



# THE PACIFIC ELECTRIC MAGAZINE



Vol. 10

LOS ANGELES, CAL., DECEMBER 10, 1925

No. 7



Our Chief at "Front End" of First Outbound Subway Passenger Train.





## Yuletide Greetings

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**A** MONTH ago we all returned thanks for the many blessings that had come to us during the past year, which, although not as prosperous as either our Company or ourselves would have wished for, yet we had much to be grateful for. Our country was at peace with all Nations, our land, as a whole, reasonably prosperous, and our own immediate country in far better condition in every way than other sections.

We were grateful for the harmony and understanding that pervades our ranks as employees of this great system and for many of the bounties of life bestowed upon us, and for the health and pleasure of living that most of us enjoy.

The Yuletide season is upon us, symbolizing the greatest gift yet made to mankind and because of that symbol we annually, in commemoration thereof, bestow gifts and good wishes upon our relatives, friends and associates, and extend to them the wishes of a more happy and prosperous New Year than they have just passed through.

In harmony with this custom, the Magazine, as the representative organ of this Company, extends to all employees and friends a most sincere wish that the two succeeding holidays, Christmas and New Year, may be the most joyous of their lives and that the coming year may shower upon each of you the greatest blessings of earth.



# Hearty Approval of Patrons Usher in Subway

## Throngs Attend Opening Exercises When Mile Long Subway and Terminal are Officially Dedicated to Public

**T**HE Band played; speakers spoke; banqueters dined; Kleig lights beamed; cameras clicked and gingersale gingerly splashed against Car No. 741. Indeed, so much happened in commemorating the official opening of our new subway and terminal station on Monday, November 30th, that it is no small task to record all that went to mark this epochal day in our Company's history.

The memorable event will live long in the mind of those fortunate enough to participate in and witness all that took place. Those who attended the banquet will not soon forget the spectacle of 1145 persons, largely composed of prominent local business men gathered at the Biltmore ballroom to do damage to our Company and Chief for their having brought into being this great project. Sponsored by the Los Angeles Chamber of Commerce, it was said to be the largest banquet, in point of attendance, ever held in this city. And 1500 persons who applied for admittance were denied it on account of inability to seat or serve them.

### Speakers Laud Highly

The speakers for the occasion were R. W. Pridham, President of the Chamber of Commerce; Sylvester Weaver; former President; H. W. Brundige, President of the State Railroad Commission; James E. Shelton, Vice President of the Security Trust & Savings Bank and Boyle Workman, President of the City Council, representing Mayor Cryer. All were most laudatory in their praise of our Company for its work in so capably and promptly accomplishing the mammoth task it had completed. That the speakers remarks were the sentiments of the audience was reflected by the wave of applause that greeted each glowing compliment paid. Mr. Pontius accepted the proffered praise gracefully and responded with a short and appropriate address.

Decidedly, the most enthusiastic guests attending the banquet was the large delegation that chartered a train of five cars from Glendale and Burbank. Visualizing the marked advantages to their respective communities

they gave expression of their pleasure by singing songs and reciting verses and slogans specially prepared for the occasion.

After luncheon at the Biltmore, the P. E. Club band escorted the large party to the terminal building. At the procession's head was Messrs. Pontius, Weaver, Pridham and Shelton. As the marchers made their way down the landing ramp to the basement a bouqueted silken ribbon was severed

offered an opportunity seldom possible. Much had they read and pictured in their minds the general layout of our concreted cavern; now had come to them the first opportunity of seeing it first-hand. The expanse of it seemed to be the thing they most wondered at. The fact that all the tracks, landings, pierce ramps, etc. of the building proper had been encased in a space with 141 feet frontage was the outstanding remark heard among those present.

And isn't it something that would cause speculation? The only thing we recall to compare with it as a space conserver is a Pullman Chef's headquarters.

### Past and Present

What might well be called a historical tableau was there to show the visitor that the march of time had not seen this railway backward in adopting the developments of the industry. A mule, soon due at the soap factory, was hitched to a contraption once called a street car. Came next an early-day electric car, a vintage of 1890, but still much in demand by our motion picture studios in depicting times that were. The suburban car of 1902 was close by and it could not have failed to remind some of our veteran travelers that truly present day commuting had advanced with the procession of time. In bold and direct contrast to these aged relics stood nearby our modern equipment, the recent 600-class locals and all-steel interurbans; also a powerful 1600 electric locomotive. During the tour of inspection the Club band, stationed on a gaily garbed flat car, was lending its mightiest efforts to furnishing musical strains in harmony with the spirit of the day.

After the visitors finished their inspection of the terminal proper all gathered to witness the time-honored ceremony of breaking a bottle on the first train to depart after official opening to the public. Mrs. F. E. Billhardt, wife of the General Agent, Passenger Traffic Department, had the honor of wielding the good luck omen. The desired result was effected the first time—meaning, the breaking of the

## Some Highlights Concerning New Tunnel And Terminal Building

**T**HIS project, jointly accomplished by Pacific Electric Railway and the Subway Terminal Corporation, represents the largest relief yet offered for traffic congestion; brings outlying communities three miles nearer the central business district in the essence of time; stabilizes property values for a radius of many blocks and provides a business and professional office center not excelled in the city. In its plan and construction it is designed to fit in with any future system that may be built.

Regular passenger service established through the tunnel and terminal, December 1st, 1925.

Length of trackage from Hill Street to First and Glendale Blvd., 5,000 feet. Length of tunnel proper 4325 feet.

Pacific Electric expenditures on tunnel and subway terminal part of building, \$4,000,000.

Tunnel and terminal will effect the removal of 778 cars daily from Hill Street and 301 from Sixth Street.

135,000 cubic yards of earth excavated from tunnel proper.

122,000 cubic yards of earth excavated from terminal station proper, which is the largest excavation for any building in the City's history.

Double track through tunnel, with five loading tracks capable of handling 30 cars in terminal.

Building proper has 141 feet frontage on Hill Street with a depth of 330 feet; is a limit height structure having 600 offices and a garage, with entrance on Olive Street, for exclusive use of those occupying offices in the building.

A total of 6,000 tons of steel used in construction of the entire building and terminal, of which 2,400 tons are below the street surface.

Tunnel is 28 feet wide and 21¼ feet high; is concrete lined throughout and steel reinforced.

Trains through tunnel controlled by automatic block signals and arranged to provide a 25 second frequency of service.

Trains operated from subway terminal serve the Hollywood, Glendale, Burbank and San Fernando Valley districts.

Saving of travel time per trip, 10 minutes, but during peak hours when streets are heavily congested, saving of travel time will be in excess of 15 minutes per trip.

by our Chief, symbolic of this Company's official opening of the great project's doors to the traveling public.

To one prone to a study of human nature, the awed, bewildered and strained, expressions of the visitor as they filed into the underground cavern

wife of the General Agent, Passenger Traffic Department, had the honor of wielding the good luck omen. The desired result was effected the first time—meaning, the breaking of the

(Continued on Page 15)



# VIEWING OF INITIAL OPERATION OF SUBWAY



(1) Oldest Trainmen in service on Glendale line, on whom was conferred the distinction of having operated into the subway the first passenger train carrying passengers. Left to right: Motorman C. Gaskin; Conductors L. H. Johnson, R. R. Stubbs, B. C. Chase, I. T. Aney and M. Abrew. (2) M. P. Grotholdt, Executive Department veteran, directed the movements of "old dobbin" while news reel cameras recorded the early days of transportation in Southern California. The three center pictures show Mr. Pontius being bedecked with a floral wreath; his breaking of silken barrier symbolic of officially dedicating project to public, and just before the time-honored custom of casting the bottle as the good luck omen. (6) The first train through subway carrying passengers. In the foreground are seen: Sylvester Weaver; D. W. Pontius; R. W. Pridham; Joseph Scott and James E. Sheldon. (7) Glendale and Burbank visitors who recited verses and sang catchy booster songs.



# An Engineer's Story of Subway and Terminal

Construction Features Employed in Great Project are Told From Viewpoint of Technician. No Serious Accidents

By L. B. DENTON, Assistant Chief Engineer

THE subject of subways and elevated tracks as a means of rapid transit in the City of Los Angeles is by no means a new one in the minds of the officials of the Pacific Electric Railway, as the purchase of right of way some ten years ago for subways to serve the West Coast Beaches, and also the northwest territory of the City of Los Angeles bears out. Alignment maps and profiles have been prepared on these projects for a number of years. Street improvements, drainage plans and other causes, due to the expansion of the city, have necessitated some changes in these plans. However, there was only slight variation from the original projected line and the completed subway, which will now serve the Hollywood-Glendale-San Fernando Valley district.

## Route of Tunnel

The Hollywood-Glendale-Burbank-San Fernando Valley project extends from the westerly line of Hill street, in a northwesterly direction approximately parallel with Fourth street, under and across Olive, Grand, Hope, Flower and Figueroa streets, thence on a five-degree curve about 900 feet in length to the north, under and across Fremont and Beaudry Avenues and the intersection of Fourth and Boylston streets, thence on a tangent in a northerly direction under and across Crown Hill avenue, Third, Sapphire, Bixel and Emerald streets, and to the intersection of First street and Glendale Boulevard. From the westerly portal of the tunnel to First street and Glendale Boulevard, a distance of about 500 feet, is open cut construction.

The tunnel is a concrete lined, semi-circular arch section with two main tracks and overhead trolley wire for the operation of electric cars and trains. The station facilities at Hill street are provided in the basement and ground floor of a limit height office building of heavy steel and concrete construction.

The line of the new subway runs through a well built-up section of the City of Los Angeles and in order to make accurate alignment survey a traverse of all city blocks lying within the limits of the project was made, locating the crossings of various streets,

alleys, etc., using street and alley center lines procured from the city records.

The point of intersection of the long curve, which is in approximately the center of the tunnel, was set by computations and triangulations, and in making a final survey, spring balance gauges were used on 100-foot steel tape and allowances made for temperature. Staging was built on three apartment houses and one tower was constructed about 30 feet in height in order to check each tangent on its true line.

## Tunnel Grades

From Hill street to a point 65 feet west of Olive street, where the station tracks converge into the two main line tracks, the grade is level. From a point 65 feet west of Olive street to Flower street the grade is plus five-tenths per cent and from Flower street to First and Glendale Boulevard, a plus two and one-tenth per cent.

Bids were requested on two tunnel sections: An elliptical section and a

semi-circular arch section. The elliptical section would provide less head room, and although the first type of construction would probably cost less, third rail construction would be necessary and the changing of all present equipment to provide for third rail operation. When carrying charges on the investments were given consideration it was found that the additional expense was not warranted and the semi-circular section was decided upon.

On February the 18th, 1924, final plans and specifications were placed in the hands of prospective contractors with the request that all bids be in the office of the Chief Engineer not later than March 11th, 1924. These plans provided for a terminal at grade on the property of the Pacific Electric on the west side of Hill street near Fourth. The plans for the terminal were later changed, providing a station terminal with grade of tracks some thirty feet below the surface of Hill street. These facts are mentioned merely as steps in the history of the tunnel construction.

Upon opening the bids submitted by six engineering contracting firms, it was interesting to note that several of the bids were within \$100,000.00 of the total involved. This was considered quite remarkable on bids for a project involving about a million and one-quarter dollars.

The contract was awarded to Twohy Brothers of Portland, Oregon, who have a national reputation in the construction of heavy railroad work, and ground was broken at 10 a.m., Saturday, May 3rd, in the vicinity of First street and Glendale Boulevard. There were no official ceremonies, but the Pacific Electric Railway was represented by D. W. Pontius, Vice President and General Manager, and a number of the members of his official staff, including E. C. Johnson, Chief Engineer, under whose direct supervision the subway was constructed; Judge John Twohy, representing the contractors; the secretaries of the Chambers of Commerce from Los Angeles and Hollywood, and a few civic representatives from Glendale, Van Nuys, San Fernando and Burbank.

Mr. Johnson was assisted in the supervision of

## Chronological Story Of Project Shows Great Progress Made

SHOWING an elapse of only 18 months and 27 days from the date of ground-breaking to operation of first scheduled passenger train, the following is a chronological table of important events in connection with tunnel and terminal construction:

Feb. 11, 1924	Plans completed for construction of tunnel and terminal.
Feb. 18, 1924	Bids asked.
Mar. 18, 1924	Bids submitted by prospective contractors.
Apr. 16, 1924	Tunnel contract awarded.
May 3, 1924	First ground broken. (Open cut section, west end.)
June 13, 1924	First tunnel drift started.
Jan. 2, 1925	Work on Toluca substation begun.
Mar. 1, 1925	Completion of first drift.
Apr. 16, 1925	Tunnel bore completed.
May 13, 1925	Excavation for terminal building begun.
June 23, 1925	Wiring of tunnel begun. (Includes overhead, transmission, telephone, signal, etc.)
July 4, 1925	Toluca substation in service.
July 7, 1925	Structural steel erection begun.
Aug. 23, 1925	Building excavation completed.
Aug. 23, 1925	Foundations for building started.
Aug. 31, 1925	Track laying in tunnel begun.
Sept. 10, 1925	Operation of first work train through tunnel into terminal station.
Oct. 15, 1925	Laying of track finished.
Oct. 24, 1925	Structural steel erection finished.
Nov. 24, 1925	Wiring of tunnel completed.
Nov. 30, 1925	Official ceremonies and inspection by public.
Dec. 1, 1925	Operation of first scheduled passenger train.



the tunnel and terminal by M. C. Halsey, Structural Engineer, and a special corps of engineers and inspectors to watch the details of construction and give alignment and grades as required.

Material from the first 500 feet of open cut west of the western portal was removed with the use of steam shovels and motor trucks, the steam shovels loading directly into the trucks and haul accomplished over city streets and material disposed of at the nearest available dump.

#### No Superstitions

W. R. Fontaine, Consulting Engineer, assumed full charge of the work for the contractor, and under his able direction phenomenal progress was made in the construction. It can be seen that Mr. Fontaine had no superstitions nor fears as to his ability, when it is known that the first tunnel drift was commenced at the west portal on Friday, June 13th.

The tunnel was excavated by the drift method of tunnel excavation, and by this method about 60 per cent of the material excavated was loaded directly into dump cars without additional handling.

In order to facilitate the handling of materials a standard gauge spur track was constructed at the west portal along the northerly side of the open cut, leading from one of the Pacific Electric Railway tracks on Second street, and with the construction of a trestle and bunkers, sufficient storage space was made for sand and gravel for use in the tunnel lining. This eliminated the necessity for holding cars and assured contractor of an adequate supply of material at all times. Cement house and small repair shop for emergency repairs were also constructed at that point.

#### Miniature Railway

Bunkers were also constructed on the southerly side of the open cut,

with narrow gauge track running from these bunkers to the tunnel drifts. Dirt was removed from the drifts with the use of small gasoline locomotives and specially constructed steel dump cars. These cars were of one yard capacity and specially designed by the contractor for rapid dumping, and were built by a Los Angeles firm. Loaded cars were hauled from the tunnel to the bunkers, which were constructed at sufficient height to permit motor trucks to load underneath and dirt was hauled by motor trucks to available dumps.

In addition to starting the bore at the west portal, the contractor also made an open cut between Figueroa and Flower streets, a distance of about 300 feet, and from this open cut worked drifts in each direction in practically the same manner as at the western portal. In this way the work was greatly expedited, as shifts could be worked continuously at each heading.

As the bottom of this open cut excavation was some forty or fifty feet below the surface of Figueroa and Flower streets, it was necessary to provide some means of lifting the excavated material from the floor of the subway to the surface, and a hoist was constructed for this purpose. The same type of small gasoline locomotive and dump cars were used as mentioned before and material was hauled from the

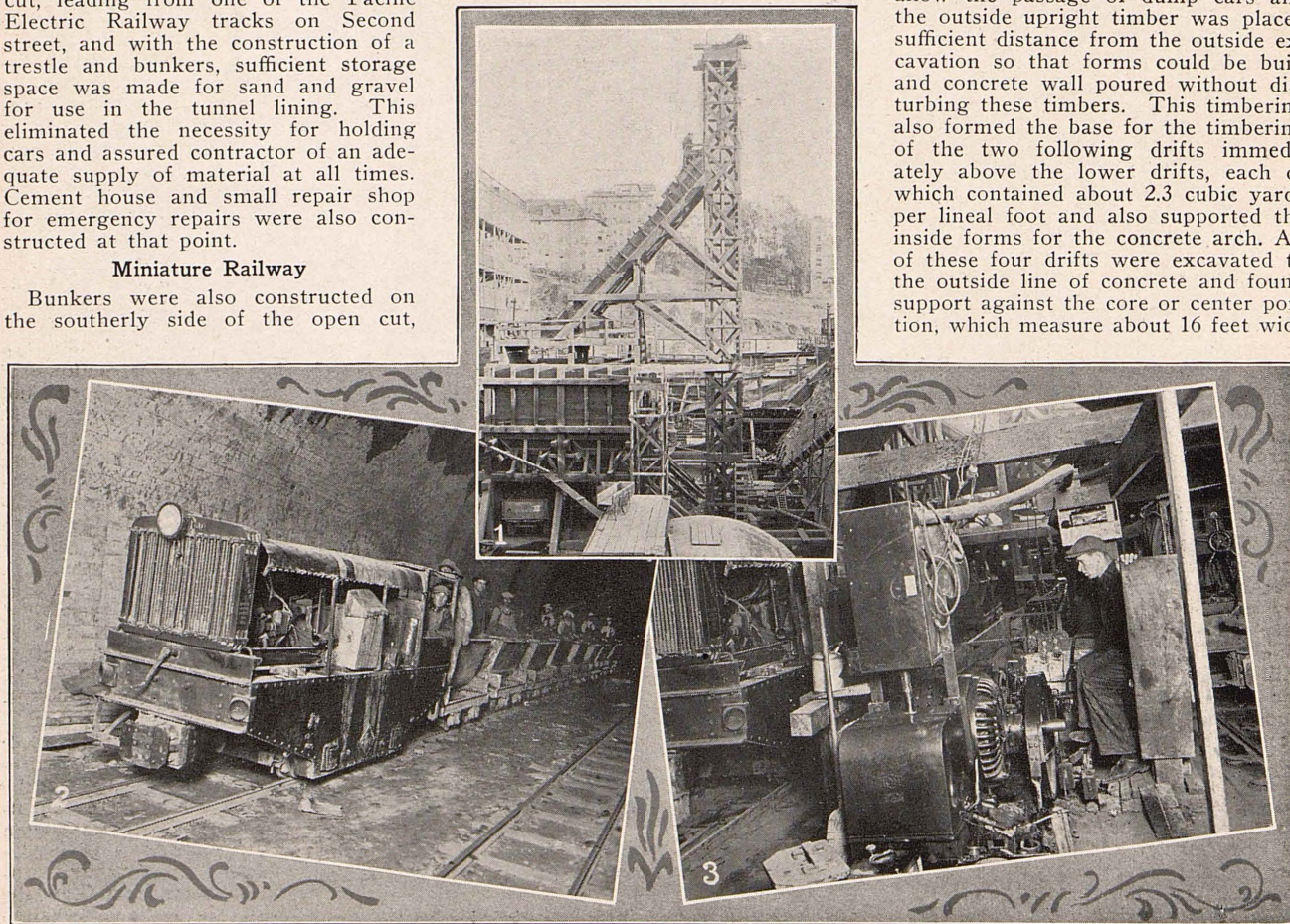
tunnel to the foot of the hoist and dumped from the dump cars into a skip depressed below the floor of the tunnel and hoisted by machinery. Here it was dumped automatically into bunkers directly over a driveway for motor trucks and material was then hauled by motor trucks for disposal.

#### Dynamite Employed

Most of the tunnel excavation was through soft shale and this material was loosened by using low per cent dynamite in small quantities and by use of pneumatic air spades. The air spades were also very valuable in trimming drifts to line before concreting.

The contractor brought into use air compressors varying in capacity from 300 cubic feet of air per minute for small tools such as spades, etc., to 1500 cubic feet of air per minute for the operation of larger tools. These compressors were placed advantageously at the Figueroa street open cut and also at the western portal of the tunnel.

The tunnel excavation was made by excavating two advance drifts, one on the lower right and one on the lower left of the face of the tunnel running about 2.9 cubic yards per lineal foot, each. Timbering to support these drifts was placed so that the uprights were of sufficient distance apart to allow the passage of dump cars and the outside upright timber was placed sufficient distance from the outside excavation so that forms could be built and concrete wall poured without disturbing these timbers. This timbering also formed the base for the timbering of the two following drifts immediately above the lower drifts, each of which contained about 2.3 cubic yards per lineal foot and also supported the inside forms for the concrete arch. All of these four drifts were excavated to the outside line of concrete and found support against the core or center portion, which measure about 16 feet wide



Hoist and earth bunkers, through which excavated material is brought to surface and fed into trucks, one of which can be seen in picture at lower left-hand corner. 2—Gasoline locomotive and dump trains used in bringing material from tunnel to bunkers. 3—Hoist machinery used in connection with removal of material at the Figueroa Street shaft.





1—Workman using pneumatic air spade for removing material from tunnel drifts. 2—View showing arch segments in place prior to removal of tunnel sets. 3—Stripping forms from arch of tunnel. The remaining core will be seen in the foreground.

and 17 feet high, and ran approximately 9.3 cubic yards per lineal foot.

The third operation in excavation was the removal of the wings and arch which in most cases was accomplished in one operation, running approximately 4.8 cubic yards per lineal foot.

Where ground conditions were unfavorable the wings were excavated prior to the arch, so that the arch would support the ground above while wings were being timbered. The material excavated from the top drifts, wings and arch and a large portion of the core was handled by gravity into dump cars in the lower drifts.

Each drift as it progressed was decked over with lagging and the necessary portion of lagging removed to permit excavated material to drop into dump cars in the lower drifts by gravity.

#### Safety Precaution

Shooting was generally done during the noon hour or at the time of change of shifts when drifts were vacated and no blasts were set off without warning everyone within the danger zone, and watchman left in a position to prevent workmen from passing into the danger zone.

The gasoline locomotives did not at any time enter the drifts. Empty cars were brought to within about 300 feet of the face of the drifts and were dropped into the lower drifts either by gravity or pushed in by the workmen. Loaded cars were pulled from the lower drifts by a cable leading to a hoist driven by an electric motor, in the completed section of the tunnel, some 300 feet back from the face of the drifts. Signals were given to the hoist engineer by an electric bell, from a point in the lower drift. This electric signal caused red lights to flash at the hoist and at points along the drift, to warn men at work of approaching cars.

Cars were let into the drifts with a light suspended from the front end of the leading car and a brakeman sounding an alarm. The method of timbering permitted workmen to step to safety at practically any point along the drift.

#### Placement of Concrete

As the concrete lining was poured, set and stripped of form lumber, before the earth core was removed, the core was used for supporting the arch segments upon which the concrete form lumber was placed. The weight was transferred from the lagging supporting the ground above arch and wings and which had rested on the tunnel sets to the form lumber by means of iron pipe stulls, filled with concrete, before the temporary tunnel sets were removed.

In very heavy and swelling ground, concreting always followed closely behind the wing and arch excavation and 3½-inch or 4-inch pipe stulls were brought from the roof lagging through the form lumber to a bearing on the core and when concrete had set sufficiently the stulls were burned off at the concrete line.

Compressed air tools continuously operating, furnished fresh air in the most advanced faces of drift excavation and together with escaping fresh air from the concrete delivery pipe when concreting was being done, gave from one thousand to three thousand cubic feet of air per minute, causing a forced ventilation and removing any foul air or dangerous gasses that might otherwise accumulate.

During the excavation of the drifts transit lines were carried in the two lower drifts and at intervals of about 300 feet, cross drifts were driven between these drifts and transit lines checked in this manner. These cross drifts also afforded communication be-

tween the drifts. Spads were driven in the temporary timber sets on lines run in the drifts for the purpose of projecting the excavation in the drift ahead. Plumb-bobs were hung from the spads for sight lining and in this manner it was not difficult to keep a true line. Grades and lines were checked daily from substantial monuments which were established on the lines of the lower drifts at intervals of about 600 feet on tangent and about 150 feet on the curve. Focusing spot lights were used by the engineers for lighting points for alignment and for level rod readings. A daily drift record was kept by the engineer and computations made at the end of each month for payments to the contractor. These payments were based on the lineal feet of drift progress.

#### Tunnel Measurements

The concrete lining in the tunnel section has an inside clear opening at the level of the top of rail of 28 feet and the spring line is 5 feet 9 inches above top of rail. The arch has a radius of 14 feet with a minimum thickness of 24 inches and is reinforced with square deformed bars. The footings have a minimum width of 3 feet 2 inches and extend 36 inches below the top of rail with an additional depth of 12 inches where wet ground was encountered. Four-foot fibre ducts are provided in the side walls on each side, for feeder and tension lines in connection with electrical operation, telephones, signals, etc. At 50-foot intervals along each side wall, a refuge recess is provided. Weep holes about level with the base of rail are provided in both walls at intervals of 25 feet.

This section extends from the western portal to a point 65 feet west of Olive street; from that point to the

(Continued on page 17)



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

**T**HE Subway Terminal, which was placed in initial operation on December 1st, may well be designated as a gift to the people of Los Angeles and the territory of Hollywood, Glendale and Burbank of \$4,000,000. It is almost truly a gift in that of itself it brings to this Company no additional revenue per passenger over the established charge for transportation, yet will save to each passenger from 24 to 40 minutes per day of his time.

It will give to the city and citizens of Los Angeles daily, upon Sixth and upon Hill Streets, the space formerly occupied by 1079 cars; the greatest traffic relief so far offered, and solely at the expense of the Pacific Electric.

Our Company has led the way with its own finances and by its own example in the solving of the traffic problem, as it has, during the many years past, been in the van of progress and development of the Southland, as was testified to at the luncheon given in our honor at the Biltmore last month, where local men of industry and business to the extent of 1100 in number, applauded testimony to that fact by the speakers.

With the gift of this enormous sum to transportation expedition and traffic relief, it is not improper to surmise that the citizens of this territory will, as they are prone to do, arise to their opportunity, and by not only their moral, but financial co-operation, plan and bring into effect other projects that will continue the good work along similar lines that this Company has begun.

The solution of the entire transportation problem is not merely for the railways to accomplish, but is the

joint concern of the public and the railways.

Our confidence in Southern California is represented in one hundred and ten millions of dollars invested in it. For what purpose? Merely that we may properly serve the transportation needs of the citizens of the Southland.

We believe this service is appreciated, and we believe that from time to time, the public will lend every aid, that we may better serve. And we further are confident that united by joint consideration, courtesy, confidence in each other, and real co-operation we will solve every problem that confronts our mutual interests.

**T**HERE is a glow of pride and satisfaction pervading in our organization since the Los Angeles Chamber of Commerce luncheon given in honor of the Pacific Electric Railway and the Subway Terminal Corporation at the Biltmore Hotel on November 30th. We feel that it was a sincere tribute to this railway and its personnel.

When 1145 of the most prominent men in Los Angeles' business and industrial life will take hours of their valuable time to attend a function en masse to pay their respect to us, we may well feel proud.

When their speakers, in lauding our chief operating executive, are greeted with waves of applause, it must be construed as expressed approval of the remarks made. To have the honor of being felicitated by the largest luncheon assemblage in the history of the city is a mark of recognition most gratefully appreciated.

The compliments offered us for ability, foresight and progressiveness may be passed without comment, but outstanding above all and a lesson for

each of us was the following remark of one of the speakers with reference to Mr. Pontius: "We come to honor Mr. Pontius, not so much because of his ability, but more because of his unflinching, never-varying courtesy to all with whom he comes in contact."

The foregoing statement is proof conclusive that all men appreciate and admire the courteous bearing of men. It was a compliment well placed and is worthy of emulation by each of the 6500 employees. It is a solution of most of the troubles and tribulations of life, and a virtue than which none should be more cultivated.

## ENJOY AS YOU GO

"We treat our joys as one of my neighbors did her choice currants," said a writer. "Let's have a pie," said the children when the bushes began to bear. But the mother would not hear of using such fine fruit green; it must ripen. When the currants were ripe, the children begged them for the table, but the mother had decided to save them for jelly. When jelly-making was proposed, she wanted to wait until other work was out of the way, and she could 'do it as it ought to be done.' But lo, when she was fully ready, the sun, the birds, and an unexpected storm had all been there before her, and the bushes were bare!

That's the way we do with our blessings and gladnesses—the mercies that are 'new every morning.' We say, 'Oh, how I could enjoy this if'—and then let the trial, foreboding or trouble crowd it out of place. Some day we expect to be ready really to enjoy our health, our home, our friends; but who can promise us that when that long postponed day comes the fruit will still be on the bushes?"—Marden.

## Ready For Promotion

By EDGAR A. GUEST

**T**HERE'S going to be a vacancy above you later on.  
Someday you'll find the foreman or the superintendent gone,  
And are you growing big enough when this shall be the case,  
To quit the post you're holding now and step into his place?

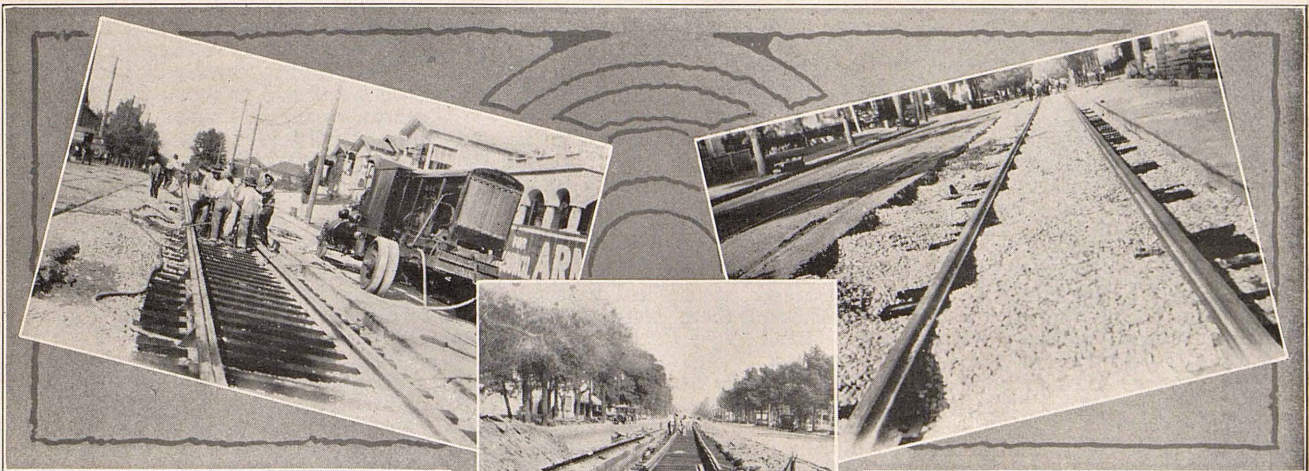
You do the work you have to do with ease from day to day,  
But are you getting ready to deserve the larger pay?  
If there should come a vacancy with bigger tasks to do,  
Could you step in and fill the place if it were offered you?

Tomorrow's not so far away, nor is the goal you seek,  
Today you should be training for the work you'll do next week,  
The bigger job is just ahead, each day new changes brings—  
Suppose that post were vacant now, could you take charge of things?

It's not enough to know enough to hold your place today,  
It's not enough to do enough to earn your weekly pay,  
Some day there'll be a vacancy with greater tasks to do—  
Will you be ready for the place when it shall fall to you?



# \$575,000 For 3½ Miles of Better Roadway



By C. A. ELLIOTT, Cost Engineer

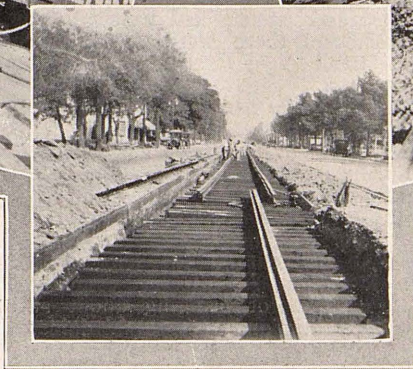
**C**ONTINUING the large track improvement programme that has been in evidence throughout the year, Engineering Department forces began last month four extensive roadway improvement projects, work on which will continue throughout the winter until completed. It is the usual custom to forego, as much as possible, this class of extensive track improvement during the rainy season but street improvement being done by the several municipalities and exigencies of the service made necessary its immediate prosecution.

Involving an expenditure of \$574,938, the work includes the replacement with heavier rail, 128 pound grooved girder for the most part, for a total, 19,418 feet, repaving, rock ballasting, treated ties and shifting of track being other features of the four jobs, which are located in Los Angeles, Alhambra, Monrovia and South Pasadena.

In Alhambra, on Main Street, Raymond Ave. to easterly city limits, 10,900 lineal feet of double track is being reconstructed and repaved using 7 inch, 128 pound grooved girder rail, treated ties, rock ballast and asphalt concrete pavement.

This work is being done to conform to improvements made by the City of Alhambra on Main St. At the present time over 100 track laborers are changing the rail, shifting the old tracks from 11.5 ft. centers to 13 ft. centers to permit freight operation, replacing 60 pound rail with 128 pound girder rail. Track trench has been provided and rail re-laid on the inbound track easterly approximately one mile from the P. E. Station at Stoneman Ave. to end of job at east city limits. Estimated cost of this reconstruction work is \$357,000.00.

Another large job, involving an expenditure of \$52,225, consists of replacing the 60, 70, and 72 pound rail with 7 inch, 128 pound grooved girder rail, rock ballast, treated ties and asphalt concrete type of pavement



Air compressor crew (upper right) tamping ballast in Daly Street. Ballast, 14-inches deep, ready for tamping crew. Opened stretch of one mile ready for placement of girder rail.

## Where Does Money Go?

**M**OST of us in observing track work constantly going on throughout the system give little heed or thought to the huge expenditures involved therein. Nevertheless, the replacement and paving of tracks within communities represent one of the largest of operating expenses.

Here's an example which emphasizes the costliness of maintaining roadways:

Just now four of the larger jobs being done by our Engineering Department, as detailed in the accompanying article by Mr. Elliott, aggregate an expenditure of \$574,938. The work involves replacement with heavier rails, ballasting, shifting of track, new treated ties and paving-in of a total of 3.69 miles of trackage.

Based on an average of 13c gross revenue per passenger carried on the system, exactly 4,422,600 passengers will have to be transported to pay the cost of these four track improvement projects.

Where does the money go?

for a distance of 2085 lineal feet of double track on Daly street, Los Angeles, Calif., on the South Pasadena Line, between Main street and Manitou avenue. This work is necessary to conform to improvements re-

cently completed by the City in Daly St.

A third reconstruction undertaking involves an estimated expenditure of \$107,365 to reconstruct and repave 3462 lineal feet of double track on South Fair Paks Ave., South Pasadena, on the Pasadena Short Line, between Monterey Road and Centre and Hope to Columbia street. The work contemplates renewal of 75 pound C. S. rail and oil macadam pavement with 7 inch, 128 pound grooved girder rail construction and asphalt concrete pavement. Reconstruction of this track is for the purpose of bringing the line up to the proper standard of safety and efficiency, as track is subject to use by Los Angeles - Pasadena Short Line heavy-steel type interurban trains.

Another improvement planned to be undertaken at once is the reconstruction, repaving and shifting to new track centers of 13 ft. the trackage on Monrovia Line in that city on Olive Ave. from Magnolia Ave. to Canyon Drive, involving an estimated expenditure of \$58,347.

It is planned to replace the present 60 pound and 70 pound rail in the tracks for a distance of 2971 lineal feet of double track with new 75 pound C. S. R. rail, renew ties, rock ballast and 5-in. of oil macadam pavement. This work is to conform to street improvements being made by City of Alhambra on Olive Street.

## STATE ADOPTS NOVEL MEANS TO WARN THE RECKLESS

A wooden cross will be erected on each railroad crossing on the State Highway System of Arizona where human life has been lost. The state highway department will do the job in accordance with proclamation issued by Governor W. P. Hunt.

One additional cross will be erected at crossings for each life lost in any accident which may occur in the future is also stated in the proclamation. The Governor charges auto drivers with thoughtless attempt to beat railroad trains to crossings.



# Strides Made in Reducing Loss

## Much Yet Remains to Attain Minimum in O. S. & D. Claims. Campaign in Progress

By GEO. H. SQUIRES  
Asst. Freight Traffic Manager

**E**XPEDITIOUS, regular transportation is a fundamental necessity. In all parts of the country efforts have been and are being made to meet the requirements of local transportation necessities.

To move the products which are manufactured from where they are produced to where wanted or consumed, most speedily, directly and economically and with the least handling—that is what we must accomplish if we are to serve well, adequately and profitably.

The many years of railroad development have been rich in experience and time has brought about many improvements and material economies have been accomplished. The entire elimination of waste in transportation is still far from realization. The problem is by no means one that can be entirely solved by the railways. There are wastes in transportation for which both shippers and carriers are responsible—waste in partial loading of cars, waste of long haul routing, where short routes are available, waste of bad packing of shipments, waste in reconsignment, and most serious of all, the enormous annual waste which carriers experience in loss and damage freight claim payments.

It is gratifying that progress is made in gradually reducing loss and damage in freight transportation. There has been a continuous reduction ever since 1920 in loss and damage to freight and property for the country as a whole. This has been brought about, not only by the active co-operation between the railroads themselves, but also by the shippers and receivers of freight. There has been better packing on the part of shippers, and more care has been exercised by the carriers in the handling of freight traffic.

### Good Showing

According to reports filed with the American Railway Association, loss and damage claims paid during the first six months in 1925 by railroads in the United States totaled \$20,380,879, notwithstanding that the number of cars loaded with revenue freight during that period was the greatest ever handled by the carriers during any corresponding period on record.

The total claims paid represent a reduction of 23.3 per cent under that for the first six months in 1924, and a decrease of 12.3 per cent under the same period in 1923. It also was a decrease of 25.6 per cent under the first half of 1922, and 63.4 per cent below 1921.

Loss and damage claim payments made by the railroads during 1924 amounted to in excess of \$48,000,000, 59 per cent of which was due to dam-

age to freight while in transit, and 25 per cent due to loss of freight, the balance of which was due to varying causes. The studies of the American Railway Association have developed that during 1924 the average loss and damage expense on each car of fresh fruits and vegetables handled was \$12.35, and there were 954,077 such cars handled by the carriers during that year.

It cannot be denied that the mutual interests of both the carriers and shippers alike have supplied the incentive to reduce the loss and damage factor in freight handling. It is interesting to note that the carriers' activities are unceasing in their efforts to reduce damage element in the handling of freight traffic. An intensive campaign, with a view of bringing about still further reductions in loss and damage to freight shipments resulting from rough handling of freight cars, has just recently been inaugurated by the District Freight Claim Conferences, comprising the Freight Claim Division of the American Railway Association. Surveys are now being made all over the country, particularly at the larger freight terminals, and the committee in charge of this work have hopes of realizing savings to both shippers and railroads, reducing to a minimum rough handling of freight equipment.

The aggressive industrial traffic man of today does not pride himself on a showing of increased loss and damage claims against the carriers, but rather on his ability to have his traffic handled and delivered at its ultimate destination in good condition.

### Tracing Causes

Corrective measures in packing, handling and conditioning articles for shipment have in many cases been initiated by the shippers themselves in an effort to avoid damage to commodities in transit. Co-operating with the carrier's representatives, it is not infrequent for consignments which move in regular volume to be followed through to destination for the purpose of discovering and correcting the particular cause of damage being experienced in connection with that commodity, and tests are frequently made in the effort to eliminate or reduce the factor of damage in transit.

The human equation naturally enters into the handling of freight traffic as in every other line of endeavor, and with changing conditions and differences in commodities and methods of packing come new problems as to the efficient handling and avoidance of loss and damage. The old adage that the character of a road is determined by the character of men it employs, likewise applies in the freight handling service. Unusual carelessness is as a

natural consequence reflected in the claim payments made by a carrier.

Carelessness has contributed to the loss of many dollars of revenue resulting in claims for loss and damage, which in many cases represents avoidable waste. It is to this particular class of claims that efforts are being specially and repeatedly directed to reduce same, and to avoid future occurrences, as far as humanly possible. In this activity is necessary the hearty co-operation of all employees, and their appreciation of their obligation to assist in rendering their personal assistance in avoiding this great economic loss which is yearly experienced.

Unless one is directly associated with the handling of freight claims, it is difficult to realize the extent of this continuous activity and the work involved in adjusting matters of this character. The freight claim department of the Pacific Electric Railway handles in excess of 75,000 pieces of correspondence each year, which represents investigation incident to some 14,000 freight claims and other matters coming under the jurisdiction of that department.

Tracing of shipments alone represents an enormous annual expense to carriers, which is illustrated by reports of the American Railway Association, showing that every year at least 5,000,000 telegrams and 3,000,000 letters are transmitted by the railways in tracing for freight at an annual expense of over \$1,000,000. Through the co-operation of shippers and carriers during recent years reductions have been accomplished also in this direction, which is partly due to the greater efficiency in the handling of freight, as well as the action of shippers in limiting their requests for freight tracing to cases of actual necessity.

The railroads, in co-operation with the shipping public, are concentrating their efforts to reduce the number of loss and damage claims in the hope of establishing a new low record this year out of such claims paid, and the Shippers' Regional Advisory Boards, established throughout the United States, have proven a marked success in furthering this co-operation between shippers and carriers, which is so highly desirable.

### P. E. MASONIC CLUB NOTES

During November, the Pacific Electric Masonic Club conferred the Master's Degree upon fellow employees at Burbank, South Park and University lodges.

Election of officers for the ensuing year will take place at the next regular meeting to be held December 8 at the Pacific Electric Club quarters.

The third Annual Dinner of the Club was held at the Alexandria Hotel, November 10. Two hundred and seventeen members were present.

She—"What is the matter, dear? You look worried."

He—"The books at the office won't balance."

She—"Why don't you buy some new ones?"



# 'Safety and Service' Tunnel Aim

## Huge Bore Equipped With Latest in Protective Devices. Loading Arrangement Effective

By F. L. ANNABLE,  
General Superintendent

TO the railroad operating man there is nothing so annoying as delay to service. Constant effort is made to remove the causes of delays and to get the operating machinery to working smoothly and without friction. Analysis of the causes of delays to Pacific Electric trains reveals that 40 per cent of them are due to congestion of traffic on the city streets through which the lines operate. These are delays over which we have no control and which we cannot hope to eliminate as long as street operation in congested districts continues.

It is, therefore, with much satisfaction that the operating staff of the Pacific Electric witnesses the opening of the new Hill Street terminal and subway—the first unit of the rapid transit system which must soon replace the surface lines for fast service into the heart of the city.

That our Company has undertaken and is completing this unit is a matter for gratification, for the Pacific Electric has always had in view the fact that Los Angeles would be the great city it is.

In laying out our lines the Company has recognized the need of such a city for rapid transit and has provided private ways for its lines wherever possible. True, in many cases, short-sighted subdividers have forced streets on and across such private ways, thus impairing their efficiency as rapid transit lines but there seems now a more general understanding of the need for rapid transit and it is to be hoped that such impairments may be avoided in future.

### Time Saving

Attention has already been called to the reduction in schedule running time to the Glendale-Burbank district by the use of the subway. Fully as much importance is the fact that it will be possible to maintain such schedules during the peaks of travel when the jam of auto traffic on the streets slows down other rail service. We have then, a schedule saving of ten minutes with a potential saving of as much more at the times when the masses of people are moving to and from work and home.

The rapid movement through the subway is accomplished with added safeguards which to the operating man are also a cause of gratification. All that modern science research has done in the development of safety appliances surrounding transportation has been scanned and studied in connection with this subway and the block signal system and electric interlocking system already installed are of the most advanced type of proven worth. The automatic train control and stop system will be one of those now being

tried out by Class A railroads of the United States under the direction of the Interstate Commerce Commission and will not be installed until the tests now under way have demonstrated its fitness. In other words, every possible mechanical safeguard is to be used in the subway to prevent accidents.

Such mechanical aids are, of course, secondary to the human element which in every organization is of first importance. This has been recognized by the Company in the selection of its trainmen and in the efforts made to keep the men fit.

Employment is only given to men above the average grade of intelligence as shown by their appearance, address, past record and ability to pass certain intelligence tests as well as a rigid physical examination.

After employment, classes in instruction on rules and equipment are attended and careful instruction on operating conditions on each line is given under ordinary operating conditions, all of which is followed by written and oral examination which insures a correct understanding of rules on the part of the applicant.

Once inducted into the service the new man is under constant observation and supervision until he has so familiarized himself with his duties as to be sure of himself. His first work is in city, or local service, and only after a period of such work is he transferred to the faster interurban trains.

### Employees Exceed Quota In Charity Drive

EMPLOYEES of this Company again "went over the top" in subscribing the quota allotted in the Community Chest Drive held from November 9th to 22nd. In fact, they exceeded the quota assigned by close to \$1000.

Our share of the fund to be raised was set at \$3,000, while the cash collected during the drive amounted to \$3,853.62, the amount pledged being slightly in excess of \$4,000. Thus, it will be seen that in addition to over-subscribing, about 97% of the total amount pledged was paid in cash.

A letter received from the Chest management congratulates employees for our fine showing and expresses appreciation for the good efforts of those to whom the task of collection was assigned.

All the trainmen who operate through the subway will have been given particular instruction by repeated trips with train service instructors through it.

### The Terminal Station

The feature which, most of all, appeals to an operating man in the new terminal is the separation of incoming and outgoing passengers so that there is no conflict or confusion.

To accomplish this, loading and unloading platforms are provided, each with separate ramps from the main waiting room above. When trains arrive gates are opened on the side next to the exit platform and passengers alight on that platform only. For the guidance of passengers white bands with arrows and the word "exit" are painted on all columns in such platforms. After all passengers have alighted gates are closed on this side and those on the opposite side are opened permitting outgoing passengers to board the train from the loading platform. These platforms are reached by separate ramps from the waiting room above—which ramps cannot be used by outgoing passengers.

This system has been proven in operation to be most efficient and least confusing to passengers. This feature is but one of the many which have been given study by operating men as well as engineers in planning the new subway and terminal.

Passenger landings are ample and tracks are long enough to handle six-car trains when that becomes necessary. At present the maximum train length will be four cars.

We have been looking forward to the construction of this subway for years and now that it is an accomplished fact the Operating Department is a whole-hearted unit in the endeavor to make its operation successful, so successful that the way will be opened in the near future for the construction of other rapid transit lines to north, east, south and west, bringing the suburban homes, with their many advantages, close to the heart of the city.

### 7TH ST. WAREHOUSE NOTES By Dan Sanchez

John Hamilton, Stevedore, was painfully injured last month when in loading a gasoline tank his finger was caught and badly cut.

Another victim of an accident is M. Millard, Trucker, who is confined to his home doctoring a foot which was injured when a heavy piece of machinery fell upon it.

The resignation last month of Jose Lopez came as a distinct surprise to his friends, who were advised that he was bound for Mexico where he is to re-enter the Catholic Church as a Priest.

Samuel Tellechea, Checker, following his return from a vacation trip to his former home, Cannanea, Mexico, had a thrilling tale to tell of his bagging four deer in three days.



## TUNNEL OVERHEAD EMPLOYS NEW FEATURES



Showing overhead construction leading from subway to terminal. Note pan-switches, insulator guards and direct suspension trolley.

**T**HE construction and operation of the subway and terminal presented among its multifold problems many concerning the overhead trolley contact system.

Successful operation of the underground facilities, owing to both restricted clearances and comparative inaccessibility, especially require a type of construction which is absolutely reliable. It must be free from inherent operating difficulties, sufficiently flexible to meet the varied requirements of an exacting service, and withal, reasonably economical to maintain.

In designing the overhead contact system for subway operation, particular effort was made to obtain these necessary features without introducing any complicated designs or materials of construction. Simplicity and a type of construction readily standardized has been the objective.

### Simplicity Sought

Practically all of the materials used are common standard and easily procurable. The several special devices originated and designed by the Elec-

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

trical Department are comparatively simply constructed and installed, and have materially contributed to simplifying the construction.

The overhead trolley construction in the subway, where relatively high speeds will be maintained, has previously been completely described by R. M. Cobb in an earlier issue of the Magazine. Briefly, in review, it is of the catenary type suspension, utilizing a 300,000 circular mil hard drawn stranded bare copper cable in the dual service of both feeder and support for the 4/0 copper trolley contact wire. The combination messenger-feeder cable is supported every 15 feet by means of porcelain suspension insulators of standard design, and the trolley wire is supported from the messenger at 15-foot intervals by hangers of a uniform length of six inches. On curves, a special V-shaped guard, shown in illustration, has been installed, in combination with the insulated supports to

prevent the trolley wheel in case of de-wirement from coming in contact and damaging the messenger or supporting insulator. As previously described, the construction is entirely free from cross spans, thereby eliminating a possible source of difficulty due to broken span wires.

A type of direct suspension construction has been devised and installed in the terminal section, it being a slow speed zone.

The 4/0 copper trolley wire is fastened by means of special spring type barn hangers spaced every 15 feet on tangents, 7 feet on curves, to 2x12-inch planking, which in turn is suitably attached to the concrete beams of the ceiling (as illustrated). In excess of 2000 lineal feet of Oregon pine planking were used. The trolley wire when installed was stretched to a tension of 2500 pounds, thereby providing a perfectly horizontal under-run, even under the maximum pressure of the trolley wheel. This will reduce the fatigue, or "crystallization," producing effect due to the repeated hammer



blows of the trolley at the points of support, to a minimum.

### Pan Switches Used

Of especial interest are the overhead pan-trolley switches designed for operation over three turnouts and two double slip switches in what may be described as the throat of the terminal. It is at this location that all switching leading to the five terminal stub tracks is executed and overhead switches were required that would permit satisfactory operation under any possible conditions.

While a pan switch requires close designing and extremely accurate adjustment in its installation mechanically, it is simple to construct and maintain.

The pan type of switch has many operating merits. It is positive in action, in that it operates satisfactorily when properly installed, under all conditions of service regardless of the speed. This is a major advantage, especially when a number of different types of equipment must be provided for.

Following is a description of the pan switches installed over the double slip switches in the Subway leading to the terminal and shown in the illustration:

The switches are practically rectangular in shape, being 20 inches wide at the ends and reducing uniformly to a width of 15 inches in the center of the pan. The overall length of the switch is ten feet and it weighs approximately 140 pounds, completely assembled with runners and terminals. The pan is fabricated of  $\frac{1}{8}$ -inch sheet iron, and the runners, or trolley wheel guides, are constructed of  $\frac{1}{4} \times 1\frac{1}{4} \times 1\frac{1}{2}$ -inch angle iron.

The complete assembly is bolted together, rather than riveted, thereby readily permitting a renewal of any wearing part.

While the switch features have been specially emphasized owing to their extreme importance, there are numerous other details worthy of extended description.

It is very probable that other features, although minor, in nature, will be introduced as experience and actual operation indicates necessary changes, but in the main, it is felt that the present construction is especially adapted to the type of service required.

### Howard E. Johnson Passes

The passing of Howard E. Johnson, formerly employed as Statistical Clerk in the Executive Department of the Company, occurred on Dec. 2nd.

Mr. Johnson resigned in November, 1923, after three years service, on account of failing health. He was confined to the Olive View Sanitarium, where he put up a brave and plucky, but unavailing fight against his malady.

A very capable young man, Mr. Johnson had many friends within the ranks who were keenly grieved by his passing.

## New Field Of Activity Calls T. J. Oliffe

LAST month witnessed the resignation of T. J. Oliffe, Chief Rate Clerk of the Freight Traffic Department, who left the service to accept the position of Assistant Rate Expert with the California State Railroad Commission.



T. J. Oliffe

Despite his wide railway experience with the Pennsylvania System prior to coming to California and a Columbia college education, he accepted a position as Conductor in starting with this Company. After six months he was made a Relief Agent, later Agent at Colton, from whence he was transferred to Wingfoot. With the resignation of Lloyd Guerra, former Chief Rate Clerk, he was appointed to fill the vacancy thereby created.

Mr. Oliffe left the service on November 16th and his headquarters will be in San Francisco. A pleasant, capable chap, Mr. Oliffe made and leaves a legion of friends in this Company who wish him unlimited success.

W. G. Knoche, formerly of the Freight and Passenger Accounts Bureau of the Accounting Department and more recently of the Rate Desk, Freight Traffic Department, was the worthy successor of Mr. Oliffe as Chief Rate Clerk.

### INTERSTATE BUS REGULATION IS AIM OF INDUSTRY

Buses engaged in interstate commerce apparently are going to be put under federal regulation at the next session of Congress.

Leaders in the steam railway, automotive and traction fields, as well as the majority of the state public service commissioners are favorable to such legislation. They are working together in an effort to agree on effective and fair legislation. They already are agreed on the broad general principals involved. Details still are yet to be worked out. An indication of the public sentiment on the proposed legislation was given at the recent annual meeting of the railroad and utility commissioners in Washington. Lucius S. Storrs, managing director of the American Electric Railway Association, told the meeting of the necessity for bus regulation. Later, members of the Minnesota State Commission attempted futilely to put the commissioners on record as opposed to all forms of fed-

eral legislation regulating motor traffic.

The regulation sought is so fair that it is difficult for anyone to see how Congress can possibly refuse it. As the situation now stands, buses engaged in interstate commerce are regulated neither by state nor federal authorities. The result is that they are competing directly with steam and electric lines and, of course, this is unfair because the other lines are under both federal and state regulation.

Among progressive bus manufacturers particularly, there is a strong sentiment for regulatory legislation. They not only regard unregulated competition as unfair, but they foresee the day when buses will need protection against other competitors.

Harry Reid, of Indianapolis, who is chairman of the committee drawing the proposed bill which contains the electric railway industry's idea of proper regulation, recently said:

"To serve our own interests and at the same time to protect the interests of the public we carry and whose goods we haul, we are virtually forced to seek and obtain some form of regulation for interstate traffic. We may have been somewhat slow to recognize the fact that buses and trucks have come to stay, but we must be alert to the need for regulation. It is not a question of ham-stringing our competitors, but rather a vital matter of safeguarding our own industry which must have the protection of regulation, and safe-guarding the interests of the public, which must have reliable, continuous service from a single agency it can trust. The electric railway industry in my opinion, must get strongly behind the movement for protection by regulation of interstate bus and truck traffic."

### LONGER STEEL RAIL ADOPTED BY CARRIERS OF NATION

Standard length of steel rails used by the railroads of this country will be increased to 39 feet, according to specifications now approved by the American Railway Association.

This means a reduction of 16 per cent in the number of rail joints and will permit the cars to roll more smoothly according to engineers in the maintenance-of-way department of the Southern Pacific, which road adopted the 39 foot rail as far back as April 9, 1924.

The adoption of the longer rail by all railroads is based on the saving it involves in the cost of maintaining the tracks. It is estimated that fifty cents out of every dollar spent for track maintenance is expended on joints and ties and ballast under joints. The use of the new 39 foot length rail will save about one sixth of the total amount of expenditure required for bolts, nuts, joint bars and spring washers used in connecting rails. The weight per yard of the new 39 foot rail will remain the same as the 33 foot rail.

The girls in our office wear desk hosiery."

"What do you mean—desk hosiery?"

"Roll tops."



# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The November meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms, November 4, 1925, at 2:00 p. m. The following members were absent: R. S. Peterson, L. H. Covell, A. W. Day, H. L. Legrand, P. H. Mann, Geo. Huppert, E. A. Stevens, Harold Kuck, J. R. Hamilton, Fred Guenette, D. E. Porter, and T. J. Day.

### Club Fund

Balance, 10-1-25 .....\$ 536.75  
Receipts ..... 1089.50

Total .....\$1626.25  
Disbursements ..... 1054.56

Balance, 10-31-25 .....\$ 571.69

### Relief Fund

Balance, 10-1-25 .....\$ 54.27  
Receipts ..... 542.75

Total .....\$ 597.02  
Disbursements ..... 345.00

Balance, 10-31-25 .....\$ 252.02

### Unfinished Business

Mr. Thorburn kindly agreed to furnish all the wood necessary for the stove in the waiting room at the lower barn at the Sherman Terminal. All that is necessary is for the Terminal Foreman to make out a requisition for the wood supply and it will come in the proper length for use in the stove.

E. H. Pierce gave excellent report concerning the dance and entertainment held at Torrance for employees on the night of October 16. A crowd of at least three hundred were present who appeared to enjoy themselves to the utmost. Mr. Pierce desired especially to thank the orchestra for the generous encores which were given so promptly.

A splendid report was given of the Annual Picnic held at San Bernardino for the employees of the Company of Pomona and east. Some five hundred were in attendance and remained until a late hour. Mr. Schermerhorn suggested that next year the Annual Picnic be held at an earlier date to insure milder weather. Special thanks were given to Mr. Pickering, the owner and Manager of Pickering Park who so generously gave his time to the welfare of our employees while at the Park on that day.

### New Business

As the Committeeman, F. L. Drunert, from the General Superintendent's Office has left the service of the Company, the Manager called for a nomination to fill the vacancy. The President nominated F. B. Eggeman, who is in charge of the Timekeeper's Department; he was unanimously elected to fill the vacancy.

Mr. Black, Committeeman from the Freight House, asked that an entertainment be given for the employees there and was requested to set a date and the proper arrangements will be made.

Mr. Wilson suggested that a careful check be made on the smaller stations to see that bulletin boards are placed for the use of the public, especially on Sundays and holidays when the stations are closed. This matter will be given careful attention. Mr. Wilson also asked for additional toilet facilities in the Trainmen's Room at San Bernardino.

Mr. Fitzgerald, who perhaps visits the P. E. Employees who are sick in the hospital more than any other employee, asked that a list of the sick trainmen be placed on each bulletin board weekly, that their friends and fellow employees may visit them.

Mr. McCammond and Mr. Spencer who spent some time in the hospital during the past year, again spoke of the splendid care which they received while there.

Mr. Thorburn, who had just returned from an extended visit in the middle West and Eastern States, gave an excellent report on Club conditions there and drew a comparison which spoke well for our own. He also stated that our Trainmen are much better informed than those on the lines on which he investigated.

## XMAS DANCE SCHEDULED FOR THURSDAY, DECEMBER 17

Owing to the fact that Christmas Eve falls on Thursday, it is planned to hold the Christmas Dance at the Club on Thursday, December 17. "Santa" is scheduled to make his first official appearance in Los Angeles at the Club on that date and will be glad to renew old acquaintances.

The plan of featuring the various departments has proven most popular and it is to be distinctly understood that all Club members are invited to attend each Thursday night dance, and not only the members of the department which is being featured. The spacious Ball Room at the Club is filled to capacity each Thursday night and always some special feature is planned for the pleasure of the dancers.

Mrs. Rockwell is well pleased with the size of the class in Ball Room dancing and has been able to make a surprisingly good showing in her work with the mixed class which weekly attend. All who wish to learn to dance are cordially invited to become members of this class without expense.

### It's a Poor Rule

Captain—"If anything moves, you shoot!"

Private Jackson—"Yes, suh! An' if anything shoots, Ah moves!"

## P. E. CLUB BULLETIN

From Dec. 10, 1925 to Jan. 10, 1926

Thursday, Dec. 10:

Club Dance in Ball Room at the Club. Featuring all Engineering Departments.

Friday, Dec. 11:

Vaudeville at the Club, 8:00 p. m.

Saturday, Dec. 12:

Agent's Association meeting, 7:45 p. m.

Monday, Dec. 14:

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

Tuesday, Dec. 15:

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

Wednesday, Dec. 16:

Trainmen all divisions will meet as follows:

Northern Division at Pasadena.

Southern Division at the Club.

Western Division at Sherman.

Thursday, Dec. 17:

The Christmas Dance will be held on this date in the Ball Room at the Club.

Friday, Dec. 18:

General Staff meeting, 10:30 a. m.

Monday, Dec. 21:

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

Thursday, Dec. 24:

Christmas Eve. No dance.

Friday, December 25:

No show. Christmas Day.

Monday, Dec. 28:

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

Thursday, Dec. 31:

New Year's Eve. No dance.

Monday, Jan. 4, 1926:

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

Wednesday, Jan. 6:

Executive Committee meeting, 2:00 p. m.

Thursday, Jan. 7:

Club Dance in Ball Room at the Club, featuring the L. A. Freight House and all Stations on the system.

Friday Jan. 8:

Vaudeville at the Club, 8:00 p. m.

Saturday, Jan. 9:

Agent's Association meeting, 7:45 p. m.

## EMPLOYEES IN HOSPITAL

The Medical Department furnished the following list of employees on the sick or injured list as the Magazine went to press:

John Quinn, Bridge Foreman.

Frank Chadburn, Gardener's Assistant.

Carl Rodder, Car Clerk, Terminal Freight Dept.

W. L. Emery, Motorman, So. Div.

M. E. Weir, Motorman, No. Div.

T. W. Twombly, Co'lector.

Mrs. A. B. Smith, Clerk, Auditor's office.

Diego Savala, Laborer, Engineering Dept.

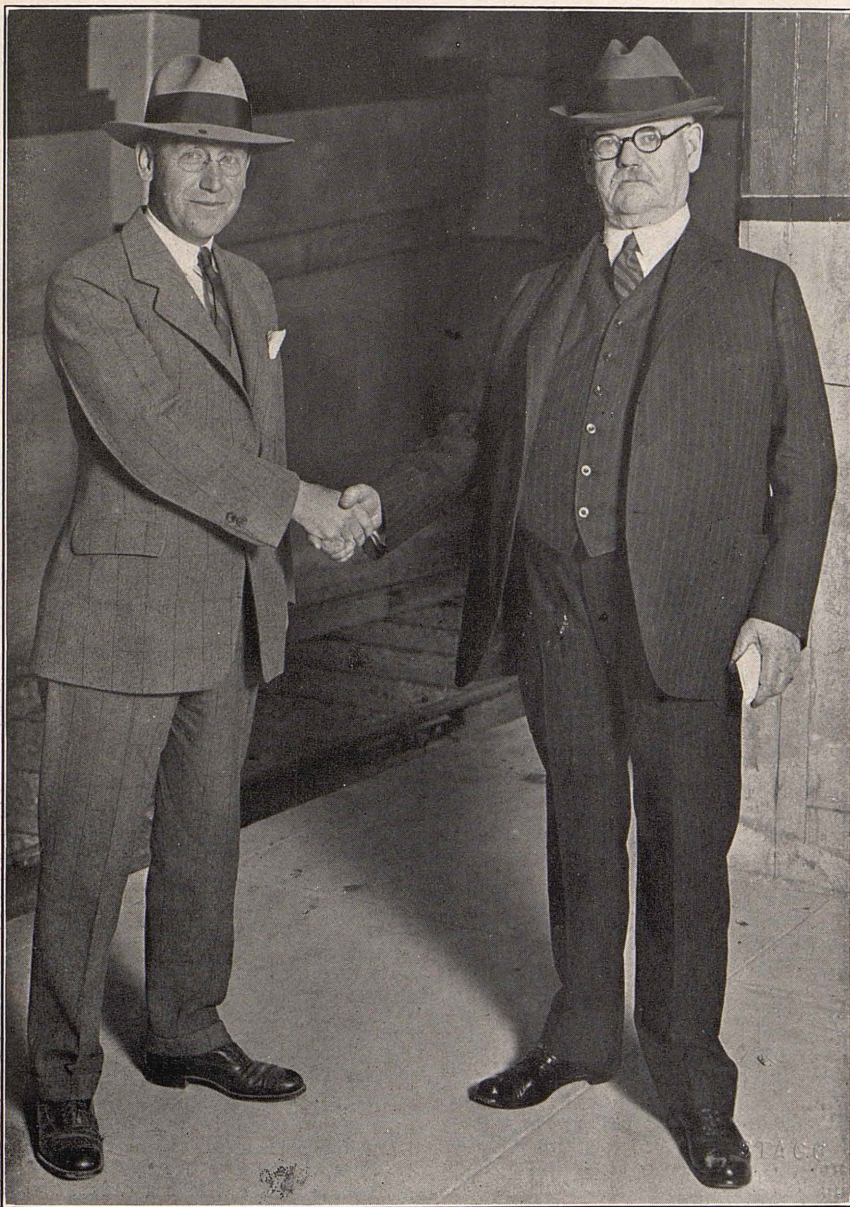
Frank White, Helper, Mechanical Dept.

Philip Kohnle, Flagman.

Visiting hours at the Pacific Hospital, 1329 So. Grand Ave., where the fore-named are confined, are from 2 to 4 p. m. and 7 to 8 a. m. daily. Their friends within the ranks are urged to visit them during their period of illness.



## Two Builders of Mammoth Project



What's a mere million or so as between an Engineer and a Contractor? Judge John Twohy, Tunnel Contractor (right), and E. C. Johnson, our Chief Engineer.

**I**T HAS been said that "engineering is only a matter of money; that anything can be constructed if there is money enough behind it."

Very true, if—and the "if" means that the money must be accompanied by trained brains, backed by real courage. In the construction of our new subway and terminal, although it was not a Panama Canal project—we had the complete combination.

Within the space occupied it constitutes the largest construction job yet undertaken in Los Angeles. It represents all records broken for construction in its class; it depicts the latest in everything that relates to rapidity of transportation, as well as

combining features of comfort, safety and convenience for our patrons who use it.

Let us emphasize this point—were this great project only a money investment, the coin of the realm used would still be lying in vaults of banks.

To build so great a structure requires quantities of human ingenuity, knowledge, personal ability and personal courage. Courage, not only to construct, but courage to spend millions of dollars; and again, courage to build a structure through which and upon which the safety of human lives is dependent.

Our picture represents two of this type of men who do things in just

### TUNNEL OPENING

(Continued from Page 3)

bottle, not the wetting given to genial Joseph Scott who stood close by.

Following this incident a train of cars was ready to take the official party on the first outbound trip through the tunnel. In a moment "standing room only" was at a premium and two bells signalled the start, prior to which Mr. Pontius had stood at the Motorman's post be-decked with a large floral wreath, which picture graces our cover. A leisurely trip was made, four minutes being consumed in journeying through to the west end. Followed there more pictures and a return to the terminal station, from which loaded trains of sightseers ran all afternoon and evening to the tunnel's end and return, no fare being collected.

Summarizing the day: It will long remain an outstanding one; first operation of trains was entirely successful; the public was visibly pleased, which, after all, is the thing most desired in the operation of any industry or enterprise.

### ANOTHER INSURANCE RELIEF

The passing of Frank Sonzogni, Machinist at Torrance marked the only death occurring in our ranks during November, a gratifying reduction from the number claimed by the "grim reaper" in months past.

Mr. Sonzogni was employed at the Torrance Shops in July, 1923 and following his illness the Company applied for and effected the payment of \$50.35 monthly disability from the insurance company. Upon his passing, the balance, after deducting the four payments made, was paid to his beneficiary. A mortuary payment of \$1008.22 was also paid as he willed it.

Nineteen employees are now receiving disability payments.

### Triumphant Thrift

He—"But don't you cook much more for dinner than we use, darling?"

She—"Of course silly! If I didn't, how could I economize by making left-over dishes?"—Windsor Magazine.

that way. It presents the likeness of E. C. Johnson, the Chief Engineer of our Company, whose department drew the plans and under whose supervision the construction went forward; Judge John Twohy, the contractor of the tunnel, whose forces brought it into being. Back of these two men were M. C. Halsey, our Structural Engineer, and W. R. Fontaine, actively in charge of the job for the contractor, and many others who contributed gloriously in the accomplishment.

To our Vice President and General Manager, Mr. Pontius, goes the plaudits of us all for his great financial engineering of the great project, for without that all-important factor work could not have begun at all; and to his officers and the contractors be rendered also the large measure of credit and acclaim for their great part in the undertaking.



**TUNNEL SAVES AS MUCH AS 20 MINUTES PER TRIP**

A reduction of twelve minutes in the scheduled running time to Glendale and Burbank is called for in timetables with the inauguration of service through the new tunnel on Tuesday, December 1st.

In announcing the new schedule, Mr. Pontius pointed out that only 27 minutes would be consumed in running from the Hill Street subway terminal to Broadway and Brand, Glendale, and 49 minutes to the P. E. Station in Burbank. Previous running time to Glendale was 39 minutes and 61 minutes to Burbank.

"The encouraging feature about our new running time," said Mr. Pontius, "is the fact that our cars and trains will be able to make their trips in the time allotted. While 12 minutes is the reduction in scheduled running to Glendale and Burbank, during the morning and evening rush hours the actual saving in time will be considerably greater. On many trips as much as 20 minutes will be saved to the commuter. With the heavy traffic encountered on Sixth Street, and in fact, as far as 1st and Glendale Blvd., it has been practically impossible to make running schedules in the past. The running time now allotted is conservative and we expect little, if any, difficulty in maintaining the new schedule."

Two morning and one afternoon limited trains are called for in the new time schedule. Leaving Burbank at 6:51 and 7:28 a. m. and Glendale at 7:15 and 7:52 a. m., the inbound limited will arrive at the subway terminal station in 43 minutes from Burbank and 23 minutes from Broadway and Brand, Glendale. These limiteds are scheduled to make only five stops from the P. E. station in Glendale to the terminal in Los Angeles.

The fifteen minute frequency of service during midday on the Glendale-Burbank line, inaugurated on November 1st will be continued, Mr. Pontius stated. During morning and evening rush hours trains are operated at even greater frequency. Under the schedule effective December 1st there are 69 outbound trains to Glendale and 32 to Burbank daily and 67 inbound from Glendale and 32 to Burbank.

Notice cards were distributed late last month announcing that beginning on December 1st all Glendale and Burbank trains, with two exceptions, will be routed through the tunnel. The trains still to be operated over the old route are mail and newspaper carriers, one leaving Los Angeles for Burbank at 4:00 a. m. and the other from Burbank at 1:04 a. m.

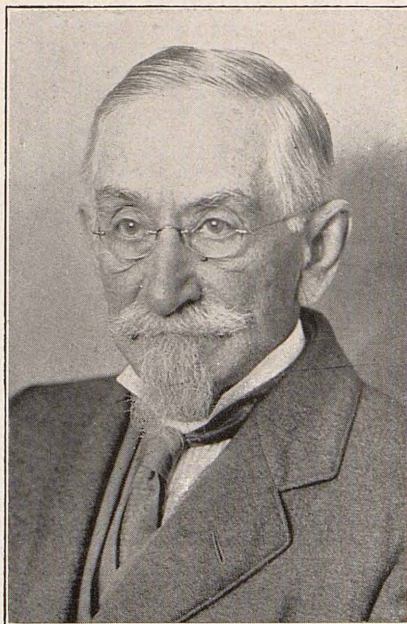
Also car cards giving full details of new running schedule were displayed and a small timetable folder distributed to all passengers by conductors, this containing rates of all fares and commutation tickets.

**Grammar First**

Servant—"Professor, your little son has broke his leg."

Professor—"How many times must I tell you that it is not 'broke'; it's broken."—Christiania Vikingen.

**Devoting His Rest Time To Humanity**



Delancy ("Daddy") Briggs

A GOOD MANY years ago on what is now a part of the Pacific Electric system (the Los Angeles & Redondo Railway), a kindly courteous gentleman who entered the service of that road became known to nearly all the employees as "Daddy Briggs."

He took upon his shoulders many of the troubles and cares of others and helped them bear their burdens. One of the first to appear and offer help and consolation when sorrow entered the life of his fellows. Charitable and considerate of the frailties of mankind and always ready to steady the footsteps of those seeking a firmer path to walk through life. That was "Daddy Briggs."

Years before, life as a newsboy in New York disclosed to him all the lures and snares of cities and gave him knowledge that he has used judiciously in all the years that have followed for the safe-guarding of his friends and fellow workers.

For twenty years he labored in the ranks of this Company and in the hours not occupied by his duties to it he gave to others that he might contribute something to their happiness.

A few months ago "Daddy" retired from active service with the railway and—went home to rest and live for himself. Did he? Decidedly, he did not!

He took up, what to him at least, is the highest paying job on the Pacific Electric. Daily he visits the hospital and homes of afflicted employees, delivering sunshine, hope, courage and consolation to all. His pay is a satisfaction to himself, not computed in dollars. But he is laying up for himself treasures, not earthly, but those which "corrupt not, nor corrode."

**FIGURES SHOW MANY ENJOYED VACATIONS AT CAMP**

A recent report of Club Manager Vickrey to the management shows that, from an attendance stand-point at least, the last season was the most successful ever held in the history of the Pacific Electric Camp in the San Bernardino mountains.

We learn from Club Manager's report that during the season ending on September 30th a total of 725 employees and 162 guests enjoyed stays there, making a total of 887 persons registered during the regular season.

The following is a recapitulation showing the number of employees and their guests from each department of the company:

Departments	Number	Guests
Mechanical .....	134	24
Transportation (All Divisions) .....	306	62
Engineering .....	85	8
Electrical .....	36	9
Accounting .....	50	10
Claim .....	9	6
Pass. & Freight Traffic	37	16
Purchasing & Store Dept. ....	29	2
Legal .....	7	10
General Officers Dept. (Not mentioned above)	32	15

Total .....

735 162  
The report of the business of the Camp last year, when compared with the patronage of other mountain resorts, is fairly favorable, but still did not reach the volume it should have. The management has gone to the expense of a great many thousands of dollars to prepare a wholesome, healthful, happy vacation place for all its employees, and when we take into account that only 52 out of 6500 spent their full two weeks of vacation period at the Camp; that 220 were one-day visitors out of 6500, the showing is not so good.

We cannot expect the management to continue the operation of the Camp, unless there is an expressed desire upon the part of employees to use it.

In our P. E. Camp we have an institution located in one of the most beautiful parts of the San Bernardino Mountains and one hardly equalled by any other resort within a radius of 200 miles of Los Angeles. The operation costs have been kept at a minimum in order that the charges to employees may be fixed at the lowest possible amount, and when all things are taken into consideration, such as free amusement, free transportation and privileges, such as are offered at no other camp, the cost is far below any resort operated for profit, such as this resort is not.

Want one or two homes to wreck. Call South 4096 M.—Ad. in Denver Post.

"Blessings upon thee, Daddy Briggs," for all your good and kindly deeds upon this earth. One day—and may it be long hence—the Master will say unto you, "Well done, thou good and faithful servant; enter into the joy of thy Lord."



(Continued from page 7)

west line of Olive street the tunnel is flared by flattening the arch and from the west line of Olive street heavy type steel construction is used, all footings, columns and girders designed to take limit height building, fronting on Hill street.

For the placing of the concrete lining in the tunnel section, the Chicago Pneumatic Mixing & Placing Concrete Gun was used. Six-inch air lines were laid in the tunnel from large compressors and concrete was mixed and placed through these lines in one operation. A piece of rubber and cotton fabric, 10 feet in length, was used on the depositing end of the pipe line for a nozzle, and with this 10-foot flexible nozzle it was an easy matter to deposit the concrete at any point in the forms. An electric signal from the discharge end of the concrete delivery pipe to the concrete gun informed the gun operator when to deliver or cease delivering concrete and by using this electric signal, a system was worked out between the operator and the foreman at the discharge end of the concrete pipe so that calls could be made for an increase or decrease in the amount of sand, cement, water, etc.

All concrete in the tunnel section is composed of one part Portland Cement, 3 parts washed sand to five parts washed river gravel.

#### Tunnel Length

The total length of the tunnel section is 4,325 lineal feet. The concrete line contains 26,203 yards of concrete and the total tunnel excavation was 135,000 cubic yards.

In placing the square deformed reinforcing bars, pre-cast concrete blocks were used to hold the bars down from the top of the excavation, and 3 in. pipe stulls filled with concrete were used between the bottom form of the arch and the roof, as separators and were left in place.

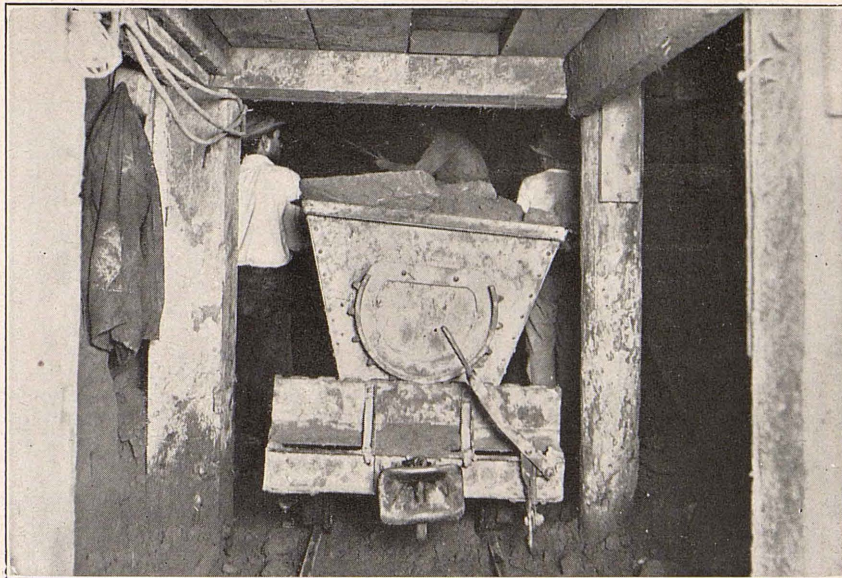
The Contractor worked three shifts at each heading in the bore and the daily total number of men employed amounted to about 650. The report of October, 1924 shows an average of approximately 24 lineal feet of completed tunnel daily and in November, during thirty day period, approximately 26 lineal feet of completed tunnel daily.

The walls and arch were poured together making a monolithic mass, except in one or two exceptional cases such as the open cut at Figueroa Street, at which point the walls were poured first.

A six inch overbreak in the arch was allowed the contractor. The Railway Company furnished rock, sand and cement for the concrete lining and the contractor was billed for these materials in excess of the 6 in. used for backfilling.

Water seepage into the tunnel which amounted to a maximum of about 24 thousand gallons daily during the excavation period, has gradually decreased until at the present time there is a flow of from 15 thousand to 18 thousand gallons daily.

To afford easy drainage an 8 in. main



Lower drift excavation and method employed in removing. Note that supporting posts are sufficiently spaced to permit operation of dump cars between them.

of concrete pipe with closed joints was placed for the full length of the tunnel on the center line between tracks, the top of this main being approximately 1 ft. below sub-grade. Along each side of the tunnel 2 ft. from the wall a 6 in. concrete pipe was placed with open bell joints, and at intervals of 25 ft. cross drains or laterals were laid of 6 in. concrete pipe with open bell joints connecting the outside line of pipe with the 8 in. main in the center between tracks. Concrete catch basins, or cleanout boxes, are placed on the center line between tracks at intervals of 250 ft. Over the top of all of these drains for a depth of from twelve to eighteen inches, three inch crushed granite was placed to bring the floor of tunnel up to the track sub-grade. The 8 in. concrete main in the center of the subway leads to sumps constructed under the sub-grade at Olive Street and at Flower Street. These sumps are equipped with electrically operated automatic pumps which lift the water from the sumps to storm drains at these two points.

#### Drainage Pumps

At the west portal of the tunnel in the open cut there are intercepting open drains running across the cut in order to prevent surface drainage from entering the tunnel proper. These drains empty into a small sump and electrically operated automatic pump lifts the water to the flow line of the street gutter at Toluca Street.

Double track in the tunnel section is constructed on 12 ft. centers, of 90 lb. steel with heat treated improved angle bars; heat treated bolts and Hi-power nutlocks; standard tie plates and rail anti-creepers; 6 in. x 8 in. x 8 ft. redwood ties are used and 8 in. of crushed rock ballast beneath the ties.

The plans for the Subway Terminal Building above the Hill Street level were prepared by Schultze & Weaver, Los Angeles and New York Architects and by agreement between the Pacific

Electric Railway and the Subway Terminal Corporation, the railway company agreed to excavate for and construct a basement and subway station, and put in all steel and concrete work for the ground floor, the remainder of the building to be constructed by the Subway Terminal Corporation.

The basement of the Subway Terminal Building is large enough to accommodate five tracks, or thirty cars at one time. Six incline passenger ramps are provided between the track level and the mezzanine floor where the waiting room and concourse are located and ramps are also provided between the mezzanine floor and the first floor where the main waiting room, ticket office, check room, etc., are located. The entrance from Hill Street to the main waiting room is provided through an arcade 130 ft. long and 30 ft wide with numerous shops on either side.

Additional power is supplied by the construction of a substation at Second and Toluca Street, which will be automatically operated with equipment of the most modern type and incorporating the latest developments in that branch of Electrical Engineering.

#### Safety Assured

Train operation through the subway will be governed by automatic light block signals, electrically operated interlocking plant being provided at the station for expediting the movement of trains in and out of the terminal. Some form of train control, which will automatically govern the speed at which trains can be operated, will no doubt be installed, but at the present writing the type of train control has not been finally decided upon.

The purpose of this subway is to relieve traffic congestion on certain streets in the business district of Los Angeles and shorten time schedules to Hollywood, Glendale, Burbank and San Fernando Valley points. Trains may be operated through the tunnel at speeds ranging from 40 to 50 miles





Material track and bunker, showing method of receiving and storing material employed at Figueroa Street shaft.

per hour with safety. It is estimated that running time schedules to Hollywood with a service operation of two or three car units and to San Fernando Valley points, will be shortened about ten minutes and to Glendale and Burbank approximately twelve minutes. Part of this saving is due to the speeding up of service and part due to the shortening of distance traveled, which is approximately one mile. The subway construction, it is estimated, will remove 778 cars and trains from Hill Street and approximately 301 cars and trains from Sixth Street within a twenty-four hour period.

This construction is the first construction of its kind in this City for the relief of traffic congestion, and it appears from the interest being taken in these matters by City Officials that within the next few years, quite a comprehensive subway and elevated program will be under way in Los Angeles.

#### WORKERS RECEIVE 48-CENTS OF EACH REVENUE DOLLAR

Showing that 48-cents of every dollar received by railroads is paid to employees a very enlightening and clean-cut analysis of what becomes of the golden stream of dollars paid to transportation carriers appeared in this month's issue of the Scientific American. President P. E. Crowley of the New York Central lines is authority for the following statements.

The purchase of fuels consumes 8½ cents of each dollar of railroad revenue; roadbed maintenance and miscellaneous purchases takes 19 cents; rolling stock 14 cents; taxes 6 cents, leaving but 4½ cents to the railway owners.

As showing the dependency of the nation at large upon the successful operation of railroads, Mr. Crowley cited the fact that one out of every twenty-five workers gainfully employed receive their monthly wage either

directly or indirectly from the railroads of the nation. As indicating the tremendous buying power of railroads the official pointed out that 29 per cent of soft coal mined is consumed by the carriers; 30 per cent of the steel and iron output and 25 per cent of the national output of lumber.

"As a matter of fact," added Mr. Crowley, "the carriers as a whole have been unable to earn the amount prescribed by the Interstate Commerce Commission as a fair return on the value of their properties. The more than six billion dollars which the railroads received in 1923, and the lesser sum in 1924, hesitated in the treasuries of the carriers hardly long enough to be counted before they hurried out again to help turn the wheels of industry

#### NORTHERN DIV. NOTES By P. H. Riordan

Motorman J. Barnard, Oak Knoll Line, has returned after an extended trip east. "I love you California," he's saying.

Eastern electric railway equipment doesn't compare to our own, writes Motorman L. P. Larson, Short Line, who reports frigid weather throughout the east where he is spending his annual leave.

After spending two hectic weeks whipping Henry Jr. in shape, Motorman Judge, Oak Knoll, is now on vacation, he having taken the same route as Conductor Durkee. There'll be a nice argument when these two get together.

Arrival at the hospital of a baby daughter is the proud announcement recently coming from Motorman J. Lockshaw, Lincoln Avenue Line. He reports good progress of both mother and daughter.

The next Trainmen's meeting will be held in Pasadena, Wednesday, Dec. 16th being the date set.

Flagman M. P. Dorsey is on a month's leave-of-absence, Denver being the point selected for his journey.

and commerce and to support the life of the country.

"Everyone is interested in the railroads as purchasers of whatever they have to sell. If the carriers are prosperous they are able to buy freely, quickening the pulse of commerce and industry everywhere."

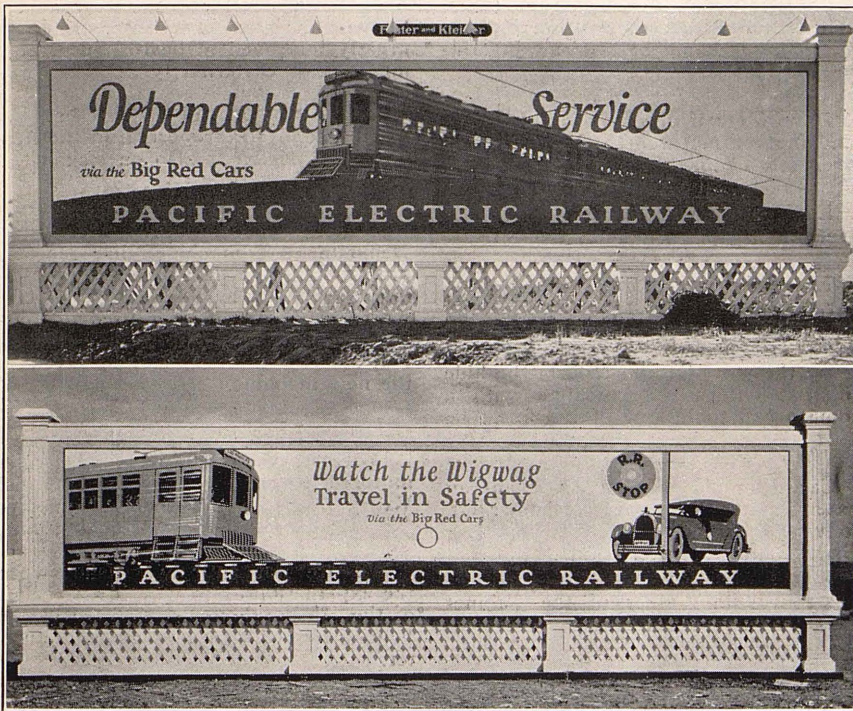
The trouble is that one extravagance always suggests another.

#### PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUE AND EXPENSES, TAXES AND INCOME ACCOUNTS—OCTOBER, 1925

Passenger Revenue .....	\$ 1,037,734.25
Freight & Switching Revenue .....	516,551.25
Other Revenues .....	57,998.65
<b>Total Railway Operating Income .....</b>	<b>\$ 1,612,284.15</b>
<b>Total Railway Operating Expenses:</b>	
Wages .....	\$807,774.81
Other Charges .....	362,944.81
Transportation for Investment—Credit .....	3,919.71
<b>Revenue Less Operating Expenses .....</b>	<b>\$ 445,484.24</b>
Depreciation .....	54,637.95
Taxes Assignable to Railway Operations.....	92,450.13
<b>Total Depreciation and Taxes .....</b>	<b>147,088.08</b>
<b>Revenue Less Operating Expenses—Depreciation—Taxes .....</b>	<b>298,396.16</b>
<b>Non-Operating Income .....</b>	<b>65,955.54</b>
<b>Net Revenue .....</b>	<b>\$ 364,351.70</b>
Interest on Bonds and Other Debt .....	362,230.43
Rent and Miscellaneous Income Deductions .....	116,068.30
<b>Total Deductions .....</b>	<b>\$ 478,298.73</b>
<b>Net Loss for Month .....</b>	<b>\$ 113,947.03</b>
<b>Net Loss for 10 Months .....</b>	<b>\$ 1,388,788.62</b>
<b>Total outstanding Deficit as of Oct. 31, 1925.....</b>	<b>\$14,055,586.27</b>
Los Angeles, Calif., Nov. 25, 1925.	L. A. LOVELL, Auditor.



## Bill Boards to "Tell The Public"



Two types of display advertising bill boards now located at strategic points adjacent to our lines throughout Southern California.

By GEO. H. BLYTH, Advertising Manager

**B**ROADENING its newspaper and magazine advertisements, this company, for the first time in its history, has just instituted a bill-board advertising campaign in an endeavor to imprint upon the minds of the auto-driver and the public at large the dependability and safety of Pacific Electric service.

This campaign might well be termed a "follow up" of the educational, good-will newspaper campaign which was conducted from March to August of this year, in that the bill-boards reach out and tell many people of our service who would not otherwise be appealed to.

The newspaper advertisements were prepared in semi-editorial style, outlining in a general way the comfort, convenience, safety and dependability, as well as the economy of our service.

The bill-board copy is, of necessity, very limited and in preparing the two designs which are being used, two important features of our operations have been brought out, namely, "Dependable Service" and "Safety."

The accompanying views of the two boards will show the reader the copy make-up and give a better idea of the very striking designs which have been selected to put our message "over."

The "dependable service" posters are designed to get this very idea impressed in the public mind. They are institutional and of the type that build confidence and good-will into the public consciousness.

The "watch the wig-wag" posters are designed for locations adjacent to or in close proximity to dangerous road-crossings. It is thought that these posters will tend to minimize the number of accidents and at the same time help build good-will, in that we are mindful of the safety of the auto-driving public and are spending good money for their protection.

A total of nineteen boards are being used in the campaign, eleven illuminated and eight unilluminated.

They are located in strategic points in the suburban districts where they will catch the eye of the person who daily drives to and from work with the view of selling to such persons the idea of using Pacific Electric transportation. The illuminated boards are located at points where it is thought the night circulation is sufficient to warrant the added expense. Lights are turned on at dusk and off at midnight.

The contract covering these outdoor posters was made with the Foster & Kleiser Company and runs for a period of one year from November 10th, last. Provision is made in the contract for the re-painting of each board three times per year. They are built in two standard sizes, sixty feet long by seventeen feet high, and fifty feet long by twelve feet high.

This campaign means a considerable monthly outlay on the part of this company, the cost of each board being determined by four fundamental fac-

tors, namely, circulation, size, class of structure, attention and impression value. Circulation, the most important of these factors, represents the number of people passing the bulletin during a month who have the opportunity to see it without effort, and naturally in placing our boards effort was made to secure locations where the maximum advertising value will be developed.

### PORT LARGE DISTRIBUTOR OF IMPORTED STEEL AND PIPE

By J. M. McQUIGG,  
Agent, San Pedro

The movement of the imported steel and pipe has been very heavy for the past sixty days and the indications are that it will be much heavier in the near future. Practically all of the imported steel and pipe coming into this port is being discharged at the Outer Harbor Dock & Wharf Co.'s wharves. Possibly the reason why it is moving over these wharves is due to the fact that this company has arranged for a bonded pipe yard with the permission of the local U. S. Customs Office.

This arrangement provides for the storing of pipe and steel without the duty being paid until the pipe is actually sold to the consumer. There has been erected a wire fence ten feet high around this yard which occupies a space of 1000 feet long by 160 feet wide. This yard is only partially complete and during the progress of building the fence and until the yard is entirely finished, custom officers are placed on guard night and day.

At the present time, there is approximately, 25,000 tons of pipe, nearly all of which is oil well tubing.

This bonded yard for the storing of pipe will be of great help to the importers and shippers of this commodity. The duty is not paid until the shippers have sold the pipe, therefore not much money tied up. The Customs Office releases small quantities or lots of pipe as the importer requires.

This pipe is all consigned to the American Seamless Tube Company and will be distributed to various points in Southern California, Arizona, New Mexico and Colorado and indications are that this Port will be the largest distribution point of imported iron and steel on the Pacific Coast.

There has been quite a heavy movement of glass sand from Europe during months of October and November. This was moved by rail to Torrance, Los Angeles, Long Beach and Fullerton. A large percentage of the haul was made by our Company.

It may be interesting to know that practically all of the glass that is manufactured in Southern California is made from imported sand, a large percentage of the sand coming from England. There is no duty on glass or silica sand.

There were several large cargoes of coke discharged at this Port during the month of November. The steamer, Dagfrad, from Sweden, has just discharged 3500 tons at the Outer Harbor Dock & Wharf Co.'s wharves.



## DEPARTMENTAL NOTES

### WEST'N DIV. TROLLEYGRAMS By E. C. Brown

Wedding bells chimed last month for Motorman G. L. Leets, who took unto himself a wife in the person of Miss Lois Miller, the ceremony being performed at the Immanuel Presbyterian Church. Conductor Arthur Clayton served as best man. After a honeymoon trip to Vancouver and Seattle, the happy pair will reside in Sherman, where Mr. Leets is building a home.

After a vacation spent in Omaha, Motorman J. Ringerey is again manipulating the throttle on the front end.

Speaking of wedding bells and repeating only what we hear, well founded rumors are going the rounds concerning W. O. Gourlie, Conductor. Van Nuys is the frequent scene, so our informant says, of he and his Overland.

Conductor N. C. Mass is causing a lot of envy among the boys with his new Nash car.

Wednesday, Dec. 16th, is the day set for the Western Division Trainmen's meeting, to be held at Sherman at 8:00 p. m. A good turnout for the last meeting of the year is requested.

Laird Hail, Asst. Revising Clerk, on Nov. 21st was married to Miss Katherine Hollingsworth, of Glendale. Shortly thereafter he resigned from the service to accept a position with the Pacific Ready Cut Homes Co.

### MECHANICAL DEPT. NOTES By Willis M. Brooks

C. B. Bell has been appointed Shop Clerk in the office of the Shop Superintendent, replacing Mr. Laughlin, resigned.

Mr. Bell resides in Torrance, where he is well and favorably known, as evidenced by the fact that he is President of the City Planning Commission and Adjutant of the local post of the American Legion.

Miss Arreen Miller, daughter of Frank Miller, Foreman of the Truck Shop, has been employed as stenographer in Mr. Straub's office, replacing Miss Perman, resigned.

Miss Miller has a twin sister, employed in the Torrance Chamber of Commerce. They are as much alike as the proverbial two peas. Boys, watch your step!

If Mrs. Harry Clark will please mark her lunches "Papa" and "Son" she will avoid confusion. Harry recently arrived at the shop packing his son's lunch. This would have been all right had they both liked the same things. Clark, Jr., however, likes candy and Senior didn't care for any, thanks.

Al Rice spent Thanksgiving at San Bernardino with cousins from Canyon City, Colo., whom he last saw in Minnesota 13 years ago.

Dave Metcalf of the Winding Room and mother motored to San Francisco over the Thanksgiving holidays.

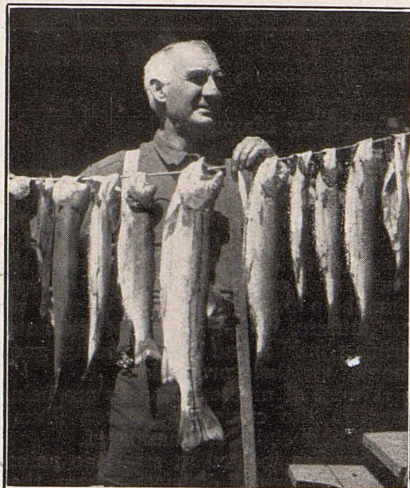
Louis Wold is on a vacation trip to Detroit, Mich., to visit his mother.

Harry Pierce, George Wheaton and Mr. Wheaton's brother from Kalamazoo, Mich., plan a hunting trip out of San Diego about December 7th.

By the way, George reports the hide of that wildcat he corralled with a tomato can to be one of the finest he ever saw.

Carl Elmquist, of the Mill, plans an extended trip east about December 1st, to visit relatives at Topeka, Linsberg, Great Bend and other points.

Mr. Frank Walker of the Cabinet Shop is on the sick list.



GEO. GILKS AND "HIS" CATCH

We have succeeded in obtaining from Geo. Gilks several pictures, taken on his trip last summer, to the Klamath River, showing that he, or someone else, actually did get some fish. We note the same string of fish is used in each picture, however, and draw our own conclusions therefrom.

Seriously, Mr. Gilks reports a really wonderful trip, excellent fishing and inspiring scenery.

Al Winkler recently took a little motor trip to Los Angeles (he lives in Torrance). At Sixth and Hill he stopped for the traffic signal and the old boat refused to start when the signal changed to "Go." The traffic officer was just about to pinch him for obstructing traffic when something happened and the car started with a jerk and a bang. Everything went fine from then on as far as Pasadena, when again the car refused duty and, being obdurate, Al parked it in a garage and

came home on a car that always gets you there—a big red one.

Versal M. Bates, formerly of the Torrance Shops, but now working at San Bernardino, was a visitor at the Shops on Nov. 27th. Versal looks greatly improved in health since moving to the "eastern city."

Jack Liston is still on sick list, but not, as heretofore reported, in the hospital. Al Nolan is also on sick list.

Emphasizing the policy of conservation and economy of the Mechanical Department, a machine has recently been installed at Torrance for reclaiming journal packing. Nearly \$6,000.00 worth of wool yarn was used in journals during 1924 and it is estimated that 50 per cent of this can be saved by the new machine.

### Long Beach Items

Foreman D. W. Banks and family motored down through the Imperial Valley over the week-end. Dan says the Old Home Ranch is looking fine.

We are not entirely satisfied with the explanation as to why Mr. Crocker of the Westinghouse Air Brake Co. is being referred to as "our new minister."

The gang is glad to see Fred Allen back on the job again after a two weeks' absence on the sick list.

Ray Jones, our snappy bus mechanic, says balloon bottomed pants are O. K. because you don't have to remove your shoes to go to bed.

E. L. Bulwer and family have returned from a vacation in Kansas City and vicinity. After a couple of weeks of freezing weather there, E. L. climbed aboard a Pullman singing, "California, Here I Come."

Radio has claimed another victim, Joe De Vries being the new patient in the DX ward.

### San Pedro Items

Assistant General Foreman Boswell recently returned from a two weeks' pleasure trip to Louisville, Ky., via New Orleans and Memphis. Jim reports a general good time with a couple of good old squirrel hunts in the Kentucky mountains.

W. H. Lowry is back on the job again after several weeks on the sick list. "Tex" is a good example of that old adage: "You can't keep a good man down."

Say, folks, you ought to see that dandy two-tube receiving set that Fred Phlaf and Fred Enim, a couple of our San Pedro boys, built in their spare time. Yes, sir, it's a Darb.

Storekeeper Fred Dilthey has finished rearranging his stock here and at Long Beach. "Sistum," is Fred's middle name.



**STORES DEPARTMENT NOTES**  
By Fred B. Hopkins

Two familiar faces have disappeared from our midst within the past month. They are Timekeeper "Bob" Sweaney, who left the department to become General Storekeeper for the Los Angeles Motor Bus Co. at Hollywood, and Benjamin Lewis Stone, who has accepted a position with the Commercial National Bank in Los Angeles.

Ben entered the employ of the Company somewhat over a year ago, shortly after his arrival in Southern California from Providence, Rhode Island, and during that time had won much popularity for himself, due to his congenial personality. It was with equal regret that we witnessed the departure of our popular Timekeeper, "Bob" Sweaney, whom we have had occasion to mention several times in this column and our very best wishes go with both of these estimable young men in their new fields of endeavor.

Our new Timekeeper is Ralph Curtis—an "old-timer" among us, and Ralph has been succeeded by Hessel Vander Zee at the surplus material and tracing desk. A new member of the department who replaces M. Vander Zee is Roger L. Drake, brother of Ual Drake of the Stores Accounting Bureau.

Leonard Jones has been appointed Assistant to Section Storekeeper Frank Winterberg, succeeding Ben Stone, resigned. Mr. Jones has been replaced by Clifford Reeder, formerly Assistant to Section Storekeeper Roy Ewing. Roy Ewing's new assistant is Sidney B. Miller.

"Doc" Herman Shafer, formerly of the General Storekeeper's office, and now of the Purchasing Dept., was a recent visitor at the Torrance Store. "Doc" has been campaigning in the interests of the Community Chest Fund and we understand his efforts have been very successful.

Electrical and Line Storekeeper John J. Jackson has purchased a new home in South Los Angeles at the corner of 102nd and Figueroa streets.

The writer's long contemplated vacation having arrived, departed on December 3 for San Francisco, where he visited relatives and scenic points of interest for a joyous week. My mother accompanied me.

**ENGINEERING DEPT. NOTES**  
By Leonard A. Biehler

This department made a very creditable showing on the recent Community Chest Drive. The collections were handled by A. J. Guercio, lieutenant, and the following sergeants:

- Miss Smith—Main Office.
- Miss Cahoon—Structural Engineer's Office.
- Mrs. Talamantes—Drafting Room.
- Miss Shipman—Valuation Bureau.
- Mr. Flathers—Roadway Bureau.
- Mr. Manley—B & B Dept.
- Mr. Barclay—B & B Dept.
- Mr. Patterson—Signal Dept.

Mr. Gowanlock—Bonding Dept.  
Mr. Hoag—Field Dept.

M. L. Dowling of the Field Department is leaving the service of this Company to go into private practice.

Best wishes for his future success are extended by all members of the Engineering Department. Mr. Dowling entered the service of this Company February 7th, 1924.

Belated vacations were recently enjoyed by Mr. Johnson and Miss Swenson of the Chief Engineer's office.

Miss Emma Smith is now enjoying a vacation with her mother in Tucson, Arizona.

Mr. Hoag of the Field Department was recently transferred to the Bridge and Building Department, assuming the duties of Mr. Duward Robertson, who has left this Company to accept a position with the Standard Oil Company.

**ACCOUNTING DEPT. NOTES**  
By George Perry

The Accounting Department Dance, which took place Thursday evening, Nov. 19th, was a big success, a large and enthusiastic crowd turning out for the event.

The dancing stopped at 9:30 o'clock for a short program. Milford Loucks played two request numbers on the piano, followed by William Scholl and his sister, who cleverly did the Charleston. After this two or three boys volunteered to do the Charleston, William (Bill) Hamilton of this office, put on a very good exhibition of the new dance.

Prizes were then awarded for the best costumes, the writer and his wife capturing first prize, and "Bill" Hamilton, second, after which the dancing continued until 11 o'clock. We hope to have another gathering like this sometime soon.

Clara Doll, Hazel Hammell, May Chisholm and Dorothy Morse, Comptometer Operators, who have been working in this office on a new plan of compiling Mechanical Department labor charges, under the direction of Herman Grenke, Special Accountant, have been transferred to the Mechanical Dept., where they will continue the same work.

John Cattle of the Road and Equipment Bureau was confined to his home with a bad attack of bronchitis for a period of two weeks. His return to duty was pleasing to his many friends.

R. E. Labbe, Chief Clerk R. & E. Bureau, and Herman Grenke, Special Accountant, were in the northern part of the state for a few days, taking inventory of the northern roads, Mr. Grenke taking Peninsular and San Jose Railways, and Mr. Labbe the Stockton, Fresno and Visalia Electric Railway properties.

Elsa Himmelman, Comptometer Op-

erator, who has been working at Torrance for the past six weeks on the annual inventory, has been transferred to the Comptometer Bureau here to continue with the inventory work.

Mrs. A. Smith of the Payroll Bureau has gone to the Pacific Hospital, suffering from a chronic case of asthma. We hope for her complete recovery and that she will soon be back with us again.

Our deepest sympathy is extended to Miss Katherine Fox and family upon the death of her father, who recently passed away. Upon receiving news of his serious condition she at once left, but unfortunately she was unable to reach him before his death.

Our sympathy also goes to Mrs. Mercedes McDaneld, who sustained the loss of her father last month.

A new face is seen in the Conductors Accounts Bureau, namely, Bessie Lawrence, who is taking the place of Irene Read, Checking Clerk, who recently resigned to be married.

George Wallace, Interline Clerk, employed temporarily by the Freight Accounts Bureau, left the service Nov. 30 to take a position elsewhere.

The Yuletide spirit is in evidence in the Conductors Accounts Bureau, where the girls are busily engaged in making black pussy cats for the children of the Mexican camps of the Company.

The engagement of Edythe Hatter of the Conductors Accounts Bureau was announced in the usual manner, Edythe appearing at the office the other day with a very pretty diamond on her left hand. We all wish Edythe and her husband-to-be the best of luck.

The list below indicates those away on vacation during the month of November, 1925:

- Grace Reed ..... Home
- Juanita Hoover ..... Home
- Marie Stouffer ..... Home
- A. L. Marsh ..... Mt. Lowe
- J. A. Grilleaux ..... San Francisco
- William (Bill) Keelin ..... Home
- T. E. Dickey ..... Home
- F. A. Rulison ..... Home

**Final Proof**

Brown—"Do you think the dead can communicate with us?"

Black—"I know they can't. Once I managed to borrow a dollar from a Scotchman. A week later he died, and I haven't heard from him since."

If no one ever calls you by your first name there's something wrong with you.

The foreman looked him up and down. "Are you a mechanic?" he asked.

"No, sor," was the answer. "Oi'm a McCarthy."—Montreal Daily Star.





Customer—"Ouch! This towel is scalding hot."

Barber—"Sorry, sir! I couldn't hold it any longer."

"I can read your mind like a book," the professor was droning. "I can tell just what each one of you is thinking."

"Well, why don't you go there then?" drawled a cynic in the rear seat.

Umpire—"Boy, that's certainly some tear you gave your britches when you slid."

Rastus—"Suah is. Came mighty near havin' to call dis game off 'counta dawknness."

I saw three thistle sifters  
Sifting thistles through three sieves.  
I said to these three thistle sifters:  
"Thistle sifters, sift soft thistles  
Through these three sieves."

#### Wit Not Lame

A tramp wailed piteously at the wayside. "For the love of God, help a poor cripple." An old gentleman that was passing was touched by the appeal.

"Bless me, why, of course," he said, "here's a dollar. Where are you crippled, my poor man?"

"Financially crippled," said the tramp, as he pocketed the money.

#### A Careful Man

Isadore Levinsky was dying of smallpox. The doctor had just told him the terrible truth.

"Send for the priest," he murmured. "You mean the rabbi, don't you?" asked the doctor.

"No, the priest. Do you teenk I want the rabbi should have such a seekness what I got?"

#### A Narrow Escape

An Irishman was telling of his war wound. He said, "An' the bullet went in me chist here, and come out me back!"

"But," said his friend, "it would have gone through your heart and killed you."

"Faith, an' me heart was in me mouth at the time!"

#### Draining Her Crankcase

Little Johnny, a city boy in the country for the first time, saw the milking of a cow.

"Now you know where the milk comes from, don't you?" he was asked.

"Sure!" replied Johnny. "You give her some breakfast food and water and then drain her crankcase."

#### Sign On the Back of a Ford

"You can't pass this one." Sign on the front of same Ford: "Darned, if you didn't."

#### Our Dumb Animals

An old gentleman said to some girls who were talking very loud at the opera, "My dear young ladies, please talk a little louder; the music makes such a noise I can't hear half you say."

#### He Ate

Lady—"You seem able-bodied and healthy. You ought to be strong enough to work."

Tramp—"True enough, lady. And you seem beautiful enough to be in the movies, but evidently you prefer the simple life."—New Haven Register.

#### Pie With a Vengeance

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

The Tramp—"Your're mistaken, lady. Them was my enemies!"

#### Lots of Sense

Dumb—"Do you know that seven-teen thousand, twelve hundred and eighty-two elephants were needed to make billiard balls last year?"

Dora—"My, oh, my; isn't it wonderful that such big beasts can be taught such exacting work?"

#### Should Have Tried Wrigley's

Diner: "Waiter, what kind of meat is this?"

Waiter: "Spring lamb, sir."

"I thought so! I've been chewing on one of the springs for an hour!"—Answers, London.

#### Obedied Instructions

A very plump young woman visited the office of a physician with the request that he give her instruction for reducing her flesh. After asking some questions as to what she was in the habit of eating, he furnished her with a diet list, with the following direction to follow it for a month and then return for further advice.

Upon her second visit, a month later, it was all she could do to get through the door.

"Why, my dear young lady, what have you been eating?" questioned the physician.

"Sir," replied the indignant young person. "I have eaten just what you told me to."

"Do you mean to tell me that you have eaten nothing else?"

"Nothing, sir, except my regular meals."

Big boy, Ah is cravin' to see you. What you got?

Ah has got me th'ee aces.

'Tain't 'nough.

Says which?

'Tain't 'nough.

Is you tryin' to fummydiddle me, Ebony boy?

Ah says th'ee aces is ontirely insufficientment.

What you got, den?

Ah has th'ee nines and two razors!

Ma goodniss, man, you sho does git the full-housenest han's!

#### Benefit of the Doubt

At a dinner on one occasion a professor thought he would ask a colored cloak room attendant a few questions about his memory.

As the attendant handed him his hat he said: "How do you know this one is mine?"

"I don't know that, suh," was the answer.

"Then why do you give it to me?" queried the professor.

"'Cause you gave it to me, suh."

#### Ode to Garden Truck

The wheat was shocked,

The beets turned red;

The corn pricked up its ears.

The squash was squashed,

The mint was crushed,

The onions moved to tears.

The taters' eyes ope'd in s'prise.

The tickle-grass was tickled;

The cause of all you may surmise—

The cucumber was pickled.

#### Presence of Mind

A few minutes after an alarm of fire was given in a hotel, one of the guests joined the group that were watching the fire, and chaffed them on their apparent excitement. "There was nothing to be excited about," he said. "I took my time about dressing, lighted a cigaret, didn't like the knot in my necktie, so tied it over again—that's how cool I was."

"Fine," one of his friends remarked, "but why didn't you put on your trousers."—Everybody's Magazine.

#### Turning the Tables

An Irish witness was being examined as to his knowledge of a shooting affair.

"Did you see the shot fired?" the magistrate asked.

"No, sorr; I only heard it," was the evasive reply.

"The evidence is not satisfactory," replied the magistrate sternly. "Stand down!"

The witness turned round to leave the box and directly his back was turned he laughed derisively.

The magistrate, indignant at this contempt of court, called him back and asked him how he dared to laugh in court.

"Did you see me laugh, your honor?" queried the offender.

"No, sir, but I heard you," was the irate reply.

"That evidence is not satisfactory," said Pat. And this time everybody laughed.—The Hudsonian.



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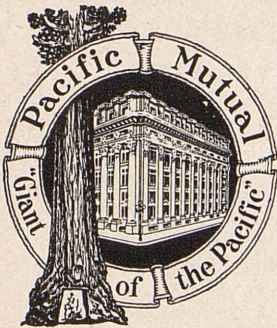
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**CONDENSED STATEMENT**  
**THE FARMERS AND MERCHANTS NATIONAL BANK**  
**OF LOS ANGELES**

As Made to the Comptroller of the Currency  
at Close of Business  
September 28th, 1925

**ASSETS**

Loans and Discounts .....	\$34,984,739.08	
United States Bonds to Secure Circulation .....	1,500,000.00	
United States Bonds and Treasury Notes .....	3,388,607.13	
Other Bonds, Stocks and Securities .....	1,345,127.76	
Bank Premises .....	488,307.48	
Customers' Liability on Letters of Credit .....	492,201.08	
Customers' Liability on Accounts of Acceptances .....	226,309.18	
Redemption Fund with U. S. Treasurer .....	75,000.00	
Interest Earned, uncollected .....	123,145.11	
Cash on Hand .....	\$2,734,505.73	
Due from Federal Reserve Bank of S. F. 2,964,719.38		
Due from Banks .....	5,669,373.88	11,368,598.99

\$53,992,035.81

**LIABILITIES**

Capital Stock Paid in .....	\$2,000,000.00	
Surplus .....	1,500,000.00	
Undivided profits .....	1,039,119.25	\$4,539,119.25
Reserved for Taxes .....		6,514.23
Reserved for Interest .....		104,727.80
Unearned Discount .....		49,829.25
Securities Borrowed .....		1,040,000.00
Letter of Credit .....		519,428.83
Acceptances Based on Imports .....		221,659.18
National Bank Notes Outstanding .....		1,500,000.00
DEPOSITS .....		46,010,757.27

\$53,992,035.81

I, G. H. Naegele, 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) G. H. NAEGELE, Cashier

Correct Attest: V. H. Rossetti, Louis Isaacs, Oscar Lawler.

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