



THE PACIFIC ELECTRIC MAGAZINE



Vol. 10

LOS ANGELES, CAL., AUGUST 10, 1925

No. 3



Moonlight Yachting on Newport-Balboa Bay

Vacation!

GEE! but it's great to be free from the grind again;
Far from the din an' the turmoil an' strife;
Leavin' ol' worry an' trouble behind again;
Talk about livin'—well, THIS IS THE LIFE!
Slippin' along through the ripples downstream again,
Nothin' to think of an' nothin' to do,
'Ceptin' to sit here an' idly dream again—
Driftin' along in my little canoe!

Sweet to my ears is the song o' the birds again,
Hoppin' about in the tree-boughs ashore,
Seems like to ME they are speakin' sweet words again,
Makin' my hopes an' my ambitions soar!
GEE! but I'm sniffin' the perfume o' pine again,
An' the elixir o' balsam trees, too;
Drinkin' deep draughts o' ol' wilderness wine again—
Flittin' along in my little canoe!

Sweet to my ears is the dip o' the oars again,
As through the waters I gladsomely skip!
Great to be here in God's world—the OUTDOORS again,
Feelin' the zest an' the sparkle an' ZIP!
Wearin' the duds I've been wantin' to wear again;
Doin' the things I've been yearnin' to do;
Knowin' no worry or trouble or care again—
Slippin' along in my little canoe!

GEE! but my heart is as light as a BOY'S again;
Nothin' to worry me—nothin' to fret!
Here in God's world, I am tastin' REAL joys again,
Fancy-free, footloose, an' HAPPY—you BET!
Skippin' along through the ripples downstream again,
Underneath skies that are balmy an' blue;
It has come TRUE, my ol' "VACATION DREAM" again;
Ridin' the tide in my little canoe!

By James Edward Hungerford.

Handling of Intercoastal Steamers at Port

Details of How Mammoth Ocean Liners Discharge Their Cargoes and Methods Employed in Handling from L. A. Harbor

By A. E. OCKERMAN
Chief Clerk, Wilmington Pier A

LOS ANGELES is in a unique position among the ports of the country in that its water front is situated some twenty miles distant from the main business section of the city proper. This obviously involves unusual problems in connection with the handling of harbor freight and in this feature the Pacific Electric Railway plays a most important part.

The docks are all owned by the city of Los Angeles, as well as the Municipal Terminal Railway, whose tracks actually serve the docks. It is through contract with the city that the Pacific Electric acts as the switching carrier and performs the entire switching operations on the west side of the harbor, as well as handling the checking features for the other interested carriers.

In the discharge of a giant steamship, with a varied cargo originating or produced from distant foreign lands, many complex problems are involved and handled by the company's port forces which are seldom thought of or given more than a casual thought. To function with the required degree of efficiency there needs must be a harmonious and sympathetic understanding existing between not only our own forces, but likewise a desire and willingness to bear with other working forces and representatives. The following is a brief review of some of the plans made and problems encountered in the actual discharge and forwarding of tonnage from an inter-coastal, or offshore steamer.

The steamship agent receives his manifest, as a rule, a week or ten days in advance of the ship and at the same time gets a stowage plan of the steamer, showing exactly where each commodity is placed. He immediately goes over this stowage plan to find out which hatches contain the freight destined for this port, and from the position shown on the plan is able to place his equipment order with the Agent of the Pacific Electric. This order specifies the number of box cars, gondolas or flats required to work the ship and also mentions the need of special equipment necessary, such as reefers, custom light weight cars etc.

The Agent on receipt of this advance notice places with the Yardmaster a car order for the ship in

question, giving him the date of arrival of the steamer and the name and number of Dock, or Berth, assigned to this particular steamer. As previously stated, the Pacific Electric acts as the switching carrier over the Municipal Terminal Railway, so consequently when the Yardmaster receives this order, which contains all foreign line equipment, he must arrange to place an order with the other line haul carriers in order that they may place on their transfers all equipment necessary to fill the order.

When the steamer is out only a few

there is little delay in starting work.

Possibly a little explanation of the term "High Line" and "Low Line" will be in order. By "High Line" we refer to the tracks that run on the ship side of the dock and where most of the open equipment is spotted for reason that in these cars they load freight direct from ship to car and favor such commodities as steel, pipe, machinery, cable, etc. On the "Low Line," or house tracks, the freight is handled from the slings on trucks, through the house and into the cars. It is on these tracks that merchandise such as soap, flour, sugar, canned goods, etc., are handled.

As soon as the ship lines are made fast and certain port regulations attended to, the ship is turned over to the stevedors who open the hatches and with the use of the ship's gear proceed to unload the cargo. At this time it might be well to make clear the fact that the Pacific Electric does not load or unload the cars, this loading being done by the stevedoring company who are in the employ of the interested steamship company. We do, however, act in a friendly spirit of co-operation and assist them in any way possible to see that the loading meets with the requirements of the American Railway Association rules. On the "High Line" we place a check clerk in each car, and as a rule the steamship company have their checker in the opposite end of the car. These men are supplied with check sheets or loading tags and it is their duty to get an accurate count as to the number of pieces placed in the car, as well as all exceptions as to condition.

On the "Low Line" a check clerk is stationed in the car and examines each truck load as it comes in the car and makes the same record as to number and conditions.

When the loads are completed the Check Clerk turns in his tally to the Car Runner, who secures and signs the billing presented by the Steamship Agent and places on the Bill of Lading, before signature, either a rubber stamp reading "Subject to Exceptions on file with rail carrier" or writes the actual exceptions on the Billing. These Check Slips, or Loading Tags, are kept as a permanent record with the

From Seven to Seventy is Growth of Harbor Forces in Eight Years

GROWTH of the Los Angeles Harbor and increasing demand for Pacific Electric service to move the immense tonnage is rather well exemplified by comparison of the increase in the working forces of the Company at Wilmington.

In April, 1917, the Wilmington agency was established, with a personnel of seven employees, the Agent, an Assistant and five Check Clerks. Today a working force of 75 employees exists under supervision of Agent P. H. Mann, composed of 24 office men, 8 Yard Clerks and 42 Car Runners and Check Clerks.

Also interesting in connection with our port activities is the speed with which huge liners arrive at the docks and are relieved of their immense cargoes. To cite an example:

The steamer "Robin Adair" arrived at Wilmington on July 18th with an assorted cargo of 6,681 tons and sailed four days later. In this short time 157 cars of freight were loaded from the steamer hold, made up of 58 box, 73 gondolas and 25 flat cars.

Mr. Ockerman relates a wealth of information in the accompanying story dealing with a phase of railway operation with which many of us are not familiar.

hours the Captain sends a message by wireless giving his position and the exact time of arrival. The Steamship Agent, upon receipt of this advice, places what is known as a "spot order" with our Car Runner, who is really the Agent's direct representative on each Dock, ordering in the necessary equipment to start unloading the ship. In this "spot order" he shows the class of equipment and number to be spotted on the "High Line," as well as the "Low Line" spot. So when the steamer pulls up alongside the dock

Shipping Orders and are, to large extent, the basis for adjustment of claims.

As soon as the loads are completed, inspection follows by the Car Runner to see that they are adequately braced and ready to move, after which they are properly tagged and sealed; the sealing, of course, only applies to closed equipment. He then places a switch order with the Yardmaster ordering the cars to be pulled from the dock. The switch crews segregate the loads and place the foreign line haul cars on their respective transfers, pulling the Pacific Electric line haul cars to our classification tracks, where they are made up in trains and ready for our motor to haul to destination.

Organization Key-Note of Success

The Agent on whose shoulders the responsibility of each detail rests, would obtain little success in handling the volume passing through the port if it were not for the able assistance given him by subordinates. The Car Runner is a most important link in the chain of detail. He, for instance, distributes the checkers to their various assignments, placing the men where he figures the best results can be obtained, and acts as the first court of appeal where a controversy arises between steamship and rail checker. In addition he keeps the necessary loading records, seal records, and attends

to various other clerical duties, which when completed are passed to the Agent's Office for further handling.

The Chief Checker is the man to whom the Agent looks for the smooth-running of work on the Docks and upon whom the Car Runner depend for their orders to pass along to their men. In the final analysis, no small part of the credit due for the successful operation is due to the Checker in Chief. He has a wide range of territory to cover and many problems to work out, not only from a checking and loading standpoint, but from a mechanical standpoint as well.

At a later date I will endeavor to describe the handling of freight in the Coastwise Service, which is somewhat different than that of the Intercoastal or Off-Shore trade.

Liza—Dat certainly is a beautiful engagement ring. What size is dat diamon'?

Rastus—Dat is de 20-year installment size!

Posting Son

"Say, Pop, what is an echo?"

"An echo, my son, is the only thing that keeps a woman from having the last word."

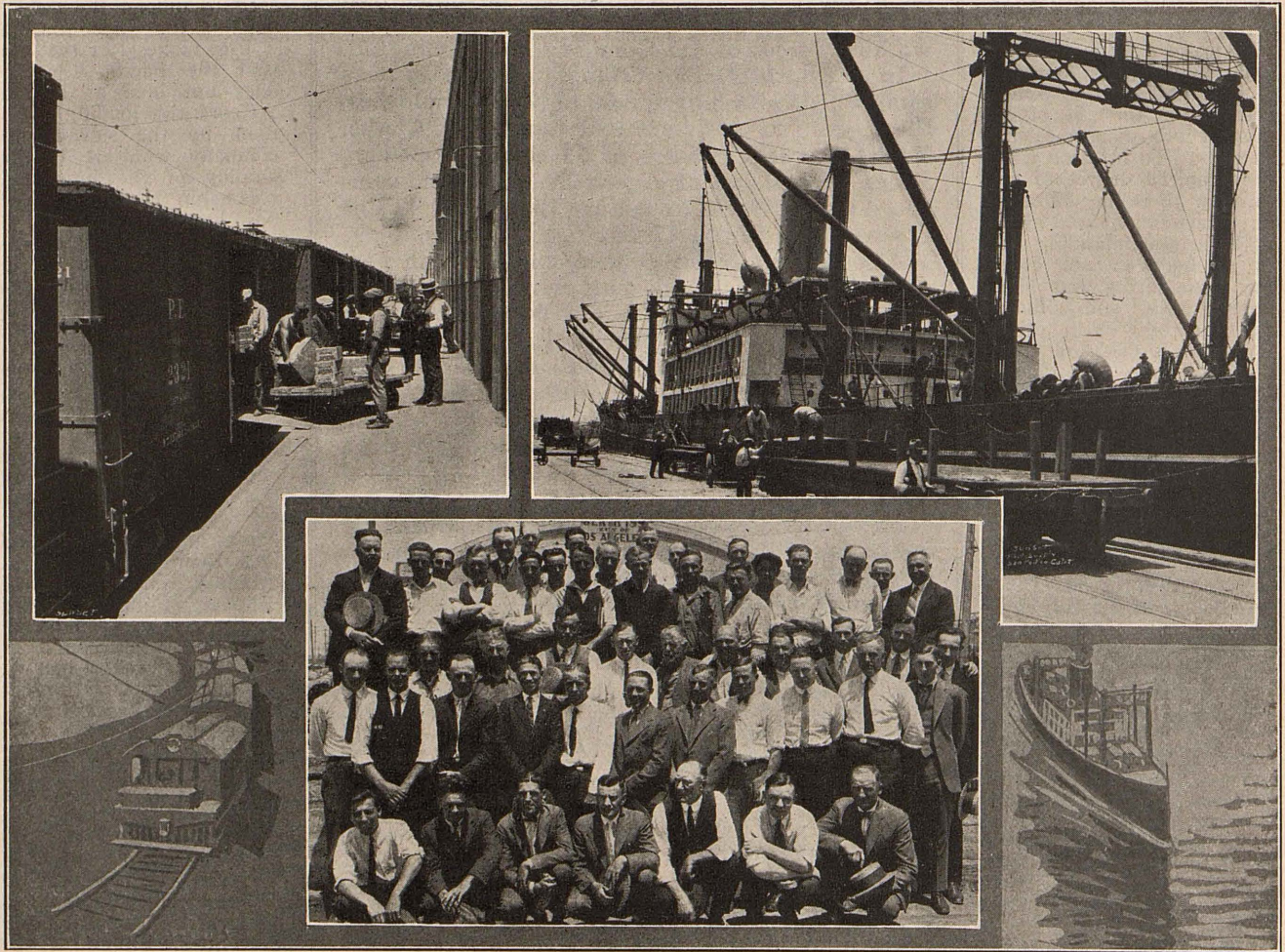
NEW AUTOMATIC SUBSTATION SERVES LONG BEACH LINE

Power conditions on the Long Beach Line of the Company between the beach city and Dominguez Junction will be materially improved henceforth with the placing in service on July 22nd of a new automatic substation at North Long Beach.

The new unit, costing \$98,000, has a capacity of 1,500 KW's and its equipment is of the modern and improved type. Increasing traffic on the Long Beach Line and contemplated additional traffic on account of three mile Daisy Avenue extension brought about the installation of the new substation.

Still further improvement of power conditions on all trains operating to Long Beach and the harbor section will come with the servicing of another substation now nearing completion at 25th and Long Beach Boulevard.

The Pacific Electric now has a total of 54 substations in service on its lines, representing an investment of more than \$6,000,000. Fourteen are of the improved automatic type, three of which are located on the Long Beach Line.



Scenes at L. A. Harbor where records of freight volume are broken almost monthly. The handsome gathering below is a portion of our efficient corps of Checkers, Car Runners and Clerks. A total of seventy-five are continuously employed.

Picnic Plans Promise Plenteous Pleasures

August 22nd at Redondo Beach Will Witness Fine Programme of Events and Pleasures for Employees and Visitors

THIS year's Annual Picnic and Re-union, scheduled to be held at our old stamping ground, Redondo Beach, on Saturday, August 22nd, promises to be up to the standard, or even better, than any similar event previously held. Having sat in with the Committee in making the arrangements we know whereof we speak.

Under the direction of N. B. Vickrey, President of the Arrangements Committee, several meetings have been held at which the various features looking to the pleasure and entertainment of some 15,000 persons have been threshed out. The Committee contains many familiar faces on whose shoulders and through whose faithful efforts the past success of these events may be attributed.

As usual, there are pleasures and events in store to suit the fancy of all attending and several new features have been added. The official programme will contain the time and place of every event and by consulting it the visitor will be able to choose and locate those that most appeal.

Limited space makes necessary only a brief detail of the events and plans arranged, the following being some of the principal ones:

Picnic Features

As usual, the athletic events will be staged on El Paseo. Last year's amusing Honey-moon race will be repeated and a "hay gold mine hunt" will be a new feature for the youngsters that promise to afford fun and laughter for all. Tug-of-war, boxing and wrestling features will again be staged.

Dancing afternoon and evening will be at the pleasure of all present and the popular colored orchestra will be on hand to render the music. In addition to the cash prizes for the Grand Waltz, Vice President & General Manager Pontius has donated and will personally present two beautiful loving cups to the winning couple.

A vaudeville show will be given afternoon and evening in the Music Plaza and some excellent talent has been engaged. The P. E. Band will also render an afternoon recital.

The baseball game promises to be more exciting than in years past. Four teams have been formed, namely Torrance Shops, Accounting Department, Macy Street and Engineering Department. A preliminary series of games is to be played previous to picnic day and the surviving two teams will contest on the Redondo Beach High School grounds.

Lovers of trap shooting and fishing will also have their inning, the P. E. Rod & Gun Club having arranged to hold a shoot on the Municipal Pier in competition with the Redondo Beach Police Department team, after which any Pacific Electric employee may enter into cash prize shooting contests.

Important Picnic Facts To Keep in Mind

ARRANGE to get your transportation early.

Identification badges will be supplied at Information Booth, located on El Paseo, directly opposite entrance to Municipal Pier. These badges entitle yourself and family to free concessions, which include dancing, bathing, coffee and orangeade and all the arrangements made for your pleasure. Children with badges will receive free ice cream, souvenirs, bath tickets, merry-go-round rides and right to compete in contests, etc.

Kindergarten and Nursery will be located on the southeast balcony of the dancing pavilion. Hospital, with Dr. Weber and a corps of Nurses, will also be located on the balcony of the Pavilion.

Extra cars will be added to all regular Redondo Beach trains and special trains from 6th and Main Street Station will leave at 9:00, 9:30, 9:50, 10:25, 11:20 a.m. and 12:20 p.m.

Special trains also have been arranged as follows: Vermont and Hollywood Blvd. at 8:40 a.m.; Gardner Jct., 8:55 a.m.; Sherman, 9:05 a.m.; Sawtelle, 9:15 a.m.; Santa Monica (Utah Ave. Station) at 9:25 a.m.

Another special leaves Riverside at 7:15 a.m. and San Bernardino at 7:45 a.m.

Returning, the last train for Los Angeles via Gardena leaves Redondo Beach at 11:50 p.m. and via Playa Del Rey at 10:45 p.m. Time table in program shows train out of Redondo Beach which connects with last train to various points on the system.

A launch has been chartered for the fishermen and those desiring to accompany the fishing party should get in touch with Capt. Jack May; the launch leaves the pier very early.

Plans for Youngsters

Pleasures for the youngsters have received more attention than ever and they will be supplied free ice cream, souvenirs, merry-go-rides, bathing, orangeade, etc. Six trained nurses will be on hand to care for young ones and Dr. Weber and his corp of assistants will keep in touch to aid any medical assistance that may be necessary.

A horse-shoe pitching contest will be staged in the morning, under the direction of Daniel Sanchez of the L.

A. Freight House. Grounds have been laid out, and suitable cash prizes will be awarded.

Another new feature this year is the organization of a committee for entertainment of Mexican employees. Many of these worthies have in the past not had the full measure of pleasure at these events on account of not speaking English fluently and natural backwardness. Under Daniel Sanchez' supervision a committee of eight have been organized who will see to it that they are properly directed and supplied with tickets entitling them to the various free concessions.

We might go on at great length and enumerate various and sundry other events and means taken by the Company to assure a pleasant and long remembered outing. But the programme, which follows, must suffice, and in it will be found almost anything which contributes to amusement and pleasure on such occasions. If the day proves a happy and pleasant one, the Committee, who have worked enthusiastically and diligently, and the Company, who has opened the purse strings un begrudgingly, will both feel amply repaid for their share in making the outing possible.

Athletic Events

Event No. 1: Preliminary Tug-of-War Contest. 3-minute pull or fifteen inches. Five men and Captain to each team. (See Event No. 22.)

Event No. 2: 75-yard race for boys over 8 and under 12 years. First prize, \$1; 2nd, 75c; 3rd, 50c; 4th, 5th and 6th, 25c cash.

Event No. 3: 75-yard race for boys over 12 and under 16 years. First prize, \$2; 2nd, \$1; 3rd, 75c each.

Event No. 4: Novelty dressing race for boys, limited to six. First prize, \$1; 2nd, 75c; 3rd, 50c each.

Event No. 5: 75-yard race for girls over 8 and under 12 years. First prize, \$1; 2nd, 75c; 3rd, 50c; 4th, 5th and 6th, 25c cash.

Event No. 6: 75-yard race for girls over 12 and under 16 years. First prize, \$2; 2nd, \$1; 3rd, 75c.

Event No. 7: 75-yard race for ladies over 16 years. First prize, \$5; 2nd, \$3; 3rd, \$2.

Event No. 8: 75-yard honeymoon race in teams of one man and one lady over 20 years—must carry suit cases, open same at end of 75 yards, put on clothes in same and return to base. Limited to four couples. First prize, \$5; 2nd, \$2.50.

Event No. 9: 400-yard relay race, each man to run 100 yards. Perpetual cup to winning team. First prize, \$20; 2nd prize, \$10.

Event No. 10: Three legged race for men over 20 years, 75 yards. First prize, \$5; 2nd prize, \$3.

Event No. 11: Sack race for men

over 20 years, 75 yards. First prize, \$5; 2nd prize, \$3.

Event No. 12: Sack race for boys under 20 years, 75 yards. First prize, \$2.50; 2nd prize \$1.50.

Event No. 13: 25-yard potato race for ladies over 16 years. First prize, \$2.50; 2nd prize, \$1; 3rd prize 50c.

Event No. 14: 25-yard potato race for boys under 20 years. First prize, \$1.50; 2nd prize 75c; 3rd prize, 50c.

Event No. 15: L. H. Covell to run backward 50 yards; other contestant to run forward and circle barrel at 25 yards. First prize, \$5; 2nd prize, \$3.

Event No. 16: Free-for-all race for men, 100 yards. First prize, \$10; 2nd prize, \$5.

Event No. 17: 50-yard walking race for members of Pacific Electric Band, each musician to carry his own instrument. First prize, \$5; 2nd, \$2.50; 3rd, \$1.50.

Event No. 18: Novelty egg and spoon race for ladies over 16 years. First prize, \$3; 2nd prize, \$2; 3rd prize, \$1.

Event No. 19: Hay gold mine hunt for boys 12 and under.

Event No. 20: Hay gold mine hunt for girls 12 and under.

Event No. 21: Employee with largest family in attendance. First prize, \$10; 2nd prize, \$5. Winner of this event together with his wife and family, will be presented to the audience on Tug-of-War platform immediately after prize award.

Event No. 22: Final event—Tug-of-War Contest, final pull, three minutes or 15 inches. Five men and Captain to each team. Perpetual cup and first and second prizes.

The following is a list of the different Chairmen of Committees. They, together with their committeemen, will be on hand throughout picnic day to render service in their designated capacities:

- President.....N. B. Vickrey
- Sec. and Treas...W. A. McCammond
- Arrangement.....Lou Somers
- Transportation.....Chas. P. Hill
- Information.....Howard B. Bennett
- Refreshments.....Jim Clark
- Bath House.....C. S. Swartz
- Dancing.....Henry C. Fraude
- Dance Ticket.....W. M. Brooks
- Athletic.....L. H. Covell
- Judges for Athletics.....C. Thorburn
- Custodian of Prizes.....O. D. Harris
- Baseball.....E. H. Pierce
- Tug-of-War.....H. C. Brennerman
- Wrestling.....J. J. Huemerich
- Boxing.....J. Bakesoff
- P. E. Rod & Gun Club.....H. L. Wiggam
- Children's Entertainment....J. Dorsey
- Child's Nursery.....Mary Blackburn
- Merry-go-round.....J. L. Smith
- Music.....J. T. Watson
- Vaudeville & Stunts.....Earl McCall
- Hospital.....Dr. W. L. Weber
- Police & Order.....H. J. Delmar
- Publicity.....Paul T. Porter
- Official Recording Secretary of Events.....A. R. Ireland
- Official Announcer.....Dan Tobey

Timely Act of Trainman Lauded by Mr. Pontius

IN RECOGNITION of his splendid act in saving the life of a youngster from probable death last month, Vice President and General Manager Pontius addressed the following letter to O. O. Penn, Conductor on the Glendale-Burbank line:

"I am pleased to learn of your splendid action in effecting the rescue of a small child on July 20 from the path of a Glendale-Burbank train of which you were in charge.

"The reports received indicate that your spontaneous action in reaching front of car, climbing on fender and removing child from tracks are all that saved the little fellow from death, or at least, from very serious injury. The saving of a human life in itself is indeed an exploit that one can cherish throughout life, and having done so at a considerable risk of danger to yourself, makes your excellent act all the more noteworthy.

"We are proud of you and I extend my hearty congratulations."

EMPLOYEE'S BOOK ACCEPTED

The literary genius of G. R. Stevens, Conductor of the Hollywood Boulevard Line, was recently recognized in substantial form following a five year contract with him made by a large publisher for publication of his books.

"Gold Hungry," a thrilling adventure story of Alaska, is the title of a story written by Mr. Stevens which the Author's Publishing Company have contracted to publish and sell broadcast. The book is being liberally advertised and if it lives up to promises made by its sponsors, Mr. Stevens is indeed to be congratulated. It is to be published within the next few weeks.

MT. LOWE RESORT EXPLOITED IN TWO NEW FOLDERS

The Passenger Traffic Department, in conjunction with the Real Estate, Tax and Resort Department, has just issued a new beautifully-illustrated 4-color folder describing our famous Mount Lowe Trip and the accommodations to be found at Mount Lowe Tavern, which was recently enlarged and improved throughout.

The cover design was taken from a painting by W. H. Bull, a San Francisco artist, and the inside of the folder contains reproductions of two other paintings by Mr. Bull, one a birds-eye view of Mount Lowe and the surrounding mountains, and the other an interior of the Tavern lobby showing the great fire-place, both of which are very beautiful. One hundred thousand copies were printed and the folder is profusely illustrated with new pictures.

A miniature 8-page Mt. Lowe folder was also off the press recently, 100,000 copies now being in course of distribution. Like the larger one, it is also in color, is well illustrated with many new views of the Tavern and surrounding attractions and is of a size designed to invite keeping. It is being placed in apartment houses throughout the city and distributed to passengers aboard Catalina trains.

Travel on the Mount Lowe line has been holding up very good during the summer months, but naturally there is lots of room for improvement. There are many people in Southern California who have never taken the Mount Lowe trip and employees should, whenever possible, put in a good word for the trip when they come in contact with such people.

If desired, copies of the new folder, above mentioned, can be secured by making request on the Passenger Traffic Department.

Next Up!

A country lad had just deposited a nickel in a pay-station phone.

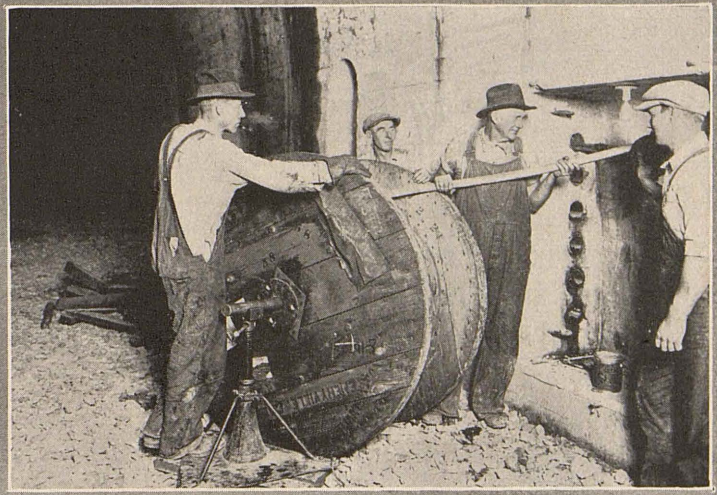
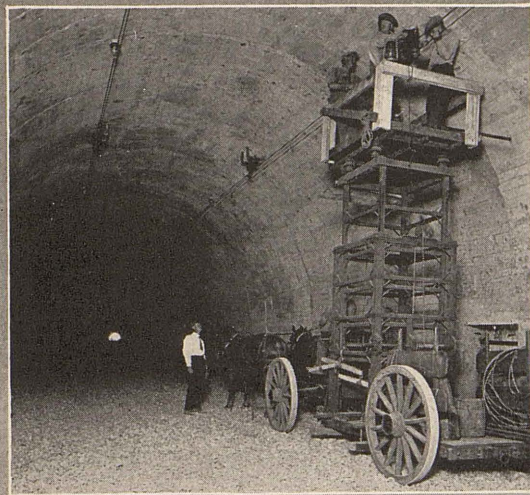
Operator: "Number, please?"

Country Lad: "Number h—, you had better give me my chewing gum!"

COMPARISON OF ACCIDENTS DURING JUNE, 1924, AND 1925

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1925-1924	1925-1924	1925-1924	1925-1924	1925-1924	1925-1924	1925-1924	
Interferences with vehicles	126	115	83	94	234	198	31	19
Collisions and Interference with with cars		6	3	15	15	8		1
Persons struck	1	4	2	6	5	3	2	
Derailments	9	11	20	16	14	12		
On and off moving cars.....	9	12	6	11	7	20		
Miscellaneous	26	21	52	28	62	33	13	7
Total	171	169	166	170	337	274	46	27
		2 Inc.		4 Dec.		63 Inc.		19 inc.
			1925	1924				
Interferences with vehicles			474	426			11.27%	Increase
Collisions and interferences with cars			18	30			40.00%	Decrease
Persons struck			10	13			23.07%	Decrease
Derailments			43	39			10.26%	Increase
On and off moving cars			22	43			48.84%	Decrease
Miscellaneous			153	89			71.91%	Increase
Total			720	640			12.50%	Increase

TUNNEL WIRING IS FINISHED IN RECORD TIME



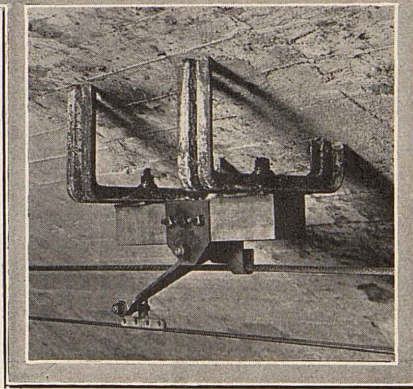
ELECTRIFICATION of our new tunnel has progressed to a stage where it is now possible to show how the overhead will look and to give some of the construction details which have been developed for this underground route.

The underground cables, running lengthwise through the tunnel walls, were the first to be installed. A crew of "overhead" men were made over into an "underground" crew with much success, and, as this was a new line of work for them, it was necessary to obtain considerable new equipment. A standard cable pulling winch was assembled in our Torrance Shops, a steel pulling cable was salvaged from elevator cables discarded at Sixth and Main; duct rods and other paraphernalia obtained, and actual work started June 25. On July 3 a total of 24,000 ft. of No. 14 rubber covered copper wire had been installed for the lighting system; 4,000 ft. of 1,000,000 C. M. lead covered feeder cable, 4,000 ft. of No. 3 conductor, lead covered, 2,200 volt cable, and 8,000 ft. of 10 pair lead covered telephone cable had been pulled into their respective ducts, ready for the cable splicers.

Catenary Construction

The trolley contact system is of catenary construction, and presents several interesting features. The supporting messengers are 300,000 c.m. copper cables, which also act as auxiliary feeders. They are attached to the tunnel roof at 15 ft. intervals by means of porcelain suspension insulators of standard design. The trolley contact conductors are of 4/0 copper, hung to the supporting messengers at 15 ft. intervals, midway between the messenger insulators, by means of 6 in. type C. S. catenary hangers.

At intervals of 600 ft., taps are run up through the tunnel proper, the trolleys being held in alignment in the curve by the means of a new type of steady brace, developed in the electric



Stringing overhead and running cable in conduits in tunnel early last month, another task that was completed with dispatch by our working forces. Below is a new type of "stead-brace" employed in the curve section of the tunnel, so designed as to permit trolley wire to raise with pressure of poles. It eliminates span wires and consequences attendant with wandering trolley poles.

By R. M. COBB,
General Construction Foreman

cal department, and made in the Torrance Shops. This apparatus permits the trolley wire to raise with the pressure of trolley poles, but prevents it from moving sideways. It consists of a maple block, previously boiled in linseed oil, $3\frac{7}{8} \times 3\frac{7}{8} \times 22$ inches long, fastened to the roof brackets by means of insulated bolts, with an iron arm $\frac{1}{4} \times 3\frac{3}{8} \times 22$ inches long, swiveled at each end, running down at an angle to a standard trolley ear. The block is insulated from the iron roof brackets by means of 3-4 in. bakelite plates and the bolts by bakelite tubes and washers. An iron plate is bolted on one side with a hook to carry the supporting messenger. The main object in designing this steady brace was to remove the possibility of broken span wires and pulloffs in case of wandering trolley poles.

The lights in the tunnel are spaced at 50 ft. intervals on both sides. They are placed in refuge pockets where men may step back in a recess built into the wall and allow cars to pass. Every 1,000 feet a specially built refuge pocket will house a subway telephone connected direct to the new terminal. These will be designated by means of a colored light in order that they may be quickly reached in case of emergency. The lighting system will be fed at 1,500 ft. intervals from the transformers, which will also feed the signal system. The transformers are tapped from the 2,200 volt cable by means of subway type terminal boxes, which provide proper protection from failure.

When the new terminal is ready the different wires and cables will be extended from the present end of the tunnel to Hill Street, making a total underground distance of nearly 5,000 feet. This last section, comprising a subway terminal of 5 tracks will require a complicated system of wiring, work on which will start at an early date.

MRS. ORA TAYLOR PASSES

A sad loss was experienced last month by Ora Taylor, Asst. Superintendent of the Southern Division, with the passing of his wife after a long illness.

During the past several years Mrs. Taylor devoted much of her time in welfare work in connection with the Los Angeles Police Department and no one can tell of the wonderful influence for good she has had in the lives of many. She was a woman of very broad understanding, motherly and generous to a fault.

Her death occurred on July 11th and four beautiful floral pieces from Trainmen, the general staff and others connected with the company were offered in an expression of sympathy.

THE PACIFIC ELECTRIC



MAGAZINE



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B. F. Manley.....Engineering Dept.
Geo. Perry.....Accounting Dept.
P. H. Riordan.....Northern Division
F. J. Oriva.....Southern Division
E. C. Brown.....Western Division
Daniel Sanchez.....Freight Dept.
Willis M. Brooks.....Mechanical Dept.
J. E. Wagner.....Transportation Dept.

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

Rusted Rails

IN THE Redlands Facts of July 25th appeared an editorial under the above caption that not only tells a story intimate of the lives of many of us, but awakens a desire to retrace many of our steps and again brighten the rails of other days.

The editorial bears repetition. Here it is:

"For 40 miles across the fields the track was laid. For a few years engines puffed by hauling heavy loads of freight. Then something happened—the line was abandoned and for 15 years there has been no traffic. Nothing now remains of the once active railroad but rusted rails.

"Every man's life has some areas traversed by rusted rails. Fine interests which once occupied the attention and filled the soul with great ideals and aspirations have been allowed to fall into neglect.

"Charles Darwin, in his youth, was an excellent musician and an intelligent reader of poetry, but years of scientific study absorbed his attention and in his late years music became stupidly dull and poetry positively distasteful to him.

"On the walls of a home in our city there hang nearly a score of paintings more than ordinarily creditable. "Mother did them before the children were born but she hasn't touched a brush in 15 years," is the explanation you get from the family. Rusted rails!

"I haven't time to read, my business keeps me time so close," says the business man who was, a few years ago, a brilliant college man equally conversant with literature, philosophy and world politics." Today he is merely a business machine. More rusted rails!

"We used to go to church. We

ought to go now, but we have just lost the habit." "When John and I were first married we used to take a lot of little trips together, but we haven't been anywhere together for years." "I used to sing in the choir, but I have gotten clear away from it of later years." Can't you see the rusted rails behind these comments?

"The scenery along that abandoned line of railroad is as beautiful as ever. There is just as much freight to be hauled. There are fascinating hours to be spent with books, at church and in the family's company.

"Try a trip over the rusted rails tomorrow!"

LEADING us on in the trend of thought we discover also another menace of life's highway, and that is the ruts of carelessness.

Many of them have grown deep with the ceaseless following along the beaten track. Not that we should not follow clearly defined and safe ways, but we should lift ourselves mentally out of the ruts to firmer, more even ground, and thereby make more rapid progress in the goal of our ambition.

Unless we are careful we accumulate additional burdens from the close contact of our surroundings. We are slowed down and are passed by men of more daring, more courage and more perception.

The fault, however, lies with us. We may correct it if we so desire.

Yes, travel the rails of yesterday and renew the wholesome habits of by-gone days. But get not again into the ruts of carelessness, placid complacency and one-track-mindedness.

SHIPS THAT COME HOME

When my ship comes home! When my ship comes home!

But shall I wait on shore
And dream of when my ship comes home—

White sail and flashing oar?
I'm going to steer it home myself,
Not wait on land without it;
For no one's ship comes drifting in
Who only dreams about it!

When my ship comes home! When my ship comes home!

Myself I'll fill the hold—
I'll know that when my ship comes home

With white sails flashing bold,
'Twill bring the things I wish. Our flag

To ocean winds we'll fling it!
For each one's ship comes home at last
If he helps Fate to bring it!

By Mary Carolyn Davies.

A Boomerang

When a bit of sunshine hits ye,
After passing of a cloud;
When a fit of laughter gets ye,
An' yer spine is feelin' proud;
Don't forget to put and fling it
At a soul that's feelin' blue,
For the minit that ye fling it,
It's a boomerange to you.

PACIFIC ELECTRIC VIRTUES LAUDED IN N. Y. PAPER

Edwin J. Clapp, a writer of national renown, in recounting the virtues of Southern California, spoke glowingly in the praise of the activities and scope of the Pacific Electric service in this district. His comments on our railway, which appeared in the New York American, were thus expressed:

"Without its highway system greater Los Angeles would not be possible. It would not be possible without the Pacific Electric, its electric interurban railway system, 1,100 miles in extent, the greatest in the world. Ahead of population, this system acquired rights of way outside the public highways. The Pacific Electric saturates the Los Angeles plain with suburban transportation of the highest excellence and flexibility, capable of great expansion. There is nothing like it in the country.

"The Pacific Electric is freight as well as passenger carrier. It takes freight cars wherever its interurban go and serves as a great belt line distributing and collecting freight for the three transcontinental railroads that terminate here, Southern Pacific, Santa Fe and Union Pacific (Salt Lake line).

"Daily the Pacific Electric and the motor roads crowd Los Angeles with a business and buying public that fill the downtown streets from building line to curb. All day long it looks like lower Fifth avenue at lunch hour."

OBSERVE PRECAUTIONS CITED TO PRESERVE FORESTS

With thousands of persons visiting the mountain resorts of this district and recalling the huge economic loss which results from fires needlessly started each summer by careless and thoughtless persons, it will not be amiss to reprint some brief precautions contained in a handbook issued by the United States Forest Service.

It thus cautions and instructs:

"Matches: Be sure your match is out. Pinch it before you throw it away.

"Tobacco: Throw pipe ashes and cigar or cigarette stumps in the dust of the road and stamp or pinch out the fire before leaving them. Don't throw them into brush, leaves or pine needles.

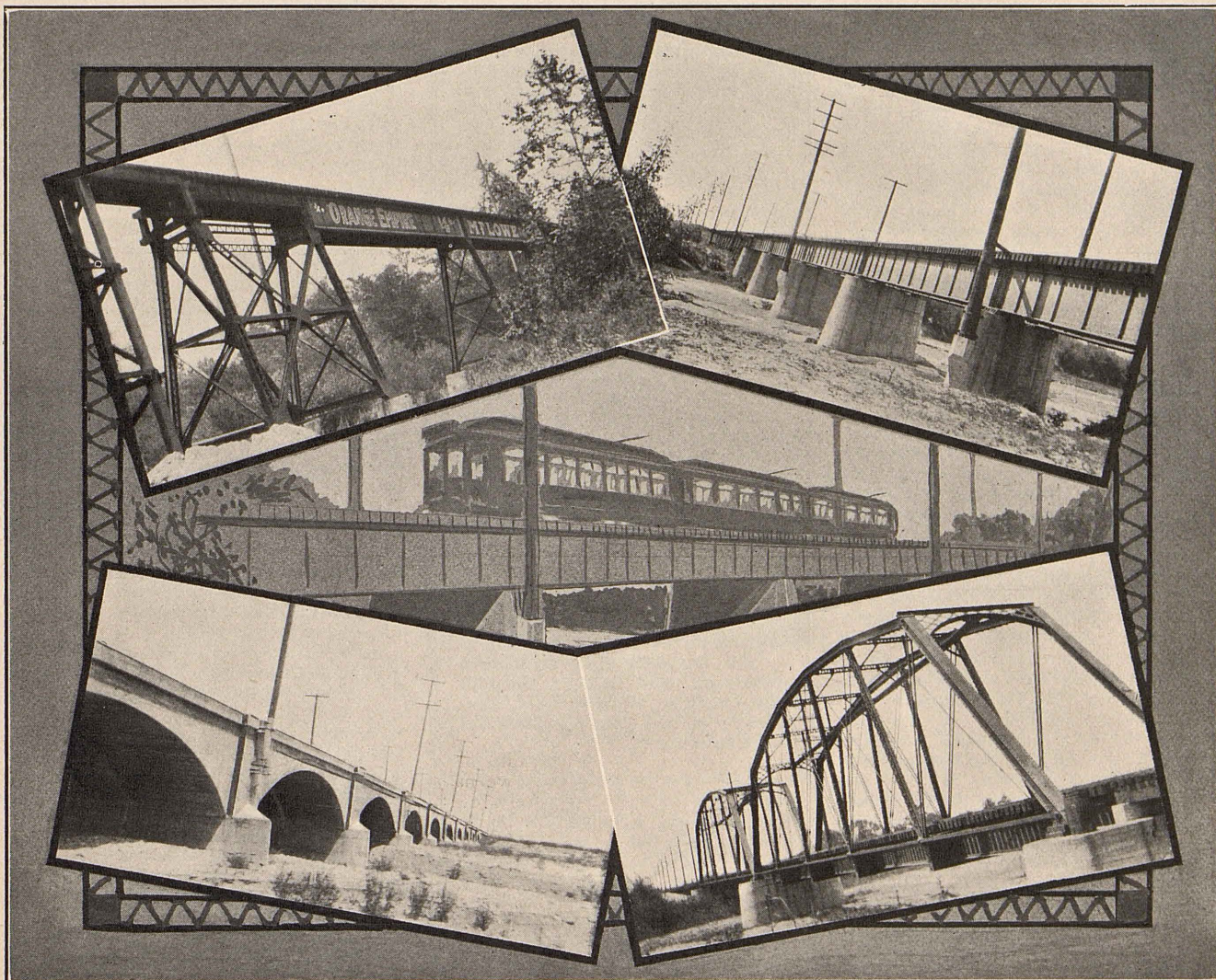
"Making Camp: Build a small campfire. Build it in the open, not against a tree or log or near brush. Scrape away the trash from all around it.

"Leaving Camp: Never leave a campfire, even for a short time, without quenching it with water and then covering it with earth.

"Bonfires: Never build bonfires in windy weather or where there is the slightest danger of their escaping from control. Don't make them larger than you need.

"Fighting Fire: If you find a fire, try to put it out. If you can't, get word of it to the nearest United States forest ranger or state fire warden at once. Keep in touch with the rangers."

THE BRIDGE AND ITS CARE ON P. E. LINES



Typical types of modern bridge structures spanning rivers and streams on Pacific Electric lines. The sturdiness of their construction, together with millions spent in recent years in control of flood waters, assure freedom from future washouts.

JUST passed over a bridge! How often we think and hear such a remark when the usual rhythmic sound of a moving train is suddenly interrupted by the thunderous roar one experiences when traveling at a high rate of speed over an open type trestle.

How many of us stop to consider the importance of the bridges which span the various rivers and streams, and how they must be designed, built and maintained to safely convey our heavy passenger and freight trains, not only during the long summer months when our rivers carry very little water, but also during the flood season when at times our streams run riot.

When the rails were originally laid on most of the Pacific Electric lines it was the practice when crossing a stream to span it with a pile driven trestle consisting of pile bents placed at 16-foot intervals and a frame deck constructed on the bents. These tres-

By **B. F. MANLEY**
General Foreman, Engineering Dept.

tles functioned satisfactorily during most of the year, but in the winter months traffic was frequently and seriously delayed on account of storm waters carrying away portions of these trestles, or otherwise incapacitating them.

In the fall of 1914 and 1915 the fallacy of this type of construction was clearly demonstrated when nearly every line of the Pacific Electric was washed out at some point on the system and for several days the Los Angeles and San Gabriel rivers were dead lines or terminus points.

As a result of the disastrous seasons of 1914-1915 and again in 1916-1917, the County government took up in earnest the task of diking our rivers and conforming them to a definite channel. With these channels so established our Company has given its

co-operation by spanning these rivers with long steel spans installed on substantial concrete piers.

Let us take a mental journey over the system and recount some of the weak points which have been taken care of in recent years. At La Quinta station, between San Bernardino and Redlands, a 300-ft. through truss steel bridge now spans the Santa Ana River; Lexington Wash on the San Bernardino line has been cared for with three 100-foot through truss steel spans, with 1072 ft. of pile trestle approaches. Jumping to the Rio Hondo on the Whittier line we travel over four 62-foot through girder steel spans and again at the San Gabriel river crossing on this line we find four 60-foot deck girders with 587 feet creosote pile trestle approaches.

Our next stop will be at Morton on the Santa Ana Line where we discover a shoefly track which dips down and

traverses the bed of the Los Angeles river. The cause for this is very evident when we see a crew of about thirty men busily engaged installing concrete piers to support the five, sixty foot steel girder spans which are to follow.

On this job we will find most of the heavy work taken care of by steam power. Observing closely we note a pile driver busily driving steel sheet piling for the coffer dam. A stiff leg derrick is seen excavating earth from one of the holes, using a clam shell bucket, and a steam locomotive crane is engaged holding a set of leads which is supporting a steam hammer pounding away at the foundation piling which are being driven to a depth of forty feet below the bed of the river to support the concrete pier. In one corner of the dam we note a pulsometer steam pump pulsing away, each pulse emitting a 5-inch stream and keeping the dam clear of water so that the work may proceed. Concrete has already been placed in some of the piers and the forms are now being removed preparatory to moving ahead.

Leaving this busy place, the next river we cross is the San Gabriel, where we find a 100-foot through truss steel span and 585 feet of pile trestle approaches. When the Santa Ana River at King station is reached we observe that two 135-foot Pegram through truss steel spans with 795 feet pile trestle approaches span this stream.

Taking a South Pasadena car and journeying to the Ostrich Farm we cross the Arroyo Seco on a combination steel and frame bent structure which is the highest bridge on our system.

We have now recorded the more important structures, but there are others to numerous to mention, but all of which play a part in our great transportation system.

Inspection

In order that the bridges may be maintained in safe condition to handle the heaviest of our traffic at all times, it is necessary to maintain a regular system of inspection. To insure their safety, each bridge is thoroughly inspected every six months and some more frequently. At these times notes are taken on standard inspection forms of the condition of the various members which make up the structure and from which any necessary material is ordered for repairs. In addition to the semi-annual inspections, each Division Foreman is held liable for the condition of structures on his division.

The various elements which tend to destroy timber vary in different localities, and here in Southern California we unfortunately have to contend with all of such elements. For instance, where our lines parallel the ocean we have old Demon rust to battle with constantly, and a battle it is. Once a rust spot is permitted to start it is just like stopping a cancerous sore. We maintain a constant vigil on our steel bridges and paint when the least sign of rust appears.

Here too we have the little wood boring devil, commonly called "Tore-da," who eats his way into the piling

Cover Picture

YACHTING on Newport-Balboa Bay, the subject of this month's cover picture, is not only a sport that is enjoying immense popularity at our most southerly terminus beach point, but is also winning adherents at other beach resorts.

For many years the small racing crafts have been seen in great numbers on the Newport-Balboa Bay (Orange County Harbor) and the present year has been the greatest yet in point of events held. Having access to both the still waters of the large bay and free ocean going has had the effect of centering the greatest activity of this popular sport at Newport-Balboa.

In the local yacht racing field there are four types of small vessels which vie for honors, namely the Star, Marions, Snowbirds and Bay Sloops. The Star, shown on cover, is creating the most interest among lovers of the sport in this section. It is made in only one design, has a fin keel and is 23 feet over all, with a main-sail area of 223 square feet.

The fascinating cover picture presented was secured through the courtesy of Geo. Neal, Secretary of the Balboa Chamber of Commerce.

when it becomes necessary to span salt water channels where the tide waters come and go. Creosoting the piling is the only effective means of holding back this pest.

At other points soil conditions are particularly bad and will simply burn the life out of the piling and we have had cases of piling being entirely rotted off in from two to five years time after being driven. The average life of timber trestle may be computed at about twenty years, but will be necessary to renew certain members after from two to five years.

The extent of our bridge structures may be better visualized when it is stated that placing them end to end would make a single track trestle that would reach from Los Angeles to Compton, or approximately ten miles of single track trestle.

CLAIM AGENTS' CONVENTION

Claim Agents from various electric railway properties throughout the Pacific Coast and western states district convened in Los Angeles on July 23rd, 24th and 25th for a general discussion and presentation of various problems confronting them in the important field of their railway work.

Our genial Claim Agent, S. A. Bishop, who incidentally is President of the association during the current year, arranged a most comprehensive

IMPROVEMENTS AT HARBOR STATION NOW BEING MADE

At present the San Pedro Station building is undergoing considerable alteration and improvement, we are advised by A. H. Stahl, Asst. Agent at the Harbor. Some time ago the City erected a large Public Comfort Station immediately to the rear of our station facing on Harbor Boulevard, thereby allowing the Company to close the Rest Rooms previously located in our building.

This paved the way for relieving the crowded condition of the station and has resulted in the Company authorizing the necessary alteration by which we would obtain the use of this idle space. Through this arrangement, General Agent J. W. Mee obtains a spacious private office for himself and secretary, and Agent McQuigg moves to Mr. Mee's former quarters. The Ticket and Cashier's Department have also been enlarged by having another ticket window and full observation of all the inbound and outbound trains, which was a much needed improvement.

The station is also receiving a new coat of paint, both interior and exterior, and this together with the general rearrangement of the entire office will have the effect of better working facilities, as well as a better and pleasing effect to the public.

FIRE PUMP AND WATER TANK FOR TORRANCE SHOPS

A new two-stage, direct connected, motor driven centrifugal, underwriters fire pump has just been installed in the power house at Torrance, replacing an ancient triplex pump, at one time used as a water feed pump at the old Central Ave. Los Angeles Power Plant, Willis M. Brooks of the Mechanical Dept. informs.

The new pump has a capacity at 100 pounds discharge pressure of five 1 1/8-inch smooth fire hose nozzles, or 1000 gallons per minute. At the test made July 28th, water was thrown from the Machine Shop fire hydrants onto the roof of the Erecting Shop, a distance of over 100 feet. The force of the water at the nozzles was just about all two men could do to steady the stream.

To care for any deficiency in the local water supply, a 300,000-gallon tank has been erected and is nearly ready to be tested and connected up with the City of Torrance water system and the power plant pump mains. When completed it will provide the Torrance Shops with fire-fighting facilities adequate for any fire which might occur on the premises.

programme of addresses and amusement during their stay. His plans also provided for sightseeing trips and other amusements for the ladies while their men folk attended the convention session.

A trip to Catalina Island for the entire party wound up one of the most successful and interesting conventions in the association's history.

ADDED PUBLIC CONVENIENCE BY NEW TRANSFER RULING

Modification of transfer rules, which will avoid delay and be a decided convenience to the traveling public transferring in the downtown district from one local Pacific Electric car to another, went into effect on July 27th.

The new rule permits the honoring of transfers at other than designated transfer points, providing transfer has not expired as to time limit and is presented at an intermediate point beyond transfer point in direction passenger is traveling. For example, if a passenger is traveling south on Main Street and desires to transfer west on Sixth, under the new rule, he can walk west to Spring Street and board car at that point.

With the strict enforcement of the jay-walking ordinance passengers frequently have missed connections on account of traffic flow being against them. Much delay and inconvenience experienced will henceforth be avoided.

Circular No. 1479, issued on July 27th by the Passenger Traffic Department, covers the entire ruling, specific stipulation being cited that the modification made is applicable only in the Inner Zone.

LONG BEACH LINE GETS TEN MILES OF BLOCK SIGNALS

Installation of a block signal system on the Company's line between Watts and North Long Beach was begun on Tuesday, July 21st.

Covering a distance of slightly more than ten miles and costing \$124,000, the new signals will protect a section of the heaviest travelled trackage on the Pacific Electric system, all trains to the harbor, Long Beach and other south coast beach cities traversing all or a section of distance being improved.

In addition to affording the utmost degree of safety in a district frequented by heavy fogs during several months of the year, installation of block signals in this section will have a helpful effect in improving and speeding service. During fogs, speeds are necessarily reduced due to lack of knowledge of clear track ahead and with block signals in service necessity for lengthened schedules is obviated.

The new block signals will be in service in about 45 days.

IMPROVED CLUBROOMS NOW IN PROGRESS AT PASADENA

Trainmen operating out of Pasadena will shortly come into greatly improved club quarters, work on which is in progress at the present time.

The new improvements, aggregating an expenditure of \$2850, will provide a pool table, card table, new locker room and other new furniture. The new quarters will be located on the second floor at the east end of the North Fair Oaks car house.

About 240 trainmen work out of the Pasadena terminal and the improvements now under way will afford a central and well equipped quarters for their comfort and pleasure.

Saves Life of Child by Heroic Act



O. O. Penn

PAGE Ruth Roland, Harold Lloyd, Tom Mix and other exponents of near thrillers!

Any of the hair-raising stunts indulged in by the fore-named personally out-done last month by a "rank outsider"—one O. O. Penn, by name, and Conductor on the Glendale-Burbank line, by occupation. And best of all, Mr. Penn's stunt, unlike the "canned stuff" of our movie friends, had to do with the saving of a human life.

Let us now listen to the details as told by a newspaper reporter who was aboard the car and saw it all, and whose recitation of the incident has been verified to the most minute detail:

"A dramatic rescue such as one reads of but seldom sees in actual life, a rescue that unnerved everyone who saw it and which made a hero of O. O. Penn, was enacted this morning just over the Burbank line on the intersection of Glenoaks boulevard and Raymond avenue.

"With a combination of wonderful quick wit and nerve, the 18 months old baby daughter of Mr. and Mrs. T. R. Whitey of Raymond avenue, was saved from being ground to death under the wheels of a Pacific Electric train when Conductor Penn, reaching from the step and fender of the front car, half lifted, half pushed the baby off the track as the two car train rolled on, going at least a car length before it could be stopped.

"The train pulled out of the Burbank station at 8:45 o'clock this morning with Conductor Penn and Motorman

D. R. Burt, both of Los Angeles, in charge. At Allen street there is a regular stop, but not at Raymond avenue, and the train was speeding along at its usual good rate of speed when the motorman noticed two little children on the track just ahead. Instantly Burt put the train in reverse. Penn was taking up tickets, but at the swift change which bespoke peril ahead, the conductor looked up the track and he too saw the danger. As he looked, the larger child, a boy three years old, and son of Mr. and Mrs. Whitey, walked off the track, leaving the baby to its fate, of which it was so innocent.

"Like a flash, Conductor Penn, seeing the situation, rushed to the front, and with almost superhuman power of mind and body, succeeded in getting the baby off the track. She rolled down an embankment only about three feet deep, and was unharmed.

"When it was all over, Conductor Penn was so overcome he could not speak for a few minutes and the father who came rushing to the scene was in the same condition, for he fully expected to find one or both children killed, and it was some time before he could regain any semblance of composure, while everyone on the two cars was very much agitated, and there was a large number on from Burbank. It was some time before the train went on its way."

No small part in making the rescue of the little fellow possible was played by Motorman T. R. Burt, whose close attention to duty brought about immediate discovery of the youngster's plight and quick application of brakes and whistle signal slowed down car and brought Conductor Penn into action in time to effect the rescue.

Needless to say, both Trainmen received the hearty congratulations of Mr. Pontius, Mr. Annable and other officials. A highly commendatory letter, elsewhere appearing in the Magazine, and bearing the signature of Vice President & General Manager Pontius, was addressed to Conductor Penn and Motorman Burt and is a memento of which they may be justly proud.

AUGUST AT CAMP PROMISES LARGEST ATTENDANCE

Well attended during the month of July, August promises to see a still larger group of Pacific Electric employees enjoying vacations at the P. E. Camp. A total of 39 reservations, embodying accommodations for 129 persons, had been made late last month and applications were still coming in at a rapid rate.

A delegation from the P. E. Rod and Gun Club members was scheduled to make a pilgrimage to the Camp on Saturday and Sunday, Aug. 8th and 9th, during which time the Camp was filled to its complete capacity.

For the benefit of employees who would prefer to use their own bedding at the Camp, Mr. Pontius last month authorized a \$5 weekly rate for tent cottages, which will net a saving of \$2.50.

Source of Dental Difficulties

Modern Life Practices Which Contribute to Dental Ailments and Some Tips on How to Avoid

By DR. SAMUEL KAUFMAN
Dentist, Medical Department

THE question is often asked, what did the medieval and prehistoric man do with reference to the cleansing of his teeth and why is it that he did not suffer the tortures with them that we do today. This question, which at first thought appears a rather pertinent one, was once asked me while delivering a lecture to a group of soldiers during my service as Dental Surgeon in the Army. Its correct answer, however, is not a difficult one.

In the examination of the mummies of ancient Egypt we find that the ravages of decay had set in even at that remote time. A nut, emitting a reddish fluid, was chewed together with lime to keep the teeth from decaying; evidences on the teeth of these mummies of the coloration due to this fluid were also found. I would state here, however, with emphasis, that the incidence of decay was not so great as at the present time and it is increasing rapidly, in spite of all the precautions that are being taken by the populace in general.

Animals Not Exempt

Domestic animals particularly have decaying or decayed teeth, more so than the animals of the woods; carnivorous animals have less decay than starch eaters. Recent discovery was made that the greatest of all animal, now extinct, showed signs of tooth decay into a very limited extent.

Now for the reasons for the incidence of increasing decay in spite of the increased care that we are giving our teeth and gums. I shall give them in numerical order of importance:

First: our foods are predigested to an extent, they are not sufficiently in the raw state; we devour too many starches, unlike our ancient brothers, who ate their foods more in its raw state, coarser foods; even our domestic animals show more decay for the same reason.

Second; Fletcherism, or the proper mastication of foods. Our brothers of the by-gone days were required to eat foods not cooked to the extent ours are now. They were required to masticate their foods more thoroughly, the resulting exercise to their teeth and gums stimulated the flow of blood to the tissues just around the teeth and kept them more capable of throwing off the evasion of bacteria. The action of the food moving over the surfaces of the teeth kept them clean.

Being partly raw, the food had to be chewed at least seventeen times, hence the name "Fletcherism," named for the man who discovered this fact—in mastication of food a force of 300 pounds per square inch is used and is necessary for the proper stimulation of the tissues immediately around the teeth.

Our present starchy foods when eaten leave particles in the spaces between the teeth which causes decay. It is not necessary to masticate anything that we eat in this day seventeen times unless we appear ridiculous to others, hence the value of nature's tooth brush is lost. The food itself does not get a chance, therefore we must have tooth brushes artificially made.

Improper Digestion Element

Thirdly, and probably one of the most important, is the fact that improper digestion takes place resulting in various forms of indigestion. As you all know there are two little glands by the side of the ear, and you learn to know them better when they become inflamed and swollen and they evidence themselves in a disease called "Mumps." These glands have a little tube in the fleshy part of the cheek, with a little duct, or opening, just opposite the upper molar regions and from which is exuded a fluid called "Saliva." Particularly well does it flow when food is sighted or when in a dentist's chair. This Saliva contains a constituent called "ptyalin" which commences at once the digestion of starches introduced in the mouth. It forms sugars out of them, and therefore, it is quite plain that the more the food is masticated the more the

ptyalin mixes with the folus of the food, and the more the food is actually prepared for the action of the ferments in the stomach, which further changes the form of foods taken in the process of digestion.

Most of us do not take the right kind of foods and we do not chew or masticate it thoroughly. We in America who take only 15 minutes for lunch, and boast about it, had better take longer. In doing so we will maintain better digestion, better teeth and gums, and have a longer and more enjoyable life.

LARGE SHIPMENT OF SULPHUR IS RECEIVED AT HARBOR

Early this month harbor forces began moving a large cargo of Crude Sulphur to the General Chemical Company plant, ex the J. R. Gordon from Texas, consisting of some 7700 long tons, or about 150 carloads, writes A. H. Stahl, Asst. Agent at San Pedro.

Considerable preparation must be made in advance by all concerned for this handling, which occurs about four times a year. The Car Service Agent has to make the necessary preparation for having sufficient equipment on hand, which in this case must be clean gondola cars, due to the fact that the entire movement is usually completed within a period of three days.

This movement is also a good revenue producer for the Company, as the entire freight charges are prepaid through the Outer Harbor Dock & Wharf Company by the General Chemical Company of New York.

PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—JUNE, 1925

Passenger Revenue	\$ 1,058,118.83	
Freight & Switching Revenue	562,186.08	
Other Revenues	50,945.90	
Total Railway Operating Income	\$ 1,671,250.81	
Total Railway Operating Expenses:		
Wages	\$794,354.98	
Other Charges	415,540.18	
Transportation for Investment—Credit	1,938.49	1,207,956.67
Revenue Less Operating Expenses	\$ 463,294.14	
Depreciation	\$ 52,224.99	
Taxes Assignable to Railway Operations	96,390.38	
Total Depreciation and Taxes	\$ 148,615.37	
Revenue Less Operating Expenses—Depreciation and Taxes	\$ 314,678.77	
Non-Operating Income	52,565.51	
Net Revenue	\$ 367,244.28	
Interest on Bonds and Other Debt	\$359,650.50	
Rent and Miscellaneous Income Deductions	127,743.10	
Total Deductions	\$ 487,393.60	
Net Loss for Month	\$ 120,149.32	
Net Loss for 6 months	\$ 1,127,208.03	
Total outstanding Deficit as of June 30, 1925	\$14,204,168.83	
Los Angeles, Calif., July 30, 1925.		L. A. LOVELL, Auditor.

RANKING ELECTRIC RAILWAY CHIEF VISITS



L. C. Storrs, advisory director of U. S. electric railways (standing to the right of Mr. Pontius) on the occasion of his visit to this city last month. L. A. Railway and our own officials composed the party which conducted Mr. Storrs on a trip of inspection of railway properties in Southern California.

EMPLOYEES IN HOSPITAL

The following employees were confined to the Pacific Hospital, 1325 So. Grand Avenue, late last month:

Thomas Hogg, Collector, Western Division.

Milton F. Wygal, Motorman, Southern Division.

H. E. Miller, Chief Dispatcher.

Robert Thompson, Lineman, Electrical Dept.

L. W. Thompson, Towerman, Engineering Dept.

Michael Oriza, Electrician, Mechanical Dept.

Mrs. Mabel Garrett, Mechanical Dept.

Visiting hours at the hospital are from 2 to 4 p.m. and 7 to 8 p.m. each day of the week and friends of the unfortunate ones above are invited and urged to call.

Famous Last Words

Limb of the Law: "Yer pinched for speeding!"

Sweet Young Thing: "Why, officer, you can't arrest me. This isn't my car, and I haven't any operator's license."—Stanford Chaparral.

A DISTINGUISHED visitor was among us late last month in the person of Lucien C. Storrs, Managing Director of the American Electric Railway Association.

Mr. Storrs is on a tour of the United States to get a more intimate acquaintance with the various electric railway properties in order that he may fully understand the many problems that confront the industry, and in his advisory capacity, co-ordinate the many interests for the benefit of the industry en masse.

Prior to assuming his present position, Mr. Storrs was in control of the Connecticut Railway properties.

During his brief stay in Los Angeles he inspected portions of our properties and those of the Los Angeles Railway, both of whom are members of the A.E.R.A. He was the guest at a luncheon on Wednesday, July 29th, at the Ship Cafe, Venice, of Vice President and General Manager Pontius. The luncheon was attended by Mr. Pontius's staff and by representatives of the Los Angeles Railway.

P. E. CAMP BOOSTERS

Among the enthusiastic boosters for the Pacific Electric Camp in the San Bernardino Mountains are O. A. Smith, Passenger Traffic Manager, H. O. Marler, Asst. Passenger Traffic Manager, and R. L. Brainard, Chief Clerk, Passenger Traffic Department. Mr. Smith's family have been at the camp for some weeks past and he makes the trip each week-end. Mr. Marler and family spent a week and one-half at the camp and Mr. Brainard will spend two-weeks beginning August 2nd. Mrs. Brainard and sons are spending the summer at the camp and Mr. Brainard has been going up week-ends.

All these gentlemen speak very highly of the Camp accommodations which have been provided by the company for the use of all employees who wish to avail themselves of the opportunity of enjoying a mountain vacation. They say no better spot can be found anywhere at which to spend a real, restful vacation.

Judge: "Are you trying to show contempt for the court?"

Prisoner: "No; I am trying to conceal it."

"Trial" Balance Is Right!

Men Have Left Home on Account of Less Perplexing Problems Than are Met in Maintaining a Joint Bank Account

By CHARLES K. BOWEN

"The entire city will be shocked to learn of the sudden death of Mr. C. K. Bowser which occurred last evening at the residence of the deceased, number thirty-sumpin-orother Kenmore Road.

"Particulars at this time are not available, but a Review reporter ascertained that Mr. Bowers was, apparently, in his usual health right up to the time of his death; had eaten a hearty dinner, and was going over some matters of a business nature with his wife, when he suddenly jumped to his feet with an inarticulate cry, in which astonishment and elation seemed about equally divided, and fell to the floor dead; as dead as is the issue of annexing our bustling little City to Los Angeles, which issue was recently so gloriously decided in the negative under the leadership of this fearless journal of freedom.

"Full particulars of Mr. Bowser's untimely demise will be published in our next issue."

SOME day, that item may appear in the near-daily metropolitan paper in my home town to be read with mingled and mixed feelings by this writer's small coterie of friends. To some of these friends his death will bring sorrow because they loved him; to others it will bring a sorrow no less poignant because they not only loved him, but trusted him as well, if you get what I mean.

Death "Exaggerated"

That such an item, varying only as to the inaccuracies contained therein, has not yet made its appearance, is entirely due to the fact that the "matter of a business nature" which "Mr. Bowker" had been discussing with his wife has never once varied in its outcome throughout all the years what Cl'a Maud and I have enjoyed—I make use of the term in its most sarcastic sense—a joint checking account at the Pacific Sou'sou'west Trustworthy Savings Bank. This outcome to which I allude being the monthly inability of the bank to arrive at a balance that is even remotely related to that indicated by my figure.

Some day, though, a mistake will occur which will seemingly indicate that the bank agrees with me, that we have a balance of four dollars and seventy-five cents, rather than the customary over-draft of thirty-seven cents,

and I shall die, just as described—one-half of which taking off will be due to astonishment and fifty per cent due to elation.

However, taking past performances as a criterion, it will be some years yet before Cl'a Maud may hope to realize on my life insurance policies from any such cause. We've had a joint account for a good many years; the bank sends us a statement regularly as of the 10th day of each month, and the only difference is in the amount of the discrepancy in our respective balances.

Sometimes it may vary but a cent or two—more often the difference is

the Sou'sou'west Bank in a sordid argument over a fo'bit piece that is A. W.O.L. But, dammitall, it's gotta be done, so lets get it over with.

Batter Up

"Dear" you begin, and your voice is that hypocritically cheerful that it would deceive a less seasoned campaigner that Cl'a Maud, "will you please bring your last month's stubs and we'll check up our balance? It'll take only a minute."

It will be, we'll say, eight o'clock when you open the brown manila envelope and draw out the bundle of cancelled vouchers and the neatly typed balance sheet. That you have underestimated the time required to compare your known balance with the bank's purported one, will become apparent when I say that ten P.M.—which in this case stands for post-mortem—finds you looking over a pile of jumbled up checks, pencils, erasers and what not, at the wife of your bosom, and saying to her with loving tenderness, about as follows:

"Migod, woman, can't you ever learn to number your checks? How'm I ever gonna keep'm straight when I don't know which-which? Nobody can tell what the date is on any of'm. And furthermore, have you any **reasonbale** explanation to offer as to why you make the milk check out for six dollars and twenty cents and enter it on your stub as two dollars and sixty cents? I ain't a mind-reader. And more than that I've told you at least ten million times always to carry your check book with you. You go into Robbingson's and borrow a check and make it out for a dollar ninety-five and forget all about it.

Howinell do you suppose I can keep track of what you do? S'wonder we aint in the poor house!"

And Cl'a Maud, with a deep sense of her wrongs rankling her soul, will offer in rebuttal the following convincing and lucid line of reasoning:

"And you call yourself a **business** man! If you are, then I'm Peter Pan! And one is likely to make a little mistake like you say I did—though I know I didn't—but only a weak-minded moron with an inferiority complex would subtract seventeen dollars and six cents from fifty-two dollars and two cents and put down twenty-four dollars and fifty-six cents as the an-



greater. On more than one occasion when we've flattered ourselves that we'd reached the month's end with a snug little unexpended balance, we'd get our monthly statement from the bank, read it through to the end—and see red!

Frankly, I don't look forward any more with any great degree of pleasurable interest to the arrival of the tenth day of each month. It only means that, instead of a pleasant evening listening to Patch Gingham broadcast through the mediumship of his nose—amplified by the microphone of K.H.J.—how he learned all about wimmin, I must go to the mat with

swer. What? You did so! Huh? Why right there, **There**, man! Oh, that makes it come out right, does it? Now who's a business man!"

Perhaps a Medal, Too

I've said that **some** day the bank and I would agree on a balance—and the shock would kill me. It's far more likely, though, that one of these days Cl'a Maud will lay aside discretion in favor of valor, and, herself provide the shock for my taking off. Should she see fit to do so, any jury of her peeresses—if packed by a skillful defense lawyer with ladies who enjoy (and once again is the sarcasm but thinly veiled) a joint checking account with their husbands—would not only promptly acquit her on the charitable grounds of justifiable homicide, but would, in all probability commend her wise action for adoption by all similarly harrassed housewives.

So, too, am I justified in my fixed belief that a jury of **my** peers—likewise carefully hand-picked—would render a verdict of not guilty, had I, finding that loving remonstrances and patient admonitions availed naught after a two-hour attempt to convince my helpmeet of the all-too-numerous errors of her ways, risen from my chair and tapped her gently, but effectively on the bean with the ingenious little iron hammer which the just deceased partner of my joys had only lately used in the making over of a round cut into a boneless T-bone steak.

Considering the number of times I have felt that some such thing was really the only way to ever pound some accounting sense into my devoted wife's head, the only wonder is that it hasn't happened before. That she feels as I do, only perhaps more strongly, I have no reason to doubt. At least, it's my own fault if I do. That other equally devoted and similarly situated married folks feel the same way must be inevitable. If this article is ever accepted and published, it shall have served its purpose if it points the way to some brave pioneer of either sex who recognizes the futility of verbal argument and senses the advantages of what our friends, the Reds, term "direct action."

Love's Dream

There be those misguided souls who'll argue that all such painful scenes as I've rather sketchily described may be avoided by the simple expedient of opening separate checking accounts for husband and wife; these same weakminded folks will also attempt to mislead young people who are in love that two can live as cheaply as one—more cheaply, in fact. A more weirdly impossible statement than this last would be difficult to imagine, unless it be the one which immediately precedes it.

If, under your patient and competent tutelage extending over a period of many years, your wife's batting average is seven correctly prepared checks out of seventeen issued by her during the month, how do you figure she'll do better if left to her own devices?

Neither am I one of these modern Shylocks who dole out a fixed monthly allowance for household expenses, and demand that it be not exceeded. I

have a strongly rooted conviction that under such an arrangement, should the near approach of the month's end find Cl'a Maud running a bit short, and it came to her to decide as to whether she should have a pair of new silk stockings or I a loin roast for Sunday's dinner, that I would have to be content with a can of beans and some nice rye bread.

And right here I'm going to stick a pin in the pretty little toy balloon labeled "In all our _____ years (fill in the number of years to suit yourself—usually they'll be not less than fifty) of married life, we've never had one cross word." What could be sweeter? I 'spose such a couple even quarrel sweetly. Can't you imagine it? "Cl'a Maud, m'love, there's a button off'n this shirt—has, as a matter of fact, been off for six months" and Cl'a Maud will just as lovingly counter with, "If you'd unbutton your shirts when you take them off, sweetness, instead of jerking at them like the lunatic I'd sometimes think you are if I hadn't vowed to always love and cherish you, your buttons would stay sewed on a bit longer."

Applesauce. Show me one of those "never had a cross word" old hypocrites, and I'll show you either the biggest liar since Doc Cook, or else

Two Deaths and Disabled Claims Paid Last Month

TWO deaths among members of the Pacific Electric "family" was the toll exacted last month by the Grim Reaper, both of whom thoughtfully made provision for loved ones against the inevitable through the carrying of Group and Mortuary Insurance.

John V. Redmond, Trainman of the Northern Division, passed away on July 14th. He had been in the employ since March, 1920, and carried Group insurance to the amount of \$1500 and a Mortuary payment of \$950 was also made to his family.

Henry N. DeBerry, Foreman of the Mechanical Department, died July 19th, after having been employed since 1913. Group insurance in the amount of \$2500 was carried by Mr. DeBerry and a Mortuary payment of \$950 also will help his family materially in their sad bereavement.

Another disability claim made by the Company in behalf of Alfred Dillon, Gateman, Hill Street Station, was granted last month, following evidence presented on symptoms arising after amputation of his right leg. Mr. Dillon will receive 30 payments of \$51.75. A total of 21 employees are now receiving disability payments.

Our sincere sympathy is extended to the families of our fellow employees in their hours of sadness.

one who never kept a joint checking account with his wife. Probably both.

Why, doggone it, the tenth day of each month is the one thing calculated to keep **my** portion of domestic bliss from becoming too cloying. For twenty-nine days I can look across the table at the sweetest woman on earth and marvel at the good luck that has come to a poor worm like I know myself to be, while Cl'a Maud, on her part, will readily admit that Enoch Arden was a faithless wretch compared to **her** hubby. Sucking doves are belligerently contentious by comparison; then comes the thirtieth—which is to say the day of our bank statement trial balance—and no matter how perfectly in accord we two may be when we sit down, such is no longer the case when we rise up.

Bring on Your Rattlesnakes

There have been times when I've found Cl'a Maud's checks wouldn't jibe with her stubs that I could have fought a rattlesnake with his own weapons, and killed him too, with a bite far more poisonous than his own, and similarly too, has Cl'a Maud—usually the mildest mannered and sweetest of women—worked herself up to such a pitch of concentrated fury as to enable her to tell me things about myself—and touching upon my forbears clear back to Adam—that would make me wonder, granting the truth of even one-tenth of one per cent of her indictments, as to my fitness to associate with even the lowest forms of insect life on terms of equality.

And it's all so darned futile, because the bank is **always** right and you're **always** wrong—or, at least, Cl'a Maud is and Pardon me a moment, "Did you call, Honey?"

"Yes, the bank statement came today, do you want to check up on our balance?"

"Oh, I guess we may as well. Will you bring your stubs, dearest? It'll take only a minute."

And once more the fight's on, Marquis of Razzberry rules, no holds barred and hitting in the clinches permitted!

JOINT TICKET ARRANGEMENT

A joint ticketing arrangement was placed in effect last month with the Lake Arrowhead Company whereby passengers wishing to spend a few days at the Arrowhead Lodge may purchase ticket covering transportation and lodging charges at the Main St. Ticket Office.

A ticket for a two day trip may be purchased at a price of \$14.50 which includes lodging and four meals at the Lodge. These are sold on Monday, Tuesday, Wednesday and Thursday. A three day trip, including transportation, seven meals and lodging may be purchased for \$20.00, these tickets being sold on Monday, Tuesday and Wednesday of each week.

And Jericho

Waiter: "Has your order been taken?"

Waiter: "Yes, and so has Bunker Hill."—Missouri Showme.

Importance of Time Service to Carriers

Chief of Staff Relates Highlights in History, Development and Workings of this All Important Branch of Railway Work

By S. A. POPE,
Supervisor of Time Service

NO branch of human endeavor is accurate time measurement so indispensable as in railroad operation. I often wonder if the safety with which trains meet and pass other trains is impressed upon the traveler's mind.

What would happen do you suppose if some extraordinary phenomena should cause all the clocks and watches on our railroad system to stop for a given period and then commence running again. I hazard the guess that the results would be chaotic—it would be a tremendous task to straighten the situation out.

Let me suggest that in your future travels you observe closely the short time in which many meets and passings are negotiated. I came up from Los Angeles the other day on the Southern Pacific "Daylight Limited." The trip is a most enjoyable one both from a standpoint of scenic interest and travel comfort and the train covers its 475 miles in twelve hours. I question whether one passenger abroad that train gave thought to the vital factor which time measurement represented to their safety as the train rolled over its long journey. Our train moved out of the Arcade Station, Los Angeles, at exactly fifteen seconds after the scheduled leaving time which was 7:45 A. M., and it was brought to a dead stop at the Third Street Station, San Francisco, at exactly 7:45 P. M. to the second, a real demonstration of what time exactitude means in railroad operation. I later inquired how many meets and passings the "Daylight Limited" made in its trip from Los Angeles to San Francisco and was told that approximately ten passenger trains and sixteen freight trains were met and passed. Some of those meets were probably made on very close time where variation in watches might have proved a very serious business.

Variations Multiply

With the watch of an engineer of an inferior train thirty seconds fast and the engineer's watch on an opposing train thirty seconds slow, you have a variation of a full minute, a period of sufficient length to cover a mile, traveling at a speed of sixty miles an hour. These few facts should impress you with the need of time service as a safety railroad measure.

The inception of railroad time service was brought about in this way: Some 35 or 40 years ago a very serious accident occurred on an Eastern road, due to the fact that the watch of the engineer of one of the trains had stopped for five minutes—a matter of life and death of which he was unconscious. He was the engineer of an accommodation train and had received orders to let a fast mail train pass him at a certain station. He was warned by the telegraph operator who handed him his orders to be cautious because

Foreword

WHAT would happen do you suppose?" asks S. A. Pope, Supervisor of Time Service, "if some extraordinary phenomena should cause all the watches and clocks on our railroad system to stop for a given period and then commence running again. I hazard the guess that the results would be chaotic—it would be a tremendous task to straighten the situation."

The importance of the watch, the handling of time service, its evolution and other interesting features in connection with the element of time in railway work are discussed in the accompanying article which was taken from an address delivered by Mr. Pope recently.

Under his supervision some 20,000 watches of railway employees receive regular inspection and treatment at the hands of 168 Watch Inspectors delegated and responsible to Mr. Pope. As supervisor of Time Service of the Southern Pacific and subsidiaries, Western Pacific and Northwestern Pacific Railroads his activities cover some 13,000 miles of railroad.

the fast train was on time, but the conductor of the accommodation train told the operator that he would attend to his own business. The conductor later admitted that he did not take his watch out of his pocket, supposing that the engineer would look out for the fast train, and they pounded slowly along, the engineer believing that he had time to spare in which to make the meet. But, as I said, his watch had stopped for a period of five minutes and the result was a head-on collision, resulting in the loss of many lives.

Watch Inspection Begins

The management of that railroad realized that something had to be done to guard a repetition of that accident and called in Webb C. Ball of Cleveland, since deceased, Mr. Ball being an expert in watches and clock. At his suggestion an inventory was made of the watches and clocks in use on that railroad. It was found that the watches were unreliable and in the majority of instances of shoddy construction, and that it was not an uncommon thing to find cheap alarm clocks in the engine cabs. The railroad companies asked for a remedy and were told that first of all they must have better watches and then a system of

time service that would insure the use of good watches and their proper maintenance. At that period there was no definite standard of time—the school bell or the factory whistle was the standard which guided the average home. Mr. Ball's ideas were accepted and due to his recommendations watch manufacturers devoted themselves to manufacturing and perfecting instruments of precision with which railroads could be operated with safety.

The system of watch inspection first introduced, with certain improvements made from time to time, is now followed on all the larger railroads of the country. Some roads differ slightly in their methods, but in a general way the practices are similar.

In the railroads whose time service is under my supervision, we have approximately twenty thousand watches subject to time service regulations. The twenty thousand owners of those watches are required to take them to watch inspectors appointed by the company twice a month at equi-distant periods, for the purpose of making comparisons with standard time and for the inspectors to make such corrections as may be necessary. Watches which show a variation of twenty seconds or more must be set to correct time. We require that watches be inspected semi-yearly, when they are opened up and carefully examined to determine if any conditions exist in their mechanism which would make them unsafe and if unsafe conditions are found, the watches are taken out of service until correction is made. These twenty thousand watches must be cleaned and oiled every year and in no case are they permitted to remain in service after eighteen months has expired without this attention.

Average Person Neglects

I suppose if I questioned you men as to when you had your watches last cleaned and oiled. I would find periods ranging up to fifteen years. It is regrettable that in this day and age some men consider the importance of their watches so lightly that they will allow them to run indefinitely without attention. When I tell you that the balance pivots are about 28 ten thousandths of an inch in diameter, it should give you some idea of the delicacy of the machinery in your pocket on which you depend for your measurement of life time. All your watch asks is one drop of oil every year, and considering its vital importance to you, surely its demands are not excessive. The pivots on which the wheels of your watch revolve run in jewels—these jewels have no intrinsic value, but are used because they resist friction better than metal, and the constant aim of the horologist is to reduce friction in a watch in every way possible.

Watches are made with from seven

to twenty-three jewels. A seven-jewel watch would be an inexpensive article and very little time would be taken in adjusting it. Railroad watches are manufactured with from 19 to 23 jewels—any more would be like sewing buttons on a coat. A large portion of the cost of a good watch has been spent in adjusting. This work is done by high priced men who have made a life study of their profession. It is their business to eliminate errors under varying conditions—for instance, there are temperature adjustments which eliminate variations in a maximum of 90 and a minimum of 40 degrees Fahrenheit. Then there are the position adjustments which eliminate errors responsible for variations when the watch is carried in different positions.

After all this technical work has been accomplished the watch must be regulated to the habits of the owner. One man may sit at a desk during his business hours, another must subject his watch to constant vibration as, for instance, the railroad engineer. And it will be found that a watch that gives excellent results for one man will vary when carried by another, and until it has been regulated to his habits. The balance wheel of your watch vibrates 18,000 times an hour, that is if it is keeping accurate time. If it should make 18,001 vibrations it would show a variation of over two minutes fast in thirty days. I am giving you these facts to impress you with the importance of giving that good friend of yours, your watch, every attention.

In addition to requiring men in railroad service to have their watches com-

pared semi-monthly by watch inspectors, it is necessary for them to sign what we call a comparison sheet, and the variation of employe's watch is shown on that record, and these records are mailed to the superintendent of the division at the close of each semi-monthly period for checking against his records and, by this means, superintendents are enabled to know whether or not employees have complied with the rules. Employees subject to time service rules are given a standard watch certificate twice a year if, on examination, watches are found in good condition. These certificates must be carried while on duty.

Watch Inspectors

Now as to our watch inspectors. They are established jewelers, and must be qualified mechanics of good standing in the community, and of such stability that they are able to carry on the business because we cannot have men who are here today and gone tomorrow. We have on the roads I serve 168 watch inspectors.

Now a natural question is—where do our men get their time? In other words, how do they check their watches before commencing their runs? The railroads provide at all division points, terminals, and turn-around points, clocks which are constructed to maintain a very close rate. Every day they are checked with the time as sent out over telegraph wires from a Government Observatory which on the Pacific Coast is the Naval Observatory, located at Mare Island. As the time is sounded over the wire. First Trick Operators in charge of standard

clocks must set them to correct time where they reflect a variation exceeding ten seconds. If less than ten seconds, this indicator is adjusted to show how many seconds fast or slow and if the clock is correct, it so indicates. By this means we have thrown around our clocks every possible care to make them safe instruments for the use of employees in comparing their watches.

In closing let me leave with you this thought. At the commencement of my talk I referred to life-time as being a period in which we are, as individuals most concerned. It seems to me that journey. At the commencement of the life-time might be likened to a railroad journey the end seems a long way off, but as the miles fly by the end of the trip comes rapidly nearer. And so it is with life—as the years roll by, the end seems to approach all too quickly, and though it is not my intention to preach you a sermon, I use this comparison to emphasize the necessity for making the best use of every minute and every second in doing so you will find, as in the case of the railroad journey, that time's meter, a good watch, will be an indispensable requisite. Finally, let me suggest that if you do not possess a watch, buy a good one. If you have a cheap watch throw it away and invest in a good one. If you have a good watch and have not given it the proper care and attention, may I hope that I have impressed you with the importance of doing so in the future. All good citizens can apply, with profit to themselves, the lesson of Time Service as a Safety Railroad Measure.



Impromptu lawn ball games are a diversion which afford amusement to many at the P. E. Camp.

Timely Topics for Trainmen

PROPER procedure of handling brake and control pipe ruptures on three-car trains using the M-15 brake equipment (500, 800 and 900-class cars,) is presented this month for Trainmen by J. E. Wagner, Train Service Instructor. Mr. Wagner points out that while such ruptures do not occur often, there has been several instances in recent weeks in which such ruptures caused delays of from thirty to forty minutes. Thorough knowledge and application of remedies herein explained will overcome such failures in short order.

Locating Rupture

If either pipe or hose is ruptured it will cause the brakes to apply in emergency. When this happens, place brake valve handle on lap position. After train stops note brake pipe gauge hand. If it has dropped to zero and the blow has stopped, the rupture is in the brake pipe; if not, the rupture is in the control pipe. If in the brake pipe, then place brake valve handle partly in release position, which will start a blow at the rupture which can be located by walking alongside of train.

Handling of Ruptures

If the rupture is in the brake pipe of leading car:

Close double cut-out cock on leading car and brake pipe angle cocks between the first and second car. Drain auxiliary reservoir on leading car; then operate from second car, having control of brakes on second and third car only, switch head car to rear of train as soon as possible.

If rupture is found in brake pipe hose between first and second car:

Close brake pipe angle cocks between first and second car. Open brake valve cut-out cock on head end of second car and place brake valve handle in release position to keep brakes released on last two cars. Operate from head car with control of brakes on head car only.

If traffic conditions permit, you could operate from second car, having control of brakes on last two cars, leaving brake valve in release position on head car. Switch head car to rear as soon as possible, thereby you will have defective hose at the end of train and it will not affect the use of the brakes on any car.

If the rupture is in the brake pipe of second car:

Close brake pipe angle cocks at each end and the double cut-out cock on second car, and drain auxiliary reservoir. Place brake valve handle in release position on last car, handling train from head car, having control of brakes on head car only. Switch rear car to front of train as soon as possible, which would give you control of brakes on the two head cars.

If the rupture is located in the brake pipe hose between second and third car:

Close brake pipe angle cock at rear end of second car and head end of

Cause of Much Revenue Loss to Company

'IT IS strange,' said a Conductor on a Beach Run recently, "how many one-way fares I collect for children returning from the beach. Guess there must be a lot of Conductors who do not ask the age of the children, but take it for granted if the boys don't wear long pants and the girls don't have short skirts, they are under five and ride free."

We need all the fares to make ends meet, as may be seen by the financial statement, and half-fares should not be overlooked.

third car; place brake valve handle in release position on third car. Handle train from head car having control of brakes on head two cars only. Switch rear car to front end as soon as possible, which gives control of brakes on all cars.

If the rupture is found in the brake pipe of last car:

Close brake pipe angle cock at front end of last car; close double cut-out cock on last car and drain auxiliary reservoir. Handle train from head car, having control of brakes on head two cars.

If the rupture is found in the control pipe of head car:

Close control pipe angle cocks between first and second car; also the main reservoir cut-out cock on head car. Remove brake valve handle from head car and close brake valve cut-out cock. Operate from second car. All brakes will operate, but you will not have the graduated release, high pressure in emergency, and the quick recharge on head car.

If the rupture is found in the control pipe hose between the first and second car:

Close control pipe angle cocks between the first and second car and proceed. All brakes will operate. If the pump should fail on the head car under such condition, it will be necessary to operate from the second car.

If the rupture is found in the control pipe on the second car:

Close control pipe angle cock at both ends of the second car; also main reservoir cut-out cock on second car. All brakes will operate, but you will not have the graduated release, high pressure in emergency, and the quick recharge on the second.

If the rupture is found in the control pipe hose between the second and third car:

Close control pipe angle cock at

rear end of second car and at front end of third car and proceed. All brakes operating O.K.

If the rupture is found in the control pipe of the third car:

Close control pipe angle cock at front end of the third car; also main reservoir cut-out cock on the third car. Operate from the head end of train. All brakes operating, but you will not have the graduated release, high pressure in emergency and quick recharge on the third car.

'YOU'LL have to stand on this car," cheerfully called the Conductor of a train to waiting passengers one day recently and they rushed back to the rear cars in the train. One who did not object to standing, boarded the car and found four vacant seats.

Here was a case where efficiency did not go hand-in-hand with attempted courtesy. Instead of doing a service to the passengers, he caused them an unnecessary, hurried walk to the other cars.

LAKE ARROWHEAD RAIL LINE SURVEY NOW BEING MADE

Whether or not it will be feasible or expedient to construct a rail line to Lake Arrowhead from San Bernardino will shortly be determined following the findings of a survey now being made by Engineering Department forces.

On Monday July 27th initial surveys were begun in the mountainous and heavily wooded section between the terminus of our Arrowhead line and the famous resort in the San Bernardino mountains. The party will make an intensive study of the topographical conditions to be encountered and it is estimated that some thirty days will be required to determine an advantageous route of permissible grade, if such is possible.

Mr. Pontius expressed the opinion that grades established must be such as to permit the use of standard or only slightly modified equipment in order to justify the expense of building the extension.

J. B. Van Nuys, President of the Lake Arrowhead Company states that his company is contemplating widespread improvements and building activities and if the rail line can be secured it is the intention to go further into all-year resort improvements, featuring winter sports during the heavy snow season. The railroad, if built, can be kept open during the season of heavy snow, while it is difficult, if not impossible to keep the highways open to traffic.

If the line is built it will be under a joint arrangement between the Lake Arrowhead Company and the Pacific Electric and operated by the railway.

The party making the survey is in charge of Fred W. Spencer, Engineer, assisted by Chas. V. Chambers and John Farmer, Asst. Engineers; Fred G. Hodge and Edwin S. Hartley, Chainman Engineers; Paul F. Wolfe, Levelman Engineer, and Donald L. Sear, Rodman.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The July meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms on July 1st. The following members were absent: F. L. McCulley, L. H. Tieman, A. W. Day, C. Hunt, J. E. Gerst, H. L. Legrand, H. E. Foskett, M. R. Tyler, W. H. Lowry, W. F. Watkins, F. L. Guenette, Earl McCall, W. A. McCammond, C. Thorburn, and S. A. Bishop.

Club Fund

Balance, 6-1-25\$ 303.32
Receipts 1095.00

Total\$1398.32
Disbursements 1186.35

Balance, 6-30-25\$ 211.97

Relief Fund

Balance, 6-1-25\$ 262.65
Receipts 476.05

Total\$738.70
Disbursements 687.68

Balance, 6-30-25\$ 51.02

Unfinished Business

In the absence of President Thorburn, the place was filled by F. L. Annable.

Again the subject of the ventilation of the shops at Torrance was brought up for discussion. Mr. Brownlee stated that improvements in his department had been made. Mr. Manley stated that a part of the work could not be done by Company men and the work is now being bid on by various concerns who do that kind of work. Mr. Sutherland stated that during the hot summer weather the conditions are now almost unbearable without the necessary ventilation. It is hoped that this may be attended to without more loss of time.

Mr. Vickrey brought up many features concerning Camp which is now in full operation. Many inquiries are being answered daily and it is hoped that more reservations will come in as the summer advances.

New Business

The Executive Committee were glad to have with them the following members of the Company who were asked by the manager to help the Committee discuss various facts helpful to Camp: Messrs. Priest, Fysh, White, Geibel, Porter, Alspaugh, Swartz, Brainard, Bradley, Anderson, Harris, and Dr. Weber.

Mr. Manley stated that he had been to pay a visit to Dispatcher Miller who has been in the hospital for some time. He said that Mr. Miller would greatly enjoy any visit from fellow employee and suggested that as many be made as possible. Mr. Delmar made a motion to send a special greeting from the Executive Committee to Mr. Miller. Mr. Vickrey was ap-

pointed to send a suitable gift to Mr. Miller with greetings from the Executive Committee.

The subject of the Annual Picnic was brought up and Mr. Vickrey stated that each member who is to act as Chairman of a Picnic Committee will receive instructions and should act accordingly. The Rod & Gun Club expect to have additional features which will make their part of the Picnic entertainment, if possible, more of a complete success than ever before.

P. E. CLUB BULLETIN

From August 10 to September 10, 1925

Monday, August 10:

P. E. Band rehearsal, 8:00 P.M.

Tuesday, August 11:

Masonic Club meeting 8:00 P.M.

Wednesday, August 12:

Rod & Gun Club meeting, 8:00 P.M.

Friday, August 14:

Northern Division Safety Committee, 2:00 P.M.

Monday, August 17:

P. E. Band rehearsal, 8:00 P.M.

Friday, August 21:

General Staff meeting, 10:30 A.M.

Vaudeville at the Club, 8:00 P.M.

Saturday, August 22:

Annual P. E. Employee's Picnic at Redondo Beach.

The Club will be closed all day during the picnic.

Monday, August 24:

P. E. Band rehearsal, 8:00 P.M.

Monday, August 31:

P. E. Band rehearsal, 8:00 P.M.

Wednesday, September 2:

Executive Committee meeting, 2:00 P. M.

Friday, September 4:

Southern Division Safety Committee meeting, 2:00 P.M.

Vaudeville at the Club, 8:00 P.M.

Monday, September 7:

P. E. Band rehearsal, 8:00 P.M.

Tuesday, September 8:

Western Division Safety Committee meeting, 8:00 P. M.

Wednesday, September 9:

Rod & Gun Club meeting, 8:00 P.M.

Special August Features

P. E. Employee's Annual Picnic at Redondo Beach. All employees who can be spared from their duties are cordially invited. Remember the date, August 22nd, 1925.

The month of August will be the most popular month in the P. E. Camp. Let's go!

EMPLOYEES PILGRIMAGE TO CATALINA ISLAND

Another successful and highly enjoyable outing of Pacific Electric employees was recorded last month when some 750 journeyed to Catalina Island and there spent Saturday and Sunday, July 18th and 19th.

Accommodations were secured en

masse at the Island Villa, special rate being given, and rate order courtesy also extended by the Wilmington Transportation Company. Chas. P. Hill, Chief Clerk of the Accounting Department, sponsored the event and arranged the many details looking to the comfort and pleasure of the large party.

Dancing, bathing, boating and a ball game were the outstanding amusements. The P. E. Club team took into camp the Accounting Department team to the tune of 10 to 1.

P. E. MASONIC CLUB NOTES

Members of the Pacific Electric Masonic Club and Degree Team assisted in conferring the Master's Degree upon fellow employees at Santa Monica, Glendale and Long Beach during July, 1925.

The third annual dance and entertainment was held at the Pacific Electric Club on the evening of July 14, and was attended by a large number of the members and their families.

On account of the vacation period there will be no meeting during August.

Next regular meeting, September 8, and will be featured as "Store Department" night.

ELECTION OF COMMITTEEMEN OF CLUB ON AUG. 26

The annual election of Committeemen from each department to the Pacific Electric Club will be held Wednesday, August 26, 1925, at the Club Rooms.

Each Club member will receive a ballot addressed to him, containing complete instructions, and a ballot which should be carefully filled out after the member has decided whom in his department he wishes to vote for. The ballot should be carefully signed and sealed in the enclosed envelope marked "Election Ballot, P. E. Club," and dropped into the Company mail.

A Committee of Judges of the Election will be appointed by the Manager, Mr. Vickrey, who will open, count and decide who are the newly elected Committeemen for the year of 1925-26. All Committeemen will be notified of their election by letter, enabling them to be present at the first meeting of the new year on September 2 at 2 P. M.

Unruly Syllables

"Say, Bill, I was held up by the cattie trop today."

"The what?"

"The trappic coff—cattie trop, tropic cattie—the, oh, hang it, you know what I mean!"

A Limited Interest

Harry—"When you found you hadn't carfare, did the conductor make you get off and walk?"

Walter—"Only get off. He didn't seem to care whether I walked or sat down."

DEPARTMENTAL NOTES

ACCOUNTING DEPT. NOTES

By George Perry

Mary Earley, of the Conductors Accounts Bureau, has had new cards made bearing the name "Mrs. Arthur Neumer," having been married to Mr. Neumer recently. On leaving the service her friends of years presented her with some initialed silver.

David Kelfer, General Accounts Bureau, has resigned from the service to return to his home and relatives in New York City. As a token of friendship his fellow-workers presented him with a gold pencil. His duties are now being performed by Clark Mathews.

P. E. McAsey, Road & Equipment Bureau, after having been confined to his home through illness, is back with us again.

Miss Pauline Simons of the Stenographic Bureau left the office one Saturday in July only to return the next Saturday as Mrs. Harry Silverstein. Her honeymoon was spent at various points of Southern California. Her co-workers presented her with a picture "Daybreak." We wish her all the happiness that marriage holds.

The annual outing to Santa Catalina Island was a "knockout" so to speak. Everyone enjoyed the trip to its utmost. Although the reservations were limited, a goodly number were present. Dancing and merry making continued until late Saturday night, and on Sunday the ball teams put on a lively contest. Monday sunburned necks and arms seemed to have gained great popularity among the Accounting Dept. employees.

E. C. Ater, General Accounts Bureau, being confined to his home for a short time through illness has returned to resume his duties.

Virginia Wilson of the Stenographic Bureau has left the service to take a belated "honeymoon" trip to Salt Lake where she and her husband expect to make their home. Farewell and "Bon Voyage."

The vacationees are still going strong as the list indicates:

- Hazel Hammell—Lake Arrowhead.
- Edna Bare—Yellowstone.
- Ruby Sodowsky—Yellowstone.
- Doris Taylor—Home.
- Florence Halderman—Big Creek, Calif.
- Miss Simeon—New Orleans.
- Miss Potter—Lake Tahoe.
- Mae Allen—Home.
- Edna Abell—Home.
- Ellen Sparks—Grand Canyon.
- Elsie Comontofski—Long Beach & Sacramento.
- Helen Bettis—P. E. Camp.
- John Cattle—Denver, Colo.
- Milford Loucke—San Fernando.
- Bill Hamilton—Lone Pine, Calif.

- C. W. Knight—P. E. Camp.
- Robert Peterman—San Francisco.
- R. G. Jones—Home.
- J. J. Wood—San Francisco.
- Eddie Uecker—Sacramento.
- R. F. Johnson—Catalina.
- Stevens "Brodie" Werbtz—Catalina.

NORTHERN DIV. NOTES

By P. H. Riordan

Work being done on the new quarters for Trainmen of this division is looked forward to with pleasant anticipation. It is expected that the improvement will be completed within a few weeks.

Conductor G. Foster, having just returned from a trip East, where he visited with his son and other relatives, brings back the usual cry of visitors to other lands—"good to be back in California."

Motorman F. B. Perkins and Conductor D. Durkee are spending their vacations at points in eastern states.

Conductor L. Kibort is enjoying his vacation in Europe. His correspondence beams with the thrills and scenic wonders he has experienced, but, he

too says there is no place like California.

Conductor C. F. Aleshire passed cigars recently, the event being the arrival of a daughter in his household.

Our profound sympathy is extended to Track Foreman Lughier, in the death of his son recently; and to the family of Henry DeBerry, Barn Foreman, in their recent bereavement.

Roy Peterson, Clerk, is enjoying his vacation in the northern part of the State; Asst. Trainmaster W. T. Orr also is thereabouts.

MECHANICAL DEPT. NOTES

By Willis M. Brooks

George Gilks, foreman of the Winding Room, came up to his desk to meet us, puffing like a steam engine. "Bet it's hot in L. A.," he said. "Eh! What? News? No, nothing has happened here. Every one is on the job and trying to keep his end up."

So much for the Winding Room. We ran into Eddy Albachten, however, who just returned from two weeks at the Camp. Eddy reported a mighty enjoyable time at the Camp, which more than filled his expectations.

Jack McEwing of the Blacksmith Shop claims he spent his vacation on the beach at Redondo, lookin' 'em over. He didn't have any news, either, just returned to the job.

The new rotating ventilators in the roof of the Blacksmith Shop are completed and giving good satisfaction in clearing the lower air of gases.

Fred Miner, Assistant Foreman of the Machine Shop, starts Monday on a vacation trip to Denver, Colo.

Walter Bruno takes his wife and family to some near-by beach in the "Lizzie" each week-end.

Roy Sherman and wife are going to Denver on their vacation to visit the "old folks."

Floyd Shultz spent his vacation in the State Redwood Park, 33 miles out of Santa Cruz.

Jim Tarbit is again on the job after a trip to San Francisco.

R. S. Fullenwider is reported as having spent a quiet two weeks at home resting.

Eddy Stevens and family have moved to Long Beach to make their home in that city.

George Carrol is again at work after a vacation spent at Hermosa Beach.

Clarence Burnett plans to spend this week-end at his brother's chicken ranch in San Jacinto.

The news of the sudden death of Henry DeBerry came as a decided

Motor Coach Investment More Than \$1,200,000

A RECENT compilation of motor coach equipment owned and operated by the Company revealed the following information:

A total of 115 motor coaches are engaged in the various local and interurban service operated throughout Southern California. Seventy-seven are of 25-passenger capacity, 27 16-passenger and 11 of varying capacity up to 32 passengers. The total route mileage operated is approximately 195.

The Los Angeles Motorbus Company, of which this Company is joint owner with the L. A. Railway, operates a total of 76 coaches, 52 being 25-passenger single-deckers, and 24 double-deckers of 55-passenger capacity. The total route mileage operated is 30.1.

The combined total of motor coaches owned by the Pacific Electric aggregates 153, which, together with operating facilities, represent an investment of slightly more than \$1,200,000.

Several months ago our Company was shown, according to statistics compiled by a national railway magazine, to be the largest operator of motor coaches of any railway in the United States.

shock to his many friends in the family. Mr. DeBerry died July 19, 1925, at his home in Pasadena. He entered the service February 6, 1913, as a car repairer and advanced to the position of Day Foreman. Death was caused apparently by a clot of blood on the brain.

Emery L. Harris has been transferred from Macy St. to Pasadena as Day Foreman.

Truman J. Clifford will fill the position at Macy Car House formerly held by E. L. Harris, with B. M. Geissinger as Assistant.

David Metcalf of the Torrance Winding Room has a new Ford coupe and is fully equipped to fill evening engagements.

WESTERN DIVISION NOTES By E. C. Brown

Trainmen of the Ocean Park Division extend to members of the Pacific Electric family an invitation to visit them and hear the new radio which has recently been installed in their quarters.

Motormen E. Weikel, M. W. Hansen and Conductor J. E. Berube have returned to work after a lengthy confinement at the Company's hospital, all undergoing operations performed by Doctors Weber, Kidder and Scholtz, whom they praised highly.

Trainmen of the Hill Street Station extend their sincere sympathy to Motorman E. Coleman in the death of his sister.

Conductor McPheely is back on the job after spending his vacation in San Francisco.

More Western Division Champions. Conductors M. M. Woods and C. C.

Wilcox extend a challenge to any two employees for the Domino Championship held by them at this terminal.

Conductor E. E. Wilcox, having made a trip to San Francisco in his car, says that hereafter the S. P. trains will be his mode of travel.

L. A. FREIGHT HOUSE NOTES By Daniel Sanchez

As this month's notes are written we find many missing from the ranks on account of summer vacation season. The following list of those who took of vacation joys during the past month and the choice they made of spending their allotted time:

- John Limmer—Okhaloma.
- William Odell—San Diego.
- Juan Martinez—Home.
- Walter M. King—Home.
- Abraham Verham—Home.
- Charles Holt—Home.
- Alex Dalgety—Home.
- Cyril McCance—Beaches.
- Jacob La Foya—Unknown.
- Raymon Anderson—Catalina Island.
- Simon Henstra—Home.
- Ralph Malone—Kansas City.
- Reuber Hackbarth—San Francisco.
- W. T. Lichty—Home.
- Ira Rose—Oregon.
- Geo. W. Orr—Home.

Once before through the columns of the Magazine we announced to the wide world that we had a championship Freight House horseshoe team, but are still craving action. We would rather win our laurels in actual combat and for that reason again issue a challenge to whomever may wish to contest us. Our team is made up of the following employees: Isidro Tellechea, Earl Lowe, Albert Weilmuenter and Daniel Sanchez.

Reward for faithful and well-rendered service again was acknowledged last month with several promotions

of employees at the Freight House. Among those whom we are pleased to announce as having won due recognition are the following:

Clair Alexander was promoted to Night Chief Clerk, and Victor Lynn, formerly Filing Clerk, will hold forth as Expense Clerk. James Coyle, a new employee of our force is filling vacancy of File Clerk, created by the promotion of Mr. Lynn.

We regret, account of losing him, and are glad on account of his having bettered himself, to announce the resignation last month of Irving Lipschultz, formerly employed in the Cashier's Cage. He leaves to take a more responsible position with a relative in mercantile business.

SOUTHERN DIV. NOTES By F. J. Oriva

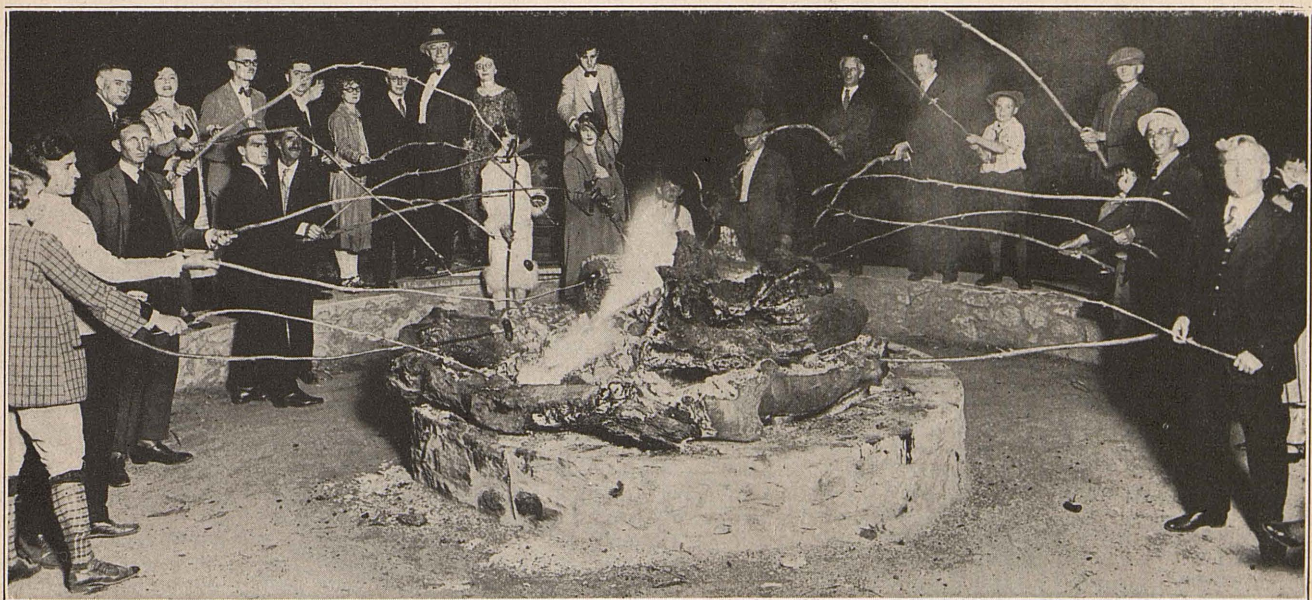
We are glad to report that Motorman H. J. Grier of Watts Line is rapidly recovering from injuries received in a collision last month.

Another well-known and esteemed employee has left the ranks to enter another line of work. Dispatcher S. C. Perry, recently resigned to take up work as salesman in his home city for a Glendale automobile agency. We all wish him success.

Conductor F. T. Blakeley of San Pedro Line is now working Run 72 of the same line. The change was prompted by a desire to work with Motorman Suatt, with whom he paired for several years.

Conductor W. B. Nesbit, formerly of Whittier Line, and A. W. Ross of San Pedro Line, are now running out of Long Beach on Run 83.

Motorman T. Clifford of San Pedro is now working Watts local run No. 202. New equipment on Watts line is well liked by Mr. Clifford and other Trainmen on that line.



Weinie bakes over a huge outdoor fire are a frequent and pleasant diversion at P. E. Camp.



A Soft Word

Jones, entering the street car, stepped on a young lady's toe. "Clumsy wretch!" she exclaimed, with an annihilating look.

"I beg your pardon," said Jones; "if you'd had feet big enough to be seen they wouldn't be stepped on." Then the young lady smiled benignly and moved along for him to sit down.

Right Behind Them

"I heard your son was an undertaker. I thought you said he was a physician."

"Not at all, I just said he followed the medical profession."

Passing Sighs

The pastor who was fond of figures of speech was making a funeral oration. He began his address, "Friends, we have here only the shell of the man, the nut is gone."—The Churchman.

"My dear young lady," said the minister in grieved tones, as he listened to an extremely modern girl tear off some of the very latest jazz on the piano "have you ever heard the Ten Commandments?"

Flapper: "Whistle a few bars. I think I can follow you."

Abie—Father, there is a customer in the store who wants to know if this all-wool, unshrinkable shirt will shrink?

Father—Does it fit him?

Abie—No, it is too large.

Father—Well, then they will shrink.

"Some of the things said over the wires," declared a telephone operator to a lineman making repairs, "are not fit for me to hear."

"Aw," declared the lineman, "you can't expect to work around electricity and not get shocked."

An American citizen can do as he darn pleases except for his conscience, his wife, his landlord and the neighbors.

Isaac was dying, there was no doubt about it. He had been unconscious for hours. His family had anxiously gathered about his bedside. Suddenly his eyes opened. His wife leaned over him and said tenderly, "Ikey, do you know me?"

"Ach, what foolishments; sure I know you, you're Rebecca, mine wife."

"And these peoples, do you know them?"

"Ya, Jake, my son; Isidor, my nephew; Rosie, my daughter; Simon, my son, and my brother David, and Joseph—Ach Gott, who's tending store?"

How He Stood

"I hope you are following my instructions carefully, Sandy—the pills three times a day and a drop of whiskey at bedtime."

"Well, sir, I may be a wee bit behind wi' the pills, but I'm about six weeks in front wi' the whuskey."

Some Bill

A Chinese taxi driver rendered the following bill, which at least is as reasonable as any taxi fare I ever paid:

Bill for taxi ride:

Ten goes.

Ten comes.

At 50 cents a went.

Five dollars.

She reached below her dimpled knee into her rolled-down stocking, and there she found a roll of bills, Ah, me! 'twas sweetly shocking!

"Why don't you keep it in the bank?"

Inquire a nosy prier.

"The principal is the same," she said, "But the interest here is higher."

An average man is the fellow who thinks he can put on wall paper as well as anyone else.

Doesn't it feel grand to glare at the cop on the corner when it's a quart of vinegar you're carrying.

Prosperity begets friends, adversity proves them.

Spelling Made Easy

Tommy's Sister—"Tommy, what is a synonym?"

Tommy—"A synonym is a word you use when you can't spell the other one."

Then the Fight Started

"I just got back from the beauty parlor," said a New York wife.

"What' smatter?" asked the husband, "couldn't you get waited on?"

One day, as I chanced to pass, A beaver was daming a river. And a man who had run out of gas Was doing the same to his flivver.

"Half of the road is yours." Yeh, try and get it!

Father (addressing son at the dinner table)—"I see you are at the foot of the spelling class again."

Son—"Yes, sir."

Father—"How comes this time?"

Son—"I put too many Z's in scissors."

Lonesome

"Mother, do liars ever go to heaven?"

"Why, no, dear," replied the mother in some surprise, "certainly not."

There was quite a pause.

Finally the boy said quietly:

"Well, it must be mighty lonesome up there with only God and George Washington."—Exchange.

Thirst for Knowledge

Lecturer (speaking at girls' college on evils of smoking)—"Now are there any questions on the subject you girls would like to ask?"

Voice from back of room—"Yes; how do you blow rings through your nose?"—West Point Pointer.

Wife: "I am asking you for the last time—will you give me money to buy a new gown?"

Hubby: "My dear, I'm delighted to hear you're asking for the last time. Now there's no risk of quarreling about it."

She: That last note was D flat.

He: That's what I thought but I did not like to say so.

What a difference a comma does make!

Woman is pretty, generally speaking.

Woman is pretty generally speaking.

Must Have Liked It

Knick—"What's the idea of calling Mable a silent Belle?"

Knack—"Well, I kissed her the other night and she never tolled."

Did They?

Minister (concluding sermon on Demon Rum): "And if I had my way, I'd throw all the liquor and whiskey in this town into the river! We will now sing the concluding hymn."

Choirmaster: "The congregation will please rise and sing No. 79—"Shall We Gather at the River."

Giddap

She: "How do I look?"

He: "Sweet enough to kiss."

She: "Aw—go on."—New York Central Magazine.

She: "If I had known what a fool you were I would never have married you."

He: "You might have guessed it, my dear, when I proposed to you."

Protection Without Obstruction

An old New York farmer attended a big picnic at Binghamton and stayed over to watch the dancing at night. He hadn't been out in the world much, and he was deeply impressed with the girl's clothes at that dance.

"Some of the ladies' clothes I see here," he said, "plumb puts me in mind of a barb-wire fence."

Somebody asked him why.

"Well," said he, "it's this way—they appear to protect the property without obstructin' the view."—Jacksonville Trollicar Topics.

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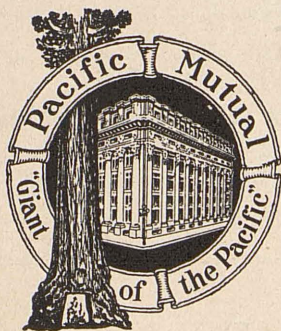
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CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES

As Made to the Comptroller of the Currency
at Close of Business
December 31st, 1924

ASSETS

Loans and Discounts	\$32,699,002.79	
United States Bonds to Secure Circulation	1,500,000.00	
United States Bonds and Treasury Notes	3,488,849.25	
Other Bonds, Stocks and Securities	1,252,421.18	
Bank Premises	482,319.11	
Customers' Liability on Letters of Credit	310,684.37	
Customers' Liability on Account of Acceptances.....	82,925.32	
Redemption Fund with U. S. Treasurer.....	75,000.00	
Interest Earned, uncollected	99,369.94	
Cash on Hand	\$2,519,010.89	
Due from Federal Reserve Bank of S. F.	3,115,057.04	
Due from Banks	6,743,204.91	12,377,272.84

\$52,367,844.80

LIABILITIES

Capital Stock Paid In	\$2,000,000.00	
Surplus	1,500,000.00	
Undivided profits	680,075.23	\$4,180,075.23
Reserved for Taxes	36,260.09	
Reserved for Interest	19,068.63	
Unearned Discount	62,282.87	
Securities Borrowed	1,000,000.00	
Letters of Credit	322,293.77	
Acceptances Based on Imports	82,925.32	
National Bank Notes Outstanding	1,500,000.00	
DEPOSITS	45,164,938.89	45,164,938.89

\$52,367,844.80

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: Wm. Lacy, H. F. Stewart, H. W. Keller.

WE PAY INTEREST ON TIME DEPOSITS

This Bank is Authorized, and fully Equipped, to do, and is doing, 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.

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OF LOS ANGELES

Corner of Fourth and Main Streets

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Editor.

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