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No. 8



THE NEW SUBWAY TERMINAL BUILDING
BETWEEN FOURTH AND FIFTH STREETS ON HILL
DESTINED TO BE THE NEW TERMINI OF THE HOLLYWOOD-
GLENDALE-SAN FERNANDO VALLEY LINES

Nineteen Twenty-Five

WE HAVE just entered upon the year 1925 and view the coming twelve months with a feeling of assurance, and hopefulness for better business conditions than during the past twelve-month period.

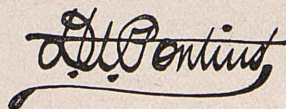
We have assurance, because of the co-operation manifested by every employee during the last year, and that we can rely upon its continuance during the days to come.

We are hopeful that their unfailing watchfulness and strict attention to the details of operation of this system will return a just measure of profit to its owners.

The year just closed has been one of trial to all of us, but we sincerely hope that we are just now at the dawn of a more prosperous era.

To every employe I extend the wish for a most Happy and Prosperous Year in their own personal affairs, as well as in the interest of the Company we are all proud to serve.

Sincerely,



Vice-President and General Manager

The Great New Subway Terminal Building

Work to be Begun Soon on the Los Angeles Terminal of the Hollywood—Glendale—San Fernando Valley Lines

FOLLOWING a conference this week between D. W. Pontius, Vice President and General Manager of the Pacific Electric Railway, and J. F. Sartori, President of the Security Trust & Savings Bank, definite assurance was given that a great height-limit office and subway railroad terminal building is soon to rise on the major portion of the site now occupied by the Pacific Electric Hill Street Station.



D. W. Pontius

In railroad and downtown business circles the announcement is expected to take on the historical importance of that of Henry E. Huntington in the summer of 1902 when the founder of the Pacific Electric Railroad gave definite assurance that the present Pacific Electric Building and Station at Sixth and Main Streets would soon be a reality.

Construction of the big building on Hill Street, which is expected to cost nearly four millions of dollars, will be a partial realization at least of a dream dreamed in this city almost 20 years ago by the late E. H. Harriman. The greatest of all railroad wizards went so far as to have plans for a big office terminal building drawn up and published. It was Harriman's idea that the building should be the terminus of a subway that would take care of all the present traffic out of West Sixteenth Street.

But the first subway will serve the northwest part of the city instead, and into the basement of the new building—below the surface of Hill Street—will roll the Hollywood, Glendale, Santa Monica-via-Sawtelle and the San Fernando Valley cars. Serving as the station for these subway cars, the building will take the name of the Subway Terminal Building. If later on the Vineyard subway is built the

building can be added to so as to accommodate the Santa Monica Bay district trains.

In the late conference between Mr. Pontius and Mr. Sartori the latter represented the Subway Terminal Corporation which will build and own the building. With the announcement that the building would be erected, came a further announcement that the Pacific Electric had sold to the Subway Terminal Corporation the northerly 141 feet of its Hill Street property which extends through to Olive Street, a depth of 330 feet. By the terms of the sale the Pacific Electric agrees to excavate for and construct a basement and subway station and put in all steel and concrete work for the ground floor.

Schultze and Weaver, Los Angeles and New York architects, have already drawn up plans for the Subway Terminal Building which call for one of the handsomest and most unique business edifices in the city. Schulte, as a young draftsman, designed the



Mr. Schultze, the Architect

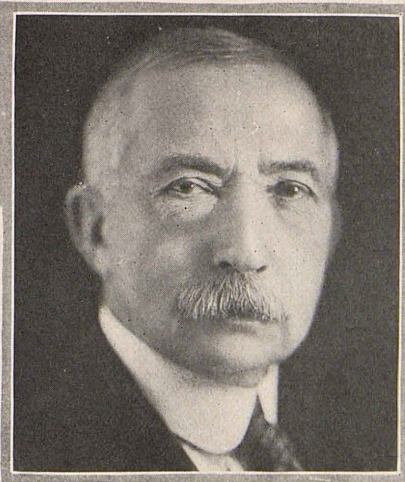
Grand Central Station in New York City. He states that when completed the building here will be the only one west of New York that will provide a subway station for electric cars.

The decision to erect the Subway Terminal Building will be far reaching in its effect according to Mr. Sartori, who is president not only of the Subway Terminal Corporation but also of the Central Business District Association, an organization of property owners of the central business district. "It means stabilization of the present central business district" said Mr. Sartori yesterday. "The status of that district has remained uncertain because of the tremendous growth of the city unrestrained in its business zones at least, by any definite plan of development. Experience in large Eastern cities has proven that nothing is more damaging than a constantly shifting business center. The

vote for the civic center last year together with the location of the city's first subway terminal on Hill Street, will have a wholesome tendency to keep Los Angeles' main business district centralized as it should be. These factors will act for Los Angeles much as the Loop elevated lines have for Chicago."

Some of the largest business enterprises in the city are represented among the officers and directors of the Subway Terminal Corporation. In addition to Mr. Sartori as president, the officers are: E. P. Clark, vice president; F. W. Flint, Jr., vice president; James R. Martin, secretary-treasurer and James L. Patten, assistant secretary and treasurer. These men with Harry Chandler, M. J. Connell, George A. Hart, Irving H. Hellman, James E. Shelton, John Luckenbach, F. W. Kellogg, S. F. McFarlane, Stuart O'Melveny, James R. Page, D. W. Pontius, Howard J. Schoder, W. R. Hervey and A. B. Ruddock compose the board of directors.

Pacific Electric officials estimate that 50,000 people will make daily use of the Subway Terminal upon the completion of the subway. It is believed that this number will increase tremendously each year. Probably no



J. F. Sartori

more important factor can come to increase the growth of Hollywood, Glendale and the whole San Fernando Valley than the rapid transit that the subway will bring. The Pacific Electric is breaking all Pacific Coast records of tunnel construction in its efforts to get the big bore through the hills by next spring. Three shifts, totaling 650 men, being worked by Twohy Brothers, the contractors, in three different locations, are now more than half way through their labors.

They are four months ahead of schedule. From First and Glendale Boulevard, the tunnel is being driven eastward and from Figueroa near Fourth it is being driven both eastward and westward. The forces working from these two points broke through early in December. There yet remains 500 feet of stubborn drilling eastward from Flower Street.

While the actual digging of the tunnel project of this big enterprise is expected to be completed in the spring, there will remain the construction of the Terminal Building, approaches from each end and other facilities which will make completion of the enterprise due early in the coming fall.

During last month a combined total of 780 feet of bore progress was made or an average of 30 feet daily and placement of concrete lining was maintained at approximately the same pace. Including the open work at either end the total length of the subway will be 5000 feet. When completed it will have cost approximately \$3,500,000.

The Subway Terminal Building will be of Class A construction throughout with frame of steel and concrete and will extend the full length of the block between Hill and Olive Streets. Its basement will be large enough to accommodate five tracks or 30 cars at one time. Six incline ramps rather than stairways or elevators will provide exits to the first floor, where are located a large waiting room and ticket offices. The alighting passenger, on leaving the track level, first goes up to a mezzanine floor to a similar waiting room from which an easier incline ramp takes him to the first floor and Hill Street. The main entrance to the building is from the Hill Street level, leading to an arcade 130 feet long and 30 feet wide with numerous shops on either side. Eight passenger elevators, six at the Hill Street entrance and two on the Olive Street side will serve the public. There will be one freight elevator. Two stories on the Olive Street side will be given over to a tenants' garage with a capacity of 128 cars. It may be entered from Olive Street from either floor. The Olive Street elevator entrance is from the third floor elevation. The building will contain 600 offices, an average of 68 to the floor. Its exterior finish will be of granite and terra cotta. The basement, being utilized as a railway terminal, will necessitate the boiler room being located above the street level, a fact that will involve unique building and engineering problems in itself.

Ground for the Subway Terminal building will be broken soon.

Signs of the Times

"Ha! Ha! Ha!" laughed the San Fernando Valley farmer when he read the new Hollywood parking signs. "Parking limit two hours, 7 a. m. to 6 p. m. Why, that ain't two hours; that's eleven hours. What's the matter with you city guys?"

Care of Fare Registers an Important Factor

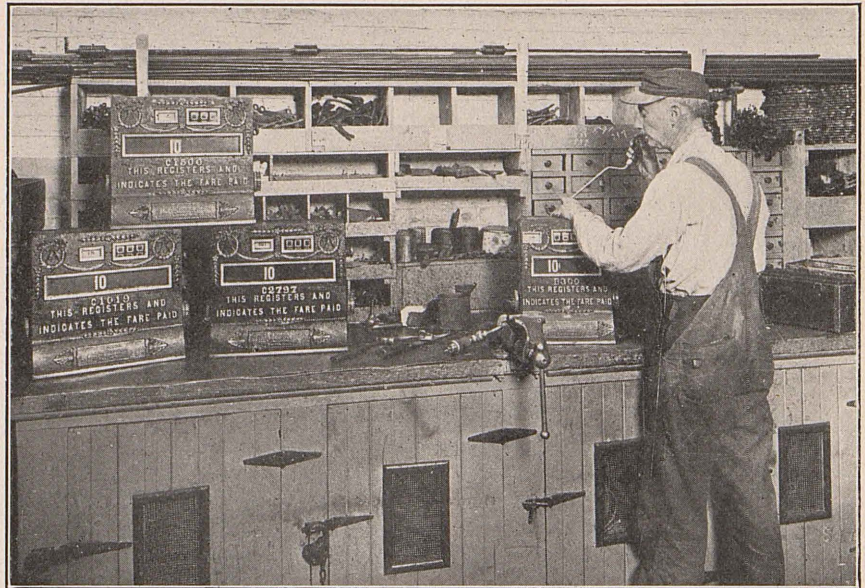
By W. M. Brooks

Cash registers of various kinds have become so common they are accepted as a matter of course, without comment, along with the other marvels of present day commercial developments.

Ohmer Fare Registers are used on nearly all of our cars and motor buses, and these registers are what is known as the recording type, that is, they print the fare as well as register it, and are really a high grade instrument.

The register indicates, prints and

When a register is in bad order, or inoperative, the conductor should report it to the Dispatcher and the first Mechanical Inspector he passes, who will make the necessary adjustments or replace the register with another machine. It is important when reporting a register in bad order to give the mechanic some idea of what the trouble is: For instance, the pointers on the rod do not line up; the indicator fails to show the number of passengers



registers simultaneously, thereby giving a record of the transaction at the proper time. The registers have a little "printing press" so to speak, incorporated in them.

A clear and distinct record is printed every day for every car so equipped, in service, giving the following information: The date, the trip No., the conductor's No. who operated the car, the number of each class of fare registered (or collected) in the course of the day's business. We also have a check on the inspector who opens the register and removes the record, his number is also printed in the record sheet and all of which is turned into the Auditor's office at the close of the day.

The upkeep of these registers falls to the Mechanical Department, however, the Ohmer Fare Register Company of Dayton, Ohio, maintain a service department here, and have competent factory mechanics on the job. Mr. P. F. Buckley is in charge of this department and tells us he has been in the employ of the Ohmer Fare Register Co. for more than 20 years. He should know his business, and does.

It is only natural that there should be some trouble mechanically on these registers, however, we believe the "B. O." reports are not at all excessive when we consider the detail worked out and performed by the register.

registered; the register cannot be opened, and so on, this is very helpful to all and saves considerable time.

There are two forms for making out a record of bad order registers, one is the regular miscellaneous form (0-12) and the other is making a note on your trip sheet to the Auditor. Both of these reports are checked back to determine whether or not the B. O. register has been properly repaired. When writing up these reports it is well to give such detail as: The car No., register No., bus No., and state briefly what the trouble is. In many cases the notation on the trip sheet is the first information the Auditor's office has of the B. O. register, and as settlement is made in this department it is therefore important to give the Auditor full and complete information on this point.

The maintenance of the registers requires the constant attention of one or more men.

Space, as shown above in the illustration, is provided in the Torrance Shops for this work. Cars arriving at the shops for overhauling are stripped of their register equipment, which is also given a general overhauling. The mechanism is complicated and only an expert such as Mr. Vevers, shown in the picture, is competent to work upon them.

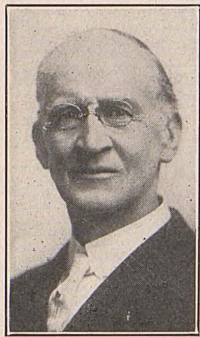
Two Miles of Beautiful Christmas Trees

Over Forty Years Ago, the Trees That Today Are Famous,
Were Planted by One of Our Oldest Employes

By LEA COLE WILSON,

Special Contributor to the Los Angeles Times

ALTADENA, the bright particular jewel of the Crown City's diadem of suburbs numbers among its attractions one of the most striking arboreal sights in California, if not the United States, for there are but a few tree-lined avenues that can rival Santa Rosa avenue, famous as the "Street of the Christmas Trees."



T. L. Hoag

This thoroughfare, lined for nearly a mile on either side with majestic, towering deodars (Himalayan cedar, or, "God Tree,") is at all times a Mecca for visitors; but on Christmas Eve when the trees blaze forth with myriad lights and the surrounding gardens and villas glow with reflected radiance, it becomes a scene of fairy-like beauty, a magnet for thousands of sightseers who come from everywhere—by motor, by street car and on foot, to view the spectacle of not one, but hundreds, of magnificent living Christmas trees, seventy-five feet or more in height and with a spread of from thirty to forty feet, sparkling with every color of the rainbow.

To look at these stately giants, offsprings of ages-old forests of India, one feels that they must have stood sentinel along the highway for at least a hundred years. Yet the man who planted them, who saw them spring from the seeds and set them out on the avenue, is still a resident of Pasadena. He is T. L. Hoag of 64 Valley street, and he will be 73 years of age next May.

Mr. Hoag is hale and hearty, and like the famous deodars, is a flourishing testimonial to the beneficent effect of the climate of Southern California. For thirty years he has been an employe of the Pacific Electric Railway Company, is in fact their oldest employe, and is now conductor of a one-man car of the Pasadena system. He gets up at 4 a.m. and operates his car ten hours every day.

Forty-odd years ago Mr. Hoag was foreman of the Woodbury ranch at Altadena, owned by two brothers, John and Fred Woodbury, now deceased. John Woodbury was something of a globe trotter, and on one of his journeys to India he picked up on the slopes of the Himalayan Mountains the deodar seeds which have since become the big trees of Santa Rosa avenue. The seeds were turned over to Mr. Hoag, who planted them in seed beds under glass, where they remained for two or three years, or until they

YEARS ago, one of our present-day employes, in fact the dean of all the Transportation Department employes, then employed as Foreman of the Woodbury Ranch at Altadena, set out small slips of a rare species of trees brought from India.

In the years that have passed, those slips have grown and developed into trees of fame, and the man who planted them has grown yearly in the esteem of his associates.

The story of Altadena's wonderful Deodars (God Tree) is pleasantly told in the Times of recent date by Lela Cole Kilson, and our honored fellow employe is also kindly mentioned in the article, which is reproduced herewith.

were about two feet high, when they were transplanted along the private driveway leading up to the Woodbury residence.

"Some day," said Fred Woodbury, as he and his foreman discussed the placing of the seedlings, "some day there may be a street through here."

It seemed a remote possibility, as at that time the first wooden store building on Colorado street had not been long completed; but Mr. Woodbury lived to see many greater wonders

wrought among the orange and lemon groves then just getting a start on the sunny slopes over which Pasadena has spread her mantle.

Trees Flourished

The young trees took kindly to foreign soil. They were never trimmed or cut back, and their growth was rapid and even. In appearance the deodar is extremely graceful, with widespreading branches and a uniform, pyramidal growth. The pendulous branch tips are densely set with long bluish-green needles, and the limbs spring out from the trunk close to the ground, so that they seem to sweep its surface. The average maximum height of the tree is 150 feet, with a trunk diameter of from six to eight feet. If the Altadena trees reach this size, some of them will have to be sacrificed, as they were planted too close together to permit full growth without crowding.

About four years ago Fred C. Nash conceived the idea of lighting the deodars for Christmas week. The Kiwanis Club of that city put Mr. Nash's happy thought into execution with such gratifying results that the lighting of the trees has become one of the Southland's important festivals. The city itself has now taken over the responsibility and expense incident to the display, under the sponsorship of the club. The Southern California Edison Company furnishes the electric current, places the special transformers and enormous amount of special wiring



necessary, etc. The trees are lighted each night from Christmas Eve until New Year's Eve.

Viewed by Millions

It was estimated that a million people viewed the spectacle last year. Tourists who come to California every winter make it a point to get here before Christmas so that they will not miss the fairy-like scene, and newcomers, who know of it by hearsay, write to find out just when the trees are lighted so that they may time their visit accordingly.

The deodar, or Himalayan cedar (*cedrus deodara*) is one of the largest coniferous trees of India, as well as one of the most important timbers of that country. In California it thrives at comparatively low altitudes, but in India it is commonly found between 6000 and 8000 feet, although sometimes it occurs as high as 12,000 feet. The wood is yellowish-brown, moderately hard, oily and strongly scented. It is very durable, and much favored for railroad ties and construction of all kinds. The forests of these trees in India regarded as merchantable are approximately 1,280,000 acres in extent with a yield of 100,000 tons a year which it is thought will increase with intensive exploitation. It is not, however, as an article of commerce that the deodar has been revered in India from time immemorial. For centuries it has been the inspiration of poets and mystics, the "God Tree," a thing of perfect beauty with power to lift the spirit above earthly woes.

The Altadena deodars were the first of these exotics to be brought to the State, but its charm as a road and avenue tree is fast winning it a place of importance. It cannot survive any degree of frost, so probably will be confined to California or sections enjoying approximately the same climate, although it has a wide range in the State of its adoption.

A striking group of deodars on the capital grounds at Sacramento is a well known sight in that city, and a driveway at Kearney Park, near Fresno, is lined with them. They are also found near San Diego and around Ukiah and Chico, and in fact are becoming popular all over the State as an avenue tree.

But the homage of the Southland will be reserved for its patriarchs, the Altadena Christmas trees, who blazed the trail for their species in a new land. It is no wonder that Mr. Hoag, the pioneer, gazes with affectionate and paternal pride, not unmixed with awe, at these spreading giants whose destinies he literally cradled in the palm of his hand; and that the trees themselves have been content to bring their age-old message to serve a new race and a newer religion.

Guessed It

Officer: "Say, are you looking for trouble?"

Married Man: "Yeah, have you seen my wife?"

Team Work

Smith—"So your son is in college? How is he making it?"

Smithers—"He isn't. I'm making it and he's spending it."—Detroit News.

PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—NOVEMBER, 1924

Passenger Revenue	\$ 1,011,406.20
Freight and Switching Revenue.....	437,337.06
Other Revenues	62,287.03
Total Railway Operating Income.....	\$ 1,511,030.29
Total Railway Operating Expenses:	
Wages	\$771,341.50
Other Charges	367,221.35
Transportation for Investment—Credit	6,270.58
	1,132,292.27
Revenue Less Operating Expenses	\$ 378,738.02
Depreciation	\$ 44,478.46
Taxes Assignable to Railway Operations.....	97,577.88
	142,056.34
Revenue Less Operating Expenses, Depreciation and Taxes.....	\$ 236,681.68
Non-Operating Income	40,907.19
	277,588.87
Net Revenue	\$ 277,588.87
Interest on Bonds and Other Debt.....	\$347,983.84
Rent and Miscellaneous Income Deductions.....	118,651.10
	466,634.94
Total Deductions	\$ 466,634.94
Net Loss for month.....	\$ 189,046.07
Net Loss for eleven months.....	\$ 402,308.58
Total outstanding Deficit as of Nov. 30, 1924.....	\$13,866,334.11

Los Angeles, Calif., Dec. 22, 1924.

L. A. LOVELL, Auditor.

ANNUAL ROSE FESTIVAL

January 1st found our railway better prepared for the great annual mass transportation movement to the Pasadena Rose Tournament than ever before, but disappointment is quite keen over the decided drop in the number of passengers requiring transportation.

The plans for service were perfect and the 27,000 who passed over our lines to and from Pasadena on the first day of the year were rendered a service never before equaled.

Not a moment's delay was encountered in dispatching trains from the big Main Street terminal; there was not a mechanical failure of any kind worth mentioning, and not an accident to mar the perfect day.

Co-operative work between the various departments interested was of the very highest type, and the day closed with the personnel participating in the varied activities casting figurative bouquets at each other.

The big drop in passengers handled can only be attributed to the growth in number and use of private automobiles, there being only a few private buses in the field, and they were poorly patronized.

From comments heard late in the day by persons who did journey to the festival in their own auto, regrets were many because of their doing so, because of great delays, caused by choked highways and by marred and damaged autos, to say nothing of hazards they personally assumed.

Our big Pacific Electric Band was one of the best musical features of the parade and received many complimentary outbursts of applause along the route.

HARBOR TRAFFIC CLASS

For some time past, the Educational Division of our Club work, under the direction of E. W. Hill, Educational Adviser has been planning a new feature of the work at the Harbor (Wilmington and San Pedro) that culminated in the organization of the Harbor Traffic Class on December 8th, and since which time five sessions have been held with an average attendance of about forty persons.

The officers of the class, elected at the first meeting are: Alfred A. Stahl, Chief Clerk, at San Pedro, Chairman; R. N. Bellevue, Ass't Chief Clerk, at Wilmington, Assistant Chairman; Thomas A. Hull, Secretary; and advisory committee appointed, consisting of H. W. Hansen, Ass't Freight Agent, So. Pacific Co., R. N. Bellevue, Ass't Chief Clerk, Pacific Electric Railway Co., and Mr. Randall, Revising Clerk of the Union Pacific Co.

While the Harbor Traffic Class is of Pacific Electric origin as a part of its educational work, the traffic employees of other railway interests and industries of the Harbor are invited to join and are most welcome.

Every phase of traffic will be studied during the sessions of the class and much benefit is anticipated by all its members.

Latest Alibi

"What excuse had you for driving sixty miles an hour through the city?" demanded the judge, sternly.

"I was just hustling to get home so I could get back to the cross-word puzzle I have been working on," explained the motorist.

"Case dismissed. Come back into my consultation room; I want to ask you about a couple of words that have stumped me," said the Judge.

Wanted!—Five Thousand Business Getters

Every Employee of the Pacific Electric is ELEGIBLE and DESIRED
in a Campaign for Increasing Revenue

By G. F. SQUIRES,
Assistant Freight Traffic Manager.

BIGGER Business and Better Service" for the Pacific Electric is a slogan that merits the thoughtful consideration of every employe. Cooperation in working toward the mutual prosperity of both the Company and its employes should be a prevailing sentiment and every member of the entire Pacific Electric Family should consider himself a specially appointed traffic solicitor out for bigger business.

This spirit demonstrated by the Pacific Electric men and women, whose regular duties are outside the sphere of business solicitation, constitutes an asset of which any company would be justly proud.

Our organization should be capable of offering the Pacific Electric at least 5,000 helpful business-getters. Think what it would mean if each and every employe would favorably influence the routing of one carload shipment over our lines once a month. An employe does not have to be in the Traffic Department to be a good business-getter but conversely, every person in this Company is a potential salesman of transportation.

The transportation business is being fought out on lines of keen competition and competitive conditions today present greater difficulties than heretofore experienced. The solicitation problem is one which calls for greater assistance and cooperation of all employes to the fullest possible extent. To meet this competition successfully there must exist a cooperative spirit in our organization, brought about through mutual confidence and understanding and a recognition by all of an obligation to assist in any way possible to increase the revenues of the Pacific Electric by means of securing traffic.

During the past year the Pacific Electric management contracted for varied freight and passenger equipment, the cost of which entails an outlay of \$4,377,000.00, all of which has now been delivered and available for service. Additional locomotive power, freight equipment, and increased trackage facilities is available to supply the public with the highest standard of service. Our outlay in transportation facilities, although greater than ever before, is not handling a volume of traffic commensurate with expenses, nor an amount that we would desire to have reflected in our revenues.

Increasing our traffic volume is a serious necessity and a matter of vital interest to every member of the Pacific Electric organization. We need additional traffic. Large numbers of Pacific Electric employes are frequently placed in positions of advantage to suggest patronage of our lines, and there exist many opportunities to

urge your friends to favorably consider our facilities in routing their freight traffic. Activities of this character are what count in a business-getting campaign.

Every employe should be interested enough in the welfare of the road to take every opportunity to solicit freight traffic for it. Each and every employe should consider himself a soliciting agent, in addition to any other duties that may be assigned him. By so doing you will not only advertise our road but prove your loyalty as an employe. Employes in every branch of the service can aid very materially in the solicitation of business by using their personal influence among their friends in commercial business to have shipments moved by fast electric rail service.

The Pacific Electric Railway is one of the major industries in Southern California and has largely contributed to the growth and development of this section. It is a utility deserving the patronage of shippers, being a main transportation artery for over 50 cities and towns adjacent to Los Angeles and the intervening territory. Over nine million dollars are annually paid in wages and \$1,200,000 goes for taxes which reflects to the general benefit of the community.

The finest feature of railroad work is the opportunity it gives us for making friends. And friends constitute the biggest asset anyone can have. In making friends for the Company we make friends for ourselves.

Let us remember that in the train of cooperation there are no sleepers and every car carries its own motive power.

"SERVICE" is an elastic word. It may mean a multitude of things; but no one fails to appreciate service when he receives it. Whether it be given in small things or big, the results are usually the same—appreciation.

A satisfied customer is the best advertisement the Company can have. Attentive and efficient service from an obliging and pleasant employe is the ideal element in business getting. If a patron is treated in this manner he is our friend and will always have a kind word to say for the Pacific Electric. This team work of us all will result in better service and bigger business.

The service rendered by the individual employe in the course of his respective duties is reflected in the aggregate service rendered the general public and it is therefore evident that the moulding of public opinion as to the character of service furnished becomes a matter of personal concern to each individual affiliated with the Pacific Electric.

Expanding from a transportation facility originating less than one thousand

and commercial carload shipments annually, the freight traffic of the Pacific Electric Railway has now become a system handling in excess of two hundred thousand cars each year in commercial traffic.

This continuous flow of freight commodities represents the daily coordinated efforts of several hundred employes, each functioning in a businesslike manner; each of whom should be conscious of the fact that directly or indirectly they are salesmen of transportation in that they are producing a class of service which the shipping public seek.

The agent, conductor, or other company representative who greets our patrons with a smile, answers questions willingly, pleasantly and in a businesslike manner, and who is willing at all times towards assisting in every way possible in meeting the needs of patrons, surely promotes an inclination on the part of the patron frequently and continually to buy the service, and helps materially in completing a satisfactory sales transaction.

In dealing with the public over the telephone, through correspondence channels, and the various other mediums by which the business of the Company is transacted, see that proper courtesy is accorded and that all business relations with the public are conducted in a cheerful, courteous and affable manner. Such attitudes as these make lasting impressions on the public and will be substantially remembered by them. In other words, endeavor at all times to wear a smile on "Your Voice" and "Disposition." This is an asset and there can be no question as to its paying.

In merchandising our service of transportation, which is the commodity we are daily marketing, we should be thoroughly "sold" ourselves on that service and make it not only as good as obtainable through other mediums, but better and superior in every possible respect. Good nature, courtesy, personal neatness and a spirit of helpfulness go a long way towards cementing the friendship that the public has for its transportation companies.

Among the various methods which we have for attracting business, good service is placed first according to comparative value as a solicitation medium. Personal solicitation by the entire organization, accompanied by a spirit of helpfulness in assisting our shippers or patrons in their transportation problems ranks second and a good local agent comes next.

The Local Agent

The real railroad agent, whether he be a handler of freight, tickets, or baggage, or a combination of all three, is

not only a "Live Wire"—he represents to the great travelling and shipping public the railroad by which he is employed. He is the point of contact between the Company and the public.

As the manufacturer is judged by the kind of a salesman he sends out, so is each railroad judged by the men who represent it—the agents. The local agent is one of the most important cogs in the wheels of a railroad's progress. He is in better position to make or break his company than perhaps any other person. He can make friends or enemies, he can get business or lose it, he can add to or subtract from the railroad's revenue.

The agent has wonderful possibilities—not only for himself but for making his road "The" road in the territory in which he serves. Agents are the local advertising men of a railroad. If our agent is a wide-awake employe the people of his community will hear favorably about the Pacific Electric.

There are agents, of course, who are poor advertisers, they are not leaders in their town. Such agents on the Pacific Electric, however, are few and far between. Any agent has an opportunity to be one of the leading men of his city and to make the Pacific Electric services known to all citizens. People prefer to transact business with their friends, therefore, the Pacific Electric agent who makes friends of all persons with whom he comes in contact with is the best asset the Company can have.

No manufacturing business can be successful unless its organization is highly efficient, not only in production of service but in salesmanship as well. If a concern year by year is making a larger and better product, is making it with relatively greater efficiency and economy, and is selling it at less and less profit to itself, can there be more than one explanation of what is the matter with it. The true and only explanation must be that it is failing to "Sell" itself to its customers adequately, wisely and effectively.

Our Local Representatives are numbered among the most important factors we have in securing business and the importance of continuous activity on the part of station forces should be realized to the fullest possible extent.

MEASURING RAINFALL

Rainfall is measured throughout the world by means of an instrument known as a rain gauge and in the English speaking countries is generally measured in inches.

An inch of rainfall is equivalent to 113 tons of water to the acre. For the mathematically inclined, this figure can easily be checked as the volume of water involved is 3630 cubic feet and water weighs approximately 62.5 pounds per cubic foot.

Novelty

He: "I have an idea."
She: "Be good to it. It's in a strange place."

MT. LOWE RESORT NOTES

Steady progress is being made by the contractors on the big addition to the Hotel and it is hoped that all alterations will be completed within the next two months. The new additions, which include a very handsome ballroom will add very materially to the comfort of our famous hotel.

Miss May Smith has just returned from a very pleasant vacation with friends in the northern part of the State, and is again at her accustomed place in charge of the dining room, much to the joy of our patrons.

Mrs. F. B. Clark, wife of our genial manager, is rapidly recovering from a broken arm, sustained on December 17th during a visit to Los Angeles. That her injuries were not more serious is very gratifying to her many friends.

The New Year brought an overflow of guests to Mt. Lowe the accommodations having all been reserved over three weeks in advance of the event, with the result that the lobby was the scene of much merriment all through the night of the 31st.

Jack Scherdin, Engineer at Mt. Lowe Resort, passed away on Wednesday morning, December 18th. Jack had been sick for over a year and had been lovingly taken care of by his mother who came all the way from Sweden when she heard of her son's sickness.

Jack was a faithful employe, very popular among his fellow workers. He was a member of the Mortuary Fund and Group Insurance, naming his mother as the beneficiary.

VARIABLE TRACK GAUGES

How many of us have given thought to, or taken time to investigate standards of railway track construction in the various countries of the globe; or know of the variation of standards employed.

One of our fellows went to the trouble recently of investigating the subject and here is what he found out:

In the United States, Great Britain, Canada, Austria, Belgium, Denmark, Netherlands, Hungary, Germany, Italy, Switzerland, Sweden, and Turkey, the track gauge is uniform—4 feet, 8½ inches.

In Australia, three standards are to be found, viz: 4 ft. 8½ in.; 5 ft. 3 in.; 3 ft. 6 in.; New South Wales: 3 ft. 6 in.; and 4 ft. 8½ in.; Asia Minor: 3 ft. 5½ in.; and 4 ft. 8½ in. Egypt: 3 ft. 6 in.; and 4 ft. 8½ in.; New Zealand, South Africa and Japan maintain a gauge of 3 ft. 6 in.

Ireland: 5 ft. 3 in.
Spain, Portugal, and Ceylon: 5 ft. 6 in.

India, three gauges: 5 ft. 3 in.; 3 ft. 3¾ in.; 2 ft. 6 in.

Outstanding as the odd one of all is Russia, whose standard is 5 ft., and a student of international problems or more especially the problems of continental Europe can very easily fathom the reason for this difference.

NOTICE

The trainmen listed below have been selected to serve on the Northern Division Safety Committee for the ensuing three months, January, February and March, 1925:

H. F. Tiemann, conductor, Macy Street; J. W. Kelley, motorman, Pasadena; H. C. Berg, freight motorman, San Bernardino; R. O. Simpkins, conductor and motorman, Pomona; G. W. Woodbury, conductor and motorman, San Bernardino; S. J. Kernick, freight conductor, Macy Street.

It will be the duty of these trainmen to bring before the meetings, for discussion and consideration, such operating practices as may be deemed unsafe and such conditions as may be thought hazardous, that same may be remedied if practicable.

Your co-operation in calling such matters to their attention will be appreciated.

A. C. BRADLEY,
Superintendent.

SERVICE CHANGES

Commencing January 2nd the local service was established on Western and Franklin Avenues, operating through from 12th and Hill Streets via Hill, Sunset Blvd., Santa Monica Blvd., Western Ave., and Franklin Ave. to Vine and Hollywood Blvd. The schedule calls for 10 minutes headway during morning and evening hours and 15 minutes at other times of the day and requires 12 cars. This replaces bus service put on last summer because of power shortage without the transfer required by the latter.

On January 2nd service was restored on the Arrowhead line, a shuttle car being provided between the Highland Ave. terminus of the Colton-San Bernardino line and the Arrowhead Hotel making five round trips daily with frequent intermediate trips to Crusher, at the foot of the heavy grade. This district has shown a rapid development during the past few months.

PACIFIC ELECTRIC MASONIC CLUB DOINGS

At the regular meeting of the Pacific Electric Masonic Club, the following officers were elected for the ensuing term:

C. Thorburn, president; I. J. Williams, first vice-president; E. H. Pierce, second vice-president; L. J. Bush, third vice-president; H. G. McDonald, treasurer and L. H. Appel, secretary.

During December, the Club visited Beverly Hills and South Park Lodges and conferred the Masters' Degree upon two fellow employes.

The regular meeting of the Club to be held Tuesday evening, January 13, 1925, promises to be an exceptional one. Be on hand for the first meeting of the new year.

Beverly Hills—The Foothill Aristocrat

Half Way Between City and Sea, It has Charm of Both
and the Faults of Neither

By E. F. SANDERS, Sec'y-Mgr.
Beverly Hills Chamber of Commerce.

BEVERLY HILLS, unique, artistic, serene and beautiful, stands and ever will stand as a monument to the far-seeing men who planned this city for a city of homes. As such Beverly Hills surpasses any other city in California and in some respects rivals the most beautiful cities of the world, having certain features which no other city possesses. Beverly Hills stands in a class by itself so far as location, planning, wealth, climate, and boulevards—the great forces that enter into the making of a city—are concerned. Let us look at these fundamental conditions and the relation they bear to the future of our splendid municipality.

Beverly Hills is located in a most strategic position. It is just eight miles west of the heart of Los Angeles and eight miles to the great Pacific ocean, whose balmy breezes wafted from the golden sands of this mighty father of waters, give life, health, comfort and pleasure to all of our people at all seasons of the year.

Elevation of Beverly Hills is such that the inhabitants can look down upon the surrounding territory and enjoy the beauties of the setting sun, whose blazen shafts illuminate ten thousand windows in Hollywood and gives it the appearance of a mighty city in flames. The lighting at night is a spectacle long to be remembered, as seen from the thousands of homes in Beverly Hills, with a background of sloping, verdure-covered hills, canyons and ravines that will satisfy the most extravagant scenery hunter. The home-builder has only to purchase a lot and build a home on the level plateau at the foot of these hills to be constantly in touch with and in sight of the most marvelous beauties of nature.

Beverly Hills has room for upwards of 75,000 people, and with this marvelous location, bounded on the north by mountain scenery, south by Pico Boulevard, east by beautiful Hollywood and on the west by vast open spaces leading to the sea, we have at once a location unsurpassed for the home-builder.

The plan upon which Beverly Hills was originally laid out is most striking and is not duplicated in many respects by any other city. North of Santa Monica Boulevard the eye is met with wide, circling drives, beautifully laid out, lined with every kind of trees and vegetation, and as one sweeps up these beautiful drives approaching Sunset Boulevard and the Beverly Hills Hotel and the parks you are inspired with this thought: Some master-mind dreamed of a city and before you lies the realization. Pictures

of these beautiful streets are shown elsewhere in this edition. The lots on which the homes stand are large—with at least an eighty-foot frontage—and no home faces, or is numbered on the cross streets running east and west. No business of any kind can enter this beautiful realm of homes and the restrictions make it impossible for the cheaper houses to be erected. South of Santa Monica Boulevard the plan is changed. Here lots are smaller and restrictions not so high; but withal a most substantial and permanent plan has been carried out. The streets are wide, paved with solid concrete; the lighting system is of the most modern and latest approved style. All improvements, such as sewer pipes, gas and water mains, were placed in the streets before they were paved.

Beverly Hills has a substantial commercial center, lying between Santa Monica and Wilshire Boulevards, which is growing as the demands of the city require.

Climatic conditions alone of Beverly Hills bring thousands of people yearly to live within her boundaries, located just far enough away from the ocean to be free from fogs, dampness and chills of the winters and yet close enough to be benefited by the salt breezes which are ever present. With no excessive heat in the summer and no chilly days in the winter, Beverly Hills will ever be an attractive place to the man seeking ideal climate. Thousands from all over the world come to the beautiful Beverly Hills Hotel and one of their chief reasons is the ideal climate that they always find here.

There is probably no other city in America with the population that Beverly Hills has at the present time that has so many wealthy people living in it as this far-famed city of beauty. Men of business with large interests in the great city of Los Angeles have found a quiet, restful place in Beverly Hills and have here built palaces of beauty for their homes. That section of Beverly Hills north of Santa Monica Boulevard is known throughout the world as the home of the millionaire; as such it rivals any other residence section known to man; while south of Santa Monica Boulevard the man of modest means may find homes that will fit his conditions and may enjoy the same conditions and same wonderful advantages of location as the man of millions a few blocks away.

Beverly Hills is served at the present time by four great boulevards leading from the city to the ocean. On the north at the foot of the hills is beau-

tiful Sunset Boulevard, on which is found the beginning of the Bridle Path, the longest of its kind in the world. On or near Sunset Boulevard may be found the homes of many of the world's greatest moving picture actors and actresses. Pauline Frederick and Charles Ray are on Sunset Boulevard. The homes of Will Rogers, Gloria Swanson, Pola Negri, Mary Pickford and Douglas Fairbanks and many others are near Sunset Boulevard. Following one of the beautiful drives running south, you will come to Santa Monica Boulevard, which passes between the business section and the residential section of the city and on westward to the sea. Dropping farther south, you are impressed with the great sweeping boulevard known as Wilshire. Thousands of automobiles pass hourly up and down this great highway. At the corner of Wilshire and Beverly Drive is being built one of the most beautiful theatres in the state. Across from the theatre the Walter G. McCarthy Company has located one of the most artistic business blocks to be found in Southern California. Passing on down the winding drives, you will come to Pico Boulevard, which, when completed, will extend from the town of Whittier through the Riviera to Santa Monica. This will be one of the most beautiful and attractive boulevards to be found in America. Country Club, another boulevard in the process of construction, will run midway through the section south of the Pacific Electric tracks.

Soil of Beverly Hills is the most productive to be found in Southern California; our water supply is abundant. There is more water held in storage per capita in Beverly Hills than any other city in the United States. This water comes from wells that are deep enough to produce an ever-flowing supply.

Schools of Beverly Hills are as good as the best. Ample provision has been made for the care of all children below the high school, and the first unit of a large high school building is soon to be started. Our churches are of the finest type and supply the beliefs and creeds of all.

Beverly Hills is governed by a Board of Trustees, elected by the people. This Board of Trustees is composed of our very best citizens and are not professional politicians in any sense. They live here and have the best interests of Beverly Hills at heart and serve in this capacity, not for money, but for the love they bear to their home city.

There's a Lacy Loveliness About Beverly Hills



Whether the house cost \$5000 or \$500,000, artistry enters every detail, and beauty is a paramount thought with every builder at Beverly Hills. It is indeed soul satisfying.

Important Signal Section Goes Into Service

Safety Factor in Operation Between Dominguez and San Pedro
The Latest Word in Apparatus of That Character

By S. R. FLORENCE,

Signal Engineer, Pacific Electric Railway.

ANOTHER heavy traffic section of our big system was placed under automatic block signal operation on December 15th between Dominguez and San Pedro, under the direction of Chief Engineer Johnson and Signal Engineer Florence, representing an expenditure of \$105,000.00 in the interest of greater safety.

Forty-four, three color light, alternating current signals compose the installation between the two points on the line mentioned.

The signal system used is known as the double rail return continuous track circuit, using 1000 amperes per rail capacity impedance bonds, and three position two element track relays Model 15 Vane type. These relays operate on 110 volts line and 75 one hundredths volts track, and is immune from the effects of the current used for the propulsion of our trains.

All track circuits with the exception of a few are of the polarized type, that is, the relay armature swings in one direction to give the green indication, a reverse to give the yellow indication, and neutral when block is occupied, giving Red indication.

The polarized circuits are equipped with small impedance coils which are used in place of a resistance unit, this being more economical in power consumption as there is not the heat loss found in the use of the resistance unit.

All relays, impedance coils, track transformers and resistance grids are housed in metal cases; these cases being known as instrument cases, and in most instances they act as a support for the signal mast.

The signals are of the three light type; green proceed at normal speed; yellow proceed at caution; red stop; and are known as style N, meaning medium long range and can be seen in bright sunlight for a distance of approximately 2,600 feet. They are equipped with duplex lenses, one clear with corrugation internal, one colored with corrugation external, and so arranged as to exclude all external light, this to reduce to a minimum any chance of a "phantom" signal caused by light rays from a head light or by direct sun rays striking the lenses that might reflect and give wrong indication.

All crossover spur and side track switches are protected by color light switch indicators, green (proceed), and dark (stop). These have a full block overlap and indicate condition of track about to be entered; that is to say, if a train is standing on a siding or spur track, and indicator is lighted, main track is clear for at least one full block; or, when a train is standing on the outbound main track and wishing to take the crossover to inbound main track, if indicator at switch on outbound main track

is lighted, inbound main track is clear for at least one full block. In connection with this system, signals have been installed on the outbound track at East Wilmington Junction; inbound track at McFarland St. Junction; inbound track at "B" Street, Wilmington and outbound track at junction of San Pedro-Gardena line at San Pedro, where trains enter main track from branches at these points, these signals indicate to train crews condition of main track for at least one full block; also the switch points leading into the main track are spring and may be trailed.

The junction signals above mentioned are controlled the same as switch indicators; their indication, however, being yellow proceed, red stop.

All spurs and sidings are protected with Hayes derrails operated by standard high switch stands. Signal circuits are cut through circuit controllers, connected to all derrails and switch points and so arranged as to cause signals to indicate stop if either facing or trailing point switches are misplaced, or derrails left off the rail. Signals are illuminated by two 36 Watt 115 Volt lamps, using a special semi-concentrated filament (Madza Type) behind each set of lenses.

The electric current for operation of San Pedro line block signals is furnished from the Company's 15,000 volt transmission line, stepped down to 110 volt, then up to 2,200 volts, which supplies the signal transmission line, then stepped down to 110 volts at each signal location, this voltage being used to light the signals and indicators, also to furnish power to line windings of track and line relays. The 110 volt circuits act as a primary to the track transformers which again steps the voltage down to that required on the track, which on this system ranges from 2.6 to 6.3 volts at transformer end of track circuit, and is again reduced by ballast loss and impedance or resistance to approximately .44 amperes at .75 volt at relay terminals.

The power house equipment for this system is housed in Dominguez substation and consists of two ten K. V. A. transformers 220 to 110 volt, 50 cycle, and one automatic circuit breaker. These were installed by the forces of the Electrical Department under the direction of S. H. Anderson, Supt. of Power and Equipment.

The automatic flagmen at Watson, Anaheim Road, D Street, Broad St., Canal St., and First St., Wilmington, also at First Street, San Pedro, are cut in on the Block Signal Circuits and are operative for both steam and electric trains. This increases the highway protection, as in the past the flagmen were operated by trolley contac-

tor and were inoperative for steam trains.

All engineering details were compiled by the Engineering Department signal division forces, and consist of plans of signal circuits, plans of propulsion return circuits, signal and insulated rail joint locations.

Block Signal material was purchased from the Union Switch and Signal Company at Swissvale, Penn. The shipment constituting three car loads. Other material, which we term commercial, such as line wire, wooden pins, glass insulators, crossarms, ties, conduits, poles, etc., comprised seven car loads, or a total of ten car loads of material for the job.

I have been asked the question many times—"what causes the signals to operate?" This I will endeavor to explain in a simple manner.

At the far end of each track circuit or block section a small transformer is located, its ratio being 110 volts primary, track voltage 2.6 volts, to 15 volts secondary, with taps arranged to secure practically any voltage required between and including these two figures.

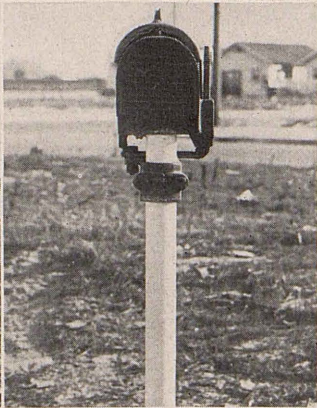
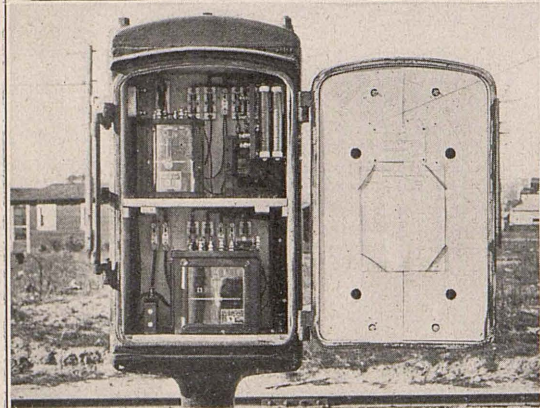
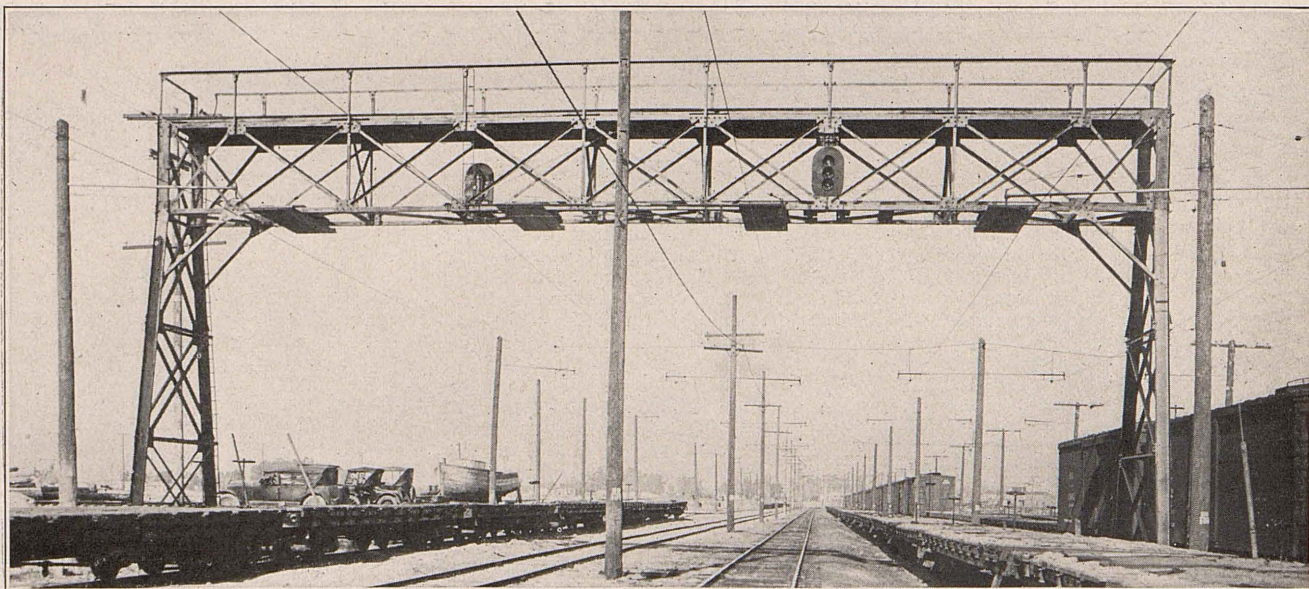
Two track leads are connected from transformer to track; one going to one rail, and one to the other rail; at the signal end of each block section a wire is run from one rail to track windings of relay, and from the other side of relay track windings to the other rail, so you will see that the circuit used is continuous, that is, the current is continuously flowing from transformer to the rails.

When this section is unoccupied and bonding is in good condition the current flows from the transformer over one rail through relay track winding to the other rail and back to transformer, this picks up the relay armature providing the line windings are energized and in proper phase relation to track windings.

When a train enters the block section the track current (AC) follows the path of least resistance, that is through the wheels and axle to other rail back to transformer; this takes the current away from the relay track windings causing armature to fall or in this system causes the relay armature to assume the neutral position opening the circuits to yellow and green lights and closing the circuit to the red light (stop).

When train has passed out of section into the next section the pole changer relay is operated by the falling of armature of track relay, reversing the track circuit polarity of section just vacated, flow of the current being opposite causing relay armature to swing in the other direction opening the red light circuit and closing the yellow light circuit (caution).

When train has passed out of sec-



tion ahead track relay of first section assumes its normal position, opening yellow light circuit and closing the green light circuit indicating proceed at normal speed.

The line windings of relay is energized by 110 volts. This current is furnished from the transformer ahead and cut through circuit controllers attached to switch points and derails, and is also cut through the contacts of crossover circuit relays, making it necessary that all switch points fit snugly and derails in proper position, and crossovers unoccupied before current can reach the relay line windings. You will see that it is necessary for all things to be right before the two

classes of current and of the proper phase can do their work of picking up the relay armature.

It is a popular question: "How do you keep the two types of current separate, that is, the propulsion current D.C. and signal current A. C. and make them perform their respective duties, as there is both A.C. and D.C. on the same rails?"

At the end of each track section known as double rail return circuit, an impedance bond is located; which consists of a heavy copper winding around a laminated core, the heavy windings allow the propulsion current to pass through its neutral terminal to the next bond, then back to the rails of the next section, by-passing around the insulated rail joints, and so on to the negative terminal of the generator at the power house, while the laminated core of the bond sets up an impedance or resistance against the signal current (A.C.) causing it to follow the path of least resistance that is the track windings of the relay. The impedance bond offers practically no resistance to the propulsion current but offers a high resistance to the signal current, causing a large percentage to flow through the relay windings.

It may be interesting to know the care used in the construction of Signal apparatus by the Signal Company and

its installation by the signal forces of the Railroad Company to insure the highest degree of safety in its operation and economy in maintenance.

The relays which are the heart of the system are constructed by experts who have been trained for years in this special line, each stage of construction being watched by expert inspectors to see that each part is assembled in accordance with the standard specifications of the Signal Section of the American Railway Association.

When a relay is completed it is put on operating test for many hours and is constantly watched and a record made of its action; its operating current is also measured to a thousandth of an ampere and of a volt. All moving parts are supported in jewel bearings the same as used in a high class watch. Contact points are sterling silver and graphite, this to offer the least resistance to the control voltage, the armature is of aluminum and swings free between the pole pieces in such a manner as not to come in contact with them, this also to eliminate any chance of failure due to friction.

The circuit controllers are also well constructed, their contact points being of sterling silver. The insulated wire used for case wiring, cables and underground work is the very best obtainable, our standard being the type known as Kerite wire manufactured by the Kerite Wire and Cable Company. This wire was tested by the government during the war and selected by the War Department for use on the Liberty Motors used in aeroplanes.

The signals when under construction are tested for candle power and also by high power rays of external light in order to determine if any defects exist before signal leaves the factory.

Surmounting All Difficulties

Dauber: "Yes, my parents tried hard to keep me from being an artist."

Critic: "I congratulate them on their success."—Boston Transcript.

Annual Visit of Santa Claus

Supplies Many Kiddies in Our Company
With Christmas Cheer



Much interest was manifested this year in all quarters, not only of this Company, but in the various social organizations of the city in Christmas cheer for children. That in our own big corporate family interest was not lacking is shown by the illustration herewith; depicting Misses Karr and Peterson filling stockings with holiday goodies for the children of our labor settlements and supervising others in the laudable work, together with a picture of one of the "parties" at which the gifts of kindness were distributed.

Work of preparing and distributing Christmas cheer among our young wards was done during the latter part of December. Several hundred stockings and baskets filled with fruit, nuts, candies, etc., were given out to the many children in the various camps of the employees of the Pacific Electric Railway, and remembrances also were sent to the hospital at which a number of our fellows were unfortunately confined at the time.

Toys donated by the generous people during 1924 were not distributed, due to the fact that there are so many to be taken care of and the supply limited, but they will be distributed as the occasion arises.

The Club Management requests that those having toys and articles which they wish to dispose of, and are still serviceable, be sent to the Club, so that they may be given to the children, thus helping to make their young lives more cheerful.



Much credit is due to the Misses Karr and Peterson for their work in preparing the gifts and distributing them, and also to the wonderful cooperation manifested by the Club Management at the time.

The Grouch

A grouch is happy only when he is sad. He can't feel good unless he feels bad. As soon as he feels bad he begins to feel good, and when he realizes he is beginning to feel good, it makes him feel bad again.

Motor Coach Hints

WHEN stopping at street intersections to pick up or discharge passengers operators should not block traffic by stopping too close to intersecting curb line or beyond same. To do so interferes with other vehicles desiring to make right hand turn and traffic officers in certain communities have been instructed to arrest operators for blocking traffic in this manner.

Also, care should be exercised to avoid stopping where there is danger to passengers when alighting from motor coach meeting with accident on account of defective or unsafe condition of pavement at such points.

The matter of adhering strictly to schedule running time between points is very important. Operators should under no circumstances pass a point ahead of schedule time. It is equally important that you leave terminals on time and avoid necessity of speeding up to maintain schedule.

Where timetable containers have been placed in motor coaches, operators should see that they are at all times supplied with time cards. These timecards are a great convenience to our patrons and at the same time have advertising value.

Care should be exercised to have

proper destination or dash sign before leaving garage and have same properly displayed according to direction operating.

Keeping of motor coach in a neat and tidy conditions is a duty of the operator, but papers or rubbish collected should not be thrown in street or at ends of line, as this is a violation of city ordinances.

Golf Instructor (to pupil): "Ye maun tak things mair seriously. Ye seem tae think gowf is naething mair than a game!"—The Bystander

Pacific Electric Magazine

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

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

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W. M. Brooks.....Mech. Dept.
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E. C. Brown.....Western Div.
George Perry.....Accounting Dept.
F. J. Oriva.....Southern Div.
P. H. Riordan.....Northern Div.
Daniel Sanchez.....Freight Dept.

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

NINETEEN TWENTY-FIVE, Welcome, and may your passing a year hence find the inhabitants of Earth more peaceful, more happy and more prosperous in every way, than upon the day of your advent. May we all grasp more readily the possibilities and opportunities that come to us to improve our time, develop efficiency and create profit for ourselves and our Company.

THE Editor of a publication never writes about himself—it isn't done in good journalistic society—but while he is absent and his boss must "do his stuff" there is no known rule why we shouldn't give him a little publicity, or promotion, or notoriety, or whatever you desire to call the things we are going to say about him.

Almost a month ago Paul T. Porter, our editor, fell and injured one of his knees and after about two weeks of hobbling around found it necessary to go to the hospital and undergo an operation at the hands of our Medical Staff. It will be probably a week before he is again upon the "tripod" directing the affairs of the Magazine.

That his friends around the big building miss him is evidenced by the many inquiries for him daily.

The Magazine is very proud of its growth in popularity among the employees and appreciates the many compliments received from many sources throughout the country, and we hardly know of a better time to extend the credit, so largely due to Paul Porter, than now, when he is "fretting and stewing" to get back on the job, for to him in a very large measure is due the high quality we think is possessed by our publication.

The laborer is not only worthy of his hire, but is entitled likewise to the credit and eoniums earned.

An Ode To The Lineman

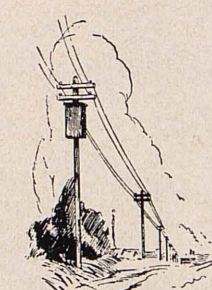
By JAMES EDWARD HUNGERFORD

THEY'RE ready for any old kind of venture—
Heroic, all right, but their deeds are unsung;
They're cock-full o' grit and dead keen to adventure
Whenever there's 'lectrical wires to be strung.

Just give 'em the word an' they're off in a
twinkle,
With pliers and climbers—alert, wide
awake.
You don't have to show 'em; they know
every wrinkle,
And don't give a rap the chances they
take.



Just point out the job to be done, an'
they'll do it—
A job that takes deftness an' courage
an' grit;
They'll laugh at the hardships an' stick
till they're through it,
Or die on the job, for they'll never
say "Quit."



You'll find 'em up north, where the blizzards are
ragin',
You'll find 'em down south, where it's hotter
than sin;
They're perched up on poles where the clouds
are rampagin',
Good-natured an' cheerful, but drenched to
the skin.

Their job is to string up the
wires, and they string 'em,
Regardless of where they
have to be hung;

The rain it can pelt 'em, the hailstones can sting 'em,
But just the same, mister, those wires will be strung.

IT is a pretty good indication of what owners of an industry think of the country in which it is located, when in spite of revenue losses running into the half million mark, it will continue to improve and enlarge its plant.

The Pacific Electric owners put ten and one-half millions of new money into its property and facilities during 1924. That's what they think of this country and its future.

RESOLVED, that I will cultivate more and more, habits of safety during 1925, than I did during the previous year. That I will endeavor to promote the safety of others by kindly warning them of dangers to be averted by more carefulness in their actions of labor, and that I will bear in mind constantly that "I am my brother's keeper" to a very great extent. Let's all try to make 1925 our SAFEST year.

From the East recently came a little folder entitled "The Happy Medium," from the pen of Irma L. Wallace. It was so pleasantly readable and of such a happy thought, that several thousand copies were secured for those of our employees who might care to read it.

Copies may be obtained at the Club, Terminals, and shops' offices.

KINCAID'S SON HONORED

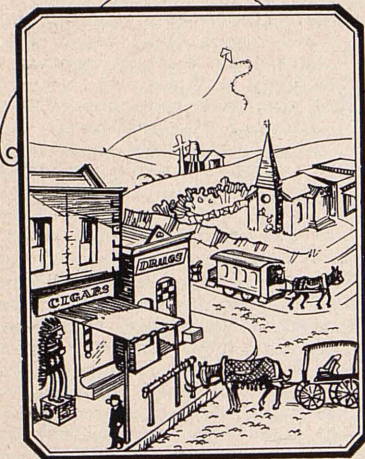
Clarence L. Kincaid, son of Terminal Foreman, J. L. Kincaid of the Hill St. Station, has been chosen Commander of Hollywood Post, No. 43 American Legion of Hollywood, an honor of which we are all proud.

Commenting on Mr. Kincaid's election the "Herald" of recent date comments as follows:

"The change of administration will come Jan. 1 and Clarence L. Kincaid is going to be a very active commander. He is a legion man at heart and it was for his hard work that the members of the post rewarded him by making him commander by one of the biggest votes ever given a candidate for this office.

"Commander-Elect Kincaid is a young attorney. He is a member of the Los Angeles Athletic club and the Masonic lodge.

"He served in the World War and is not only up-to-date on legion affairs but on boxing also. During his administration the boxing game will be in full swing and it will take some very clever promotion to keep the game on the clean basis that it has enjoyed in Southern California."



YESTERDAY *in the Light of* TODAY *88* Songs



By CHARLES K. BOWEN

THE confined air of the tiny sound-proof booth in the phonograph shop was still vibrant with the last clear notes of Olive Kline's voice, and I leaned back, scarcely daring to breathe lest I dispel the vision conjured up by the words and music of the record to which I'd just listened.

"..... if I could be dat sou'f wind kissin' yo-o-o-o!" Hauntingly sweet came an echo of the final words of the darky lover singing to his dusky sweetheart, and even before the last faint echo quivered and died, I was back in Dixie and had displaced that colored swain and his inamorata in the picture.

Again I was a barefoot boy in my southland home. It was night, and in the age-old magnolia tree, drenched with the white moonlight, a mocking bird was "bustin' his heart with melody," and I — I, too, was trying to make articulate the emotions that swelled my heart to bursting and, by so doing brought about their own defeat, because the resulting paralysis of my vocal chords left me temporarily bereft of all powers of speech.

I reckon it was the transcendent ability of the mocking bird to put his passion into a language that compelled an appreciative and sympathetic listener, which kept me dumb at a time when my love demanded adequate expression; or it might have been the sheer beauty of the night, or the ethereal loveliness of the girl who was my companion and the object of my adoration. Whatever the cause, I remained voiceless for uncounted ages and then, and quite without any conscious volition of my own, I began to whistle; and as the trembling notes gained in volume and mingled with those of the mocking bird, I, all at once experienced a feeling of kinship to him and with it a sense of freedom from my timidity, and a determination to avow the love that welled up in my heart for the demure bit of femininity who was its inspiration.

Love's Young Dream

To be sure, the tune that trilled from my pursed-up lips was, at best, but a poor imitation of the melody that continued to pour ecstatically from the bird's vibrant throat. It

was "Listen to the Mocking Bird," and I cite, as proof that young love is not only blind but is also likely to have its hearing seriously affected, that when I had finished my whistled plagiarism of the mocking bird's song — tho my feathered inspiration was still triumphantly, if disdainfully, continuing his — the girl at my side whispered, "Cha'lie, you w'issle mo' like a mockin' bird than a mockin' bird does. If you were up in a tree, I couldn't tell w'ich was w'ich."

Could praise be higher? I hope to say it couldn't. Perhaps what she said that night may be responsible for the fact that that same girl has had me up a tree ever since, tho, as I shall subsequently point out, she has since

learned to detect the difference between my song and that of the mocking bird.

"Y'gotta kiss y' mama ev'ry night — or y'don't kiss mama a-tall" (and I called it a sound-proof booth!) With the first wild yelp of the lunatic voice in the adjoining cell, the mocking bird, once called the wildest of singers by Longfellow — but that was seventy years before the first jazz record was made — hushed his song and winged frantic flight to the great silent reaches of the forest, where birds are birds and jazz is not yet. Also he took with him the girl, the magnolia tree and the moon-light. I ran him a close second in my hasty exit from that record shop where dreams are



born only to be transmuted into night-mares, and thought to follow him as I emerged on the street. But when I reached Seventh Street the crossing cop whistled the only tune a crossing cop knows, and flapped his wings across my path, and I was forced to stand there and know that my mocking bird (and for the first time I understood the mocking part) had passed out of my life forever.

"Canned" Variety

Not quite—for after dinner that same night I cranked the victrola and prevailed upon Miss Kline again to sing "Lindy Lou," and once more came the song of the mocking bird. However, it was raining outside and the sound of the rain on the roof kept the magnolia tree and the moon-light out of the picture, but the self-same blue-eyed girl was with me in our cozy living room—this time in the flesh—and as I leaned back and reminiscently whistled "Listen to the Mocking Bird," she repeated her whispered praise of that long gone night in June, "Cha'lie, you w'issle mo' like a mockin' bird than a mockin' bird does," and the smile that chased the melody from my lips was born of pure content.

After Miss Kline had retired, Florence Hinkle sang, "O, that we Two were Maying," followed by Madam Homer and daughter in that tender little negro melody, "The Banjo Song." Then the Jubilee Singers favored us with that appealing old spirituelle, "Swing Low, Sweet Chariot," and a whole host of other sweet singers, recognizing that what their audience lacked in numbers it made up in genuine appreciation of their efforts, appeared out of our record cabinet and sang us the dear old worth while songs of yesterday, and a wonderful evening was enjoyed by all two of us. And then, to prove the musical catholicity of the junior member of our household, a daughter enjoying the advantages of higher education at a nearby institution of learning, I invited an exponent of the modern school of warblers to broadcast through the mediumship of her higher nasal notes, after the manner of the school of Latter Day Singers, her gloomy fears that her aggravatin' papa was about to two-time his pesti-catin' mama.

This brought a perfect day to a successful anti-climax, which seems to be the chief aim of all broadcasting stations from ABC to XYZ.

"When I Was a Young Feller"

I know of no surer way of stamping oneself as a has-been than to compare, to the disparagement of the former, any phase of our modern life with that which existed say at late as twenty-five years ago. "There ain't no times like the old times" seems to go with white whiskers and rheumatism as inevitably as one couples bacon with eggs or Bryan with grape juice. Nevertheless I'll risk the indictment that I am out of step with modern thought and progress and boldly declare that the songs popular a generation or so ago—and as whistled, sung and played by the musically inclined of those generations

—compare rather more than favorably with those in vogue in this year of our Lord, nineteen hundred twenty-five.

For one thing, those earlier vocalisms emerged from the singer via the lower front entrance to his face. It was the fixed belief that when one's mouth had justified its main reason for disfiguring the human face by permitting the proprietor thereof to satisfy the carvings of the inner man for mere food, it should then be permitted to exercise the other half of its dual nature and, turning to higher things, open to the fullest extent necessary to facilitate the issuance therefrom of such sounds of a more or less harmonious nature as its owner might, for reasons which, usually, were best known to himself, wish to send forth.

Early Conceptions

On the other hand, and as hinted above, the songs of today which are being broadcasted to the outraged



ears of a shrinking and defenseless public, come through the two-vent transom over the front door to which allusion has just been made. Disregarding any claims, based on purely ornamental or esthetic reasons which might be advanced on its behalf, on the grounds that when applied to the average person such reasons were not sufficiently obvious as to warrant serious consideration, one's nose, when I studied physiology, was taught to be about equally useful as an adjunct to the sense of smell and as an outlet and intake to one's internal combustion chamber.

It is a tribute to American ingenuity in seeking out and discovering ways for the utilization of waste products that, in addition to the third important use of the human nose which came into existence contemporaneously with jazz singing, a still further use has lately been found for, and an additional burden heaped upon, the nasal appendage—and, believe me, I use the word burden advisedly.

Allusion is now had to the practically universal habit of saddling this overworked organ (that word **organ** should have given the guy who wrote my physiology book a clue to its third use, but the poor simp appeared to have overlooked its significance) with these huge rubber-tired spectacles by means of which the rising generation gains its peculiar perspective of life in general, and, as in a glass—prismatically—of its place therein, in particular.

These glasses are but additional evidence of how far the present has outstripped the past since, at one and the same time, they permit the wearer to view objects other than himself as though gazing at them through the big end of a telescope, whereas, when viewing himself and his talents the result is reversed; an achievement undreamed of by the simple refractionist of my college days.

Turning now to the realm of instrumental music, the contrast between the old and the new is even more in favor of the former than I have made apparent in the field of vocal music.

Ancient Harmony Hounds

As I recall it, the perambulating dark-town orchestra of my day was equipped with the following instruments, none of which came under the head of concealed weapons: A mandolin or two; the same number of guitars, the olden type that drew its inspiration and harmony from strings to provide which some poor pussy cat was first offered up as a sacrifice to Orpheus—whereas its degenerate offspring of this day owes its discordant notes to the scientific product of the American Steel and Wire Company—; a fiddle with the outward appearance of a wooden Quilp and the golden voice of a reincarnated Patti; and the ensemble was complete when we add that overgrown edition of a violin, known in those parts as a bull fiddle. Then turn that crew of harmony hounds loose on a soft June night, on a street in a town where the dew laden air was heavy with the fragrance of magnolia and jassamine and oleander, and pretty soon that street would be flooded by such an outpouring of melody as would cause stern old Sam Houston, high up on his granite pedestal, to come to life and do a double shuffle to the irresistible strains of the Georgia Campmeeting.

Bunk? I like that! Didn't old Mose see him do it his ve'y own se'f? and hadn't that patriarch a reputation for truth that had enabled him to convince Judge Carter of the rectitude of his actions one dark night when the Judge had discovered him leaving his—the Judge's—own chicken yard with a plump rooster under his arm? Well then!

Courting Cla'a Maud

After the darky band had passed on down the street, having in the meantime switched to "My Gals a High Bo'n Lady," more than likely Cha'lie would stroll by to call on Cla'a Maud, and they'd sit together on the front gallery (I've lived so long away from Dixie that I almost committed the unpa'donable fo'pah of miscallin' it

by that cu'ious no'the'n misnomer, veranda) and he'd produce his mandolin—that exquisite little contribution from the land of the hula, the uke, not yet having made its appearance—and she would strum her guitar, and the subsequent blending of their clear young voices, softly intoning “Dolly Gray,” would make the over-looking of a faulty synchrony of tempo an easy matter.

And suppose her high notes at times did give audible evidence of cracking under the strain, and that his low ones manifested a rebellion at being called upon to register at a point two inches south of his visibly agitated Adams apple—whereas their normal zero was not lower than his tonsils—nobody noticed it, certainly not the two vocalists. After hearing that loved voice sing “Hello, Central,” Jenny Lind at her best would have left him coldly critical, while she would wonder why folks paid high prices to listen to Scotti when almost any night they could hear Cha'lie sing far better and at no cost at all save the effort required to stroll past Cla'a Maud's front yard.

Now Its Different

Subsequently, some years after our marriage, in fact, she so far modified her views as to suggest that if I must need growl like a polar bear with the croup, I needn't inflict the resulting torture on my own little innocent babe, not yet old enough to offer any defense save the feeble cry of protest with which my efforts were being greeted. I, fatuously enough, had taken such manifestations on the part of my small daughter as emotional evidence of the depths to which her better nature had been stirred by the pathos I had put into my singing. Finding my wife not open to conviction on that point, I reluctantly deserted the dying soldier as he pressed his pale lips to a lock of thin gray hair, just as the sun went down, and subsided into injured silence.

From such apparently thin affairs are human hopes dashed and splendid careers blasted. With proper wifely encouragement I might have developed into one of the lowest baritones known to the musical world. The lack of sympathetic understanding of her who should have been my inspiration turned my soaring aspirations into a sore spirit of rebellion, and I surreptitiously plunged into a career of crime and became a civil engineer. Now I have taken up scribbling and have even felt, in my darker moments, that egged on by evil associates I might some day complete my downfall by becoming a candidate for public office.

I beg your pardon, I forgot, for the moment!

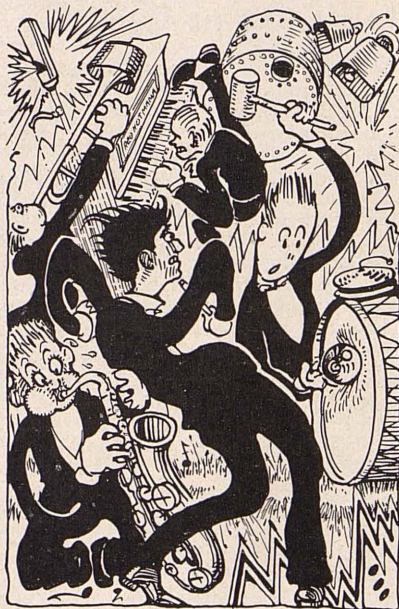
Those songs that seem to stick out most clearly in my memory are those that flourished coincidentally with the outbreak of the Spanish-American war. I presume this was due to my impressionable age and the spirit of the times rather than because of any inherent and enduring excellence of the songs themselves.

In fact, and viewed from this distance, candor compels me to admit

that I now fail to uncover anything worth while about the two I have already mentioned. Remember, this was back in '98 when thousands of our boys were preparing to embark for Cuba to avenge the Maine, and other thousands were eating their hearts out because they were too young to go. I was a college cadet officer in Company “A” at the time, and was quite sure we could lick old Weyler and his whole army, but the Governor of my State thought otherwise.

A Bright Future Behind

Bearing the above in mind, wouldn't you suppose that the songs would be of a cheering sort, urging the boys to go forth with a smile and return with a Spanish cavalier's scalp? Not so's you could notice it, they weren't. Sob stuff was their back ground: “After the din of a battle's roar, just at the close of day, wounded and bleeding upon the field, two dying soldiers lay”; then the touching incident of the lock of gray hair. Devil



of a cheerful ditty to sing to a departing kid, No? No worse than Dolly Gray. Remember the cheerful news that came back to her, don't you? “For the one you loved so well, Dolly Gray, in the midst of battle fell, Dolly Gray.”

Two more examples to prove how unanimously the stay-at-home's of '98 agreed that he who went marching away would come back—if at all (which was extremely doubtful)—a corpse with a neat round hole through his midsection, and I'll leave the war songs of that period. One was “After the War,” and the other, “Just Break the News to Mother.” The first had to do with a reticent lad who remained aloof at the old camp fire while other boys told of their love affairs, but was finally prevailed upon to bring forth his sweetheart's last note—or maybe it was his last sweetheart's first note—anyway, any levity on my part is ill-timed, in proof of which I quote from the concluding

stanza of the song: “..... beside a grave stood some comrades, laying a lad to rest, but they never thought of his love's last note folded upon his breast.”

The final gem deals with the exploits of a youthful soldier who was destined to play a role more heroic than falls to the lot of the average dough-boy, as witness: “While shot and shell were screaming upon the battle field, the boys in blue (O. D. wasn't fashionable, you see, in '98) were fighting, their noble Flag to shield; came a cry from their brave captain ‘Look boys, our flag is down; who'll volunteer to save it from disgrace?’”

With the unanimity so characteristic of all soldiers, each one begged for the chance to get plugged by a thousand Mouser bullets, but while the captain was putting it to a vote in the democratic manner customary to the American army officer in war time, this impetuous lad decided to get going, and—but let the song writer tell it: “I will,” this young lad shouted (you see he had to shout to make his childish treble heard above the voices of all those other dough-boys claiming the privilege of carrying the message to Garcia) ‘I'll bring it back or die.’ Then sprang into the thickest of the fray, saved the flag, but gave his young life”—here I omit additional harrowing details—then, “They (it isn't quite clear who is meant by they, but that's a detail anyway) bore him back, and heard him softly say” And what do you suppose it was he said? Why, “Just break the news to Mother..... etc.”

And, by golly, what do you reckon? All the time it was the son of the old Commanding Officer himself. S'fact, for at this point the C. O. comes skating up on a coal black charger, or charging up on an old black skate, as the case may have been. (And, I can't refrain from pointing out at this time the fact that contemporary historians, as one man, asserted that General Shafter (the real C. O.) had to be hoisted on his horse with a block and tackle, and kept there only by strapping him to his saddle—Anyway, who in a bad word ever heard of a C. O. being on a battle field while a battle was in progress; not twenty years later, he wasn't anyway). Be that as it may, this General cried out, “'Tis my son, my brave young hero, why aren't you safe at home?”—“Forgive me father, for I ran away”—Foolish youth. Why didn't he emulate his son of 1917, and wait for the draft?

The Chorus of '17

Songs were of a different type in 1917. It is true that some feeble-minded few tried to foist “Keep the Home Fires Burning” on the boys as a battle song, but it didn't make a hit. Most of us figured there'd be plenty of ship-yard workers and the like left to keep 'em from dying out. Another bit of musical pap was “Send me Away with a Smile.” It was possible to obtain a smile when they sent us away, but in 1919 when most of us returned, a smile wasn't to be had for love nor money.

Anyway, most of the singing was

done by the boys themselves in our last war—I should say, our latest war—and their list of favorites was a wierd thing. It included such gems as "Good Morning Mr. Zip, Zip, Zip," with its lilting air and incomprehensible jumble of meaningless words; "Oh, How I Hate to Get Up in the Morning," which contained a whole lot more truth than poetry; "K-k-a-t-t-y," the stuttering song, and that universal favorite about the "Old Gray Mare" that wasn't what she used to be.

And Then Came "Jazz"

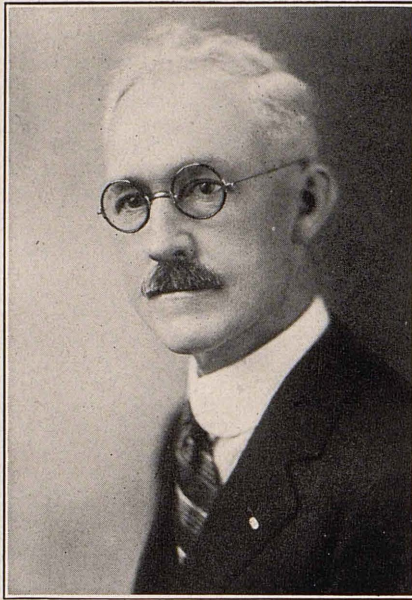
Jazz came into its own after the boys came home, tho the two facts may have no connection. First there were a bunch of "Mammy" songs—one over-enthusiastic wandering boy going so far as to assert that he'd walk a million miles for one of her smiles, whereas, could his wish have been granted and he'd been set down in his Old Kaintucky home, its a cinch bet that he'd holler his head off if she'd asked him to walk to the well for a bucket of water.

Came next the curse of the "Blues" concerning which the less said the better; and now, its the "Sweet Mama" and her "Lovin' Papa" songs, and about these I violate no confidence when I say that the only way to do 'em justice is to use language which would not be nice.

Don't think you can escape being jazzed, because you can't. You go to your favorite cafe and you get it with your noon-day lunch. It assaults you at the movies, most of them adding insult to injury by thundering it at you through the pulsating reeds of an otherwise splendid pipe organ. Does your taste incline to an evening of vodvil, you'll find the piece de resistance a jazz band, and the more resistance, the louder and more discordant the piece. And every piece by every different set of jazz-jackasses is precisely like every other piece, differing only as to loudness and the ingenuity of the leader to introduce new and wonderful noise producing devices.

Of course, common to all such disorganizations is a varied assortment of drums, bass (properly spelled **base**), kettle and trap; all the way from one to a dozen slip-horns with a tin can stuck in the mouth of each to properly muffle and discourage such noises as might otherwise be mistaken for music when coming from its unobstructed throat; a can with a bit of sand in it; a cow-bell or two, and oodles of these things that look like a German pipe and sound like a Banshee trying to escape from an apparition still more horrible than itself, the while searching its soul (if a Banshee has a soul) for sounds to properly express its overmastering fright.

Oh yes, there is always a young male sufferer from St. Vitus dance maul-treating a Steinway, using for this fell purpose not only his fingers but his fists, elbows and knees, and finally adding the crowning indignity of leaping into the air and sitting on the key-board with a brilliant effect that would have delighted the turbulent soul of Vogner.



OUR KIWANIS PRESIDENT

Honor has again come to our Company through its General Claim Agent S. A. Bishop, who very recently was unanimously chosen President of the Kiwanis Club of Los Angeles.

For a number of years Mr. Bishop has been a most active member of this great service organization, one of the chief activities being boy's welfare, and the honor bestowed on him has been deserved from every aspect. Congratulations and best wishes.

Throughout it all the leader slithers and slides, first here, now there—knees bent, now in, now out—pointing with his futile little dingus, first at the slip-horn swallows who dare him to do his worst. Then he turns beseechingly to the saxophonists who reply with a perfect torrent of wind-blown curses that almost tears his hair out by the roots. Next he gives attention to the demure drummer who suddenly loses his reason, throws away his drum-stick, agitates the cow-bell violently with one hand and swishes the sand in the tin can with the other. All this display of violence reacts to such extent upon the pianist that he, in a frensied attempt to excel the drummer, throws aside all restraint and jumping in the air comes down on the suffering piano with both feet and proceeds to demonstrate what a fine musical effect can be produced on the instrument made famous by the late Reuben Stein, when played by a really earnest young man who puts not only his soul into his work but enlists the aid of two other soles as well.

This article was written yesterday. It was my thought to reach out and prognosticate something concerning the music of the future, but in the light of what has happened to me since I penned the above, posterity will have to look to some other prophet to call without honor. I'm through, and here's **why**.

When I reached home last night,

Cla'a Maud met me at the door and says, in the tone of one about to spring a happy surprise, "Doll up, Cha'lie—we're going to a show—see, I have the tickets," and when I inquire, politely, "Whereinhellizzit?" she comes back, "Metropolitan."

"What's on?" this from me

"The U-phony Orchestra" says she.

"Playin' which?" I counters,

"Answers my esposa, all thrilled,

"Jazz!"

A SERVICE MISCONCEPTION

Sometimes in the rush of the day's work some employe will forget just what is the real object of his endeavor. When he joined this Company it was explained to him, but details have crowded it into the corner and his attention has been turned to other things perhaps.

Some general office clerks are annoyed by inquiries from the public and give short answers, thus leaving a bad impression of the P. E. in the minds of possible or actual patrons.

Some motormen, desiring to be on time, pass the waiting passengers to make up the delay although no other car is in sight, forgetting that the important and only reason the cars are run is to serve the people by carrying them.

Recently a case occurred in which a car with some defect in equipment was stalled at a junction point. The crew was making every effort to find the defect and remedy it. Meanwhile trains were moving on the other line and passengers asked for transfers, that they might change cars and proceed on their journey. Transfers were refused until half an hour had passed when it was found that the car could not be repaired and all passengers were put on a following car. The movement of the passengers was overlooked by the conductor although that is the primary object for the operation of the cars.

A section foreman with jack under the rail held a passenger train several minutes. More than one hundred passengers were delayed because of lack of foresight on the part of the foreman.

A passenger having paid a fare, suddenly decides that he should have bought a round trip instead of one way. The conductor declines to issue it saying: "I have already rung up the fare on the register and cannot change it." Result, the passenger returns on the bus line with a memory of the Pacific Electric which may be permanently unfriendly.

These are but a few of many incidents that could be cited where employes of the Company forget that the passenger is the man who pays the bill, including the pay check.

A cheerful, accommodating service is what we must give if we are to please the public and unless we do please the public, our boss, the jobs we hold will not last long.

Club to Move to Temporary New Quarters

Until Permanent Location Can Be Provided, Members Will Make
Their Club Home at 514 East 8th Street

BECAUSE of construction soon to begin on the new Subway Terminal Building, it became necessary to find temporary quarters for the Pacific Electric Club until such time as a permanent home might be provided for its members; and, after weeks of search and investigation, the housing committee appointed by Vice-President and General Manager Pontius, consisting of Messrs. C. Thorburn, General Purchasing Agent and President of the Club; E. C. Johnson, Chief Engineer, and N. B. Vickrey, Club Manager, the Dairy Supply Building at 512 East Eighth Street was selected as the temporary Club home.

In choosing this location many matters had to be taken into consideration, the chief of which was the matter of accessibility to the membership, and in this choice they have succeeded in placing the facilities of the Club so that they are really more convenient than the Hill Street location for all members except those of the Western Division; but as the employees of that section have had a big advantage for so many years, they will no doubt be magnanimous and grant the honor most heartily to their brethren of the North, East and South, during the temporary expediency.

The new temporary location is nearer Sixth and Main than the present club, and is especially convenient to those of our employees at Torrance, Long Beach, San Pedro and other points South; and almost equal-

ly as convenient to points North and East, as well as being especially advantageous to the Eighth Street yards, Terminal Freight forces, and the L. A. Street Terminal.

Two full floors and a balcony in the new building will be occupied by the Club, and every appointment now enjoyed will be found in the new quarters, with the exception of the motion picture show, which because of city ordinances regulating building arrangements in show houses, does not permit of that feature in our temporary club home. However, the management is in hope that another form of amusement that will be equally attractive can be worked out to take the place of motion pictures, until such a time as they can again be provided.

Moving to the new quarters will be begun within a few days and it is hoped that the Club will be ready for occupancy about Feb. 1.

Notice of the closing of the old quarters as well as the opening of the new quarters will be announced by Department Bulletins to all employees in order that they will be fully advised of events.

A very liberal appropriation has been made by the Company to take care of moving expense, and betterment of the Club's appointments and furnishings, and the expense of moving will, therefore, not be charged to Club funds supplied by the membership.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

MEETING OF THE P. E. CLUB EXECUTIVE COMMITTEE

The December meeting of the Executive Committee of the Pacific Electric Club was held in the Assembly Hall of the Club Rooms, December 3, 1924, at 2:00 P.M. The following members were absent: C. W. Cornell, J. Hanselman, J. E. Gerst, H. E. Foskett, J. W. Anderson, D. G. Crawford, F. L. Guenette, and S. A. Bishop.

Club Fund

Balance, 11-1-24\$ 381.46
Receipts 1,120.75

Total\$1,502.21
Disbursements 1,296.27

Balance, 11-30-24\$ 205.94

Relief Fund

Balance, 11-1-24\$290.29
Receipts 445.25

Total\$735.54
Disbursements 395.00
Balance, 11-30-24\$340.54

Unfinished Business

The question of a doctor for the employees at El Segundo was reported upon by the Manager, who stated that Dr. Weber said there were not enough employees at that place to justify a Company doctor, but in case of emergency a doctor from El Segundo may be called to take care of the case. However, a complete report should be made at once to the Medical Department concerning the call.

A change has been made in the medical service at Watts, and the name of the Company doctor will be given at a later date.

Mr. Legrand brought up the matter of another doctor in Glendale as the one who is now employed has his office in a part of town not convenient for employees. Mr. Legrand suggests another doctor be appointed who is more centrally located. Mr. Vickrey promised to make a report at the next meeting.

Mr. Thorburn reported that he had taken the subject of smoking accommodations for the men in the mechanical department at Macy Street up with the proper officials who promised to set aside ample space.

New Business

The nurses in the Engineering Department, who are interested in the Mexican employees of the Company, respectfully ask any and all employees who have toys, clothing, and furnishings of any kind, they wish to donate to leave same with the Engineering Department or notify that department where they are to be had. Especially are such gifts acceptable at the Christmas time. Another Committeeman suggested that no one need fear giving somewhat battered or broken toys,

Club Movie Program

January 16, 1925:

"The Alaskan," with Thomas Meighan
Comedy, "No Loafing."

January 23, 1925:

"Her Night of Romance,"
Constance Talmadge.
Cameo Comedy, "Good News."

January 30, 1925:

"Husbands and Lovers," with
Florence Vidor and Lew Cody.
Cameo Comedy, "Head On."

for the Mexican children gladly receive these with thanks and the giving of same makes the work of the nurses much easier among these people.

Miss McCabe asked concerning the stenographic class which will soon start for employees, as many are much interested in this work. Mr. Vickrey replied that the matter is being rapidly arranged and the class will soon be in session.

Several Basket Ball teams are being organized and will begin to practice as soon as arrangements can be made with High Schools and Public Playgrounds for their use. It is suggested that all wishing to engage in these games immediately communicate their requests to the Manager of the Club.

One of the Committeemen reported that owing to the negligence of some one many of the bulletins which are sent out by the various departments are never properly placed on the bulletin boards of the department. This is a matter which should be carefully attended at the time any and all bulletins arrive in each department.

The President of the Club, Mr. Thorburn, gave a short talk on the duties of each Committeeman and stated the many delightful features of the Club which he witnessed on the evening of November 20, 1924, when he especially noted the benefits which many of the Club members were enjoying at that time. In the Assembly Hall was a large class under the able instruction of Mr. Fennimore from the Store Department, the pool tables were being enjoyed by a capacity of players. While in the reading rooms and reception room were many writing, reading, or engaged in conversation. Down in the Auditorium a Barn Dance was in progress with some fifty-five couples on the floor in costume while equally as many more were enjoying the unusual spectacle and awaiting their turn to dance.

The Friday night picture show is enjoyed by a large crowd, many of whom prefer it to the Thursday night recreation.

By a vote of the Executive Com-

mittee it was decided to revise and reprint the By-laws of the Pacific Electric Club. Mr. Thorburn appointed the following men to serve on the special committee and promised to aid the men any way he could: W. A. McCammond, C. W. Cornell, and N. B. Vickrey.

P. E. CLUB BULLETIN

From Jan. 10, 1925, to Feb. 10, 1925

Saturday, Jan. 10:

Agents' Association meeting, 8:00 p.m.

Monday, Jan. 12:

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

Tuesday, Jan. 13:

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

Wednesday, Jan. 14:

Rod & Gun Club, Club Rooms, 8:00 p.m.

Thursday, Jan. 15:

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

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

Friday, Jan. 16:

General Staff meeting, 10:00 a.m.

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

Monday, Jan. 19:

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

Wednesday, Jan. 21:

The Trainmen will meet as follows: at 8:00 p.m.:

Northern Division at Pasadena.

Southern Division at The Club.

Western Division at Sherman.

Thursday, Jan. 22:

Club Dance in Club Rooms, 8:30 p.m.

Friday, Jan. 23:

Motion Picture Show, 7:45 p.m.

Monday, Jan. 6:

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

Thursday, Jan. 29:

Club Dance in Club Rooms, 8:30 p.m.

Friday, Jan. 30:

Motion Picture Show, 7:45 p.m.

Monday, Feb. 2:

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

Wednesday, Feb. 4:

Executive Committee meeting, 2:00 p.m.

Thursday, Feb. 5:

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

Club Dance in Club Rooms.

Friday, Feb. 6:

Motion Picture Show.

Monday, Feb. 9:

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

Tuesday, Feb. 10:

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

Masonic Club meeting in Club Rooms, 8:00 p.m.

Courtesy in Court

"You are acquitted," the judge finally announced.

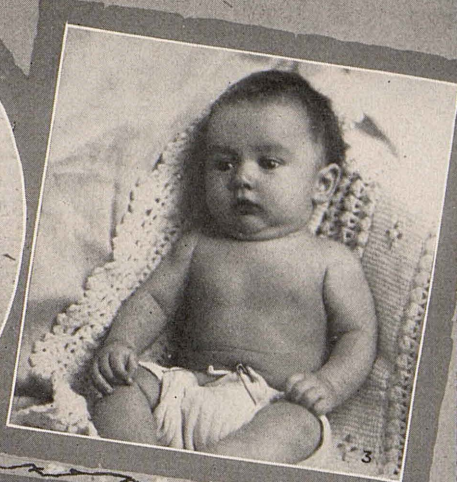
The prisoner thought he should say something, so he spoke to the jury:

"Gentlemen, I'm sorry to have given you all this trouble."

Little Bill Sass, stepped on the gas.

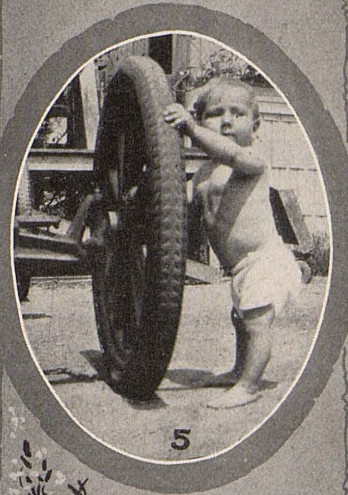
On approaching the glistening rails; But his motor turned bad, and our song becomes sad;

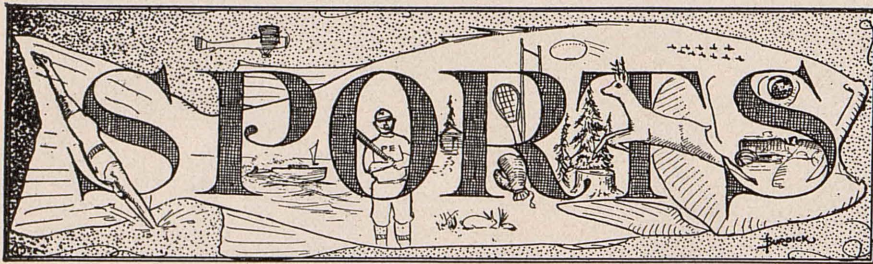
For they scooped his twin six up in pails.



Junior Members
of the
P. E. Family

1. Dona Maxime Ramesyer, 3 yrs., Daughter J. J. Ramesyer, Motorman, Northern Div.
2. Thresa Catherine Hutter, 4 yrs., 4 mo., daughter Leo J. Hutter, Fr. Clk. 7th and Alameda St. Yds.
3. Westley B. Terry, 11 weeks, son F. B. Terry, Freight Dept.
4. Thomas Allen Fitzgerald, 1 yr., son A. J. Fitzgerald, Mech. Dept. Torrance.
5. Marion P. Cleboski, 7½ mo. son M. P. Cleboski, Car Clerk, 8th and Hooper St. Sta.
6. Una Mea and Earl Jr. 4½ and 3 yrs., son and daughter Earl F. Chambers, Sub-Sta. Opr.
7. Charles Richard Beaman, 2 yrs., son Cond. Beaman, Northern Division.
8. Mea Elizabeth, 3 yrs., and Mary Louise, 8 months, daughters of Motorcoach Operator Ulmer.





At the Traps During the Last Gun Club Shoot

WITH THE "SWAT" ARTISTS

The Pacific Electric Baseball Team has continued its good showing, having lost only one game since the last issue of the Magazine, and this was to the all-professional St. Louis Giants colored team, who have been defeated only once since arriving in California during the early Fall. The day of their victory over the railroaders was cold and rather disagreeable for baseball, and the boys just could not get warmed up to the occasion.

The scores of the games during the past month are as follows:

Date	Team	R	H	E
Dec. 13th:	Pacific Electric	8	14	3
	A. J. Bayer Co.	4	9	2
Dec. 14th:	Pacific Electric	6	10	2
	Ventura	0	3	2
Dec. 20th:	Pacific Electric	21	19	2
	Burbank	5	7	2
Dec. 21st:	Pacific Electric	4	17	4
	St. Louis Giants	8	17	1
Dec. 27th:	Pacific Electric	16	20	1
	Hollywood Sash-Door	4	6	3

Dec. 28th:	Pacific Electric	3	8	2
	Bell	1	5	2

The feature contest of the month was the game at Ventura on Sunday the 14th, when the boys turned the tables on the bean growers and shut them out 6 to 0. This was the third game of a five-game series, and the count now stands 2 to 1 in favor of the Ventura Club. The fourth game was to be played on the 28th, but a high tide washed away a big part of the ball park and it was necessary to postpone the conflict.

The next big game is scheduled at Brookside Park, Pasadena, when our boys again meet the strong Pasadena Merchants nine. In the last contest between these teams, the Pacific Electric won out by the close score of 5 to 4.

The Pacific Electric Team leads in the Southern California Industrial League, having won all four games played. This is a Saturday league and consists of eight of the strongest industrial teams in this vicinity.

"Lefty" Dill, who is assisting our good agent at Compton during week days is doing mighty fine work on the slab and is considered one of the best of the semi-pro field. "Pattie" Handlon has handled the bulk of the pitching on Saturdays and so far has had rather easy sailing. This young fellow does the receiving on Sundays and ranks among the highest.

"Jack" Bunny, the star center fielder, was badly injured when he was spiked while sliding into first base in the game against Bell, and has been confined to his bed as a result of same. We are glad to report he is improving and hope to have him in the ranks again within a few weeks.

The members of the team presented as a Christmas remembrance to Manager Charlie Hill, a solid gold base-ball charm, suitably engraved; also to Assistant Manager George Grace a fine deep bowl pipe with gold band, on which his name is engraved. It is needless to state that the recipients are very proud of these tokens of good will.

During the year 1924, the Pacific Electric Base-ball Team played 66 games in 25 different municipalities in Southern California, and carried Pacific Electric three times into the State of Nevada. Seventeen games were played in Los Angeles, in different sections of the city.

Interest in the team's activities on the part of our employes seems to be steadily growing and their presence has been much in evidence at the games played near to home.

Manager Charles Hill was recently re-elected unanimously to the office of Secretary of the Southern California Base-Ball Managers' Association.

Sheriff William I. Traeger was elect-

ed President, succeeding Federal Judge Paul J. McCormick.

This big organization directs the semi-professional and amateur baseball activities in this part of the State and has been a strong factor in developing young baseball players, many of whom have attained national renown. At a recent meeting of the Association, Harry Williams, President of the Pacific Coast League, expressed his appreciation of the valuable work this organization is doing in fostering and bettering the great American national game.

Nome, Alaska, where they play baseball and football on the beach between tides seems to have nothing on Ventura, Cal.

The Pacific Electric baseball team was scheduled to play there last Sunday, but an unexpected high tide came along and washed away a big part of the ball yard and a game was impossible.

The Electrics therefore moved over to Bell and won a 3 to 1 game from that ball club.

NORTHERN DIVISION NOTES

By P. H. Riordan

Conductor Feilder and Motorman Speigle are on their new run, having lost Run 21 account of change in schedules on the Southern Pacific.

Conductor Bartholomew has bid off the Motor Coaches and is now working Oak Knoll Run 27.

Motorcoach Operator Darling is proudly proclaiming the fact that there is a young lady visitor at his home who intends to make it her permanent residence. Mother and daughter doing nicely.

Motorcoach Operator Wells is pleasantly sojourning in the East, visiting friends and relatives.

WESTERN TROLLEYGRAMS

By E. C. Brown

The Trainmen of the Western Division extend their best wish for a Happy and Prosperous New Year to all of the Pacific Electric family.

The Ocean Park boys wish to express their thanks to Mr. A. W. Day in procuring for them the much needed gas stove.

Conductor R. N. Hensley wants the whole world to know that on August 8th, 1924 he joined the ranks of Beneficials.

Motorman S. S. Tanner returned from the East recently, having spent some time there, reports that he did not see any cars there to come up to the 600 class in qualifications.

"I've come with the gas bill."

"My husband is out."

"But there are his shoes."

"How thoughtless of him! He's gone off without them again!"—Le Rire (Paris).

P. E. GUN CLUB

The monthly outing of the Gun Club held in December was well attended, and enjoyed by all, very good records being made by those taking part in the event and many attractive prizes were awarded.

The highest scores reached by the shooters were as follows:

1. K. L. Offinger, 200 targets, 178 broke.
2. R. L. Spafford, 175 targets, 154 broke.
3. B. F. Manley, 150 targets, 123 broke.
4. F. L. Manley, 75 targets, 61 broke.
5. H. L. Wiggam, 175 targets, 154 broke.
- L. F. Thompson, 125 targets, 101 broke.
7. W. J. Hodge, 150 targets, 108 broke.
8. J. L. Crowley, 50 targets, 36 broke.

The ladies taking part in the shoot also came in for some of the many prizes, their average being in good line with that of the men.

1. Miss Kehoe, 125 targets, 85 broke.
2. Miss Helen Spafford, 50 targets, 35 broke.
3. Mrs. R. L. Spafford, 50 targets, 28 broke.
4. Mrs. Manley, 25 targets, 2 broke.

Several visitors attending the affair walked off with some of the honors and expressed their pleasure in the event.

Captain R. L. Spafford of the Gun Club announces that the next shoot to be held on January 18, at the Los Cerritos field and will be the opening of the new rifle range, all calibre rifles will be entered.

Who Shall Drive Autos

The following from The Companion, of Boston, Mass., seems very timely in view of the enormous casualty list of the automobile piling up in numbers yearly.

NOT long ago a man who was driving a powerful motor car along the Great Highway in California ran down and killed a little girl. He was tried for manslaughter, but was acquitted. His defense was that he suffered from heart attacks, that he was further affected by some strong sedative medicines that he took by advice of his physician, and that he was virtually semiconscious at the moment of the accident.

This incident is only one of a great number that raise the question whether we should not be a great deal more careful than we are about licensing persons to drive automobiles. Of course we are still influenced by the

age-old tradition that the highways are for the use of everyone. That tradition began in the days when only pedestrians and persons on horseback used the roads. It persisted after vehicles of all kinds, but almost always horse-drawn, had increased in number until they had come to be the most common means of travel. Accidents occurred under those conditions, but not often enough to affect the general acceptance of the rule that every man had a right to travel the public highway in whatever manner seemed good to him and to take the risks that went with that right.

We must soon face the fact that the motor car has entirely changed the situation. The roads are full of powerful machines, rushing along with the strength of fifty horses concealed within their engines. Their speed is so great that you cannot avoid them so easily as you can the slower-moving horse. Their weight is so great that their impact means disaster and death. They are essentially locomotives driven at high speed along the public roads but not confined as railway locomotives are to fixed and visible rails. In 1923 automobiles killed 22,600 people in the United States. The number of casualties, by death or injury, was greater than our army suffered in the World War.

We do not think of letting everyone run a locomotive. Engineers must pass the most searching tests of their sight, their bodily health, their personal habits. It is of course true that they are continually responsible for the lives of many others besides themselves, but the principle seems a just one—that a person who is physically or morally defective should not be permitted to handle and direct power so great and so dangerous as that of a locomotive.

Unless we are willing to see the use of our roads become still more perilous than it is at present, we must examine those who wish to drive automobiles. We must reject persons with badly defective eyesight or with serious disease of heart or nerves. We must not suspend but rescind the licenses of those who are shown to be careless or panicky or addicted to drink.

The reform would not be popular. Everyone likes to ride in automobiles, and most persons like to drive them. The tradition of the individual's right to the public road is so strong that in some states no one has to undergo an examination before he may drive a motor car.

Under such a rule as we have suggested many persons would be disqualified who are so cautious and thoughtful of others that they are not really dangerous at all; but the alternative is a constantly mounting death list and the established of a permanent menace to the safety of all those who are legitimately and properly using the public highways.

Identified

"Do you think that Professor Kidder meant anything by it?"

"What?"

"He advertised a lecture on 'Fools,' I bought a ticket and it said 'Admit One.'"—Dry Goods Economist.

DEPARTMENTAL NOTES

MECHANICAL DEPT. NOTES

By Willis M. Brooks

Friends of Fred Murray will be glad to know that he is now on the way to complete recovery and was able to leave the hospital for his home where he is now convalescing.

Mr. Jack Richards, assistant foreman of the Blacksmith shop, left the service recently to accept a position of Superintendent of the new Masonic Temple and Building at Huntington Park.

The many friends of his in the company wish him success in his new endeavor.

Unconfirmed rumors are floating about that Hugh Leonard of the Machine Shop has become a Benedict. Facts later.

Harry Pierce of the Mill and George Wheaton of the Plating Shop spent their vacations in the Salton Sea Basin, hunting, we wonder what they hunted.

We have always understood that Roy Coultis, assistant Paint Shop Foreman is not a married man. He received a very nice Christmas present, however, addressed to Mr. R. J. Coultis and wife. How do we know.

Miss Perman of the Shop Superintendent's office took an ocean trip to Seattle recently. We are informed that the eats of the boat were fine, and Miss Perman enjoyed three meals a day.

During December, 13 of the new 1100 class cars were completed and turned out ready for service, also work on the balance of the 600 class cars is being rapidly completed. Five new 1600 locomotives are in the course of construction and will be completed in a very short time.

Outstanding is the remarkable progress and amount of work that is being done at our Torrance shops, the following will give you an idea of just what has been done recently: Work of new line car No. 1734; the overhauling of 17 passenger cars, 2 electric locomotives, 1 express car and 4 autobuses. Also 15 passenger cars, 17 locomotives, 1 service car and 2 buses were released during the month for miscellaneous repairs, wrecks, etc.

In a New York hotel a telephone girl answered a queer call over the house exchange the other morning about 11 o'clock. When she "plugged in" a man's voice said: "Hello. Is this the So-and-So hotel?"

"Why, no," answered the girl, "this is the Such-and-Such hotel."

"Oh, all right," said the man. "Just woke up and didn't know where I was."—Pittsburgh Sun.

SOUTHERN DIVISION NOTES

By F. J. Oriva

Trainmen of the Southern Division are getting together and purchasing a radio receiving set to be installed in their new quarters at 6th and Main. The men of this division are very much pleased with their new addition and will do their utmost to keep it as nice as possible, the many features that are afforded them makes the new quarters very pleasant.

Conductor C. W. Lebcher of the La Harbra line bid in Run 48 of Long Beach, so that he can live in that section and help build up his mother's health.

Motorman J. Morrell of San Pedro-Gardena Line is back after a sixty day leave of absence, spending most of that time in Phoenix, Arizona.

Everyone is very glad to see "Smiling" Sam Mason back on the job at 6th and Main after his pleasant sojourn to Texas, his home state.

Conductor C. E. Staes of Watts is planning to make a trip back to Cincinnati, Ohio, visiting friends and relatives there.

ACCOUNTING DEPT. NOTES

By Geo. Perry

At a recent exhibition of Roller Canaries at the Alexandria Hotel, the canary of Mr. A. J. Brand of the Freight and Passenger Bureau walked away with the eighth prize, out of over 300 contestants—some bird we'll say.

Special Accountant Herman Grenke has returned from Torrance where he has been for the last month making an extensive check of the accounts with the Store Dept.

The girls seem to have been taking advantage of Leap Year, as we have noticed that Miss Pauline Simons of the Stenographic Bureau has announced her engagement by appearing with a diamond ring, also Miss Elinore Eucher of the Conductors Accounts Bureau has announced her engagement by appearing with a diamond ring which incidently came as a surprise Christmas present. Both girls received the best wishes of their many friends in the Company.

We noticed a very broad smile on Harry Thomas' face on the 10th of December, it seems as though Harry's Auto Bus accounts were closed in time for him to get home for supper, all other times "Harry" has been getting home for breakfast.

The annual Christmas party was held in the Conductors Accounts Bureau, there were pleasant surprises for all, especially for Miss Templeton, whom the girls presented with a picture—"Daybreak."

The Christmas Casualties were rather small this year, only two of our folks, i. e. Miss Alice Allen and Mr. F. E. Loucks being the ones that were missing when the roll was called the "morning after."

Mrs. Reed, who has been ill for two months is now well on the road to recovery and is expected to return to the office shortly, her duties are being performed by Relief Clerk J. A. Grilleaux.

Illness kept Miss Bell, Auditor's Secretary, confined to her home for a week and in her absence Mrs. Dale, head of the Stenographic Bureau, functioned in her place.

The vacationees have finally reached the minimum as the list indicates:

Harold Kuck and family in the East—B-r-r-r.

J. A. Goldsworth—at home.

Bill Hamilton—hunting trip—out in God's country.

WAREHOUSE AND FREIGHT TERMINAL NOTES

By Daniel Sanchez

The second get-together meeting of the Freight and Warehouse department was well attended. It was held at Redondo Beach on Sunday, December 14, 1925.

Approximately 150 employees and their families and friends attended this event, enjoying the many pleasures extended them, in the form of races, horse-shoe contest, swimming, dancing, etc.

The basket lunch which was served along with the free coffee and ice cream was enjoyed by all, dancing being the most popular of the sports with most of those present.

The entertainment committee wishes to express its sincere thanks for the wonderful co-operation manifested them by Mr. Vickrey and Mr. McCammond for their able assistance in making this affair such a success; and also wish to thank the management for the transportation courtesy.

Misfortune was met by Chas. Johnson, trucker, a short time ago, when his hand was injured by a heavy piece of steel. We hope to see him back very soon, and wish him a speedy recovery.

Lester Post, our Cashier, came to work the other day with a rather happy countenance, the reason for this was the arrival of a baby boy in his household. Congratulations Les.

Mr. Geo. Orr is also to be congratulated, owing to the arrival of a baby boy in his home, this being the third addition to George's family.

Mr. T. S. Rucker is now head of the Claim Department, we are delighted to have you with us, Mr. Rucker.

She: "I see in the paper that a widower with nine children has married a widow with seven."

He: "That wasn't a marriage, it was a merger."—Ex.



Ain't It the Truth?

Voice: "Hello!"
 Girl: "Hello!"
 Voice: "Who is it speaking?"
 Girl: "How should I know? I can't see you!"

A conductor on one of the 900 type cars recently discovered a gentleman enjoying a cigar while riding on his car.

"You should not smoke, sir," he began.

"Indeed! That is what my friends say."

"You understand me, sir," returned the conductor, "you must not smoke." "So my doctor tells me," responded the other.

The conductor was rapidly losing his temper, and assuming the most severe attitude he could command, he roared: "But it's against the regulations, and you shan't smoke, sir!"

"Dear me!" exclaimed the unmoved offender, in grave tones, "That's my wife to a tee!"

Qualified

Suitor: "Mr. Perkins, I have courted your daughter for fifteen years."

Mr. Perkins: "Well, what do you want?"

Suitor: "To marry her."

Perkins: "Well, I'll be damned. I thought you wanted a pension or something."

Of Course He Did

"You understand your duties thoroughly, don't you?" said the station master to the new train caller.

"Yes, sir; certainly, sir."

"And you know your way to announce?"

"Well, sir, I wouldn't go so far as to say that, but I know my weight to a pound or so."

How He Stood

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

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

"Yes," said young Mrs. Torkins, "I am sure our garden is going to be a success."

"So soon?"

"Yes, the chickens have tasted everything and they are perfectly enthusiastic."

Bus Conductor: "One seat on top, ma'am, and one inside."

Lady: "You surely wouldn't separate a mother from her daughter."

Conductor: "Never again, Lady. I did it once and I have regretted it ever since!"

Obliging

Old Lady (to newsboy)—"You don't chew tobacco, do you little boy?"

Newsie—"No mum, but I kin give yer a cigarette if you want one."—Sun Dodger.

Motorist—"I'm sorry I ran over your hen. Would a dollar make it right?"

Farmer—"Wall, better make it two. I have a rooster that was mighty fond of that hen and the shock might kill him too."

No Joke

Ikey and Izzy were separating after an evening together, when Ikey said:

"Au revoir."

"Vat's dat?" asked Izzy.

"Dat's goodbye in French."

"Vell," said Izzy, "carbolic acid."

"Vat's dat?" asked Ikey.

"Dat's goodbye in any language."

"Anybody hurt in the wreck?"

"One gentleman, I believe."

"Bones broken?"

"I think it was his heart. He sat down by a leaking suitcase and cried."

A maid entered a suburban bus,

And firmly grasped a strap.

And every time they hit a hole

She sat in a different lap.

The holes grew deeper, the jerking worse,

Till at last she gasped with a smile:

"Will some one kindly tell me please,
 How many laps to a mile?"

—Retail Grocers' Advocate.

Extravagance

"Look papa, Abie's cold is cured and we still got a box of cough drops."

"Oh, vot extravagance, tell Herman to go out and get his feet wet?"

Vengeance

Mary had a Thomas cat,

It warbled like Caruso;

A neighbor swung a baseball bat—

Now Thomas doesn't do so.

Good Form at Any Price

"Madam, you will have to get somebody to introduce you before I can cash this check."

"Sir! I am here on business, and not making a social call. I do not care to know you."—Tips & Taps.

"These eggs are dreadfully small," remarked Mrs. Newlywed.

"I know it," the grocer admitted ruefully, "but that's the kind the farmer brings me. They are just fresh from the country this morning."

"That's just the trouble with those farmers," said the bride, "they are so anxious to get their eggs sold that they take them off the nest too soon!"—Exchange.

Playing Safe

Harry: "Wonder why so many men sing while taking a bath?"

George: "I know why I do—the bath room door won't lock."—The Service.

Lack of Evidence

A youth seated himself in a dentist's chair. He wore a wonderful shirt of striped silk and an even more wonderful checked suit. He had the vacant stare that goes with both.

"I'm afraid to give him gas," the dentist said to his assistant.

"Why?" asked the assistant.

"Well," said the dentist, "how will I know when he is unconscious?"—Store Chat.

One day an Irishman was seated in the waiting room of a station with an odorous pipe in his mouth. One of the attendants called his attention to the sign, "No Smoking."

"Well," said Pat, "I'm not smokin'."

"But you have a pipe in your mouth."

"Sure an' Oi've got shoes on me feet an' I'm not walkin' either."—Jack o' Lantern.

The pedestrian is braver

Than anyone in town;
 He crosses streets both right and left,
 Till some one runs him down.

—Judge.

Modern Education

As the young man walked down the street, one shoe off and his coat turned inside out, a policeman stopped him.

"What's the idea?" he demanded.

"Well, you see, it's this way," replied the young man. "I'm taking a course at a correspondence school and yesterday those darn sophomores wrote and told me to haze myself."—Buffalo Bison.

A Good Lawyer

Judge: "Are you guilty or not guilty?"

Prisoner: "I was going to plead guilty, your honor, but my lawyer has convinced me that I am innocent."—Selected.

Unchanged

Mary: "Marriage must have made a great change in your life!"

Alice: "Not at all. I used to sit up half the night waiting for Alfred to go home, and now I sit up waiting for him to come home!"—Sondage Nisse, Stockholm.

"I've never kissed a girl before" remarked Nelson, as he carefully removed his cigars from his vest pocket.

Why Blame the Pig?

Wife: "John, tomorrow is our silver wedding. Why not kill the pig?"

John: "What's the use of murdering the poor pig for what happened twenty-five years ago?"

"One difference between cream and people is," observes the Kirksville Express, "cream is usually sweet in the mornings."—Kansas City Times.

DIAMONDS

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

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

Corrigan's Guarantee Makes It a Safe Place to Trade

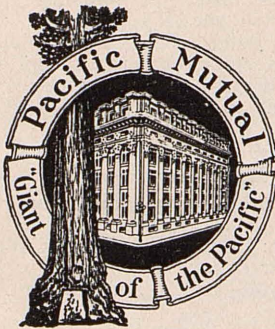
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Pays Accident Indemnity as long as you live for accident that totally disables Pays Illness Indemnity for confining illness as long as you live.

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

Agents are located at the following points:

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

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

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

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

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

SECURITY TRUST
& SAVINGS BANK
SAVINGS COMMERCIAL TRUST

Resources over
\$180,000,000



Glendale
Santa Monica
Burbank
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San Pedro
Huntington Beach
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When Dealing With Advertisers Please Mention "The Pacific Electric Magazine".

CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES

As Made to the Comptroller of the Currency
at Close of Business
October 10th, 1924

ASSETS	
Loans and Discounts	\$30,484,548.88
United States Bonds to Secure Circulation	1,500,000.00
U. S. Bonds and Certificates of Indebtedness	3,573,722.50
Other Bonds, Stocks and Securities	1,210,759.19
Bank Premises	490,112.71
Customers' Liability on Letters of Credit	371,833.98
Customers' Liability on Account of Acceptances	30,303.32
Redemption Fund with U. S. Treasurer	75,000.00
Interest Earned, uncollected	95,157.37
Cash on Hand	\$2,300,586.15
Due from Federal Reserve Bank of S. F.	3,074,240.04
Due from Banks	9,090,568.02
	14,465,394.21
	\$52,296,832.16

LIABILITIES	
Capital Stock Paid in	\$2,000,000.00
Surplus	1,500,000.00
Undivided profits	703,645.96
Reserved for Taxes	18,523.31
Reserved for Interest	93,983.27
Unearned Discount	38,938.41
Securities Borrowed	1,000,000.00
Letters of Credit	393,666.48
Acceptances Based on Imports	30,303.32
National Bank Notes Outstanding	1,480,000.00
DEPOSITS	45,037,771.41
	\$52,296,832.16

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

(Signed) V. H. ROSSETTI, Cashier.

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

WE PAY INTEREST ON TIME DEPOSITS

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

This is the oldest Bank in Southern California, and the largest Bank therein whose assets have never been increased by mergers, or consolidations with other Banks.

THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES
Corner of Fourth and Main Streets

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President

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

C. H. HOGAN
Asst. Cashier
E. MADER
Asst. Cashier
FRED S. HILPERT
Asst. Cashier
ERNEST GARRETT
Asst. Cashier
F. D. DICKEY
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