

Pacific Electric Magazine



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Hill Street's Greeting to Shriners

Faith

To get things done an ounce of faith is worth a ton of experience.

There are plenty of people to do the possible; you can hire them for a few dollars a month. The prizes are for those who perform the "impossible."

If a thing can be done, experience and skill can do it; if a thing cannot be done, only faith can do it. It is the quality of faith that counts. It is not of so much importance what you believe as how you believe.

Faith is the peculiar elixir of youth. When we grow old, and accumulate experience, and learn our limitations, and become wise and cautious, nature kindly removes us.

Whoever has faith is young, no matter how old he is; whoever has lost faith is old even at twenty-one.

—Reprinted from "The Ginger Jar."

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Harbor Belt Line Railroad Begins Service

Ceremonies Mark Eventful Beginning of New Harbor Service
Sponsored by City and Four Southland Carriers

BRINGING to a successful conclusion negotiations that have been in progress for a period of approximately six years, unified operation of railroad facilities at Los Angeles Harbor were commenced on June 1.

With port unity as the keynote of the occasion, officials of all parties interested in the Harbor Belt Line Railroad program participated in the inauguration of the new service. The ceremonies were simple, but impressive. Seven switch engines, bearing the identification "Harbor Belt Line Railroad," were lined up on as many tracks in the vicinity of Fifth Street, San Pedro. General Manager George F. Squires placed a wreath on the boiler head of one of the engines and Mrs. Squires then broke a bottle of ginger ale over the boiler head to christen the entire project.

Walter B. Allen, President of the Board of Harbor Commissioners, opened the throttle of the first locomotive to be placed in official service of the new project.

The group of City and railroad officials were brought to the Harbor on the morning of the inauguration of the new service in the private car of our Vice President and General Manager D. W. Pontius.

Early Pioneers

Two of the most interested spectators of the ceremonies were John E. Logan, retired Southern Pacific Yardmaster at San Pedro, who went to work in the port freight service in 1888, and E. Clark, Southern Division Superintendent of this Company, who joined Mr. Logan at the Harbor in 1902. During the early days of Logan's and Clark's labors at the port one eight-wheeled locomotive was sufficient for all switching and terminal work. Twelve are now required to perform the terminal switching service of the Harbor.

General offices of the new organization have been established at Berth 90 at the foot of First Street, San Pedro, the building formerly having been occupied by the Los Angeles Harbor Department.

Being as unique a project as has ever been undertaken, the detailed organization work has been

in progress of formation since early in 1928 with offices located in the Pacific Electric Building. Shortly after the signing of the Unification Agreement in January of last year, application was made to the California Railroad Commission for permission to put the plan into operation. A hearing was held and the Railroad Commission referred the matter to the Interstate Commerce Commission.

After many months consideration at the hands of the national Commission, during which time several sets of briefs were placed on record and an oral argument held at Washington, D. C., a favorable decision on the application was rendered, giving authority for such operations for a period of five years.

Under the provisions of the agreement 125 miles of tracks, constituting the railroad properties in the Harbor District, are to be operated as a single neutral system, or unit, known as the

Harbor Belt Line Railroad.

The control and management of the Belt Line is vested in a Board of Control and a Board of Operation. The Board of Control is comprised of eight members, four of whom are appointed by the City of Los Angeles and one each by the four railroad parties to the plan.

Reporting to the Board of Control is an operating group composed of five members, the City of Los Angeles and each railroad appointing one representative, known as the Board of Operation.

The properties now being operated by the Harbor Belt Line Railroad include all rail facilities in the entire harbor area south of Anaheim Street, westerly from Badger Avenue and south to and along the Long Beach boundary line. Fifty-seven and one-half miles of municipal tracks are merged with sixty-seven and one-half miles of privately owned tracks and accompanying facilities, into a single freight terminal system.

Advantages to Shippers

Under the unified plan of railroad operation switching charges within the harbor area have been reduced. The 80-cents-a-ton rate between East San Pedro and San Pedro has been reduced to 60 cents and the minimum car rate of \$14.40 has been decreased to \$10.00, thus effecting a large annual saving to shippers. Other savings are brought about through the elimination of combination rates, which were in effect under the separate operation by each of the railroads.

The Belt Line has on its payroll some four hundred employees and is entirely self maintained insofar as its operations are concerned.

Officials of the Belt Line are G. F. Squires, General Manager; J. W. Mee, Joint Terminal Agent and Assistant to General Manager; C. B. Nelson, Auditor; G. C. Beaumont, Terminal Engineer; Fred. W. Allen, Master Mechanic; and B. M. Billhardt, Treasurer and Acting Purchasing Agent.

Numerous changes in the positions of those working in the Harbor Area were necessary to conform to the new plan of operation. The Wilmington Station of this



Just before the time-honored bottle (soda, honest) was broken initiating beginning of operations of Harbor Belt Line Railroad on June 1st. Mrs. George F. Squires, wife of the General Manager, and sponsor at the christening, is seen on engine. Mere males (from left to right), George F. Squires, Burt L. Edwards, D. W. Pontius, Emerson Spear and Walter B. Allen.

Company has been discontinued as a freight station and only passengers and express are now handled there. C. W. Rutledge, former East Long Beach Agent, bid in the new Wilmington position, with J. E. Mee as Assistant Agent.

The San Pedro station was taken over by the Traffic Department effective with commencement of Belt Line operations. It is under the supervision of J. M. McQuigg, General Agent, with Henry LeGrande as Ticket Agent. Mr. LeGrande is being assisted by Walter Gillet, Alex Walker and R. P. Francis.

This Company will continue its passenger operations in the Harbor District the same as at present, the Belt Line being only a freight agency.

ANNUAL CATALINA OUTING TO BE ON JUNE 29-30

The seventh annual Pacific Electric Employees' Outing to Catalina is scheduled for Saturday and Sunday, June 29 and 30. A bulletin setting forth details of the trip has been issued and interest in the trip is increasing daily.

Special rate of \$1.00 per person for the round-trip between Wilmington and the Island has been granted for this occasion, states the bulletin issued by N. B. Vickrey and Chas. P. Hill, who are in charge of the event. Requests for this rate, as well as for passes via Pacific Electric to Wilmington should be made through Heads of Departments.

A reduced rate of \$1.00 per person where two occupy the same villa has also been granted. Where three people occupy one villa, requiring an extra cot, an additional charge of \$1.00 will be made.

A full program of entertainment has been arranged, included in which is the annual baseball game between the Catalina Cubs and Pacific Electric team to be played on the Chicago Cubs' training field. The new \$2,000,000.00 Catalina Casino is of itself sufficient attraction to justify making the excursion.

Special train for the Pacific Electric party will leave Sixth and Main Street, Los Angeles, at 3:35 p. m., Saturday, June 29, for the Catalina Docks at Wilmington. Return trip will be made on Sunday afternoon.

Reservations, accompanied by remittances to cover hotel villas, should be made as early as possible and in any event, before Tuesday, June 25, with one of the Committeemen named on the back of the special circular.

Rules of the Road

It is related that, after the locomotive had smashed a flivver at the crossing, a flapper rose from the wreckage, practically uninjured. The engineer and others gathered around.

"Why in the world didn't you stop when you saw the train coming?" asked the engineer.

The flapper was indignant.

"I sounded my horn before you blew your whistle!" she told him.

One Thousand Students Visit Nature in Mountains

ONE OF THE largest group movements of children so far this year took place on May 22, the occasion being the 17th Annual Nature Study Expedition of the Los Angeles School District Study Classes when over 1000 pupils and attendants traveled via Pacific Electric to and from the foot of the Wilson Trail at Sierra Madre.

Similar to movements of nature study classes during the past years, special trains were placed in service, leaving from convenient points throughout the Los Angeles School District, as well as several points not within the district to accommodate outside students who made the trip, the specials arrived at destination between 8:30 and 9:30 A. M. After the students' hike up the mountain, the special cars were again called into service for the journey home.

In all the seventeen years that these nature study expeditions have been made, never an accident has occurred, so thorough has been the preparation and supervision.

This year's trip was again under the direct supervision of Dr. Chas. L. Edwards, Superintendent of Nature Study of the Los Angeles School District, who was assisted by eight assistant superintendents, one doctor, three nurses, thirty guards and one teacher for each twenty students.

The purpose of the trip is to teach definite mountaineering: safety in the mountains, leaving trails in cleanly condition and fire prevention; to study the living specimens and discourage the taking of wild life from its native haunts. Or as Dr. Edwards says, "to hear the Canyon Wren's song

ADD EARLY MORNING SERVICE FOR FIRESTONE WORKERS

Addition of two early morning round trips between Compton and Firestone Boulevard to the schedule of the Harbor Truck Boulevard Motor Coach Line became effective on the 15th of last month.

Scheduled earlier than previous service was commenced, the two additional morning trips are so arranged as to conveniently serve employees of the Firestone Plant residing in Compton who must be at work at 6:00 or 6:30 A.M.

The schedule now provides for a motor coach to leave Long Beach (Anaheim and Badger Avenue) at 4:50 A. M., leave Compton (P. E. Station) at 5:20 A. M., arriving at Firestone Boulevard, 5:35 A. M. The motor coach on the second additional trip will leave Compton (P. E. Station) at 5:50 A. M., arriving at Firestone Boulevard 6:05 A. M. Two additional trips in the opposite direction will also be operated leaving Firestone Boulevard at 5:35 A. M. and 6:05 A. M., arriving at Compton 5:50 and 6:20 respectively.

rather than study the dead specimen."

Each year before the trip is made a group of naturalists go over the entire territory, tagging the various rock formations, shrubs, plants, trees, etc., showing with a red stamp those protected by laws. Natural color pictures are also placed along the trail at places where particular specimens are likely to be found.

The nature-study special service was under the supervision of A. H. Fidel, Chief Traveling Passenger Agent, to whose careful preparations can be attributed much of the trip's success.

Statistics Reveal Tremendous Growth and Prospects of Los Angeles Harbor

With the Harbor Belt Line Railroad's commencement of operations on June 1st, it is timely to record some of the outstanding facts concerning the growth of Los Angeles Harbor and its importance to all of Southern California.

THE VALUE of facilities merged in the unified plan of operation is approximately \$59,000,000, which includes 57.5 miles of city owned trackage and 67.5 miles of privately owned trackage and appurtenances thereto.

Los Angeles Harbor is a regular port of call for some two hundred steamship lines handling cargoes throughout the world.

Its facilities include eleven and one-half miles of wharves, twenty-three modern large water-front sheds, a six story concrete warehouse, cotton compresses, drydocks, shipbuilding plants and industries.

It is the harbor of greatest activity facing the Pacific Ocean, having handled more than 25,000,000 tons of freight during the past year.

Our Harbor has forty miles of waterfront and a main channel ranging from 1000 to 1600 feet in width. The depth of water in the harbor ranges from thirty-five to forty-eight feet.

In 1910 but seventy-eight vessels averaging only 338 tons of freight each, entered the port. During the past year 7532 ships entered and left the port with freight cargoes averaging 2787 tons each.

Los Angeles Harbor surpasses all ports of the country in volume of intercoastal commerce, New York included. It ranks second in tonnage of foreign exports and third among the ports of America in total tonnage of foreign commerce.

COMPANY OFFICIALS SPEAK AT RAILWAY CONVENTION

Delegates, some 200 strong, representing every electric railway property in the State, were in attendance at the Annual convention of the California Electric Railway Association held in Los Angeles on May 9, 10 and 11.

The three-day session was featured by the reading of several carefully prepared papers on the various phases of electric railway operation by men well versed in their particular field of activity. The first day was devoted to a general assembly of all representatives, the second day to committee meetings and the third to inspection trips to points of interest on the electric railway properties in Southern California.

The Pacific Electric Railway was well represented on the program of the convention, there having been six of our officials who spoke. Vice President and General Manager D. W. Pontius delivered the address of welcome, while O. A. Smith, F. E. Geibel, C. Thorburn, C. C. Fenimore and L. B. Young presented subjects concerning their particular branch of railway operation.

EMPLOYEES IN HOSPITAL

Ten of our fellow employees were confined to the California Lutheran Hospital at 1414 So. Hope St., as the Magazine went to press. Their names are as follows:

George Weaver, Mechanical Department; James T. Russell, Ticket Clerk; F. B. Noel, Conductor, Western Division; L. B. Bowers, Conductor, Northern Division; D. Dominguez, Laborer; Leo Strong, Signal Line-man; Joe Bernabe, Laborer; George Glasser, Foreman, Stores Department; James C. Edwards, Foreman, and Frank A. Davis, Upholsterer.

Good-Will Journey is Made Via Big Red Special

A TWO-DAY tour of Riverside and San Bernardino County cities via Pacific Electric "Good-Will Special" was made by a delegation of the Los Angeles Chamber of Commerce on May 23 and 24.

Carrying approximately 100 good-will delegates, headed by Shannon Crandall, President of the Los Angeles Chamber of Commerce; E. F. MacDonough, Manager of the Domestic Trade Department, which sponsored the event; and Charles P. Bayer, Manager of the Field Service and Exposition Department, the special train made stops at fourteen cities during the tour. At each of the designated cities considerable time was spent to permit of a survey of business conditions being made by the delegation.

"The purpose of the tour," as explained by Mr. MacDonough, "was to meet the business men of these two counties and bring the towns into a more friendly relationship with Los Angeles."

The itinerary of the trip included stops of the special train at El Monte, Baldwin Park, Covina, San Dimas, La Verne, Pomona, Claremont, Upland, Ontario, Rialto, Riverside, Colton, Redlands and San Bernardino. An overnight stay was made at Riverside, from which city the jaunt was continued the following morning.

Two units of the Company's newest all-steel interurban equipment, one being a combination baggage and passenger car, were used in this special service, which was personally supervised throughout the entire trip by F. E. Billhardt, General Agent, Passenger Traffic Department.

The service having been favorably received by the delegation, prospects of securing similar movements in the near future appear probable.

COMPANY RANKS HIGH AMONG ELECTRICAL ENERGY USERS

Showing that the Pacific Electric Railway is one of the foremost users of electrical energy in the country, statistics compiled by the Electrical World give this Company ninth place during 1928 among the electric railways, in the matter of electrical energy consumption.

The expansiveness of our operation is shown by the fact that during 1928 the Pacific Electric consumed 184,759,206 kilowatt-hours. The average hourly load during this period was in excess of 21,000 kilowatt-hours, while the maximum hourly peak load reached 48,000 kilowatt-hours.

The nine railways heading the list as electrical energy consumers are as follows:

- 1—Interborough Rapid Transit Company, New York.
- 2—Chicago Surface Lines.
- 3—Brooklyn-Manhattan Transit Company.
- 4—Philadelphia Rapid Transit Company.
- 5—Pennsylvania Railroad.
- 6—Boston Elevated.
- 7—New York Central Railroad.
- 8—New York, New Haven and Hartford Railroad.
- 9—Pacific Electric Railway Company.

The Southern California Edison Company, from whom all of the electrical energy is purchased for operating the Pacific Electric System, occupies fourth position among the power companies of the United States.

The Prophet

Mrs. Elijah: "Well, Mrs. Elisha, I hear your husband has become a prophet too."

Mrs. Elisha: "He has not. As far as I'm concerned he's a total loss."



One hundred strong, Los Angeles Chamber of Commerce members, used two "Big Red Cars" on a two-day good-will tour of Southern California cities last month. Picture shows the group of boosters at Pomona.

Camp Season Under Full Sway

Largest Reservation List Yet Recorded Insures Big Season at our Vacation Home

WITH a large crowd in attendance and perfect weather prevailing, official opening of the Camp's thirteenth season was held on May 29 with an appropriate Memorial Day week-end celebration. The enthusiasm of the season's first Camp visitors, together with the largest of reservations that the record breaking attendance of son of the year, gives vry indication that th record breaking attendance of last season will have been surpassed when the Camp closes its gates on September 15.

On the opening week-end, as always at the Camp, there was plenty to do and see and the crowd made the most of the opportunity. Launch riding, sight-seeing trips, fishing, dancing, bathing, playing cards, music, weiner bakes and the many other diversions available to Camp visitors, supplied the entertainment.

Mrs. L. H. Huntington, Camp Superintendent, did herself proud as hostess. All guests were greeted with a "this is your Camp, so have a good time" attitude. The joyous crowd was evidence that all contracted the spirit of the occasion.

In first-class condition, is the description of the Camp given by all early season visitors. The new cottages and other improvements have all been completed and the entire Camp is ready for service. The ball diamond at the south end of the grounds is in excellent condition and available to indoor-baseball enthusiasts.

The twelve all-steel non-sinkable boats recently purchased by the Company were given a thorough initiation and pronounced to be "the finest in the land." Heavy snows during the winter and numerous rains this spring have combined to fill the lake to capacity with clear, refreshing water.

Travel over the new high-gear road into the San Bernardino Mountains, although not yet entirely completed, is permitted. Shortly the finishing touches will have been applied and the new road, which eliminates the treacherous switch-backs, officially opened.

As the Magazine goes to press there have been forty-two employees make reservations for 138 persons to visit the Camp during the next thirty days. Mr. Vickrey also has on file many reservations for July, August and September.

The names of those who have reserved accommodations for a visit within the next thirty days, together with number in their party, are listed below:

W. A. Stewart, Conductor, West. Div., wife, June 25 to July 1.
E. E. Hunkin, Mech. Dept., wife and daughter, June 30 to July 9.
A. J. Fitzgerald, Mech. Dept., wife and 2 children, July 30 to July 6.

Wm. Bready, Motorman, No. Div., wife, June 12 to 18.

A. E. Eckland, Mech. Dept., wife, June 6 to 15.

T. H. Johnson, Conductor, West. Div., wife and 2 sons, June 26 to July 2.

G. L. Leete, Motorman, West. Div., wife and baby, June 26 to July 6.

F. B. Eggeman, Trans. Dept., wife, 5 children and guest.

H. Wiser, Conductor, No. Div., wife, July 8 only.

Roy Roepke, Conductor, So. Div., wife and 2 guests, July 1 only.

T. E. Dickey, Acct. Dept., wife and daughter, June 2 to 8.

L. Ugalde, Mech. Dept., wife, 2 daughters and 2 guests, June 23 to June 29.

C. L. Peterson, Mech. Dept., wife, 2 girls and guest, July 7 to 13.

R. E. Clement, Mech. Dept., wife and 2 children, July 7 to 13.

Mrs. P. H. Lyon, Frt. Traffic Dept., daughter, June 30 to July 6.

Mrs. J. E. Douglas, Trans. Dept., June 30 to July 6.

H. J. Springer, Mech. Dept., wife and daughter, June 19 to 25.

W. B. Spalding, Mech. Dept., wife, July 7 to 13.

S. T. G. Sherritt, Motorman, No. Div., wife and 2 children, June 5 to 11.

Mrs. Jack McEwing, Mech. Dept., July 7 to 13.

Son of E. M. White, Mech. Dept., July 7 to 13.

Mrs. H. C. Helliwell, Mech. Dept.,

Electric Lights Being Installed at Camp

BEING one of the most important Camp improvements in recent years and involving an expenditure of \$7,500, authority for the installation of a complete electric lighting system at our mountain resort has just been given.

The new installation will be of the latest and most convenient type with all wires laid in underground conduits, eliminating fire hazard. Every building of the resort, as well as the grounds, will be adequately lighted. Radio and piano outlets, card table, dining room, kitchen and office fixtures are all provided for.

A force of men under the direction of our Electrical Department is now busily engaged with work that will early in July give our Camp an improvement not found in many of the resorts where charges are double those made to Company employees.

AGENT'S ACTION FINDS HOME FOR BABE "SPRING FRYS"

Calling attention to an extraordinary service rendered and highly commending J. C. Winterberg, Agent, Artesia, is a letter received last month from the Hayward-Rio Linda Hatchery Co., Inc.

Mr. Winterberg discovered one afternoon he had a shipment of baby chickens consigned to a party that could not be located. Realizing immediate action must be taken or the prospective "spring frys" would never have a chance to grace the frying pan, our thoughtful Agent took the cargo of young fowl to the Artesia Hatchery for proper care pending a home being found for them.

After an intensive but vain search for the consignee, it devleoped that the chicks had been sent to the right town, but the wrong state, and were very much in need of a new home. Inquiries were made of all who came to the station in an attempt to interest some one in the purchase of orphaned chicks.

The efforts were successful for in just a little over twenty-four hours after the chicks arrived at Artesia they were in the care of their new master and settlement made with shipper, who voiced his appreciation in no uncertain manner.

2 daughters, June 30 to July 6.

J. H. Lloyd, Mech. Dept., wife, July 7 to 20.

Bert Tipton, Mech., Dept., wife and daughter, June 1 to 7.

Chas. Benson, Mech., Dept., wife and niece, June 2 to 15.

Abraham Partington, Mech. Dept., wife, June 30 to July 6.

T. F. Griffin, Conductor, So. Div. wife and 7 children, June 19 to 29.

E. W. Graf, Mech. Dept., wife, June 2 to 6.

D. A. Bonar, Elec. Dept., wife and 2 children, June 19 to 26.

R. Dornor, Eng. Dept., wife, boy and 3 guests, July 7 to 13.

Dan Erickson, Mech. Dept., wife and son, June 30 to July 6.

Wm. Ruppel, Mech., Dept., wife and son, June 30 to July 6.

A. H. Devine, Eng. Dept., June 2 to 8.

Margaret M. Conlon, Car Service Bureau, 4 guests, June 16 to 22.

J. A. Dumoulin, L. A. Freight, mother and guest, June 2 to 8.

Mrs. P. G. Winter, Trans. Dept., June 15 to 21.

Mrs. Clyde Couts, Trans. Dept., 2 children, July 15 and 21.

M. A. Brice, Mech. Dept., Wife and son, July 3 to 9.

D. Tucker, Motorman, West. Div., wife and son, June 26 to July 2.

Mrs. S. W. Dyer, wife of Motorman West. Div., daughter and guest, June 19 to 25.

Everett Christie, Trans. West Div., wife and 3 children, June 9 to 15.

Glen F. Brumagin, Trans. West. Div., father, mother and 2 sons, June 30 to July 13.

In Heyday of Horse and Bikes



"Only yesterday, it seems," some of the old-timers doubtless will remark upon recalling the days when the P. E. Building was young. "Yesterday" in this case, however, was 25 years ago this summer. How time do fly!

TURNING back the pages of time, the Pacific Electric Building is presented as it appeared in the summer of 1904.

At the time the picture was taken, the signs of the contractors had not been removed and the temporary ticket office located in a tent on the northeast corner of Sixth and Main Street was still in service.

The palatial residence of the late Mr. Kerkhoff was then located a short distance back from the street on the property now occupied by the Kerkhoff Building; on the southwest corner, now occupied by the Central Building, was located a three story apartment house, the third floor of which was then occupied by the General Offices of the Los Angeles and Pacific Railroad, which was later consolidated into the Pacific Electric, and the Los Angeles Railway Company. When the new building was completed, the General Offices of this Company were moved to the 7th floor of the present structure.

The first tenant moved into the building in the late summer of 1904 and in November of the same year the Medical Department of the Los Angeles and Pacific Railway took offices on the sixth floor. About the same time Dr. R. L. Dorsey, the oldest

tenant in the Pacific Electric Building, moved in and has been a tenant here ever since, her office now being located on the 7th floor.

In the first part of 1905 the Jonathan Club moved into the building, one of the finest of that time, occupying the 8th and 9th floors.

The interior of the building was thoroughly remodeled in 1923 and 1924, marble slabs having been installed in the halls, new doors hung and improved elevators replaced the old ones.

MAY PERISHABLE SHIPMENTS SET NEW HIGH MARK

Figures just available show that during the month of May the Pacific Electric originated 2011 cars of perishable freight for delivery to trans-continental line connections, breaking all previous records for movement of perishable commodities, reports F. L. Annable, General Superintendent.

The above figure does not include bananas originating at Los Angeles Harbor, of which there was a large volume handled.

Besides citrus fruit, which of course headed the list, celery produced in the Venice District furnished the most carloads.

Traffic Tips Bring Parent Company Much Business

ACTIVITY of employees in connection with campaign to oppose invasion of Great Northern and Western Pacific Railroads of Southern Pacific territory, did not prevent a large number from furnishing traffic tips which aggregated a considerable volume of business for our parent company.

During the month of May, 17 employees were instrumental in the sale of 37 round-trip and 13 one-way tickets to widely scattered points on the continent. Numerous other tips are being followed to a conclusion and several more tickets will likely be sold as the direct result thereof.

Outstanding in the month's "tip" activities was the sale of 28 round-trips to San Francisco through information supplied by George Bauer, Motorman, Southern Division. Informed that the Order of Sons of Herman Grand Lodge were contemplating a trip to the northern city, Mr. Bauer immediately dispatched information to Southern Pacific headquarters, with pleasing results.

Following is a list of other employees who supplied information resulting in travel as noted below, to all of whom is extended appreciation:

J. F. Mallery, Conductor, Southern Division, 1 round-trip, New York.

T. Croteau, Train Service Instructor, 1 round-trip, Omaha.

Hugo Dummer, Freight Clerk, Glendale, 2 one-way, Calgary, Alberta.

Fred C. Roberts, Dispatcher, Pasadena, 1 one-way, Springfield, Illinois, 1 one-way, Pennsylvania.

James Gould, Accounting Department, 1 round-trip, New York City.

H. R. Potter, Conductor, Southern Division, 2 one-way, Middleborough, Mass.

Frank A. Rulison, Freight Accounting Department, 1 one-way, New Orleans.

George Fielder, Conductor, Pasadena, 2 one-way, Elyria, Ohio.

Lysle Brown, Clerk, Van Nuys, 1 one-way, Indianapolis.

J. A. Selfridge, Roadmaster, Engineering Department, 2 one-way, Pittsburgh, Pa.

E. H. Heckert, Chief Clerk, Special Agent's Office, 1 one-way, Washington, D. C.

B. Manning, Carpenter, Torrance, 2 round-trip, New York, N. Y.

Howard Bennett, Conductor, Southern Division, 3 round-trips, Denver, Colorado.

S. J. Randall, Conductor, Southern Division, 1 round-trip, Chicago.

The Magazine is also informed that J. A. Dumoulin, Check Clerk and Inspector at the Los Angeles Freight Terminal, supplied information which resulted not only in securing a freight shipment from a pipe and supply company, but also assurance from this same firm that its future business would be routed over Pacific Electric rail lines and the newly formed subsidiary Motor Transport Company.

Steel Bridges Will Replace Former Wooden Units

INVOLVING the replacement of two wooden trestles with steel span bridges at a total estimated cost of \$89,000.00, construction work was commenced last month on the Tujunga Wash and Los Angeles River Bridges on the Van Nuys Line.

Difficulty having been encountered in the past during the rainy seasons with debris backing up against the pile trestles, the new steel bridges will provide much greater clearance for the flow of water and debris which always accompanies heavy rains, thereby making for greater safety in operation and lessening the hazard of floods.

Each of the two bridges will have creosoted pile trestle approaches with three huge steel spans resting on concrete piers over the river and wash, respectively.

The Tujunga bridge will consist of three 60 foot deck plate steel girder spans supported by four concrete piers, with approximately 180 feet of creosoted pile trestle approaches. The Los Angeles River Bridge, although slightly larger, is to be of like design, consisting of three 67 foot open deck steel girder spans resting on concrete piers, with 304 feet of creosoted pile trestle approaches.

All trains are to be routed over the west track during the course of construction, upon the completion of which the track on the east side of the right-of-way will be used for all future operations and the west track removed between the two bridges. Automatic block signal control is to be installed, which will govern all train operations upon completion of this important project.

Engineering forces under the direction of D. E. Plank, Bridge and Building Supervisor, are busily engaged in the construction work at present and the entire project will be rushed to completion.

TRANSPORT COMPANY QUERY RECEIVED FROM RUSSIA

That the Pacific Electric Motor Transport Company is being watched with much interest is shown in the receipt of a request from Petrograd, Russia, for information concerning our motor truck operations.

Bearing date of April 26th, the "Carte Postale" from the other side of the globe was addressed to L. B. Young, Esq., and sought information about our new organization. The fact that the Transport Company is an innovation in the transportation field, there being no place where trucks are used in a similar way, has caused its operations to be followed very closely.

Prompt attention was given the request and very shortly the interested party in Petrograd will have before him, some first hand information as to the organization and results of the first few weeks' operations of new fast growing express-freight service.

Extend Motor Truck Service

Twenty New Cities Added to Newly Formed Motor Transport Tariff; 44 Localities Served

PROVIDING shippers of twenty additional cities with a reliable over-night freight-express service, a major extension of Pacific Electric Motor Transport Company service became effective on June 1.

With the addition of the twenty new cities to the Motor Transport Tariff, a total of forty-four Southern California communities located on Pacific Electric lines are now being served by this new transportation agency.

Entry of the Motor Transport Company into the store-door to store-door delivery of freight on an express schedule on March 11, met with immediate and striking success and the extension of service at this time was due to the wide-spread interest being manifested among shippers and receivers of freight in the new territory and requests that the service be extended to their respective communities.

Entirely new to shippers at the time of its entry into the transportation field, our recently organized subsidiary is unique in its operation in that it combines rail and truck service. Arrangements are made with reliable local draymen in each of the forty-four cities served to handle deliveries in their city both to and from the station to the store-door of shipper and receiver.

Founded upon the principle of providing a fast, reliable service, business of the Transport Company has shown a steady increase since its inauguration, reports L. B. Young, General Manager of the new company. Where orders are placed for a pick-up in time

to permit its reaching the depot before closing time, the shipment is in the hands of the consignee the following morning when he opens his doors for business.

Supplementing the over-night delivery, is a C. O. D. service available to all shippers. Where such shipments are involved, the truck driver makes the collection at time of delivery and it is promptly forwarded to the shipper, being in his hands from thirty-six to forty-eight hours after shipment is accepted for transportation.

Monroe's Ship-by-Truck Classification, which is welcomed by many shippers because it eliminates the customary packing restriction, is being used and has been found very satisfactory.

Following is a list of the twenty additional cities to which the service was extended on June 1: Arlington, Alta Loma, Alhambra, Artesia, Burbank, Corona, Covina, Colton, Compton, El Monte, Fullerton, Fontana, Garden Grove, North Hollywood, Monrovia, Orange, Torrance, Van Nuys, Whittier and Glendale.

Headquarters of the Transport Company were moved last month to a more convenient location and are now located at Room 633, Pacific Electric Building.

D. F. Gleason, formerly employed in the office of the Freight Traffic Manager, and F. A. Groftholdt, previously of the Transportation Department, were added to the Motor Transport forces last month.

GOLF TOURNAMENT PLANNED FOR PICNIC MORNING

A golf tournament is being planned by the P. E. Club to be held at Palos Verdes Country Club the morning of the Annual Employees' Picnic at Redondo Beach.

This event will be open to all employees and will be in the nature of a handicap affair. Prizes will be awarded those making the lowest net scores and a large number of employees is expected to enter the tournament. More details will be given by Club Manager Vickrey at a later date.

Our team entered in the Los Angeles Industrial Golf League played the strong Union Pacific team last month. This match resulted in three wins for the Union Pacific as against one win for the Pacific Electrics. Several of our low handicap men were unable to participate in this match and all things considered the play was very close, reports Don F. Houston, of the Pacific Electric team.

The boys are steadily improving and they are certain to place higher in future matches.

New Transport Territory Offers Business Tips

INAUGURATION of Pacific Electric Motor Transport Company service on March 11, opened a new field for solicitation efforts and with the addition of new territory on the first of this month, its services were made all the more attractive.

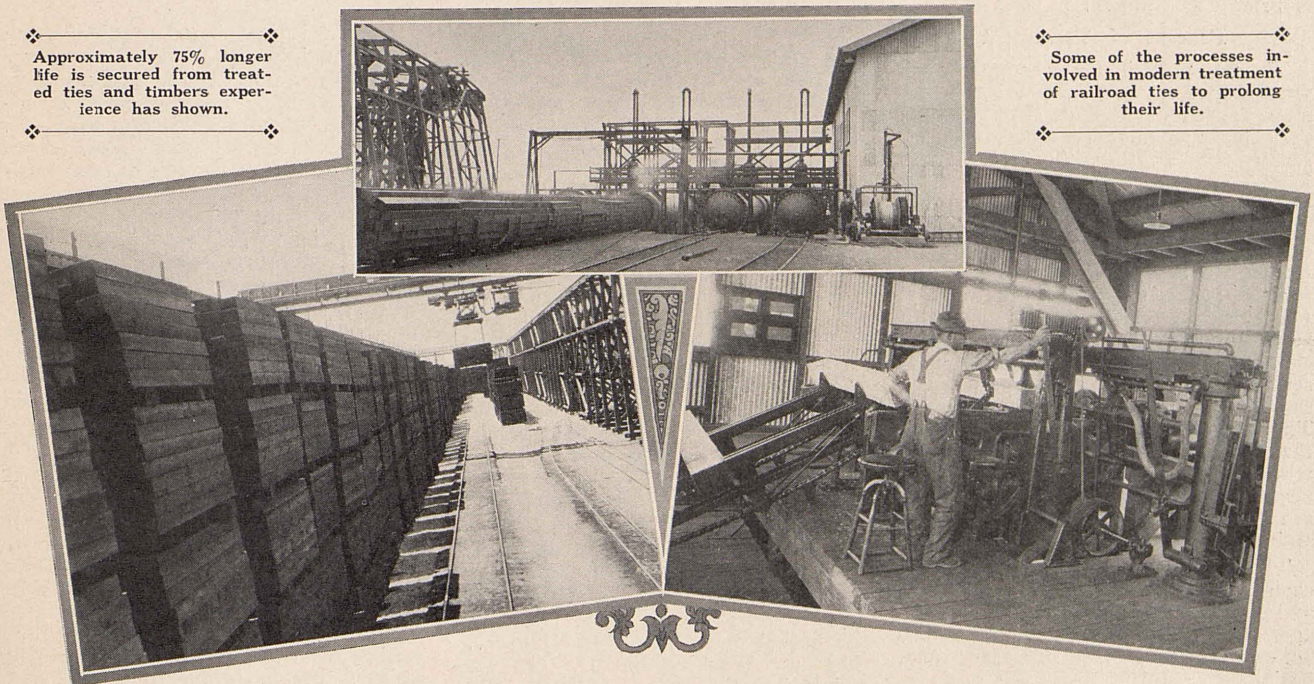
Offering the public a most reliable service, our Transport Company is now in the market for any shipment that ordinary trucking companies will handle. Your "tip" may be the means of securing considerable such business.

Act quickly on any information you may get regarding a prospective shipment, regardless of its nature, as tomorrow may be too late; other transportation agencies are not asleep in the matter of tips and solicitation.

TIE TREATING PROVES GOOD ECONOMY MEASURE

Approximately 75% longer life is secured from treated ties and timbers experience has shown.

Some of the processes involved in modern treatment of railroad ties to prolong their life.



THE ADVICE handed down from the sages "if you would live long, prepare for a long life" may well be applied to the motive back of treating ties and other timbers so as to insure longer useful life. Through chemical processes developed to the present state of efficiency during the last half century, the life of railroad ties and timbers has been increased from fifty to seventy-five per cent.

When this Company was only in its infancy it began treating trolley poles by dipping the butts in open tanks of creosote. While only an experiment at first, the value of such a treatment was shown with the passing of years when it was found that the life of a treated pole was approximately twenty-five years, a good ten years longer than those untreated.

First Used

Treated ties were first used in track construction by this company in a section of City track on San Pedro Street, Los Angeles. These ties were treated with "anenarius carbolineum," a highly refined creosote oil and at that time secured by direct shipment from Germany. The treatment consisted of immersing the ties in a bath of this oil at a temperature of 212 degrees F. for from ten to twenty minutes.

During the spring of 1926 portions of this track were excavated for repairs and there was found practically no evidence of decay, but the cross ties showed signs of heavy mechanical wear. Some of the ordinary 6 by 8 inch ties were cut half way through, however, the heavier crossing and switch timbers were found to be in excellent condition.

By W. Z. SHAW, Cost Engineer

In March 1925, this Company commenced using treated pine ties in paved streets where heavy 7 in.-127 lb. and 128 lb. grooved girder rail type of construction was employed. The class of timber consisted of 6 in. by 8 in. by 8 ft. Oregon Pine treated ties, treated by the Reuping process, allowing $5\frac{1}{2}$ lbs. of oil per cu. ft. of timber. The complete treated tie, after thoroughly cured, weighed 125 lbs. each. Since this tie was adopted for paved street work, practically all ties used in the girder rail construction have been treated with the Reuping method, although the Company has not yet standardized on treated ties for open track construction.

This first lot of 10,000 pieces of treated ties were furnished by the St. Helena Creosoting Company of Portland, Oregon, first being placed in track in July 1915, on one of the Company's heavily traveled City lines in Los Angeles, where there is operated both local and interurban street car service. (The use of this type of tie in paved streets required an annual consumption the first few years of approximately 25,000 pieces.)

During the late war period the Company was not able to lay many treated ties, due to the shortage of creosote, and in October, 1917, a substitute order for 10,000 pieces of 6 in. by 8 in. by 8 ft. Oregon Pine treated ties was filled by the Southern Pacific's tie treating plant in Southern California. The process of treatment consisted of 50 per cent creosote and 50 per cent crude oil. This treatment

was applied on the basis of 8 lbs. to 10 lbs. per cu. ft. of timber.

Immediately some ties of this class of treatment were placed in the tracks of the lines in Los Angeles, where there was operated both heavy local and interurban street car service. In 1923 the Company had occasion to remove some of the treated ties of the Reuping process placed in July 1915, and some of the other class of ties treated and placed in 1917. Whereas the Reuping process ties showed no evidence of wear after 8 years service, those of the other process appeared to be rather rough on the surface, with evidence of the oil coming up out of the timber.

Long in Service

Some of these ties treated by the Reuping process and laid in paved street in 1915 were removed in the spring of 1925, after ten years service, while one of the Company's interurban lines was being repaved through South Pasadena. All of the ties removed were found to be in an excellent state of preservation and the same ties were reused in the reconstruction of the tracks, which consisted of replacing 75 lb. rail with 7 in.-128 lb. grooved girder rail, mechanically-tamped ballast and replacing five inches of oil macadam pavement with 7-in. of asphalt concrete pavement.

When these ties were removed there was some slight evidence of mechanical wear on some of the ties, as this track is on somewhat of a grade and heavy all-steel interurban trains, with cars of live load of 157,000 lbs. is operating over same. It was only essential that the re-used ties be turned.

The Reuping process of tie treat-

ment, the most commonly used at the present time, is the one used at the Wilmington Tie Treating Plant of the Southern Pacific Company, where the Pacific Electric obtains its treated ties, is briefly as follows:

Process of Treatment

Ties are piled in the seasoning yard, with proper air spaces, where they remain for about 90 days. In that time they become fully seasoned and are ready for treating. They are then loaded on tram cars and switched by a "dinky" locomotive to the tie mill.

Here the ties are passed at a rate of seven or eight per minute through machines that (1) bore eight holes for the spikes that will hold the rail, (2) brand the ends of the ties with letters and numerals that (a) indicate the line end of the tie, (b) the preservative used, (c) year treated, (d) rail for which the tie has been bored. The tie then passes on to a machine that incises the top, bottom and sides with perforations that allow an even penetration of the preservative. They are then reloaded on the tram cars and moved to the creosoting plant.

This plant consists of four retorts each seventy-two inches in diameter and 125 feet long, together with storage and mixing tanks, pump room, boiler room, and other necessary auxiliaries.

Narrow gauge track on which to run the tram cars extends the full length of the retorts. Iron bales hold the ties in place, keeping them from floating off the cars while in the creosote bath. The retorts are closed tightly at each end and filled by gravity with the creosote mixture of 70 per cent creosote oil and 30 per cent asphalt base fuel oil. The ties remain in this bath for 15 to 16 hours.

With pressure, the creosote can be blown out of the retort in four or five minutes. The train cars is then pulled out of the retort and the creosoted ties are ready for service.

Out of a total of 776,160 ties installed in paved streets on the Pacific Electric System, 364,906 are treated Oregon Pine ties which have been laid since 1917, at an approximate cost of \$511,000.00. The total number of ties on our entire system is approximately 3,371,040, representing a total value of \$3,941,000.00.

During the year 1924 the Company tried out Oregon Pine ties, treated with what is known as the "Cresoil process," installing street construction. No definite test can be determined at this time as to the qualifications of this class of treatment.

This railway has considerable mileage of its line adjacent to the Pacific Ocean and has several trestles spanning tide-land sloughs where creosoted piling were first placed. In its wharves creosoted piling was first used during the year 1912. The Company originally maintained four wharves extending out into the Pacific Ocean, all of which during the past few years have been removed, the last being the wharf at Redondo Beach in 1925.

Correct Time the "Essence" of Modern Railroading

By C. B. SMITH,
Chief Dispatcher

AS WAS the case a half century ago, the village clock is no longer the standard time bearer because it had kept "perfect" time for the past forty years, nor does the sun dial meet the exacting demands for the correct time.

In no single phase of the civilized world is the element of time and coordination quite so important as it is in the operation of a railroad.

This is a broad statement, but one that can be readily appreciated when it is realized that the thousands of trains moving at "full" speed are doing so with perfect assurance that all other operatives along the line know of its approach and that their watches are within a very few seconds of the train crew's time.

Having been adopted by the United States on the initiative of the American Railway Association, at high noon of November 18, 1883, standard time was established and since daily telegraphic time signals have been sent the nation over. The Naval Observatory at Washington, D. C., was changed to the new system, according to which the meridians of 75 degrees, 90 degrees, 105 degrees and 120 degrees west from Greenwich became the time meridians of Eastern, Central, Mountain and Pacific Standard time, respectively.

By act of Congress, approved March 19, 1918, standard time was made the legal time throughout the United States and in addition to the four time meridians already mentioned, the meridian 150 degrees west from Greenwich was established the time meridian of standard Alaska time. Also, the Interstate Commerce Commission was given the authority to readjust the boundary line between the time zones. In a decision of May 19, 1928, the

Commission made a readjustment so as to bring the limits of the zones as nearly half-way between the standard meridians as the junction and division points of common carriers would permit.

Standard time is telegraphed from the United States Naval Observatory at Washington, D. C., beginning at 11:55 a.m. to 12 noon Eastern Standard time, which is 8:55 a.m. to 9 a.m. Pacific Standard time. Time from Washington is telegraphed over various telegraph lines, radio stations and telephone lines to every part of the country, being received by this Company through a connection with direct Western Union wire.

In the case of the Pacific Electric, the Standard Time is transmitted over telephone lines to all points on the system. Clocks designated as Standard Clocks are set and adjusted at this time and a record of the clocks is recorded on a card provided for that purpose.

The adoption of Standard Time by railroads is primarily for safety in operation and maintenance of time schedules. It promotes confidence on the part of the train crews, particularly in cases of single track operation, giving them the assurance that the opposing train will not pass a scheduled point before he is due to reach it.

Our train dispatchers, giving out orders, dispatching their trains from station to station, when completing orders look at a standard clock and give the time of the completion, with confidence that the man receiving and executing these orders has the same time on his watch, within 15 seconds, as the clock from which the order was completed by.

During the entire day and far into the night, trains are scheduled out of our terminals at frequent intervals, especially so during peak hours of travel. In some cases they leave within a few seconds of one another and at others one, two or more minutes apart, all of which must be on their way as scheduled in order to occupy the proper place in the steady stream of rail traffic. This is accomplished by a uniform standard time, along with proper supervision.

NEW SHOWER FOR TRAINMEN

Showers, not of the April variety, but the kind that are even more welcome to Motormen and Conductors, are soon to be pouring forth their moisture to the desire of employees of the Western Division reporting at the Subway Terminal Trainmen's Room.

Request made at recent Trainmen's meeting that shower facilities be installed so as to be available during the present season was looked upon with favor by the management. Work order was prepared without delay and actual installation is to be made as soon as plumbing fixtures are available.

Of service the year through, the showers will be especially useful and appreciated during the summer months.



Chief Dispatcher Smith and Time Inspector Adams receiving wire time signal from Naval Observatory at Washington.

EXTEND TWO GLENDALE CITY MOTOR COACH LINES

Extension of Glendale City Motor Coach Lines Nos. 1 and 2 and a revised operating schedule which more conveniently serves the transportation needs of patrons residing in the respective districts of the two lines, became effective Wednesday, May 15.

Entering territory not heretofore directly served by motor coach lines, the two extensions provide a more convenient service to the rapidly increasing population of the territory served. Line No. 1, operating in the Ross-moyne Section, was extended from Viscaino Drive and Mountain Street to Don Jose Drive and Mountain Street, while Line No. 2, which operates in the northwest part of the City, was extended from Tenth Street and Elm Avenue, north on Elm to Mountain Street, west on Mountain to Alameda Street, thence south on Alameda and over present route.

Incident to the extension of the two lines, a general schedule revision was necessary. No change in the frequency on Line No. 1 was made, however, a slight change in leaving time was necessary. On Line No. 2 change in both frequency and leaving time was made in order to conform to the line extension and changes in service desired.

The new service is the result of request made by Glendale City authorities and subsequent surveys conducted by this Company to determine the feasibility of such extensions and service changes.

60TH BIRTHDAY CELEBRATED BY SOUTHERN PACIFIC

Marking the sixtieth anniversary of the driving of the Golden Spike, the Southern Pacific Company on May 10th, celebrated its Golden Jubilee. A national radio broadcast, headed by an address from Paul Shoup, was the feature of the program.

It was on May 10, 1869, that the silver sledge drove the golden spike into a laurel tie that united, at Promontory, Utah, the Central Pacific, which was building east, and the Union Pacific, that was building west.

Our parent Company, the successor of the old Central Pacific, has carried on and as the west has advanced step by step, the Southern Pacific has builded. In the last five years Southern Pacific has built more new lines than any other railroad in the United States. In fifteen years it has built 1481 miles of new line at a cost of 88 million dollars.

The progress made is shown by the fact that from less than 700 miles in 1869 the Southern Pacific has advanced until today it operates 16,520 miles of track.

The Misleading Lisp

"Have you a zither?"
"Naw—but I've gotta couple of brothers."



TRACING the first page of the Magazine, dated June 10, 1919, is a picture of E. C. Johnson, Chief Engineer, who had just assumed the executive position he now holds. The story accompanying states that Mr. Johnson was born July 16th, 1881, at Des Moines, Iowa. Attended public schools of Minneapolis; graduated from Armour Institute of Technology at Chicago in 1899 and received his degree in civil engineering from Cornell University in 1905. From the time he left school to the time of his appointment as Chief Engineer of the Pacific Electric, the story shows, he was engaged in railroad engineering work.

A group picture of the Accounting Department force taken below viaduct on 6th and Los Angeles Streets, appeared in the same issue of the Magazine. Prominent in the picture is L. A. Lovell, Auditor, and a score of other faces still associated with the Accounting Department. Among those still in the service are: A. F. Manhart; Mike Levin; J. H. Goldsworthy; R. E. Labbee, R. T. Knowlton; C. H. Keller; F. E. Loucks; G. L. Smith; Miss C. B. Templeton; S. W. Howe;

Miss H. I. Bettis; Miss Maude Bell and R. A. Martin.

Among those who have left the service are: "Daddy" Briggs; J. A. Bertelson; Lawrence Anderson; Don Goldsworthy; Miss Ruth Quigley; Miss A. Strohm, and Miss A. Vignes.

Final report of Chairman S. A. Bishop of the Liberty Loan Committee stated that a total of \$1,497,800 worth of Government securities of the five issues had been subscribed by employees, during the period of the war.

Paul H. Mann was appointed Terminal Freight Agent at Los Angeles effective June 1, vice J. Bennett.

The P. E. Camp opened its 1919 season on June 15 and was scheduled to close September 14. Announcement stated that it should be borne in mind by all employees that as the accommodations were limited to 26 tent cottages it would be impossible to accommodate all who desired to go to the mountains for their vacations in any one month.

A beautiful cue, the prize offered in the Pacific Electric Pool Tournament, was won by "Lucile" Germain of the Hill Street Ticket Office, he having lost only two games during the contest. The Covell brothers, L. H. and R. A., not competing in the contest due to their each having won a previous first prize, tied for first place.

Five mortuary payments were made during the month, the amount being \$534.50.

Employees Rally to Owing Company's Cause in Opposing Territory Invasion

DEMONSTRATING that Pacific Electric employees are loyal both to their employing and parent company, results of recent weeks' campaign to obtain public support of the Southern Pacific's opposition to parallel construction of 200 miles of rail line in northern California and southern Oregon has been most fruitful.

Involving an issue that threatens tremendous inroads into the revenues of our owning Company a hurried campaign of education preceded the actual sales efforts of employees. A number of talks to different groups of employees were made, literature distributed, departmental lieutenants appointed and the campaign was under way.

Summarizing splendid results achieved, a total of 11,856 signatures were obtained up to and including June 3, from individuals voicing their disapproval of the proposed construction. Shippers, whose annual tonnage forwarded and received total 76,150 carloads per annum, expressed their opposition to the construction on blue cards circulated by employees.

While all departments have and are continuing to obtain this much needed public support, Trainmen of the three divisions have been outstanding in successful solicitations, the Northern Division, C. H. Belt, Lieutenant, having piled up a comfortable lead over the Southern and Western.

To Lawrence Kline, Conductor, Western Division, goes the distinction of having obtained the most signed white cards, a total of 408, indicating his interest and intensive work. L. R. Crippen, Conductor, Western Division was second to Mr. Kline.

H. Cairns, with 317 and H. K. Riordan, 311, were the leaders on the Northern Division, followed by I. C. Arks, 232; J. H. Ream, 210; A. P. Baker, 170; H. M. Mosher, 138; C. R. Dieh, 133; R. J. Ballinger, 130 and H. L. Poor, 101.

Trainmen on the Southern Division were led by E. F. Mickey, with 162; P. H. Paulson, 125 and L. McDonald, 100.

Make your P. E. Camp Reservations Early.

BIG CELEBRATION TO MARK REDONDO SUMMER OPENING

With the summer season now at hand, employees are reminded that they, together with dependent members of their families, can enjoy all the privileges offered at the Redondo Beach Bath House at greatly reduced rates. Books containing five tickets are available to employees at \$1.00.

These books can be secured from the cashier in the Bath House on presentation of railway pass or Club Membership Card as a means of identification. Tickets thus obtained permit employees and their families to all privileges granted purchasers of the regular fifty cent admissions.

During the summer the Bath House will be open from 8:00 A. M. to 10:30 P. M. on week days and 8:00 A. M. to 6:00 P. M. Sundays.

A two-day celebration is to mark the opening of the summer season on June 22 and 23. The Black Watch Pipers, entertainers supreme, together with several vaudeville acts, have been engaged for this occasion.

A big free dance is to be given on Saturday afternoon, the 22nd, with a mammoth Carnival Ball scheduled for the evening on the new maple floor of the Mandarin Ballroom.

Beginning June 25, dancing will be held every evening, except Monday, and every Wednesday and Sunday afternoon, the Wednesday afternoon dance being a special free matinee for children.

Such "Crust"!

Bride: "Where's the paper plate I gave you under your pie?"

Groom: "Was that a plate? I thought it was the lower crust."

Agents' San Diego Outing Proves Whoopee Event

"WHEN better times are had, Agents will have them!"

Such was the result of the Annual Agents' Outing held on May 25 and 26 to San Diego and environs. In that whole excursion, in which approximately 125 Pacific Electrites participated, there was not heard one descending opinion as to the success of the trip.

A special train to Wilmington and a five hour boat ride on the Steamer Harvard along the rugged Pacific coast line landed the "thrill seekers" at the southern city. Registration at the San Diego Hotel was completed with the evening yet young in which to do as individual desires dictated.

Group activities of the party which included the wives and kiddies, were resumed the following morning at the Star and Crescent Boat Company's dock, where a special launch awaited the party. A trip around San Diego Harbor to all points of interest was made, including the navy and army air bases, the navy's newest and largest submarine—the V-4, some hundred and twenty small fighting boats that were used as destroyers during the war, seventy of which are now decommissioned; North Island; Point Loma, places of importance in early American history, etc.

The Jovial announcer who conducted the Harbor tour, told of the romance of the giant whale, Barnacle Bill, and his girl friend. His story of the Harbor was a rare treat.

A trip through the beauties of Coronado came next, followed by a journey via the San Diego Electric Railway to La Jolla, where lunch was served. All appetites well appeased, the

party again boarded the special train for the trip to Mission Beach; a short stop there and on to Balboa Park. J. A. Moon, Superintendent of Transportation, of the San Diego Electric Railway, personally conducted the trip on the electric cars.

The return trip to Los Angeles was made on the 6:45 P. M. Santa Fe train, to which additional equipment had been added to accommodate the party.

There was not a hitch in the plans at any stage of the program, every detail having been worked out to perfection, the credit for which belongs to Chas. P. Hill, Chairman of the entertainment Committee of the Agents' Association. B. L. Livingston, Agents' Association President, is also to be congratulated for his part in the success of the excursion.

The generous support of the Los Angeles Steamship Company, Star and Crescent Boat Company, San Diego Electric Railway Company, The Atchison, Topeka and Santa Fe Railway Company, San Diego Hotel and our own Pacific Electric in making the recent outing possible is sincerely appreciated.

Long-Felt Want

Young Miss: "And next week I'm sailing for Paris to get my clothes."

Grandmother: "Yes, yes. I wondered where you'd left them."

Popular Fiction

"Let Bygones Be," by Gones.

"Yes," by George.

"Rock-a," by Baby.

"The Fly," by Night.

"Missed," by A. Mile.

"Benjamin Franklin's Auto," by Ography.



Travel guests of the Santa Fe, Los Angeles Steamship. Co. and San Diego Electric Railway Co., Agents and their families, 125 in number, thoroughly enjoyed an outing last month to the thriving city of San Diego. From left to right: (you name 'em.)

THE PACIFIC ELECTRIC MAGAZINE

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

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

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William Keelin Acct. Dept.
Lawrence Klein West. Division
C. B. Smith Chief Dispatcher

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.

THERE is just a little bit of ego in all of us, whether or not we are frank enough to admit it.

As proof of the foregoing statement, let's take a concrete example:

Haven't you, Mr. Reader, some time or other gone into a store, bank or other place of business and been greeted with a "Good morning, Mr. Brown"?

And, honest now, didn't you feel just a wee bit pleased with yourself? Didn't you conclude that you must have made more than an ordinary impression upon your courteous greeter?

Good-Will Via Pleasant Greeting

Sure you did! And you felt good about it, but that wasn't all. The individual and business or institution he represented secured a "strangle-hold" upon your admiration and future business.

In traveling over our big system, it is a source of pleasure to observe the large number of Conductors who greet their patrons with a pleasant "Good morning," and there are any number whom we have heard add the name to their cheery greeting.

Considering the large number of Conductors employed, the thought has occurred what a splendid practice it would be if each made an effort to learn the names of their regular passengers and greeted them with a "Good morning, Mr. Brown." Of

course it wouldn't be possible or practicable to obtain the names of all our patrons, but there are many and devious ways to learn the names of regular riders, and this is particularly true on interurban lines. Greetings from other passengers, signed witness cards, names on commutation books and perhaps an occasional inquiry from a passenger well-known, such as "Pardon me, but could you tell me the name of the gentleman with whom you were talking?"

Among children personal greetings hold even greater possibilities. The youngster of eight of ten years, who, upon boarding the car, if met with "Howdy, Jack" or "Good morning, Ellen," unconsciously cultivates respect for the greeter.

This thought may seem just a wee bit extraordinary, but then these are extraordinary times; every conceivable plan of salesmanship is being drawn upon to secure and hold patronage.

With all Conductors, and every employee who deals with the public, for that matter, following out such a plan, it wouldn't be long until this railway's forces were looked upon as a model of courtesy.

To those who practice it it would be a pleasant break in an otherwise dull routine; it would make friends and patrons for our Company, as well as the individual; it would create admiration for those who religiously practice it and coming back to that inborn ego—who is there among us who does not desire the admiration and respect of their fellow man?

Thirteenth Birthday

TODAY is my birthday! This issue marks the Magazine's entrance into its "teens"—our publication is now thirteen years old.

On this anniversary, speaking for the Magazine, our kindest thoughts are extended to all who have through their co-operative and untiring efforts, to use the words of Lincoln, "... made me what I am today."

EMPLOYEES ENTER EXHIBITS IN STATE GLADIOLUS SHOW

Three members of the Pacific Electric Family will have exhibits entered in the Annual California Gladiolus Society Show to be held at the Biltmore Hotel Ballroom on June 13th and 14th.

In the non-commercial class, Earle Moyer of the Accounting Department, will attempt to carry off the honors with a special exhibit; A. G. Owen, Agent at San Dimas, and F. E. Loucks of the Accounting Department, will attempt to do likewise in the commercial class.

An education and popularity display will be staged, in connection with which thousands of spikes will be shown on one table and every visitor to the show will be expected to vote on his favorite "Glad."

DINNER AND COMMENCEMENT EXERCISES ON PROGRAM

Marking the close of another school year, the students of the Pacific Electric Education Department will stage a School Banquet on the evening of Wednesday, June 19. The food disappearing act will start promptly at 6:00 P. M. The place is the Windsor Tea Room, Brack Shops, 7th and Olive Streets, Los Angeles, and the price is one dollar per plate.

Members of the various classes, P. E. School alumni and friends are all invited to attend. Plans now nearing completion assure its being an outstanding event of the year.

Immediately after the banquet the crowd will proceed to the Sentous High School, Pico and Sentous Streets, where the Annual Graduation exercises will be held. Students having completed the required work under direction of the Pacific Electric Educational Department will be presented with diplomas bearing the signature of our Vice President & General Manager D. W. Pontius, Club Manager N. B. Vickrey, Club President F. E. Geibel and Educational Director Earl W. Hill.

COMPARISON OF ACCIDENTS DURING APRIL, 1928 AND 1929

	Northern Division 1929-1928		Southern Division 1929-1928		Western Division 1929-1928		Motor Coaches 1929-1928	
Interferences with Vehicles.....	98	93	100	77	183	139	24	40
Collisions and Interferences with								
Cars	3	2	2	8	4	3	0	0
Persons Struck	2	4	2	4	5	8	0	0
Derailments	6	12	14	10	5	4	0	0
On and Off Moving Cars	14	9	13	10	15	17	0	2
Miscellaneous	18	10	31	24	38	40	2	5
	141	130	162	133	250	211	26	47
	11 Inc.		29 Inc.		39 Inc.		21 Dec.	
			1929	1928				
Interferences with Vehicles			405	349	56 Inc.		16.05%	
Collisions and Interferences with Cars			9	13	4 Dec.		30.77%	
Persons Struck			9	16	7 Dec.		43.75%	
Derailments			25	26	1 Dec.		3.84%	
On and Off Moving Cars			42	38	4 Inc.		10.53%	
Miscellaneous			89	79	10 Inc.		12.66%	
			579	521	58 Inc.		11.13%	

Boating, Hiking, Fishing, Swimming, Dancing, Baseball at P. E. Camp.

P. E. Bowlers Prove Mettle

WITH THE smoke of the Annual Pacific Coast Bowling Conference cleared, scores compiled places the Pacific Electric team high in the ranking among the best of the Coast.

A six-man team composed of A. Brahm, W. J. Hodge, Robert Arzate, E. D. Ralph, M. R. Yaeger and R. M. Cobb, represented this Company, they having bowled on May 11 and 12 at Fresno, where the Congress was held this year. Some idea as to the competition encountered is given in the fact that 172-five men teams, 177-two men and 346 individual events were on the program during the Congress, which lasted from May 3 to 26.

In the Boosters Class singles event, where 51 teams were entered, R. M. Cobb captured third place, closely followed by Robt. Arzate, who took fourth honors in the same event. Cobb's score was 162-191-171=524; Arzate's 173-180-169=522.

Entered in the two-men event, Brahm and Hodge came through with a total score of 1016 for fourth place.

W. J. Hodge, in his single match came through with a total score of 540 and is certain to place, but just where it is not yet known. Archie Brahm's high game of 235 was the highest bowled in Congress at the time the Pacific Electric Team left and is likely that it will stand when final results are announced. The showing made by our team is considered most remarkable, it having been comparatively inexperienced in tournament play. This, together with the fact that they were bowling on strange alleys which had been waxed and "doctored-up" until they were anything but easy to shoot upon, makes the team showing all the more impressive. R. M. Cobb, the youngest member on the team in point of experience, surprised the gathering with his consistent shooting. A little more experience on the alleys and he'll show his dust to some of the old timers.

A delegation of bowling enthusiasts accompanied the team, lending much moral support when such was needed. Those who made the trip with the team are Miss E. Brahm, Mrs. Florence Sanders, Mr. and Mrs. E. Weston, Mr. and Mrs. W. G. Ohlinger, Mrs. M. R. Yaeger, Mr. and Mrs. J. D. Henry, Mrs. R. M. Cobb, L. H. Covell, C. G. Gonzales and Guy Woolley. Mrs. Sanders added much to the excursion with her fortune telling and other pranks.

Mr. Covell tried in vain to initiate some of the crowd into the mysteries of "pinochle;" the Ohlingers and Westons almost lost their voices "rooting" and it is rumored that Mr. Cobb lost a valuable floral piece.

The P. E. Club furnished beautiful red ribbon "Bowling League Booster" badges and many favorable comments were heard on these at Fresno.

The composite score of the Pacific Electric team in the three events, to-

gether with their individual totals and averages, is as follows:

	5 Man event	Dbls.	Sgls.	T.	Av.
Brahm (168)	471	525	525	1521	169
Hodge (161)	464	491	540	1495	166
Arzate (159)	453	459	522	1434	159
Ralph (165)	429	445	536	1410	156
Yaeger (167)	515	452	418	1385	153
Cobb (158)	436	524	960	160
Total on 5 man event	2332				

REDUCED-SIZE CURRENCY TO BE ISSUED NEXT MONTH

The new reduced-size currency is to make its initial appearance next month, reports the United States Treasury Department.

Within a comparatively few months thereafter it is proposed to substitute the smaller-size money for a substantial part of the \$5,000,000,000 of various classes of paper currency now in circulation.

Advantages claimed for the new currency are a greatly improved appearance from an artistic point of view, a vastly greater convenience in handling, a saving in cost of manufacture, and a currency which will be much more difficult to counterfeit.

ROD & GUN CLUB MEMBERS PLANNING BOISE TRIP

The Union Pacific System has again extended to members of the Pacific Electric Rod & Gun Club an invitation to attend their annual athletic meeting to be held at Boise, Idaho, the first part of September.

A specially chartered train will leave the Central Station, Los Angeles, at 8:00 A.M., Saturday, August 31, returning Thursday morning of the following week. An exceptionally low rate will be offered Rod & Gun Club members and their families who desire to make this five-day trip.

The Blue Rock team of the Rod & Gun Club will participate in the shoot to be held over the traps of the Boise Gun Club, some of the finest in the State of Idaho.

Further information can be secured from the Committee in Charge, C. P. Hill, A. M. Cross and C. G. Gonzales or Rod and Gun Club Officers.

Make arrangements now for your vacation at P. E. Camp.



P. E. Bowling Team which made splendid showing in annual meet held at Fresno last month. Standing: (left to right) W. J. Hodge, R. M. Cobb, Archie Brahm and Robt. Arzate. Below: M. R. Yaeger, L. H. Covell, Manager, and E. D. Ralph.

System 2nd Longest Grade Separation Under Way

TOTALING an expenditure of \$215,000.00, construction work was commenced last month on the mammoth La Cienega Boulevard grade separation project which raises the Venice Short Line tracks of this Company over La Cienega Boulevard.

Being 2300 feet long and similar in design to the Pico Street grade separation, the La Cienega structure, the design of which has been approved by the Municipal Art Commission, is to be of reinforced concrete and structural steel construction with dirt fill approach on each end. The distance across the boulevard proper is 183 feet, which will be bridged with four steel spans. The separation provides for two vehicular lanes and a pedestrian sidewalk.

On each side of the boulevard will be twelve spans of reinforced concrete, each span being 22½ feet in length. The dirt fill approaches on the extreme ends will be within concrete retaining walls. The entire structure is supported by massive concrete piers, which in turn rest upon concrete piling driven deep into the ground.

The excessive noise incident to elevated in eastern cities will not be present in the operation of trains over the La Cienega structure due to the fact that mass concrete construction for the trough decks supporting the railway tracks is to be employed. This feature permits standard rock ballast construction over the entire length of the viaduct. The massiveness and large number of supporting piers also are contributing agencies in noise and rumbling elimination.

La Cienega Boulevard is a new 100 foot highway in the City of Los Angeles and is to be opened to accommodate north and south vehicular traffic to the district east of Culver City and Beverly Hills, and when completed will intersect the following important vehicular arteries leading toward Los Angeles: Sunset Blvd., Santa Monica, Beverly Blvd., Wilshire Blvd., Country Club Drive, Pico Blvd. and Washington Blvd.

Installation of a double track shoofly has been completed, over which trains are now operating so as to permit uninterrupted work on the structure, and the work is being done by J. S. Metzger & Son, the successful bidder, under the supervision of M. C. Halsey, Structural Engineer.

With completion of the La Cienega project, there will be 68 grade separations on the Pacific Electric System.

Various civic organizations in the district of the new grade separation, together with the Major Highways Committee of the Los Angeles Traffic Commission, have sponsored the La Cienega project, the same having been looked upon favorably by the Pacific Electric Railway Company as well as the Railroad Commission of the State of California.

Weird and Novel Costumes Brighten School Dance

*"School days, school days, dear old golden rule days,
Reading and writing and 'rithmetic,
Taught to the tune of the hickory stick . . ."*

OR WORDS to that effect, were the general order of business on the Thursday evening, May 16, when a "Kids" dance was participated in by members of the Pacific Electric School. The dance was given in conjunction with the regular Club dance and proved to be a gala event.

A regular old-fashioned school class was conducted the way it would have been done in the days "when you and I were young, Maggie." Participating in the program were the Womersley Trio, MaBelle Rosenberg, Mr. and Mrs. Chas. Barth and Miss Mae Bowe. Professor Earl W. Hill back-trod on Old Man Time and assumed the stately air of sedate school-master.

After the class was dismissed, an old-time school day dance was in order. Costumes—all shapes, colors, kinds and species—were much in evidence. The fact that it was a kids' dance did not escape the attention of any of those present; all got the spirit of the occasion and the actions of the participants left no room for doubt as to what they were attempting to represent.

During the dance a costume contest was held, with prizes being awarded as follows: Mrs. F. E. Geibel and W. A. Bishop—First; Miss Mae Rowe and F. C. Phlaf—Second.

Plans for the event were formulated by I. E. Mankin, Chairman of the School Entertainment Committee.

Greater Love Hath No Man

Operator's Sweetheart: "And do you always think of me during your long nights out on the crane?"

"Do I? I've dropped the boom on a truck—killed one man, and broke the swing shaft that way already!"

"Oh, you darling!"

P. E. Baseball Team Sets Fast Pace During May

DISPLAYING a fighting spirit that has been characteristic of past Pacific Electric baseball teams, our boys last month played seven games and came through with five victories to their credit.

On May 5 a double-header was played versus the El Paso Shoes, the result of which left the teams "even steven." The El Paso boys won the first encounter 2 to 1 and then our team came back for revenge, winning the second by the same score.

With a long-time jinx still hanging over them, the Pacific Electric team met defeat at the hands of the Pasadena Merchants' nine on May 12, the score being 10-2. The following week the Electrics defeated the Temple City Merchants in fast game by the close score of 4-2.

May 26 found the Pacific Electric team and the El Paso Shoe boys again locking horns, the result of the contest being a 6-4 victory for our team. On June 1 the Los Angeles Blues were blanked, 4-0, and the following day the Shell Oil team was defeated in a game played at Long Beach, 5-3.

The Pacific Electric team is now tied for first place in the Major Summer League, having won its first two games. The following games of the Pacific Electric are scheduled for this league during the next few weeks: June 9, Pasadena Merchants at Brookside Park; June 16, Torrance Blues at Torrance; June 23, Pacific Steamship at San Pedro, and July 7, Pasadena Merchants at Brookside Park. June 30 will be the date of the annual contest with the Catalina Cubs at Catalina Island.

J. E. Adams of the V. A. Corrigan Company donated a solid gold baseball in the form of a watch charm to be given to the Pacific Electric player with the highest batting average during the month of May. This trophy was won by Jim Blewett, Outfielder, who amassed an average of .450. The runner-up was Catcher Paul Rennie with an average of .418.

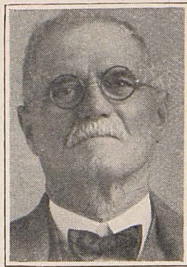


Only the peal of the village school bell was lacking to create all the atmosphere of school days at the costume dance of our Educational scholars held last month under the auspices of the P. E. Club.

Two Veterans Are Retired With Enviably Records

HAVING faithfully served their Company for a combined total of sixty plus years, two veterans of the Transportation Department were honorably retired from service effective April 1.

Alexander McKenzie, Supervisor, Western Division, and Thomas L. Hoag, Conductor, Northern Division, both of whom have builded remarkable service records upon the foundation of loyalty to their Company and fidelity to their work, have done their best and the Company is duly appreciative.



Alexander McKenzie

Mr. McKenzie, who was born in the Dominion of Canada in 1859, entered the service of the Los Angeles and Pacific Railroad on February 13, 1899. This date, however, does not mark the beginning of his railroad career for he had prior service with the old Los Angeles and Inter-Urban Railway.

Close to 200 men have been initiated into Pacific Electric service by Mr. McKenzie, he having "broke-in" that large number. In quantity, quality was never lost sight of; each man that received instructions from "Mac" was thoroughly trained and when the "breaking-in" period had long passed, he took a personal interest in his former pupils. He took a pride in the success of the men he instructed.

Characteristic of his entire service record, is the time he spent on the Soldier's Home Run some few years ago. For six years and fifteen days Motorman McKenzie made 23 trips daily, a total of 50,715 trips, covering 185,220 miles without laying off a single day. The only reason he



T. L. Hoag

stopped on the fifteenth day of the seventh year was because the then Superintendent White promoted him to the position of Supervisor.

Mr. Hoag, who is 77 years of age, entered the service of this Company in 1899 and for years past has been operating a one-man car in the City of Pasadena.

This veteran is one of the most talked of individuals in all Southern California during the Yule Tide season for it was he who did the planting of that now famous "Street of the Christmas Trees" in Altadena.

To look at those stately giants, offsprings of ages-old forests of India, one feels that they must have stood sentinel along the highway for at least

Many Betterments Approved

WORK orders calling for the expenditure of a sum aggregating \$176,180.00 were approved by the Management during the month of May, informs W. Z. Shaw, Cost Engineer. The improvements and betterments called for are located on various parts of the system and will be rushed to completion as early as possible.

Heading the list is the reconstruction of the outbound track of the San Pedro main line between Dominguez Junction and Anaheim Boulevard, calling for an expenditure of \$115,781.00. Present 60 and 70-pound material is to be replaced with 90-pound A. R. A. material and the roadbed will be ballasted with crushed rock.

Seven street crossings are to be improved to conform to changes being made in municipalities involved, at an estimated cost of \$14,622.00. The

a hundred years. Yet the man who planted them, who saw them spring from the seeds and set them out on the avenue, is still a resident of Pasadena.

The many friends and associates of these two time honored veterans regret to see them leave the service, but join in extending best wishes.

crossings are: Doheny Drive, at Sherman, Hollywood line; San Marino Avenue, at San Gabriel, Alhambra-San Gabriel line; Springdale, Weber, Burton, Carlin and Stockwell Avenues on the Long Beach Line. In each of the above crossing improvements 128-pound rails are to replace the 60,70 and 75-pound material now in service.

Present four 2-track signal bridges at Amoca Junction on the Long Beach line are to be replaced with four 4-track signal bridges at an estimated cost of \$7,939.00.

To improve operating conditions over the entire system, 70,000 60 and 70-pound tie plates are to be installed at an approximate cost of \$12,512.00.

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

Renewal of turnouts located at Weston, Dolanco and Roosevelt Stations on the Gardena-San Pedro line; renewal of S. P. Terminal Spur at Garey Avenue, Pomona; installation of one automatic flagman at Spencer Street, Gardena, on the Watts-Redondo line; provide additional passenger landing room and improve station grounds at Watts Station; construct spur track on Del Rey-Redondo line to serve the Metro-Goldwyn-Mayer Studio, and purchase of twelve new all-steel boats for use at Pacific Electric Camp.

Know Your Watts, Kilowatts and What-Nots?

Although common-place because of their general usage, certain electrical terms indicative of units of power are but little understood by the large majority. When we hear of "horsepower" or "kilowatt" it suggests something in connection with electricity, but to those not versed in electrical engineering, their relative meaning is not known.

That we all may understand a few of the most common of these terms, L. H. Appel, Assistant Superintendent of Power, has compiled the following data:

—Kilowatts—		—Horsepower—	
Horsepower or Kilowatts	Refer to Capacity	i.e.	50 H.P. motor or 37.5 K.W. motor
Horsepower-hours or Kilowatt-hours	Refers to electrical energy Generation or Consumption	i.e.	Motor consumed 50 H. P. hours or 37.5 K.W. hours.

Relation of Horsepower to Kilowatts

1 Kilowatt = (1000 watts) = 1.34 H.P.

1 Horsepower = .746 kilowatts = (¾ kw.)

Example

50 H.P. motor = (50) (¾) = 37½ Kw.

75 Kw. motor = (75) (1.34) = 100 H.P.

Relation of Kilowatt-hours to Horsepower-hours

1 kw-hr. = 1000 watt-hours

1 Horsepower-hour = 746 watt-hours

Kilowatt-hours per car mile means the total energy consumption per mile traveled, i.e.,

3 kw-hrs. per car mile would be equivalent to
30 kw-hrs. for 10 miles.

Watt-hours per ton mile (or Kw-hrs. per ton mile) means the energy consumption per unit weight.

150 watt-hours per ton mile (.150 kw-hrs. per ton mile) is the energy consumption per unit weight.

A car weighing 40 tons, consuming 150 watt-hours per ton mile would use (.15) (40) = 6.00 kw-hrs. per car-mile.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

P. E. EXECUTIVE COMMITTEE MEETING HELD AT CLUB

Regular meeting of the Pacific Electric Club Executive Committee was held in Room 711, Pacific Electric Building, Wednesday, May 8, at 2:00 P. M. The following were absent: F. E. Billhardt, F. O. Evans, H. L. Young, J. I. Campbell, C. E. Moser, F. E. Mayfield, J. M. Geopfert, B. F. Manley, Wm. Moesby, T. L. Wagenbach, John Jackson, and T. J. Day.

Club Fund

Balance, 4-1-29	\$ 359.77
Receipts	1093.75
Total	\$1453.52
Disbursements	78.30
Balance 4-30-29	\$1375.22

Relief Fund

Balance, 4-1-29	\$ 208.85
Receipts	1453.50
Total	\$1662.35
Disbursements	1505.06
Balance, 4-30-29	\$ 157.29

Unfinished Business

F. E. Geibel requested that the usual reading of the minutes be omitted owing to the pressing business.

Mr. Osborne inquired about the wrestling mat for Torrance employees. Mr. Vickrey stated that when necessary repairs had been completed the mat would be immediately sent.

Glen Hatt asked for seats for the use of Trainmen at Ocean Park Terminal. Mr. Geibel replied that they would be sent without delay.

C. A. Thomas requested additional chairs for the Terminal Trainmen's Room at Hill Street Subway Building. Mr. Vickrey replied that these chairs had been requisitioned.

New Business

E. E. Hunkin reported that the Magazines were not being properly delivered at the California Luthern Hospital, 1414 S. Hope Street, Los Angeles. P. T. Porter stated that this condition would be corrected.

Mr. Osborne asked for indoor base ball suits for the boys who are members of the team at Torrance. Mr. Vickrey replied that this matter had been discussed and satisfactorily taken care of.

Mr. Geibel spoke of the passing of M. T. Spencer, Committeeman from the Mechanical Department at West Hollywood. Mr. Spencer has been a Committeeman continuously since the Club was organized.

A most interesting discussion arose concerning the proposed entry of the Great Northern and Western Pacific

LAST DANCE OF SEASON TO BE HELD ON JUNE 13

Bringing to a close a most successful dance season, the Pacific Electric Club will hold the final Thursday evening ball on June 13 at the Forester's Hall, 1329 South Hope Street, Los Angeles.

Hundreds of the Club members who have participated in the season's series of dances have received much delightful entertainment therefrom and all the regulars, together with friends and those who have not heretofore become imbued with the dance spirit, are invited to make the last the best of the season.

Dances have been held on alternate Thursdays throughout the fall and winter months, the largest crowd having attended the Christmas Ball, when approximately 800 people joined in the celebration.

The latest in popular music, as well as fascinating old fashioned numbers upon request, has been played throughout the season by the five-piece Pacific Electric Orchestra, and to this group of musicians much credit for the success of the Club's dancing season is due.

CLUB BUILDING PROGRESSING

Rapid progress has been made on our new Club Building during the last thirty days, the pouring of cement having just been completed. The building has now taken on the form called for in the plans and will shortly be receiving some of the finishing touches.

Wiring and plumbing is being done and a ventilating system is in the course of installation. Building of partitions on the lower floors has been started and all in all very satisfactory progress is being made.

Railroads into Southern Pacific Territory. Many questions were asked and the Committeemen agreed to do all in their power to interest the employees in their respective departments and to personally assist the Southern Pacific in this important fight.

C. C. Rice spoke of the good fishing which he enjoyed at the Pacific Electric Camp on the occasion of the Rod & Gun Club visit on April 30.

Mr. Vickrey stated that the necessary work is being rapidly completed at the P. E. Camp for the opening on May 29. Many inquiries are coming in and our employees will do well to place their reservations early for during the months of July and August reservations are always heavy.

Ladies' Auxiliary Events

THE LADIES' Auxiliary participated in another four weeks of interesting activities during the month of May, reports Mrs. Lon Bishop, official Scribe of the Ladies' organization.

On Thursday, May 9, the time was devoted to a general discussion of the several important measures appearing on the ballot. Not to be out-done in any field of activity, the Ladies turned to a discussion of their own election which takes place next month. A half hour of real social activity followed and adjournment was taken until May 23.

The spirit of the Ladies' Auxiliary organization has been spreading over the entire system as is evidenced by the activities of the Riverside Branch. They held their regular meeting on May 1 at the home of Mrs. Van Deren, at which time election of officers was held with the following results:

Mrs. James Gilbert, President; Mrs. Chas. Ives, Vice President; Mrs. Eugene Smith, Secretary, and Mrs. Virgil Morgan, Treasurer.

Mrs. Geibel and Mrs. Gilmore of the home club at Los Angeles were present at the Riverside meeting.

The regular card party on the 16th provided a jolly time for a large number of ladies. Miss Mabelle Gilbert of Riverside and Mrs. Lon Bishop won high scores at Bridge, while Miss Bundy won the 500 honors.

Before the summer vacation there will be one more party on June 20. If all goes well, the first meeting of next season, scheduled for September 20, will be held in the new Club Building.

At the meeting of May 23, a talk on proposed invasion of Southern Pacific territory by the Great Northern and Western Pacific Railroads was made. The Company's interests are our interests, reports Mrs. Bishop, and all within the power of the Auxiliary will be done in winning of the present fight for our parent company.

Two other speakers were present on this occasion and talked on matters relative to the municipal election. Refreshments were served and the next meeting was announced for June 9, at 1:30 P. M.

MASONIC CLUB NOTES

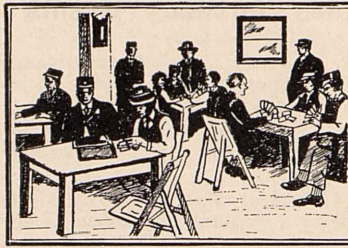
The next regular meeting of the Pacific Electric Masonic Club will be held in Room 711 Pacific Electric Building, Tuesday, June 11, at 7:45 P. M.

The special feature for the evening will be an illustrated lecture by W. R. Tanner, Assistant Director of Forestry, Los Angeles City Schools.

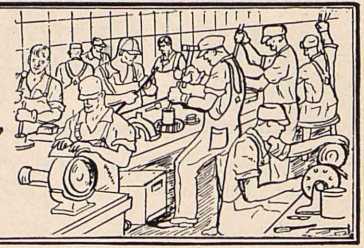
The regular meeting held May 14, was addressed by W. H. Francis, Southern Pacific Company.

During May the Degree Team conferred the Master's Degree upon fellow employees at Manchester, Torrance and Sunnyside Lodges.

Diversified Pleasure For All at P. E. Camp.



NEWS of the P. E. FAMILY By Our Correspondents



MECHANICAL DEPARTMENT By Carleton B. Bell

Death has saddened the homes of many of our fellow-employees during the last month. All of us feel the loss of John G. Liston, General Foreman and one of our oldest employees, having been in the company's service since May 20, 1898.

W. W. Bristow, Carpenter; Joseph A. Hardesty, Wire Department and Thomas Cassidy, Wireman, had the sad experience of death taking their mothers from them last month, while Bert Collins, Wireman, was deprived of his father because of death.

The sympathy of all their fellow-employees is extended in their hours of sorrow.

The best wishes of fellow-employees go with Stanley Lay, Wireman, who has left the service to enter business for himself. Stanley is going to help furnish the Movie trade with some of the many supplies they require.

The P. E. indoor ball team, under the captaincy of Daniel M. Leonard, Blacksmith, is making a fine record in the Torrance Industrial League. They have played 8 games, winning 7 of them by wide margins and losing one to the Doheny-Stone Drill Co. team by a score of 11 to 7 on May 29. They must have been overcome by the presence of Shop Superintendent E. O. Straub. This was Mr. Straub's first appearance at the games, and the boys just could not get over their "stage-fright."

Vincent R. McGinnis of the Plating Room says he will have much more leisure time at home now as it will not be necessary to go into town to do the shopping. Five and ten guesses why.

Ed. Leahy, Wiring Foreman, learned how to enjoy life while he was on his vacation. He now drives to work in the sportiest Studebaker coupe that parks around the office. "Work while you work and play while you play"—that's Ed's motto.

Mr. Spalding was in a hurry to get home the other evening and gladly accepted Harold Lynn's invitation to ride in his trusty (?) Dodge. Everything went well until Harold pulled over to the side of the road to study the map and determine his whereabouts. He discovered he was in Long Beach instead of Los Angeles. When Mr. Spalding finally arrived home, Mrs. Spalding reminded him that hereafter when in a hurry to get home he should "ride the big red cars".

Long and faithful service has its rewards. John W. Cusick and Carl A. Elmquist were retired on pension after 25 years' and 23 years' service, respectively, with the best wishes of the management, as well as of all with whom they came in contact in their work. The shop employees chipped-in and brought an engraved Shaeffer pen and pencil set for Mr. Cusick and a leather billfold and card case for Mr. Elmquist.

James O'Connor of the Pipe Shop is having a hard time dividing his love between his beautiful garden of roses and his new Oldsmobile. Jim has long been known as a connoisseur of beautiful roses, but his feeling for the Oldsmobile is something new.

Several of the employees at Torrance are great gladiolus fans and intend exhibiting some of their flowers at the annual exhibit of the California Gladiolus Society at the Biltmore Hotel June 13 and 14. Miss Mary Baldrick and Louis Brown won prizes at the

show last year and will try to repeat. If you are interested in gladiolus stop at 16322 Western Ave. and see Miss Baldrick's garden in bloom sometime after the middle of June.

The Pacific Electric personnel was shocked to learn of the tragic death of Miss Adelaide Gibson of Mr. Geibel's office, by accident occurring May 30th. Diplorable as was the fatality, its tragedy was more severe inasmuch as wedding bells were to peal on June 14th for the unfortunate young girl who was in an ecstasy of joyous contemplation due to the impending wedding.

Miss Gibson in backing her car from the garage apparently became confused and lost control of the machine which backed over a curb and crashed down a steep hillside for some 200 feet, pinning her beneath the wreckage. Death was immediate. The body has been shipped to Pittsburgh, Penn. for interment.

7TH ST. WAREHOUSE By Daniel Sanchez

The promotion of Bill Clerk R. G. Morgan to position of Assistant Agent at Whittier Station, took place last month. The good wishes of the Terminal Freight Station Force go with you "Bobbie."

Assistant Cashier Adolph O. Altenburger has resigned to accept a position with some oil interests in Los Angeles. His place is being filled by Noel E. Mundell, formerly Teller.

S. H. Price has rejoined the forces of the Car Desk at Butte Street after several years absence. He says there are still some of the old faces in evidence.

The new Stenographer in the office is Miss Rose M. Lloyd, filling the vacancy made by transfer of Irene Cunha to the Accounting Department.

R. O. Schwindt of the Accounting force has been ill for some time. He has been confined to the hospital, but is now at his home where he is improving very nicely.

It is very hard to locate Glenn Day, now-a-days since being made a present of a bouncing baby boy on May 22. Glenn will recover in time. We are glad to announce that Mrs. Day is getting along nicely and the baby knows how to make himself heard.

Frank Maddox, O. S. & D. Clerk, has returned from his vacation spent with the "folks" back in Kansas. He reports the country very wet (rain).

Expense Clerk, Louis Wise, has been off duty for some time on account of injuries received in motorcycle accident.

Charles Salazar, Chief Revising Clerk, is on his vacation and is visiting friends in San Francisco. Joseph Dumoulin, Inspector, also on vacation at home. Car Clerk Wadleigh is visiting friends and relatives in Minnesota. Car Clerks M. B. Leister and L. A. Smith are also on vacation enjoying Southern California scenery.

The Warehouse reports the following on vacation: Daniel Sanchez, San Francisco; Neal St. Anthony, Portland and Seattle; Julius Marschner and Melicio Lopez at home.

Foreman O. T. Flood has had a seige of illness and has taken his vacation to recuperate.

Chief Clerk Sam Tellechea, who has been under the observation of the doctor for a short while, is now on vacation.

We are glad to welcome back to our fold Irene and Carrol Brown after an absence of a month, during which time they visited with friends and relatives in Nebraska.

Stillson: This is "STILLSON" of the P. E. Freight. No! STILLSON, all same Stillson Wrench — "WRENCH" — like you'd WRENCH your big toe. TOE—TOE—the end of your foot.

Patient listener—All right, Mr. Foote, what can I do for you?

ENGINEERING DEPARTMENT By Margaret E. Maitland

J. P. Gould reports poor fishing in Rock Creek.

Have you heard about John Nixon's "Wonder Chevrolet"—for four years John has had no repair bills, but Chevie broke down the other day—too bad.

W. L. Perry is now a summer batchelor, his wife having gone East on a visit.

J. Frownfelter, J. G. Farmer, and Chas. Bowman have been transferred to the Structural Department during the construction of the La Cienega grade separation.

About thirty of the boys from the Engineering Department went fishing on Decoration Day, and fishing was good—Ed. Clark got the prize for the biggest fish and B. F. Manley caught the most.

Harold Smith spent Decoration Day in Mexico, plenty hot, but he likes it that way.

L. Sherbourne has been transferred to the Harbor Belt Line.

S. S. Williams and family are going back to his old home town, Pittsburgh, for his vacation.

Mr. and Mrs. J. G. Clark leave very shortly for Goodrich, Ontario, Canada, to return by way of Vancouver.

Nancy D. Kelly has a new Chevrolet—whoopee—Nancy.

L. F. Prince, Towerman, Santa Fe Springs Tower, on May 27th had the pleasure of meeting his sister Agnes after a separation of 26 years. To say that he was overjoyed is putting it mildly. We hope Miss Prince will like California, and decide to make it her home.

Don't forget the McCulloch Orchestra at Mt. Lowe, if you have never heard it you have a treat in store for you.

Several of the Washington Street Yard's leading fishermen celebrated Memorial Day by chartering a boat for deep sea fishing. The outing was a great success and did not hurt the fishing industry to any great extent, as the boys did not bring home anything but their live bait and an empty tummy.

Do not fail to attend the next Rod & Gun Club meeting and hear Roger Lemelle speak on

"How sea-sickness brings out the best that is in a man" and also C. J. McDonald's address on "Mal de mer" and "how to get the best results on a short wave-length".

The following members in good standing are on vacation: F. C. Sharp and E. D. Ralph are doing their bit to make the Shriner's Convention a success. Both have crossed the hot sands.

Lee Cash is on vacation and from reliable sources we heard that he will come back "Cash and Carry" as he just got married and is spending his honeymoon in Portland. Best wishes, Lee.

Warren Knight is doing his two weeks at Venice and if his shoe leather holds out all the Venice Dance Halls will need new hardwood floors.

Earnie Engleman is spending his vacation on his Avacado ranch. We are looking forward to a few samples on his return.

Geo. Watson is still on the sick list and we hope for a speedy recovery.

Frank Patterson went up to Lake Arrowhead fishing. On his return an excellent fish dinner was served at the Patterson mansion, but . . . Mrs. Patterson was eating trout and "Pat" was eating catfish, all from the same dish and the same fish. Just ask Pat, how come?

MACY STREET TERMINAL D. B. VAN FLEET Terminal Foreman

Reports from the California Lutheran Hospital are that Conductor L. B. Bower, Macy Street, who was rather seriously injured in the Macy Street Yards early last month, while on an errand of mercy for another trainman, is progressing favorably toward recovery. A visit by his friends will be appreciated.

Due to the heavy trucking from the Gravel Pit Rock Crusher over the Durbin Crossing on the San Bernardino Line, another flagman was added to protect the crossing at night. Flagman R. C. Lowe, a transfer from the Western Division, is now on duty on this shift.

The motto of our company—to consider safety first at all times—was still further emphasized on Monday, May 6th, when modern automatic block signals were placed in service between Valley Junction and Margarita Avenue, on the San Bernardino Line. This stretch of track through low hills is now fully protected.

The big job of moving the four tracks to the South, between Minto Court and Newton in the El Sereno district was accomplished during April and part of May. Train delays were cut to a minimum during the greater portion of the day by flagmen and switch-tenders, who were on duty constantly, working in 8 hour shifts. The final stages of the work are now rapidly nearing completion.

In considering the huge undertaking it can be said that all departments involved cooperated to perform the job in a truly efficient manner.

The steady increase in freight traffic called for the establishing of the Extra 7:00 p.m. freight as a regular run last month, under Run No. 663.

Each year in the month of May the Nature Study Classes of the Los Angeles Public Schools are taken on a nature study trip into the Sierra Madre Mountains, the movement of the group being over our Sierra Madre Line. This year the large party of over 800 school children, escorted by their teachers, made the trip on the 22nd of May. It took sixteen cars to accommodate the party to the foot of the mountains and return.

Conductor H. C. Thornton and Motorman L. M. Green both elected to leave Macy Street. Conductor Thornton bid in San Bernardino Line Run No. 73, working out of Pomona, while Motorman Green bid in Corona Line Run No. 34, working out of Riverside.

Motorman T. M. Lloy, Sierra Vista Line, holder of the unofficial early morning speed record between Belvedere Gardens and Macy

Street Terminal, is now the proud possessor of a new Chevrolet Six.

The first morning after the purchase he arrived at work twenty minutes ahead of time. However, some say that after the first 500 miles are put in, that he will undoubtedly cut this time down to his old fine margin of (?) minutes.

It is with pleasure that we introduce and welcome to Macy Street the following new men. Conductors C. E. Owens and A. D. Rose, and Motorman C. R. Walsh of the May 3rd class, also Conductors A. R. Belyea, C. E. Donaldson, E. O. Holt and W. D. Scarborough and Motorman C. H. Yapple of the May 17th class.

The sincerest sympathy of the Macy Street Trainmen is extended to Conductor E. R. Smith, South Pasadena Line, whose mother passed away last month.

STORES DEPARTMENT By H. Vander Zee

Mary Gannon, Typist, is at the present time taking a ninety-day leave of absence. We all miss her and hope the rest will prove beneficial.

Dorothy Galpin, Typist, is filling the vacancy created by Miss Gannon taking a leave of absence.

Jim Phillips, Price Clerk, with a little coaxing, finally reported that his twin girls, Corinne and Catherine, aged 6, made their stage debut in a little act called the "Hat Box Dance" in a show sponsored by the Women's Club of Gardena. They played their part very well and, judging from Jim's satisfied expression, he is well pleased with his youngsters.

Arthur Schroeder is now on the Stores Shop Delivery force, filling the vacancy caused by the resignation of Harry Birch

Orders for young possums are now being rejected and several orders already placed will have to be cancelled, according to Ward McCall, Storekeeper. Several days ago one of Ward's men, while working in the Yard, captured Mrs. Possum and eleven of her offspring. Orders for them were solicited immediately, but, owing to improper quarters or something, the size of the family has been reduced to the mother and five babies.

A few notes submitted each month from the respective divisions of the Store Department will insure this column appearing regularly in the Magazine.

SOUTHERN DIVISION Samuel J. Mason, Passenger Director

Tom Clifford, Motorman, Watts Line, has retired. Tom is well-known among the boys and very well liked by all who know him. He leaves a personal record with the Company that would do honor to any man.

While Frank Farnham is on a temporary leave of absence, L. Antista, Supervisor, is taking charge of the Company's U. S. Mail Department.

Motorman Stark, Watts Line, is away on sick leave.

F. L. McCulley has returned from a visit to his ranch up north. "Mac" reports everything in good shape on the ranch.

Conductor Yeager, Whittier Line, is contemplating a trip north with his family to Vancouver, B. C., in his new Ford. Yeager keep your eye on that "Vancouver Gas". They say it has an awful wallop.

Earl Mathing, Motorman, Santa Ana Line, has returned from a visit with home folks back in West Virginia. Mack reports a bumper crop of Virginia baked ham.

C. J. Button, Trainmaster, has returned from his vacation spent visiting in Louisville, Kentucky, St. Louis and other eastern points.

Charlie says that "Kentucky Derby" is some event and that "Van Dusen" was some mudder.

Claude T. "Casey" Jones is on his ranch looking after the cherry crop.

Motorman Joseph F. Zwissler and family have returned from a motor trip across country visiting old home folks at Dayton, Ohio, and other eastern cities.

Ora Taylor, Assistant Superintendent, Southern Division, has returned from a two weeks' vacation at Murrietta Hot Springs.

Joseph E. Botkin, Gateman at 6th and Main, is spending his vacation with boys at Exeter, California. He is also doing a bit of fishing on the side.

Motorman John B. Filey is back to work after a trip to New York where he was called to be at the bedside of his father who died shortly after John's reaching there. We all extend our sympathy.

Several of the boys are booked for vacations at the P. E. Camp in the next few weeks.

FREIGHT DEPARTMENT SOUTHERN DIVISION By Thomas A. Lyons

The summer is bringing out the new cars. Among some we have seen are Dan Deal's Nash 400; Trolleyman Schmidt's Pontiac Coupe; "Pig" Winters' Ford Sedan; McLean's Durant; Atkey's De Soto; Tommy Holyoke's Chevrolet Sedan.

Several new men have reported during the past month, all of whom we bid welcome.

The personnel of the market crews has undergone considerable change: Oscar Velerick and Bill Spahn are now on the early job, and Sam Noble has returned to the P.M. run after a long illness.

Frank Girard is off duty due to illness, the after effect of his war service.

On a pleasant Sunday we drove out to Lankershim to visit the Swartz estate. The beauty of the grounds and the home is beyond description; the bird aviaries, the sunken garden, the many hidden paths, the summer houses, the fish pond, the chicken runs, the wonderful water system—the place must be seen to be appreciated. And how Mrs. Swartz can cook.

The inside yard job looks natural again with Roy Soule and Dan Terry back on the job. Did you ever watch Roy Soule walk across the yard? He covers nine feet with each step.

The story of the Port is now known. There were more rumors concerning it than there is attached to a movie star. It didn't turn out so bad after all.

Few of us know that at one time Bob Beale made a study of the human brain at Wisconsin University. If you doubt it, let him take hold of your head and he will explain what every knob and bump means.

See you at the P. E. Camp.

ACCOUNTING DEPARTMENT By William Keelin Batting for George Perry

On Saturday, May 25th, fifteen or more members of the Auditor's Office availed themselves of an opportunity rarely offered. As guests of the Agents on their Annual Association Outing, they were taken to San Diego on the L. A. S. S. Co. Steamer "Harvard." A trip around the harbor Sunday morning was followed by trips to Coronado and La Jolla with dinner at the Valencia. Mission Beach and Balboa Park were also visited. The journey home was made via Santa Fe Ry. Judging from certain snapshots a good time was had by some. Many thanks, Agents.

While all this was going on Miss Lorena Hockenberry quietly changed her name to Mrs.

Otis Robinson, the ceremony, we understand, being performed in Pasadena. We all join in wishing the newlyweds every joy and happiness.

Vacationers do like to travel:

Cards from Ruby Sodowsky and Edna Bare inform us that the Lincoln Memorial is in Washington, D. C.

John Cattle and wife again visited Denver.

Al Manhart spent a few days in San Francisco; the remainder of his time at home.

Margaret Waldow took a month's leave to visit relatives in Ohio.

MORAL: Never talk of worms while riding on a train.

Vacationing at home were:

Kathryn Fox, Margaret Bell, Daisy Murphy and A. R. Manhart.

Russell Hollinger is a new member of the Miscellaneous Accounts Bureau staff.

A week of fishing at Huntington Lake near Fresno and the bringing home of some forty odd trout is sufficient proof that "Alex" Alexander is a truthful fisherman. "Alex" also spent a week at Las Vegas fishing and hunting with Paul Fancier.

Vacationers in the Conductors' Accounts Bureau were: Edna Abell, at home and Yosemite. Blanche DeVore, Denver. Bernice Cavallire, at home. Emmer Franklin, Yosemite. Marie Remund, at home.

The Church of the Flowers in Glendale was the scene of a pretty wedding on the morning of June 5th, when Miss Blanche DeVore, Cond. Accts. Bureau, was united in marriage to Mr. John Gallagher. We all wish the newlyweds an abundance of joy and happiness.

NORTHERN DIVISION Eastern Lines By Ruth Thompson

C. H. Jones, General Agent, reports that considerable business has been secured by this Company through efforts of employees in turning in tips of prospective business.

Freight Agent Whiteley is visiting his parents in Arkansas. He is being relieved by Relief Agent Herbert Hall.

Dispatcher L. M. Hatch, Motormen L. G. Wilson and F. Rouchleau, three of our most enthusiastic fishermen, reported a good catch at Newport a week ago.

Conductor Livingston, who has been ill for some time reported for work on June first.

Conductor Myers is at the hospital in Los Angeles for an operation on his arm.

Several of the trainmen are on vacation—Motorman Ringo, at home; Conductor E. Jackson, at home; Conductor R. T. Harmer, Southern California; Brakeman J. J. Raker, inspecting mining interests in Nevada.

L. M. Greene has bid in on Run 34 at Riverside.

SHERMAN TERMINAL By E. D. Arthur

B. W. Todd, General Foreman, Western Division, spent the larger portion of his two weeks' vacation visiting with his sister, Mrs. L. M. Osborne of Newberry, Calif. He was accompanied by his family.

Herbert Hybarger, Subway Inspector, has returned to work after a two weeks' vacation spent sight-seeing in Southern California. Mrs. Hybarger accompanied him and they both report having had a very enjoyable trip.

F. L. Jones, Machinist at West Hollywood Shops, has been ill for several weeks past. He is reported being much improved and is now convalescing at home.

Howard Yamiz, Toluca Yard Inspector, is

expected to be called to the Hollyview Sanitarium, where he will undergo a series of treatments.

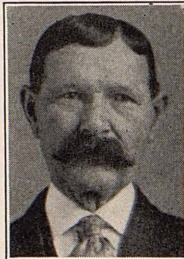
Charles Mullins, West Hollywood Agent, accompanied by his family, is spending three weeks' vacation with friends and relatives in Oklahoma. They are expected to return some time in June.

F. R. Kelso, Assistant Foreman at West Hollywood Car House, recently returned from his vacation, spent with relatives and friends in the old home town in Kansas.

Don't forget the Class Banquet June 19 and don't fail to be in one of these classes when they begin the next semester (September 4.) They are to be held in the new Club Building, which is expected to be completed before that time.

MECHANICAL DEPARTMENT "OLD TIMERS" By Willis M. Brooks

England, the "Mother Country," has provided liberally of her manhood in the settlement of America. In our Pacific Electric Family we have many brothers who hailed from the British Isles. There are a number in the Torrance Shops, among whom is William E. Davis, Carpenter, whose picture adorns this short biography.



William E. Davis

he joined the rising tide of young manhood migrating from farm to city and secured a position with the Santa Fe Railway at Emporia, Kansas.

In South Bend, Kansas, he met and succumbed to the charms of Miss Leola Anna Krause.

Two children blessed their union, a son, now in the United States Mail Service on the Denver and Rio Grande Western Railroad at Denver, Colorado, and a daughter, the wife of Sheriff Chillson of Cripple Creek, Colorado.

Mr. Davis came to Los Angeles in 1902 and for twenty-seven years has done his bit by a faithful performance of his daily tasks, in what has been one of the greatest and most potent factors in building and developing of Southern California, the Pacific Electric Railway.

Men have done brave deeds and epics keep them young in the world's memory, but in our shops and factories, their odyssey unsung, are plodding thousands, whose acts of sacrifice and devotion shame the legendary heroes we love so well.

OCEAN PARK CAR HOUSE By Lawrence Klein

Conductor George Burks on the Third Street Line at Santa Monica, was appointed Dispatcher in place of C. A. Shock. Mr. Shock has taken over the duties of the late Roy Spafford in the Instruction Department. We wish you both the best of luck.

Conductor J. B. Slinker, Sawtelle Line, is about to take a bride. Reports have it that the charming lady is an employee of the Accounting Department.

Conductor E. P. Verrit, Santa Monica-Sawtelle Line, is back home again after an extended visit in Denver, his former home.

Motorman W. O. Walker has bid in the run on the Del Rey Line. Walker worked the

Del Rey Line about three years ago, so the recent change is somewhat of a return to his "first love."

Conductor Paul Porter from West Hollywood bid in the Third Street Line at Santa Monica. We are glad to have you with us, Porter.

The boys of Ocean Park Car House enjoyed the talk given by Conductor F. G. Watson last month regarding the proposed invasion of Southern Pacific territory and they are endeavoring to put the West at the top of the list in the work outlined for them by Mr. Watson.

Motormen Rice and A. C. Johnson are having a time of their lives playing cribbage. It seems that Johnson is out-counting Rice. Watch him, Rice, you might win the championship yet.

NORTHERN DIVISION PASADENA By Edmund C. Fox

The Pacific Electric Vacation Camp in the San Bernardino Mountains opened its thirteenth season May 29. It is not overrating to assert that it is the finest on the Pacific Coast, the ideal place to spend your vacation. A supply of pamphlets for your information are now available. Ask the Terminal Foreman for one. The vacation season has opened with a bang, so make your reservations early.

H. A. Radig departed June 2 for somewhere in Minnesota, where he will join the benedicts before he returns. D. B. Gardner and wife are now visiting in that state and expect to witness the ceremony.

Complacent over the fact that his lost purse was found, an appreciative patron rewarded the finder, Fred Palm, with a letter of thanks containing a five dollar note.

K. C. Kemp is the daddy of a new eight-pound boy, born May 18. Congratulations, Mr. and Mrs. Kemp.

New levels of achievement were recently made by former Collectors H. O. Borrowdale and R. I. Hunter, having qualified as Conductors. They are now eligible for interurban and local service.

S. Townsend having returned from his vacation, reports an enjoyable visit in San Francisco and the bay region.

LONG BEACH TERMINAL By C. H. Spence

Conductor J. H. Shelton is back to work after being on his annual vacation.

Motorman Guy Small has again bid in Run 89. You can probably hold this run for awhile as George Pickles seems satisfied with his "daylight."

H. W. Jenkins, Motorman, has bid in Run 46 on San Pedro Line.

Motorman R. U. Johnson says the only thing he doesn't like about the new 1200 class cars is that he can't see out of those round windows. Now he either has to carry a soap box around or buy a high-chair.

Would anyone think that we had big game hunters in Long Beach? They started out this season by bagging a raccoon on the West Seventh Street bridge. This crew is D. A. Cain and Cecil Coombs and they aim to clean up big this year.

Wild Goldfish

John had finished a very large evening; as he tiptoed into the house rather unsteadily he crashed into the goldfish bowl and sprawled onto the floor.

Ah—a voice from upstairs:

"John is that you?"

"Aw, you gwan back t' bed—I ain't goin' t' leave no damn goldfish bite me."

**PARKING IN BUSINESS AREA
ATTACKED EDITORIALY**

That motorists should not be allowed to congest traffic in the business district by parking of their automobiles, was plainly set forth in an editorial of the Los Angeles Examiner late last month. The editorial states in part:

This is a free country, but that does not mean that everybody is free to park just where he pleases and to stay as long.

Streets are only as wide as the space in which traffic is free to move.

A car parked against the sidewalk reduces the width of the street and thereby causes congestion.

The street parker is a temporary monopolist and not always so very temporary.

He is claiming a special privilege for which he makes no special payment.

The equal rights of all others to use of the city streets must not be infringed by the unreasonable parker.

There are no written and there should be no unwritten franchises permitting motorists to block the traffic.

Traffic congestion is the greatest problem confronting American urban civilization. It should not be aggravated by the monopolist parking his car on a busy street.

SIX DEATHS DURING MAY

Beckoned into the Great Beyond, six of our fellow employees last month answered the final call. To the beneficiaries named by those who passed on was paid the sum of \$11,000 through Group and Mortuary insurance provisions.

Those called last month are: James Goggins, Retired Foreman; Thyron F. Hunter, Traveling Freight Agent; John G. Liston, General Foreman, Torrance; Adelaide Gibson, File Clerk, Mechanical Department; William Spencer, Retired Trainman; and Jesus Gonzales, Laborer, Engineering Department.

The Group and Mortuary insurance payments were in all cases made within a relatively few hours after each death, thereby being of the greatest service. The sad part of such an arrangement is that only two of the six had taken advantage of membership in the Mortuary Fund.

Our hearts go out to those whose homes were saddened by death and speaking for the employee mass, we express tender sympathy.

Three names were last month approved disability payments, bringing the total to twenty-five employees who are receiving an aggregate of \$1,845.75 monthly due to their being totally and permanently disabled.

Wrong Label

"On what grounds are you seeking divorce from your wife?"

"Misrepresentation. When I asked her to marry me she said she was agreeable."



Another thing the country needs is a cigarette lighter that works before strangers.

The man who thinks he can't is usually correct.

"Fill her up," said the absent-minded motorist to the waiter, as he parked himself in the restaurant with his sweeties.

Aviator—"What did you ask, lady?"
Lady—"Is that big fan in front to keep the passengers cool?"

He: "Pardon me, dear, but your stockings seem rather wrinkled."
She: "You brute! I have no stockings on."

Reader—Dear Editor: What's the best way to find out what a woman thinks of you?
Editor—Marry her.

Mashes to mashes
And still to still;
If the booze don't get you
The Jones Law will!

The End

We've come to the end of it all, dear,
Our love lies withered and dead;
For I can no longer cherish a wife
Who eats graham crackers in bed.

Phone Persiflage

Voice over phone: "Are you the lady that washes?"

Other end: "No!"
Voice over phone: "You dirty thing."

Ove Neble: 'I'd rather play golf than eat.'
Moseley: "But what does your wife say to that?"

Ove Neble: "Oh, she doesn't care. She rather play bridge than cook."

Really Real

"I'll never forget the night you proposed to me. You acted like a perfect fool."
"That wasn't acting; it was the real thing."

Hertie (reading)—Strange fellows, poets! Here's one that speaks of "an aching void."
Now, how can a void ache?
Gertie—have you never had a headache?

Mary—"Let's go for a walk."
Parlance—"Walk! Why walk?"
Mary—"Doctor's orders. He told me to walk with a dumb bell every day."

Albertson—Our baby is learning to recite "Baa, baa, black sheep have you any wool?"
Cuthbert—What! Does he say all that?
Albertson—Well, not all, but he's got as far as "Baa, baa."

Son—Father, I wish you would tell me how to do this example in arithmetic.

Father, reading—"As plumber works two and a half doys at \$3.50 a day—how much—"
Here, here; this isn't arithmetic you're giving me; it's ancient history.

Mother: Dorothy you've disobeyed mother by racing around and making all the noise. Now you shan't have that piece of candy.

Father (entering a few minutes later): Why so quiet, little one?

Dorothy: I've been fined for speeding.

"I wouldn't drink out of that cup," said little Willie to the well-dressed young visitor; "that's Lizzie's cup and she's very particular who drinks out of it."

"Ah," said the young man as he drained the cup dry. "I feel honored to drink out of Lizzie's cup. Lizzie is your sister, isn't she?"
"Not much! Lizzie is my little pet pig."

Kissing shortens (single) life!

"Have you an opening for a bright, energetic college graduate?"
"Yes, and don't slam it on your way out."

A dentist is the only one in the world that can tell a woman to open and close her mouth and get away with it.

The Middles

"Pop, what are the Middle Ages?"
"The Middle Ages, my son, are the ones the women reach when they stop counting."

Golfer—Notice any improvement since last year?

Caddy—Had your clubs shined up, haven't you, sir?

Tube: How many controls are there on your radio set?

Crystal: Three. My wife, son and daughter!

Billswiggle—Did you marry that girl of yours, or do you still cook your own breakfast and darn your own socks?

Dinklepoop—Yes.

Ichabod—Well, how's your companionate marriage coming on?

Dufunny—Not so good. I lost my wife's address.

Mamma—Is James a nice boy for you to play with?

Willie—Sure! I beat him every time.

Old Lady (about to go up in airplane)—Oh, Mr. Pilot, you will bring me back all right, won't you?

Pilot—Yes, indeed, madam; I've never left anybody up there yet.

Mrs. Gadder—Well, my dear, did you enjoy your shopping trip today?

Mrs. Shopley—No, I didn't. I found exactly what I wanted in the very first store I entered.

His Papering

"Your wall papering job looks fine, dear, but what are those funny lumps?"

"Good heavens! I forgot to take down the pictures."

Rastus: "I tells you, Sambo, I done found out de difference between men an de women at las'."

Sambo: "What—what is it?"

Rastus: "Wall, a man'll gib two dollars for a one dollar thing dat he wants an' a woman'll gib one dollar fer a two dollar thing she don't want!"

A Limited Capacity

Doctor: "What! Your dyspepsia is no better? Did you follow my advice and drink hot water one hour before breakfast?"

Patient: "I did my best, but I couldn't keep it up more than ten minutes."

What, Another?

"Say, mon, when is Annie McTavish goin' to let you marry her?"

"It's verra uncertain, mon. Some fool gave her a big box of letter paper with her name printed on it. She won't get married 'till it's used up, an' she writes very few letters account of the postage."

Turning the Other Cheek

"Why, Willie," said the teacher in a pained voice, "have you been fighting again? Didn't you learn that when you are struck on one cheek you ought to turn the other one to the striker?"

"Yes, sir," agreed Willie, "But he hit me on the nose, and I've only got one."

Women no longer dress to please men, or so it seems. Apparently they are undressing in a mistaken idea of pleasing them.

Judging by Sound

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

Waiter—Shall I bring you another egg for that one, sir?
Diner—No, this one will lay another pretty soon.

It Does Help

There's one nice thing about airplane travel. The roar of the motor drowns any comment coming from the back seat.

Junior Student (writing home)—"How do you spell financially?"
Senior Student—"Financially, and there are two r's in 'embarrassed'."

Crime Wave Abated

"I see where they have stopped the crime wave in Scotland."
"Yes, and how did they do it?"
"By charging for room and board in jails."

Judge: "So you've been fighting your wife again. Liquor?"
Prisoner: "No, your Honor. She licked me!"

"So you've been married ten years? Well, well, I suppose you have quite a little brood?"
"Oh, yes, but I am not as good at brewing as I should be."

People who are too rushed to stop at grade crossings frequently take time to attend their own funeral.

That Explains It

Counsel: "The cross-examination didn't seem to worry you. Have you had any experience in that line?"
Client: "Married three times."

Mon, Yer Richt!

A Scotchman had been promised a present of a new hat.

Before it was brought the donor called and asked, "Would you rather have a felt or a straw hat, McPherson?"
"Weel," said the latter, "I think I'll take a straw one. Maybe it will be a mouthful for the cow when I'm done wi' it."

Speaker: "I wish you'd refrain from cracking walnuts during my speech."
Guest: "I will when you refrain from cracking chestnuts."

Economy

Husband (going through housekeeping accounts)—"But what is the earthly use of running accounts with four grocers?"
Wife—"Well you see, dear, it makes the bills so much smaller."

A Draw

St. Peter: "Which wife do you want to live with?"
Shade: "Are they all here?"
St. Peter: "Yes."
Shade: "I thought you said this was heaven?"

Calling the Doctor

An absent-minded grocer called on his old friend, the family doctor, one evening. They chatted for a couple of hours, and when the grocer rose to go the doctor asked: "Family all well, I suppose?"
"Good heavens!" exclaimed his visitor, "that reminds me. My wife's in a fit."

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

PARTIAL LIST

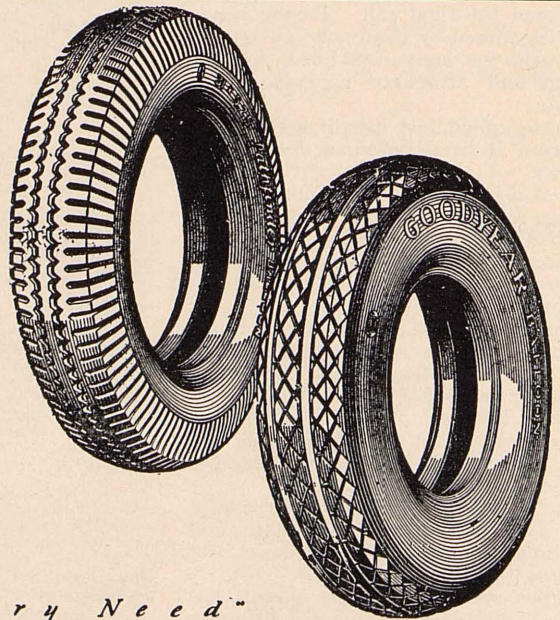
Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid
Brooks, Louise I,	Sprain.....	\$ 16.00	Hamilton, Roy M.,	Infected eye	10.00	Packer, Edw. F.,	Ear trouble	10.00
Burt, James H.,	Influenza	16.66	Hanover, Charley F.,	Lumbago	26.00	Raine, Geo. T.,	Cold	90.00
Bussard, Dewey H.,	Diphtheria	18.00	Harmon, Ernest R.,	Cold	10.66	Sanders, R. E.,	Influenza	18.00
Burget, Donald C.,	Stomach trouble....	10.00	Henderson, Harry E.,	Influenza	10.66	Scholl, Wm. C.,	Indigestion	8.00
Ennis, Charles L.,	Influenza	22.00	Huddleston, Wm. C.,	Scarlet fever.....	58.00	Strowbridge, P.,	Toothache	14.00
Feltwell, Leo T.,	Indigestion	10.00	Johnson, Lester N.,	Cut hand	50.66	Turner, Clarence F.,	Tonsilitis	26.00
Forthun, Oscar H.,	Fractured wrist.....	108.00	Kromberg, J. E.,	Tonsilitis	8.00	Warnock, Glenn H.,	Cold	22.00
Gandy, Curtis J.,	Cold	8.00	Malhoit, George J.,	Sore throat	12.00	Widdess, Walter W.,	Sprained foot	6.00
Grotholdt, Matz,	Gastritis	106.66	May, John W.,	Cold	40.00	Woodard, Will R.,	Punctured wound	6.00
Habura, Andrew P.,	Strain	10.00	Neal, Andrew J.,	Headache	8.00	Wood, Monroe N.,	Lumbago	18.00
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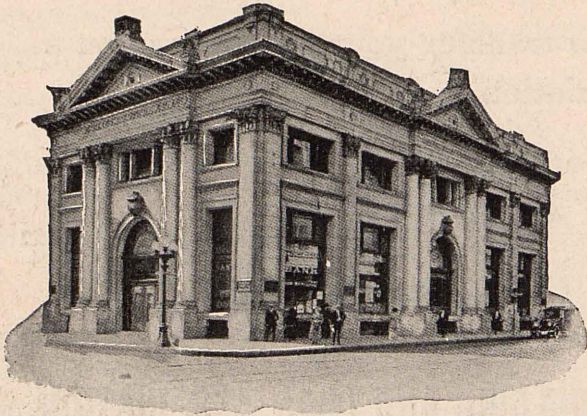
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