R. Brolly have accepted positions with a railroad in South America. They left by boat in November to start work as soon as they arrived there.

Motorman Dan Tucker, assisted E. A. Wilmar, officer in charge of the Bay District for the Salvation Army, in spreading Christmas cheer among the people in need in delivering baskets of groceries, meats and supplies. They visited more than 50 families in this district.

Quite a few positions other than Motormen and Conductors were created at Pasadena New Years Day. Some held children from the stampeding crowds to view the parade, some were traffic policemen who assisted the police to keep the crowds back. The voice of E. E. Mopes was just as effective as the policemen at his side when he bellowed, "Back up, back there, back up" and he had a front row view too.

Two old-timers, J. B. Snelling and R. W. Tuttle came back to O. P. C. H. in recent bids. Also a new one, G. M. Tindall, Motorman. Welcome home fellows.

According to comments here and there everyone is glad the holidays are over. The people are excited, tired and nervous with their shopping and home duties. The season of sickness and extra work keeps us all up to the highest pitch which caused everybody to welcome the end as they did the starting of this season.

Now that school has started again I. Iverson, Conductor, requests A. C. Johnson to read up on the superiority of the trains.

MACY STREET TERMINAL D. B. VAN FLEET Terminal Foreman

We are glad to introduce and welcome to Macy Street Conductor H. R. Metcalfe, a new arrival at the terminal.

With the return of most of the Trainmen from the unusually large sick-list of last month, we were fortunate indeed, for we needed all of the Trainmen available to handle the very heavy holiday traffic. We all hope the "Flu" has flown for good with the passing of 1928.

On December 14th, last, a very real and live Christmas gift was presented to Motorman J. I. Campbell, San Bernardino Line, when an 8 pound baby boy arrived to brighten the happy father's home.

Congratulations, Mr. and Mrs. Campbell.

The Xmas mail this holiday season ran much heavier than in years past. As heretofore, special mail cars from Macy were operated to relieve the load of regular trains. During the peak of the mail rush extra crews were added when needed to still further supplement the service.

This season's operations of one of the special crews was extended to also handle the majority of mail from Covina and way points.

New Year's Day at Macy Street is the one day of the year that the off-list is down to zero. If one must be off his excuse has to be either one of sickness or else due to some equally necessary condition, otherwise every man is supposed to be on the job, for on this

all important day the great annual Tournament of Roses Parade is held at Pasadena.

The most careful preparation is necessary in carrying out the plans for this heavy traffic movement, for thousands of people throughout the southland each year depend upon our fine service to convey them to the scene of the festivities.

The handling of the large crowds to the tournament just past was done in an orderly and efficient manner with service of such close frequency that prospective patrons had only a few minutes to wait between trains.

We all wish to thank the management for the New Year's gift many of us received, when we were handed our new 1929 System Pass.

The sincerest sympathy of the Macy Trainmen is extended to Conductor Wm. Alexander, Glendora Line, who lost his mother on the night of December 23rd.

FREIGHT DEPARTMENT SOUTHERN DIVISION By Thomas A. Lyons

Motorman George Copp, one of the biggest men in Long Beach, and Conductor Nolen are great pals. Nolen claims George one time had hopes of being a wrestler, but was stunted in growth by the use of tobacco and so gave up the idea.

The Long Beach day crew are a great auto gang. Charlie Monroe let a girl drive his Studebaker and she tried to knock a truck off the highway. Ray Thomas has a Ford that does a Gilda Gray and the Trolleyup "Smith" has a Ford that does 60 miles on a gallon of gas.

We don't know if Frank Howe comes from Iowa, but Frank can sure throw those horse-shoes. Frank is out every day down at Long Beach and the Iowa men all welcome him.

Walter Bayless recently was presented with an eight pound baby boy. Walter's smile is just a little broader now. The American Legion post of Watts will present Mrs. Bayless with a silver mug for the new baby.

The sad passing of Jack Armstrong during the past month was a cause of sorrow to all of us. Good old Jack! May you be happy through eternity and may your memory remain as fresh and as green as the hills in spring-time with those who loved you.

Jockey Swartz had Pinckey Bruce and Jimmy Watson on his crew one day last month and the Jockey said a truant officer chased the motor all over Wingfoot trying to charge Pinckey and Jimmy for working without working papers.

The bowling team finished the first half of the season with a good record, losing only three series out of eleven bowled. The interest in the game is great and every man is looking forward to the second half of the season.

The Boston team of the American League will have three members of the P. E. family at spring training this year. Rothrock, Garrison, and Searritt. Rothrock's dad is a Motorman, Garrison's dad is a Track Foreman and Searritt is a former Trolleyman who worked at Orange a few years ago.

Walter Paulsen holds a daily class in his newly painted caboose, the seats just fit everybody on the crew. John Shanley is leading the class. The lesson for this month is "Why do milk shakes evaporate so quickly."

Here's hoping you all have 365 days of happiness in the year of 1929!

NORTHERN DIVISION PASADENA By Edmund C. Fox

Conductor C. Martin has renewed his connections with our Company, after an absence of eighteen months. Mr. Martin was heartily received by all who knew him.

J. F. Mahan has returned from San Francisco after a most delightful visit with relatives over the Christmas holidays.

Mr. and Mrs. J. G. Rovai motored to San Diego to pass the holiday season with their parents.

I. E. Murphy is the recipient of a letter from an appreciative patron, wishing him A Happy New Year and enclosing a five dollar bill as a reward for the recovery of a pocket-book.

Motorman F. Breen is filling the run on Mount Lowe, made vacant by the deceased B. C. Chandler.

H. L. Woodford has changed from the platform to the controller and now wears the insignia of Motorman.

Don't go away folks. Have you heard the latest? M. N. Turney is about to be wed. Yes it's hard to believe, but it's true. The happy couple are leaving here January 10, on their honeymoon to the north.

His friends at the Pasadena terminal, of whom there were many, were shocked and grieved to learn of the untimely passing last month of Bert C. Chandler, Motorman at Mt. Lowe. The "flu" was the cause of his death.

Mr. Chandler entered the service of the Company in August, 1901 and during his long period of employment his record shows but one minor dereliction, which was termed "technical," rather than carelessness. Highly esteemed by all who knew him, sincere sympathy is extended to Mrs. Chandler in her great loss.

7TH ST. WAREHOUSE By Daniel Sanchez

A very happy new year is our sincere wish.

Mr. Walter King, Foreman of the outbound freight shed was confined to bed for a few days last month with the flu, from which he happily recovered.

A nice suit case was presented to Mr. Black, General Foreman, as a Christmas gift by the boys of the warehouse.

Will some one tell Jim Brownie, Checker, who was elected for our next president?

Louis Davila, Checker, will not take another vacation in San Francisco after the experience he had last month while there. 'Tis a sad story mates!

After having successfully eluded the darts of Dan Cupid many years, John Donnelly, Checker, "confirmed bachelor," yielded and gladly to the charm of Miss Ester W. Rousseau, to whom he was wed on Jan. 6th.

Dorothy Collins, Stenographer, was a sufferer from the flu, but recovered without ill effects.

New additions to the Freight office is Earl McCumber taking the place of J. D. Masters who gets deserved promotion. Louis W. Wise, Record Clerk, was promoted to Expense Clerk to fill vacancy.

Car Clerks C. C. Hill and C. R. Stover and Watchman S. C. Bradford are among those taking late vacations. P. F. Keyes and W. N. Hon. Stevedores, are on leaves of absence visiting eastern relatives.

Two sad deaths among families and relatives of employees of this section tended to dampen the holiday spirit, the wife of Bob Ranchford, Chief Car Clerk, and the father of A. O. Altenburger, Asst. Cashier and E. J. Altenburger, Brakeman, Southern Division, passing from this life.

Mrs. Ranchford succumbed after a long illness on New Year's eve, while the senior Altenburger was a victim of the flu on New Year's day.

The sincere sympathy of many friends are extended to our fellow workers in their great loss and sorrow.



Daughter: "No, daddy, I won't need any clothes this winter."
 Father: "Ye gods! I was afraid it would come to that!"

Wrong

Lady in library: "Have you been reading Longfellow?"
 Roughneck: "Naw; only about ten minutes."

"A man has the right to control his wife," states a judge. "And a left to defend himself is she resents," adds the Wall Street Journal.

Gas or Alcohol

He—"He's an old flame of yours, isn't he?"
 She—"Yes, Just look at him. About half lit now!"

Chicken a la King

Little Mary getting her first sight of a peacock. "Look quick, auntie, one of your chickens is in bloom."

"I can't marry him, mother. He's an atheist, and doesn't believe there is a hell."
 "Marry him, my dear, and between us we'll convince him that he is wrong."

Wife—I took this recipe for this cake out of a cook book.
 Husband—You did perfectly right. It should never have been put in.

He—"Gee, didn't some Lunkhead court you before we were married?"
 She—"Yes."
 He—"Well, I wish you had married him."
 She—"I did."

A village parson's daughter eloped in her father's clothes.
 And the next day the village Blatter came out with an account of the elopement, headed: "Flees in father's pants."

First Reveler—"What was the last word Paul Revere shed to hish horse before he finished that famous ride?"
 Second Reveler—"I don' know; what wuz, hic, it?"

First Reveler—"Just before he stopped, Hic, he shed, Whoa!"

Taking No Chances

A couple of mid-western business men recently attended a trade convention in a nearby city and managed to break away from their wives long enough for a quiet little dinner together in a cafe. At the end of the dinner, the waiter asked.
 "Shall I bring in a couple of demi-tasses?"
 "Gosh, no," one of the men replied, "our wives might come in at any minute."

Shakespearean

Little Willie: "I don't want to go to that damn school any more!"
 Father: "Why, Willie, where did you ever learn such a word as that?"
 Little Willie: "Why, William Shakespeare uses words like that."
 Father: "Well, then, quit runnin' around with him."

"Say, Rastus, ah's got a new addition to mah menagerie."
 "You don't say so."
 "Ah sure has. It am a white pig, an' ah calls her INK."
 "Ink? Why Ink—a white pig . . ."
 "'Cause she am always running from the pen."

The New Car

Father: "How many miles to a gallon?"
 Mother: "What color is the upholstery?"
 Son: "How fast will she go?"
 Daughter: "Has it a cigarette lighter?"
 Neighbors: "How can they afford it?"

What month do women talk the least?
 February, the shortest month.

"What do you take for a headache?"
 "Liquor the night before."

He named his child Montgomery Ward, because it was of the male order.

I want you to understand that I'm not two-faced.

Certainly not, my dear. If you had two, you certainly wouldn't wear that one.

She: "What do you use these long ropes for?"
 Cowboy: "We catch cattle with those."
 She: "Yes, but what do you use for bait?"

Guaranteed

Grace—I would only marry a man who has lived and suffered.
 George—I suppose what you want is a widower.

A hobo met a Scotchman and asked him for 10 cents for a bed, and the Scotchman, looking around says "Where is it?"

Lady (to trusty)—Are you sure you have time to show me through the penitentiary?
 Trusty—Yes, madam. I have ninety-nine years.

She—Why, doctor, you told me to show my tongue, but you haven't even looked at it.
 Doctor—No, it was only to keep you quiet while I wrote the prescription.

Mother—"You musn't ask so many questions. Don't you know that curiosity killed a cat?"
 Daughter—"Mother, what did the cat want to know?"

Little Ann (with toothache)—Oh, dear! I wish I was grandpa, or else the baby.
 Mother—Why dear?
 Little Ann—Grandpa's teeth are all gone, and baby's haven't come yet.—Pathfinder.

Friend (visiting hospital patient)—Do you know old man, that's a swell looking nurse you've got?
 Patient—I hadn't noticed.
 Friend—Good Lord! I had no idea you were so sick.—Wall Street Journal.

His Sort of Love

"You say you love me!" she cried. "Still you would not die for me!"
 "No, hardly that," he replied. "Because mine is an undying love."—Detroit News.

He—Look, darling, I have got something pretty serious to tell you. I am a married man.

She—My heavens, how you scared me. I thought you were going to say we had run out of gas.—Sydney Bulletin.

Ask Us Another

O, tell me, please, for goodness sakes:
 Must night fall because day breaks?
 Must fleas fly because flies flee
 Must ships have eyes when they go to sea?
 Must pens be pushed and pencils lead?
 Must there be spring in the ocean bed?
 But most of all, I want to answer,
 Is a busy-body a hula dancer?

"Well, yer worship, it was like this," said the man charged with disturbing the peace. "Me an' the wife gets into an argument over the washing money. She called me a lazy loafer and hits me over the head with a kettle. Then I knocked her down an' she comes up again and knocks me down and kicks me in the neck." "I see," said the magistrate; "and what next?" "Then we gets mad an' starts to fight."

A gentleman is a guy who can talk to a chorus girl in her "costume" and say what he is thinking.

She—"I hear the professor has stopped necking and drinking on the campus."
 Her—"Well, I should think he would. A man of his age!"

The minute the dentist touched the tooth, Mandy began to scream. "Hush, don't you know I am a painless dentist?"
 Mandy replied, "Maybe you is painless, but I ain't!"

Rastus had got into the clutches of the law and was talking things over with his lawyer. "I think," said the attorney, "I can get the jury to exonerate you."
 "Boss," said Rastus, "Ah don't crave to be exonerated. Ah just wants to be let loose."

His First Offense

Judge—"Guilty or not guilty?"
 Rastus—"Not guilty, suh."
 Judge—"Have you ever been in jail?"
 Rastus—"No suh; I never stole nuthin' before."

Rectified

The absent-minded professor got on the wrong train, but it was all right because he got put off because he had forgotten his ticket and his purse.

Young (?) Lady: Oh, officer! There's a man following me and I think he must be drunk.

Officer Lyons (giving her the once-over): Yes, he must be.

A Revelation

Her: "I've discovered the cause of 100% of all divorces."
 He: "Remarkable, and what is it?"
 She: "Marriage."

"My Hero!"

"Let poets sing their little song
 And gaily smite the lyre;
 Give me the man who whistles while
 He's putting on a tire."

Gypsy—I'll tell your fortune, mister.
 "How much?"
 "Half a dollar."
 "Correct."

"Next to a beautiful girl, what do you think is the most interesting thing in the world?"
 "When I'm next to a beautiful girl I'm not worrying about statistics."

Or Murdered

She: "Just think of it! A few words mumbled by the minister and people are married."
 He: "Yes, and by George, a few words mumbled by a sleeping husband and people are divorced."

It Makes a Difference

"Boo-hoo," sobbed Frederick, "my collie is dead."
 "Shucks," said Billy. "My grandmother has been dead a week. You don't catch me crying."
 "Yes," said Frederick, "but you didn't raise your grandmother from a pup."

Revenge

Sniff: "How is it you are letting young Hawkins-Pitt marry your daughter? I thought you were enemies."
 BJones: "We are. Now he will have my wife as his mother-in-law."

So the Driver Toll'd Him

A Scotchman driving a small cart drawn by a donkey came to a toll bridge. The toll collector came out of his house and said: "Here, you've got to pay toll before you can cross this bridge."
 "What! Pay toll?"

"Yes, five cents to cross this bridge."
 After an argument he paid the five cents and went on. In the afternoon he came back again, but this time he had the donkey sitting on the seat and he was dragging the cart himself.

The toll man came out and said: "Here, you know you've got to pay five cents."
 The Scotchman shook his head, and pointing to the donkey, said: "Don't talk with me, ask the driver."

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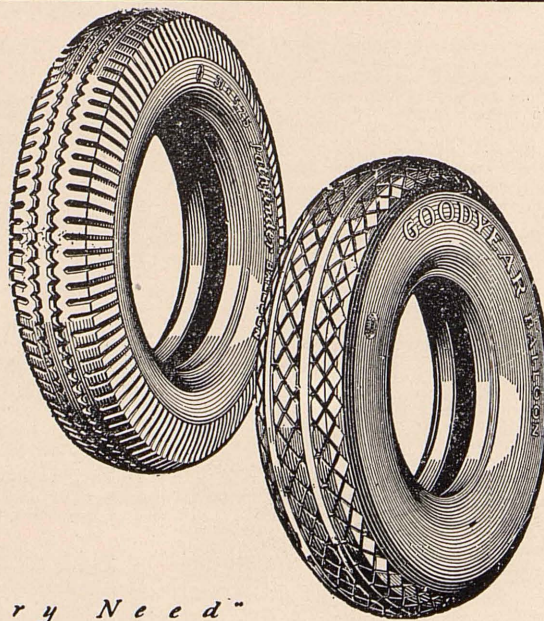
During the Month of December THE PACIFIC MUTUAL LIFE INSURANCE CO. paid the following P. E. Employees Disability Benefits Through the WM. L. THOMAS AGENCY

PARTIAL LIST

Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid
Anderson, James E.	Influenza	18.00	Bromark, Carl M.	Influenza	8.00	Dittmer, Fred	Influenza	14.00
Arzate, Robert	Injured Finger	50.66	Broswell, Sidney J.	Influenza	16.66	Dixon, Charles P.	Influenza	12.00
Asher, Oscar	Influenza	24.00	Calmes, La Rue B.	Influenza	10.00	Fansler, Isaich J.	La Grippe	4.00
Bauer, George	Influenza	10.00	Carson, Walter L.	Influenza	20.00	Favill, Verner W.	Influenza	8.00
Berg, Selmer	Influenza	16.00	Caltrand, Gordon T.	Sprained Ankle	40.00	Feltwell, Leo T.	Influenza	12.00
Bevier, Ruth	Cold	20.00	Cook, W. B.	Cold	14.00	Florence, Alexand.r	Influenza	4.00
Bidwell, Merle F.	Influenza	6.00	Cole, William B.	La Grippe	6.90	Forsyth, Campbell	Influenza	32.90
Blackmorr, De Loss R.	Influenza	8.00	Cowen, Aaron	Appendicitis	62.00	French, Ray W.	Influenza	18.00
Blair, Claude C.	Cold	2.00	Culver, Claude	La Grippe	16.00	Geist, Joseph E.	Influenza	18.00
Bocox, Thomas A.	Influenza	16.00	Curtiss, Voyle W.	La Grippe	6.00	Gibson, Jack	Influenza	14.00
Bowman, Albert	Influenza	6.66	Deming, Charles O.	Influenza	6.00			

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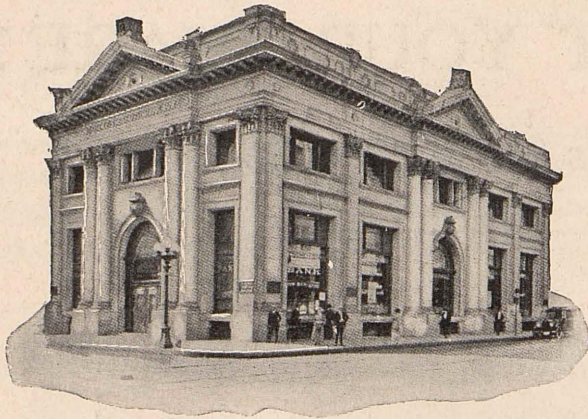
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