



# The Pacific Electric MAGAZINE

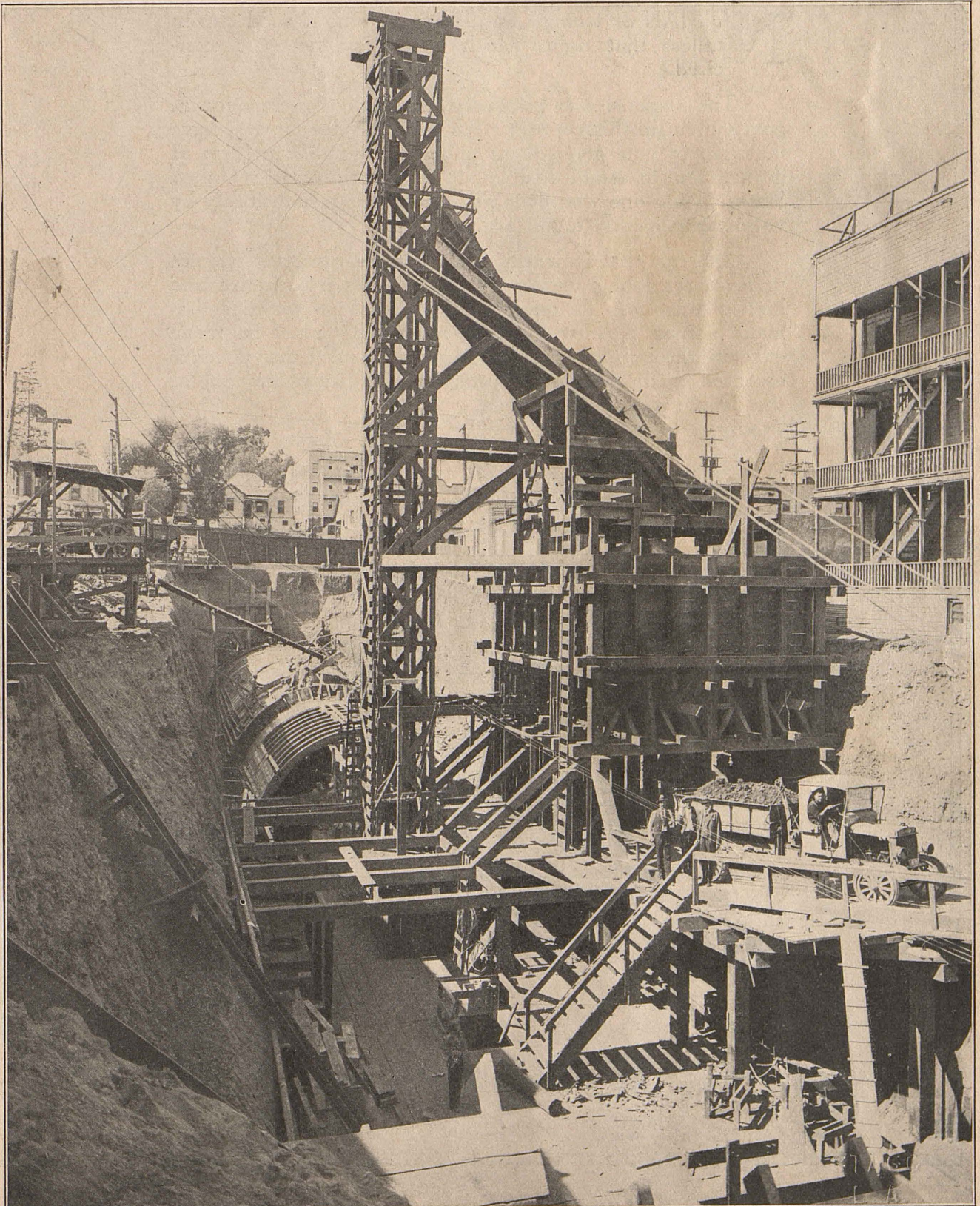


ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 9

LOS ANGELES, CAL., OCTOBER 10, 1924

No. 5



Where tunnel contractors are making epochal progress.

## Are You a Good Citizen?

**N**O MAN or woman, entitled to vote, is a good citizen unless that right, which is also privilege, is exercised.

The responsibility primarily and finally for direction of government in this country rests upon the people who have the right to vote given them under our republican form of government as established by the constitution of the United States. Any one who does not accept this responsibility by voting intelligently is not a good citizen.

Nothing that is worth while can be preserved except under a form of government that reflects intelligence and high character in its operations. The same qualities that make a man worthwhile in a community must be made effective through the channels of government if that which is essential to the happiness, prosperity and advancement of the people is to be preserved.

The coming national election is one of very great importance.

There is a conflict of ideas as to the future of our government not measured by party lines. There is being made an unusually vociferous appeal for changes in our governmental order. It involves dragging forth and furnishing anew for public presentation panaceas that have been tried time and again and that have always failed. The attacks upon the constitution of the United States tend to shake the whole foundation of our government. The attacks upon our courts in effort to destroy their character means the tearing down of institutions that free men and liberty-loving peoples have been centuries in creating.

The issues are such that every man and woman entitled to vote should study every question and should know the character and fitness of every candidate for office to be voted for at the coming election. Then, after that study and the winnowing of the facts from all the chaff of political argument that has blown here and there across the land, there should be a firm resolve that nothing shall be permitted to interfere with voting on Tuesday, November 4th.

---

## Your Nation's Protection is the Ballot

# Receiving and Handling the System's Power

## Our Central Station Control of Many Units Makes Power Reception and Distribution Elastic, Speedily Correcting Failures

By L. H. APPEL,  
Asst. Superintendent of Power

**T**HE Pacific Electric Railway Company is unquestionably the largest individual industrial consumer of electrical energy west of the Rocky Mountains, with a normal average daily load consumption in excess of one-half million kilowatt hours. Incidentally the cost involved represents the largest single item of expense to the Company exclusive of wages.

As has been previously explained in these columns, all of the electrical energy used on the lines of this Company is purchased from the Southern California Edison Company, being delivered and received at 16 principal points in the form of 15,000 volt, 50 cycle alternating current. Thus a diversity of power supply is provided as the Southern California Edison Company normally has 19 hydro-electric plants and 4 steam power plants in operation. The electrical energy is then re-transmitted in accordance with the load demands on the different sections of the system over the Company's 15,000 volt transmission lines connecting the various delivery points and 48 substations.

### Personnel

Our Central Station is located at 636 Central Avenue, Los Angeles, this division of our service being under the direct supervision of A. H. Ballard, Chief Operator. The operating staff is composed of Central Station Operators T. H. Ewers, T. W. Kennedy and C. H. Haas, with W. J. Kilpatrick, F. A. Brinkerhoff, H. R. Bullock and G. D. Dosch as Relief Operators. Through years of experience all are intimately acquainted with the problems and difficulties arising throughout the system and the work of the department functions with a most creditable degree of efficiency. Their duties are comparable to those of a train dispatcher and the work is both technical and arduous.

It is the Central Station Operator to whom all substation operators on duty must report hourly and as often, in addition, as is necessary in case of trouble or other reason. It is he who must carry a mental picture of

the entire transmission and distribution system; of each substation and its relation to each other and as a whole, to enable him to intelligently direct any substation operators indifferently, step by step if necessary, and assist in relieving trouble. The Central Station Operator is responsible for the distribution of the load, the ener-

ing the deliveries at the various points, to chart. The number of telephone calls answered and sent during any one hour vary from in excess of 75 during the slackest period, to several hundred or more during peak hours or any unusual trouble.

Economic transmission and distribution of the electrical energy for the Pacific Electric system involves both operating and engineering problems that probably never appear within the range of vision of the layman, but it is apparent that the handling of in excess of a half million kilowatt hours per day must involve major problems.

### Main Issue

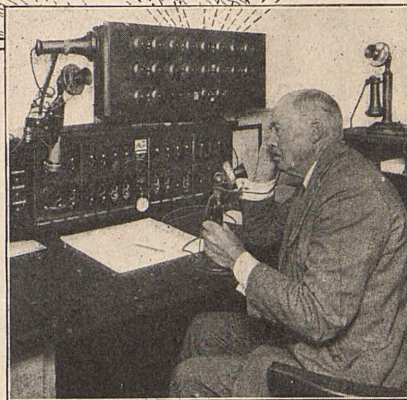
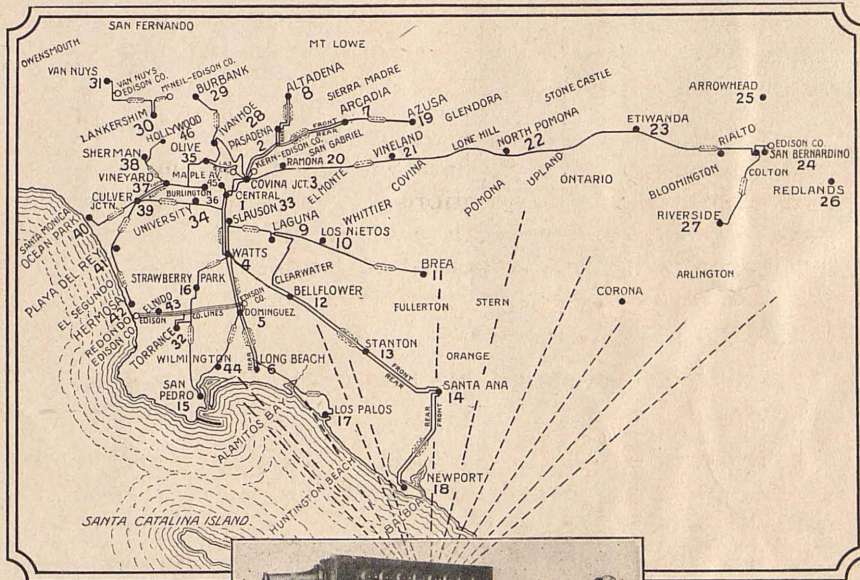
The paramount issue is continuity of service and between the point of delivery and the motor of the car there are many sources of trouble which may intervene to cause an inter-

ruption of service. And in addition, the power supply is subject to any delays regardless of their cause originating on the transmission and distribution system of the power company. Disturbances of this nature are, of course, out of the railway's immediate control, but with a transmission system as flexible as that of this Company, delays of this character are held to a minimum otherwise not possible.

The Company's transmission system in general provides for a double transmission circuit connecting all substations, and a maximum of delivery points located at what might be described as the "center of gravity" of the heaviest loaded sections. In this manner heavy line losses are eliminated and a high efficiency of transmission obtained.

The distribution system also provides the necessary flexibility to permit switching sections or divisions from one important delivery point to another, thus providing several sources of electrical energy supply.

With a multiple system of delivery and double transmission line or bus system, a section in trouble can be isolated or separated from the balance of the system without causing a continued general delay, which would oth-



The map shows the Company's network of 15,000 volt transmission lines totaling 450 miles. A. H. Ballard, Chief Operator is seen at his old stamping ground, headquarters of the Central Station Operator, from which point operation and control of our 48 substations is directed.

gizing and taking of transmission lines out of service. Moreover, he must at all times, work in harmony with the Transportation Department in order that delays to service be reduced to the absolute minimum as far as power conditions are responsible. Further, he has his reports and the all-important log book to compile, as well as his complicated load curves, indicat-

erwise be the result, if dependent upon but several secondary sources of power. Here, to illustrate, it will be interesting to follow the Central Station Operator on duty during a period of A. C. line trouble as it is termed, and observe his operations.

Power trouble may be due to one or many causes, ranging from lightning storms, to falling lines; from insulators "flashing over" to a short circuit caused by the extended wings of a crane or buzzard while perched on a wire. But regardless of the cause, Central Station upon receiving notice of observing general A. C. trouble, begin to sectionalize the trouble and isolate the affected regions from the balance of the system.

All substations concerned immediately notify Central Station in order that the extent of the trouble may be known, even though the cause is not immediately discernible. Simultaneously with appearance of trouble each operator has a certain routine to follow in the matter of separating lines, so that in a few seconds the entire system is divided into sections. With the separation of the line and divisions into sections, usually the trouble will clear in all but one section and then it is necessary to proceed by the method of elimination in order to determine the portion of the section in trouble. The trouble may finally be determined as being due to a broken wire on a cross-country line, in which event, the line is cut out of service and the substation switched to another line until necessary repairs are made. This is possible in practically all emergencies except in cases of several of the stub-end substations, such as Newport.

There are many combinations of complicated line and power troubles that are difficult to describe, but the point is that the whole procedure connected with locating the trouble, isolating the sections, shifting the load and getting the system back to normal, is done in less time than it takes to relate one simple example here.

In conclusion let us say, that when the power is off, rest assured that no effort is being spared to bring condition back to normal and that every thought has been given to simplify detail in order that service may be restored with the least possible delay.

### NEW CABLE COVER MACHINE HAS LARGE CAPACITY

Development of cable covering machinery continues, the Western Electric Company having recently installed one which has exceeded by fifty per cent the output of former presses, according to a recent article appearing in the company's official house organ.

In a single day's run, the article states, the new press can apply the metal sheath to about a mile and a half of the largest sized cable made at the company's Hawthorne plant, which contains 2,424 insulated wires. This is about 33 per cent greater than any other press has ever turned out, while comparison with original cable covering methods is astounding.

### Cover Picture

**T**HIS month's cover picture shows some of the progress made to date on our new tunnel, the location being the center of activities between Flower and Figueroa Streets, from whence the big bore is being driven both east and westward.

The excavated material removed is hauled out of the subway in small tram cars operated over a light railway and is moved to the foot of the hoist, which occupies the center of the photo. The material is dumped into skip at grade of the tunnel, then hoisted and automatically dumped into bumper directly over a driveway to the right of hoist. From this bumper trucks haul the removed earth to site of disposal.

In the background is shown the operation of placing that portion of the concrete of the tunnel under construction in the open cut. The section of the tunnel in the background is contiguous to Figueroa Street.

The contractors, Twohy Brothers, continue to make epochal progress, having maintained since the bore activities started an average of ten feet per day.

Indicating the excellent progress being made, on October 1st from 1st and Glendale, location of west portal, the bore had been advanced 823 feet and 767 feet of concrete lining placed. From Figueroa Street contractors had completed 520 feet of bore in westward direction and concrete lined 309 feet of this section.

W. R. Fontaine, Consulting Engineer associated with contracting firm, is seen in the group at the left at the top of the stairway.

### EMPLOYEES IN HOSPITAL

We are again glad to report that employees confined to Pacific Hospital, 1329 So. Grand Avenue, were unusually low at the time the Magazine went to press this month, only eleven members of our big family being ill or confined on account of accidents.

The unfortunate ones whose names were written in the hospital register on October 2 were as follows:

James Richardson, Gateman; Chas. Wolberg, Pensioner; E. L. Parker, Conductor; Harry Widrig, Lineman; John Haskell, Retired Motorman; M. Mittermeier, Armature Winder; S. Beckwith, Lineman; G. Sasa, Angel Mana, Laborer; Michael Oriza, Machinist and Z. T. Pate, Motorman.

A word of cheer will help them and employees are urged to make it a point to visit their employee friends while in the hospital.

"I have a new baby brother."  
"Is he going to stay?"  
"I think so. He has his things off."

### DELIVERY STARTED ON FIFTY MORE LOCAL CARS

Delivery of fifty new local cars began the week of September 29th, when six were received and forwarded to our Torrance Shops. These new cars are identical in type and style with present 600-class and will be used on various local lines of the Company. The Hollywood district has for some months past been served exclusively with the 600 class cars, one hundred of them have been allotted to that service. With the present fifty cars available it will be possible to use this improved type of local cars on many lines.

J. G. Brill & Company of Philadelphia was the builder of the cars now being received, their cost approximating \$20,000. each, or \$1,000,000 for the lot. With this order complete the Company will have received a total of 150 passenger cars during the current year, one order each of fifty 600's and 1100's having been previously received. Our total expenditure for passenger equipment alone this year exceeds \$3,850,000.

The new cars will be numbered 700 to 749 inclusive and in order to so number them the present 700's will have their designating number changed to series beginning 950.

### SELECTION OF TRAINMEN FOR SAFETY WORK ANNOUNCED

Bulletins notifying Trainmen of their selection to the Staff of Division Safety Committee for the months of October, November and December were issued last month by the Superintendents of the three respective divisions. Those chosen for this important work were:

Southern Division: A. F. Howard, conductor, Long Beach; H. E. Mizner, motorman, W. J. Murphy, conductor, L. A. St. Yard; J. Q. Humphries, motorman, Long Beach; R. B. Moran, conductor, C. A. Kidder, M.M. and Eng., Pier A.

Northern Division: John Nemanich, M. C. Hooper, motormen, J. A. Martin, conductor, Macy St.; George Fielder, conductor, Pasadena; R. B. Headrick, conductor and M.M., San Bernardino; E. H. Clark, conductor and M.M., Pomona.

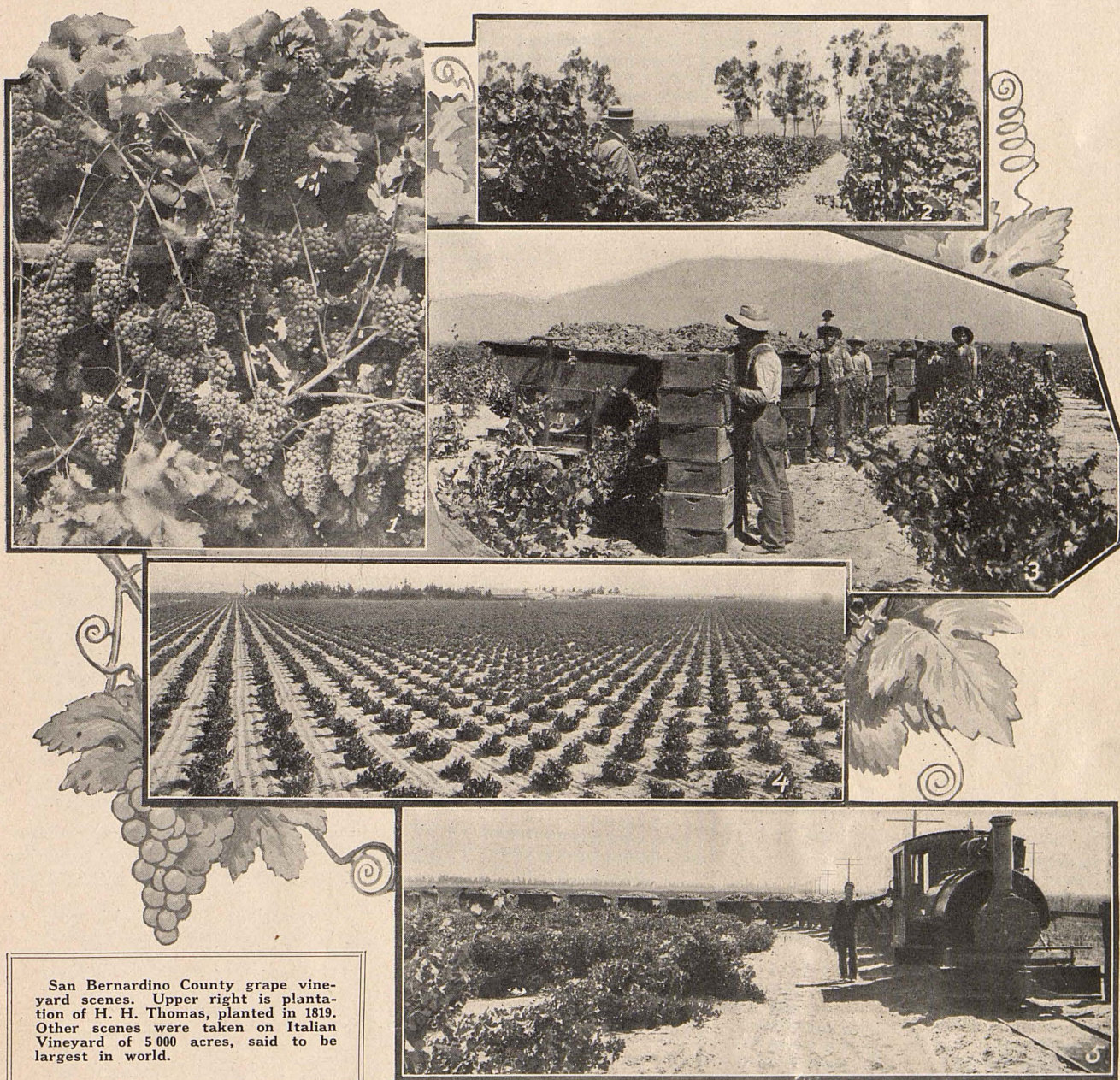
Western Division: G. T. Coltrane, conductor, J. E. Carner, motorman, Sherman; A. Eagar, conductor, L. A. Walls, motorman, Ocean Park Car House; G. R. Stevens, conductor, T. W. Lane, motorman, Sherman.

Much constructive safety work has been brought about through the excellent work done by these committees in the past. Trainmen particularly, and other employees as well, are requested to report to the proper source any conditions which even appears to offer opportunity for safety improvement.

Wife—Didn't I hear the clock strike two as you came in last night?

Other Half—You did. It started to strike eleven an' I stopped it so's not to waken you.—Ex.

## FRUIT OF VINES YIELD VERY GREAT WEALTH



San Bernardino County grape vineyard scenes. Upper right is plantation of H. H. Thomas, planted in 1819. Other scenes were taken on Italian Vineyard of 5,000 acres, said to be largest in world.

By C. H. JONES, General Agent

**A**N estimated production of 50,000 tons with a valuation of \$3,000,000 was the prediction of authorities several months ago in contemplating the grape crop outlook for the present season in San Bernardino county. Records of grape movements made to date indicate that the estimate was not an exorbitant one.

Production of grapes in Southern California, and San Bernardino county particularly, due to favorable price and marketing conditions, continue to increase in volume each year as new acreage comes into bearing. This year's crop will require some 2,000 cars to handle, of which amount the

Pacific Electric will transport to Colton and San Bernardino about 450 cars to steam lines for eastern shipment.

San Bernardino county seems best adapted climatically of any district in Southern California for grape production, the bulk of its large crop being grown in the Cucamonga, Etiwanda and Fontana districts. Within the confines of this county a total of more than 34,000 acres have been planted to this fruit, 21,000 of which are in full bearing. This grape acreage exceeds the combined deciduous fruit acreage of the county and the \$3,000,000 value of its crop is exceeded only

by the citrus products of the county. Due to the fact that it is possible to successfully raise grapes without irrigation thousands of acres of practically desert land have been turned into highly profitable producing property and new acreage is being planted each year at the rate of 7,000 acres per annum.

The harvesting of the crop usually begins late in August and the peak of production and movement is reached about the middle of September. A market is found all over the nation and thanks to the wonderful progress made by railways in improving refrigeration methods and equip-

ment the grapes reach furthest points in the United States in the same luscious conditions as when picked in California. Enroute to its eastern destination each car receives an average of five icings and movement is made in special refrigerator trains which reach Chicago in 154 hours and other points in equally fast time.

Practically all varieties of California grapes are grown in San Bernardino county, the present bearing acreage consisting of about 75% wine grapes and 25% table grapes. The leading wine grapes in this district are known as the Burgers, Zinfandel and Materos; the table variety which predominate are the Muscats, Cornichons, Flame Tokays and Malagas.

Notable among the great vineyards of the county is that known as the Italian Vineyard located near Fontana, the heart of whose 5,000 acres is intersected by the company's San Bernardino line. This vineyard is certainly the largest in California and is said to be the largest in the world. Its area may be visualized by the photographs accompanying, it being of such size as to make profitable the operation of a steam tram railway in the working of the property.

Near this famous vineyard is one of also in the same section is a vineyard the earliest wineries in California and planted in 1819. The property is still highly productive and is owned by H. H. Thomas, one of California's pioneers in the grape industry.

#### GROUP INSURANCE ITEMS

J. A. Bertelson, Accounting Department, in charge of Group Insurance matters, submits the following information of interest to all employees.

Employees granted leave-of-absence in excess of 30 days should make arrangements to continue his insurance in force during his absence. To do so call at room 273 P. E. Building, Insurance Department and pay premiums in advance for the period of leave not to exceed ninety days.

Insurance will only be allowed to remain in force for ninety days to employes in leave-of-absence at the end of which time it will automatically be cancelled and employee required to make new application for insurance when returning to active service.

On Aug. 1, check of earnings of employes was made and insurance increased on those whose earnings entitled them to carry additional Group Insurance. Ratings were obtained by taking average pay of employees paid by the hour for the first six months of 1924. Any employees who feels he is not given the amount of insurance he is entitled to carry should take the matter up at once with his superior or with the writer at 273 P. E. Building.

Increase riders for certificates have now been received and distributed for all employes having one or more year's service Aug. 31, 1924. Any employee not receiving rider to which entitled should make inquiry at once and it will be obtained for you.

## President Coolidge Disproves of Government Ownership and Tells Good Reasons Why

I HAVE mentioned the desirability for the people to keep control of their own government and their own property, because I believe that is one of the American ideals of public welfare in harmony with the efforts of the First Constitutional Congress. They objected to small infractions, which would destroy great principles of liberty. Unless we can maintain the integrity of the courts, where the individual can secure his rights, any kind of tyranny may follow.

With railways and electrical utilities under political control, the domination of a group would be so firmly entrenched in the whole direction of our government, that the privilege of citizenship for the rest of the people would consist largely in the payment of taxes.

Every one knows that our economic problems are very far from being solved, but we are making constant progress, both in the field of production and distribution. When certain abuses arose we adopted a policy of government regulation and control. I have no doubt that some action of that kind was necessary and of course such a policy would be continued. But it has not been, nor can it be hoped that it will be, always wisely administered. While it provides some defense against wrongdoings, its restrictions often hamper development and progress, retard enterprise and when they fail to produce the perfection promised tend to bring the government into discredit. The real fact is that in a republic like ours the people are the government, and if they cannot secure perfection in their own economic life, it is altogether improbable that the government can secure it for them.

No doubt there are certain municipalities where some public utilities have been managed through public ownership with a creditable success. But this is very different from a proposal that the national government should take over railroads and other public utilities. What a strain this would be to our economic system will be realized when it is remembered that public commissions set the value of such utilities at about \$35,000,000,000 and that they have about 2,750,000 employees. Such an undertaking would mean about \$1,750,000,000 annually in bond interest and an operating budget estimated at about \$9,000,000,000. These utilities are no longer in the hands of a few, directly or indirectly. They are owned by scores of millions of our inhabitants. It would mean a loss in public revenue estimated at \$600,000,000 a year.

When we recall the appalling loss and the difficulty in the management of the \$3,500,000,000 worth of ships, we should undoubtedly hesitate about taking on ten times that value in public utilities.

—President Coolidge.

#### P. E. GIRL A RADIO BRIDE

On October 30th Miss Artie Harris, Clerk in the Treasury Department, became the bride of W. E. Conner, Salesmanager of the T. V. Allen Company. The ceremony was a home wedding in Los Angeles at which time the happy couple had the honor of being the parties of the second radio marriage performed in Southern California. The announcement of the occasion was made by "Uncle John" of K.H.J., the Times broadcasting station, and many of the interesting features of the wedding were broadcast through the radio station.

The honeymoon of the happy couple was spent at Convict Lake near Bishop, California, and they are now at home at their residence in Los Angeles.

The congratulations and best wishes of the many friends in the Pacific Electric organization are extended to the newly weds.

#### Lucky Dog

"Do any good in the poker game last night?"

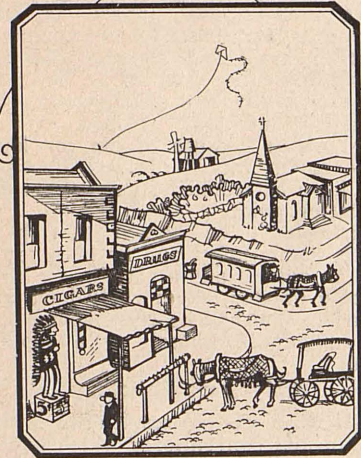
"Yeah. There was a doctor in the game and I came out with eight prescriptions."

#### SAFETY MEASURES TAKEN TO PROTECT MT. LOWE TAVERN

The serious San Gabriel mountain fire which wrought vast destruction and raged for fifteen days last month made necessary some strenuous work of being prepared to successfully combat it should its course continue, as was threatened, toward our "Mt. Lowe Tavern and Cottages."

With the momentum the fire had gained, it was considered that existing fifteen foot fire break was not sufficient to enable a successful stand against it and N. B. Vickrey, former Manager of the Tavern and who is well versed with the mountain region near our mountain resort, was selected to supervise the necessary precautionary work.

With a crew of fifty men from the Engineering Department, 13,800 feet of the existing firebreak was widened from a fifteen to fifty foot width, the section being that over which the fire would have to travel to reach the Tavern. The work was completed in four days and had the emergency arisen it is more than likely that a successful stand against the first could have been waged by reason of the precaution taken.



# YESTERDAY in the Light of TODAY Politics

By CHAS. K. BOWEN



- “POLITICS
1. The science of government that part of ethics which consists in the regulation and government of a nation or state . . . .
  2. In a looser sense, political affairs or the contests of parties for power . . . .”

Between part one and two of what Mr. Webster defined politics to be, lies as much latitude as between 90° South and 90° North, which, as any high school student will tell you, is all the latitude in the world. For the purpose of this article I would like it to be known that I am taking advantage of the latitude thus permitted, and am making use of the word in what the learned Noah, with a burst of humor all too seldom displayed in his helpful little volume, alludes to as the looser sense.

And, curiously enough, my first recollection of things political has to do with another form of that same word, the use of which causes me to wonder if, after all, Mr. Webster wasn't possessed of a deeply hidden and little suspected vein of humor.

It was back in Texas, some time in the eighties. I won't use dates; the place where I now reside, while hundreds of miles removed from even Texas' far-flung borders, is yet densely infested with former citizens of my native state, any and all of the more mature of which expatriates would be willing and eager to go to the mat with me on such an important issue as a wrong political date.

## “Texas Turned Loose”

Any way, the political pot had long ceased simmering and live steam was making the lid to dance. It was a gubernatorial election (and some time I'm going to trace back the connection between “gubernatorial” and “goober”—the latter being the Southerner's colloquialism for pea-nut) and Jim Hogg was being opposed by George Clark—or maybe Clark was opposed by Hogg, or perhaps each opposed the other. Any way, as I recall the troublous times, there seemed to be considerable opposition from **somebody to somebody** else, and out of the murk and smoke-screens sent out

## Introduction

The humorous story which follows is the first of a series to appear in subsequent issues of the Magazine by Charles K. Bowen, Assistant Engineer, who will offer in story form reminiscences and his reactions to current topics. Among the subjects on which he will write are Fashions, Travel, Songs, Sports, etc.

A talented writer, possessing an unusually keen sense of humor, we are sure that Mr. Bowen's contributions will prove very entertaining to our readers.

from the opposing camps there presently came crashing forth a slogan; it was taken up by old and young, rich and poor alike, and, gathering force and power as it widened the sphere of its influence, it swept aside all opposition and finally deposited in the Governor's chair at Austin that sterling democrat Jim Hogg—or was it that equally sterling democrat George Clark? Danged if I know; but I do remember that slogan. It was “Turn Texas Loose” And take it from this loyal son of the Lone-star state, we sure turned her loose! What did we turn her loose from? Huh! I should puzzle my head about inconsequential details.

The point to remember is that we turned her loose; cast off the shackles that bound her shapely limbs, and permitted her to once again stride among her fellows, the proud peer of any of them; we opened the bars to her prison cage and let her spread her glistening pinions and soar aloft into the incomparable blue of the southern sky where, from her proud position on Freedom heights she pawed the sacred soil of Texas, consecrated by the blood of her fallen patriots and bellowed her defiance to every darned demagogue between the Red River and the Rio Grande! Whoopee! Turn Texas Loose!

Politics! What in this, that and the

other thing does the present generation know about the meaning of the word! Why, in the stirring times of which I write, even the nomination for the position of town canine capturer carried with it the promise of being settled in the smoke before election day. Every candidate at every polling place had two or three faithful henchmen whose duty it was to challenge any and everybody who looked as though he intended prostituting his sovereign and sacred right of suffrage by casting his vote for that low-flung Bill Wittleston instead of for that unselfish patriot Col. Clack. The latter having promised, if elected by the votes of an unterrified constituency—or otherwise—to reward the faithful by kicking out the present hirelings now waxing corpulent at the public expense, and replacing them with those unselfish patriots who'd aided his own election.

## Texas in the Eighties

And let's not forget that there was no contest involving party lines. I'm writing of Texas in the eighties. I presume there were not to exceed four hundred thousand voters in the state. You see, this was prior to universal suffrage, the ladies being classed with other ineligible which, as I recall them, likewise included “soldiers, sailors, convicts, lunatics and Indians not taxed.”

Of those less than a half a million voters, perhaps two hundred thousand would cast their ballots at the final election and of this number the democratic nominee would be sure of, say, one hundred ninety-five thousand; the republican candidate, if any, not to exceed three thousand, and the balance scattering.

Why all the excitement, then, when the result was a foregone conclusion? Because of the convention where the democratic candidate was nominated. That over, we all went home and rested up till the next convention. Come election day, we let George do the voting. Of course, quite often some embryonic democratic predecessor of the Bull-Moose would harbor gloomy suspicions that he'd been jobbed at the convention, and that the liberties of the people could only be handed down to posterity by his running in-

dependently. Whereupon, he'd proceed to bolt the convention and toss his sombrero into the circle as a free lance.

Generally, there'd be several of these doubting Thomases, but never did they become so numerous that the splitting of the democratic vote resulted in the election of a republican to office.

#### Party's Stronghold

Had such an unlooked for event ever taken place, it's ten to one the unfortunately successful candidate would have refused office; the open season on republicans lasting twelve months of the year. In this respect Texas differed from Arkansas if we are to believe the story told of the New England lawyer who wrote and asked the County Judge of Little Rock what chance would an honest young lawyer of republican politics have in his city. The judge wrote him to come right on; if he was an honest lawyer he'd have no competition, and being a republican the game laws would protect him.

Politics was the great outdoor, and indoor sport, at the time of which I write. Remember, there were no autos, no wireless, no radios, no movies, no Mah Jongg and no eighteenth amendment. But we did have the reverse of the last named and it and politics just naturally went together. And again remember, when I mention politics I am availing myself of the latitude permitted by Mr. Webster under section two of his definition and alluding to politics in the looser sense.

Politics, religion and spring fever were three highly contagious ailments that made their periodic appearances to which most of us were exposed, and which all so exposed contracted.

Taken in reverse order, the universal remedy for the last was sulphur and molasses; the second ailment was generally regarded as too mild and harmless to require treatment of any kind; the symptoms were rarely painful and never dangerous, and if and when left alone, the patient unaided usually effected a complete cure and a return to his normal condition of original sin without recourse to even the simplest of home remedies.

#### Not Always Shot

Having contracted the first malady, however, the sufferer's case was felt to be hopeless, and so far as a cure was concerned he was plainly regarded in the same light that a present day Californian looks upon a pet cow suffering with the hoof and mouth disease; the main difference being that the victim of politics wasn't always shot. Sometimes he was, but most always only about half.

Of course, all this was long before Hi Johnson, the West Wind, blew a mighty blast and blasted the whole country with the Direct Primary. I write of the good old days when each precinct held a caucus, or whatever such an infant gathering was called, and appointed delegates to a district conference, or perhaps I am in error in my choice of a name for that particular rodeo of free and independent citizens of the greatest state in the U.

S. A.—and let him who dares deny it look at the map.

Anyway, from this last council of the faithful would spring forth a new and still more select body of representatives of the people which would fare further afield and proceed to hold a County Convention. I am not certain that I have thus far listed these various gatherings in their proper order. I have a haunting suspicion that it required several County Conventions to make a District Convention, but were I to proceed upwards to the final State Convention, not to mention the still more final National ditto, I would become hopelessly involved, so I'll desist while I can still find my way back unaided.

#### Time Changeth

What I'm trying to make plain is that things were vastly different then than now. Then, we voted our party ticket as we drank our lick, straight.



"A lone politician protected by game laws."

Do you remember in "Horatius at the Bridge" how it was told of Rome, in the brave days of old, that:

"Then none was for a party  
Then all were for the State?"

Well, we worked it the other way 'round when I first knew politics.

Oh, sure, we were for the State at times, when she needed turning loose, for example, we turned in to a man and turned her loose. But we were for the Party first, last and all the time.

A man might find it necessary in defense of his sacred honor to bump off some careless gent who'd thoughtlessly called him a liar, and no one would consider it necessary to inquire as to whether or not the late lamented may possibly have been but stating a fact of current knowledge. Likewise the survivor, because of his impulsive act, would lose no part of his social standing.

So, too, could one be a Hard-Shell Baptist on his leaving home in the morning, drop into a "revival" at noon, and return to the bosom of his family

an earnest and vociferous convert to that particular branch of the Methodist Church South known as the "Shouting Methodists." I say he could do it and still not be considered as having lost either caste by so doing or to have jeopardized his chances of making a successful crossing of the river Jordan because of his religious flop—though the Hard-Shell Baptists may have entertained some doubts on the latter point.

But, let it be known that he'd scratched his ticket and he became at once an outcast and a pariah. In fact, scarcely greater odium could have attached to him had he come spang out and announced himself as a republican.

#### Early Days Balloting

And what was the result of all these hand-picked conventions? Why, hand-picked, predigested and, to all practical purposes, pre-elected candidates for office, that's what. And when a voter walked up to the polls, voting was made easy for him. As like as not, some obliging patriot would hand him a form of ballot as he entered the rear room of Casey's saloon—a neat little ballot it was, too, not above three inches wide and twelve long—and when he'd entered the sanctity of the voting booth, he would be touched to discover that the aforementioned patriot had anticipated his choice of candidates and had thoughtfully stamped his ballot with a neat little cross in the space provided opposite the names of the Party's choice for each office.

So easy it was that it really seemed a shame to accept the small honorarium that was, with praiseworthy delicacy, thrust unostentatiously into his palm as he emerged from the cloud of tobacco smoke that acted as a screen to keep inviolate the secrets of the voting booth.

And by way of contrast, let's pretend that the self-same citizen still suffused with civic righteousness, and properly uplifted and inspired by a cheering schooner of Pilsner as he wended his wavering way out through the swinging doors of that temporarily transmogrified temple of Bacchus—first pausing briefly at the lunch counter to absorb a generous cold-ham sandwich, a dill pickle and a few pretzels that went as a free-will offering with the beer—all for a total price of one jitney; I say, let's assume that this modern (relatively speaking) Rip Van Winkle decided to call it a day and having rambled over into the woods, lay down under a scaly bark hickory tree and promptly fell asleep:

1884—1924

Let that dashed line (and I don't mean it in a profane sense) represent the span of years stretching over the period from eighteen eighty-four to nineteen twenty-four. I wonder if any other forty years of the world's history was ever crowded with so many momentous events! However, this is no time to moralize. Our friend seems to have awakened from his nap. Let's presume it comes as perfectly natural

(Continued on Page 17)



# Added Comforts for Our Guests

\$90,000 Worth of Additions and Betterments  
Now in Progress at Mt. Lowe Tavern

**L**AST month, September 17, to be specific, work was begun on the improvement and enlargement of "Mt. Lowe Tavern and Cottages" and when the extensive work is completed our famous mountain resort will rival, both in size of main building and comfort of its appointments, any place of its kind on the Pacific Coast.

Aggregating an expenditure of approximately \$90,000, the many improvements to be made will change the appearance of the Tavern completely, although the natural beauties surrounding it will remain undisturbed. The guest housing capacity of the resort will be increased approximately 40 per cent and the improvements made will enable the rendering of a better service, and provide all the comforts to be found in the leading hotels.

Outstanding in the work to be done, is the addition of nineteen rooms to the hotel proper, most of which will be equipped with baths. These additional rooms will be constructed on the west wing, the new extension to the building being 32 by 109 feet. This addition will be of stone tile construction with stucco finish.

An enlarged ball room and music hall, 40 by 54 feet, which is considerably larger than the present hall, is to be constructed immediately over the dining room. It will be so designed as to be used as an auxiliary dining room to care for conventions, banquets, and overflow crowds during busy periods. The lack of such a room in the past has prevented the booking of such classes of business, and consequently a loss of considerable revenue.

## New Steam Plant

Steam heat and hot and cold water is to be piped throughout the hotel and to the six room bungalow, it being planned to remove the present boiler plant and replace it with one of more modern design and of larger capacity.

While the foregoing are the more important of the major changes to be made, numerous others of less import are included in the plans for the Tavern reconstruction. Among these are the erection of a rustic scenic pavilion at Inspiration Point where visitors seldom fail to witness the inspiring view of the valley a mile below. Comfortable seats will be provided. The kitchen is to be modernized and its equipment enlarged and brought to a size capable of caring for all demands. A ladies' rest room, properly fitted, a new billiard room, a larger store and storeroom, soda fountain and other facilities are among the minor improvements to be made.

With the winter season approaching the installation of the steam heating system is receiving first consideration and that work is now in progress; excavating for new building extension and razing portions of the tavern is

## New Official Name For Our Mountain Tavern

**M**T. LOWE Tavern and Cottages.

On October 1st the above name was officially adopted to designate our famous mountain retreat. It had previously been known as "Ye Alpine Tavern and Cottages."

This action was taken due to a confusion sometimes arising with Alpine, California in the northern part of the State, and for the further purpose of identifying the resort with the renowned mountain of the same name.

Bulletin to all concerned apprising them of this change was issued late last month.

The Mt. Lowe Tavern was constructed in 1896, the year following the completion of the rail line between Echo Mountain and the present terminus. Both the railway and Tavern was acquired by the Pacific Electric Railway on Feb. 21st, 1902.

other work now being done. The building proper was submitted for bids, C. C. Rittenhouse being the successful bidder and he has been instructed to complete his portion of the work with due haste. A crew of about twenty-five men is now busily engaged in the work and if the unexpected does not develop, by January 1st our resort will be ready with its better and more modern facilities to render an excellent service to the public.

A record of years gone by prove beyond question the nationwide popularity of the Mt. Lowe resort, as well as the continuous interest in the trolley trip to the Tavern, and it was primarily due to the demands of visitors for stop-over privilege at the Tavern that induced the management to invest the additional capital. Mt. Lowe is unique in that it seems to present new and untiring beauties and many of its patrons make it their regular week-end abode.

## SOUTHERN CALIFORNIA FAIRS

The usual pretentious Southern California fairs are again scheduled for early in October and this year's offerings promise to equal, if not exceed, in numbers of display and features those of former years.

The Southern California Fair will again be held at Riverside from Oct. 7th to 11th, while the Los Angeles County Fair will be staged at Pomona from the 14th to the 18th instants.

## DETAILS OF HOW NATION'S PRESIDENT IS CHOSEN

With the approaching Presidential election, the question arises in the minds of many "how is our President elected?" For the benefit of those who are not familiar with the rather complicated process, we quote verbatim Article 12 of the Constitution of the United States of America:

"The Electors shall meet in their respective states and vote by ballot for President and Vice-President, one of whom, at least, shall not be an inhabitant of the same state with themselves; they shall name in their ballots the person voted for as President, and in distinct ballots the person voted for as Vice-President, and they shall make distinct lists of all persons voted for as President, and of all persons voted for as Vice-President, and of the number of votes for each, which lists they shall sign and certify, and transmit sealed to the seat of the government of the United States, directed to the President of the Senate.

"The President of the Senate shall, in presence of the Senate and House of Representatives, open all the certificates and the votes shall then be counted. The person having the greatest number of votes for President, shall be the President, if such number be a majority of the whole number of Electors appointed; and if no person have such majority, then from the persons having the highest numbers not exceeding three on the list of those voted for as President, the House of Representatives shall choose immediately, by ballot, the President. But in choosing the President, the votes shall be taken by states, the representation from each state having one vote; a quorum for this purpose shall consist of a member or members from two-thirds of the states, and a majority of all the states shall be necessary to a choice. And if the House of Representatives shall not choose a President whenever the right of choice shall devolve upon them, before the fourth day of March next following, then the Vice-President shall act as President, as in the case of the death or other constitutional disability of the President.

"The person having the greatest number of votes as Vice-President, shall be the Vice-President, if such number be a majority of the whole number of Electors appointed, and if no person have a majority, then from the two highest numbers on the list, the Senate shall choose the Vice-President. A quorum for the purpose shall consist of two-thirds of the whole number of Senators, and a majority of the whole number shall be necessary to a choice. But no person constitutionally ineligible to the office of President shall be eligible to that of Vice-President of the United States."

The number of Presidential Electors equals the whole number of Senators and Representatives and are appointed by the Legislatures.

If you do not earn more than you are paid, you are a poor investment.

**AIR BRAKE INSTALLATIONS ON BUSES PROVE WORTH**

Our Mechanical Department has now completed the installation of air brakes on nineteen motor coaches, on all of which this comparatively new means of braking on autobus vehicles is working most satisfactorily. F. E. Geibel, Asst. Superintendent of Equipment, contributes the following explanation of air brake installations on motorcoaches in our service:

With the increase in the size and speed of motor coaches there has been a steady demand for more adequate brakes. This is not only on account of the necessity of greater safety but there is need for a brake with less maintenance and less strain on the driver. Several systems have been developed, but the latest and most satisfactory is the straight air brake similar to that which has been in use for many years on our single unit city type electric cars.

The air brake as applied to motor coaches consists of three essential parts—the accumulator, and storage system where the air supply is accumulated and stored; the brake mechanism by means of which the retarding force is applied to the wheels and the brake valve, which affords the means of control.

In the earlier installations the air supply was obtained from the cylinders of the engine through small check valves. While this arrangement had no apparent effect on the operation of the engine, the air obtained contained traces of acid given off by the combustion gases. This required special copper storage tanks and fittings, but, even with special strainers and filter there were still some evidences of acid troubles.

The last installations are provided with small air pumps geared direct to main engine shaft in the same manner as the water pump or generator. The compressor is designed to give a maximum pressure without the use of a governor and is proving very satisfactory.

In the earlier experiments the air operated mechanism was adapted to work the fabric lined brakes of standard automobile construction. This system is still operating on some touring cars. On the larger motor coaches, however, it has been necessary to develop special metal lined brakes. The drums and shoes both carrying a renewable metal lining. The shoes are spread making contact with the drum by a cam similar to the ordinary type on passenger machines. The cam, however, instead of being operated by part pressure, is operated by a diaphragm mounted directly on the rear axle, one for each wheel. Air admitted to these diaphragms applies the brakes.

The control of the brakes is through a brake valve allowing air to pass from the storage tank into the diaphragms at any desired rate or pressure. The brake valve is controlled with the foot as in any automobile brake. The farther the foot pedal is pushed down the greater the pressure on the brakes and the quicker the stop. The brakes remain applied as long as the foot

pedal is pressed down and release upon release of foot pedal.

This company now has 19 motor coaches equipped with air brakes. While some of the details of application are subject to improvement, the system as a whole is very satisfactory.

**MISS McCABE ASSUMES DUTY ON P. E. CLUB COMMITTEE**

An innovation at the last meeting of the Club was the introduction of Nellie McCabe into office as a member of the executive committee, representing the Transportation Dept.

Miss McCabe's appearance for a time created a feeling of uneasiness among the old regulars; but they were soon placed at ease when in a short address Miss McCabe assured those present that they need not deny themselves the pleasure of smoking on her account and that she hoped to co-operate with them further in the interest of the Club and as the representative of the women employees of the Company.

**CALIFORNIA STILL LEADS IN AUTOMOBILE REGISTRATION**

California still leads all other states in the number of automobile registrations, recent compilations reveal. The first ten states as of July 1st show the following number of automotive vehicles registered:

California .....	1,180,900
New York .....	1,169,145
Ohio .....	1,160,000
Pennsylvania .....	1,088,387
Illinois .....	986,480
Michigan .....	765,044
Texas .....	661,949
Indiana .....	581,575
Iowa .....	569,538
Massachusetts .....	561,836

On July 1st there was a total of 15,523,898 automobiles and trucks registered in the United States, of which number 13,614,476 were automobiles and 1,909,422 were trucks.

"How are you getting along at school, Jimmie?"

"Fine. We're learning words of four cylinders now!"—Life.



It's up to us to stop it at the ballot.

(Reprinted from Santa Fe Magazine.)

## DEATH CLAIMS FOUR FAMILY MEMBERS DURING MONTH

It seems that we can hardly escape a month without some member of our family being taken to the Great Beyond. Death called four of our fellows last month, the cause of their passing being due to illness in each case.

In every case substantial Group Insurance payments were made to the relatives of the deceased and Mortuary Insurance was also paid to the extent of more than \$1,000 in two of the deaths.

Those who passed away during September were:

Chas. E. Larivee, Southern Division Trainmen.

Dale A. Hardy, Mechanical Department.

Crescencio Costello, Engineering Department.

Yaknki Morino, Mechanical Department.

The combined insurance paid to the relatives of the four totaled \$5,750.

Disability claims were granted last month in three cases which the management put before the Metropolitan Insurance Company.

We express the sympathy of the entire "family" to the relatives of those of our co-workers who have passed on.

## VISIT FRED BIXENSTEIN AT HIS RANCH HEADQUARTERS

A large number of the steadfast friends of Fred A. Bixenstein, beloved veteran of the Engineering Department who is convalescing on a ranch in Big Rock Creek, Antelope Valley, visited Fred and his faithful wife on Sunday, Sept. 28th. The occasion was to bouy him up and keep up his fighting spirit and see that the family was comfortable and prepared for the coming winter season.

A plentiful supply of wood, ample to keep the home fires burning throughout the winter, was cut and Fred will have no worry on whether or not it "ain't goin' to rain no mo'."

In the young army that made up the ax weilding brigade were the following: Richard Page, Ted Cuccia, Earl Haskell, Jey Gowanlock, Gus Guercie, Bill Baxter, L. A. Crooks, Vic Westerberg, Lester Knight, Clyde Farise, Geo. Blyth and wife, R. S. Brucker, M. C. Brucker and wife, Earl Van Dusen, Leroy Mountjoy, L. A. Biehler and wife and J. J. Staddon and son.

In order not to deplete the food supply of the district, the party took with them a large side of beef and plenty of other tasty supplies. It has been rumored that when Mrs. Bixenstein announced dinner a young stampede with near fatalities resulted among the novice wood choppers.

Fred, we are told and glad to report, is getting along nicley.

### It Killed a Cat

Rastus: "Wheah you-all bin?"

Finney: "Lookin' foah work."

"Man! Man! Yoah cu'osity's gonna git you into trouble yit!"—Judge.

## Keeps Them Moving at Big Terminal



Chester E. Walley, our genial Depotmaster at 6th and Main Street Terminal, a veteran of 24 years.

## BEHOLD the likeness of everybody's friend!

Last month, September 24th, to be exact, was Chester E. Walley's twenty-fourth birthday, as reckoned by Pacific Electric service, he having entered the employ of the Company on September 24th, 1900.

Main Street terminus would hardly seem natural without the familiar form of Depotmaster Walley on the viaduct, where for a number of years he has rendered valiant service in handling of equipment movements and anticipating travel requirements through our great Los Angeles terminal. Seldom in the many years of his service has Walley lost his poise, but many times within the same span of years has he made new friends for the Company and himself through little acts of attention and courtesy so much appreciated by the traveling public.

When Walley came into the service the road was lavishly equipped with eleven passenger cars, whereas now its count of passenger equipment shows some 930 cars, not to mention 3,500 freight cars and 66 locomotives. Walley's first position with the Company was as a Conductor on the old narrow gauge line to Pasadena via the Ostrich Farm and he has also worked as Motorman and Inspector prior to his appointment of Depotmaster.

The Magazine joins with his host of friends of congratulating him upon his 24th industrial birth.

## BEGINNING AND ADVANCED DANCES TO BE TAUGHT

Mrs. Mabel Rockwell is back and brings with her the new dances that she learned while attending the classes in ballroom dancing at the Hotel Drake, Chicago. Leaving Los Angeles on August 20th, she spent practically the whole of her vacation studying every phase of dancing, including class formation, ballroom etiquette, checking system, et cetera.

Her search took her to all the principal dancehalls, public and private, in Chicago and the surrounding lake country, including the Lake Paw Paw territory, which is fifty miles from the Windy City. One of the most interesting places Mrs. Rockwell found was the Triagnon, in Chicago, it being the largest ballroom in that part of the country and one of the most beautiful in the world.

Among the notable changes in the dances is the different tempo of music used; they start with a slow fox trot, and run into a waltz and fast fox trot, then resume slow fox trot time.

Mrs. Rockwell states that she has many novelty dances in store for her Pacific Electric pupils and adds that "the waltz predominates." Such dances as the "Wildcat Whirl," the "Tiger Twaddle" and the "Camel Canter" will be replaced by the "Raggedy Ann" (a fox trot in slow rhythm, "Whispering Waltz," and the "Triagnon Glide." On Sept. 3rd the "Triagnon Glide" was demonstrated by the originator, Mr. Sheehy, and Mrs. Rockwell before a large attendance at the Drake Hotel.

"Many people," says Mrs. Rockwell, "want to dance, but do not know how to do the latest dances. I intend to make every endeavor to teach these people the simplified forms of the latest dancing. There will be two classes this year; one, beginners for the simplified 1924 dance, and the other for the advanced pupils to learn the latest dances which were given at the convention. The fundamental principles do not change, but it is the advanced work that changes."

Thus, it may be seen that anyone of our members wishing to learn dancing, may be able to acquire this fascinating diversion by attending regularly the classes which will be held each Thursday night at the Pacific Electric Club, 431 South Hill.

## P. E. MASONIC MEETINGS

Although no regular meeting was held during September, there was no let-up in the Club's activities. On the evening of September 30th, 90 members of the Club visited Rising Light Lodge at Huntington Park and assisted in conferring the Masters Degree upon George A. Gilks of the Mechanical Department and George B. Barclay of the Engineering Department.

The next regular meeting will be held Tuesday, October 14, 1924. BE THERE!

The more we know the less we knock.

# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The first meeting of the newly elected Executive Committee of the Pacific Electric Club was held in the Assembly Hall of the Club Rooms, September 3 at 2:20 P.M.

The following members were absent: J. L. Smale, C. W. Cornell, J. A. Severance, R. J. Orr, H. Gray, H. A. Wilkerson, F. L. McCulley, H. L. LeGrande, L. D. Williams, B. F. Manley, W. M. Brooks, C. Hunt, J. Hanselman, H. J. Delmar, and J. E. Gerst.

### Club Fund

Balance, 7-31-24 .....	\$ 280.20
Receipts .....	1,138.51
<b>Total .....</b>	<b>\$1,418.71</b>
Disbursements .....	1,204.20

Balance, 8-31-24 .....

### Relief Fund

Balance, 7-31-24 .....	\$ 246.48
Receipts .....	573.23
<b>Total .....</b>	<b>\$ 819.71</b>
Disbursements .....	410.00

Balance, 8-31-24 .....

### Unfinished Business

The Committee decided that inasmuch as the Motor Coach Department is a part of the Transportation Department, that it be included in the Transportation Department and therefore represented by members elected to the Executive Committee from the Transportation Department. At the present time H. J. Delmar, who is an Executive Committeeman elected from the Western Division, is employed in the Motor Coach Department.

Mr. McCammond was asked to give a summary of the Annual Picnic by the Committee, and gave the following facts: The Picnic was one hundred per cent a success. Everyone who was on a committee worked earnestly and there were no complaints. The weather was perfect and the crowd the largest in the history of the Company.

The following tickets and items were dispensed or served:

Ice cream served.....	100 gallons
Bath tickets used.....	3,680
Dance tickets used.....	26,000
Cups of coffee.....	9,000
Cups of lemonade.....	7,000
Children's hats.....	3,000
Souvenirs .....	3,000

E. H. Pierce stated that the ball ground was in most excellent condition; perhaps this was one of the reasons that the Mechanical Department's team fell down, he suggested.

### New Business

The entire Executive Committee were pleased to welcome back M. T. Spencer who has been absent for some

time on account of an injury but whom they expect to have in their midst in the future. "Pop" in reply said that he could hardly express his thanks for all that everyone had done for him. The Nurses at the Hospital were most faithful in their efficient work, and he especially wished to compliment W. A. McCammond who had so thoughtfully furnished the wheel chair for his use on the day of the Picnic.

S. A. Bishop, who has long been a friend of Mr. Spencer gave a very pleasing talk on the service of a man to an organization and the gratitude of the organization to the employee in his time of need.

Dan Finley stated that the Eastern Division feels themselves most fortunate in securing Mr. Schermerhorn as a representative of the Engineering Department in their section of the Division.

S. A. Bishop nominated C. Thorburn to succeed himself as President of the Pacific Electric Club. This nomination was seconded and the vote was unanimous. Mr. Thorburn, in replying to this honor shown him by the Executive Committee, said that he was much gratified at his re-election; that he expected to take the work more seriously during the coming Club year. He said there was much work in store for the future of the Club and for the welfare of the employees.

In thanking the Executive Committee for his re-election to the position of Manager of the Pacific Electric Club, Mr. Vickrey stated that he had learned a great deal during the past year while serving under the

direction of Mr. Thorburn. He thanked the members of last year for their splendid co-operation, and appealed to the new Committee members to make this year even more successful.

Mr. McCammond stated that he had served four years as Treasurer of the Pacific Electric Club; that he had thought that some one else should have the responsibility, but as the Committee so unanimously elected him again to that position, he would consider it an honor to serve.

The members elected to the Governing Board of the Pacific Electric Club for the Club year of 1924 and 1925 are as follows: W. E. Booth, W. A. McCammond, M. T. Tyler, A. W. Day, B. F. Manley, L. H. Covell, and H. R. Grenke.

## P. E. CLUB BULLETIN

October 10 to November 10, 1924

### Friday, Oct. 10:

Picture Show, Auditorium, 7:45 p.m.

### Saturday, Oct. 11:

Agent's Association, Assembly Hall, 8:00 p.m.

### Monday, Oct. 13:

P. E. Band rehearsal, 8:00 p.m.

P. E. Chorus rehearsal, 8:00 p.m.

### Tuesday, Oct. 14:

Masonic Club, Auditorium, 8:00 p.m.

### Wednesday, Oct. 15:

Northern Division Safety Committee, 2:00 p.m.

All divisions Trainmen's meeting, 8:00 p.m.

### Thursday, Oct. 16:

Club Dance, Auditorium, 8:30 p.m.

### Friday, Oct. 17:

General Staff Meeting, Assembly Hall, 10:00 a.m.

Picture Show, Auditorium, 7:45 p.m.

### Monday, Oct. 20:

P. E. Band rehearsal, 8:00 p.m.

P. E. Chorus rehearsal, 8:00 p.m.

### Thursday, Oct. 23:

Club Dance, Auditorium, 8:30 p.m.

### Friday, Oct. 24:

Picture Show, Auditorium, 7:45 p.m.

### Monday, Oct. 27:

P. E. Band rehearsal, 8:00 p.m.

P. E. Chorus rehearsal, 8:00 p.m.

### Thursday, Oct. 30:

Club Dance, Auditorium, 8:30 p.m.

### Friday, Oct. 31:

Picture Show, Auditorium, 7:45 p.m.

### Monday, Nov. 3:

P. E. Band rehearsal, 8:00 p.m.

P. E. Chorus rehearsal, 8:00 p.m.

### Tuesday, Nov. 4:

Southern Division Safety Committee meeting, 2:00 p.m.

### Wednesday, Nov. 5:

Executive Committee meeting, 2:00 p.m.

### Thursday, Nov. 6:

Club Dance, Auditorium, 8:30 p.m.

### Friday, Nov. 7:

Western Division Safety Committee meeting, 2:00 p.m.

Picture Show, Auditorium, 7:45 p.m.

### Saturday, Nov. 8:

Agent's Association, Assembly Hall, 8:00 p.m.

### Monday, Nov. 10:

P. E. Band rehearsal, 8:00 p.m.

P. E. Chorus rehearsal, 8:00 p.m.

## Club Movie Program

### Friday, Oct. 10:

Betty Compson in "The Enemy Sex."  
Hamilton Comedy, "Good Morning."

### Friday, Oct. 17:

Jack Holt in "Empty Hands."  
Mermaid Comedy, "Neck & Neck."

### Friday, Oct. 24:

Gloria Swanson in "Her Love Story."  
Lloyd Comedy, "Three Cheers."

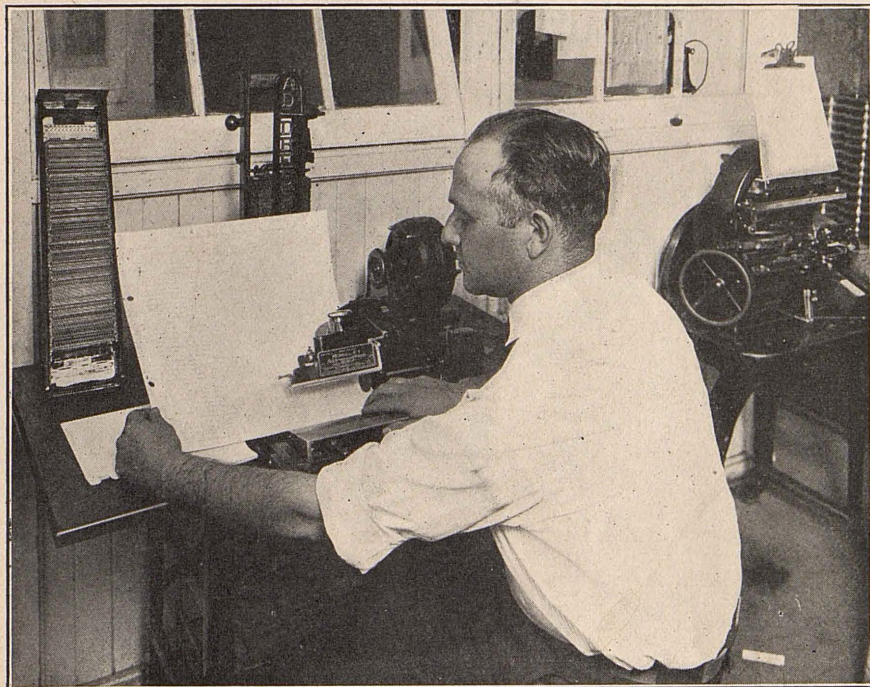
### Friday, Oct. 31:

William Farnum in "The Man Who Fights Alone."  
Christie Comedy, "Call The Wagon."

### Friday, Nov. 7:

Main feature, "The Female," with Betty Compson.  
Mermaid Comedy, "Air Pockets."

## Saves the Time of Many Hands



C. L. Van Sant, Operator of "Jack of all trades" machine at Torrance. With unflinching accuracy and startling speed, it writes form inventory cards, stock sheets, pay roll sheets, mailing addresses and sundry other office records.

By C. C. FENIMORE, General Storekeeper

**T**HE Stores Department, ever ready to take advantage of labor and money saving devices, several years ago installed at Torrance a mechanical addressing machine primarily for use in Stores Department work. The equipment consists of motor driven graphotype, a machine making names or addresses etc. in alloy metal plates not unlike the old nickel-in-a-slot machines, where we used to write our names on aluminum pocket pieces; a motor driven machine for printing from plates made on the graphotype, with selector attachment together with approximately 40,000 frames and plates and necessary cabinets for filing.

The Bureau is in charge of the Stock Book Clerk, and as the title would indicate, a large part of the work handled is in connection with stock sheets and books.

We regularly carry in store stock approximately 30,000 different items of material and maintain at the Torrance general store a complete master set of descriptive plates on which are shown the classification symbol or Stores number of the item, the name and complete catalogue description or other description of all items regularly carried in store stock. It is not used for special materials or material not regularly carried in stock. From the master set of descriptive plates, individual stock sheets on which complete record of all transactions in connection with each item are kept, are written for all stores, as well as bin

tags to be placed on the shelf where the item is stored.

One of the largest single savings effected by the use of this device is in the writing of some 60,000 inventory cards for the annual inventory. Prior to the installation of it, it was necessary to employ typists from sixty to ninety days to write cards. With this machine the cards are printed at the rate of 2,000 to 4,000 per hour with a labor cost of a few hours over-time for the operator, effecting a saving of at least \$200.00 annually.

Aside from the saving effected, and of even greater importance, is the prevention of errors which its use assures. Before its purchase, stock sheets, inventory cards and bin tags were typed or written in long hand, and the descriptions were sometimes as varied as in the number of stores where the items were carried in stock. All these documents are now written from one master plate for all stores and at all points. Price books are also written from the master plates, so that only one name and description for a single item is known, thus making for greater uniformity and simplicity.

By use of selector attachment and tabs on frames holding master plates, the machine can be set to print only those plates covering items carried at a particular store, making it unnecessary to print a complete set of stock sheets, bin tags, etc. for a store carrying only a limited number of items.

In addition to work handled in connection with stock books, it is also

in the handling of Mechanical and Stores Department payrolls, being adapted to produce daily time cards, distribution sheets and payrolls, writing of employee's name, occupation and rate of pay at one time. In the Mechanical Department this work greatly facilitates the allocation of labor charges to individual units of equipment, as well as saving considerable labor in writing of distribution sheets and payrolls previously typed or written in long hand.

Transportation, Traffic and Publicity Departments also make use of this device in mailing bulletins to trainmen and agents, tariffs to agents and others, and mailing the Pacific Electric magazine. Plates are made showing names and addresses and envelopes are addressed from such plates as required.

New uses are frequently being found for this equipment, we having under consideration at the present time the using of metal plates as bin tags in castings, forgings and steel racks stored out of doors, on account of the weather rapidly making paper printed tags illegible.

### OFFICIALS ATTEND ANNUAL ATLANTIC CITY FORUM

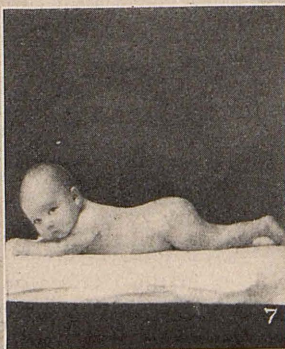
The Pacific Coast electric railway industry will be well represented at the annual convention of the American Electric Railway Association to be held in Atlantic City commencing October 6th and closing on the 10th. Practically every electric railway on the coast is sending one or more of its officials.

A special through car, bearing the main contingent of the coast party, routed via Southern Pacific, Union Pacific, Milwaukee and Pennsylvania roads, left San Francisco on Wednesday, October 1st, arriving in Atlantic City at about 7:00 p. m. Sunday, October 5th.

This year's program called for exhaustive discussion and addresses on the subjects Finance, Coordination and Management. President Paul Shoup was booked as one of the principal speakers, his subject being the "Coordination of Motor Vehicles and Electric Railway Service by Electric Railway Companies." The next issue of the Magazine will carry his address in full.

As representatives of the Pacific Electric Railway, at this year's convention, Mr. Pontius selected Messrs. F. L. Annable, O. A. Smith and S. H. Anderson. Mr. Anderson joined the San Francisco party, while Mr. Smith, accompanied by Mrs. Smith, and Mr. Annable, with his daughter Helen, left Los Angeles on September 25th, it being their plan to inspect electric and bus service in Chicago, Detroit and Buffalo prior to reaching Atlantic City.

# JUNIOR MEMBERS *of the* PACIFIC ELECTRIC FAMILY



Here is another group of young hopefuls who brighten the homes of Pacific Electric employees. Those desiring to have the pictures of their youngsters to appear on this page should send them to Bureau of News, Room 664 P. E. Bldg., with names, ages and daddy's position and location with the Company. Photographs will be carefully preserved and returned.

Those appearing in the group above are:

1. Thomas Kleiderer Ballard, 18 months, son of T. L. Ballard, Freight Car Inspector, Butte St.
2. Donald George Periard, 4½ months, son of A. H. Periard, Signal Shop, Eng. Dept.
3. James Robert Reed, 9 months, son of J. E. Reed, Conductor, Northern Division.
4. Mary Eileen Gleason, 2 years, daughter of David F. Gleason, Rate Desk, Freight Traffic Dept.
5. Dorothy Beardsley, 19 months, daughter of J. E. Beardsley, Conductor, Southern Division.
6. Thomas A. Hull Jr. and Garner Hull, 4 years and 16 months, respectively, son and daughter of Thos. A. Hull, General Agent's office, San Pedro.
7. Shirley Mae Lee, 7 weeks, daughter of Chas. M. Lee, Electrical Dept., San Bernardino.

# TIMELY TOPICS FOR TRAINMEN

The following is the third of a series of articles, started in our August issue, dealing with relations of Trainmen and patrons. The subject this month is the "protection of passengers when boarding and alighting."

**M**OST passengers do not realize and some do not know the danger of the things they do every day in boarding and in alighting from our cars. There are only about two ways in which they can learn. One is by having an accident, and the other is by understanding and responding to the cautions that are given to them by conductors and motormen.

It is easier to understand a simple explanation or request made in the fewest words possible, than an explanation or request that is longer and more involved. And if the words in which the explanation or request is made become very familiar, it is understood almost instantly.

So we find it very important not only that the requests, explanations and directions given to passengers shall be clear and simple, but that the phrases so far as possible shall be uniform all over the System.

One of the most important undertakings in the whole Safety movement has been the creation of a standard emblem signifying Danger. It had to be uniform so as to be everywhere understood. It had to be clear, so as to convey its meaning forcibly, and it had to be simple, so as to be easily recognized.

Those are just the objects we are trying to accomplish in giving conductors and motormen these phrases to use in protecting passengers in boarding and alighting, where a passenger's life may depend upon his ability to understand a warning about getting on and off properly, or upon his observance of that warning.

## A. WHEN PASSENGERS ARE BOARDING

Situation	What to Say
1. When cars are coming to a stop and passengers start to get on.	1. <b>Wait until the car stops PLEASE.</b>
2. Whenever passengers are boarding car.	2. <b>Watch your step PLEASE.</b>
3. Whenever passengers attempt to get on a moving car at the far side.	3. <b>Do not board PLEASE, it is dangerous. Car stops at near side only.</b>
4. On center entrance cars.	4. <b>STEP inside PLEASE, look out for the doors.</b>

## B. WHEN PASSENGERS ARE ALIGHTING

1. When passengers start to get off a moving car.	1. <b>Wait until the car stops PLEASE.</b>
2. Whenever passengers are alighting.	2. <b>Watch your step PLEASE.</b>
3. When a passenger having gotten off walks around rear of car.	3. <b>Look out for car on other track PLEASE.</b>

- |  |  |
|--|--|
| 4. When passengers try to board, preventing passengers from alighting. | 4. <b>Passengers off first PLEASE.</b> |
|--|--|

## C. WHEN CONDUCTOR IS AWAY FROM REGULAR POSITION

- |   |  |
|---|--|
| 1. When obliged to give starting signal inside.                 | 1. <b>All right back there, PLEASE?</b>                        |
| 2. When passenger on platform attempts to give starting signal. | 2. <b>Do not give starting signal PLEASE, it is dangerous.</b> |

It is even more necessary for a street railway conductor to make himself easily understood in speaking to several thousand people every day on matters involving their safety as well as their convenience, than it is for the actor who speaks to a few hundred every night, or the minister who speaks to a thousand or two once a week.

Besides, the conductor's duties are many and complicated, and he has to perform them under difficult circumstances. Every bit of efficiency that he can attain in so simple a way as by using clear and simple language, is just so much clear gain to him.

The willingness of passengers to comply with a conductor's requests and directions depends a good deal on how they feel toward him. This is the importance of the courtesy element. It makes the passengers more friendly to the conductor they meet on the cars.

It cannot be otherwise, for where will you find a passenger who will be displeased by the idea that the conductor on his car will be clear and courteous in whatever he has to say by way of requests, directions or explanations?

**T**HE closing paragraph of a recent bulletin by Superintendent White, dealing with boys stealing rides on freight trains, should be borne in mind by all Trainmen in following out existing instructions. The paragraph referred to read:

"Care must be exercised to avoid chasing boys while train is in motion."

Young boys of the age guilty of stealing rides or running along sides of train while in motion are high strung and excitable and should they see that Trainmen are after them they are very likely to lose their heads and make some mis-step that may prove fatal to them.

Mr. White's bulletin covers the case clearly and the remainder of it is well worth the repetition here:

"The number of boys, both large and small, that either steal rides on our Santa Monica Air Line freight trains or run along hanging on the sides of the cars appears to be on the increase. While I appreciate the efforts made by our train crews to stop the practice of these boys I feel that more forcible action is necessary.

"Therefore, when the boys are observed either riding on the cars or running along and hanging on the sides of cars in the future, train should be brought to a stop and, if possible to get close to the boys, explain to them the hazard connected with the practice, and if possible secure name and address and forward same to this office."

## CARS HAVE RIGHT OF WAY OVER MOTOR COACHES

The bulletin following issued by the Transportation Department last month, concerning the first rights of cars and motor coaches, will bear repeating:

"Electric cars have first right over motor coaches operated by the Pacific Electric Railway, the Los Angeles Motor Bus Company, and the Los Angeles Railway Corporation, and at all intersections of motor coach routes and electric railway tracks, motor coach operators are instructed that they must not operate onto tracks in front of approaching electric railway cars, which are within the distance of one city block from the intersection.

"When an electric car and a motor coach are standing still at an intersection and the motor coach is ready to move forward, the operator of the motor coach will sound his horn twice to indicate that the motor coach is ready to move, which signal must be answered by ("Go Ahead") hand signal from the motorman to the motor coach operator before the motor coach operator can proceed."

## Price Fixing

Stranger: "Brother, at what price do you value the cow with the white face I saw yesterday in the field by the railroad?"

Farmer: "Are you the tax assessor or has she been killed by the cars?"

My Bonnie leaned over the gas tank, The height of the contents to see. She lighted a match to assist her— Oh, bring back my Bonnie to me!

**She Helps Bring You Back To Health**



Our Insured Employees are entitled to the Visiting Nurse Service of the Metropolitan Life Insurance Co.

When Sick Don't Wait  
**Call Your Friend the Nurse**

## STREET CARS CARRY BULK OF PASSENGER TRAFFIC

Many checks have been made locally which demonstrated conclusively that electric cars, utilizing only a small portion of the streets, carry the greatest bulk of traffic. That this same condition holds true elsewhere in large centers was demonstrated at a busy intersection in Chicago recently.

On a normal week day between the hours of 6:30 a.m. and 6:30 p.m., following are the numbers of passengers carried by the several types of vehicles passing this intersection: 31,680 commercial vehicles carried 31,700 persons; 42,130 passenger automobiles carried 84,130 persons (two to a car); while only 3,360 street cars carried 330,000 passengers.

In other words, street cars, which represented only 10 per cent of the total vehicles passing this corner, carried 75 per cent of the total number of passengers. In addition to carrying the bulk of the traffic, they occupied and used only a small fraction of the space as compared with automotive vehicles.

Legislators and merchants are rapidly learning that discouragement of street car travel in favor of other vehicles in our down town streets is a short-sighted policy. The easy and rapid movement of street cars in the congested districts should receive first consideration, both from the standpoint of the public and mercantile establishments.

### Matches

One tree will make 1,000,000 matches.

One match will kill 1,000,000 trees.

## Pacific Electric Car Basis of Thriller

FOR getting the maximum of hilarity into a movie scene in which a street car plays a prominent part, Harold Lloyd's "Girl Shy" easily surpasses anything shown on the screen in recent years. Much of the film's best comedy is centered around Lloyd's experience with a trolley car, of Pacific Electric origin, and he certainly makes the most of a ludicrous situation. The section of the film in which one of our cars was used was taken on the Franklin Avenue line in Hollywood.

In his hurried trip to the city to prevent his sweetheart from marrying a bigamist, Lloyd employs and steals rides from every imaginable vehicle, finally jumping into a waiting trolley, leaving trainmen behind. Immediately starts one of the wildest street car rides ever picturized. Traffic and traffic cops are disregarded and hair-breadth escapes with pedestrians, trucks and automobiles occur on all sides.

Finally the trolley pole leaves the wire. Forgetting to throw the control back to neutral, Lloyd climbs on top of the car and replaces pole to wire. The car starts with a jerk and he is forced to the utmost to keep his bearing on top of the rapidly moving car. Finally he pulls the pole off trolley wire and swings out over street, clinging to it for his life. An automobile passes alongside of car at this time, whereupon Lloyd, letting go of the trolley pole, falls through the top, dropping into seat alongside of driver,

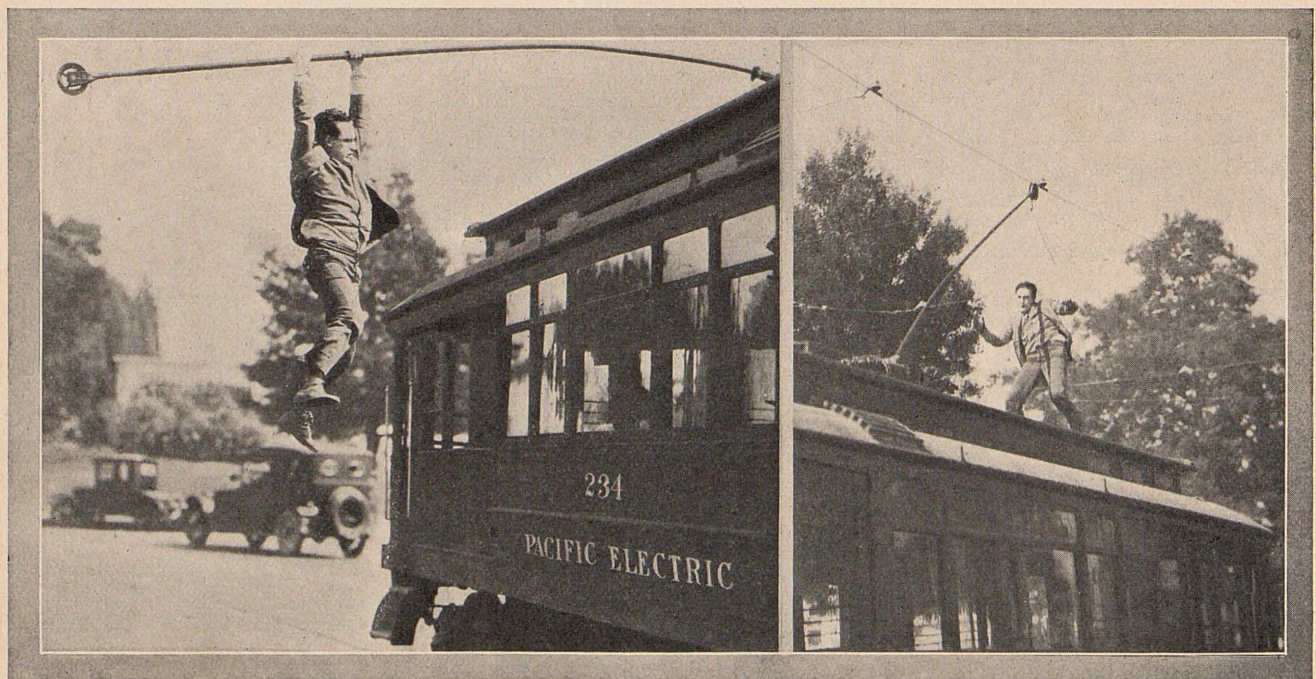
throws the gas throttle on full speed and arrives "in the nick of time" to save his sweetheart from her fate.

During the time Lloyd is in charge of the car at the throttle his speed appears to be much greater than it actually was; traffic was regulated to a fine degree and the "hair breadth" escapes were arranged with the most minute precision, and safety.

While Lloyd was on the roof, however, the car did move along at a good stiff pace and his presence there was under conditions not conducive to good health and a happy old age. He took chances of very serious injury and that he was not the victim of an accident is due to his dexterity and good fortune.

The filming of this section of "Girl Shy" required several days and the service rendered on the occasion elicited the following written commendation from one of the film company's officials: "The generous co-operation accorded us by the Pacific Electric enabled us to get some of our funniest business in 'Girl Shy.' It would have been utterly impossible for us to have obtained some of our best thrill effects, as well as humorous moments, if your Company hadn't assisted us in the full measure that you did."

The leasing of cars to film companies for production of moving pictures is done through the Solicitation Bureau of the Passenger Traffic Department, in charge of F. E. Billhardt, General Agent. Representatives of the department are on hand at all times to see that every aid is rendered them, also to supervise operation so as to prevent interference with regular service and to see that equipment is not abused and operated so as not to be a menace to safety of public.



Harold Lloyd, movie renown, using Pacific Electric car in the filming of most exciting chapter of his latest release, "Girl Shy." With reckless abandon, Lloyd walked on top of rapidly moving car and dropped into passing auto. Witnesses of the actual scenes say they received a considerable thrill.



(Continued from Page 8)

to him that he be clothed in present day habiliments, whizzed through the air in a Texas-California Air Line Limited and set down in our City of the Angels on election day in May, nineteen twenty-four; though to be consistent I presume we'll have to have him here long enough to qualify as a registered voter; consider it done.

Being a native of his state by birth, of which fact you are justly proud, tho' you never fail to add that you're a Californian by adoption it is but natural that you should offer to assist your friend Van to prepare his ballot.

Of course, you have one of these sample ones that the State provides in advance. You spread as much of it out as you can reasonably expect to accommodate in a room not to exceed fifteen by twenty feet in size and begin.

You meet with discouraging, not to say disparaging, interruptions from the very start; "Woddaya mean, ballot," yells Van, "That ain't no ballot, that's a paper pattern of the ground floor of the New County Hall of Justice on a scale of one foot equals one foot; Ballot me eye!"

#### Ballot Explained

Painstakingly you tell him that times have changed and with it styles in ballots, and what does he think of proposition number twenty-three to bond the City for sixty millions of dollars to harness the summer flow of the upper reaches of the Los Angeles River? This to provide for the development of two thousand and seven-sixteenths horse power with which to operate the locks on the lower reaches of that same majestic stream, and thus make available the magnificent harbor proposed to be constructed at the present site of the gas works.

It now becomes necessary to break the news to Van that the proposed issue of bonds under proposition twenty-three doesn't include the cost of the harbor, to reach which the locks must be operated by power provided by said proposition twenty-three as aforesaid.

The Harbor is covered by an issue of one hundred million, three dollars and seventy-five cents, provided by Article Ninety-six, division ten, subsection A, and requires a two-thirds majority vote to carry.

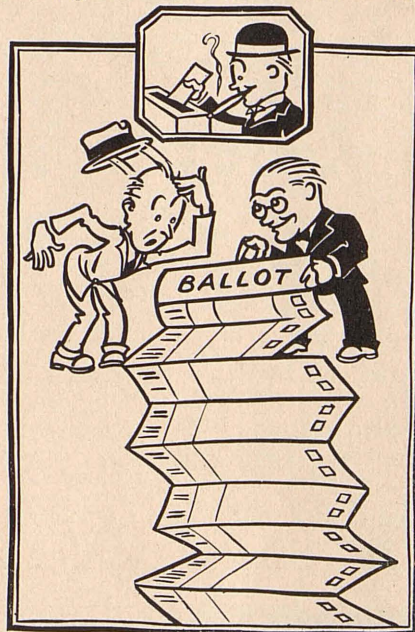
Van, feeling his reason tottering on its throne, rises to inquire how in the devil's abode you're gonna pass ships under the bridges spanning the dusty arroyo which separates Boyle Heights from Chinatown, and you note the triumphant gleam in his eye that heralds his belief that he has punged. You move the library table back against the wall, put the Morris chair out on the porch, spread out another fold of your sample ballot and quietly point to paragraph thirty of Chapter XXXI, subdivision Q, beginning at the seventh line and read, "Shall the City of Los Angeles obligate itself to issue ten million, eleven hundred thousand, fifty-seven dollars and eleven cents, to provide for the con-

struction of draw-bridges, lift-bridges, self-opening bridges, salt-closing bridges, self-winding bridges, salt-rising bridges, automatic bridges, adjusted to heat, cold and four positions, et cetera, and if not, why not?"

#### So Simple!

You are proceeding to point out to Van, as perfectly obvious facts that the harbor, as proposed, couldn't function without the locks, as proposed, and the locks, as proposed would be useless without the hydro-electric power, as proposed, and that all of 'em, as proposed, would be valueless unless the draw-bridge, or otherwise, bonds also carried as proposed, when you discover that Van has lost interest or consciousness or something and you stop.

Pretty soon he comes out of his trance and he says: "If you're through reading over that balance sheet of the



A Modern Ballot

Lawyers Local Union, 'spose you see if there are any human beings to be voted on at today's election."

You fold and refold and unfold once again and Van looks over the customary list of candidates and finally he looks at you reproachfully and asks, all sarcastic, if you ain't showing him the proof sheets of the 'phone book and seems inclined to doubt your assertion that the names he's gazing upon are those of candidates who are willing to subordinate private interests for the public weal.

Ultimately, you prevail upon your fellow-statesman, or the fellow from your native state, if you wish to hold out for technicalities, to accompany you to your polling place, the same being in the drawing room of Mrs. Judge Whoozis' home on the Boulevard. This fact, of itself, acts as a damper on Van's faintly reviving enthusiasm, and the same sputters feebly and dies upon discovering that Mrs. Judge Whoozis herself is on the election board.

Van hooks you with his index finger and draws you aside: "How

come," he hoarsely mutters, "A woman on the Board?" Once more it's your melancholy duty to break the news to him that the Eighteenth isn't the only Amendment that was added to the Constitution during the course of his late snooze; that woman, beautiful woman, now enjoys all the rights heretofore reserved to the erstwhile lords of creations, and that among such rights may be included such innocent diversions as smoking, cussing, shingling the hair, voting and wearing short pants. And when I say enjoys such rights, I mean what I say, only that and nothing more.

#### Too Much For Rip

Seeing too much evidence of the truth of what you've just told him to doubt the actuality, poor Van throws up his hands and quits you cold. When last seen he's still headed east and is evidently looking for the most direct route to his late couch beneath the scaly bark hickory tree, with the avowed intention of taking another nap, said avowed being coupled with the threat to visit sudden death upon anyone who sought to disturb his slumbers prior to the repeal of the Eighteenth and Nineteenth Amendments.

You, on your part, view his going with a minimum of regret. You can't help feeling that he just naturally doesn't belong to the present. Let him go back to the past and R. I. P.

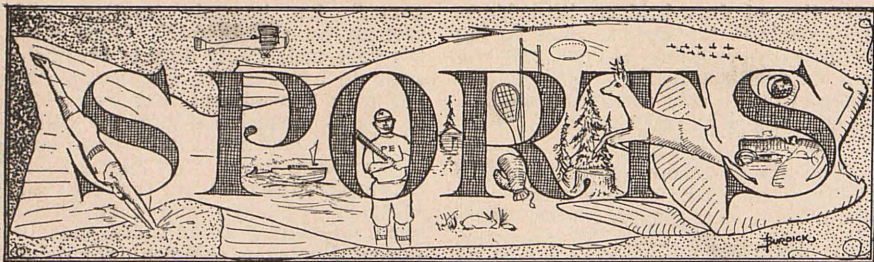
Why, if he was going to the floor for the count of ten at the mere fact that a woman was on the election board, how would he take it, when he'd fractured some traffic ordinance, to be haled before some female J. P. and, after being subjected to a bitter judicial lecture on the subject of his lawlessness, had this feminine dreadnought slap a fifty dollar fine on him?

Or, skipping all graduated humiliations that could easily come to him because of the operations of the Nineteenth Amendment, let us assume the worst that could possibly happen, and place this poor hold-over of a dead and gone age upon a mixed jury!

Can't you feature what that experience would mean to this chivalrous son of a race whose fixed idea had been for uncounted eons that "woman's place is in the home—For God's sake, keep her there—or she'll make us stay there?" And think of the possibilities of a hung jury, locked up for the night, maybe, and Mrs. Van so darned jealous too!

No. The changes that have taken place in politics between eighty-four and twenty-four are of such a nature as to make impossible the taking them down in one big allopathic dose. The body politic must be prepared by years of treatment; the bitter dose must be given at first in minute quantities, gradually increased as the patient becomes more accustomed to it, till finally he can even swallow the mixed jury and lick the spoon!

Me? Y'mean me, personally? Huh! Long ago I reached the stage where I not only licked the spoon but asked for a second helping.



### SEA LAUNCH EXPEDITION IS ENJOYED BY SPORTSMEN

Capt. Jack May of the P. E. Rod & Gun Club, supplied the following account of a launch fishing expedition held out of Redondo Beach last month. Another such event is planned for Sunday, October 19th, and if you doubt the fun these sportsmen have, read Capt. Jack's account of their last outing and you'll register for the next event:

Once more we put it over on the wise old nimrods of the Gun section. Twenty of the followers of Isaac Walton gathered their rods, hooks and other things together at Redondo Beach on Sunday, Sept. 21st and boarded to make war on the inhabitant of the deep blue on one of Capt. Larsen's fish boats. Having but five miles to travel, we were soon very busy trying to see who was the lucky one with the first fish.

Ed Hasenyager seemed to be the choice, but fell down on the job by losing his first fish, a very fine specimen of the Bass variety, at least 6 inches long. This was a very severe blow to Ed, for his wife had told him when leaving not to come home if he didn't catch some fish, so you can imagine what was on Ed's mind when the fish got away.

Thanks to Ed for starting the fun, it wasn't long before everybody was very busy. Although we missed the Yellow-tail, we sure did hit some school of Bass and Bonita. Anybody that has tangled himself up with a 10-pound Bonita will surely think he has some fish, for they are one of the gamest fish in the big pond. Soon everybody had as many fish as they could carry home; some more than they could handle. Mr. Kelly of the Pasadena Line Dept. and Mr. Moore Electrical Inspector, each had 18 beauties and had to decide who was entitled to the second prize by tossing a coin. Irish luck prevailed, and Mr. Kelly carried off the flag.

After considerable argument and official weighing of fish, it was found that Mr. Cross had carried off the honors having a fish one pound heavier than Mr. Moore.

At 2:30 p.m. everyone seemed to have had all the excitement they craved. We stacked arms, counted our catch, a grand total of 226 fish. Everybody was happy, and not one of the twenty sick. Some record! But it only shows what kind of timber we have in the fish section of the P. E. R. & G. Club.

And this is not all, for the fish are still running good and another trip

### Annual Rabbit Drive

**T**HE Rod & Gun Club's Annual Rabbit Drive will be staged near Hesperia on Sunday, October 26th.

For anyone wishing to go on this hunt and desiring to rent gun or arrange for transportation, it will be necessary to make reservation at the Pacific Electric Club not later than Thursday, October 23rd. Further information will be supplied by applying to Mr. Worley at the Club.

On Sunday, October 12th, the regular monthly clay target shoot will be held at the Los Cerritos Recreation Field, a merchandise event.

is planned for Oct. 19th. Every member who is interested in this trip had better register, so we can make room for him. If two boats are not enough we will get three. So get busy and join us in trying for some of the \$800.00 worth of prizes we have to compete for.

### HIGH SIERRAS OUTING SCENE OF GUN CLUB MEMBERS

The following is an account of a pleasant High Sierra outing offered by Max Schuring, one of the participants:

On Saturday, August 30th, near midnight two automobiles left Los Angeles with four mighty P. E. Rod & Gun Club hunters and a witness, the four hunters being none other than Ted Cuccia, Earl Haskell, Lee Crooks, A. C. Radcliffe and yours truly as the official "verifier."

We arrived the following afternoon at our destination, the "Oaks" about six miles from Olanche, (Tulare County), California. After parking all night under the stars, we loaded pack animals with bacon, corn flour, pork and beans, etc., and started for Monache Meadows. Here, amidst some wonderful scenery, camp was made, the location being within a few miles of Blanche Peak, some 12,000 feet above sea level.

From this time until duty again called us back to our respective jobs, stalking game was industriously pursued. Earl Haskell, unanimously elected Chef, was the first to see his labors crowned with success, he having come into camp the second day with a striped "rabbit." The gang buried Earl's clothes and decided to forget it, which, believe me, was not an easy task. As a hunter, Earl is an excellent cook.

However, after the first day in camp better luck prevailed and deer meat was a regular diet, due to the near presence of the Manley's, camped about a half mile away and who sent over enough venison to feed an orphan's establishment. Somehow the deer seemed more willing to play target for the Manley camp.

Finally our Chef routed out a large buck and scared him sufficiently so



A. C. Radcliffe, Earl Haskell and Ted Cuccia, in camp at Monache Meadows, 12,000 feet elevation in High Sierra, where they vacationed in quest of deer.

that he run down a canyon, where Lee Crooks was waiting. Just exactly what happened will never be known, but putting two and two together we deduce that the buck kicked at Crooks, knocked him down, run over him and made a clean get-away. Haskell states that the last time he saw this buck he was skipping along on three legs and chewing on Lee's hat. How much of this is true is difficult to state, but the fact remains that Crook returned to camp minus coat and hat and with more alibis than some of Capt. May's "veteran fishermen."

As is frequently the case the best hunting was done at night when all were gathered around the camp fire. Here Radcliffe was in fine form and did some wonderful shooting, killed buck after buck, one shot—just like that. With the return of daylight, however, his average returned to normal again—zero. Somewhat to their credit, however, will state that Rad and Earl one day came home with a mess of trout, some of which were as large as stunted sardines. Jealous of this success, Ted offered to fix up a good meal of Italian spaghetti, the quality of which would have been fine had we happened to need material for repairing inner tubes. After a lengthy and heated debate we generously decided to let him live, another testimonial to the fact that justice is not always properly applied.

At any rate we all had a wonderful time but were glad to get back to a bathtub and barber shop. The writer's impression of a successful deer hunting expedition is that you must be a darn good shot or a heluva good liar.

#### NAVAL OFFICIAL EXPRESSES PLEASURE WITH SERVICE

Recognition of the service rendered by the Company in the handling of the bodies of sailors killed in the recent unfortunate accident on the Battleship Mississippi, was expressed in a letter addressed to the management by Lieutenant R. S. Berkey, Flag Secretary, Battleship Division Four, U. S. N. The letter reads:

"The attention of Admiral Pratt, Commander of Battleship Division Four, has been called to the splendid work on your part in assisting Mr. Cleveland in the handling of the Mississippi Dead. The Admiral wishes to express his appreciation, and I am taking this opportunity to convey his utmost thanks for the assistance that you gave."

The service referred to by the Lieutenant was the providing of a special car, properly draped with flags and black and white bunting. This car made many movement between the harbor and the Southern Pacific Station, Los Angeles, with caskets and personal effects of the unfortunate lads, whose bodies were sent to relatives in various parts of the country, with their escorts.

This service was handled personally by Trainmaster W. L. Rich and General Agent J. W. Mee.

# Camp Trees Offer Nature Study

## Various Species of Trees and Plant Life Found in Region of P. E. Camp by Observant One

By C. THORBURN, Purchasing Agent

**L**OVERS of Nature, and there must be many within our ranks, judging by this year's attendance at our Vacation Home in the San Bernardino Mountains, will find the location of the Pacific Electric mountain camp, a very fertile district for the study of trees, shrubs and other plant life.

The writer has long been a lover of the outdoors and trees particularly have ever proven a fascination to me. Their stateliness and beauty is apparent to even the most infrequent visitor to Nature's haunts, but the average person is inclined to admire only, without making a close study of the individual characteristics which every plant life possesses and which is more fascinating than even their great beauty as viewed from casual observation.

During a recent vacation the writer, with several other camp visitors, including his daughter, Kathleen, who also is infected with a desire to learn some of the secrets of the forests, spent many happy hours in becoming acquainted with and classifying the many different species of tree life in and adjacent to our vacation camp. The classifications which follow were made, let it be understood, by amateurs, aided and abetted by deductions from descriptive classifications from the "Elfin Forest," by Francis M. Fultz, also "Forest Trees of the Pacific Slope," by George B. Sudworth. If we have erred in our findings nothing will please us more than to be so advised; in fact, this is written with the view in mind of enticing others, better informed, to impart some of their knowledge on the subject.

The following different species of tree life were found: Coulter Pine, Western Yellow Pine, Jeffrey Pine, Sugar Pine, Single Leaf Pine, White Fir, Incense, Cedar, California Black Oak and White Alder.

#### Classifications

The first species of the Coulter pine was located on one of Mr. Worley's personally conducted bus rides down to Grass Valley. The Coulter pines (also known as Bull pine or Big Cone pine) grow at an elevation of from 3500 ft. to 6700 ft., and the trip was made with a view of securing some pine cones. Mr. Roberstin of Macy Street Yard office, proved very energetic in climbing small trees, and everyone on the bus had several nice cones as a souvenir of this trip. All of the cones were full of pitch which improves their beauty, but makes disagreeable handling. The cones of the Coulter pines measure from 9 to 14 inches and the scales have large sharp hooks. These cones, if thoroughly dried by heat, will eventually throw off the pitch, and then if washed, cleaned and given a

coat of varnish remain a nice ornament for several years.

The Western Yellow and Jeffrey Pines mingle indiscriminately at the camp elevation, and some of the different species are rather hard for me to distinguish one from another. Kathleen, true to the feminine instinct of colors, shades and minute details, seemed to grasp the difference very easily. We found the easiest method of distinguishing them in the bark. The Jeffrey pine has a dark red-brown bark, deeply furrowed, while the Western Yellow pine has a russet red bark with large plates. The Western Yellow survives in a higher altitude than the Jeffrey, is also a larger tree, but has smaller cones, its cone being from  $2\frac{3}{4}$  to  $5\frac{3}{4}$  inches, while the cone of the Jeffrey pine measures from  $5\frac{1}{2}$  to  $11\frac{3}{4}$  inches. Both cones, however, are of a different shape than the Coulter.

One of the methods of distinguishing the various species is by the size, color and number of leaves in a bundle, and no doubt the blue-jays and squirrels wondered why their pursuits were disturbed by excited gatherings under various trees while the leaves were counted and measured.

#### Leaf Characteristics

The leaves of the Coulter, Western Yellow and Jeffrey are three in a bundle. The Coulter leaves usually measure from  $6\frac{1}{2}$  to 12 inches and are a deep bluish green. The Jeffrey measures from 5 to  $9\frac{1}{2}$  inches. They are a dark blue green. The Western Yellow's leaves are from  $4\frac{3}{4}$  to  $11\frac{1}{4}$  inches, and are a deep yellow green.

The Sugar pine is very easily distinguished as this tree has five leaves in a bundle; they measure from  $2\frac{3}{4}$  to about 4 inches in length. The older trees are very massive and stately in appearance.

There are two old Sugar pine trees on the crown of the hill back of the camp which to a tree lover are well worth the short climb to view.

The Sugar pine can also be distinguished by its cone, as this cone is of different shape than the others, it is usually from 12 to 16 inches in length and from  $2\frac{1}{2}$  to  $3\frac{1}{2}$  inches in diameter.

The Single Leaf pine does not grow very close to the camp, but a considerable forest of them is found between Squint Worthington's Ranch and Deep Creek, the border between the forest and the desert. Anyone making this trip who is interested in the species of trees should take care to make his observation on the going trip, as on the return after climbing out of the river bed, one may not be in proper physical trim to enjoy the beauties of Nature.

The Single Leaf pine is very beautiful, being somewhat like an old ap-

ple tree. It is sometimes called the "Pinion Pine" as the nuts in the cone are edible and have been used for food by the Indians at different times. The young Single Leaf pine trees, three or four feet high, are very attractive, the new growth being a very delicate shade of bluish green. This tree, as the name indicates, has only a single leaf.

The White Fir, I think, is the most beautiful tree in our camp, as they are very symmetrical in shape and conjure views of snow laden trees and cold weather. The needles of the White Fir, which is sometimes called Balsam Fir, are very fragrant and make a nice pillow or bed if one is so inclined. A small pillow, 10 or 12 inches square, will make a delightful souvenir and during the vacation interval should recall very pleasant memories.

#### Cedar in Camp

The Incense Cedar grows very extensively around the camp. It is the only species of cedar which I located near the camp. The ends of the new growth when crushed give a very pleasing odor, and no doubt from this the tree is named "Incense Cedar." There are some very large species of the cedar tree in the camp and many have evidently reached a very old age, having survived considerable storm stress and fires at various times. The Cedar tree rivals the California Black Oak and the Sugar Pine for its grand and stately manner of growth.

The California Black Oaks are the large oak trees seen both in the camp grounds and at various other places in Southern California mountains, but they are invariably in such crowded quarters that the full stature of the tree is not appreciated. It is from this tree that the woodpeckers secure the acorns which they bury in the bark of the Western Yellow Pine. Some of the Western Yellow Pines are simply covered with holes in which the acorns have been stored for winter use by the woodpeckers.

The squirrels, which are very numerous in the camp grounds, seem to enjoy the seed pods of the Incense Cedars as much as they do the acorns of the oaks, although this was perhaps more noticeable in September as the oak acorns did not seem to be completely ripe.

The White Alders are the trees which grow along the bank of the creek and up a short distance into the camp grounds.

"There is a destiny that makes us brothers; none goes his way alone. All we send into the lives of others comes back into our own."—Edwin Markham.

Lawyer—You say your wife has received an anonymous letter informing her of something you did before your marriage? Well the best thing you can do is to confess.

Client—I know, but she won't let me read the letter, and I don't know what to confess.—Pearson's Weekly.

"The nice thing about dictating letters is that you can use a lot of words you don't know how to spell."—Ex.

### R. C. Gortner Resigns to Enter Private Law Practice

R. C. Gortner, Trial Attorney since 1911 in the office of 2nd Vice President and Chief Counsel Karr, has resigned from this Company's service to enter upon the private practice of his profession. Effective October 1st, he became located in the Pershing Square Building at 5th and Hill Streets.

Not many men are held in such high esteem among their fellows as is "R. C." Not many of us have cemented such strong bonds of friendliness as he has among the men of our big system.

There's a reason.

He is integrity itself. He radiates friendliness and good cheer. His affability is contagious and his buoyant spirit infects all with whom he comes in contact.

He is a man of very high ability and has rendered very brilliant service during his employment with the Pacific Electric Railway.

Mr. Gortner's familiar form is going to be missed around the big building and he is going to leave many here who are proud to call him friend; honored to have known him, and who wish him unlimited success in his new chosen field.

### SERVICE BEGINS OVER NEW LONG BEACH EXTENSION

Another mile and one half of trackage may be added to the system records with the completion last month of the extension of the East Second Street local line in Long Beach. This line extension is of more than passing importance to that city inasmuch as it not only makes possible the adequate serving of the rapidly growing southeast section of Long Beach, but connecting with our Newport line, makes possible a direct interurban service with cities on the south coast. Both local service and through trains to Huntington Beach began operating over this new link on October 1st.

The new extension was started last spring its construction costing approximately \$125,000. Beginning at Livingston Drive and East Second Street it extends on Second Street to Bayshore and Toledo. At this point a trestle 390 feet in length was constructed to bridge the Alamos Bay channel, from which point the line extends some 4000 feet to connection with Newport line. On the west side of Alamos Bay 128-pound grooved girder rail was laid and on the east side a 75-pound rail was used.

Tentative schedules, pending definite establishment of travel requirements call for half hour service to the Belmont Shore district, with six interurban trains daily in both directions between Long Beach and Huntington Beach.

The bridge over the Alamos Bay is of the lift span type, so designed to conform to governmental regulations.

#### PACIFIC ELECTRIC RAILWAY COMPANY

#### OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—AUGUST, 1924

Passenger Revenue .....	\$ 1,146,697.38	
Freight & Switching Revenue .....	522,555.34	
Other Revenues .....	52,826.02	
<b>Total Railway Operating Income .....</b>	<b>\$ 1,722,078.74</b>	
Total Railway Operating Expenses:		
Wages .....	\$836,182.01	
Other Charges .....	374,968.08	
Transportation for Investment Credit .....	1,879.93	1,209,270.16
<b>Revenue Less Operating Expenses .....</b>	<b>\$ 512,808.58</b>	
Depreciation .....	\$ 40,931.43	
Taxes Assignable to Railway Operations .....	98,373.42	
<b>Total Depreciation and Taxes .....</b>	<b>139,304.85</b>	
<b>Revenue Less Operating Expenses Depreciation and Taxes .....</b>	<b>\$ 373,503.73</b>	
<b>Non-Operating Income .....</b>	<b>103,149.10</b>	
<b>Net Revenue .....</b>	<b>\$ 476,652.83</b>	
Interest on Bonds and Other Debt .....	\$344,628.27	
Rent and Miscellaneous Income Deductions .....	148,223.44	
<b>Total Deductions .....</b>	<b>\$ 492,851.71</b>	
<b>Net Loss for month .....</b>	<b>16,198.88</b>	
<b>Net Loss for eight months .....</b>	<b>60,392.64</b>	
<b>Total outstanding Deficit as of August 31, 1924 .....</b>	<b>\$13,578,023.96</b>	

Los Angeles, Calif., Sept. 21, 1924.

L. A. LOVELL, Auditor.

# DEPARTMENTAL NOTES

## MECHANICAL DEPT. NOTES By Willis M. Brooks

From the Mechanical Department standpoint, the Store Delivery system recently inaugurated by the Store Department at Torrance has been very gratifying in the results so far obtained and the Store Department is now arranging to extend the delivery system to include the Mill and Erecting shop.

George Gilks, Foreman of the Wind-ing Room, accompanied by his wife and son, Eugene, and daughter-in-law spent a week recently at the P. E. camp. They report a very enjoyable time and that the management was exerting themselves to see that guests were entertained and enjoying their vacation.

Jack McEwing of the Blacksmith Shop is away on vacation. No one seems to know just where Jack proposed to spend his vacation, but the general opinion is that he went somewhere North.

Miss Peggy Parke, late of the Mechanical Department office, was a visitor in Torrance last Saturday. Peggy is not hard to look at and we enjoyed seeing her in Torrance. Margaret Parke, daughter of Robert Parke of the Machine Shop, is convalescing from an attack of appendicitis.

E. O. Straub and family spent their vacation in Havana, Cuba. Ed is an enthusiast for anything that takes his fancy and he returned to Los Angeles bubbling over with the beauties of Havana and Havana creoles. From Key West to Havana, owing to change in the management of transportation, their passes were not honored on the ship, so they had to dig over real money for this portion of the trip, but Ed says the trip was well worth the price.

In the Torrance shops work on the 1100 class cars is progressing very satisfactorily. An average of about three cars a week is being turned out on the test tracks and everything is now lined up to start construction of the five new 1601 class locomotives. Truck frames, locomotive bodies and other material are on the ground and it is expected to make a record in constructing these five units.

In the Mill, Charlie Bott, Pedro Fernandez and S. A. Bragunier, are on vacation. V. F. Sherman recently returned from an enjoyable trip to Vancouver, British Columbia.

Al Winkler, Jr., son of Al Winkler, foreman of the Upholstering department, while playing in a vacant lot, stepped into a hole in the grass and suffered a compounded fracture of the

leg. Al reports that he is getting along very nicely.

George Wheaton of the Plating department, recently had a birthday. His family presented him with a post card with the following verse;  
"Hello dad, don't forget  
There is a mighty good race  
In the old hoss yet.  
Love from your kids and Punk".

Jack Liston, Assistant Superintendent of the Torrance shops, has returned from a vacation which he claims he spent on a ranch in the country about nine miles from Margaret. Any old time Jack keeps a minimum of nine miles from Margaret, you can gamble it is Margaret that maintains the distance.

Oh, It ain't gonna rain no mo'!

## ACCOUNTING DEPT. NOTES By Don Goldworthy

Earle Moyer is a very proud daddy, as he was recently presented with a fine 8½ lb. boy. He reports that both mother and son are doing nicely. The Department expressed their good wishes with a wicker wardrobe while Earle retaliated with cigars and candy.

An event of interest to a number of our friends was the marriage of Miss Grace Beseman, who worked in this office a year or so ago, to Jim Scott, brother of Miss Nellie Scott of our Freight & Passenger Accounts Bureau. The bride and groom motored north on their honeymoon, stopping at San Francisco.

## P. E. Leads in Number of Buses Operated

**A**NOTHER distinction to which we may point with pride was revealed last month through the columns of the Aera Magazine. A complete tabulation of the electric railways throughout the United States that operate bus service in conjunction with their rail service appeared in this magazine and indicated that the Pacific Electric Railway operates the largest number of buses, a total of 140 being used in our local and interurban bus service.

Our nearest competitor, from a bus operating standpoint, is the Milwaukee Electric Railway & Light Company, which company operates a total of 104 buses. Since supplying the American Electric Railway Association with the number of buses operated we have increased the number by the addition of several double deck coaches.

Mrs. Marie McDermott was recently taken ill with an attack of appendicitis which necessitated an operation. We are glad to report, however, that she is improving rapidly and will soon be up and around again.

Miss Burnham, of the Stenographic Bureau, after an illness has left California to go to her home in Chicago. Her position has been taken by Miss Pauline Simons.

Miss Virginia Robinson of that Bureau skipped away one Saturday afternoon and became Mrs. Joseph Wilson. We wish them the best of luck.

Mr. Knowlton, Head Clerk of the Freight and Passenger Accounts, had his tonsils removed, but is again back on the job.

## Vacations

George Jordan, San Francisco; Miss C. B. Templeton, Hermosa Beach.

Mrs. Alice Brown, P. E. Camp; Miss Mercedes McDonald; Mrs. E. Caruthers, at home.

C. W. Knight, an auto trip to the Grand Canyon; A. F. Manhart, Catalina.

## WESTERN DIVISION NOTES

By E. C. Brown

All will be advised of the date and place of the October gettogether meeting. Let's make an earnest attempt to be present.

Congratulations are in order to Depotmaster J. L. Kincaid, who on October 4th completed 20 years of faithful and well-rendered service. J. L. recently returned from a vacation spent in Washington, D. C. and other eastern cities.

Conductor Berger and Motormen Delmar and Handler, being members of the antlered herd, spent several days at Catalina last month during the Elks Convention. A very pleasant time they report.

For the benefit of the many friends who have inquired as to his whereabouts, Motorman L. A. Walls is now working on a one-man car on the Westgate Line.

R. E. Purcell, our Champion wrestler, will show his stuff in Hollywood the latter part of this month, being opposed by Johnny Huemmerich, who was extended to the limit in defending his laurels at the recent picnic.

Conductor W. Radz is contemplating a trip east to his old home.

"Another good!"—wedding bells will soon ring in Sherman, Motorman C. Chadwell having fallen a victim to a most charming young lady. Details later.

Conductor C. C. Charles is a proud father these days. And why not. His two year old daughter, Arbelia, took first prize at a baby show recently.



#### Ask Dad, He Knows

Tommy: "Is that a lion or lioness, papa?"

Father: "Which one, dear?"

Tommy: "The one with its face scratched, and the hair off its head."

Father (with a sigh): "That must be the lion."—Ex.

It's a great life if you don't weaken—but it's much greater if you weaken just a little.—Ex.

"Clarence," she called.

He stopped the car and looked around.

"I am not accustomed to call my chauffeurs by their first names, Clarence. What is your surname?"

"Darling, madam."

"Drive on, Clarence."—Judge.

#### The Typesetter

What a difference the change of a letter makes, remarks the "Boston Transcript." The most humorous misprint we can remember is this one, which went the rounds several years ago:

"The doctor felt the patient's purse and decided that there was no hope."

#### Too Soon

Hall Boy: "De man in room seben has done hang hissself!"

Hotel Clerk: "Hanged himself? Did you cut him down?"

Hall Boy: "No, sah! He ain't dead yet!"—Life.

#### Powerful Pie

The Lady: "I gave you a piece of pie last week, and you've been sending your friends here ever since."

The Tramp: "You're mistaken, lady. Them was my enemies!"

#### How the Trouble Started

Little Lucy (to guest): "Do you like that cake, Mrs. Brown?"

Mrs. Brown: "Yes, dear, very much."

"That's funny, 'cause mother said you haven't any taste."—London Tit-Bits.

#### Says Which?

1st Inebriate: "Do you (hic) know Bill Smith?"

2nd Inebriate: "No. What's his name?"

1st Inebriate: "Who?"

#### Very Accommodating

Customer: Do you serve lobsters here?"

Waiter: "We serve anybody; sit down."—Ex.

Small Boy: "Say, Dad, what is a bigamist?"

Dad: "One who makes the same mistake twice."

#### The Moral

The teacher was trying to impress on the children how important had been the discovery of the law of gravitation.

"Sir Isaac Newton was sitting on the ground and looking at the tree. An apple fell on his head, and from that he discovered gravitation. Just think, children," she added, "isn't that wonderful?"

The "smart boy" in the class did not seem impressed. "Yes, miss," he piped up. "And if he had been sitting in school looking at his books he wouldn't have discovered anything."—McKendree Review.

#### Not Guilty

An old negro went to the office of the commissioner of registration in a Missouri town and applied for registration papers.

"What's your name?" asked the official.

"George Washington," was the reply.

"Well, George, are you the man who cut down the cherry-tree?"

"No, suh, I ain't de man. I ain't done no work for nigh onto a year."—Western Christian Advocate.

#### She Changed Her Mind

Among the jurors summoned was a woman who wished to be excused.

"Well, madam, why don't you want to serve on this jury?" asked the judge.

"I'm opposed to capital punishment."

"But this is merely a case in which a wife is suing her husband for an accounting. It seems she gave him a thousand dollars to pay down on a handsome fur coat and he is alleged to have lost the money at poker."

The woman juror spoke up promptly.

"I'll serve. Maybe I'm wrong about capital punishment."—Pittsburg Chronicle-Telegraph.

#### Not So Wasteful

Efficiency Expert—"You are wasting too much time on your personal appearance."

Stenographer—"It's not wasted. I've only been here six months and I'm already engaged to the junior partner."

"What is that stuff you are going to give my husband?" asked the agitated wife.

"An anesthetic," replied Dr. Agromonte. "After he has taken it he won't know anything."

"Then don't give it to him!" she exclaimed, "He doesn't need it."—Ex.

Some drivers are courteous, and some pilot five-ton trucks.

Imagine the shock to American traffic dodgers if our autoists, instead of honking and whizzing past, followed the example of the London hansom driver. When he saw a pedestrian directly in the way of his cab horse, he drew up, leaned over and gently inquired, "Hi say, sir, may I awsk what are your plans?"—Ex.

#### Sure Proof

Waiter—Why, sir, do you think that is an incubator chicken?

Guest—No chicken that ever had a mother could get as tough as this one.

#### Free and Easy

"Why have Scotchmen a sense of humor?"

"Because it's a gift."

#### Quick Recovery

"I have brought a bill for your husband."

"He has left for the country."

"A bill that I want to pay."

"But he came back this morning."—Ex.

#### Reliable Sign

He: "Do you believe in signs and omens."

She: "Yes."

He: "Last night I dreamed you loved me. What does this mean?"

She: "That you were dreaming."—Ex.

Breathes there a man with soul so dead  
Who never to a cop has said,  
When past the limit he has sped,  
"Why donchu pinch that guy ahead?"—Ex.

#### Too Much for Mike

Mike, who was advancing rapidly in his work, was stopped by the foreman one day who said: "Mike, you are doing fine, I am going to raise your wages."

Mike, all excited, said: "No, no, no, be jabbers no. I lose enough now when I'm off a day."—Contributed.

Judge: "Are you the defendant in this case?"

Darkey: "No, sah; I'se got a lawyer to do my defending. I'se de gentleman what stole de chickens."—Ex.

"You are charged with being a deserter, having left your wife. Are all the facts in the case true?"

"No, your honor, I am not a deserter; just a refugee."

"My friend," asked the missionary "are you traveling the straight and narrow path?"

In silence the man handed over his card which read: "Signor Ballancio, Tightrope Walker."—Square Dealer.

Success consists not so much in sitting up nights as being awake in the day time.

A dentist is the only man who can look down in the mouth and make money.

You can't know too much, but you may very easily say too much.

# DIAMONDS

PURE IN CUT AND COLOR  
AT  
**CORRIGAN'S**  
ARE EASY TO OWN

Just Pay a Few Dollars Down and Wear the Diamond  
While Paying the Balance

Corrigan's Guarantee Makes It a Safe Place to Trade

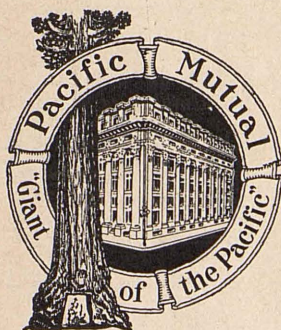
**V. A. CORRIGAN, CO., Inc.**

J. E. Adams, Mgr.

Official P. E. Watch Inspectors

631 So. Main St.

Near P. E. Station



Founded 1868

## The Pacific Mutual Life Insurance Company of California

Issues the

### "PACIFIC DISABILITY POLICY"

*Sold Exclusively to Electric Railway Employees*

Pays Accident Indemnity as long as you live for accident that totally disables      Pays Illness Indemnity for confining illness as long as you live.

**Insure Today and Be Prepared for Loss of Time.—See Our Agents**

Agents are located at the following points:

Wm. L. Thomas, Superintendent, 614 California Bank Building, 629 So. Spring St.

J. R. Dougher, Hill Street, Ocean Park, Western Div.

J. V. Smith, 6th St. Terminal, Macy St., Southern Div.

J. J. Hull, Torrance, San Pedro, Pier A.

Los Angeles  
Hollywood  
Long Beach  
Pasadena  
South Pasadena  
Eagle Rock  
Highland Park

**SECURITY TRUST**  
& **SAVINGS BANK**  
SAVINGS      COMMERCIAL      TRUST

Resources over  
**\$180,000,000**

Glendale  
Santa Monica  
Burbank  
Lankershim  
San Pedro  
Huntington Beach  
Montebello

When Dealing With Advertisers Please Mention "The Pacific Electric Magazine".

**CONDENSED STATEMENT**  
**THE FARMERS & MERCHANTS NATIONAL BANK**  
**OF LOS ANGELES**

As Made to the Comptroller of the Currency  
at Close of Business  
June 30th, 1924

**ASSETS**

Loans and Discounts .....	\$30,375,889.35	
United States Bonds to Secure Circulation .....	1,500,000.00	
United States Bonds and Certificates of Indebtedness .....	3,762,583.12	
Other Bonds, Stocks and Securities .....	1,196,012.00	
Bank Premises .....	485,345.54	
Customers' Liability on Letters of Credit .....	430,223.24	
Customers' Liability on Account of Acceptances .....	119,112.41	
Redemption Fund with U. S. Treasurer .....	75,000.00	
Interest Earned, uncollected .....	130,333.56	
Cash on Hand .....	\$2,359,165.29	
Due from Federal Reserve Bank of S. F. ....	2,769,071.92	
Due from Banks .....	4,679,795.71	<b>9,808,032.92</b>

**\$47,882,532.14**

**LIABILITIES**

Capital Stock Paid in .....	\$2,000,000.00	
Surplus .....	1,500,000.00	
Undivided profits .....	657,233.70	\$4,157,233.70
Reserved for Taxes .....	34,438.51	
Reserved for Interest .....	12,104.35	
Unearned Discount .....	56,209.77	
Securities Borrowed .....	1,000,000.00	
Letters of Credit .....	478,739.44	
Acceptances Based on Imports .....	119,112.41	
National Bank Notes Outstanding .....	1,500,000.00	
DEPOSITS .....	40,524,693.96	<b>40,524,693.96</b>

**\$47,882,532.14**

I, V. H. Rossetti, Cashier of the above named Bank, do hereby solemnly swear that the above statement is correct to the best of my knowledge and belief.

(Signed) V. H. ROSSETTI, Cashier.

Correct, Attest: Louis Isaacs, T. E. Newlin, Oscar Lawler.

**WE PAY INTEREST ON TIME DEPOSITS**

This Bank is Authorized, and fully Equipped, to do a Trust Business.  
This is the oldest Bank in Southern California, and the largest Bank therein whose assets have never been increased by mergers, or consolidations with other Banks.

**THE FARMERS & MERCHANTS NATIONAL BANK**  
**OF LOS ANGELES**

Corner of Fourth and Main Streets

**OFFICERS**

J. A. GRAVES  
President

T. E. NEWLIN  
Vice-President  
H. F. STEWART  
Vice-President  
V. H. ROSSETTI  
Vice-President-Cashier  
WM. LACY  
Vice-President  
J. M. HUTCHISON  
Asst. Cashier  
A. E. ELLIOTT  
Asst. Cashier  
G. H. NAEGELE  
Asst. Cashier  
E. L. POWEL  
Asst. Cashier

C. H. HOGAN  
Asst. Cashier  
E. MADER  
Asst. Cashier  
FRED S. HILPERT  
Asst. Cashier  
ERNEST GARRETT  
Asst. Cashier  
F. D. DICKEY  
Asst. Cashier  
H. L. ST. CLAIR  
Asst. Cashier  
W. J. CROSBY  
Asst. Cashier  
W. D. BAKER  
Asst. Cashier

**ASSOCIATED**  
**OIL COMPANY**  
**SAN FRANCISCO**

For over a quarter of a century the name "Associated" on Petroleum Products has been synonymous with highest quality.

**Newton Moore**  
**OFFICIAL WATCH**  
**INSPECTOR**

FOR

**Pacific Electric, Southern**  
**Pacific and Santa Fe**  
**Lines**

*Very best service offered in Repairing  
and Adjusting of Railroad Watches*

*Watches sold on terms to new  
Employees*

**301-2 O. T. Johnson Bldg.**  
**Cor. 4th and Broadway**  
**Phone METropolitan 3967**

**American Drug**  
**Company**

Pacific Electric Building  
6th and Main Sts.

*Eastman Kodak Agency*  
*Finishing Deliveries*  
*Twice a Day*

**Try Our**  
**Soda Fountain**

Cigars Toilet Articles Candies

When Dealing With Advertisers Please Mention "The Pacific Electric Magazine".